



SUMMARY:
PLAN COMMENTS AND RESPONSES
Spring 2016

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OVERVIEW

The Minnesota Department of Transportation (MnDOT) released the Draft Statewide Bicycle Plan for formal public review and comment on October 5, 2015. Regional coffee chats were held around the state for plan input and questions, and the comment period closed on November 16, 2015. MnDOT developed a social media plan with messages that were shared with over twenty partners to help get the word on out and generate responses.

This document summarizes the comments received throughout this process and provides MnDOT's responses to each point of feedback, where applicable.

The coffee chats were held between 5:00 p.m. and 7:00 p.m. at the following dates and locations:

- November 2, 2015: Grand Rapids – Bixby's Itasca County Family YMCA
- November 2, 2015: Mankato – Tandem Bagels
- November 3, 2015: Bemidji – Harmony Natural Foods Co-op
- November 4, 2015: Minneapolis – Freewheel Bike Center
- November 5, 2015: Rochester – People's Food Co-op

Fifty-eight individuals attended the coffee chats held throughout the state. Throughout the comment period, seven key partners and over 150 individuals submitted email or written comments on the Draft Statewide Bicycle System Plan. Names of individuals and MnDOT's key partners who submitted comments on behalf of themselves and their respective organizations can be found in **Appendix 1**. Many comments demonstrated supportive of the Plan; while other comments raised concerns.

With social media, partners were encouraged to use the #pedalMN to track messages. Through tracking the hashtag, there were 20 tweets, 62 retweets and 53 likes about the bike plan on twitter. There were 7 facebook posts, resulting in 64 shares, 11 comments, and 533 likes. Screen shots of social media found through the #pedalMN archive can be found in **Appendix 2**.

How to use this document

The main text of this document consists of Plan comments and MnDOT responses organized by theme. Thematic responses provide a summary of what was heard and of changes that may have resulted from comments. Please note each comment is linked to a unique commenter ID. A list of commenters and respective IDs can be found in **Appendix 1**.

Changes were made to the Plan following the public review and comment period and included overall changes to the language used and structural flow of the document. Below is an overview of revisions made to plan based on the public comments received. Specific responses to comments can be found in the within each theme.

Revisions related to language and writing

- Have a more affirmative tone with plan direction and implementation
- Where possible, plain language was used
- Chapters were retitled to clarify purpose
- Stakeholders were identified as partners, and where possible clearly identified
- The terminology "bikeways" was changed to "bicycle route" to increase consistency with national and local language

Revisions related to structural flow of plan

- Created a two-page, visually appealing executive summary
- Added an introductory letter from MnDOT leadership
- Develop a new introductory section (Chapter 1)
- Moved the "Planning in Context" chapter and merged it with Appendix B of the plan
- Moved the local connections chapter before the state bicycle route chapter to emphasize priority
- Created a next steps chapter, which provides an overview of implementation activities
- Added online participation summary as Appendix C
- Modified the vision statement
- Added new images to better reflect content
- Updated the Regional Bicycle Transportation Network map and language for the Twin Cities metropolitan area
- Balanced conversation related to planning partners in the appendix for Planning in Context

The public comment period provided input that validated the direction of the Statewide Bicycle System Plan, and also provided suggestions for improvement. MnDOT values input from partners statewide on creating a state where bicycling is a safe, comfortable and convenient transportation option for all people.

COMMENTS & RESPONSES

LOCAL CONNECTIONS

Response

Response to comments about Local and Regional Connections

Local and regional bicycle connections are consistent with what was heard during the public engagement for the Bicycle System Plan, along with separated facilities. The plan proposes that 70% of MnDOT's Bicycle Investments prioritize these kinds of projects that would be within MnDOT's right of way. Several comments identified and noted specific locations for bicycle routes and / or facilities. Where appropriate, the responses provided information and resources about the location. MnDOT will continue to work with communities and partners to further refine priority areas for local and regional bicycle connections. As a next step for bike plan implementation MnDOT will work with District Offices to further develop regional and local routes and facilities. Lastly, to highlight the importance of local and regional connections, the final bicycle system plan moved this key finding before the state bicycle route finding.

Comments

ID	COMMENT	RESPONSE
5	I love that MnDOT is trying to accommodate more biking. I can't think of a better thing to spend tax dollars on. We have great bike trails here but how about connecting them for shorter rides. For instance, I live in Long Lake and the Dakota trail and Luce Line are right outside my door. Could you provide more connector trails between them? Or between the Dakota and LRT? Right now I have to ride on scary traffic filled streets to do loops. I also love the separated trail idea. I have known too many people to get killed while biking by people who aren't paying attention while driving. (even with wide shoulders) Thanks for doing this!	Local and regional bicycle connections are consistent with what was heard during the public engagement for the Bicycle System Plan, along with separated facilities. The plan proposes that 70% of MnDOT's Bicycle Investments prioritize these kinds of projects that would be within MnDOT's right of way.
8	I cycle a lot and would love to have a more connected off street cycling path. I feel that having a path separate from a roadway would increase safety for long trips between metro/city/town areas. The building of such a path system would allow me take more long trips easier and safer.	Thank you for your comment. This echoes sentiments heard during community engagement for the development of the bicycle system plan.
15	I live in rural Minnesota and find that most roads around here are fairly safe to use. However, so often the surfaces are not friendly to the thin tires on my bikes. I especially see a need for a paved path from Hutchinson or Glencoe into the suburban areas of Eden Prairie and Minnetonka.	Pavement conditions on Minnesota roads continue to deteriorate because of lack of funding. The connection you are referencing is a state trail managed by the Minnesota Department of Natural Resource: http://www.dnr.state.mn.us/state_trails/luce_line/index.html .
17	on priority map overlay existing trails to show progress to date	Currently, there is not a complete data set with all of the existing trails at local and regional levels. Additionally, final facilities within the defined corridors have yet to be identified, and may include trails and roads.
22	Nothing wrong with bike paths along abandoned RR sites but too often bike paths in urban areas have too many intersections to make them practical. I'd rather see bike lanes where perpendicular traffic must yield. Drivers are often only looking one way and pull right in front or even stop in your path.	Thank you for your comment. Typically, traffic volumes determine where the traffic control is implemented and where yielding would need to occur.
24	I'd like to know who I should contact at DOT district 1 regarding bicycling issues and also if this person knows who the contact would be at St. Louis County. regarding this plan – We need a connection between Walker and Duluth (via MN200 and US2) so you can have a clean cross state route between Fargo and Duluth US2 from GR to Duluth should be higher priority. Work would be minimal since it has a wide shoulder. I don't understand why a route from Duluth to Aitkin is a medium statewide priority. Why would one want to go on this route? The route from Duluth to Grand Rapids, either along US 2 or along US 2 and MN 200 (with spur to GR along river road or 169); or the route from walker to Duluth are clearly higher priorities. I am curious to know how District 1 will implement strategy 5 and 6.	Corridor identification is based on public input. The corridors identified were not elevated priorities based on public feedback throughout Minnesota and within the district. The strategies referenced are currently recommendations. MnDOT will determine how to best implement these upon plan adoption - including at the district levels.
25	Kudos on the draft plan. I'm all for its goals and priorities. I'm a regular bike commuter and a recreational bike rider. We need. I like the idea of placing the highest priority on the projects that will make it comfortable for the greatest number of people to take up this transportation option. These will probably be projects in metro areas, especially around schools.	Thank you for comments of support.
26	I would love to see a dedicated bike trail placed along Concordia or St Anthony that spans from downtown St Paul to Mpls. You could call it Rondo Trail, that way when you add your MN PASS lane down the middle of 94 it gives our community reconciliation and recognition for all the homes you destroyed when building 94. Also, why didn't you replace our pedestrian bridge that spans 94 between Dale and Western? It connects to bike trails at Central Village Park and construction was supposed to take place this year. My children walk or bike to Capitol Hill and that bridge is a mess and has very poor safety markings for kids crossing the street on either side when walking or biking. Please let me know what happened and what you think about the Rondo Trail idea.	Thank you for your comments on the MN Statewide Bicycle System Plan. It sounds like the bridge referenced is Mackubin. Repairing that pedestrian bridge was delayed a year in hopes that it could be combined with replacing the Grotto pedestrian bridge. Information about the project here: http://www.dot.state.mn.us/metro/projects/i94mackubinstpaul/ Related to a bike facility along I-94: MnDOT is currently in the process of studying the corridor between Minneapolis and St. Paul. See more about the study here: http://www.dot.state.mn.us/I-94minneapolis-stpaul/
28	Black top Luce Line from Vicksburg in Plymouth to at least as far West as Stubs Bay or Watertown. Heavily used and it would be more friendly towards people with skinny bike tires.	Thank you for your comment. This is a Minnesota Department of Natural Resources State Trail: http://www.dnr.state.mn.us/state_trails/luce_line/index.html
29	I'm a cyclist who lives in the Twin Cities and I'm just writing to provide feedback on the bicycle system plan. I think it's a fantastic idea and would be used by a wide variety of cyclists. I'm both a commuter and bike racer and I could see myself using the trails for long training rides, for bike camping, and for casual rides with family/friends. I also think that building these trails would bring tourism to small Minnesota towns that could really benefit from it.	Thank you for your supportive comment.
30	Excellent idea on a statewide system for safe biking. Being able to safely enter and exit the Twin Cities and other MN urban areas, with popular destinations such North Shore State Parks, St. Croix River area, Mankato area, and the Brainerd Lakes will make Minnesota an even better cycling state. The approach to work with partners and stakeholders in this plan is needed for its success. I truly hope this plan can become a reality, so that families can have safe biking options, no matter where they live.	Thank you for your supportive comment.

33	<p>I'd love to see a lot of this get implemented. One area that I'd like to see is the completion of the Dakota Rail Trail to Hutchinson. Ideally, we'd like to see the paved trail completed on the Luce Line as well.</p> <p>By completing the paving of both of these trails, we would see the largest paved loop in the upper midwest. This would not only improve the trail system in the state, but would have a large economic impact from a tourism standpoint, not only for the cities located on the trails, but for the state as well.</p> <p>Great start though!</p>	<p>The Dakota Rail Trail belongs to the Three Rivers Park District and the Luce Line is a part of the Minnesota Department of Natural Resources state trail. http://www.dnr.state.mn.us/state_trails/luce_line/index.html; https://www.threeriversparks.org/trails/dakota-rail-trail.aspx</p>
35	<p>Greetings! and thanks for your efforts to address the desire for a bike trails plan across the State.</p> <p>There is one tiny but very significant section of an otherwise compliant "standard" trail in Duluth, the Lakewalk between Canal Park and Brighton Beach.</p> <p>A design to complete a section of maximum non-motorized use trail across a 6-block gap in eastern Duluth does NOT recognize, thus not address and resolve, a non-compliant section that has too steep a grade and poor visibility around two excessively sharp turns. Political influence of special interest persons, the developers and buyers of high-end residential units adjacent to the land that the City acquired for the purpose of extending a compliant trail (the Lakewalk), have so-far managed to prevent completion of that intended, required!, shoreline trail. The City is NOT recognizing that an existing temporary trail is NOT safe for persons using wheels. Thus, nothing is being done to address the condition and need. Resolution is possible, but that is to place the trail along the City-owned shore between the million dollar + town homes and the lake, then remove the dangerous non-complaint section. The City has acquired the rights to the amount of land necessary for such a trail. An unanimous vote by the City Council dedicated a sufficient revenue source. But our "strong mayor" will not recognize the significant problem and move forward its intended resolution.</p> <p>Under our form of governance there is no means by which the Council or the citizens can effectively act to hold the Administration accountable. This condition needs the bright light from above/outside to enlighten the public and demand Administrative transparency on this matter. Please help us!</p>	<p>Thank you for your comment. This is a City of Duluth decision.</p>
37	<p>I am very for this plan. I am an avid biker who lives in Mankato so this would connect me to every city I could want to visit. Good job on this one.</p>	<p>Thank you for sharing your comment.</p>
41	<p>As encouraged by BikeMN (which I'm a member) and some other cycling groups, I read through the MnDOT plan for the statewide bicycle transportation system & am now offering my thoughts.</p> <p>Overall, I like what I see & think that there has really been some good work done. Of course, as an out-stater (non-twin cities metro MN resident) I obviously would like to see more efforts go specifically to my area (or rather see a higher priority than what it's currently labeled - but understand why & fully accept our low priority status. The few minute changes that I would make to the overall plan would be to suggest that as roads & highways are redone throughout the state that a mandate be put together to repair/replace roads with at least some bike standards in line for now, rather than wait for any bike-friendly idea to only be implemented once it can be done "completely". A good example of what I mean is, there is a county road that recently got resurfaced in our area. Rather than adding a few inches to a foot on each shoulder and or reducing the lane size a little then painting a bike specific lane on each side - it was redone "as is", and I was told that eventually they'll redo the whole road "the right way" and a full lane will be added for bikes later. Meanwhile, I ride this all summer long & am regularly "buzzed" by traffic who don't like to share the road.</p> <p>Which actually brings me to my only real & emphatic reason for writing: the primary thing I did not see in the bike transportation plan, was vehicle driver education/awareness of bicyclists issues & needs. Whether it be signage, public service message type advertisements, or whatever - the "Share the Road" & "Watch for Cyclists" type messages should be a vital part of this plan. Non-motorized bike specific or shared (bikes, hikers, rollerbladers, etc) paths are really great, but simply not practical everywhere. So keeping the idea of cyclists on the brains of motorists can help them be more alert & notice them when the road does need to be shared. Also, those messages help them remember that they are supposed to share the road & keep at least a 3 foot minimum from the biker. Not to pass with little to no consideration, like when I had a car pass me so close his passenger rear view mirror actually clipped my elbow (this summer). Not cool, not fun.</p> <p>Thank you for your thoughts & consideration. I appreciate the work that has been done & the direction that your plans are heading.</p>	<p>It is not feasible to expand pavement everywhere on every roadway in the state. That said this plan looks to identify opportunities within these priority corridors, specifically on MnDOT right of way. Related to education, strategy 14 is to promote safe driving/bicycling behaviors by developing educational materials.</p>
42	<p>Can you please complete the trail from Taopi, MN to the Iowa state line? This will, hopefully, connect to the Wapsi/Great Western Trail (IA). Taopi would become a center point for cyclists heading east/west and north/south, bringing tourist dollars to Taopi.</p>	<p>Please reference figure 6: District 6 Regional Priority Corridors, where there seems to be a north/south corridor identified near Lake Louise State Park heading south into Iowa.</p>
45	<p>I know that there are delays in a bicycle trail from Inver Grove Heights to Hastings but, after biking by Valleyfair. I hope to see a connecting trail that might follow the river and connect with the trail that begins east of 35W. I remember a trail that begins by Burnsville High School to Eagan. My last request would be a trail from the Hastings bridge north to safe biking areas on the northern areas of hwy 61.</p>	<p>Figure 9: Metro District Regional Priority Corridors identifies what the Metropolitan Council's regional bicycle transportation network is. The corridors referenced in comment are all priority areas for this metro network.</p>
53	<p>My comment involves a tad bit more information than can be conveyed in a text box. Please see https://docs.google.com/document/d/188LIVJudiK6PO87ahBAyLq1_RvDjUJdby69KAjogSnE/edit?usp=sharing</p> <p>Two issues are found in that document.</p> <p>1) Introducing the Follow the Bear (Creek) bike trail that would be a destination trail linking the entire city of Rochester to Chester Woods park.</p>	<p>1) MnDOT's process identified the priority corridors through a pretty intensive public engagement effort. The location identified is an existing authorized State Trail as part of the Blufflands System for which the DNR is responsible. This fall, the DNR released a statewide plan (see link below) which looks at their different recreation elements. This segment was identified as a "partner-led core trail" which indicates that this is one of many trails across the state where the DNR will be looking to their local partners to take a leadership role on. The MnDOT Statewide Bicycle System Plan aligns well with the DNR plan in this regard.</p>

	<p>2) A review of http://www.dot.state.mn.us/planning/program/pdf/stip/2015-2018%20STIP%20FINAL.pdf Sequence Number 1032 (Project Number 159-090-020) for an example of a short-sighted plan that is a waste of money. Please cause this short sighted route that would go from Quarry Hill to Chester Woods to be stopped. Spend the money, instead, on the Follow the Bear (Creek) trail.</p> <p>If you have any questions, feel free to connect to me via my e-mail address</p>	<p>http://files.dnr.state.mn.us/input/mgmtplans/pat/system_plan/system_plan.pdf</p> <p>2) The process to identify the funding of the project referenced is local/regional. Between the Rochester-Olmsted Metropolitan Planning Organization planning process and the Area Transportation Partnership process, it was determined at a local level that this project was a priority over many others.</p>
59	<p>Connecting regional bike paths need alternatives for hauling the bike and biker from one region to another. Within the Twin Cities, the light rail bridges that gap for multimodal commuters; however, hauling a bike from the Twin Cities to the state park trails can be an expensive investment for a family.</p> <p>Buses and Amtrak should be engaged to more easily allow bikers to transport the distance giving them more flexibility in time and energy increasing recreational and commuting "local" bike trips.</p> <p>Good job. Thank you.</p>	<p>Thank you for sharing your comment. Improving bicycling access to regional transit opportunities can encourage bike travel. Currently, Amtrak and Jefferson lines offer options to onboard bicycles. https://www.amtrak.com/bring-your-bicycle-onboard and https://www.jeffersonlines.com/baggage.asp</p>
61	<p>First of all, I really appreciate that MNDOT is taking an active role in promoting biking throughout the state. This is really important for our state.</p> <p>I currently live in Minneapolis and frequently bike around the city. I would hope that MNDOT would look more specifically at Highway 55 running through the city of Minneapolis. Right now this highway is terrible for just about every type of transportation. It divides the community in Minneapolis and creates an extremely dangerous environment for pedestrians and bicyclist. I believe that biking has an important role in this corridor and I would hope the bicycle plan, and future MNDOT planning, would focus on transforming this corridor into something better.</p> <p>Secondly, growing up in Northfield, I wish that MNDOT would make the bike connection between Cannon Falls and Faribault a high priority. This could build off the highly popular Cannon Valley Trail and would connect Red Wing with Mankato. All the small towns along this route are already popular tourist destinations, and this trail could help promote the bicycle tourism in this region.</p> <p>Additionally, I would hope that MNDOT looks at the RiverFirst plan for Minneapolis and does everything it can to help assist the development of this plan. This plan is crucial to the continued development of Minneapolis and it would be great to see MNDOT actively helping to develop this plan.</p> <p>Lastly, the Rail to Trails or Rail with Trails program that was implemented along the Midtown Greenway was incredible successful. It would be great if MNDOT could take a leadership role in identifying other underutilized rail corridors and help to turn them into trails and light rail/street car lines. There are a number of lines running throughout Minneapolis/St. Paul such as along Ayd Mill Road or Hiawatha that would be excellent for this type of project.</p> <p>Thanks for the great start and keep it up. Really looking forward to great bike rides in the future.</p>	<p>Thank you for your comment. For the metro area MnDOT consults with the Metropolitan Council's 2014 Regional Bicycle System Study and local plans when available and appropriate. In Southeast MN the connection between Cannon Falls and Faribault has been identified as a regional connection. Related to Rails-to-Trails, currently significant abandonments do not happen frequently. When they do local governments are active in consideration of acquisition. The Rail with Trails program, the opportunities for trails to exist along active rail corridors is extremely limited due to liability concerns.</p>
63	<p>I live in Minneapolis and would really love to see this plan move forward. Having safe ways to travel by bike between major cities in MN would be wonderful.</p>	<p>Thank you for your supportive comment.</p>
65	<p>I wholeheartedly support this plan. I am a year-round bike commuter who also rides local and regional trails on weekends. I like the balance of local and statewide emphasis in the plan, efforts to document and encourage increased ridership, and acknowledgement that expanded trails require maintenance. Best of luck with implementation!</p>	<p>Thank you for your supportive comment.</p>
66	<p>I'm very much in favor of a comprehensive state-wide bicycling plan, such as this plan. It is essential to encourage people of all ages to bike more if they want to and are able to, in order to promote better health through exercise, to cut down on pollution caused by fuel emissions, and accidents caused by traffic congestion. Large cities can benefit by providing another safe means of transportation to and from work and school, and small cities may benefit even more. The likelihood of bicycling to work or school safely through a small town rather than driving a car the same distance is increased if local trails make it practical and easy. Why drag a car out of the garage for a 5-minute drive, if there is a safe, direct, and easy bike route to school, work and stores? Hopefully if these safe route plans are achieved, local businesses, schools and places of employment will appreciate the benefits of bicycling for the community and will then provide secure places to park bikes and encourage a culture where it is comfortable and practical to bike (i.e., relaxed dress codes, storage lockers etc.) rather than drive all the time. Of course it will also be wonderful to connect long-distance trails between towns, cities and regions in the state. Biking for leisure and health is definitely on the rise. Let's do all we can to support this life-changing trend!</p>	<p>Thank you for your supportive comment.</p>
67	<p>I'm pleased with Strategies 17 and 18 concerning encouragement; I think that is a very important function.</p> <p>I disagree with Strategy 19 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable.</p> <p>I am also skeptical of the ranking of corridors as high, medium and low. Some of the "low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs). Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over</p>	<p>Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.</p>

	the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!	
68	I am in support of a mapped out route from Mpls to Duluth We need bike routes or lanes thru towns like white bear	Thank you for your supportive comment.
73	First off, thanks for having a plan. In looking over the bike plan I would like to suggest an area where I see a big return for the investment. I would suggest adding a shoulder to the Gunflint Trail (County State-Aid Hwy 12 or County Road 12) . I feel the adding this spur to one of your major high priority corridors would greatly expand the biking potential and make this a "destination" site. The ability to link bikes to the resorts/campgrounds along the Gunflint corridor is priceless. Being able to connect to all the forest roads currently in place works well to promote the multi-use of these roads and creates many miles of biking opportunities with just the investment of one connector link. I believe the investment required to add a shoulder to the trail could be offset by the economic payback once in place. To be able to promote lodge to lodge travel, bike packing, or gravel riding, truly is a great way to expand the resources that is unique to the Gunflint corridor. This may be one area where ATVs and Bikes could get together to provide greater access for all. I know there is only so many dollars to spread around however I believe a cost analysis would show a payback in a nearer term window. Thank you for your time and effort from a Minnesota native and avid biker working towards establishing a foothold back in the state (Just purchased a cabin off of the Gunflint Trail). I like what I see from the town of Grand Marais in promoting and providing biking access and I would love to see this expanded with the infrastructure of a shoulder on the Gunflint trail.	Thank you for your comment. MnDOT does not own County Road 12 and cannot make investment decisions on that roadway. That said MnDOT is currently in the process of planning U.S. Bike Route 41, which will be from St. Paul up to Grand Portage. In the planning process this roadway could be a point of discussion with how it ties in.
75	Yes, sorry, I thought it was the first page of a multi-page questionnaire! I used to bike to do my errands, but I've changed to walking to do them. I'm 53 years old, and I don't see or hear as well as I like to. I no longer feel comfortable once I get away from the roads with bike lanes. Also, aggressive drivers of motor vehicles make left turns a little scary. Part of my issue is that I don't know what it the best rule to follow. For example, I used to ride along Lexington on the sidewalk because NO WAY on that road, and I haven't managed to find a good alternate route (I also have a very bad sense of direction), though the new-to-me lane on Prior looks promising. Anyway, I rode the sidewalk, always behaving as a pedestrian rather than as a vehicle, and pretty much assuming that anybody who didn't make eye contact with me didn't see me. I enjoyed that. But everybody screams at me that sidewalk riding is dangerous, so I tried that, but it is just too nerve-wracking for me. So I've pretty much given up the bike except for recreation, and I just walk to do my errands. This is viable only because I have huge amounts of time. I could not keep the house going without using a car if I worked full time. Also, since we're talking, I think they should be very strict with the cyclists who run red lights and don't yield right of way to pedestrians. They make the car people very nervous and that feeds their aggression. They also make me nervous when I'm walking because I have to choose between a close call or not making the light (I'm one who walks only on the white hand). We should ALL follow the rules. Maybe it would be helpful to do a campaign to explain to everybody what those rules are. Because we seem to be unaware of them. I hope this is useful.	Thank you for your comments. What you've shared is consistent with what has been heard in the public engagement process, which includes that people bicycling prefer to have separate facilities from motor vehicle traffic. It is important for people using all modes - walking, bicycling, and driving - to follow the rules and that they are enforced appropriately. MnDOT does currently have an educational campaign, which can be found here: http://www.dot.state.mn.us/sharetheroad/
83	Good afternoon, I have reviewed the bike plan draft and have a question on whether the "Prairie Line Trail" is part of the plan? Attached is a brochure that the Prairie Line Trail Committee has been distributing for the last ten years. The first segment of the trail was completed this summer in Arlington (funded by a federal grant). As you can see, future portions are planned along state highways. I unfortunately cannot attend the open house in Mankato on November 2nd as I have our City Council Meeting.	Thank you for sharing your comment. The plan identifies regional corridors, and this local connection was not identified through public engagement. This local connection could be connected into the regionally identified corridors, and the Prairie Line Trail plan should be considered with local planning efforts.
88	First off, thank you for putting together a very thorough analysis of the state of bicycling in Minnesota and areas where it needs to be improved. In general, I agree with everything stated and hopefully it can be implemented as quickly as possible. In my limited time (I have a 4 month old at home,) I tried my best to read as much detail as I could from the plan. I will apologize in advance if any of my concerns are specifically addressed in the plan. I am an avid recreational cyclist, and yearly log about 2500 miles per year, mostly in the east metro, specifically Washington County. I ride solo and in group rides, some sponsored by local shops such as Erik's. I occasionally commute via bicycle, up to once per week, from Cottage Grove to Downtown Minneapolis, about 22 miles one way, so I am also familiar with urban roads/trails and awesome facilities like the Midtown Greenway. As the plan does not address specific action items that will be taken, my overwhelming concern with the plan is that for some entities, it may result in great-facilities being the enemy of good-facilities, ultimately resulting in no action, or facilities that are quickly out-modded. Page 23 provides a good example. It shows an X on the person riding in a wide shoulder on the side of a presumably low traffic rural road or highway. While it would be ideal to have a completely separated facility for maximum comfort, in most instances, county and local governments are not going to invest in that facility if it is not mandated for them to do so. If the road currently has no shoulder, they may not add anything; whereas they would be more likely to add a 3-4' shoulder for much less incremental cost.	Thank you for sharing your comment and concerns. The preferences identified in the plan are based on public input and a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs. MnDOT will work with local communities to identify priorities and appropriate bicycle facility types.

	<p>The MUP shown as preferred in the upper left of the same page (23) would certainly not be preferred by experienced road cyclists, because unless there are separate facilities for walkers or slower-cyclists, these paths can be more dangerous than riding on the road. I routinely ride at 17+ mph, and a dog leash strung across the path scares me much more than riding a shoulder next to low-volume traffic. Now this leaves the person driving the car to wonder why I am not taking advantage of the trail, not understanding the inherent danger it poses to me.</p> <p>Finally, and this is not specific to the plan, but if anyone can communicate preferred action items to those that make funding decisions, I would like to lodge a plea that among the first shortcomings addressed is Manning Ave S (MN 95) where it joins the MRT from Lehigh Rd south to US 10. The shoulder is very narrow, traffic is 60+ mph, and there are rolling hills that blind traffic from cyclists using the road. This section of highway scares me every time I ride it; both for myself and others less experienced who have difficulty riding in a straight line. I sincerely hope there are no injuries or fatalities on this "trail". This is a critical link from the Cottage Grove area to Hastings and Prescott, WI for many avid road and touring cyclists following the MRT. Please add at least 6 additional feet of shoulder north and southbound or provide a separated cycle-track.</p>	
89	<p>Thanks for listening and providing this forum! I have three comments ...</p> <p>1) I live in Bemidji. Bicycling here is heavenly thanks to all the trails that the state constructed in recent years. I can attest to the enhanced enjoyment derived from the sport when one does not have to compete with and worry about motorized traffic.</p> <p>2) Here in Bemidji we have dozens and dozens of transcontinental bicyclist come through our town every year along US highway #2. I see on your map that this corridor does not have very high priority for future trail construction, yet these tourists would greatly benefit if there were reasonable routes available that were off of this major highway. Getting through Duluth, specifically, is quite problematic ... I did it myself back in 1993. Creative riders can find backroad routes between Grand Forks and Bemidji, I would say, but from Bemidji to Duluth it's hard to go off #2 without adding a lot of miles to the trip.</p> <p>3) The state's bicycle plan document that I found online is daunting in its length and detail! I wonder if a ten-page summary document might scare away fewer people and thus engender more exchange of ideas.</p>	<p>Thank you for your comments and support. Related to your comment about statewide bicycle routes, the corridors identified are based on public input and are prioritized as such. Lastly, MnDOT will provide an executive summary with the final plan.</p>
90	<p>The Minnesota State plan certainly impresses me as very thorough and I certainly anticipate its completion.</p> <p>One question or critique I have: Your plan apparently does not incorporate the existing but not yet complete Gitchie Gammi Bike Trail which will eventually connect Duluth, MN to Grand Portage, MN, as I understand it. I am an avid bicyclist but it's terribly frustrating to only be able to bike specific sections of the Gitchie Gammi trail without having to turn around or, more dangerously, bike on the sides of Highway 61, a very busy and dangerous scenic highway that runs along the North Shore of Lake Superior.</p> <p>Furthermore, I am surprised at the incredibly slow rate of completion of you plan - 50 years?! How many of us current bikers can even hope to be alive in 50 years. I'm already 67 and, while many of my biking friends are much younger, they too may be too old to ever enjoy the fully completed statewide bike system.</p> <p>Thank you so much for making this plan available. Again, I am anxious and impatient for its completion and its connection to the trail as planned for the North Shore, hopefully to be coordinated with the existing bike trail as partially completed.</p>	<p>Thank you for your comment. MnDOT will be planning a route for U.S. Bike Route 41 this summer, which will be from St. Paul to Grand Portage. If interested, sign-up for email updates at http://www.dot.state.mn.us/bike/index.html.</p>
91	<p>After being in Copenhagen Denmark visiting our daughter who studied abroad for a semester I really got a different view point on the possibilities of biking for daily function. If we only develop biking infrastructure for recreational biking I think we're missing the bigger picture. If safe biking can be incorporated into our daily essential travel then I think we're reaping the benefits of better health, and less air pollution. The main hold back I see in MN is lack of sizable dedicated bike lanes with something that restricts cars from being in the bike lane. In Denmark there is actually a curb from street level to bike level, and it's nice and wide. Definitely not the 2' curb section that's given on many Minneapolis roads. It's not enough to provide safety for the bikers. I believe more people would bike if there were safer biking areas to get to work, groceries, etc. Also in Denmark the bikes have the right away much like pedestrians do here. In fact there, the pedestrians need to give the bikers the right away. Also the bike paths are maintained extremely well. While biking over there we never saw potholes, cracks, gravel on the bike paths. I think the metro would benefit on planning this into future infrastructure as the population grows. I believe it will become more and more necessary. We have downtown skyways for walking, for winter why not downtown bikeways of some nature too. The public transportation also was very easy to bring a bike on and exit which was helpful too. Even in smaller communities I believe this would be a benefit. My husband biked for a while, in our small town of 10,000 but found it too dangerous even with bright colored clothing. Cars refused to share the road with him and missed seeing him. Just like cars miss seeing motorcycles sometimes (and at least they can go the same speed). Bikes can not! Thanks for working on improving biking conditions in Minnesota. I appreciate what's been done so far and hope more continues to be done.</p>	<p>Thank you for sharing your comment.</p>
92	<p>THANK YOU for working on this plan and making biking a priority. I'm a firm supporter of improved corridors and connectivity.</p>	<p>Thank you for sharing your comment.</p>
93	<p>A trail to connect Waseca and Waterville.</p>	<p>Thank you for sharing your comment. Regional corridors were identified based on public input. This connection is identified in Figure 7: District 7 Regional Priority Corridors.</p>
94	<p>I skimmed thru the plan, it looks very thorough and positive.</p> <p>I do see your notes regarding education - I live up north and ride a lot of narrow roads - I think very few drives and law enforcement officials understand there is a 3 foot law when passing, so getting that law better known would be great.</p>	<p>Thank you for sharing your comments. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years.</p>

	<p>My main concern with safety are rumble strips on rural roads, they make biking almost impossible on certain roads. I brought this up with the now retired Lake County Highway engineer and he essentially ignored me. (Al Goodman) I asked him if he could put up some "Share the road signs" on those dangerous stretches - he quickly told me no he would not.</p> <p>Rumble strips are awful for bikers!</p>	
96	<p>I will not be able to make a community presentation in Mankato on November 2.</p> <p>I wanted to offer the following comments and highlights from the report:</p> <ol style="list-style-type: none"> 1. I agree that local route within cities is an important aspect to get people to make short trips on a bike where they otherwise would take a car. 2. Signage along roadways is effective at pointing out potential routes to people who may consider biking in an area or town, and it alerts the drivers of motor vehicles that bikes may be on the road. 3. In rural areas a sufficient shoulder is acceptable if a rumble strip is placed at the white line on the ride of the road or perhaps a double white line with a rumble strip could be placed. It may be cost prohibitive to offer separate bike lanes in all areas. I live in Nicollet county and rumble strips were placed just outside the white lines on several county roads I frequently cycle for exercise. With little shoulder left that is still paved, I now have to bike "inside" the white line and expose myself to traffic much more. 4. Development of the statewide major corridors would be a welcome addition to recreation and would spur further economic development to support the bikers that travel these trails. 5. I am excited to see aspects of plan move forward. More information dissemination would be great as the years go by. 	<p>Thank you for sharing your comments. Related to your third point, MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482 , which includes how bicycling should be considered.</p>
97	<p>Our town of Northome in northern MN is located at the apex of three state highways (#1, #46, #71). I would like to advocate for a bicycle trail following any of these three state highways (there is a mile bike trail now connecting school and town along #1 east). Trails along #46 south or #71 north or south could connect our town to others. Please keep me informed about the coffee shop chats scheduled in November. Thank You.</p>	<p>Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.</p>
98	<p>Although the plan's focus on local context is very admirable, I'd like to see a bit more focus on schools in local areas. Trying to contact schools before beginning projects, to find out what areas can best suit safe bicycling, could help increase ridership among school age children.</p>	<p>Thanks for your comment. MnDOT agrees Safe Routes to School is an important part of a Statewide Bicycle System Plan. In the summer of 2015, MnDOT adopted a Safe Routes to School Strategic Plan, and during the revision process for the Statewide Bicycle System Plan strategies that align between both plans have been integrated. For example, under strategy 4 in chapter 4, technical assistance provided for SRTS has been included, and education efforts like Walk! Bike! Fun! have been incorporated.</p>
99	<p>I would like to see some consideration given to a bike trail along MN highway 46 in Itasca Co. MN46 runs from Deer River to Northome thru the Chippewa National Forest and is designated as the "Avenue of Pines" highway. This bike trail could connect with Chippewa Nat'l Forest trails already in place! Maybe a partnership between MnDOT and the Chip could help facilitate this project!</p>	<p>Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.</p>
102	<p>Hello. I bike commute year-round to the Elk River Northstar Station. It's time to connect downtown Elk River with the Northstar Station via trail! Easy to do: trail on south side of Hwy 10 from downtown at Main Street, through Babcock Park, under the Hwy 101 overpass continuing to Zane Street NW. Just over 1 mile. Let's build it! Here's a map: http://www.mappedometer.com/?maproute=475512</p> <p>Thank you for your time.</p>	<p>Thank you for sharing your comment. Regional priority corridors were identified through public input and will be refined with regional and district plans.</p>
103	<p>I did read the plan. All of it. I found the plan to be well written, well organized, and very complete.</p> <p>I always have the same difficulty with plans written at this level. I want to know in more specific detail how the State will meet the objectives laid on in this plan. I fully understand that the implementing plans are written by the counties and cities.</p> <p>As a matter of background, I have experience writing planning documents at similar levels. The last 15 years of my working life was spent as a defense contractor imbedded in the Pentagon staff. In that capacity, I was a participating author on several planning and budgeting documents. Most of those documents advocated high level objectives and strategies. That is a long way of stating that I recognize the need for and value in planning documents intended to guide implementation at the local level.</p> <p>With that background you might think that I would have a lot more criticism about the Minnesota Statewide Bicycle System Plan. But that is not the case.</p> <p>I do have a couple of specific comments.</p> <ol style="list-style-type: none"> 1) I recently sent Dorian a copy of an Anoka County Plan connecting two of the County's regional parks. By far, the biggest issue in the county plan is the replacement or modification of a bridge over I-35W. The bridge is on a county highway that Anoka County will improve to accommodate safe bicycle traffic. All bridges over interstate highways are "owner" by the state. So, I have been told by an Anoka County Commissioner and an Anoka County Highway official. <p>What I would like to see in the MN State Plan is a high priority place on funding the interface between State and local activities. Especially where the failure of the state to fund a key element (such as a bridge) puts the local project in jeopardy.</p> <ol style="list-style-type: none"> 2) This version of the State Bike Plan reflect considerable input received from public comment on earlier versions. That is great. The plan reflects the high importance many riders place on off road bicycle or multi-use trails or paths. I do not disagree. A true bike path, like the Paul Bunyan Trail or the Gateway Trail is the best option. 	<p>Thank you for sharing your comments.</p>

	<p>However, in many urban or suburban communities multi-use trails are used to replace traditional sidewalks. These trails may have some value for children learning to ride, but not for experienced riders. The urban/suburban multi-use trails are neither safe or satisfying to ride. Point in case, on our H2H ride the trails I am trying to describe are between the Coon Rapids Dam and the City of Minneapolis. Most and maybe all of our H2H riders got off of those trails to ride in the streets. Riding with the traffic is faster and safer than riding on trails which frequently cross driveways and secondary streets.</p> <p>Thanks for the opportunity to comment on the State Bike Plan.</p> <p>Nice Job. I am sure that a lot of people have put in a lot of work on this project</p>	
104	<p>Students who attend the Rochester Alternative Learning Center on the south side of Rochester (Address: 37 Woodlake Drive SE, Rochester, MN 55904) are not able to walk or bike safely to that school. A large infrastructure project is needed to provide a pedestrian bridge over Highway 52, and a trail connection is needed so students can bike to school. Since this is an alternative school and night school, bussing is not always available when students need it. Many students biked to their last location, but when the school site was moved last year, the option for active transport to and from school was all but eliminated.</p>	<p>Thank you for sharing your comment. Safe Routes to School efforts with secondary schools should be coordinated with local planning. The City of Rochester has information on SRTS here: https://www.co.olmsted.mn.us/planning/programs_projects/Pages/RochesterSafeRoutestoSchoolPlan.aspx</p>
105	<p>My feedback for the bicycle plan:</p> <ol style="list-style-type: none"> 1. Get all of MNDOT on board with planning and providing bicycle paths along and across state roads and highways. Ramsey County does not realize cooperation for trails and crossings of MNDOT projects. 2. If local and regional trails are the preference of riders, then prioritize state funding to assist with making these a reality. 3. Prioritize environmental justice with the bike and pedestrian plan to directly serve areas where alternative transportation is needed to connect lower socio-economic residents with jobs, parks, schools, retail, faith congregations, and community. 4. The State should participate in local and regional planning for bicycle and pedestrian routes. 5. I don't see the impact of changing demographics in the draft plan. How pedestrians and bicyclists need to transport themselves within their planned community is altering infrastructure design, including trails, bicycle lanes, and sidewalks. Things should look different in the future if we are building for the future. The current systems are built for the predominant culture. What if there is a shift in culture? <p>Thanks for your planning efforts.</p>	<p>Thank you for your comments.</p> <ol style="list-style-type: none"> 1) The Statewide Bicycle System Plan serves as the policy framework for how MnDOT moves forward. 2) The statewide plan found through public engagement a preference for separated facilities, not necessarily local or regional trails. 3) Efforts at MnDOT to improve walking and bicycling are providing increased transportation options along MnDOT owned facilities. Specifically, 70% of our funding for bicycling will support local networks along and across state roads. 4) One of the primary tenants identified within the Statewide Bicycle System Plan is the need to improve and support local planning efforts. In particular, strategies (1 and 2?) seek to increase support for local planning efforts and provide technical assistance. 5) Minnesota GO's long-range plan identifies the shifting demographics in Minnesota. That Statewide Bicycle System Plan is within this family of plans and will support these changing demographics.
106	<p>I live in the southern part of Arden Hills MN and feel like I'm on an island when it comes to commuter bike trails. I often ride to downtown Minneapolis and there is only about a 2 mile section of bike trail from my house to downtown yet if I live in Edina or Minnetonka I have at least two easy route options to get to Minneapolis. Now getting to St Paul is actually worse. I don't know of any bike trails to get me that direction.</p>	<p>Thank you for sharing your comment. Municipal and counties in the metropolitan area are required by the Metropolitan Council to have Comprehensive Plans with a Transportation Chapter. Most communities have their plans available online. All of the municipalities within the metro area will be updating plans by 2018 for the Metropolitan Council. Participate in this planning process to support improved local connections.</p>
108	<p>Thanks for working on this issue. Anything you can do is much appreciated.</p> <p>The one area I think could use some emphasis is snow removal during the winter time. I believe the major routes in the Twin Cities should be given a high priority for cleaning after snow/ice storms.</p> <p>I was wondering if on two lane roads with a gravel shoulder if a narrow (2 foot wide) bike lane would make sense. This lane could be inexpensively laid down at the edge of the shoulder, to give maximum separation from the auto lanes.</p> <p>I have to pass on a sight I saw at the Ramsey County leaf recycling place. A man on a bicycle with a kiddie trailer had an enormous blue tarp full of leaves. Bicycles can be used for lots of things! I wish I had thought to take a picture.</p>	<p>Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.</p>
111	<p>The City of Winthrop is very much in support of implementing a state wide bicycle plan. We have been working together with Arlington, Gaylord, Gibbon and Green Isle, Henderson and New Auburn on our own county wide Prairie Line Trail. Stage two of the project has just been completed, and most of the engineering work has been completed. We would like to somehow speed up the process of finishing the trail throughout Sibley County and hopefully the statewide bicycle plan would help in our efforts. I have attached a brochure of the project.</p> <p>Please let me know if there is any way the City of Winthrop can help with this project.</p>	<p>Thank you for your comment. Per strategy 6, MnDOT plans to coordinate with regional and local partners to efficiently respond to local and regional bicycle connections.</p>
114	<p>I am not sure whether this is the right place to comment but here are some of my comments on the newly constructed bike lane on Oak St.</p> <p>The newly constructed bike lane on Oak St has a few issues:</p> <ol style="list-style-type: none"> 1) Since the lane is on the west side of the street, traffic may not realize that bikes are also traveling toward north on the opposite side of the street. I travel north on Oak St to get to school and have almost got into collisions with cars three times in the last 2 weeks because i: motorists traveling north attempting to turn left onto Delaware St SE to failed to yield; ii: motorists traveling east attempting to right turn on to Oak St failed to yield. I have also seen other cyclists getting into dangerous situations because of this. 2) Speed limit on Oak St is not very clearly stated. Cars traveling on the could easily go as fast as 40 mph judging from my point of view. This is extremely dangerous, considering a lot of people cross Oak St to get to dorms, on-street parking and parking lots etc. I have seen cars and cyclists traveling north running red lights at the T intersection of Oak St and Delaware St SE as well. <p>Thank you.</p>	<p>Thank you for sharing your comment. The street mention is in the City of Minneapolis on the University of Minnesota Campus. Comments about the facility have been forwarded to the City of Minneapolis.</p>
115	<p>I sincerely hope the "Strategy 7" statement that MnDOT will "Continue supporting efforts to allow local jurisdictions flexibility in choosing road designs that support bicycle travel" will be upheld. As a civic leader, I certainly intend to test this out in practice.</p>	<p>Thank you for sharing your comment. Related to strategy 14, MnDOT intends to revisit communication messages and materials for people bicycling and driving with implementation of this plan.</p>

	Also, regarding "Strategy 14" I think MnDOT should rethink its education program because it often sends the wrong message. See this example: http://www.foell.org/justin/fridley-hates-pedestrians-part-5/ Also, I think it's time to acknowledge that "Share the Road" is not a good campaign: http://www.bikedo.org/2015/08/29/share-the-road-is-a-problem/	
116	Blinking yellow turn signal is going same time pedestrian signal goes on. Would think turn signal would be red when pedestrian has right of way. Have been trying to get this fixed since end of August. County road 61 Maple Grove all lights have this issue. Hennepin county indicated looking at something from Edina? One of the lights with issue is in front of elementary school!	Thank you for your comment and support of pedestrian safety. Please contact the local municipality regarding your concerns.
117	Thanks for drafting a good document. I do offer this one comment: On page 15/16 are the discussions of the RDO and the MPO. Notice the difference? RDOs are "invaluable assets", involved in many activities (ATPs, SR2S, SHIP TAP), engaged with MnDOT. How are MPOs written - rather bland, no mention of 3C with MnDOT (MnDOT is not even referenced; only state). Also, since each of us must have multi-modal, fiscally constrained plans, how can just some of us have bicycle plans? The write-up on MPOs needs to be significantly rewritten and offer a more positive description of our 3C process and outcomes.	Thank you for your comment. The revised plan addresses the concerns raised related to how MPOs are described.
118	Would really like it if walkers were considered. Bike riders take over roads and sidewalks. What am I to do when I want to walk my dog?	Thank you for your comment. MnDOT is currently in the process of developing a Statewide Pedestrian System Plan. More information can be found here: www.mndot.gov/peds
121	2c. Cities recognizing benefit of bicycle infrastructure (https://www.transportation.gov/fastlane/cities-adopt-bike-investment-to-move-beyond-traffic) If Minnesota is to really be a Bike Friendly State, we need to invest more. 3. Breakdown (70/30) of overall funding seems inappropriate - if 2-3 times the number of people prefer local travel (p23), this suggests a ratio of 75/25, or even higher, in favor of local routes. And, if crashes are more common on State Aid routes (67%) than on State/US trunk highways (11%) (p77), shouldn't that be reflected in the funding (6:1 / (83/16 split))? 5. The focus on State Bikeways seems misguided, unless it is strictly limited to trails that coincide with local systems. Even with a fully developed State Bikeway system (or even just the prioritized routes contained in this plan), the vast majority of people will still be making the almost all of their bicycle trips (and miles traveled) on local and regional systems (commuting (work or school), utility (groceries, errands), or recreation) within proximity to their homes. The report specifically mentions this - People of every age and ability are more likely to consider bicycling short distances for either utilitarian or recreational purposes than long-distance rides (p51). To encourage increased overall trips, facilitate the local system instead of the State Bikeways. 6. It seems the plan is really only focused on greater Minnesota since it defers to the Metropolitan Council's 2013 Regional Bicycle System Study for the metro area (p32)? Aren't the greatest potential returns on investment within the largest metro areas? 10. (p56) How can MnDOT (or anyone) identify areas most in need of safety improvement if people don't ride there because it is unsafe? I recognize the limitation that we can only track what is measured, so shouldn't there be a more in-depth study of where people want (need) to bike, instead of just relying on where crashes / collisions occur?	Thank you for sharing your comment. 2.) Related to your second point, the \$10 million mentioned is a small part of funds used for bicycle infrastructure investments in the state. The vast majority of funding comes from cities, counties and state/federal allocations to other agencies. 3.) The 70/30 is currently a target for spending and adjustments may be made. 5.) For the state bikeways, during public engagement, key finding #2 validates why a portion of funds are targeted at state bikeways: people value state bikeway, but people value opportunities for local and regional bicycle travel more. 6.) MnDOT partnered closely with the Metropolitan Council on the development of the Regional Bicycle Transportation Network. 10.) The strategy related to creating a safety plan is one approach for creating safer places for people biking. The Statewide Bicycle System Plan recognizes people want to travel locally, and this was prioritized.
122	The initial line in the plan reads "The Minnesota Department of Transportation is an agency dedicated to supporting a multi-modal transportation system." You need a sentence that shows a culture that is a lot more committed. Suggest, "The Minnesota Department of Transportation promises to follow and apply all laws related to ensuring a multi-modal transportation system at the scoping and planning project phases." This plan should not go forward without inclusion of an additional chapter about laws related to bicycles and pedestrian traffic, including civil rights. Take Ramsey County's lead on this: http://www.ramseycountypedbike.org/uploads/2/4/0/4/24047759/legal_framework_primer_-_draft_submission_-_081815.pdf Minnesota has some of the most comprehensive laws in the nation and they need to be included to educate people on their rights and clearly show in a project diagram how residents in Minnesota will be proactively and publicly engaged by MnDOT at the scoping and planning stages of a project. There is talk about outreach in the plan, but no clear path to project level implementation. Within this chapter there should be a link to and overview of the Review of Federal and Minnesota Laws on Pedestrian, Bicycle and Non-Motorized Transportation". http://publichealthlawcenter.org/sites/default/files/MN%20Bike%20Ped%20Law%20Review%20MnDOT%202013.pdf On page 13 of the current State Bike Plan available for comment there is a line about the 2005 multi-modal plan that reads MnDOT "lacked an institutional framework to support it (i.e. 2005 plan)" what does this mean: lacked an institutional framework to support it and how has the framework changed to support full integration of bike and per into the transportation system under the proposed plan? We are going backwards. Just before the Executive Summary in The Mn/DOT Bicycle Modal Plan in 2005 these laws (and others) were outlined! 160.264 https://www.revisor.mn.gov/statutes/?id=160.264 160.265 https://www.revisor.mn.gov/statutes/?id=160.265 174.01 https://www.revisor.mn.gov/statutes/?id=174.01	Thank you for your comments. The Statewide Bicycle System Plan sets a vision for bicycling in Minnesota and is intended to be a guide, which identifies priorities for investments and resources allocation all within existing state and federal law.

	<p>This plan presents a broad and beautiful vision, but lack details. For example, the dark blue line for the Twin Cities to Grand Portage via Hinckley and Duluth State-wide Priority corridor could be anywhere from west of 35E to east of U.S. Highway 61. If you have a vision for this corridor you must know what are the two primary alignments. Present that homework.</p>	
123	<p>The plan is comprehensive and considers the breadth and depth of cycling needs - locally, regionally, and state-wide. Of course, such comprehensiveness has a price tag and it is imperative that policy makers acknowledge that only funding infrastructure specific to motorized vehicular transportation seriously undercuts the potential and need for cycling growth, in MN. Planning for and funding cycling infrastructure need not be a significant challenge to the creation of an overall transportation funding mechanism. Oftentimes, a little bit of paint and a few more feet of bituminous is all that is needed to create a safe and comfortable cycling experience.</p>	<p>Thank you for sharing your comment.</p>
124	<p>After reviewing the ambitious Statewide Bicycle System plan I am pleased to see the focus on connecting local bicycle infrastructure assets and encouragement for riders of all levels. However I did not see (unless I missed it) much information about assisting local agencies in maintaining their bicycle infrastructure. As a whole, the state and the local cities in our state have done a great job of building new infrastructure. However as our network grows we must think about maintaining it in the future (pavement, additional bridges, cycletracks, plowing). If we are not careful, we will find ourselves in a similar situation as our state roads are in currently- more miles of road than we are able to maintain.</p> <p>Thanks for all your great work on this project. Now let's implement this plan and continue to make Minnesota a great bike state!</p>	<p>Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.</p>
125	<p>Thanks for the opportunity to comment, I have just one item that you should be aware of. The Heartland State Trail and the proposed spur to Itasca State Park are both designated as "Destination" trails in the DNR's comprehensive bike plan. Please consider raising the priority in your plan from medium to high, to be consistent with the DNR. The reason for their designation relates to the connection of Park Rapids with the popular Itasca State Park and its further connection to the Mississippi River Trail and Paul Bunyan State Trail.</p> <p>Thank you,</p>	<p>Thank you for sharing your comment. MnDOT is coordinating with the DNR on how statewide trails fit in the overall system.</p>
126	<p>After having reviewed the 2005 Bicycle Modal Plan and the current Statewide Bike Plan, it is clear that in ten years MnDOT is making essentially the same proposal. MnDOT is focused on the window dressing of cross state bike routes that serve a minority. Rather, this plan should be tying the cross state routes into an actual plan with measures, timeline, demand level, target population and schedule. This makes it a plan. In adopting this approach what would get exposed is that urban and rural poor and the common people who use bikes in place of a car are not being served. I am concerned because creating cross state bike routes without a clear plan for routes like, for example, #96 and #61 in White Bear Lake, misses the primary purpose of biking ;which is using something other than a car to get to the doctor, school, work, library or get milk. Establishing these routes give people making local trips a safe way to cross interstate highways. Now interstates and trunk highways bisect communities. The current, proposed plan is lost in the grandiose planning of a state system, when the need is very human and very local.</p>	<p>Thank you for sharing your comment. Through the public engagement process MnDOT found people value local opportunities for local and regional bicycle travel more than state bikeways. As a result, the plan identifies that MnDOT will target approximately 70 percent of funds for bicycling toward projects that support local and regional networks on the MnDOT system.</p>
127	<p>Overall, good and admirable goals and general strategies.</p> <p>--Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections.</p> <p>--Repaving/overlay projects should always include the shoulders/bike lanes.</p> <p>--Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered.</p> <p>--Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato.</p> <p>--No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.</p>	<p>Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.</p>
128	<p>Attached is a formal comment letter from the MN MPOs regarding the draft Statewide Bicycle System Plan. The letter includes a compilation of feedback from MN MPOs. At the end of the letter, I propose an agenda item for response at the next MN MPO Director's meeting on February 23rd. Thank you for the opportunity to comment.</p>	<p>Thank you for sharing your comments. The suggestions made by the Metropolitan Planning Organizations have been incorporated into the plan.</p>
129	<p>In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.</p>	<p>Thank you for your comments. Where appropriate suggestions were incorporated.</p>
130	<p>Grateful for the many beautiful trails especially the paved, off road ones that keep you away from traffic. Would love to see more of them! Keep up the great work! It is very much appreciated! :-)</p>	<p>Thank you for your supportive comment. The preferences you reference were strongly identified in the plan and are based on public input for a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs.</p>
131	<p>Would like to know more about the north shore segment. only shows one route headed that way but I know there are more small towns and areas west of 61</p>	<p>Thank you for your comment. This is U.S. Bicycle Route 41 (from St. Paul to Grand Portage), which is currently in the process of developing a plan by the fall of 2016.</p>
132	<p>I think it is well thought out and with proper funding it will enhance the opportunities for greater participation in cycling in Minnesota. In addition it will also enhance the health of those Minnesotans that utilize the system or find ways to adopt a more energy conscious way of travel.</p>	<p>Thank you for your supportive comment.</p>
133	<p>Comment: 1) On page 16, the Met Council's "regional bicycle plan" is not the Regional Bicycle System Study; the plan is the Regional Bicycle Transportation Network as adopted in the 2040 Transportation Policy Plan (2015); please make</p>	<p>Thank you for your comments. These have been addressed and revisions have been made to the plan.</p>

	<p>this correction.</p> <p>2) On page 42, the Met Council's regional plan is erroneously referred to as the "2015 Trans Policy Plan"; the correct title is the "2040 Transportation Policy Plan" adopted in 2015.</p> <p>3) Page 42, the acronym "RBTN" is incorrectly shown as "RTBN" in at 3 instances.</p> <p>4) page 42, para. 1, following "day-to-day bicycling" add "for transportation" to emphasize the primary purpose/function of the RBTN. Also recommend deleting "trips of longer distance" from this sentence as there is no reference point to define this statement (longer than what?) and there are many long-distance commutes that occur in the Metro on a daily basis, compared to the average of 3-5 miles.</p> <p>5) Fig. 9, page 43: the MRT trail through Dakota Co shows the temporary route running through Egan/Coates/Rosemount, etc.; however, most of the planned MRT alignment has been completed (which parallels the MR on the west) except for 1 or 2 segments just w/of Hastings. Would be prudent to show planned MRT alignment (which coincides with the RBTN Tier 2 alignment between Inver Grove Hts and Hastings) and to show the circuitous on-road route as the temp MRT alignment.</p> <p>6) Page 42, third para. states that "The RBTN will serve as the foundation for MnDOT Metro District work to establish state bikeway corridors by identifying locations on the state trunk highway system that provide opportunities and barriers for local bicycle travel within the region." Is it the intent of this Plan (as current text implies) to only identify state bikeways in the metro along trunk highways? What is the purpose of the State Priority Corridors within the Metro District (as shown in Fig 9) where they overlap already-designated RBTN corridors and alignments? Please clarify in text.</p> <p>These comments aside, a very good statewide plan!</p>	
134	Washington County's comments send to Tim.	Thank you for your comments. The Metropolitan Council gave significant consideration to transit ways when developing the Regional Bicycle Transportation. MnDOT looks forward to partnering with Washington County with its comprehensive plan update.
135	It is good start! But it should still commit to gathering more detailed input from urban, high-density areas with low income and minority populations. What were the demographics of participants in the engagement survey? It looks like a plan that invests more in rural and suburban areas. Metro cities and counties must be more actively engaged to coordinate efforts, planning and funding.	Thank you for sharing your comment. MnDOT heard from over 4,000 people during public engagement. Public events were held throughout the state. Through some of the online surveys there are estimates of over 63% of respondents are from the Twin Cities metropolitan area.
138	<p>We can discuss later and probably should. But, I think I understand. Some map edits that I had suggested in the last draft to allay Steve's concerns were not included in the final draft. I'm not sure if that was intentional (i.e. the authors disagreed with my suggestion) or an oversight. See attached email point 2 a).</p> <p>The problem/confusion lies in the fact that some of the "orange/peach" highlights that show the "stakeholder priority corridors" extend into and overlap with the RBTN. So, in some cases (see TH 95 in the east metro along the border) we are showing a Met Council "green Tier 2 corridor" and also an orange highlight that indicates it is a "low" priority corridor based on our color scale. Some of the orange "low priority" corridors even overlap with Met Council Purple Tier 1 alignments. I think we were under the general understanding and gave Steve the impression that anything identified in the Met Council Plan would be considered high-priority for the district/region and can see why they find this overlapping color scheme contradictory.</p>	The bicycle corridors identified in the plan have been revised based on feedback from the Metropolitan Council and MnDOT's Metro District.
139	I am in full support of a state-wide bike trail system. And, as a resident of Park Rapids, MN I also strongly support the proposed Heartland Trail Spur to Itasca State Park. This trail will connect a city with a major state park, and would be used by many, including me. As proposed, the southern portion would be built in the right of way of a scenic county road for about half its length, with the second half traversing county forested land. In this second half a biker is surrounded by mixed forest for approximately 10-12 miles, making it a rather unique trail. Please accept my comments as an indication of my full support for expansion of the state trail system and the proposed Heartland Trail Spur to Itasca State Park.	Thank you for your supportive comment.
142	<p>I would prefer small off-road paved loops for family outings in a large variety of locations.</p> <p>Lake associations could help with projects. Lake Ida near Alexandria is 10 miles from a bike trail; I'd like to see closer small loops, preferably paved, but mostly safe from traffic for younger kids.</p>	Thank you for your comments. The plan references a broad preference of bicyclists to have separated facilities to ride on and that they would prefer to see investments in and around their communities. The plan also highlights the need to strengthen the capacity of local and regional entities to plan for bicycle opportunities. Lake associations could be partners in those efforts.
143	I like the plan. Please continue to focus on multi-modal transportation as much as possible. We need more bike streets, bike lanes, protected bike lanes and other innovative measures to increase biking, especially among youth, and families. I applaud those efforts in all parts of MN, not just the metro.	Thank you for your supportive comments. The plan does suggest investments in facilities and initiatives that would be beneficial to a broader spectrum of existing and prospective bicycle users. The plan does also reflect geographic equity in terms of focus.
144	<p>Subject: Do NOT NEED BIG WIRE FENCE ALONG DRESBACH BIKE TRAIL.</p> <p>NO BIG FENCE!!!!!!!!!!!!!! WASTE OF MONEY AND BLOCKS THE RIVER VIEW!!!!!!!!!! THANK YOU.</p>	Thank you for sharing your concern. We will share the feedback to the project management team for the bridge.
146	Great to hear that a focus on what is done locally in communities is a key point of emphasis for MnDOT. Thank you	Thank you for your comments.
147	I like the idea and priority to support LOCAL BIKEWAY CONNECTIONS. Thank you and I look forward to making connections in Bemidji	Thank you for sharing your comment.
148	I'm interested in seeing more miles of improved local ride to school/work safe routes in contrast to high profile recreation corridors (which I still do appreciate the long distance corridors). And rehabbing existing recreation trails for long-term durability	Thank you for sharing your comment.
149	Very good plan, esp with the emphasis on health. Keep the emphasis on local connections in biking (as transportation) and on safety. Our communities need biking to be safe everywhere before it can fully take off. That and funding.	Thank you for sharing your comment.
150	would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.	Thank you for sharing your comment.
151	I generally like the overall plan. I approve of the selected high priority corridors. I	Thank you for sharing your comment.

	think state support for bicycling infrastructure along state routes in towns and along bridges would be very helpful. When I ride from city to city, I like riding shoulders that are protected by rumble strips with gaps where I can cross from the roadway to the shoulder and back. Things that I like about riding on existing roads include that they tend to have good grades, the surface tends to be smoother and better maintained than trails, they have helpful signage and the businesses I want to access along the way are along these roads.	
152	- prioritizing scenic & rural aspects of routes & less about fastest & easiest route from point A to B; - connect regional outdoor recreational & park destinations (i.e., Flandreau State Park -> MPLS/STP -> Sakatah State Park -> Nerstrand/Biglands; - long term funding solutions to making eery rural & urban road bicycle friendly, safe & desirable to ride; - what is MnDOT's understanding of what makes road & transportation design "bike friendly"?; - fat biking, horse & ATV compatibility for non-paved routes & networks like MN River Valley Recreational Area; - these trails & routes / corridors make a big difference economically for our downtowns & keeps the unique place specific retail strong; - super pumped up for the MN River Valley State trail & the Sakatah -> Northfield cannon river trail loop	Thank you for sharing your comment. MnDOT follows the League of American Bicyclist's definition for bicycle friendly: http://www.bikeleague.org/bfa
153	Now that the state has developed a vision for a bicycle system, I favor having the state focus its attention on providing some dollars to overcome "big" barriers / obstacles. An example in the Mankato area is the obstacle created by the Minnesota River. A prioritization process would also be needed, for the programming of projects. Clarification of recreational vs. transportation is important to make decisions on funding levels. Except in a few cases, I don't think the federal government should be a big player.	Thank you for sharing your comment.
155	As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)	Thank you for sharing your comment.
156	I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?	Thank you for sharing your comment.
157	I love the bike paths. I have two small kids and would feel much safer with them riding on a guarded off area or separate path. Please keep the bike paths coming they are very important! Thanks	Thank you for sharing your comment.
159	1. Chose Grand Rapids to live because of trails, pools, jobs etc.; 2. Bikes to work, is interested in bike tourism; likes roads with a shoulder; designated routes so they know where to ride with family vacations - has a wife & 3 yo; 3. New bridge on 169 is being build and how separate bike ped bridge has better scoping - wonders if it would have been a better use; 4. Funding questions - related to how to use funding wisely. 5. Flexibility - concerned about excuses not to build something because people think once they build it they can't take it away.	Thank you for sharing your comment.
162	1. concerned about regulatory signage for legal size signs rather than the "toy" signage that are not legal or enforceable. 2. Better kiosk design & more locations linking locations to overall map. 3. Cross bike paths in north MPLS to 26th Street / Dowling etc. 4. Clear signage at difficult connections	Thank you for sharing your comments. Minnesota has a Manual on Uniform Traffic Control Devices, and chapter 9 covers Traffic Controls for Bicycle Facilities, which allows for various sizes depending on the context of the bikeway. More information can be found here: http://www.dot.state.mn.us/trafficeng/publ/mutcd/ . Related to other comments, it is unclear what locations are suggested, and it may be likely these concerns should be mentioned to local municipalities.
163	Consider how to address racial, economic and other disparities as part of local planning assistance. In addition to more diverse community engagement, communities may need assistance identifying areas or neighborhoods left out of investment. The Rochester - Olmsted Council of Governments Environmental Justice protocol could serve as a model.	Thank you for sharing your comment.

STATE & REGIONAL BICYCLE ROUTES

Response

Response for comments related to Developing State Bicycle Routes

Generally speaking, comments received about state bicycle routes reinforced what was heard during the public engagement phase to develop the plan: people value opportunities for inter-community travel across the state, and see the development of state bicycle routes as also serving local and regional needs. The Statewide Bicycle System Plan identified state networks have a target of 30 percent of funds toward projects that fill gaps or improve routes within corridors identified within the plan. Development of district level plans will further refine these priority routes within MnDOT District Office planning. There were not changes to plan related to developing state bicycle routes other than moving the section after local and regional connections and clarifying some of the language around state bicycle routes. Specific responses to comments are noted within the table.

Comments

ID	COMMENT	RESPONSE
4	I have heard of these planned routes for several years now, and would love to see them actually built. I live in Region 4 and would fully support the Moorhead to Alexandria path. But all that has happened so far is all talk, I can't imagine the money that has been spent on "projected" plans, I also know that when a path is finally built it will be done in the Twin Cities area. It is a common thing that the rest of the state is largely ignored and improvements are done in the Twin Cities area first. Unfortunately we have to deal with the large farm equipment in the smaller rural communities. Thank you and I seriously hope that this plan will someday move off the planning table and into the communities of the state.	Thank you for your comment. The connection mentioned is a Minnesota Department of Natural Resources trail system. Then Central Lakes Trail currently runs from Alexandria to Fergus Falls. Further corridor planning will be in coming years from Fergus Falls to Moorhead, as it was identified as a high priority corridor in the Statewide Bicycle System Plan (p. 38). Http://www.dnr.state.mn.us/state_trails/central_lakes/index.html

8	I cycle a lot and would love to have a more connected off street cycling path. I feel that having a path separate from a roadway would increase safety for long trips between metro/city/town areas. The building of such a path system would allow me take more long trips easier and safer.	Thank you for your comment. These echoes sentiments heard during community engagement for the development of the bicycle system plan.
17	Comment: on priority map overlay existing trails to show progress to date	Currently, there is a not a complete data set with all of the existing trails at local and regional levels. Additionally, final facilities within the defined corridors have yet to be identified, and may include trails and roads.
24	I'd like to know who I should contact at DOT district 1 regarding bicycling issues and also if this person knows who the contact would be at St. Louis County. regarding this plan - We need a connection between Walker and Duluth (via MN200 and US2) so you can have a clean cross state route between Fargo and Duluth US2 from GR to Duluth should be higher priority. Work would be minimal since it has a wide shoulder. I don't understand why a route from Duluth to Aitkin is a medium statewide priority. Why would one want to go on this route? The route from Duluth to Grand Rapids, either along US 2 or along US 2 and MN 200 (with spur to GR along river road or 169); or the route from walker to Duluth are clearly higher priorities. I am curious to know how District 1 will implement strategy 5 and 6.	Corridor identification is based on public input. The corridors identified were not elevated priorities based on public feedback throughout Minnesota and within the district. The strategies referenced are currently recommendations. MnDOT will determine how to best implement these upon plan adoption - including at the district levels.
26	I would love to see a dedicated bike trail placed along Concordia or St Anthony that spans from downtown St Paul to Mpls. You could call it Rondo Trail, that way when you add your MN PASS lane down the middle of 94 it gives our community reconciliation and recognition for all the homes you destroyed when building 94. Also, why didn't you replace our pedestrian bridge that spans 94 between Dale and Western? It connects to bike trails at Central Village Park and construction was supposed to take place this year. My children walk or bike to Capitol Hill and that bridge is a mess and has very poor safety markings for kids crossing the street on either side when walking or biking. Please let me know what happened and what you think about the Rondo Trail idea.	Thank you for your comments on the MN Statewide Bicycle System Plan. It sounds like the bridge referenced is Mackubin. Repairing that pedestrian bridge was delayed a year in hopes that it could be combined with replacing the Grotto pedestrian bridge. Information about the project here: http://www.dot.state.mn.us/metro/projects/i94mackubinstpaul/ Related to a bike facility along I-94: MnDOT is currently in the process of studying the corridor between Minneapolis and St. Paul. See more about the study here: http://www.dot.state.mn.us/I-94minneapolis-stpaul/
28	Black top Luce Line from Vicksburg in Plymouth to at least as far West as Stubs Bay or Watertown. Heavily used and it would be more friendly towards people with skinny bike tires.	Thank you for your comment. This is a Minnesota Department of Natural Resources State Trail: http://www.dnr.state.mn.us/state_trails/luce_line/index.html
29	I'm a cyclist who lives in the Twin Cities and I'm just writing to provide feedback on the bicycle system plan. I think it's a fantastic idea and would be used by a wide variety of cyclists. I'm both a commuter and bike racer and I could see myself using the trails for long training rides, for bike camping, and for casual rides with family/friends. I also think that building these trails would bring tourism to small Minnesota towns that could really benefit from it.	Thank you for your supportive comment.
30	Excellent idea on a statewide system for safe biking. Being able to safely enter and exit the Twin Cities and other MN urban areas, with popular destinations such North Shore State Parks, St. Croix River area, Mankato area, and the Brainerd Lakes will make Minnesota an even better cycling state. The approach to work with partners and stakeholders in this plan is needed for its success. I truly hope this plan can become a reality, so that families can have safe biking options, no matter where they live.	Thank you for your supportive comment.
31	I am so excited to hear about this plan. Looking forward to much more bicycle-friendly touring routes.	Thank you for your supportive comment.
32	I would love to see the next mapped out route from the twin city's to Duluth And in the route if u could note places we could bike camp in route Thank u	This is U.S. Bicycle Route 41, which is currently in the process of developing a plan by the fall of 2016.
33	I'd love to see a lot of this get implemented. One area that I'd like to see is the completion of the Dakota Rail Trail to Hutchinson. Ideally, we'd like to see the paved trail completed on the Luce Line as well. By completing the paving of both of these trails, we would see the largest paved loop in the upper Midwest. This would not only improve the trail system in the state, but would have a large economic impact from a tourism standpoint, not only for the cities located on the trails, but for the state as well. Great start though!	The Dakota Rail Trail belongs to the Three Rivers Park District and the Luce Line is a part of the Minnesota Department of Natural Resources state trail. http://www.dnr.state.mn.us/state_trails/luce_line/index.html ; https://www.threeriversparks.org/trails/dakota-rail-trail.aspx
37	I am very for this plan. I am an avid biker who lives in Mankato so this would connect me to every city I could want to visit. Good job on this one.	Thank you for sharing your comment.
39	Really excited about the proposed bicycle corridors. I look forward to someday riding the shore line pathway north and south of Duluth. Also very much looking forward to expanded bicycle roadways connecting Moorhead. Hopefully these corridors are not primarily just highway shoulders, as drivers still are reluctant to treat those on bicycles with the same respect they give farm equipment, as they seldom wait until it is clear enough to give riders sufficient clearance to pass, they simply put the squeeze on us, sometimes with tragic results.	U.S. Bicycle Route 41, which will continue along the north shore, will have a plan completed in fall 2016. Public comments reinforce the desire to have separated bicycle facilities.
44	I liked how your introduced the MRT system. This is a great model for future expansion just like the scenic car byways, but more connected as an entire system. Completed MRT should use a separate color on page 33. Being blue and smaller then priority is really confusing. How about using GREEN for GO! The corridor along I-94 is done for over 100 miles with the Lake Wobegon and Central Lakes trail. Much of this is low hanging fruit and is almost connected to the MRT as well. Southwest Minnesota should be among the high priority corridors. It has been cut off from the rest of the state for too long!	Thank you for your suggestion about differentiating the MRT; MnDOT will look to make a revision. Related to the Lake Wobegon and Central Lakes Trails, MnDOT recognizes these facilities exist within the corridors identified. Lastly, the priority corridors are based on what was heard through public input - statewide and within the southwestern part of the state.
45	I know that there are delays in a bicycle trail from Inver Grove Heights to Hastings but, after biking by Valleyfair. I hope to see a connecting trail that might follow the river and connect with the trail that begins east of 35W. I remember a trail that begins by Burnsville High School to Eagan. My last request would be a trail from the Hastings bridge north to safe biking areas on the northern areas of hwy 61.	Figure 9: Metro District Regional Priority Corridors identifies what the Metropolitan Council's regional bicycle transportation network is. The corridors referenced in comment are all priority areas for this metro network.
52	Hello I would like to voice my support for a dedicated bike-trail system between Fargo/Moorhead, Minneapolis/St. Paul Metro, and Duluth/Superior. A protected path, be it gravel or paved would allow access to a much wider base of cyclists that wish to bike camp or tour between towns and cities in our fair state. As a cycle tourer,	Both U.S. Bicycle Route 41 (from St. Paul to Grand Portage) and U.S. Bicycle Route 20 (Moorhead to St. Cloud) are identified as high priority state bike routes. The comment about separated facilities is consistent with what was heard during the public engagement phase of plan development.

	<p>there is nothing more unnerving than getting buzzed by passing traffic while biking along the side of a rural highway. Currently there is no dedicated path that connects Hinckley and the Twin Cities. This makes traveling by bicycle between the TC metro area and Duluth a hazardous adventure to many. Separating motorists and bicyclists on rural roads is an advantageous step towards making Minnesota the most bike friendly state in the country.</p> <p>Thanks, Andy</p>	
53	<p>My comment involves a tad bit more information than can be conveyed in a text box. Please see https://docs.google.com/document/d/188LIVJudik6PO87ahBAyLq1_RvDjUJdby69KAjogSnE/edit?usp=sharing</p> <p>Two issues are found in that document.</p> <p>1) Introducing the Follow the Bear (Creek) bike trail that would be a destination trail linking the entire city of Rochester to Chester Woods park.</p> <p>2) A review of http://www.dot.state.mn.us/planning/program/pdf/stip/2015-2018%20STIP%20FINAL.pdf Sequence Number 1032 (Project Number 159-090-020) for an example of a short-sighted plan that is a waste of money. Please cause this short sighted route that would go from Quarry Hill to Chester Woods to be stopped. Spend the money, instead, on the Follow the Bear (Creek) trail.</p> <p>If you have any questions, feel free to connect to me via my e-mail address</p>	<p>1) MnDOT's process identified the priority corridors through a pretty intensive public engagement effort. The location identified is an existing authorized State Trail as part of the Bluff lands System for which the DNR is responsible. This fall, the DNR released a statewide plan (see link below) which looks at their different recreation elements. This segment was identified as a "partner-led core trail" which indicates that this is one of many trails across the state where the DNR will be looking to their local partners to take a leadership role on. The MnDOT Statewide Bicycle System Plan aligns well with the DNR plan in this regard.</p> <p>http://files.dnr.state.mn.us/input/mgmtplans/pat/system_plan/system_plan.pdf</p> <p>2) The process to identify the funding of the project referenced is local/regional. Between the Rochester-Olmsted Metropolitan Planning Organization planning process and the Area Transportation Partnership process, it was determined at a local level that this project was a priority over many others.</p>
56	<p>Living considerably outside one of the high, medium or low priority areas yet cycling 100-150 miles per week I suggest paving a minimum of 4 feet of shoulder with rumble strips along the fog line on any and all state highways would go a long long ways in contributing to a safe and expandable route network statewide.</p>	<p>Thank you for sharing your comment.</p>
58	<p>Really excited to see the priority bikeways. I have traveled them all, and some areas need improvement. However, my biggest gripe on state roadway touring is that roadways like Highway 52 get upgraded to limited access highways prohibiting bikes, with no viable alternative. I was coming back from the Root River trail through Rochester, taking the Douglas Trail to Pine Island. My plan was to use H52 to Zumbrota, then head to Red Wing. I could not do that since H52 is now limited from Pine Island to Zumbrota. I had to look for alternatives, which were really not good choices (no shoulders or poor country roads). The recent state bike map still shows H52 open, but it is not. Limited highways usually have huge shoulders, and rumble strips, my choice of a state roadway. The alternatives tend to be country roads without shoulders, and usually poorer pavement. My biggest concerns on country roads is the young teenage driver, texting while driving and a low traffic road - they just do not see you. Then there are also, the pickups that believe bicyclists belong in the ditch- not on their roads! So, please do something about allowing bike riders on limited access state highways.</p> <p>By the way, I have traveled to Fargo, using the MRT to Walker, and then cutting over to Fargo through Park Rapids and Detroit Lakes - it works. Coming back, I used old H52 to Fergus Falls, then the state trails. Took another trip to Milwaukee along H61 then came back through LaCrescent, to Root River Trails, up through Rochester to Woodbury. There really needs to be a good connection planning along H52 south into Rochester, and north to St. Paul.</p> <p>I typically put on 3500 to 4000 miles per year, mostly in MN and WI. You should set up a collection system to understand what routes we take. Just base it around your priority system. Could be as simple as indicating which connection points were taken, noting any problems encountered along the way. This would show you utilization and areas needed for improvements.</p> <p>Also, American Cycling is promoting overnight bike trips. These are excellent ways to get more people to experience roadway travel, and use State Parks nearby. Your programs should tie into theirs, would be a win-win.</p>	<p>Individual received a response via email on [date] related to site specific concerns. Thank you for your comment. There is acknowledgment that people bicycling have varied preferences on the types of facilities they choose to travel on. It is currently the policy of the state to restrict bicycle travel on controlled access roadways. Throughout the engagement process input was collected related to travel patterns and desired destinations. The corridors identified are reflective of this input. Through the process of developing the Mississippi River Trail MnDOT did coordinate with the Minnesota Department of Natural Resources on camping opportunities in state parks.</p>
59	<p>Connecting regional bike paths need alternatives for hauling the bike and biker from one region to another. Within the Twin Cities, the light rail bridges that gap for multimodal commuters; however, hauling a bike from the Twin Cities to the state park trails can be an expensive investment for a family.</p> <p>Buses and Amtrak should be engaged to more easily allow bikers to transport the distance giving them more flexibility in time and energy increasing recreational and commuting "local" bike trips.</p> <p>Good job. Thank you.</p>	<p>Thank you for sharing your comment. Improving bicycling access to regional transit opportunities can encourage bike travel. Currently, Amtrak and Jefferson Lines offer options to onboard bicycles.</p> <p>https://www.amtrak.com/bring-your-bicycle-onboard and https://www.jeffersonlines.com/baggage.asp</p>
60	<p>The bike trail between Perham and Pelican Rapids is projected to cost 14.2 million for 27 miles. That is way too much money for a bike trail that will get minimal use. Even if you factor snowmobiles in the winter you are assuming we will get snow for maybe 3 months. The cost is too high!</p>	<p>This is an effort of Otter Tail County. More information can be found at: http://www.co.otter-tail.mn.us/1003/Perham-to-Pelican-Rapids-Trail.</p>
61	<p>First of all, I really appreciate that MNDOT is taking an active role in promoting biking throughout the state. This is really important for our state.</p> <p>I currently live in Minneapolis and frequently bike around the city. I would hope that MNDOT would look more specifically at Highway 55 running through the city of Minneapolis. Right now this highway is terrible for just about every type of transportation. It divides the community in Minneapolis and creates an extremely dangerous environment for pedestrians and bicyclist. I believe that biking has an important role in this corridor and I would hope the bicycle plan, and future MNDOT planning, would focus on transforming this corridor into something better.</p> <p>Secondly, growing up in Northfield, I wish that MNDOT would make the bike connection between Cannon Falls and Faribault a high priority. This could build off the highly popular Cannon Valley Trail and would connect Red Wing with Mankato. All the small towns along this route are already popular tourist destinations, and this trail could help promote the bicycle tourism in this region.</p> <p>Additionally, I would hope that MNDOT looks at the RiverFirst plan for Minneapolis and does everything it can to help assist the development of this plan. This plan is crucial to the continued development of Minneapolis and it would be great to see MNDOT actively helping to develop this plan.</p>	<p>Thank you for your comment. For the metro area MnDOT consults with the Metropolitan Council's 2014 Regional Bicycle System Study and local plans when available and appropriate. In Southeast MN the connection between Cannon Falls and Faribault has been identified as a regional connection. Related to Rails-to-Trails, currently significant abandonments do not happen frequently. When they do local governments are active in consideration of acquisition. The Rail with Trails program, the opportunities for trails to exist along active rail corridors is extremely limited due to liability concerns.</p>

	<p>Lastly, the Rail to Trails or Rail with Trails program that was implemented along the Midtown Greenway was incredible successful. It would be great if MNDOT could take a leadership role in identifying other underutilized rail corridors and help to turn them into trails and light rail/street car lines. There are a number of lines running throughout Minneapolis/St. Paul such as along Ayd Mill Road or Hiawatha that would be excellent for this type of project.</p> <p>Thanks for the great start and keep it up. Really looking forward to great bike rides in the future.</p>	
63	I live in Minneapolis and would really love to see this plan move forward. Having safe ways to travel by bike between major cities in MN would be wonderful.	Thank you for your supportive comment.
65	I wholeheartedly support this plan. I am a year-round bike commuter who also rides local and regional trails on weekends. I like the balance of local and statewide emphasis in the plan, efforts to document and encourage increased ridership, and acknowledgement that expanded trails require maintenance. Best of luck with implementation!	Thank you for your supportive comment.
66	I'm very much in favor of a comprehensive state-wide bicycling plan, such as this plan. It is essential to encourage people of all ages to bike more if they want to and are able to, in order to promote better health through exercise, to cut down on pollution caused by fuel emissions, and accidents caused by traffic congestion. Large cities can benefit by providing another safe means of transportation to and from work and school, and small cities may benefit even more. The likelihood of bicycling to work or school safely through a small town rather than driving a car the same distance is increased if local trails make it practical and easy. Why drag a car out of the garage for a 5-minute drive, if there is a safe, direct, and easy bike route to school, work and stores? Hopefully if these safe route plans are achieved, local businesses, schools and places of employment will appreciate the benefits of bicycling for the community and will then provide secure places to park bikes and encourage a culture where it is comfortable and practical to bike (i.e., relaxed dress codes, storage lockers etc.) rather than drive all the time. Of course it will also be wonderful to connect long-distance trails between towns, cities and regions in the state. Biking for leisure and health is definitely on the rise. Let's do all we can to support this life-changing trend!	Thank you for your supportive comment.
67	<p>I'm pleased with Strategies 16 and 17 concerning encouragement; I think that is a very important function.</p> <p>I disagree with Strategy 18 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable.</p> <p>I am also skeptical of the ranking of corridors as high, medium and low. Some of the "low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs). Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!</p>	Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.
68	I am in support of a mapped out route from Mpls to Duluth We need bike routes or lanes thru towns like white bear	Thank you for your supportive comment.
71	<p>I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the comments here.</p> <p>Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges.</p> <p>West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.</p>	Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482 , which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.
72	<p>Your Statewide Bicycle plan is to not plan for statewide use of bicycles. 70% for local trails that lead from a parking lot to another parking lot. 30% for signage to pretend you are part of the national bike route plan.</p> <p>If you actually want to do something useful for those of us who use bicycles to ride from place to place, please fix the requirement that we merge into traffic every time the shoulder is interrupted with a right turn lane. Without that fix your statewide map showing where the shoulders are adequate for bicycle use is a lie. Total cost to implement \$0. Every living cyclist rides this way, but it would be nice not to be breaking the law over and over again every time I ride.</p>	Thank you for sharing your comment.
84	<p>The addition of 'rumble strips' on the sides of many local roads that used to have adequate shoulder space outside the traffic lane for biking has caused many roads to become more hazardous for bicyclists. Where there previously was between 12-18", now there is only 6-8", or we have to choose to ride IN the lane of traffic because the remaining 6-8" is too full of gravel.</p> <p>High quality mountain bike trail options, partnered with state parks / camping, is also to be valued. The Cuyuna trail is nationally known and raved about as a premier destination bike location. This partnership within a state park / near a state park also increases park usage. I don't see mountain bike options addressed in this report at all.</p> <p>Bathroom facilities strategically spaced on longer regional routes, even if just a port</p>	Thank you for sharing your comments. In 2014, MnDOT adopted a Technical Memorandum No. 14-07-T-01, which provides guidance for bicycle travel on shoulders. More information can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482 . MnDOT works with the DNR on supporting bicycling, and is working to improve connections to state park facilities. Currently, MnDOT supports the Minnesota Bicycle Map and is working to provide online versions.

	<p>o pot, would be extremely helpful.</p> <p>Small campgrounds along regional routes would also be a great future vision. This makes the bike route an easy, cost effective weekend destination trip for those who enjoy nature and prefer to avoid the cost of hotels.</p> <p>In addition to a published map of trails, consider an interactive smartphone app. Maybe that's already available?</p> <p>Start a 'bicycle club passport book', like the MN state park system has available for visiting different parks. The state park passport club was a great incentive for my family to explore different areas of the state, get a small reward along the way, and create amazing memories over a decade while visiting all the state parks to get our stamp at each one.</p> <p>Maybe offer bike rentals at high volume destinations? Maybe include 3 wheel / low profile options that would make biking more accessible for elderly?</p> <p>Wider bike lanes to accommodate two riders side by side in high volume areas would be ideal. My family enjoys biking together but on a recent trip on a NE metro to Stillwater trail, we basically had to ride single file the entire time or get run over. We couldn't even enjoy each other's company on that trip.</p>	
86	<p>Any plans to reconfigure school bus crossing on Gateway Trail in Grant? Also, any plans to control vehicle traffic at crossings on the Stillwater extension at Kimbro and at Lofton?</p>	<p>Thank you for your comment. The trails you are referencing, the Gateway and Brown's Creek, are owned by the MN Department of Natural Resources. Information about them can be found at: http://www.dnr.state.mn.us/state_trails/gateway/index.html and http://www.dnr.state.mn.us/state_trails/browns_creek/index.html. It's not clear what crossing is referred to in Grant. The two crossings mentioned for the Brown's Creek State Trail are local roads. Traffic controls would be implanted by the municipality and the DNR.</p>
87	<p>It would be nice to make use of these paths for the Winter months, like cross-country ski paths or similar.</p>	<p>Thank you for sharing your comment.</p>
88	<p>First off, thank you for putting together a very thorough analysis of the state of bicycling in Minnesota and areas where it needs to be improved. In general, I agree with everything stated and hopefully it can be implemented as quickly as possible. In my limited time (I have a 4 month old at home,) I tried my best to read as much detail as I could from the plan. I will apologize in advance if any of my concerns are specifically addressed in the plan.</p> <p>I am an avid recreational cyclist, and yearly log about 2500 miles per year, mostly in the east metro, specifically Washington County. I ride solo and in group rides, some sponsored by local shops such as Erik's. I occasionally commute via bicycle, up to once per week, from Cottage Grove to Downtown Minneapolis, about 22 miles one way, so I am also familiar with urban roads/trails and awesome facilities like the Midtown Greenway.</p> <p>As the plan does not address specific action items that will be taken, my overwhelming concern with the plan is that for some entities, it may result in great-facilities being the enemy of good-facilities, ultimately resulting in no action, or facilities that are quickly out-modded.</p> <p>Page 23 provides a good example. It shows an X on the person riding in a wide shoulder on the side of a presumably low traffic rural road or highway. While it would be ideal to have a completely separated facility for maximum comfort, in most instances, county and local governments are not going to invest in that facility if it is not mandated for them to do so. If the road currently has no shoulder, they may not add anything; whereas they would be more likely to add a 3-4' shoulder for much less incremental cost.</p> <p>The MUP shown as preferred in the upper left of the same page (23) would certainly not be preferred by experienced road cyclists, because unless there are separate facilities for walkers or slower-cyclists, these paths can be more dangerous than riding on the road. I routinely ride at 17+ mph, and a dog leash strung across the path scares me much more than riding a shoulder next to low-volume traffic. Now this leaves the person driving the car to wonder why I am not taking advantage of the trail, not understanding the inherent danger it poses to me.</p> <p>Finally, and this is not specific to the plan, but if anyone can communicate preferred action items to those that make funding decisions, I would like to lodge a plea that among the first shortcomings addressed is Manning Ave S (MN 95) where it joins the MRT from Lehigh Rd south to US 10. The shoulder is very narrow, traffic is 60+ mph, and there are rolling hills that blind traffic from cyclists using the road. This section of highway scares me every time I ride it; both for myself and others less experienced who have difficulty riding in a straight line. I sincerely hope there are no injuries or fatalities on this "trail". This is a critical link from the Cottage Grove area to Hastings and Prescott, WI for many avid road and touring cyclists following the MRT. Please add at least 6 additional feet of shoulder north and southbound or provide a separated cycle-track.</p> <p>Thank you for your time.</p>	<p>Thank you for sharing your comment and concerns. The preferences identified in the plan are based on public input and a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs. MnDOT will work with local communities to identify priorities and appropriate bicycle facility types.</p>
89	<p>Thanks for listening and providing this forum! I have three comments ...</p> <p>1) I live in Bemidji. Bicycling here is heavenly thanks to all the trails that the state constructed in recent years. I can attest to the enhanced enjoyment derived from the sport when one does not have to compete with and worry about motorized traffic.</p> <p>2) Here in Bemidji we have dozens and dozens of transcontinental bicyclist come through our town every year along US highway #2. I see on your map that this corridor does not have very high priority for future trail construction, yet these tourists would greatly benefit if there were reasonable routes available that were off of this major highway. Getting through Duluth, specifically, is quite problematic ... I did it myself back in 1993. Creative riders can find backroad routes between Grand Forks and Bemidji, I would say, but from Bemidji to Duluth it's hard to go off #2 without adding a lot of miles to the trip.</p> <p>3) The state's bicycle plan document that I found online is daunting in its length and</p>	<p>Thank you for your comments and support. Related to your comment about statewide bicycle routes, the corridors identified are based on public input and are prioritized as such. Lastly, MnDOT will provide an executive summary with the final plan.</p>

	detail! I wonder if a ten-page summary document might scare away fewer people and thus engender more exchange of ideas.	
90	<p>The Minnesota State plan certainly impresses me as very thorough and I certainly anticipate its completion.</p> <p>One question or critique I have: Your plan apparently does not incorporate the existing but not yet complete Gitchie Gammi Bike Trail which will eventually connect Duluth, MN to Grand Portage, MN, as I understand it. I am an avid bicyclist but it's terribly frustrating to only be able to bike specific sections of the Gitchie Gammi trail without having to turn around or, more dangerously, bike on the sides of Highway 61, a very busy and dangerous scenic highway that runs along the North Shore of Lake Superior.</p> <p>Furthermore, I am surprised at the incredibly slow rate of completion of you plan - 50 years?! How many of us current bikers can even hope to be alive in 50 years. I'm already 67 and, while many of my biking friends are much younger, they too may be too old to ever enjoy the fully completed statewide bike system.</p> <p>Thank you so much for making this plan available. Again, I am anxious and impatient for its completion and its connection to the trail as planned for the North Shore, hopefully to be coordinated with the existing bike trail as partially completed.</p>	<p>Thank you for your comment. MnDOT will be planning a route for U.S. Bike Route 41 this summer, which will be from St. Paul to Grand Portage. If interested, sign-up for email updates at http://www.dot.state.mn.us/bike/index.html.</p>
92	<p>THANK YOU for working on this plan and making biking a priority. I'm a firm supporter of improved corridors and connectivity.</p>	<p>Thank you for sharing your comment.</p>
94	<p>I skimmed thru the plan; it looks very thorough and positive.</p> <p>I do see your notes regarding education - I live up north and ride a lot of narrow roads - I think very few drives and law enforcement officials understand there is a 3 foot law when passing, so getting that law better known would be great.</p> <p>My main concern with safety are rumble strips on rural roads, they make biking almost impossible on certain roads. I brought this up with the now retired Lake County Highway engineer and he essentially ignored me. (Al Goodman) I asked him if he could put up some "Share the road signs" on those dangerous stretches - he quickly told me no he would not.</p> <p>Rumble strips are awful for bikers!</p>	<p>Thank you for sharing your comments. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years.</p>
95	<p>My husband Rick and I think it's a great idea! Bicycling is such a great form of exercise for young and old, and a lifelong activity. Safe trails are important! We camp off our bikes and would love more trails to use. In the past we have traveled to Pennsylvania to ride the GAP and C and O Towpath, and to Missouri to ride the Katy Trail. More connected trails here would surely bring people to our state to ride. And there would be a need for certain businesses along the trail, bicycle shops, restaurants, hotels, campgrounds, grocery stores, etc... We fully support it!</p>	<p>Thank you for sharing your comment.</p>
99	<p>I would like to see some consideration given to a bike trail along MN highway 46 in Itasca Co. MN46 runs from Deer River to Northome thru the Chippewa National Forest and is designated as the "Avenue of Pines" highway. This bike trail could connect with Chippewa Nat'l Forest trails already in place! Maybe a partnership between MnDOT and the Chip could help facilitate this project!</p>	<p>Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.</p>
111	<p>The City of Winthrop is very much in support of implementing a state wide bicycle plan. We have been working together with Arlington, Gaylord, Gibbon and Green Isle, Henderson and New Auburn on our own county wide Prairie Line Trail. Stage two of the project has just been completed, and most of the engineering work has been completed. We would like to somehow speed up the process of finishing the trail throughout Sibley County and hopefully the statewide bicycle plan would help in our efforts. I have attached a brochure of the project.</p> <p>Please let me know if there is any way the City of Winthrop can help with this project.</p>	<p>Thank you for your comment. Per strategy 6, MnDOT plans to coordinate with regional and local partners to efficiently respond to local and regional bicycle connections.</p>
121	<p>3. Breakdown (70/30) of overall funding seems inappropriate - if 2-3 times the number of people prefer local travel (p23), this suggests a ratio of 75/25, or even higher, in favor of local routes. And, if crashes are more common on State Aid routes (67%) than on State/US trunk highways (11%) (p77), shouldn't that be reflected in the funding (6:1 / (83/16 split))?</p> <p>5. The focus on State Bikeways seems misguided, unless it is strictly limited to trails that coincide with local systems. Even with a fully developed State Bikeway system (or even just the prioritized routes contained in this plan), the vast majority of people will still be making the almost all of their bicycle trips (and miles traveled) on local and regional systems (commuting (work or school), utility (groceries, errands), or recreation) within proximity to their homes. The report specifically mentions this - People of every age and ability are more likely to consider bicycling short distances for either utilitarian or recreational purposes than long-distance rides (p51). To encourage increased overall trips, facilitate the local system instead of the State Bikeways.</p> <p>6. It seems the plan is really only focused on greater Minnesota since it defers to the Metropolitan Council's 2013 Regional Bicycle System Study for the metro area (p32)? Aren't the greatest potential returns on investment within the largest metro areas?</p> <p>7. Similarly, it seems the focus of this plan is entirely on trips along or across the State trunk highway system (several references). Given that most bike routes aren't along State trunk highways, doesn't making them the sole focus severely limit the ability to increase ridership?</p>	<p>Thank you for sharing your comment.</p> <p>3.) The 70/30 is currently a target for spending and adjustments may be made.</p> <p>5.) For the state bikeways, during public engagement, key finding #2 validates why a portion of funds are targeted at state bikeways: people value state bikeway, but people value opportunities for local and regional bicycle travel more.</p> <p>6.) MnDOT partnered closely with the Metropolitan Council on the development of the Regional Bicycle Transportation Network.</p> <p>7.) While this plan has some guidance for other jurisdictions to consider, it is ultimately a plan for what MnDOT can do on its roadways.</p>
123	<p>The plan is comprehensive and considers the breadth and depth of cycling needs - locally, regionally, and state-wide. Of course, such comprehensiveness has a price tag and it is imperative that policy makers acknowledge that only funding infrastructure specific to motorized vehicular transportation seriously undercuts the potential and need for cycling growth, in MN. Planning for, and funding cycling infrastructure need not be a significant challenge to the creation of an overall transportation funding mechanism. Oftentimes, a little bit of paint and a few more feet of bituminous is all that is needed to create a safe and comfortable cycling experience.</p>	<p>Thank you for sharing your comment.</p>
126	<p>After having reviewed the 2005 Bicycle Modal Plan and the current Statewide Bike Plan, it is clear that in ten years MnDOT is making essentially the same proposal. MnDOT is focused on the window dressing of cross state bike routes that serve a</p>	<p>Thank you for sharing your comment. Through the public engagement process MnDOT found people value local opportunities for local and regional bicycle travel more than state bikeways. As a result, the plan identifies that</p>

	<p>minority. Rather, this plan should be tying the cross state routes into an actual plan with measures, timeline, demand level, target population and schedule. This makes it a plan. In adopting this approach what would get exposed is that urban and rural poor and the common people who use bikes in place of a car are not being served. I am concerned because creating cross state bike routes without a clear plan for routes like, for example, #96 and #61 in White Bear Lake, misses the primary purpose of biking which is using something other than a car to get to the doctor, school, work, library or get milk. Establishing these routes give people making local trips a safe way to cross interstate highways. Now interstates and trunk highways bisect communities. The current, proposed plan is lost in the grandiose planning of a state system, when the need is very human and very local.</p>	<p>MnDOT will target approximately 70 percent of funds for bicycling toward projects that support local and regional networks on the MnDOT system.</p>
127	<p>Overall, good and admirable goals and general strategies. --Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections. --Repaving/overlay projects should always include the shoulders/bike lanes. --Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered. --Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato. --No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.</p>	<p>Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.</p>
129	<p>In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.</p>	<p>Thank you for your comments. Where appropriate suggestions were incorporated.</p>
130	<p>Grateful for the many beautiful trails especially the paved, off road ones that keep you away from traffic. Would love to see more of them! Keep up the great work! It is very much appreciated! :-)</p>	<p>Thank you for your supportive comment. The preferences you reference were strongly identified in the plan and are based on public input for a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs.</p>
131	<p>Would like to know more about the north shore segment. only shows one route headed that way but I know there are more small towns and areas west of 61</p>	<p>Thank you for your comment. This is U.S. Bicycle Route 41 (from St. Paul to Grand Portage), which is currently in the process of developing a plan by the fall of 2016.</p>
132	<p>I think it is well thought out and with proper funding it will enhance the opportunities for greater participation in cycling in Minnesota. In addition it will also enhance the health of those Minnesotans that utilize the system or find ways to adopt a more energy conscious way of travel.</p>	<p>Thank you for your supportive comment.</p>
133	<p>Comment: 1) On page 16, the Met Council's "regional bicycle plan" is not the Regional Bicycle System Study; the plan is the Regional Bicycle Transportation Network as adopted in the 2040 Transportation Policy Plan (2015); please make this correction. 2) On page 42, the Met Council's regional plan is erroneously referred to as the "2015 Trans Policy Plan"; the correct title is the "2040 Transportation Policy Plan" adopted in 2015. 3) Page 42, the acronym "RBTN" is incorrectly shown as "RTBN" in at 3 instances. 4) Page 42, para. 1, following "day-to-day bicycling" add "for transportation" to emphasize the primary purpose/function of the RBTN. Also recommend deleting "trips of longer distance" from this sentence as there is no reference point to define this statement (longer than what?) and there are many long-distance commutes that occur in the Metro on a daily basis, compared to the average of 3-5 miles. 5) Fig. 9, page 43: the MRT trail through Dakota Co shows the temporary route running through Eagan/Coates/Rosemount, etc.; however, most of the planned MRT alignment has been completed (which parallels the MR on the west) except for 1 or 2 segments just w/of Hastings. Would be prudent to show planned MRT alignment (which coincides with the RBTN Tier 2 alignment between Inver Grove Hts and Hastings) and to show the circuitous on-road route as the temp MRT alignment. 6) Page 42, third para. states that "The RBTN will serve as the foundation for MnDOT Metro District work to establish state bikeway corridors by identifying locations on the state trunk highway system that provide opportunities and barriers for local bicycle travel within the region." Is it the intent of this Plan (as current text implies) to only identify state bikeways in the metro along trunk highways? What is the purpose of the State Priority Corridors within the Metro District (as shown in Fig 9) where they overlap already-designated RBTN corridors and alignments? Please clarify in text. These comments aside, a very good statewide plan!</p>	<p>Thank you for your comments. These have been addressed and revisions have been made to the plan.</p>
134	<p>Washington County's comments send to Tim.</p>	<p>Thank you for your comments. The Metropolitan Council gave significant consideration to transit ways when developing the Regional Bicycle Transportation. MnDOT looks forward to partnering with Washington County with its comprehensive plan update.</p>
138	<p>Some map edits suggested in the last draft were not included in the final draft. I'm not sure if that was intentional (i.e. the authors disagreed with my suggestion) or an oversight. See attached email point 2 a). The problem/confusion lies in the fact that some of the "orange/peach" highlights that show the "stakeholder priority corridors" extend into and overlap with the RBTN. So, in some cases (see TH 95 in the east metro along the border) we are showing a Met Council "green Tier 2 corridor" and also an orange highlight that indicates it is a "low" priority corridor based on our color scale. Some of the orange "low priority" corridors even overlap with Met Council Purple Tier 1 alignments. I think we were under the general understanding and gave the impression that anything identified in the Met Council Plan would be considered high- priority for the district/region and can see why they find this overlapping color scheme contradictory.</p>	<p>The bicycle corridors identified in the plan have been revised based on feedback from the Metropolitan Council and MnDOT's Metro District.</p>
139	<p>I am in full support of a state-wide bike trail system. And, as a resident of Park Rapids, MN I also strongly support the proposed Heartland Trail Spur to Itasca State Park. This trail will connect a city with a major state park, and would be used by</p>	<p>Thank you for your supportive comment.</p>

	<p>many, including me. As proposed, the southern portion would be built in the right of way of a scenic county road for about half its length, with the second half traversing county forested land. In this second half a biker is surrounded by mixed forest for approximately 10-12 miles, making it a rather unique trail. Please accept my comments as an indication of my full support for expansion of the state trail system and the proposed Heartland Trail Spur to Itasca State Park.</p>	
140	<p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic. For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you</p>	<p>Thank you for your comments. A corridor in proximity of Hwy 212 was identified as a priority.</p>
144	<p>Subject: Do NOT NEED BIG WIRE FENCE ALONG DRESBACH BIKE TRAIL.</p> <p>NO BIG FENCE!!!!!!!!!!!!!! WASTE OF MONEY AND BLOCKS THE RIVER VIEW!!!!!!!!!! THANK YOU.</p>	<p>Thank you for sharing your concern. Feedback will be shared with the project management team for the bridge.</p>
148	<p>I'm interested in seeing more miles of improved local ride to school/work safe routes in contrast to high profile recreation corridors (which I still do appreciate the long distance corridors). And rehabbing existing recreation trails for long-term durability</p>	<p>Thank you for sharing your comment.</p>
150	<p>Would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.</p>	<p>Thank you for sharing your comment.</p>
151	<p>I generally like the overall plan. I approve of the selected high priority corridors. I think state support for bicycling infrastructure along state routes in towns and along bridges would be very helpful. When I ride from city to city, I like riding shoulders that are protected by rumble strips with gaps where I can cross from the roadway to the shoulder and back. Things that I like about riding on existing roads include that they tend to have good grades, the surface tends to be smoother and better maintained than trails, they have helpful signage and the businesses I want to access along the way are along these roads.</p>	<p>Thank you for sharing your comment.</p>
152	<p>- prioritizing scenic & rural aspects of routes & less about fastest & easiest route from point A to B; - connect regional outdoor recreational & park destinations (i.e., Flandreau State Park -> MPLS/STP -> Sakatah State Park -> Nerstrand/Biglands; - long term funding solutions to making eery rural & urban road bicycle friendly, safe & desirable to ride; - what is MnDOT's understanding of what makes road & transportation design "bike friendly"?; - fat biking, horse & ATV compatibility for non-paved routes & networks like MN River Valley Recreational Area; - these trails & routes / corridors make a big difference economically for our downtowns & keeps the unique place specific retail strong; - super pumped up for the MN River Valley State trail & the Sakatah -> Northfield cannon river trail loop</p>	<p>Thank you for sharing your comment. MnDOT follows the League of American Bicyclist's definition for bicycle friendly: http://www.bikeleague.org/bfa</p>
153	<p>Now that the state has developed a vision for a bicycle system, I favor having the state focus its attention on providing some dollars to overcome "big" barriers / obstacles. An example in the Mankato area is the obstacle created by the Minnesota River. A prioritization process would also be needed, for the programming of projects. Clarification of recreational vs. transportation is important to make decisions on funding levels. Except in a few cases, I don't think the federal government should be a big player.</p>	<p>Thank you for sharing your comment.</p>
155	<p>As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)</p>	<p>Thank you for sharing your comment.</p>

159	1. Chose Grand Rapids to live because of trails, pools, jobs etc.; 2. Bikes to work, is interested in bike tourism; likes roads with a shoulder; designated routes so they know where to ride with family vacations - has a wife & 3 yo; 3. New bridge on 169 is being build and how separate bike ped bridge has better scoping - wonders if it would have been a better use; 4. Funding questions - related to how to use funding wisely. 5. Flexibility - concerned about excuses not to build something because people think once they build it they can't take it away.	Thank you for sharing your comment.
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SEPARATED BICYCLE FACILITIES

Response

Response related to comments about Separated Bicycle Facilities

The findings and strategies of the Statewide Bicycle System Plan reflect feedback and input heard during the engagement phase that people prefer bicycling on facilities separated from motor vehicle traffic. Many comments received further support this. Several comments referenced trails, which are one type of separated facility. There is also recognition that people may not distinguish between who owns a particular facility, and often trails referenced may be owned by a local jurisdiction or the Minnesota Department of Natural Resources. MnDOT recognizes it will have to work with local, regional and state partners to support implementation of separated facilities in many instances.

Comments

ID	COMMENT	RESPONSE
5	I love that MnDOT is trying to accommodate more biking. I can't think of a better thing to spend tax dollars on. We have great bike trails here but how about connecting them for shorter rides. For instance, I live in Long Lake and the Dakota trail and Luce Line are right outside my door. Could you provide more connector trails between them? Or between the Dakota and LRT? Right now I have to ride on scary traffic filled streets to do loops. I also love the separated trail idea. I have known too many people to get killed while biking by people who aren't paying attention while driving. (even with wide shoulders) Thanks for doing this!	Local and regional bicycle connections are consistent with what was heard during the public engagement for the Bicycle System Plan, along with separated facilities. The plan proposes that 70% of MnDOT's Bicycle Investments prioritize these kinds of projects that would be within MnDOT's right of way.
8	I cycle a lot and would love to have a more connected off street cycling path. I feel that having a path separate from a roadway would increase safety for long trips between metro/city/town areas. The building of such a path system would allow me take more long trips easier and safer.	Thank you for your comment. This echoes sentiments heard during community engagement for the development of the bicycle system plan.
11	Whatever you decide, please ensure your plan keeps bikes off the shoulders and bike lanes of our highways. It's dangerous for the bicyclists and motorists alike. am constantly confronted with drivers in cars crossing the center line in front of me when they have a cyclist in their traffic lane so they can go around the biker without slowing down. I live in Lakeville, MN, we have a robust bike trail system, and despite that, I am constantly dodging bicyclists in the traffic lanes even though the main arterial roads have one or even two bike trails on the same roads. They need to stay on their trails. Cars and Bikes don't mix well on the road. They are negatively impacting my safety as a motorist by being in traffic lanes, so I hope you can come up with a system where bikers will not go on our highways. Thank you!	Bicyclists have the legal rights to operate on the shoulders of highways unless there is controlled access. Additionally, this supports the feedback that people driving and bicycling are more comfortable with separated facilities.
15	I live in rural Minnesota and find that most roads around here are fairly safe to use. However, so often the surfaces are not friendly to the thin tires on my bikes. I especially see a need for a paved path from Hutchinson or Glencoe into the suburban areas of Eden Prairie and Minnetonka.	Pavement conditions on Minnesota roads continue to deteriorate because of lack of funding. The connection you are referencing is a state trail managed by the Minnesota Department of Natural Resource: http://www.dnr.state.mn.us/state_trails/luce_line/index.html .
22	Nothing wrong with bike paths along abandoned RR sites but too often bike paths in urban areas have too many intersections to make them practical. I'd rather see bike lanes where perpendicular traffic must yield. Drivers are often only looking one way and pull right in front or even stop in your path.	Thank you for your comment. Typically, traffic volumes determine where the traffic control is implemented and where yielding would need to occur.
25	Kudos on the draft plan. I'm all for its goals and priorities. I'm a regular bike commuter and a recreational bike rider. We need. I like the idea of placing the highest priority on the projects that will make it comfortable for the greatest number of people to take up this transportation option. These will probably be projects in metro areas, especially around schools.	Thank you for comments of support.
26	I would love to see a dedicated bike trail placed along Concordia or St Anthony that spans from downtown St Paul to Mpls. You could call it Rondo Trail, that way when you add your MN PASS lane down the middle of 94 it gives our community reconciliation and recognition for all the homes you destroyed when building 94. Also, why didn't you replace our pedestrian bridge that spans 94 between Dale and Western? It connects to bike trails at Central Village Park and construction was supposed to take place this year. My children walk or bike to Capitol Hill and that bridge is a mess and has very poor safety markings for kids crossing the street on either side when walking or biking. Please let me know what happened and what you think about the Rondo Trail idea.	Thank you for your comments on the MN Statewide Bicycle System Plan. It sounds like the bridge referenced is Mackubin. Repairing that pedestrian bridge was delayed a year in hopes that it could be combined with replacing the Grotto pedestrian bridge. Information about the project here: http://www.dot.state.mn.us/metro/projects/i94mackubinstpaul/ Related to a bike facility along I-94: MnDOT is currently in the process of studying the corridor between Minneapolis and St. Paul. See more about the study here: http://www.dot.state.mn.us/I-94minneapolis-stpaul/
28	Black top Luce Line from Vicksburg in Plymouth to at least as far West as Stubs Bay or Watertown. Heavily used and it would be more friendly towards people with skinny bike tires.	Thank you for your comment. This is a Minnesota Department of Natural Resources State Trail: http://www.dnr.state.mn.us/state_trails/luce_line/index.html
33	I'd love to see a lot of this get implemented. One area that I'd like to see is the completion of the Dakota Rail Trail to Hutchinson. Ideally, we'd like to see the paved trail completed on the Luce Line as well. By completing the paving of both of these trails, we would see the largest paved loop in the upper Midwest. This would not only improve the trail system in the state, but would have a large economic impact from a tourism standpoint, not only for the cities located on the trails, but for the state as well. Great start though!	The Dakota Rail Trail belongs to the Three Rivers Park District and the Luce Line is a part of the Minnesota Department of Natural Resources state trail. http://www.dnr.state.mn.us/state_trails/luce_line/index.html ; https://www.threeriversparks.org/trails/dakota-rail-trail.aspx
34	Please change the law that puts bikers on city streets instead of sidewalks. It is terribly dangerous for the biker to come along with traffic that is going 30mph. It also slows down traffic terribly because the traffic is limited by the slow bike speed. Please please, put them back on the sidewalks. My body cringes when I see a biker in front of me (what if they tumble?) and my pulse races because I do not want to be driving 10mph with a line of cars behind me!	Bicyclists have the legal rights to operate on the roadways of Minnesota unless there is controlled access. Additionally, people biking on the sidewalk are at an increased risk of crashing, injury or conflict with people driving motor vehicles.

35	<p>Greetings! And thanks for your efforts to address the desire for a bike trails plan across the State.</p> <p>There is one tiny but very significant section of an otherwise compliant "standard" trail in Duluth, the Lakewalk between Canal Park and Brighton Beach.</p> <p>A design to complete a section of maximum non-motorized use trail across a 6-block gap in eastern Duluth does NOT recognize, thus not address and resolve a non-compliant section that has too steep a grade and poor visibility around two excessively sharp turns. Political influence of special interest persons, the developers and buyers of high-end residential units adjacent to the land that the City acquired for the purpose of extending a compliant trail (the Lakewalk), have so-far managed to prevent completion of that intended, required!, shoreline trail. The City is NOT recognizing that an existing temporary trail is NOT safe for persons using wheels. Thus, nothing is being done to address the condition and need. Resolution is possible, but that is to place the trail along the City-owned shore between the million dollar + town homes and the lake, then remove the dangerous non-complaint section. The City has acquired the rights to the amount of land necessary for such a trail. An unanimous vote by the City Council dedicated a sufficient revenue source. But our "strong mayor" will not recognize the significant problem and move forward its intended resolution.</p> <p>Under our form of governance there is no means by which the Council or the citizens can effectively act to hold the Administration accountable. This condition needs the bright light from above/outside to enlighten the public and demand Administrative transparency on this matter. Please help us!</p>	Thank you for your comment. This is a City of Duluth decision.
36	This plan is simply amazing. Bringing it fruition has the possibility to change the state IF the trails are actually trails--simply signing existing highways and calling it a trail (like the Mississippi River Trail) isn't enough.	Thank you for sharing your comment. Public comments received indicate an interest in more separated facilities for people biking.
43	I support bike trails. Be the trend setters not the followers.	Thank you for sharing your supportive comment.
50	I am very excited about the prospect of having more bike trails! Thank you	Thank you for your supportive comment.
52	Hello I would like to voice my support for a dedicated bike-trail system between Fargo/Moorhead, Minneapolis/St. Paul Metro, and Duluth/Superior. A protected path, be it gravel or paved would allow access to a much wider base of cyclists that wish to bike camp or tour between towns and cities in our fair state. As a cycle tourer, there is nothing more unnerving than getting buzzed by passing traffic while biking along the side of a rural highway. Currently there is no dedicated path that connects Hinckley and the Twin Cities. This makes traveling by bicycle between the TC metro area and Duluth a hazardous adventure to many. Separating motorists and bicyclists on rural roads is an advantageous step towards making Minnesota the most bike friendly state in the country.	Both U.S. Bicycle Route 41 (from St. Paul to Grand Portage) and U.S. Bicycle Route 20 (Moorhead to St. Cloud) are identified as high priority state bike routes. The comment about separated facilities is consistent with what was heard during the public engagement phase of plan development.
54	While I use bike trails, rail-to-trails and dedicated recreational trails have been a poor use of resources. Tax dollars (including grants) should be used for improving primary transportation methods (vehicular, rail, and waterway) as these are used by the majority of the population compared to the scarce usage of recreational trails (less than 2-25%). Recreational trails and facilities are over constructed; gravel/screenings should be used as the surface material to better protect the watersheds and reduce maintenance costs (and can still be ADA compliant) and lighting isn't needed except at primary roadway crossings. I believe that shared roadways are the best solution and creative separations are effect for higher safety risk areas. We need creative solutions not the standard rules of excess (spending money without validity)!	Thank you for your comment. Currently, MnDOT is updating its bicycle design manual, which has guidance for a variety of facility types. Additionally, the Minnesota Department of Natural Resources maintains a Trail Planning, Design and Development Guidelines resource. http://dnr.state.mn.us/publications/trails_waterways/index.html Related to investments, investment level decision are not made in this document. Please see the Minnesota State Highway Investment Plan: http://www.dot.state.mn.us/planning/mnship/ .
58	<p>Really excited to see the priority bikeways. I have traveled them all, and some areas need improvement. However, my biggest gripe on state roadway touring is that roadways like Highway 52 get upgraded to limited access highways prohibiting bikes, with no viable alternative. I was coming back from the Root River trail through Rochester, taking the Douglas Trail to Pine Island. My plan was to use H52 to Zumbrota, then head to Red Wing. I could not do that since H52 is now limited from Pine Island to Zumbrota. I had to look for alternatives, which were really not good choices (no shoulders or poor country roads). The recent state bike may still shows H52 open, but it is not. Limited highways usually have huge shoulders, and rumble strips, my choice of a state roadway. The alternatives tend to be country roads without shoulders, and usually poorer pavement. My biggest concerns on country roads is the young teenage driver, texting will driving and a low traffic road - they just do not see you. Then there are also, the pickups that believe bicyclists belong in the ditch- not on their roads! So, please do something about allowing bike riders on limited access state highways.</p> <p>By the way, I have traveled to Fargo, using the MRT to Walker, then cutting over to Fargo through Park Rapids and Detroit Lakes - it works. Coming back, I used old H52 to Fergus Falls, then the state trails. Took another trip to Milwaukee along H61 then came back through LaCrescent, to Root River Trails, up through Rochester to Woodbury. There really needs to be a good connection planning along H52 south into Rochester, and north to St. Paul.</p> <p>I typically put on 3500 to 4000 miles per year, mostly in MN and WI. You should set up a collection system to understand what routes we take. Just base it around your priority system. Could be as simple as indicating which connection points were taken, noting any problems encountered along the way. This would show you utilization and areas needed for improvements.</p> <p>Also, American Cycling is promoting overnight bike trips. These are excellent ways to get more people to experience roadway travel, and use State Parks nearby. Your programs should tie into theirs, would be a win-win.</p>	<p>Individual received a response via email on [date] related to site specific concerns.</p> <p>Thank you for your comment. There is acknowledgment that people bicycling have varied preferences on the types of facilities they choose to travel on. It is currently the policy of the state to restrict bicycle travel on controlled access roadways. Throughout the engagement process input was collected related to travel patterns and desired destinations. The corridors identified are reflective of this input. Through the process of developing the Mississippi River Trail MnDOT did coordinate with the Minnesota Department of Natural Resources on camping opportunities in state parks.</p>
66	I'm very much in favor of a comprehensive state-wide bicycling plan, such as this plan. It is essential to encourage people of all ages to bike more if they want to and are able to, in order to promote better health through exercise, to cut down on pollution caused by fuel emissions, and accidents caused by traffic congestion. Large cities can benefit by providing another safe means of transportation to and from work and school, and small cities may benefit even more. The likelihood of bicycling to work or school safely through a small town rather than driving a car the same distance is increased if local trails make it practical and easy. Why drag a car out of the garage for a 5-minute drive, if there is a safe, direct, and easy bike route to	Thank you for your supportive comment.

	<p>school, work and stores? Hopefully if these safe route plans are achieved, local businesses, schools and places of employment will appreciate the benefits of bicycling for the community and will then provide secure places to park bikes and encourage a culture where it is comfortable and practical to bike (i.e., relaxed dress codes, storage lockers etc.) rather than drive all the time. Of course it will also be wonderful to connect long-distance trails between towns, cities and regions in the state. Biking for leisure and health is definitely on the rise. Let's do all we can to support this life-changing trend!</p>	
67	<p>: I'm pleased with Strategies 17 and 18 concerning encouragement; I think that is a very important function.</p> <p>I disagree with Strategy 19 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable.</p> <p>I am also skeptical of the ranking of corridors as high, medium and low. Some of the "low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs). Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!</p>	<p>Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.</p>
69	<p>While I support the Bike Plans statewide, I am extremely concerned about those who ride bikes on busy 4-lane streets that don't have designated bike paths. I have observed many near-misses because of this, where cars are forced to veer into the next lane to avoid hitting the bike, often into the path of another auto. Riders should be restricted to thoroughfares with designated bike lanes.</p>	<p>Thank you for your comment. People bicycling have different comfort levels and preferences and are able to legally to bike in the roadway.</p>
73	<p>First off, thanks for having a plan. In looking over the bike plan I would like to suggest an area where I see a big return for the investment. I would suggest adding a shoulder to the Gunflint Trail (County State-Aid Hwy 12 or County Road 12). I feel the adding this spur to one of your major high priority corridors would greatly expand the biking potential and make this a "destination" site. The ability to link bikes to the resorts/campgrounds along the Gunflint corridor is priceless. Being able to connect to all the forest roads currently in place works well to promote the multi-use of these roads and creates many miles of biking opportunities with just the investment of one connector link. I believe the investment required to add a shoulder to the trail could be offset by the economic payback once in place. To be able to promote lodge to lodge travel, bike packing, or gravel riding, truly is a great way to expand the resources that is unique to the Gunflint corridor. This may be one area where ATVs and Bikes could get together to provide greater access for all. I know there is only so many dollars to spread around however I believe a cost analysis would show a payback in a nearer term window. Thank you for your time and effort from a Minnesota native and avid biker working towards establishing a foothold back in the state (Just purchased a cabin off of the Gunflint Trail). I like what I see from the town of Grand Marais in promoting and providing biking access and I would love to see this expanded with the infrastructure of a shoulder on the Gunflint trail.</p>	<p>Thank you for your comment. MnDOT does not own County Road 12 and cannot make investment decisions on that roadway. That said MnDOT is currently in the process of planning U.S. Bike Route 41, which will be from St. Paul up to Grand Portage. In the planning process this roadway could be a point of discussion with how it ties in.</p>
75	<p>I used to bike to do my errands, but I've changed to walking to do them. I'm 53 years old, and I don't see or hear as well as I like to. I no longer feel comfortable once I get away from the roads with bike lanes. Also, aggressive drivers of motor vehicles make left turns a little scary.</p> <p>Part of my issue is that I don't know what the best rule to follow. For example, I used to ride along Lexington on the sidewalk because NO WAY on that road, and I haven't managed to find a good alternate route (I also have a very bad sense of direction), though the new-to-me lane on Prior looks promising. Anyway, I rode the sidewalk, always behaving as a pedestrian rather than as a vehicle, and pretty much assuming that anybody who didn't make eye contact with me didn't see me. I enjoyed that. But everybody screams at me that sidewalk riding is dangerous, so I tried that, but it is just too nerve-wracking for me.</p> <p>So I've pretty much given up the bike except for recreation, and I just walk to do my errands. This is viable only because I have huge amounts of time. I could not keep the house going without using a car if I worked full time.</p> <p>Also, since we're talking, I think they should be very strict with the cyclists who run red lights and don't yield right of way to pedestrians. They make the car people very nervous and that feeds their aggression. They also make me nervous when I'm walking because I have to choose between a close call or not making the light (I'm one who walks only on the white hand).</p> <p>We should ALL follow the rules. Maybe it would be helpful to do a campaign to explain to everybody what those rules are. Because we seem to be unaware of them.</p> <p>I hope this is useful.</p>	<p>Thank you for your comments. What you've shared is consistent with what has been heard in the public engagement process, which includes that people bicycling prefer to have separate facilities from motor vehicle traffic. It is important for people using all modes - walking, bicycling, and driving - to follow the rules and that they are enforced appropriately. MnDOT does currently have an educational campaign, which can be found here: http://www.dot.state.mn.us/sharetheroad/</p>
83	<p>I have reviewed the bike plan draft and have a question on whether the "Prairie Line Trail" is part of the plan?</p> <p>Attached is a brochure that the Prairie Line Trail Committee has been distributing for the last ten years. The first segment of the trail was completed this summer in Arlington (funded by a federal grant). As you can see, future portions are planned along state highways.</p> <p>I unfortunately cannot attend the open house in Mankato on November 2nd as I have our City Council Meeting.</p>	<p>Thank you for sharing your comment. The plan identifies regional corridors, and this local connection was not identified through public engagement. This local connection could be connected into the regionally identified corridors, and the Prairie Line Trail plan should be considered with local planning efforts.</p>
87	<p>It would be nice to make use of these paths for the Winter months, like cross-country</p>	<p>Thank you for sharing your comment.</p>

	ski paths or similar.	
88	<p>First off, thank you for putting together a very thorough analysis of the state of bicycling in Minnesota and areas where it needs to be improved. In general, I agree with everything stated and hopefully it can be implemented as quickly as possible. In my limited time (I have a 4 month old at home,) I tried my best to read as much detail as I could from the plan. I will apologize in advance if any of my concerns are specifically addressed in the plan.</p> <p>I am an avid recreational cyclist, and yearly log about 2500 miles per year, mostly in the east metro, specifically Washington County. I ride solo and in group rides, some sponsored by local shops such as Erik's. I occasionally commute via bicycle, up to once per week, from Cottage Grove to Downtown Minneapolis, about 22 miles one way, so I am also familiar with urban roads/trails and awesome facilities like the Midtown Greenway.</p> <p>As the plan does not address specific action items that will be taken, my overwhelming concern with the plan is that for some entities, it may result in great-facilities being the enemy of good-facilities, ultimately resulting in no action, or facilities that are quickly out-modded.</p> <p>Page 23 provides a good example. It shows an X on the person riding in a wide shoulder on the side of a presumably low traffic rural road or highway. While it would be ideal to have a completely separated facility for maximum comfort, in most instances, county and local governments are not going to invest in that facility if it is not mandated for them to do so. If the road currently has no shoulder, they may not add anything; whereas they would be more likely to add a 3-4' shoulder for much less incremental cost.</p> <p>The MUP shown as preferred in the upper left of the same page (23) would certainly not be preferred by experienced road cyclists, because unless there are separate facilities for walkers or slower-cyclists, these paths can be more dangerous than riding on the road. I routinely ride at 17+ mph, and a dog leash strung across the path scares me much more than riding a shoulder next to low-volume traffic. Now this leaves the person driving the car to wonder why I am not taking advantage of the trail, not understanding the inherent danger it poses to me.</p> <p>Finally, and this is not specific to the plan, but if anyone can communicate preferred action items to those that make funding decisions, I would like to lodge a plea that among the first shortcomings addressed is Manning Ave S (MN 95) where it joins the MRT from Lehigh Rd south to US 10. The shoulder is very narrow, traffic is 60+ mph, and there are rolling hills that blind traffic from cyclists using the road. This section of highway scares me every time I ride it, both for myself and others less experienced who have difficulty riding in a straight line. I sincerely hope there are no injuries or fatalities on this "trail". This is a critical link from the Cottage Grove area to Hastings and Prescott, WI for many avid road and touring cyclists following the MRT. Please add at least 6 additional feet of shoulder north and southbound or provide a separated cycle-track.</p>	<p>Thank you for sharing your comment and concerns. The preferences identified in the plan are based on public input and a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs. MnDOT will work with local communities to identify priorities and appropriate bicycle facility types.</p>
89	<p>Thanks for listening and providing this forum! I have three comments ...</p> <p>1) I live in Bemidji. Bicycling here is heavenly thanks to all the trails that the state constructed in recent years. I can attest to the enhanced enjoyment derived from the sport when one does not have to compete with and worry about motorized traffic.</p> <p>2) Here in Bemidji we have dozens and dozens of transcontinental bicyclist come through our town every year along US highway #2. I see on your map that this corridor does not have very high priority for future trail construction, yet these tourists would greatly benefit if there were reasonable routes available that were off of this major highway. Getting through Duluth, specifically, is quite problematic ... I did it myself back in 1993. Creative riders can find backroad routes between Grand Forks and Bemidji, I would say, but from Bemidji to Duluth it's hard to go off #2 without adding a lot of miles to the trip.</p> <p>3) The state's bicycle plan document that I found online is daunting in its length and detail! I wonder if a ten-page summary document might scare away fewer people and thus engender more exchange of ideas.</p>	<p>Thank you for your comments and support. Related to your comment about statewide bicycle routes, the corridors identified are based on public input and are prioritized as such. Lastly, MnDOT will provide an executive summary with the final plan.</p>
90	<p>The Minnesota State plan certainly impresses me as very thorough and I certainly anticipate its completion.</p> <p>One question or critique I have: Your plan apparently does not incorporate the existing but not yet complete Gitchie Gammi Bike Trail which will eventually connect Duluth, MN to Grand Portage, MN, as I understand it. I am an avid bicyclist but it's terribly frustrating to only be able to bike specific sections of the Gitchie Gammi trail without having to turn around or, more dangerously, bike on the sides of Highway 61, a very busy and dangerous scenic highway that runs along the North Shore of Lake Superior.</p> <p>Furthermore, I am surprised at the incredibly slow rate of completion of you plan - 50 years?! How many of us current bikers can even hope to be alive in 50 years. I'm already 67 and, while many of my biking friends are much younger, they too may be too old to ever enjoy the fully completed statewide bike system.</p> <p>Thank you so much for making this plan available. Again, I am anxious and impatient for its completion and its connection to the trail as planned for the North Shore, hopefully to be coordinated with the existing bike trail as partially completed.</p> <p>Thank you again,</p>	<p>Thank you for your comment. MnDOT will be planning a route for U.S. Bike Route 41 this summer, which will be from St. Paul to Grand Portage. If interested, sign-up for email updates at http://www.dot.state.mn.us/bike/index.html.</p>
92	<p>THANK YOU for working on this plan and making biking a priority. I'm a firm supporter of improved corridors and connectivity.</p>	<p>Thank you for sharing your comment.</p>
93	<p>A trail to connect Waseca and Waterville.</p>	<p>Thank you for sharing your comment. Regional corridors were identified based on public input. This connection is identified in Figure 7: District 7 Regional Priority Corridors.</p>
95	<p>My husband and I think it's a great idea! Bicycling is such a great form of exercise for young and old, and a lifelong activity. Safe trails are important! We camp off our bikes and would love more trails to use. In the past we have traveled to Pennsylvania to ride the GAP and C and O Towpath, and to Missouri to ride the Katy Trail. More connected trails here would surely bring people to our state to ride. And</p>	<p>Thank you for sharing your comment.</p>

	there would be a need for certain businesses along the trail, bicycle shops, restaurants, hotels, campgrounds, grocery stores, etc.... We fully support it!	
99	I would like to see some consideration given to a bike trail along MN highway 46 in Itasca Co. MN46 runs from Deer River to Northome thru the Chippewa National Forest and is designated as the "Avenue of Pines" highway. This bike trail could connect with Chippewa Nat'l Forest trails already in place! Maybe a partnership between MnDOT and the Chip could help facilitate this project!	Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.
102	Hello. I bike commute year-round to the Elk River Northstar Station. It's time to connect downtown Elk River with the Northstar Station via trail! Easy to do: trail on south side of Hwy 10 from downtown at Main Street, through Babcock Park, under the Hwy 101 overpass continuing to Zane Street NW. Just over 1 mile. Let's build it! Here's a map: http://www.mappedometer.com/?maproute=475512 Thank you for your time.	Thank you for sharing your comment. Regional priority corridors were identified through public input and will be refined with regional and district plans.
103	I did read the plan. All of it. I found the plan to be well written, well organized, and very complete. I always have the same difficulty with plans written at this level. I want to know in more specific detail how the State will meet the objectives laid on in this plan. I fully understand that the implementing plans are written by the counties and cities. As a matter of background, I have experience writing planning documents at similar levels. The last 15 years of my working life was spent as a defense contractor imbedded in the Pentagon staff. In that capacity, I was a participating author on several planning and budgeting documents. Most of those documents advocated high level objectives and strategies. That is a long way of stating that I recognize the need for and value in planning documents intended to guide implementation at the local level. With that background you might think that I would have a lot more criticism about the Minnesota Statewide Bicycle System Plan. But that is not the case. I do have a couple of specific comments. 1) I recently sent Dorian a copy of an Anoka County Plan connecting two of the County's regional parks. By far, the biggest issue in the county plan is the replacement or modification of a bridge over I-35W. The bridge is on a county highway that Anoka County will improve to accommodate safe bicycle traffic. All bridges over interstate highways are "owner" by the state. So, I have been told by an Anoka County Commissioner and an Anoka County Highway official. What I would like to see in the MN State Plan is a high priority place on funding the interface between State and local activities. Especially where the failure of the state to fund a key element (such as a bridge) puts the local project in jeopardy. 2) This version of the State Bike Plan reflects considerable input received from public comment on earlier versions. That is great. The plan reflects the high importance many riders place on off road bicycle or multi-use trails or paths. I do not disagree. A true bike path, like the Paul Bunyan Trail or the Gateway Trail is the best option. However, in many urban or suburban communities multi-use trails are used to replace traditional sidewalks. These trails may have some value for children learning to ride, but not for experienced riders. The urban/suburban multi-use trails are neither safe or satisfying to ride. Point in case, on our H2H ride the trails I am trying to describe are between the Coon Rapids Dam and the City of Minneapolis. Most and maybe all of our H2H riders got off of those trails to ride in the streets. Riding with the traffic is faster and safer than riding on trails which frequently cross driveways and secondary streets. Thanks for the opportunity to comment on the State Bike Plan. Nice Job. I am sure that a lot of people have put in a lot of work on this project,	Thank you for sharing your comments.
106	I live in the southern part of Arden Hills MN and feel like I'm on an island when it comes to commuter bike trails. I often ride to downtown Minneapolis and there is only about a 2 mile section of bike trail from my house to downtown yet if I live in Edina or Minnetonka I have at least two easy route options to get to Minneapolis. Now getting to St Paul is actually worse. I don't know of any bike trails to get me that direction.	Thank you for sharing your comment. Municipal and counties in the metropolitan area are required by the Metropolitan Council to have Comprehensive Plans with a Transportation Chapter. Most communities have their plans available online. All of the municipalities within the metro area will be updating plans by 2018 for the Metropolitan Council. Participate in this planning process to support improved local connections.
108	Thanks for working on this issue. Anything you can do is much appreciated. The one area I think could use some emphasis is snow removal during the winter time. I believe the major routes in the Twin Cities should be given a high priority for cleaning after snow/ice storms. I was wondering if on two lane roads with a gravel shoulder if a narrow (2 foot wide) bike lane would make sense. This lane could be inexpensively laid down at the edge of the shoulder, to give maximum separation from the auto lanes. I have to pass on a sight I saw at the Ramsey County leaf recycling place. A man on a bicycle with a kiddie trailer had an enormous blue tarp full of leaves. Bicycles can be used for lots of things! I wish I had thought to take a picture.	Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.
110	I feel strongly that all bikes should pay for a registration fee that would go towards all the planned designated bike pathways. It would also help with stolen bike recovery and as a non-bicycle rider I feel it is wrong for the city and state to spend my hard earned tax dollars on unique roadways without the bike riders themselves having a financial skin in the game so to speak.	Thank you for sharing your comment. There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.
111	The City of Winthrop is very much in support of implementing a state wide bicycle plan. We have been working together with Arlington, Gaylord, Gibbon and Green Isle, Henderson and New Auburn on our own county wide Prairie Line Trail. Stage two of the project has just been completed, and most of the engineering work has been completed. We would like to somehow speed up the process of finishing the	Thank you for your comment. Per strategy 6, MnDOT plans to coordinate with regional and local partners to efficiently respond to local and regional bicycle connections.

	<p>trail throughout Sibley County and hopefully the statewide bicycle plan would help in our efforts. I have attached a brochure of the project.</p> <p>Please let me know if there is any way the City of Winthrop can help with this project.</p>	
112	<p>While bicycling and walking are important to quality of life, so it the ability to move family members/dependents around the city, to school, activities, sports etc. in a predictable fashion. Adults with dependents shoulder a great deal of responsibility, the state of Minnesota should take care to make their lives easier by making sure bicyclists are physically separated from vehicles, (aka family/elder transportation vehicles). Research points to women doing the bulk of errands and family transportation, and bear the burden of too many forms of transportation on the road. AT some point, in our climate, adding more bicycle lanes reach diminishing returns. I prefer to see more money go to develop large parks with walking paths. Large parks with paths can be used by more variety of ages and physical abilities. In addition, one can walk in any weather condition.</p>	Thank you for sharing your comments.
118	<p>Would really like it if walkers were considered. Bike riders take over roads and sidewalks. What am I to do when I want to walk my dog?</p>	Thank you for your comment. MnDOT is currently in the process of developing a Statewide Pedestrian System Plan. More information can be found here: www.mndot.gov/peds
121	<p>5. The focus on State Bikeways seems misguided, unless it is strictly limited to trails that coincide with local systems. Even with a fully developed State Bikeway system (or even just the prioritized routes contained in this plan), the vast majority of people will still be making the almost all of their bicycle trips (and miles traveled) on local and regional systems (commuting (work or school), utility (groceries, errands), or recreation) within proximity to their homes. The report specifically mentions this - People of every age and ability are more likely to consider bicycling short distances for either utilitarian or recreational purposes than long-distance rides (p51). To encourage increased overall trips, facilitate the local system instead of the State Bikeways.</p> <p>7. Similarly, it seems the focus of this plan is entirely on trips along or across the State trunk highway system (several references). Given that most bike routes aren't along State trunk highways, doesn't making them the sole focus severely limit the ability to increase ridership?</p> <p>8. State Aid to facilitate design and construction of bicycling infrastructure that is preferred by stakeholders, shouldn't MnDOT do more than encourage alignment between State Aid standards and design standards for MnDOT roads in order to promote consistent industry practices and riding experiences for the general public. (p54)? Perhaps by ensuring or mandating, instead of encouraging?</p> <p>10. (p56) How can MnDOT (or anyone) identify areas most in need of safety improvement if people don't ride there because it is unsafe? I recognize the limitation that we can only track what is measured, so shouldn't there be a more in-depth study of where people want (need) to bike, instead of just relying on where crashes / collisions occur?</p> <p>17. STRATEGY 19: Update the Statewide Bicycle System Plan every five years. (p70). I recommend minor updates yearly and a major update every 3-5 years. 5 years is just too long to wait for updates to the Plan!</p> <p>18. STRATEGY 20: Review the Minnesota Bikeway Facility Design Manual every two years (p70). Commit to more frequent updates, not just regular review and periodic update!</p> <p>a. Also does releasing an update truly encourage adoption / use of the new best practices in bicycle infrastructure design and construction? Or should there also be associated training and review of actual designs to confirm that new best practices are actually being implemented and not just left on the shelf?</p>	<p>Thank you for sharing your comment.</p> <p>5.) For the state bikeways, during public engagement, key finding #2 validates why a portion of funds are targeted at state bikeways: people value state bikeway, but people value opportunities for local and regional bicycle travel more.</p> <p>7.) While this plan has some guidance for other jurisdictions to consider, it is ultimately a plan for what MnDOT can do on its roadways.</p> <p>8.) A law was passed in 2015 requiring alignment.</p> <p>10.) The strategy related to creating a safety plan is one approach for creating safer places for people biking. The Statewide Bicycle System Plan recognizes people want to travel locally, and this was prioritized. 17.) Five years is a standard practice for updating plans.</p> <p>18.) Some changes to the design manual may happen in the interim, and will be tracked and reported. 19.) The Department of Public Safety reports crashes.</p>
123	<p>The plan is comprehensive and considers the breadth and depth of cycling needs - locally, regionally, and state-wide. Of course, such comprehensiveness has a price tag and it is imperative that policy makers acknowledge that only funding infrastructure specific to motorized vehicular transportation seriously undercuts the potential and need for cycling growth, in MN. Planning for and funding cycling infrastructure need not be a significant challenge to the creation of an overall transportation funding mechanism. Oftentimes, a little bit of paint and a few more feet of bituminous is all that is needed to create a safe and comfortable cycling experience.</p>	Thank you for sharing your comment.
125	<p>Thanks for the opportunity to comment, I have just one item that you should be aware of. The Heartland State Trail and the proposed spur to Itasca State Park are both designated as "Destination" trails in the DNR's comprehensive bike plan. Please consider raising the priority in your plan from medium to high, to be consistent with the DNR. The reason for their designation relates to the connection of Park Rapids with the popular Itasca State Park and its further connection to the Mississippi River Trail and Paul Bunyan State Trail.</p>	Thank you for sharing your comment. MnDOT is coordinating with the DNR on how statewide trails fit in the overall system.
127	<p>Overall, good and admirable goals and general strategies.</p> <p>--Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections.</p> <p>--Repaving/overlay projects should always include the shoulders/bike lanes.</p> <p>--Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered.</p> <p>--Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato.</p> <p>--No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.</p>	Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.
129	<p>In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.</p>	Thank you for your comments. Where appropriate suggestions were incorporated.

130	Grateful for the many beautiful trails especially the paved, off road ones that keep you away from traffic. Would love to see more of them! Keep up the great work! It is very much appreciated! :-)	Thank you for your supportive comment. The preferences you reference were strongly identified in the plan and are based on public input for a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs.
134	Washington County's comments.	Thank you for your comments. The Metropolitan Council gave significant consideration to transit ways when developing the Regional Bicycle Transportation. MnDOT looks forward to partnering with Washington County with its comprehensive plan update.
139	I am in full support of a state-wide bike trail system. And, as a resident of Park Rapids, MN I also strongly support the proposed Heartland Trail Spur to Itasca State Park. This trail will connect a city with a major state park, and would be used by many, including me. As proposed, the southern portion would be built in the right of way of a scenic county road for about half its length, with the second half traversing county forested land. In this second half a biker is surrounded by mixed forest for approximately 10-12 miles, making it a rather unique trail. Please accept my comments as an indication of my full support for expansion of the state trail system and the proposed Heartland Trail Spur to Itasca State Park.	Thank you for your supportive comment.
142	I would prefer small off-road paved loops for family outings in a large variety of locations. Lake associations could help with projects. Lake Ida near Alexandria is 10 miles from a bike trail; I'd like to see closer small loops, preferably paved, but mostly safe from traffic for younger kids.	Thank you for your comments. The plan references a broad preference of bicyclists to have separated facilities to ride on and that they would prefer to see investments in and around their communities. The plan also highlights the need to strengthen the capacity of local and regional entities to plan for bicycle opportunities. Lake associations could be partners in those efforts.
143	I like the plan. Please continue to focus on multi-modal transportation as much as possible. We need more bike streets, bike lanes, protected bike lanes and other innovative measures to increase biking, especially among youth, and families. I applaud those efforts in all parts of MN, not just the metro.	Thank you for your supportive comments. The plan does suggest investments in facilities and initiatives that would be beneficial to a broader spectrum of existing and prospective bicycle users. The plan does also reflect geographic equity in terms of focus.
145	Sorry this is coming so late. I'm sure you know that [Minnesota Department of Health is] in full support of the plan. [We] came up with a few comments that you can use at your disposal. Thanks for the opportunity to review. Community Engagement <ul style="list-style-type: none"> While there was extensive community engagement conducted in the creation of this plan there is not mention of how to engage the community moving forward in the implementation of the state bicycle network. Strategies address how to inform regional and local stakeholders, but not the general public. We can assume that a local bicycle planning technical assistance program would involve some level of community engagement, but it would be nice to see it called out directly. Physical Activity <ul style="list-style-type: none"> We are very supportive of the performance measure dedicated to the "percent of women who ride weekly or more from April to October. It would be ideal if there was a performance measure geared towards low-income, ethnically diverse and/or other underrepresented communities. Similarly, the goal of increasing ridership among people who already bike and those who currently do not could include some aspect of social, racial or economic equity. 	Thank you for the comments. MnDOT has recognized a need for clear implementation strategies for the plan and have incorporated that into the final version. Public and partner engagement is certainly a key element of this plan. Related to the health aspect, this will be incorporated. We also have recognized the need you mentioned related to performance measures and are evaluating options for inclusion. Equity is important to MnDOT and key to this plan.
156	I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?	Thank you for sharing your comment.
157	I love the bike paths. I have two small kids and would feel much safer with them riding on a guarded off area or separate path. Please keep the bike paths coming they are very important! Thanks	Thank you for sharing your comment.

FUNDING

Response

Response related to comments addressing funding

Comments related to funding generally covered three areas: licensing people who bicycle for revenue, clarity around maintenance of facilities and increasing or decreasing funding for bicycle system-related investments. Related to licensing people who bicycle, there was a Minnesota law licensing people who bicycle, and it was repealed by the state legislature in 2005. Regarding maintenance, this did not emerge as a significant component of this plan, and maintenance activities are typically locally addressed and implemented at the local level. Related to investments, investment guidance is outlined in [Minnesota State Highway Investment Plan](#). The comments surrounding funding of bicycle system development did not cause any changes to the content of the plan.

Comments

ID	COMMENT	RESPONSE
5	I love that MnDOT is trying to accommodate more biking. I can't think of a better thing to spend tax dollars on. We have great bike trails here but how about connecting them for shorter rides. For instance, I live in Long Lake and the Dakota trail and Luce Line are right outside my door. Could you provide more connector trails between them? Or between the Dakota and LRT? Right now I have to ride on scary traffic filled streets to do loops. I also love the separated trail idea. I have known too many people to get killed while biking by people who aren't paying attention while driving. (even with wide shoulders) Thanks for doing this!	Local and regional bicycle connections are consistent with what was heard during the public engagement for the Bicycle System Plan, along with separated facilities. The plan proposes that 70% of MnDOT's Bicycle Investments prioritize these kinds of projects that would be within MnDOT's right of way.
6	I was wondering where all of our revenue has been going. Now that I have been looking thru your information. I see our gas tax dollars have not been going back into our road systems. The money has been diverted to bikes and buses and light rail. I find this very disappointing as our roads should be Minnesota department of transportation	Thank you for your comment. Investment level decisions are not made in this document. Please see the Minnesota State Highway Investment Plan: http://www.dot.state.mn.us/planning/mnship/ .

	<p>primary priority. If you want to make special bike paths the money needs to come the general fund or from other sources! All bikes on the road should also be licensed and the person should have to carry Insurance, as most car bike accidents are caused by the bicyclist.</p>	
7	defund all bike trails	Thank you for sharing your opinion.
16	I think bikes should have licenses ,you need one for just about everything else I bike my whole life had one when younger it was like a badge the city maintained them , funny I went out on the lake this winter with fat bike and everything out there needed a lic. It cost money for wider roads for bikes ..	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.
18	<p>Comment: I think that the DOT should be spending our tax dollars on making the roads better for car and truck traffic, instead of bikes, pedestrians, and trains. In the real world that I happen to live in, a lot less money would be wasted, and we could have a much better roadway system.</p> <p>Thank you, The End</p>	Thank you for sharing your opinion.
20	<p>Minnesota needs a bicycle registration and license program in order to pay for programs created to serve them. It would seem to be unfair to raise any taxes to pay for these improvements, as not everybody rides a bicycle.</p> <p>This could be created on a county or state level.</p>	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.
27	You should license all bikes in the state and require them to get tabs (every year) like a car in order to assist in the payment of this plan, maintenance and overhead (you know a little skin in the game) but I won't hold my breath.	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.
47	You should license all bikes in the state and require them to get tabs (every year) like a car in order to assist in the payment of this plan, maintenance and overhead (you know a little skin in the game) but I won't hold my breath.	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.
60	The bike trail between Perham and Pelican Rapids is projected to cost 14.2 million for 27 miles. That is way too much money for a bike trail that will get will minimal use. Even if you factor snowmobiles in the winter you are assuming we will get snow for maybe 3 months. The cost is too high!	This is an effort of Otter Tail County. More information can be found at: http://www.co.otter-tail.mn.us/1003/Perham-to-Pelican-Rapids-Trail .
70	<p>This is a rampant waste of taxpayer money!!! I have never heard of such Kafkaesque plan to put thousands and thousands of miles of bike roads at a minimum of 140k per mile, in a place with a frigid climate for 6 months a year. That when you claim there is not enough money in the budget to cover for the constant need for repair and replacement of our crowded and aging highways, roads and bridges. You claim there is not enough money to do faster snow removal from our roads, yet somehow, you have the audacity to come up with such an outrageous plan of wasting more money that you do not even have!!!!!!</p> <p>Instead of helping alleviate the traffic congestion, better clean up the roads in the long MN winters, you are devising ways and means to make it even harder for people to drive to work and around. It was not enough that some "brilliant" mind screwed up hundreds of streets in the Twin Cities metro area (See the hardly used Bicycle "boulevards" in Minneapolis that are shrinking down roads, creating more congestion and potential more accidents), now some other "brilliant" mind is going to screw up the Federal network of streets and highways!</p> <p>Unbelievable!!!</p> <p>The person who came up with this idea, as well as those who commissioned the plan and approved the expenses to draw up this monstrosity, should be fired immediately and forced to pay back to the state coffers the costs of the plan.</p>	Thank you for sharing your opinion.
88	<p>First off, thank you for putting together a very thorough analysis of the state of bicycling in Minnesota and areas where it needs to be improved. In general, I agree with everything stated and hopefully it can be implemented as quickly as possible. In my limited time (I have a 4 month old at home,) I tried my best to read as much detail as I could from the plan. I will apologize in advance if any of my concerns are specifically addressed in the plan.</p> <p>I am an avid recreational cyclist, and yearly log about 2500 miles per year, mostly in the east metro, specifically Washington County. I ride solo and in group rides, some sponsored by local shops such as Erik's. I occasionally commute via bicycle, up to once per week, from Cottage Grove to Downtown Minneapolis, about 22 miles one way, so I am also familiar with urban roads/trails and awesome facilities like the Midtown Greenway.</p> <p>As the plan does not address specific action items that will be taken, my overwhelming concern with the plan is that for some entities, it may result in great-facilities being the enemy of good-facilities, ultimately resulting in no action, or facilities that are quickly out-moded.</p> <p>Page 23 provides a good example. It shows an X on the person riding in a wide shoulder on the side of a presumably low traffic rural road or highway. While it would be ideal to have a completely separated facility for maximum comfort, in most instances, county and local governments are not going to invest in that facility if it is not mandated for them to do so. If the road currently has no shoulder, they may not add anything; whereas they would be more likely to add a 3-4' shoulder for much less incremental cost.</p> <p>The MUP shown as preferred in the upper left of the same page (23) would certainly not be preferred by experienced road cyclists, because unless there are separate facilities for walkers or slower-cyclists, these paths can be more dangerous than riding on the road. I routinely ride at 17+ mph, and a dog leash strung across the path scares me much more than riding a shoulder next to low-volume traffic. Now this leaves the person driving the car to wonder why I am not taking advantage of the trail, not understanding the inherent danger it poses to me.</p> <p>Finally, and this is not specific to the plan, but if anyone can communicate preferred action items to those that make funding decisions, I would like to lodge a plea that among the first shortcomings addressed is Manning Ave S (MN 95) where it joins the MRT from Lehigh Rd south to US 10. The shoulder is very narrow, traffic is 60+ mph, and there are rolling hills that blind traffic from cyclists using the road. This section of</p>	Thank you for sharing your comment and concerns. The preferences identified in the plan are based on public input and a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs. MnDOT will work with local communities to identify priorities and appropriate bicycle facility types.

	<p>highway scares me every time I ride it, both for myself and others less experienced who have difficulty riding in a straight line. I sincerely hope there are no injuries or fatalities on this "trail". This is a critical link from the Cottage Grove area to Hastings and Prescott, WI for many avid road and touring cyclists following the MRT. Please add at least 6 additional feet of shoulder north and southbound or provide a separated cycle-track.</p> <p>Thank you for your time.</p>	
107	<p>Much verbiage in the plan relating to cost participation by various entities but nowhere does it mention participation by the minority of individuals utilizing the bike network. Licensing and yearly renewal fees would provide a small portion of this massive expenditure and ongoing maintenance cost. I believe snowmobile, 4-wheeler and cross country skiing trails are partially supported via use fees. Thank You</p>	<p>Thanks you for your comment. There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.</p>
108	<p>Thanks for working on this issue. Anything you can do is much appreciated.</p> <p>The one area I think could use some emphasis is snow removal during the winter time. I believe the major routes in the Twin Cities should be given a high priority for cleaning after snow/ice storms.</p> <p>I was wondering if on two lane roads with a gravel shoulder if a narrow (2 foot wide) bike lane would make sense. This lane could be inexpensively laid down at the edge of the shoulder, to give maximum separation from the auto lanes.</p> <p>I have to pass on a sight I saw at the Ramsey County leaf recycling place. A man on a bicycle with a kiddie trailer had an enormous blue tarp full of leaves. Bicycles can be used for lots of things! I wish I had thought to take a picture.</p>	<p>Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.</p>
110	<p>I feel strongly that all bikes should pay for a registration fee that would go towards all the planned designated bike pathways. It would also help with stolen bike recovery and as a non-bicycle rider I feel it is wrong for the city and state to spend my hard earned tax dollars on unique roadways without the bike riders themselves having a financial skin in the game so to speak.</p>	<p>Thank you for sharing your comment. There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.</p>
121	<p>2. \$10MM per year (p12) seems inadequate</p> <p>a. Colorado spending \$25MM per year (http://gearjunkie.com/colorado-100-million-bicycle)</p> <p>b. Oslo spending \$500MM 2015-2025 (http://www.spacescape.se/oslo-invests-05-bn-usd-on-bicycle-infrastructure/)</p> <p>c. Cities recognizing benefit of bicycle infrastructure (https://www.transportation.gov/fastlane/cities-adopt-bike-investment-to-move-beyond-traffic)</p> <p>If Minnesota is to really be a Bike Friendly State, we need to invest more.</p> <p>3. Breakdown (70/30) of overall funding seems inappropriate - if 2-3 times the number of people prefer local travel (p23), this suggests a ratio of 75/25, or even higher, in favor of local routes. And, if crashes are more common on State Aid routes (67%) than on State/US trunk highways (11%) (p77), shouldn't that be reflected in the funding (6:1 / (83/16 split))?</p> <p>4. \$1.5MM for Safe Routes To School seems grossly inadequate. How many projects are completed on a yearly basis with that amount of funding?</p> <p>15. Encouragement (p68) do more to encourage existing and new riders!</p> <p>a. Incentives reduction on insurance, pre-tax withholding to fund bike purchase, etc.</p> <p>16. (p69) MnDOT is prepared to evaluate programming requirements and design guidelines to support investments in separated facilities. Implementing programming requirements seems more in line with the goal of increasing ridership than evaluating programming requirements?</p>	<p>Thank you for sharing your comment.</p> <p>2.) Related to your second point, the \$10 million mentioned is a small part of funds used for bicycle infrastructure investments in the state. The vast majority of funding comes from cities, counties and state/federal allocations to other agencies.</p> <p>3.) The 70/30 is currently a target for spending and adjustments may be made.</p> <p>4.) Related to Safe Routes to School, the program has its own strategic plan (found here: http://www.dot.state.mn.us/saferoutes/pdf/mn-srts-strategic-plan-draft.pdf).</p> <p>15.) a. Thank you for your comment. This is outside of MnDOT's authority. B. MnDOT is committed to supporting local and regional units of government in the development of more complete maps. C. Thank you for your comment.</p> <p>16.) Strategy 20, which supports updating the design manual, recognizes the need for MnDOT to be more responsive to evolving facility designs.</p>
122	<p>The initial line in the plan reads "The Minnesota Department of Transportation is an agency dedicated to supporting a multi-modal transportation system." You need a sentence that shows a culture that is a lot more committed. Suggest, "The Minnesota Department of Transportation promises to follow and apply all laws related to ensuring a multi-modal transportation system at the scoping and planning project phases."</p> <p>This plan should not go forward without inclusion of an additional chapter about laws related to bicycles and pedestrian traffic, including civil rights. Take Ramsey County's lead on this: http://www.ramseycountypedbike.org/uploads/2/4/0/4/24047759/legal_framework_priemer_-_draft_submission_-_081815.pdf</p> <p>Minnesota has some of the most comprehensive laws in the nation and they need to be included to educate people on their rights and clearly show in a project diagram how residents in Minnesota will be proactively and publicly engaged by MnDOT at the scoping and planning stages of a project. There is talk about outreach in the plan, but no clear path to project level implementation.</p> <p>Within this chapter there should be a link to and overview of the Review of Federal and Minnesota Laws on Pedestrian, Bicycle and Non-Motorized Transportation". http://publichealthlawcenter.org/sites/default/files/MN%20Bike%20Ped%20Law%20Review%20MnDOT%202013.pdf</p> <p>On page 13 of the current State Bike Plan available for comment there is a line about the 2005 multi-modal plan that reads MnDOT "lacked an institutional framework to support it (i.e. 2005 plan)" what does this mean !lacked an institutional framework to support it and how has the framework changed to support full integration of bike and per into the transportation system under the proposed plan?</p> <p>We are going backward !, just before the Executive Summary in The Mn/DOT Bicycle Modal Plan in 2005 these laws (and others) were outlined!</p> <p>160.264 https://www.revisor.mn.gov/statutes/?id=160.264 160.265</p>	<p>Thank you for your comments. The Statewide Bicycle System Plan sets a vision for bicycling in Minnesota and is intended to be a guide, which identifies priorities for investments and resources allocation all within existing state and federal law.</p>

	<p>https://www.revisor.mn.gov/statutes/?id=160.265 174.01 https://www.revisor.mn.gov/statutes/?id=174.01</p> <p>This plan presents a broad and beautiful vision, but lack details. For example, the dark blue line for the Twin Cities to Grand Portage via Hinckley and Duluth State-wide Priority corridor could be anywhere from west of 35E to east of U.S. Highway 61. If you have a vision for this corridor you must know what are the two primary alignments. Present that homework.</p>	
124	<p>After reviewing the ambitious Statewide Bicycle System plan I am pleased to see the focus on connecting local bicycle infrastructure assets and encouragement for riders of all levels. However I did not see (unless I missed it) much information about assisting local agencies in maintaining their bicycle infrastructure. As a whole, the state and the local cities in our state have done a great job of building new infrastructure. However as our network grows we must think about maintaining it in the future (pavement, additional bridges, cycletracks, plowing). If we are not careful, we will find ourselves in a similar situation as our state roads are in currently- more miles of road than we are able to maintain.</p> <p>Thanks for all your great work on this project. Now let's implement this plan and continue to make Minnesota a great bike state!</p>	Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.
127	<p>Overall, good and admirable goals and general strategies.</p> <p>--Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections.</p> <p>--Repaving/overlay projects should always include the shoulders/bike lanes.</p> <p>--Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered.</p> <p>--Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato.</p> <p>--No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.</p>	Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.
129	<p>In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.</p>	Thank you for your comments. Where appropriate suggestions were incorporated.
141	<p>There are a lot of good words and ideas in the plan, e.g., developing strategies, cooperating with partners, promoting awareness, ensuring accessibility, etc., and I think we can recognize that Minnesota and many local communities in the state are ahead of most of the rest of the country in developing bicycling transportation systems. However, below are a few components that I noticed are missing or insufficient in the plan.</p> <ol style="list-style-type: none"> 1. First the level of funding is recommended at \$10 million per year through 2033. This is woefully inadequate, does not account for rising costs, and does not adequately include maintenance of existing infrastructure. The plan should incorporate cost increases, and it should show a breakdown of how funds would be allocated. 2. Second, the plan should address statewide policy priorities by stating definitively that bicycle and pedestrian components must be included in all funded highway projects. 3. The section on measuring performance specifically calls out ridership among women as a metric. The ridership performance measure should also include minority ridership as a metric. Communities of color are underserved by bicycle facilities, and there are other structural and social barriers to minority ridership that the department needs to recognize and address. 4. The section on safety contains very good points about education and awareness, improved infrastructure, traffic calming, and crash analysis. However, the plan should specifically recognize the special vulnerability of bicyclists and pedestrians in a car-dominated transportation system. The department should expressly call out this vulnerability, and propose that in car-bike crashes the financial and legal burdens should be presumed to start with the car. This burden of responsibility structure exists in other jurisdictions and should be adopted in Minnesota. 	<ol style="list-style-type: none"> 1. The \$10 million represents only MnDOT investments on the trunk highway network. There are additional resources from cities and counties and other state and federal resources not reflected in investments. 2.) The existing Complete Streets policy requires that walking and bicycling shall be considered in all projects. http://www.dot.state.mn.us/planning/completestreets/index.html 3.) This is important perspective. MnDOT is continuously improving our methodology for collecting performance measures, and will keep this in consideration. 4.) This is not within the authority of MnDOT.
144	<p>Subject: Do NOT NEED BIG WIRE FENCE ALONG DRESBACH BIKE TRAIL.</p> <p>NO BIG FENCE!!!!!!!!!!!!!! WASTE OF MONEY AND BLOCKS THE RIVER VIEW!!!!!!!!!! THANK YOU.</p>	Thank you for sharing your concern. We will share the feedback to the project management team for the bridge.
149	<p>Very good plan, esp with the emphasis on health. Keep the emphasis on local connections in biking (as transportation) and on safety. Our communities need biking to be safe everywhere before it can fully take off. That and funding.</p>	Thank you for sharing your comment.
150	<p>would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking, and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.</p>	Thank you for sharing your comment.
152	<p>- prioritizing scenic & rural aspects of routes & less about fastest & easiest route from point A to B; - connect regional outdoor recreational & park destinations (i.e., Flandreau State Park -> MPLS/STP -> Sakatah State Park -> Nerstrand/Biglands; - long term funding solutions to making every rural & urban road bicycle friendly, safe & desirable to ride; - what is MnDOT's understanding of what makes road & transportation design "bike friendly"?; - fat biking, horse & ATV compatibility for non-paved routes & networks like MN River Valley Recreational Area; - these trails & routes / corridors make a big difference economically for our downtowns & keeps the unique place specific retail strong; - super pumped up for the MN River Valley State</p>	Thank you for sharing your comment. MnDOT follows the League of American Bicyclist's definition for bicycle friendly: http://www.bikeleague.org/bfa

	trail & the Sakatah - > Northfield cannon river trail loop	
153	Now that the state has developed a vision for a bicycle system, I favor having the state focus its attention on providing some dollars to overcome "big" barriers / obstacles. An example in the Mankato area is the obstacle created by the Minnesota River. A prioritization process would also be needed, for the programming of projects. Clarification of recreational vs. transportation is important to make decisions on funding levels. Except in a few cases, I don't think the federal government should be a big player.	Thank you for sharing your comment.
156	I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?	Thank you for sharing your comment.
159	1. chose Grand Rapids to live because of trails, pools, jobs etc.; 2. Bikes to work, is interested in bike tourism; likes roads with a shoulder; designated routes so they know where to ride with family vacations - has a wife & 3 yo; 3. new bridge on 169 is being build and how separate bike ped bridge has better scoping - wonders if it would have been a better use; 4. funding questions - related to how to use funding wisely.; 5. flexibility - concerned about excuses not to build something because people think once they build it they can't take it away.	Thank you for sharing your comment.
161	1. Start enforcing rules of the road. Use fines from violations to fund organization. 2. Start education for law enforcement personnel mandatory for new laws re: motorists, peds & bicyclists	Thank you for sharing your comments.
163	Consider how to address racial, economic and other disparities as part of local planning assistance. In addition to more diverse community engagement, communities may need assistance identifying areas or neighborhoods left out of investment. The Rochester - Olmsted Council of Governments Environmental Justice protocol could serve as a model. -	Thank you for sharing your comment.

Response

SAFETY

Response

Response to comments related to safety

Many people commenting on the Statewide Bicycle System Plan are concerned about the safety of people bicycling. For comments identifying specific safety concerns resources and local contacts were identified within the responses. Comments about safety may reference a preference for separated facilities, which was a key finding and value of the overall bicycle system plan.

Comments

ID	COMMENT	RESPONSE
4	I have heard of these planned routes for several years now, and would love to see them actually built. I live in Region 4 and would fully support the Moorhead to Alexandria path. But all that has happened so far is all talk, I can't imagine the money that has been spent on "projected" plans, I also know that when a path is finally built it will be done in the Twin Cities area. It is a common thing that the rest of the state is largely ignored and improvements are done in the Twin Cities area first. Unfortunately we have to deal with the large farm equipment in the smaller rural communities. Thank you and I seriously hope that this plan will someday move off the planning table and into the communities of the state.	Thank you for your comment. The connection mentioned is a Minnesota Department of Natural Resources trail system. Then Central Lakes Trail currently runs from Alexandria to Fergus Falls. Further corridor planning will be in coming years from Fergus Falls to Moorhead, as it was identified as a high priority corridor in the Statewide Bicycle System Plan (p. 33). http://www.dnr.state.mn.us/state_trails/central_lakes/index.html
5	I love that MnDOT is trying to accommodate more biking. I can't think of a better thing to spend tax dollars on. We have great bike trails here but how about connecting them for shorter rides. For instance, I live in Long Lake and the Dakota trail and Luce Line are right outside my door. Could you provide more connector trails between them? Or between the Dakota and LRT? Right now I have to ride on scary traffic filled streets to do loops. I also love the separated trail idea. I have known too many people to get killed while biking by people who aren't paying attention while driving. (even with wide shoulders) Thanks for doing this!	Local and regional bicycle connections are consistent with what was heard during the public engagement for the Bicycle System Plan, along with separated facilities. The plan proposes that 70% of MnDOT's Bicycle Investments prioritize these kinds of projects that would be within MnDOT's right of way.
8	I cycle a lot and would love to have a more connected off street cycling path. I feel that having a path separate from a roadway would increase safety for long trips between metro/city/town areas. The building of such a path system would allow me take more long trips easier and safer	Thank you for your comment. This echoes sentiments heard during community engagement for the development of the bicycle system plan.
9	thanks for sharing. Very exciting to see this! I reviewed the Executive summary for the big ideas. Would it be possible in the encouragement area to focus the big goal on collaborating with other biking partners on PedalMN (and consider the bike map to be a subset of that, along with Bike Guide, PedalMN.com, social, Eco Exhibit, ...)	Thank you for your comment. Diverse partnerships and support are critical to effective implementation of the Statewide Bicycle System Plan. The "Encouragement" section within the plan identifies partner opportunities within strategies 17 & 18.
13	I agree with your goals for biking. More and safer routes would be amazing. Thank you.	Thank you for your supportive comments.
21	For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you	Thank you for sharing your comment.
25	Kudos on the draft plan. I'm all for its goals and priorities. I'm a regular bike commuter and a recreational bike rider. We need. I like the idea of placing the highest priority on the projects that will make it comfortable for the greatest number of people to take up this transportation option. These will probably be projects in metro areas, especially around schools.	Thank you for comments of support.
30	MNDOT - Excellent idea on a statewide system for safe biking. Being able to safely enter and exit the Twin Cities and other MN urban areas, with popular destinations such North Shore State Parks, St. Croix River area, Mankato area, and the Brainerd Lakes will make Minnesota an even better cycling state. The approach to work with partners and stakeholders in this plan is needed for its success. I truly hope this plan can become a reality, so that families can have safe biking	Thank you for your supportive comment.

	options, no matter where they live.	
34	Please change the law that puts bikers on city streets instead of sidewalks. It is terribly dangerous for the biker to comingle with traffic that is going 30mph. It also slows down traffic terribly because the traffic is limited by the slow bike speed. Please please, put them back on the sidewalks. My body cringes when I see a biker in front of me (what if they tumble?) and my pulse races because I do not want to be driving 10mph with a line of cars behind me!	Bicyclists have the legal rights to operate on the roadways of Minnesota unless there is controlled access. Additionally, people biking on the sidewalk are at an increased risk of crashing, injury or conflict with people driving motor vehicles.
38	I sure would like to see video that shows what not to do when biking, i.e. not riding with lights at night - show how hard it is to see someone when you're driving without lights. even better if they wear reflective clothing item, similar to a safety vest. Show a biker not stopping at a corner (stop sign) when they are making a right hand turn and you are driving in the lane or right next to the bike lane they are swishing into the lane to parallel you. it is startling as an automobile driver to have this happen. These are just a few that occur on a regular basis. AS a driver you can't look hard enough or anticipate what stupid thing a biker will do.	Thank you for your comments. There are several resources available that address bicycling visibility at night and road user responsibilities. All of these items are important to this work and promotion of safe bicycling.
39	Really excited about the proposed bicycle corridors. I look forward to someday riding the shore line pathway north and south of Duluth. Also very much looking forward to expanded bicycle roadways connecting Moorhead. Hopefully these corridors are not primarily just highway shoulders, as drivers still are reluctant to treat those on bicycles with the same respect they give farm equipment, as they seldom wait until it is clear enough to give riders sufficient clearance to pass, they simply put the squeeze on us, sometimes with tragic results.	U.S. Bicycle Route 41, which will continue along the north shore will have a plan completed in fall 2016. Public comments reinforce the desire to have separated bicycle facilities.
41	As encouraged by BikeMN (which I'm a member) and some other cycling groups, I read through the MnDOT plan for the statewide bicycle transportation system & am now offering my thoughts. Overall, I like what I see & think that there has really been some good work done. Of course, as an out-stater (non-twin cities metro MN resident) I obviously would like to see more efforts go specifically to my area (or rather see a higher priority than what it's currently labeled - but understand why & fully accept our low priority status. The few minute changes that I would make to the overall plan would be to suggest that as roads & highways are redone throughout the state that a mandate be put together to repair/replace roads with at least some bike standards in line for now, rather than wait for any bike-friendly idea to only be implemented once it can be done "completely". A good example of what I mean is, there is a county road that recently got resurfaced in our area. Rather than adding a few inches to a foot on each shoulder and or reducing the lane size a little then painting a bike specific lane on each side - it was redone "as is", and I was told that eventually they'll redo the whole road "the right way" and a full lane will be added for bikes later. Meanwhile, I ride this all summer long & am regularly "buzzed" by traffic who don't like to share the road. Which actually brings me to my only real & emphatic reason for writing: the primary thing I did not see in the bike transportation plan, was vehicle driver education/awareness of bicyclists issues & needs. Whether it be signage, public service message type advertisements, or whatever - the "Share the Road" & "Watch for Cyclists" type messages should be a vital part of this plan. Non-motorized bike specific or shared (bikes, hikers, rollerbladers, etc.) paths are really great, but simply not practical everywhere. So keeping the idea of cyclists on the brains of motorists can help them be more alert & notice them when the road does need to be shared. Also, those messages help them remember that they are supposed to share the road & keep at least a 3 foot minimum from the biker. Not to pass with little to no consideration, like when I had a car pass me so close his passenger rear view mirror actually clipped my elbow (this summer). Not cool, not fun. Thank you for your thoughts & consideration. I appreciate the work that has been done & the direction that your plans are heading.	It is not feasible to expand pavement everywhere on every roadway in the state. That said, this plan looks to identify opportunities within these priority corridors, specifically on MnDOT right of way. Related to education, strategy 14 is to promote safe driving/bicycling behaviors by developing educational materials.
49	Before any plan for a wider bike plan goes into effect I think there should be some better rules laid down for the sharing of the road to better protect the bikers. As a driver I can only do so much to protect them but there is so much more they can do to help things themselves. I know I have the three foot law, three feet between me and a biker, which I feel is fine, but what about the bikers? If there is three to four feet of pavement for them to ride on, why do they like to ride the white line? I have encountered this many times and it's frustrating that they feel they have the right to this much of the lane. I have also encountered times when there are multiply bikers together and they feel the need to ride side by side, once again putting one of them close or on top of the white line. I have found myself in a position of slowing up or going into oncoming traffic to keep my three foot distance on them, and when there is traffic behind me I am also leery of slowing down suddenly to avoid some mishap. One last problem I think that has to be addressed is what lane do bikers use? When I have come to an intersection I have found a biker in the left lane to turn with traffic. I thought they should cross in the cross walks instead of hampering the traffic lanes. When I ride my bike I always try to keep to the right as far as possible to stay out of the traffic lanes. I know that if there is a problem with traffic I wouldn't come out very well so why try to bring on problems? Today's riders seem to feel that as long as they have the right of way they are going to be safe. I wrote to the local paper about this this past year. There was a biker who responded that felt I was wrong for thinking they should stay to the right as far as possible or even use the walk/bike trails when they are present. Then another writer wrote in saying that he felt I was right and that bikers should be dealt with as a slow moving vehicle would be, with warnings and the like. I don't know if all that would be necessary for I think so much would be accomplished if the bikers stayed as far right as possible instead of riding the white line as well as staying in single file when on the road side. I don't mind sharing with them as long as they remember they are really sharing with us. Thank you.	Thank you for sharing your comments. All Minnesota traffic regulation are found in Minnesota State Statute Chapter 169.
56	living considerably outside one of the high, medium or low priority areas yet cycling 100-150 miles per week I suggest paving a minimum of 4 feet of shoulder with rumble strips along the fog line on any and all state highways would go a long long ways in contributing to a safe and expandable route network statewide.	Thank you for sharing your comment.

58	<p>Really excited to see the priority bikeways. I have traveled them all, and some areas need improvement. However, my biggest gripe on state roadway touring, is that roadways like Highway 52 get upgraded to limited access highways prohibiting bikes, with no viable alternative. I was coming back from the Root River trail through Rochester, taking the Douglas Trail to Pine Island. My plan was to use H52 to Zumbrota, then head to Red Wing. I could not do that since H52 is now limited from Pine Island to Zumbrota. I had to look for alternatives, which were really not good choices (no shoulders or poor country roads). The recent state bike may still shows H52 open, but it is not. Limited highways usually have huge shoulders, and rumble strips, my choice of a state roadway. The alternatives tend to be country roads without shoulders, and usually poorer pavement. My biggest concerns on country roads is the young teenage driver, texting while driving and a low traffic road - they just do not see you. Then there are also, the pickups that believe bicyclists belong in the ditch- not on their roads! So, please do something about allowing bike riders on limited access state highways.</p> <p>By the way, I have traveled to Fargo, using the MRT to Walker, then cutting over to Fargo through Park Rapids and Detroit Lakes - it works. Coming back, I used old H52 to Fergus Falls, then the state trails. Took another trip to Milwaukee along H61 then came back through LaCrescent, to Root River Trails, up through Rochester to Woodbury. There really needs to be a good connection planning along H52 south into Rochester, and north to St. Paul.</p> <p>I typically put on 3500 to 4000 miles per year, mostly in MN and WI. You should set up a collection system to understand what routes we take. Just base it around your priority system. Could be as simple as indicating which connection points were taken, noting any problems encountered along the way. This would show you utilization and areas needed for improvements.</p> <p>Also, American Cycling is promoting overnight bike trips. These are excellent ways to get more people to experience roadway travel, and use State Parks nearby. Your programs should tie into theirs, would be a win-win.</p>	<p>Individual received a response via email on [date] related to site specific concerns. Thank you for your comment. There is acknowledgment that people bicycling have varied preferences on the types of facilities they choose to travel on. It is currently the policy of the state to restrict bicycle travel on controlled access roadways. Throughout the engagement process input was collected related to travel patterns and desired destinations. The corridors identified are reflective of this input. Through the process of developing the Mississippi River Trail MnDOT did coordinate with the Minnesota Department of Natural Resources on camping opportunities in state parks.</p>
59	<p>Connecting regional bike paths need alternatives for hauling the bike and biker from one region to another. Within the Twin Cities, the light rail bridges that gap for multimodal commuters; however, hauling a bike from the Twin Cities to the state park trails can be an expensive investment for a family.</p> <p>Buses and Amtrak should be engaged to more easily allow bikers to transport the distance giving them more flexibility in time and energy increasing recreational and commuting "local" bike trips.</p> <p>Good job. Thank you.</p>	<p>Thank you for sharing your comment. Improving bicycling access to regional transit opportunities can encourage bike travel. Currently, Amtrak and Jefferson lines offer options to onboard bicycles. https://www.amtrak.com/bring-your-bicycle-onboard and https://www.jeffersonlines.com/baggage.asp</p>
61	<p>First of all, I really appreciate that MNDOT is taking an active role in promoting biking throughout the state. This is really important for our state.</p> <p>I currently live in Minneapolis and frequently bike around the city. I would hope that MNDOT would look more specifically at Highway 55 running through the city of Minneapolis. Right now this highway is terrible for just about every type of transportation. It divides the community in Minneapolis and creates an extremely dangerous environment for pedestrians and bicyclist. I believe that biking has an important role in this corridor and I would hope the bicycle plan, and future MNDOT planning, would focus on transforming this corridor into something better.</p> <p>Secondly, growing up in Northfield, I wish that MNDOT would make the bike connection between Cannon Falls and Faribault a high priority. This could build off the highly popular Cannon Valley Trail and would connect Red Wing with Mankato. All the small towns along this route are already popular tourist destinations, and this trail could help promote the bicycle tourism in this region.</p> <p>Additionally, I would hope that MNDOT looks at the RiverFirst plan for Minneapolis and does everything it can to help assist the development of this plan. This plan is crucial to the continued development of Minneapolis and it would be great to see MNDOT actively helping to develop this plan.</p> <p>Lastly, the Rail to Trails or Rail with Trails program that was implemented along the Midtown Greenway was incredible successful. It would be great if MNDOT could take a leadership role in identifying other underutilized rail corridors and help to turn them into trails and light rail/street car lines. There are a number of lines running throughout Minneapolis/St. Paul such as along Ayd Mill Road or Hiawatha that would be excellent for this type of project.</p> <p>Thanks for the great start and keep it up. Really looking forward to great bike rides in the future.</p>	<p>Thank you for your comment. For the metro area MnDOT consults with the Metropolitan Council's 2014 Regional Bicycle System Study, and local plans when available and appropriate. In Southeast MN the connection between Cannon Falls and Faribault has been identified as a regional connection. Related to Rails-to-Trails, currently significant abandonments do not happen frequently. When they do local governments are active in consideration of acquisition. The Rail with Trails program, the opportunities for trails to exist along active rail corridors is extremely limited due to liability concerns.</p>
66	<p>I'm very much in favor of a comprehensive state-wide bicycling plan, such as this plan. It is essential to encourage people of all ages to bike more if they want to and are able to, in order to promote better health through exercise, to cut down on pollution caused by fuel emissions, and accidents caused by traffic congestion. Large cities can benefit by providing another safe means of transportation to and from work and school, and small cities may benefit even more. The likelihood of bicycling to work or school safely through a small town rather than driving a car the same distance is increased if local trails make it practical and easy. Why drag a car out of the garage for a 5-minute drive, if there is a safe, direct, and easy bike route to school, work and stores? Hopefully if these safe route plans are achieved, local businesses, schools and places of employment will appreciate the benefits of bicycling for the community and will then provide secure places to park bikes and encourage a culture where it is comfortable and practical to bike (i.e., relaxed dress codes, storage lockers etc.) rather than drive all the time. Of course it will also be wonderful to connect long-distance trails between towns, cities and regions in the state. Biking for leisure and health is definitely on the rise. Let's do all we can to support this life-changing trend!</p>	<p>Thank you for your supportive comment.</p>
67	<p>I'm pleased with Strategies 17 and 18 concerning encouragement; I think that is a very important function.</p> <p>I disagree with Strategy 19 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small</p>	<p>Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to</p>

	<p>change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable.</p> <p>I am also skeptical of the ranking of corridors as high, medium and low. Some of the "low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs). Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!</p>	<p>implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.</p>
69	<p>While I support the Bike Plans statewide, I am extremely concerned about those who ride bikes on busy 4-lane streets that don't have designated bike paths. I have observed many near-misses because of this, where cars are forced to veer into the next lane to avoid hitting the bike, often into the path of another auto. Riders should be restricted to thoroughfares with designated bike lanes.</p>	<p>Thank you for your comment. People bicycling have different comfort levels and preferences and are able to legally to bike in the roadway.</p>
71	<p>I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the comments here.</p> <p>Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges.</p> <p>West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.</p>	<p>Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.</p>
75	<p>Yes, sorry, I thought it was the first page of a multi-page questionnaire!</p> <p>I used to bike to do my errands, but I've changed to walking to do them. I'm 53 years old, and I don't see or hear as well as I like to. I no longer feel comfortable once I get away from the roads with bike lanes. Also, aggressive drivers of motor vehicles make left turns a little scary.</p> <p>Part of my issue is that I don't know what it the best rule to follow. For example, I used to ride along Lexington on the sidewalk because NO WAY on that road, and I haven't managed to find a good alternate route (I also have a very bad sense of direction), though the new-to-me lane on Prior looks promising. Anyway, I rode the sidewalk, always behaving as a pedestrian rather than as a vehicle, and pretty much assuming that anybody who didn't make eye contact with me didn't see me. I enjoyed that. But everybody screams at me that sidewalk riding is dangerous, so I tried that, but it is just too nerve-wracking for me.</p> <p>So I've pretty much given up the bike except for recreation, and I just walk to do my errands. This is viable only because I have huge amounts of time. I could not keep the house going without using a car if I worked full time.</p> <p>Also, since we're talking, I think they should be very strict with the cyclists who run red lights and don't yield right of way to pedestrians. They make the car people very nervous and that feeds their aggression. They also make me nervous when I'm walking because I have to choose between a close call or not making the light (I'm one who walks only on the white hand).</p> <p>We should ALL follow the rules. Maybe it would be helpful to do a campaign to explain to everybody what those rules are. Because we seem to be unaware of them.</p> <p>I hope this is useful.</p>	<p>Thank you for your comments. What you've shared is consistent with what has been heard in the public engagement process, which includes that people bicycling prefer to have separate facilities from motor vehicle traffic. It is important for people using all modes - walking, bicycling, and driving - to follow the rules and that they be enforced appropriately. MnDOT does currently have an educational campaign, which can be found here: http://www.dot.state.mn.us/sharetheroad/</p>
84	<p>Comment: The addition of 'rumble strips' on the sides of many local roads that used to have adequate shoulder space outside the traffic lane for biking, has caused many roads to become more hazardous for bicyclists. Where there previously was between 12-18", now there is only 6-8", or we have to choose to ride IN the lane of traffic because the remaining 6-8" is too full of gravel.</p> <p>High quality mountain bike trail options, partnered with state parks / camping, is also to be valued. The Cuyuna trail is nationally known and raved about as a premier destination bike location. This partnership within a state park / near a state park also increases park usage. I don't see mountain bike options addressed in this report at all.</p> <p>Bathroom facilities strategically spaced on longer regional routes, even if just a port o pot, would be extremely helpful.</p> <p>Small campgrounds along regional routes would also be a great future vision. This makes the bike route an easy, cost effective weekend destination trip for those who enjoy nature and prefer to avoid the cost of hotels.</p> <p>In addition to a published map of trails, consider an interactive smartphone app. Maybe that's already available?</p> <p>Start a 'bicycle club passport book', like the MN state park system has available for visiting different parks. The state park passport club was a great incentive for my family to explore different areas of the state, get a small reward along the way, and create amazing memories over a decade while visiting all the state parks to get our stamp at each one.</p>	<p>Thank you for sharing your comments. In 2014, MnDOT adopted a Technical Memorandum No. 14-07-T-01, which provides guidance for bicycle travel on shoulders. More information can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482. MnDOT works with the DNR on supporting bicycling, and is working to improve connections to state park facilities. Currently, MnDOT supports the Minnesota Bicycle Map and is working to provide online versions.</p>

	<p>Maybe offer bike rentals at high volume destinations? Maybe include 3 wheel / low profile options that would make biking more accessible for elderly?</p> <p>Wider bike lanes to accommodate two riders side by side in high volume areas would be ideal. My family enjoys biking together but on a recent trip on a NE metro to Stillwater trail, we basically had to ride single file the entire time or get run over. We couldn't even enjoy each other's company on that trip.</p>	
87	<p>It would be nice to make use of these paths for the Winter months, like cross-country ski paths or similar.</p>	<p>Thank you for sharing your comment.</p>
90	<p>The Minnesota State plan certainly impresses me as very thorough and I certainly anticipate its completion.</p> <p>One question or critique I have: Your plan apparently does not incorporate the existing but not yet complete Gitchie Gammi Bike Trail which will eventually connect Duluth, MN to Grand Portage, MN, as I understand it. I am an avid bicyclist but it's terribly frustrating to only be able to bike specific sections of the Gitchie Gammi trail without having to turn around or, more dangerously, bike on the sides of Highway 61, a very busy and dangerous scenic highway that runs along the North Shore of Lake Superior.</p> <p>Furthermore, I am surprised at the incredibly slow rate of completion of you plan - 50 years?! How many of us current bikers can even hope to be alive in 50 years. I'm already 67 and, while many of my biking friends are much younger, they too may be too old to ever enjoy the fully completed statewide bike system.</p> <p>Thank you so much for making this plan available. Again, I am anxious and impatient for its completion and its connection to the trail as planned for the North Shore, hopefully to be coordinated with the existing bike trail as partially completed.</p> <p>Thank you again,</p>	<p>Thank you for your comment. MnDOT will be planning a route for U.S. Bike Route 41 this summer, which will be from St. Paul to Grand Portage. If interested, sign-up for email updates at http://www.dot.state.mn.us/bike/index.html.</p>
91	<p>After being in Copenhagen Denmark visiting our daughter who studied abroad for a semester I really got a different view point on the possibilities of biking for daily function. If we only develop biking infrastructure for recreational biking I think we're missing the bigger picture. If safe biking can be incorporated into our daily essential travel then I think we're reaping the benefits of better health, and less air pollution. The main hold back I see in MN is lack of sizable dedicated bike lanes with something that restricts cars from being in the bike lane. In Denmark there is actually a curb from street level to bike level, and it's nice and wide. Definitely not the 2' curb section that's given on many Minneapolis roads. It's not enough to provide safety for the bikers. I believe more people would bike if there were safer biking areas to get to work, groceries, etc. Also in Denmark the bikes have the right away much like pedestrians do here. In fact there, the pedestrians need to give the bikers the right away. Also the bike paths are maintained extremely well. While biking over there we never saw potholes, cracks, gravel on the bike paths. I think the metro would benefit on planning this into future infrastructure as the population grows. I believe it will become more and more necessary. We have downtown skyways for walking, for winter why not downtown bikeways of some nature too. The public transportation also was very easy to bring a bike on and exit which was helpful too. Even in smaller communities I believe this would be a benefit. My husband biked for a while, in our small town of 10,000 but found it too dangerous even with bright colored clothing. Cars refused to share the road with him and missed seeing him. Just like cars miss seeing motorcycles sometimes (and at least they can go the same speed). Bikes can not! Thanks for working on improving biking conditions in Minnesota. I appreciate what's been done so far and hope more continues to be done.</p>	<p>Thank you for sharing your comment.</p>
95	<p>My husband and I think it's a great idea! Bicycling is such a great form of exercise for young and old, and a lifelong activity. Safe trails are important! We camp off our bikes and would love more trails to use. In the past we have traveled to Pennsylvania to ride the GAP and C and O Towpath, and to Missouri to ride the Katy Trail. More connected trails here would surely bring people to our state to ride. And there would be a need for certain businesses along the trail, bicycle shops, restaurants, hotels, campgrounds, grocery stores, etc.... We fully support it!</p>	<p>Thank you for sharing your comment.</p>
96	<p>I will not be able to make a community presentation in Mankato on November 2.</p> <p>I wanted to offer the following comments and highlights from the report:</p> <ol style="list-style-type: none"> 1. I agree that local route within cities is an important aspect to get people to make short trips on a bike where they otherwise would take a car. 2. Signage along roadways is effective at pointing out potential routes to people who may consider biking in an area or town, and it alerts the drivers of motor vehicles that bikes may be on the road. 3. In rural areas a sufficient shoulder is acceptable if a rumble strip is placed at the white line on the ride of the road or perhaps a double white line with a rumble strip could be placed. It may be cost prohibitive to offer separate bike lanes in all areas. I live in Nicollet county and rumble strips were placed just outside the white lines on several county roads I frequently cycle for exercise. With little shoulder left that is still paved, I now have to bike "inside" the white line and expose myself to traffic much more. 4. Development of the statewide major corridors would be a welcome addition to recreation and would spur further economic development to support the bikers that travel these trails. 5. I am excited to see aspects of plan move forward. More information dissemination would be great as the years go by. 	<p>Thank you for sharing your comments. Related to your third point, MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered.</p>
98	<p>Although the plan's focus on local context is very admirable, I'd like to see a bit more focus on schools in local areas. Trying to contact schools before beginning projects, to find out what areas can best suit safe bicycling, could help increase ridership among school age children.</p>	<p>Thanks for your comment. MnDOT agrees Safe Routes to School is an important part of a Statewide Bicycle System Plan. In the summer of 2015, MnDOT adopted a Safe Routes to School Strategic Plan, and during the revision process for the Statewide Bicycle System Plan strategies that align between both plans have been integrated. For example, under strategy 4 in chapter 4, technical assistance provided for SRTS has been included, and education efforts like Walk! Bike! Fun! have been incorporated.</p>
101	<p>Hello. I commute from St. Paul to downtown MPLS. I take highway 55 to 7th street. I am concerned about jaywalkers at two places on my morning commute. First, I see many jaywalkers crossing 55 near 46th street. Second, I am alarmed by the number of jaywalkers on 7th street near HCMC. With the traffic diverted due to the stadium</p>	<p>Thank you for your comments. People crossing the street at mid-block are controlled by local ordinance, and most municipalities do not have restrictions on this. Check with your city to determine if there are restrictions on mid-block crossings.</p>

	<p>construction, I believe this is a real safety concern. Every morning during rush hour, I see pedestrians crossing 7th street in the middle of the road - not at an intersection. I hope there is a plan to help people cross more safely. Thank you.</p>	
103	<p>I did read the plan. All of it. I found the plan to be well written, well organized, and very complete.</p> <p>I always have the same difficulty with plans written at this level. I want to know in more specific detail how the State will meet the objectives laid on in this plan. I fully understand that the implementing plans are written by the counties and cities.</p> <p>As a matter of background, I have experience writing planning documents at similar levels. The last 15 years of my working life was spent as a defense contractor imbedded in the Pentagon staff. In that capacity, I was a participating author on several planning and budgeting documents. Most of those documents advocated high level objectives and strategies. That is a long way of stating that I recognize the need for and value in planning documents intended to guide implementation at the local level.</p> <p>With that background you might think that I would have a lot more criticism about the Minnesota Statewide Bicycle System Plan. But that is not the case.</p> <p>I do have a couple of specific comments.</p> <p>1) I recently sent Dorian a copy of an Anoka County Plan connecting two of the County's regional parks. By far, the biggest issue in the county plan is the replacement or modification of a bridge over I-35W. The bridge is on a county highway that Anoka County will improve to accommodate safe bicycle traffic. All bridges over interstate highways are "owner" by the state. So, I have been told by an Anoka County Commissioner and an Anoka County Highway official.</p> <p>What I would like to see in the MN State Plan is a high priority place on funding the interface between State and local activities. Especially where the failure of the state to fund a key element (such as a bridge) puts the local project in jeopardy.</p> <p>2) This version of the State Bike Plan reflect considerable input received from public comment on earlier versions. That is great. The plan reflects the high importance many riders place on off road bicycle or multi-use trails or paths. I do not disagree. A true bike path, like the Paul Bunyan Trail or the Gateway Trail is the best option. However, in many urban or suburban communities multi-use trails are used to replace traditional sidewalks. These trails may have some value for children learning to ride, but not for experienced riders. The urban/suburban multi-use trails are neither safe or satisfying to ride. Point in case, on our H2H ride the trails I am trying to describe are between the Coon Rapids Dam and the City of Minneapolis. Most and maybe all of our H2H riders got off of those trails to ride in the streets. Riding with the traffic is faster and safer than riding on trails which frequently cross driveways and secondary streets.</p> <p>Thanks for the opportunity to comment on the State Bike Plan.</p> <p>Nice Job. I am sure that a lot of people have put in a lot of work on this project,</p>	<p>Thank you for sharing your comments.</p>
104	<p>Students who attend the Rochester Alternative Learning Center on the south side of Rochester (Address: 37 Woodlake Drive SE, Rochester, MN 55904) are not able to walk or bike safely to that school. A large infrastructure project is needed to provide a pedestrian bridge over Highway 52, and a trail connection is needed so students can bike to school. Since this is an alternative school and night school, bussing is not always available when students need it. Many students biked to their last location, but when the school site was moved last year, the option for active transport to and from school was all but eliminated.</p>	<p>Thank you for sharing your comment. Safe Routes to School efforts with secondary schools should be coordinated with local planning. The City of Rochester has information on SRTS here: https://www.co.lmsted.mn.us/planning/programs_projects/Pages/RochesterSafeRoutesToSchoolPlan.aspx</p>
114	<p>I am not sure whether this is the right place to comment but here are some of my comments on the newly constructed bike lane on Oak St.</p> <p>The newly constructed bike lane on Oak St has a few issues:</p> <p>1) Since the lane is on the west side of the street, traffic may not realize that bikes are also traveling toward north on the opposite side of the street. I travel north on Oak St to get to school and have almost got into collisions with cars three times in the last 2 weeks because i: motorists traveling north attempting to turn left onto Delaware St SE to failed to yield; ii: motorists traveling east attempting to right turn on to Oak St failed to yield. I have also seen other cyclists getting into dangerous situations because of this.</p> <p>2) Speed limit on Oak St is not very clearly stated. Cars traveling on the could easily go as fast as 40 mph judging from my point of view. This is extremely dangerous, considering a lot of people cross Oak St to get to dorms, on-street parking and parking lots etc. I have seen cars and cyclists traveling north running red lights at the T intersection of Oak St and Delaware St SE as well.</p> <p>Thank you.</p>	<p>Thank you for sharing your comment. The street mention is in the City of Minneapolis on the University of Minnesota Campus. Comments about the facility have been forwarded to the City of Minneapolis.</p>
115	<p>I sincerely hope the "Strategy 7" statement that MnDOT will "Continue supporting efforts to allow local jurisdictions flexibility in choosing road designs that support bicycle travel" will be upheld. As a civic leader, I certainly intend to test this out in practice.</p> <p>Also, regarding "Strategy 14" I think MnDOT should rethink its education program because it often sends the wrong message. See this example: http://www.foell.org/justin/fridley-hates-pedestrians-part-5/ Also, I think it's time to acknowledge that "Share the Road" is not a good campaign: http://www.bikede.org/2015/08/29/share-the-road-is-a-problem/</p>	<p>Thank you for sharing your comment. Related to strategy 14, MnDOT intends to revisit communication messages and materials for people bicycling and driving with implementation of this plan.</p>
116	<p>Blinking yellow turn signal is going same time pedestrian signal goes on. Would think turn signal would be red when pedestrian has right of way. Have been trying to get this fixed since end of August. County road 61 Maple Grove all lights have this issue.</p>	<p>Thank you for your comment and support of pedestrian safety. Please contact the local municipality regarding your concerns.</p>

	Hennepin county indicated looking at something from Edina? One of the lights with issue is in from of elementary school!	
121	<p>8. State Aid to facilitate design and construction of bicycling infrastructure that is preferred by stakeholders, shouldn't MnDOT do more than encourage alignment between State Aid standards and design standards for MnDOT roads in order to promote consistent industry practices and riding experiences for the general public. (p54)? Perhaps by ensuring or mandating, instead of encouraging?</p> <p>10. (p56) How can MnDOT (or anyone) identify areas most in need of safety improvement if people don't ride there because it is unsafe? I recognize the limitation that we can only track what is measured, so shouldn't there be a more in-depth study of where people want (need) to bike, instead of just relying on where crashes / collisions occur?</p> <p>11. (p65) Not necessarily related to the Bike Plan, but shouldn't Toward Zero Deaths (TZD) be re-focused / re-branded to be Toward Zero Incapacitating Injuries? If a cyclist (or automobilist) receives incapacitating injuries, there is still a very large impact to their lives, their families lives, and to the rest of society.</p> <p>12. (p66) Thank you for recognizing them as crashes, not accidents! Language is so important!</p>	<p>Thank you for sharing your comment.</p> <p>8.) A law was passed in 2015 requiring alignment</p> <p>10.) The strategy related to creating a safety plan is one approach for creating safer places for people biking. The Statewide Bicycle System Plan recognizes people want to travel locally, and this was prioritized. 11.) Thank you for your comment; it will be passed along to TZD.</p> <p>12.) Thank you for your comment.</p>
123	The plan is comprehensive and considers the breadth and depth of cycling needs - locally, regionally, and state-wide. Of course, such comprehensiveness has a price tag and it is imperative that policy makers acknowledge that only funding infrastructure specific to motorized vehicular transportation seriously undercuts the potential and need for cycling growth, in MN. Planning for, and funding cycling infrastructure need not be a significant challenge to the creation of an overall transportation funding mechanism. Oftentimes, a little bit of paint and a few more feet of bituminous is all that is needed to create a safe and comfortable cycling experience.	Thank you for sharing your comment.
124	<p>After reviewing the ambitious Statewide Bicycle System plan I am pleased to see the focus on connecting local bicycle infrastructure assets and encouragement for riders of all levels. However I did not see (unless I missed it) much information about assisting local agencies in maintaining their bicycle infrastructure. As a whole, the state and the local cities in our state have done a great job of building new infrastructure. However as our network grows we must think about maintaining it in the future (pavement, additional bridges, cycletracks, plowing). If we are not careful, we will find ourselves in a similar situation as our state roads are in currently- more miles of road than we are able to maintain.</p> <p>Thanks for all your great work on this project. Now let's implement this plan and continue to make Minnesota a great bike state!</p>	Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.
129	In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.	Thank you for your comments. Where appropriate suggestions were incorporated.
140	<p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic. For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you</p>	Thank you for your comments. A corridor in proximity of Hwy 212 was identified as a priority.
141	There are a lot of good words and ideas in the plan, e.g., developing strategies, cooperating with partners, promoting awareness, ensuring accessibility, etc., and I think we can recognize that Minnesota and many local communities in the state are ahead of most of the rest of the country in developing bicycling transportation systems. However, below are a few components that I noticed are missing or insufficient in the plan.	<p>1. The \$10 million represents only MnDOT investments on the trunk highway network. There are additional resources from cities and counties and other state and federal resources not reflected in investments.</p> <p>2.) The existing Complete Streets policy requires that walking and bicycling shall be considered in all projects. http://www.dot.state.mn.us/planning/completestreets/index.html</p>

	<p>1. First the level of funding is recommended at \$10 million per year through 2033. This is woefully inadequate, does not account for rising costs, and does not adequately include maintenance of existing infrastructure. The plan should incorporate cost increases, and it should show a breakdown of how funds would be allocated.</p> <p>2. Second, the plan should address statewide policy priorities by stating definitively that bicycle and pedestrian components must be included in all funded highway projects.</p> <p>3. The section on measuring performance specifically calls out ridership among women as a metric. The ridership performance measure should also include minority ridership as a metric. Communities of color are underserved by bicycle facilities, and there are other structural and social barriers to minority ridership that the department needs to recognize and address.</p> <p>4. The section on safety contains very good points about education and awareness, improved infrastructure, traffic calming, and crash analysis. However, the plan should specifically recognize the special vulnerability of bicyclists and pedestrians in a car-dominated transportation system. The department should expressly call out this vulnerability, and propose that in car-bike crashes the financial and legal burdens should be presumed to start with the car. This burden of responsibility structure exists in other jurisdictions and should be adopted in Minnesota.</p>	<p>3.) This important perspective. MnDOT is continuously improving our methodology for collecting performance measures, and will keep this in consideration.</p> <p>4.) This is not within the authority of MnDOT.</p>
142	<p>I would prefer small off-road paved loops for family outings in a large variety of locations.</p> <p>Lake associations could help with projects. Lake Ida near Alexandria is 10 miles from a bike trail; I'd like to see closer small loops, preferably paved, but mostly safe from traffic for younger kids.</p>	<p>Thank you for your comments. The plan references a broad preference of bicyclists to have separated facilities to ride on and that they would prefer to see investments in and around their communities. The plan also highlights the need to strengthen the capacity of local and regional entities to plan for bicycle opportunities. Lake associations could be partners in those efforts.</p>
145	<p>Thanks for the opportunity to review.</p> <p>Community Engagement</p> <ul style="list-style-type: none"> While there was extensive community engagement conducted in the creation of this plan there is not mention of how to engage the community moving forward in the implementation of the state bicycle network. Strategies address how to inform regional and local stakeholders, but not the general public. We can assume that a local bicycle planning technical assistance program would involve some level of community engagement, but it would be nice to see it called out directly. <p>Physical Activity</p> <ul style="list-style-type: none"> We are very supportive of the performance measure dedicated to the "percent of women who ride weekly or more from April to October. It would be ideal if there was a performance measure geared towards low-income, ethnically diverse and/or other underrepresented communities. Similarly, the goal of increasing ridership among people who already bike and those who currently do not could include some aspect of social, racial or economic equity. 	<p>Thank you for the comments. We have recognized a need for clear implementation strategies for the plan and have incorporated that into the final version. Public and partner engagement is certainly a key element of this plan. Related to the health aspect, we will incorporate this. We also have recognized the need you mentioned related to performance measures and are evaluating options for inclusion. Equity is important to MnDOT and key to this plan.</p>
149	<p>Very good plan, esp with the emphasis on health. Keep the emphasis on local connections in biking (as transportation) and on safety. Our communities need biking to be safe everywhere before it can fully take off. That and funding.</p>	<p>Thank you for sharing your comment.</p>
150	<p>would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking, and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.</p>	<p>Thank you for sharing your comment.</p>
151	<p>I generally like the overall plan. I approve of the selected high priority corridors. I think state support for bicycling infrastructure along state routes in towns and along bridges would be very helpful. When I ride from city to city, I like riding shoulders that are protected by rumble strips with gaps where I can cross from the roadway to the shoulder and back. Things that I like about riding on existing roads include that they tend to have good grades, the surface tends to be smoother and better maintained than trails, they have helpful signage and the businesses I want to access along the way are along these roads.</p>	<p>Thank you for sharing your comment.</p>
155	<p>As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)</p>	<p>Thank you for sharing your comment.</p>
156	<p>I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?</p>	<p>Thank you for sharing your comment.</p>
159	<p>1. chose Grand Rapids to live because of trails, pools, jobs etc.; 2. Bikes to work, is interested in bike tourism; likes roads with a shoulder; designated routes so they know where to ride with family vacations - has a wife & 3 yo; 3. new bridge on 169 is being build and how separate bike ped bridge has better scoping - wonders if it would have been a better use; 4. funding questions - related to how to use funding wisely.; 5. flexibility - concerned about excuses not to build something because people think once they build it they can't take it away.</p>	<p>Thank you for sharing your comment.</p>
160	<p>1. enforcement is important. No sense investing in infrastructure if cars are still running cyclists off the road.; 2. nothing is more terrifying than a car looking for a parking spot. If they do so without using a signal, they should definitely get pulled over and maybe get a ticket.; 3. rolling through stop signs may seem ok but it can be very scary. 3. Another comment about signals: idling cars should have their hazards on. Thanks for the opportunity to voice these opinions!</p>	<p>Thank you for sharing your comments.</p>
161	<p>1. Start enforcing rules of the road. Use fines from violations to fund organization. 2. Start education for law enforcement personnel mandatory for new laws re: motorists, peds & bicyclists</p>	<p>Thank you for sharing your comments.</p>
162	<p>1. concerned about regulatory signage for legal size signs rather than the "toy" signage that are not legal or enforceable. 2. Better kiosk design & more locations linking locations to overall map. 3. Cross bike paths in north MPLS to 26th Street /</p>	<p>Thank you for sharing your comments. Minnesota has a Manual on Uniform Traffic Control Devices, and chapter 9 covers Traffic Controls for Bicycle Facilities, which allows for various sizes depending on the context of the</p>

	Dowling etc. 4. Clear signage at difficult connections	bikeway. More information can be found here: http://www.dot.state.mn.us/trafficeng/publ/mutcd/ . Related to other comments, it is unclear what locations are suggested, and it may be likely these concerns should be mentioned to local municipalities.
163	Consider how to address racial, economic and other disparities as part of local planning assistance. In addition to more diverse community engagement, communities may need assistance identifying areas or neighborhoods left out of investment. The Rochester - Olmsted Council of Governments Environmental Justice protocol could serve as a model. -	Thank you for sharing your comment.

EDUCATION & ENCOURAGEMENT

Response

Response to comments related to education and encouragement

Comments related to education and encouragement reinforces a need to comprehensively address safe bicycling. MnDOT plays a role in creating communication messages for safe bicycling – not just for people bicycling, but for people using other modes of transportation as well. MnDOT will leverage existing efforts for education and encouragement, which includes Share the Road and Safe Routes to School. For Share the Road, MnDOT will work with partners to update the campaign messages and further develop resources for people driving and bicycling. Also, MnDOT supports education and encouragement through Safe Routes to School. The Safe Routes to School program has an established *Walk! Bike! Fun!* curriculum for school-aged youth. MnDOT collaborates with partners to encourage and support bicycling through the Pedal Minnesota campaign, which is led by Explore Minnesota Tourism. Through implementation of the bicycle system plan, MnDOT will work with partners to develop a comprehensive education and encouragement effort.

Comments

ID	COMMENT	RESPONSE
36	This plan is simply amazing. Bringing it fruition has the possibility to change the state IF the trails are actually trails--simply signing existing highways and calling it a trail (like the Mississippi River Trail) isn't enough.	Thank you for sharing your comment. Public comments received indicate an interest in more separated facilities for people biking.
38	I sure would like to see video that shows what not to do when biking, i.e. not riding with lights at night - show how hard it is to see someone when you're driving without lights. even better if they wear reflective clothing item, similar to a safety vest. Show a biker not stopping at a corner (stop sign) when they are making a right hand turn and you are driving in the lane or right next to the bike lane they are swishing into the lane to parallel you. it is startling as an automobile driver to have this happen. These are just a few that occur on a regular basis. AS a driver you can't look hard enough or anticipate what stupid thing a biker will do.	Thank you for your comments. There are several resources available that address bicycling visibility at night and road user responsibilities. All of these items are important to this work and promotion of safe bicycling.
41	As encouraged by BikeMN (which I'm a member) and some other cycling groups, I read through the MnDOT plan for the statewide bicycle transportation system & am now offering my thoughts. Overall, I like what I see & think that there has really been some good work done. Of course, as an out-stater (non-twin cities metro MN resident) I obviously would like to see more efforts go specifically to my area (or rather see a higher priority than what it's currently labeled - but understand why & fully accept our low priority status. The few minute changes that I would make to the overall plan would be to suggest that as roads & highways are redone throughout the state that a mandate be put together to repair/replace roads with at least some bike standards in line for now, rather than wait for any bike-friendly idea to only be implemented once it can be done "completely". A good example of what I mean is, there is a county road that recently got resurfaced in our area. Rather than adding a few inches to a foot on each shoulder and or reducing the lane size a little then painting a bike specific lane on each side - it was redone "as is", and I was told that eventually they'll redo the whole road "the right way" and a full lane will be added for bikes later. Meanwhile, I ride this all summer long & am regularly "buzzed" by traffic who don't like to share the road. Which actually brings me to my only real & emphatic reason for writing: the primary thing I did not see in the bike transportation plan, was vehicle driver education/awareness of bicyclists issues & needs. Whether it be signage, public service message type advertisements, or whatever - the "Share the Road" & "Watch for Cyclists" type messages should be an vital part of this plan. Non-motorized bike specific or shared (bikes, hikers, rollerbladers, etc.) paths are really great, but simply not practical everywhere. So keeping the idea of cyclists on the brains of motorists can help them be more alert & notice them when the road does need to be shared. Also, those messages help them remember that they are supposed to share the road & keep at least a 3 foot minimum from the biker. Not to pass with little to no consideration, like when I had a car pass me so close his passenger rear view mirror actually clipped my elbow (this summer). Not cool, not fun. Thank you for your thoughts & consideration. I appreciate the work that has been done & the direction that your plans are heading.	It is not feasible to expand pavement everywhere on every roadway in the state. That said, this plan looks to identify opportunities within these priority corridors, specifically on MnDOT right of way. Related to education, strategy 14 is to promote safe driving/bicycling behaviors by developing educational materials.
49	Before any plan for a wider bike plan goes into effect I think there should be some better rules laid down for the sharing of the road to better protect the bikers. As a driver I can only do so much to protect them but there is so much more they can do to help things themselves. I know I have the three foot law, three feet between me and a biker, which I feel is fine, but what about the bikers? If there is three to four feet of pavement for them to ride on, why do they like to ride the white line? I have encountered this many times and it's frustrating that they feel they have the right to this much of the lane. I have also encountered times when there are multiply bikers together and they feel the need to ride side by side, once again putting one of them close or on top of the white line. I have found myself in a position of slowing up or going into oncoming traffic to keep my three foot distance on them, and when there is traffic behind me I am also leery of slowing down suddenly to avoid some mishap. One last problem I think that has to be addressed is what lane do bikers use? When I have come to an intersection I have found a biker in the left lane to turn with traffic.	Thank you for sharing your comments. All Minnesota traffic regulation are found in Minnesota State Statute Chapter 169.

	<p>I thought they should cross in the cross walks instead of hampering the traffic lanes. When I ride my bike I always try to keep to the right as far as possible to stay out of the traffic lanes. I know that if there is a problem with traffic I wouldn't come out very well so why try to bring on problems? Today's riders seem to feel that as long as they have the right of way they are going to be safe.</p> <p>I wrote to the local paper about this this past year. There was a biker who responded that felt I was wrong for thinking they should stay to the right as far as possible or even use the walk/bike trails when they are present. Then another writer wrote in saying that he felt I was right and that bikers should be dealt with as a slow moving vehicle would be, with warnings and the like. I don't know if all that would be necessary for I think so much would be accomplished if the bikers stayed as far right as possible instead of riding the white line as well as staying in single file when on the road side. I don't mind sharing with them as long as they remember they are really sharing with us.</p>	
58	<p>Really excited to see the priority bikeways. I have traveled them all, and some areas need improvement. However, my biggest gripe on state roadway touring, is that roadways like Highway 52 get upgraded to limited access highways prohibiting bikes, with no viable alternative. I was coming back from the Root River trail through Rochester, taking the Douglas Trail to Pine Island. My plan was to use H52 to Zumbrota, then head to Red Wing. I could not do that since H52 is now limited from Pine Island to Zumbrota. I had to look for alternatives, which were really not good choices (no shoulders or poor country roads). The recent state bike map still shows H52 open, but it is not. Limited highways usually have huge shoulders, and rumble strips, my choice of a state roadway. The alternatives tend to be country roads without shoulders, and usually poorer pavement. My biggest concerns on country roads is the young teenage driver, texting while driving and a low traffic road - they just do not see you. Then there are also, the pickups that believe bicyclists belong in the ditch- not on their roads! So, please do something about allowing bike riders on limited access state highways.</p> <p>By the way, I have traveled to Fargo, using the MRT to Walker, then cutting over to Fargo through Park Rapids and Detroit Lakes - it works. Coming back, I used old H52 to Fergus Falls, then the state trails. Took another trip to Milwaukee along H61 then came back through LaCrescent, to Root River Trails, up through Rochester to Woodbury. There really needs to be a good connection planning along H52 south into Rochester, and north to St. Paul.</p> <p>I typically put on 3500 to 4000 miles per year, mostly in MN and WI. You should set up a collection system to understand what routes we take. Just base it around your priority system. Could be as simple as indicating which connection points were taken, noting any problems encountered along the way. This would show you utilization and areas needed for improvements.</p> <p>Also, American Cycling is promoting overnight bike trips. These are excellent ways to get more people to experience roadway travel, and use State Parks nearby. Your programs should tie into theirs, would be a win-win.</p>	<p>Individual received a response via email on [date] related to site specific concerns. Thank you for your comment. There is acknowledgment that people bicycling have varied preferences on the types of facilities they choose to travel on. It is currently the policy of the state to restrict bicycle travel on controlled access roadways. Throughout the engagement process input was collected related to travel patterns and desired destinations. The corridors identified are reflective of this input. Through the process of developing the Mississippi River Trail MnDOT did coordinate with the Minnesota Department of Natural Resources on camping opportunities in state parks.</p>
67	<p>I'm pleased with Strategies 17 and 18 concerning encouragement; I think that is a very important function.</p> <p>I disagree with Strategy 19 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable.</p> <p>I am also skeptical of the ranking of corridors as high, medium and low. Some of the "low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs). Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!</p>	<p>Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.</p>
94	<p>I skimmed thru the plan, it looks very thorough and positive.</p> <p>I do see your notes regarding education - I live up north and ride a lot of narrow roads - I think very few drivers and law enforcement officials understand there is a 3 foot law when passing, so getting that law better known would be great.</p> <p>My main concern with safety are rumble strips on rural roads, they make biking almost impossible on certain roads. I brought this up with the now retired Lake County Highway engineer and he essentially ignored me. (Al Goodman) I asked him if he could put up some "Share the road signs" on those dangerous stretches - he quickly told me no he would not.</p> <p>Rumble strips are awful for bikers!</p>	<p>Thank you for sharing your comments. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years.</p>
96	<p>I will not be able to make a community presentation in Mankato on November 2.</p> <p>I wanted to offer the following comments and highlights from the report:</p> <ol style="list-style-type: none"> 1. I agree that local route within cities is an important aspect to get people to make short trips on a bike where they otherwise would take a car. 2. Signage along roadways is effective at pointing out potential routes to people who may consider biking in an area or town, and it alerts the drivers of motor vehicles that bikes may be on the road. 3. In rural areas a sufficient shoulder is acceptable if a rumble strip is placed at the white line on the side of the road or perhaps a double white line with a rumble strip could be placed. It may be cost prohibitive to offer separate bike lanes in all areas. I live in Nicollet county and rumble strips were placed just outside the white lines on several county roads I frequently cycle for exercise. With little shoulder left that is still paved, I now have to bike "inside" the white line and expose myself to traffic much 	<p>Thank you for sharing your comments. Related to your third point, MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered.</p>

	<p>more.</p> <p>4. Development of the statewide major corridors would be a welcome addition to recreation and would spur further economic development to support the bikers that travel these trails.</p> <p>5. I am excited to see aspects of plan move forward. More information dissemination would be great as the years go by.</p>	
98	<p>Although the plan's focus on local context is very admirable, I'd like to see a bit more focus on schools in local areas. Trying to contact schools before beginning projects, to find out what areas can best suit safe bicycling, could help increase ridership among school age children.</p>	<p>Thanks for your comment. MnDOT agrees Safe Routes to School is an important part of a Statewide Bicycle System Plan. In the summer of 2015, MnDOT adopted a Safe Routes to School Strategic Plan, and during the revision process for the Statewide Bicycle System Plan strategies that align between both plans have been integrated. For example, under strategy 4 in chapter 4, technical assistance provided for SRTS has been included, and education efforts like Walk! Bike! Fun! have been incorporated.</p>
115	<p>I sincerely hope the "Strategy 7" statement that MnDOT will "Continue supporting efforts to allow local jurisdictions flexibility in choosing road designs that support bicycle travel" will be upheld. As a civic leader, I certainly intend to test this out in practice.</p> <p>Also, regarding "Strategy 14" I think MnDOT should rethink its education program because it often sends the wrong message. See this example: http://www.foell.org/justin/fridley-hates-pedestrians-part-5/ Also, I think it's time to acknowledge that "Share the Road" is not a good campaign: http://www.bikede.org/2015/08/29/share-the-road-is-a-problem/</p>	<p>Thank you for sharing your comment. Related to strategy 14, MnDOT intends to revisit communication messages and materials for people bicycling and driving with implementation of this plan.</p>
118	<p>Would really like it if walkers were considered. Bike riders take over roads and sidewalks. What am I to do when I want to walk my dog?</p>	<p>Thank you for your comment. MnDOT is currently in the process of developing a Statewide Pedestrian System Plan. More information can be found here: www.mndot.gov/peds</p>
121	<p>5. The focus on State Bikeways seems misguided, unless it is strictly limited to trails that coincide with local systems. Even with a fully developed State Bikeway system (or even just the prioritized routes contained in this plan), the vast majority of people will still be making the almost all of their bicycle trips (and miles traveled) on local and regional systems (commuting (work or school), utility (groceries, errands), or recreation) within proximity to their homes. The report specifically mentions this - People of every age and ability are more likely to consider bicycling short distances for either utilitarian or recreational purposes than long-distance rides (p51). To encourage increased overall trips, facilitate the local system instead of the State Bikeways.</p> <p>7. Similarly, it seems the focus of this plan is entirely on trips along or across the State trunk highway system (several references). Given that most bike routes aren't along State trunk highways, doesn't making them the sole focus severely limit the ability to increase ridership?</p> <p>8. State Aid to facilitate design and construction of bicycling infrastructure that is preferred by stakeholders, shouldn't MnDOT do more than encourage alignment between State Aid standards and design standards for MnDOT roads in order to promote consistent industry practices and riding experiences for the general public. (p54)? Perhaps by ensuring or mandating, instead of encouraging?</p> <p>12. (p66) Thank you for recognizing them as crashes, not accidents! Language is so important!</p> <p>15. Encouragement (p68) do more to encourage existing and new riders!</p> <p>a. Incentives reduction on insurance, pre-tax withholding to fund bike purchase, etc.</p> <p>b. Do COMPLETE bike maps, not just the State Bikeway system. If majority of people are doing local trips, how does having a map of the State Bikeway system help that?</p> <p>c. Make the State Bikeway map legible. It currently seems to be trying to do too much.</p> <p>22. General comment the maps included in the plan, while illustrative, are difficult to read at the included scale and when zoomed into, become impossible to read. I imagine including better quality maps will increase the size of the downloadable file (probably significantly!), but the maps included now do little to convey meaningful, usable information.</p>	<p>Thank you for sharing your comment.</p> <p>5.) For the state bikeways, during public engagement, key finding #2 validates why a portion of funds are targeted at state bikeways: people value state bikeway, but people value opportunities for local and regional bicycle travel more.</p> <p>7.) While this plan has some guidance for other jurisdictions to consider, it is ultimately a plan for what MnDOT can do on its roadways.</p> <p>8.) A law was passed in 2015 requiring alignment.</p> <p>12.) Thank you for your comment.</p> <p>15.) a. Thank you for your comment. This is outside of MnDOT's authority. B. MnDOT is committed to supporting local and regional units of government in the development of more complete maps. C. Thank you for your comment.</p> <p>22.) Thank you for your comment, and there will be changes to the resolution of the maps.</p>
122	<p>The initial line in the plan reads "The Minnesota Department of Transportation is an agency dedicated to supporting a multi-modal transportation system." You need a sentence that shows a culture that is a lot more committed. Suggest, "The Minnesota Department of Transportation promises to follow and apply all laws related to ensuring a multi-modal transportation system at the scoping and planning project phases."</p> <p>This plan should not go forward without inclusion of an additional chapter about laws related to bicycles and pedestrian traffic, including civil rights. Take Ramsey County's lead on this: http://www.ramseycountypedbike.org/uploads/2/4/0/4/24047759/legal_framework_priemer_-_draft_submission_-_081815.pdf</p> <p>Minnesota has some of the most comprehensive laws in the nation and they need to be included to educate people on their rights and clearly show in a project diagram how residents in Minnesota will be proactively and publicly engaged by MnDOT at the scoping and planning stages of a project. There is talk about outreach in the plan, but no clear path to project level implementation.</p> <p>Within this chapter there should be a link to and overview of the Review of Federal and Minnesota Laws on Pedestrian, Bicycle and Non-Motorized Transportation" .</p> <p>http://publichealthlawcenter.org/sites/default/files/MN%20Bike%20Ped%20Law%20Review%20MnDOT%202013.pdf</p> <p>On page 13 of the current State Bike Plan available for comment there is a line about the 2005 multi-modal plan that reads MnDOT "lacked an institutional framework to support it (i.e. 2005 plan)" what does this mean !lacked an institutional framework to support it and how has the framework changed to support full integration of bike and per into the transportation system under the proposed plan?</p> <p>We are going backward !,just before the Executive Summary in The Mn/DOT Bicycle Modal Plan in 2005 these laws (and others) were outlined!</p>	<p>Thank you for your comments. The Statewide Bicycle System Plan sets a vision for bicycling in Minnesota and is intended to be a guide, which identifies priorities for investments and resources allocation all within existing state and federal law.</p>

	<p>160.264 https://www.revisor.mn.gov/statutes/?id=160.264 160.265 https://www.revisor.mn.gov/statutes/?id=160.265 174.01 https://www.revisor.mn.gov/statutes/?id=174.01</p> <p>This plan presents a broad and beautiful vision, but lack details. For example, the dark blue line for the Twin Cities to Grand Portage via Hinckley and Duluth State-wide Priority corridor could be anywhere from west of 35E to east of U.S. Highway 61. If you have a vision for this corridor you must know what are the two primary alignments. Present that homework.</p>	
129	In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.	Thank you for your comments. Where appropriate suggestions were incorporated.
132	I think it is well thought out and with proper funding it will enhance the opportunities for greater participation in cycling in Minnesota. In addition it will also enhance the health of those Minnesotans that utilize the system or find ways to adopt a more energy conscious way of travel.	Thank you for your supportive comment.
141	<p>There are a lot of good words and ideas in the plan, e.g., developing strategies, cooperating with partners, promoting awareness, ensuring accessibility, etc., and I think we can recognize that Minnesota and many local communities in the state are ahead of most of the rest of the country in developing bicycling transportation systems. However, below are a few components that I noticed are missing or insufficient in the plan.</p> <ol style="list-style-type: none"> 1. First the level of funding is recommended at \$10 million per year through 2033. This is woefully inadequate, does not account for rising costs, and does not adequately include maintenance of existing infrastructure. The plan should incorporate cost increases, and it should show a breakdown of how funds would be allocated. 2. Second, the plan should address statewide policy priorities by stating definitively that bicycle and pedestrian components must be included in all funded highway projects. 3. The section on measuring performance specifically calls out ridership among women as a metric. The ridership performance measure should also include minority ridership as a metric. Communities of color are underserved by bicycle facilities, and there are other structural and social barriers to minority ridership that the department needs to recognize and address. 4. The section on safety contains very good points about education and awareness, improved infrastructure, traffic calming, and crash analysis. However, the plan should specifically recognize the special vulnerability of bicyclists and pedestrians in a car-dominated transportation system. The department should expressly call out this vulnerability, and propose that in car-bike crashes the financial and legal burdens should be presumed to start with the car. This burden of responsibility structure exists in other jurisdictions and should be adopted in Minnesota. 	<ol style="list-style-type: none"> 1. The \$10 million represents only MnDOT investments on the trunk highway network. There are additional resources from cities and counties and other state and federal resources not reflected in investments. 2.) The existing Complete Streets policy requires that walking and bicycling shall be considered in all projects. http://www.dot.state.mn.us/planning/completestreets/index.html 3.) This important perspective. MnDOT is continuously improving our methodology for collecting performance measures, and will keep this in consideration. 4.) This is not within the authority of MnDOT.
145	<p>Thanks for the opportunity to review.</p> <p>Community Engagement</p> <ul style="list-style-type: none"> • While there was extensive community engagement conducted in the creation of this plan there is not mention of how to engage the community moving forward in the implementation of the state bicycle network. Strategies address how to inform regional and local stakeholders, but not the general public. We can assume that a local bicycle planning technical assistance program would involve some level of community engagement, but it would be nice to see it called out directly. <p>Physical Activity</p> <ul style="list-style-type: none"> • We are very supportive of the performance measure dedicated to the “percent of women who ride weekly or more from April to October. It would be ideal if there was a performance measure geared towards low-income, ethnically diverse and/or other underrepresented communities. • Similarly, the goal of increasing ridership among people who already bike and those who currently do not could include some aspect of social, racial or economic equity. 	Thank you for the comments. We have recognized a need for clear implementation strategies for the plan and have incorporated that into the final version. Public and partner engagement is certainly a key element of this plan. Related to the health aspect, we will incorporate this. We also have recognized the need you mentioned related to performance measures and are evaluating options for inclusion. Equity is important to MnDOT and key to this plan.
150	would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking, and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.	Thank you for sharing your comment.
154	1. page 23: I would like to see all the pictures you used in the public outreach; 2. it would be good to relate those pictures with the level of stress (LOS) ratings; 3. I don't see the MnDOT logo or name on the cover or footers on the pages; 4. for the coffee chats it would be good to have a big sign with a question or call to action on it and a big picture of a bicycle (do you bicycle? Tell us about bicycling in MN.); 5. should SRTS plans be their own bullet on page 53? Especially since it is a MnDOT program	Thank you for your comments. Additional engagement information and other revisions have been added to the plan.
155	As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)	Thank you for sharing your comment.
160	1. enforcement is important. No sense investing in infrastructure if cars are still running cyclists off the road.; 2. nothing is more terrifying than a car looking for a parking spot. If they do so without using a signal, they should definitely get pulled over and maybe get a ticket.; 3. rolling through stop signs may seem ok but it can be very scary. 3. Another comment about signals: idling cars should have their hazards on. Thanks for the opportunity to voice these opinions!	Thank you for sharing your comments.
161	1. Start enforcing rules of the road. Use fines from violations to fund organization. 2. Start education for law enforcement personnel mandatory for new laws re: motorists, peds & bicyclists	Thank you for sharing your comments.

162	<p>1. concerned about regulatory signage for legal size signs rather than the "toy" signage that are not legal or enforceable. 2. Better kiosk design & more locations linking locations to overall map. 3. Cross bike paths in north MPLS to 26th Street / Dowling etc. 4. Clear signage at difficult connections</p>	<p>Thank you for sharing your comments. Minnesota has a Manual on Uniform Traffic Control Devices, and chapter 9 covers Traffic Controls for Bicycle Facilities, which allows for various sizes depending on the context of the bikeway. More information can be found here: http://www.dot.state.mn.us/trafficeng/publ/mutcd/. Related to other comments, it is unclear what locations are suggested, and it may be likely these concerns should be mentioned to local municipalities.</p>
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ENGINEERING

Response

Responses for comments related to engineering:

There are numerous comments about the specific types of bicycle routes and facilities people are interested in seeing and where. MnDOT is currently in the process of updating its Bicycle Design Manual which will provide guidance for people designing and implementing bicycling infrastructure, which is a strategy identified within the system plan.

Comments

ID	COMMENT	RESPONSE
22	<p>Nothing wrong with bike paths along abandoned RR sites but too often bike paths in urban areas have too many intersections to make them practical. I'd rather see bike lanes where perpendicular traffic must yield. Drivers are often only looking one way and pull right in front or even stop in your path.</p>	<p>Thank you for your comment. Typically, traffic volumes determine where the traffic control is implemented and where yielding would need to occur.</p>
33	<p>I'd love to see a lot of this get implemented. One area that I'd like to see is the completion of the Dakota Rail Trail to Hutchinson. Ideally, we'd like to see the paved trail completed on the Luce Line as well.</p> <p>By completing the paving of both of these trails, we would see the largest paved loop in the upper Midwest. This would not only improve the trail system in the state, but would have a large economic impact from a tourism standpoint, not only for the cities located on the trails, but for the state as well.</p> <p>Great start though!</p>	<p>The Dakota Rail Trail belongs to the Three Rivers Park District and the Luce Line is a part of the Minnesota Department of Natural Resources state trail. http://www.dnr.state.mn.us/state_trails/luce_line/index.html; https://www.threeriversparks.org/trails/dakota-rail-trail.aspx</p>
41	<p>Hello, As encouraged by BikeMN (which I'm a member) and some other cycling groups, I read through the MnDOT plan for the statewide bicycle transportation system & am now offering my thoughts.</p> <p>Overall, I like what I see & think that there has really been some good work done. Of course, as an out-stater (non-twin cities metro MN resident) I obviously would like to see more efforts go specifically to my area (or rather see a higher priority than what it's currently labeled - but understand why & fully accept our low priority status. The few minute changes that I would make to the overall plan would be to suggest that as roads & highways are redone throughout the state that a mandate be put together to repair/replace roads with at least some bike standards in line for now, rather than wait for any bike-friendly idea to only be implemented once it can be done "completely". A good example of what I mean is, there is a county road that recently got resurfaced in our area. Rather than adding a few inches to a foot on each shoulder and or reducing the lane size a little then painting a bike specific lane on each side - it was redone "as is", and I was told that eventually they'll redo the whole road "the right way" and a full lane will be added for bikes later. Meanwhile, I ride this all summer long & am regularly "buzzed" by traffic who don't like to share the road.</p> <p>Which actually brings me to my only real & emphatic reason for writing: the primary thing I did not see in the bike transportation plan, was vehicle driver education/awareness of bicyclists issues & needs. Whether it be signage, public service message type advertisements, or whatever - the "Share the Road" & "Watch for Cyclists" type messages should be an vital part of this plan. Non-motorized bike specific or shared (bikes, hikers, rollerbladers, etc.) paths are really great, but simply not practical everywhere. So keeping the idea of cyclists on the brains of motorists can help them be more alert & notice them when the road does need to be shared. Also, those messages help them remember that they are supposed to share the road & keep at least a 3 foot minimum from the biker. Not to pass with little to no consideration, like when I had a car pass me so close his passenger rear view mirror actually clipped my elbow (this summer). Not cool, not fun.</p> <p>Thank you for your thoughts & consideration. I appreciate the work that has been done & the direction that your plans are heading.</p>	<p>It is not feasible to expand pavement everywhere on every roadway in the state. That said, this plan looks to identify opportunities within these priority corridors, specifically on MnDOT right of way. Related to education, strategy 14 is to promote safe driving/bicycling behaviors by developing educational materials.</p>
52	<p>Hello I would like to voice my support for a dedicated bike-trail system between Fargo/Moorhead, Minneapolis/St. Paul Metro, and Duluth/Superior. A protected path, be it gravel or paved would allow access to a much wider base of cyclists that wish to bike camp or tour between towns and cities in our fair state. As a cycle tourist, there is nothing more unnerving than getting buzzed by passing traffic while biking along the side of a rural highway. Currently there is no dedicated path that connects Hinckley and the Twin Cities. This makes traveling by bicycle between the TC metro area and Duluth a hazardous adventure to many. Separating motorists and bicyclists on rural roads is an advantageous step towards making Minnesota the most bike friendly state in the country.</p>	<p>Both U.S. Bicycle Route 41 (from St. Paul to Grand Portage) and U.S. Bicycle Route 20 (Moorhead to St. Cloud) are identified as high priority state bike routes. The comment about separated facilities is consistent with what was heard during the public engagement phase of plan development.</p>
54	<p>While I use bike trails, rail-to-trails and dedicated recreational trails have been a poor use of resources. Tax dollars (including grants) should be used for improving primary transportation methods (vehicular, rail, and waterway) as these are used by the majority of the population compared to the scarce usage of recreational trails (less than 2-25%). Recreational trails and facilities are over constructed; gravel/screenings should be used as the surface material to better protect the watersheds and reduce maintenance costs (and can still be ADA compliant) and lighting isn't needed except at primary roadway crossings. I believe that shared roadways are the best solution and creative separations are effect for higher safety risk areas. We need creative solutions not the standard rules of excess (spending money without validity)!</p>	<p>Thank you for your comment. Currently, MnDOT is updating it's bicycle design manual, which has guidance for a variety of facility types. Additionally, the Minnesota Department of Natural Resources maintains a Trail Planning, Design and Development Guidelines resource. http://dnr.state.mn.us/publications/trails_waterways/index.html Related to investments, investment level decision are not made in this document. Please see the Minnesota State Highway Investment Plan: http://www.dot.state.mn.us/planning/mnship/.</p>
56	<p>living considerably outside one of the high, medium or low priority areas yet cycling</p>	<p>Thank you for sharing your comment.</p>

	100-150 miles per week I suggest paving a minimum of 4 feet of shoulder with rumble strips along the fog line on any and all state highways would go a long long ways in contributing to a safe and expandable route network statewide.	
57	I think that MNDOT needs to concentrate on maintaining the roads that it currently has. Most if not all of the bicycle paths in the state are poorly maintained and are in need of repaving. Expanding what there currently is will not do anybody any good if you can't keep up what you have. You can't even keep the roads that you are tasked with building and maintaining in good repair, so how are you going to manage bicycle paths?	Thank you for sharing your opinion.
58	Really excited to see the priority bikeways. I have traveled them all, and some areas need improvement. However, my biggest gripe on state roadway touring, is that roadways like Highway 52 get upgraded to limited access highways prohibiting bikes, with no viable alternative. I was coming back from the Root River trail through Rochester, taking the Douglas Trail to Pine Island. My plan was to use H52 to Zumbrota, then head to Red Wing. I could not do that since H52 is now limited from Pine Island to Zumbrota. I had to look for alternatives, which were really not good choices (no shoulders or poor country roads). The recent state bike may still shows H52 open, but it is not. Limited highways usually have huge shoulders, and rumble strips, my choice of a state roadway. The alternatives tend to be country roads without shoulders, and usually poorer pavement. My biggest concerns on country roads is the young teenage driver, texting while driving and a low traffic road - they just do not see you. Then there are also, the pickups that believe bicyclists belong in the ditch- not on their roads! So, please do something about allowing bike riders on limited access state highways. By the way, I have traveled to Fargo, using the MRT to Walker, then cutting over to Fargo through Park Rapids and Detroit Lakes - it works. Coming back, I used old H52 to Fergus Falls, then the state trails. Took another trip to Milwaukee along H61 then came back through LaCrescent, to Root River Trails, up through Rochester to Woodbury. There really needs to be a good connection planning along H52 south into Rochester, and north to St. Paul. I typically put on 3500 to 4000 miles per year, mostly in MN and WI. You should set up a collection system to understand what routes we take. Just base it around your priority system. Could be as simple as indicating which connection points were taken, noting any problems encountered along the way. This would show you utilization and areas needed for improvements. Also, American Cycling is promoting overnight bike trips. These are excellent ways to get more people to experience roadway travel, and use State Parks nearby. Your programs should tie into theirs, would be a win-win.	Individual received a response via email on [date] related to site specific concerns. Thank you for your comment. There is acknowledgment that people bicycling have varied preferences on the types of facilities they choose to travel on. It is currently the policy of the state to restrict bicycle travel on controlled access roadways. Throughout the engagement process input was collected related to travel patterns and desired destinations. The corridors identified are reflective of this input. Through the process of developing the Mississippi River Trail MnDOT did coordinate with the Minnesota Department of Natural Resources on camping opportunities in state parks.
61	First of all, I really appreciate that MNDOT is taking an active role in promoting biking throughout the state. This is really important for our state. I currently live in Minneapolis and frequently bike around the city. I would hope that MNDOT would look more specifically at Highway 55 running through the city of Minneapolis. Right now this highway is terrible for just about every type of transportation. It divides the community in Minneapolis and creates an extremely dangerous environment for pedestrians and bicyclist. I believe that biking has an important role in this corridor and I would hope the bicycle plan, and future MNDOT planning, would focus on transforming this corridor into something better. Secondly, growing up in Northfield, I wish that MNDOT would make the bike connection between Cannon Falls and Faribault a high priority. This could build off the highly popular Cannon Valley Trail and would connect Red Wing with Mankato. All the small towns along this route are already popular tourist destinations, and this trail could help promote the bicycle tourism in this region. Additionally, I would hope that MNDOT looks at the RiverFirst plan for Minneapolis and does everything it can to help assist the development of this plan. This plan is crucial to the continued development of Minneapolis and it would be great to see MNDOT actively helping to develop this plan. Lastly, the Rail to Trails or Rail with Trails program that was implemented along the Midtown Greenway was incredible successful. It would be great if MNDOT could take a leadership role in identifying other underutilized rail corridors and help to turn them into trails and light rail/street car lines. There are a number of lines running throughout Minneapolis/St. Paul such as along Ayd Mill Road or Hiawatha that would be excellent for this type of project. Thanks for the great start and keep it up. Really looking forward to great bike rides in the future.	Thank you for your comment. For the metro area MnDOT consults with the Metropolitan Council's 2014 Regional Bicycle System Study, and local plans when available and appropriate. In Southeast MN the connection between Cannon Falls and Faribault has been identified as a regional connection. Related to Rails-to-Trails, currently significant abandonments do not happen frequently. When they do local governments are active in consideration of acquisition. The Rail with Trails program, the opportunities for trails to exist along active rail corridors is extremely limited due to liability concerns.
64	Good plan overall. Encouragement: Suggest more formal plan for engaging stakeholders who could benefit from increased ridership but might not realize it. Chambers of commerce promoting local business patronage. Healthcare and insurance companies. YMCA. First ring suburbs. Mental health and wellness providers. Hospitality industry. Communities of faith. Weight loss services. Addiction/recovery services. Financial planners. Multimodal partners? Identify ongoing projects or entities which are unintentionally undermining biking. Builders and developers associations. Stroad producers? Others? Education aimed not only at interested-but-concerned but also would-be-interested-if-not-paradigm-locked. Drivers.	Thank you for your suggestions, they are appreciated. There are many ideas here that we could consider even though they are not specifically highlighted in the plan. Related to encouragement, MnDOT is planning to update our Share the Road Campaign, and the suggestions here will be considered.
67	: I'm pleased with Strategies 17 and 18 concerning encouragement; I think that is a very important function. I disagree with Strategy 19 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable. I am also skeptical of the ranking of corridors as high, medium and low. Some of the	Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.

	<p>"low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs). Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!</p>	
71	<p>I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the comments here.</p> <p>Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges.</p> <p>West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.</p>	<p>Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.</p>
72	<p>Your Statewide Bicycle plan is to not plan for statewide use of bicycles. 70% for local trails that lead from a parking lot to another parking lot. 30% for signage to pretend you are part of the national bike route plan.</p> <p>If you actually want to do something useful for those of us who use bicycles to ride from place to place, please fix the requirement that we merge into traffic every time the shoulder is interrupted with a right turn lane. Without that fix your statewide map showing where the shoulders are adequate for bicycle use is a lie. Total cost to implement \$0. Every living cyclist rides this way, but it would be nice not to be breaking the law over and over again every time I ride.</p>	<p>Thank you for sharing your comment.</p>
84	<p>Comment: The addition of 'rumble strips' on the sides of many local roads that used to have adequate shoulder space outside the traffic lane for biking, has caused many roads to become more hazardous for bicyclists. Where there previously was between 12-18", now there is only 6-8", or we have to choose to ride IN the lane of traffic because the remaining 6-8" is too full of gravel.</p> <p>High quality mountain bike trail options, partnered with state parks / camping, is also to be valued. The Cuyuna trail is nationally known and raved about as a premier destination bike location. This partnership within a state park / near a state park also increases park usage. I don't see mountain bike options addressed in this report at all.</p> <p>Bathroom facilities strategically spaced on longer regional routes, even if just a port o pot, would be extremely helpful.</p> <p>Small campgrounds along regional routes would also be a great future vision. This makes the bike route an easy, cost effective weekend destination trip for those who enjoy nature and prefer to avoid the cost of hotels.</p> <p>In addition to a published map of trails, consider an interactive smartphone app. Maybe that's already available?</p> <p>Start a 'bicycle club passport book', like the MN state park system has available for visiting different parks. The state park passport club was a great incentive for my family to explore different areas of the state, get a small reward along the way, and create amazing memories over a decade while visiting all the state parks to get our stamp at each one.</p> <p>Maybe offer bike rentals at high volume destinations? Maybe include 3 wheel / low profile options that would make biking more accessible for elderly?</p> <p>Wider bike lanes to accommodate two riders side by side in high volume areas would be ideal. My family enjoys biking together but on a recent trip on a NE metro to Stillwater trail, we basically had to ride single file the entire time or get run over. We couldn't even enjoy each other's company on that trip.</p>	<p>Thank you for sharing your comments. In 2014, MnDOT adopted a Technical Memorandum No. 14-07-T-01, which provides guidance for bicycle travel on shoulders. More information can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482. MnDOT works with the DNR on supporting bicycling, and is working to improve connections to state park facilities. Currently, MnDOT supports the Minnesota Bicycle Map and is working to provide online versions.</p>
88	<p>First off, thank you for putting together a very thorough analysis of the state of bicycling in Minnesota and areas where it needs to be improved. In general, I agree with everything stated and hopefully it can be implemented as quickly as possible. In my limited time (I have a 4 month old at home,) I tried my best to read as much detail as I could from the plan. I will apologize in advance if any of my concerns are specifically addressed in the plan.</p> <p>I am an avid recreational cyclist, and yearly log about 2500 miles per year, mostly in the east metro, specifically Washington County. I ride solo and in group rides, some sponsored by local shops such as Erik's. I occasionally commute via bicycle, up to once per week, from Cottage Grove to Downtown Minneapolis, about 22 miles one way, so I am also familiar with urban roads/trails and awesome facilities like the Midtown Greenway.</p> <p>As the plan does not address specific action items that will be taken, my overwhelming concern with the plan is that for some entities, it may result in great-facilities being the enemy of good-facilities, ultimately resulting in no action, or facilities that are quickly out-moded.</p> <p>Page 23 provides a good example. It shows an X on the person riding in a wide shoulder on the side of a presumably low traffic rural road or highway. While it would be ideal to have a completely separated facility for maximum comfort, in most instances, county and local governments are not going to invest in that facility if it is</p>	<p>Thank you for sharing your comment and concerns. The preferences identified in the plan are based on public input and a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs. MnDOT will work with local communities to identify priorities and appropriate bicycle facility types.</p>

	<p>not mandated for them to do so. If the road currently has no shoulder, they may not add anything; whereas they would be more likely to add a 3-4' shoulder for much less incremental cost.</p> <p>The MUP shown as preferred in the upper left of the same page (23) would certainly not be preferred by experienced road cyclists, because unless there are separate facilities for walkers or slower-cyclists, these paths can be more dangerous than riding on the road. I routinely ride at 17+ mph, and a dog leash strung across the path scares me much more than riding a shoulder next to low-volume traffic. Now this leaves the person driving the car to wonder why I am not taking advantage of the trail, not understanding the inherent danger it poses to me.</p> <p>Finally, and this is not specific to the plan, but if anyone can communicate preferred action items to those that make funding decisions, I would like to lodge a plea that among the first shortcomings addressed is Manning Ave S (MN 95) where it joins the MRT from Lehigh Rd south to US 10. The shoulder is very narrow, traffic is 60+ mph, and there are rolling hills that blind traffic from cyclists using the road. This section of highway scares me every time I ride it, both for myself and others less experienced who have difficulty riding in a straight line. I sincerely hope there are no injuries or fatalities on this "trail". This is a critical link from the Cottage Grove area to Hastings and Prescott, WI for many avid road and touring cyclists following the MRT. Please add at least 6 additional feet of shoulder north and southbound or provide a separated cycle-track.</p>	
89	<p>Thanks for listening and providing this forum! I have three comments ...</p> <p>1) I live in Bemidji. Bicycling here is heavenly thanks to all the trails that the state constructed in recent years. I can attest to the enhanced enjoyment derived from the sport when one does not have to compete with and worry about motorized traffic.</p> <p>2) Here in Bemidji we have dozens and dozens of transcontinental bicyclist come through our town every year along US highway #2. I see on your map that this corridor does not have very high priority for future trail construction, yet these tourists would greatly benefit if there were reasonable routes available that were off of this major highway. Getting through Duluth, specifically, is quite problematic ... I did it myself back in 1993. Creative riders can find backroad routes between Grand Forks and Bemidji, I would say, but from Bemidji to Duluth it's hard to go off #2 without adding a lot of miles to the trip.</p> <p>3) The state's bicycle plan document that I found online is daunting in its length and detail! I wonder if a ten-page summary document might scare away fewer people and thus engender more exchange of ideas.</p>	<p>Thank you for your comments and support. Related to your comment about statewide bicycle routes, the corridors identified are based on public input and are prioritized as such. Lastly, MnDOT will provide an executive summary with the final plan.</p>
90	<p>The Minnesota State plan certainly impresses me as very thorough and I certainly anticipate its completion.</p> <p>One question or critique I have: Your plan apparently does not incorporate the existing but not yet complete Gitchie Gammi Bike Trail which will eventually connect Duluth, MN to Grand Portage, MN, as I understand it. I am an avid bicyclist but it's terribly frustrating to only be able to bike specific sections of the Gitchie Gammi trail without having to turn around or, more dangerously, bike on the sides of Highway 61, a very busy and dangerous scenic highway that runs along the North Shore of Lake Superior.</p> <p>Furthermore, I am surprised at the incredibly slow rate of completion of you plan - 50 years?! How many of us current bikers can even hope to be alive in 50 years. I'm already 67 and, while many of my biking friends are much younger, they too may be too old to ever enjoy the fully completed statewide bike system.</p> <p>Thank you so much for making this plan available. Again, I am anxious and impatient for its completion and its connection to the trail as planned for the North Shore, hopefully to be coordinated with the existing bike trail as partially completed.</p> <p>Thank you again,</p>	<p>Thank you for your comment. MnDOT will be planning a route for U.S. Bike Route 41 this summer, which will be from St. Paul to Grand Portage. If interested, sign-up for email updates at http://www.dot.state.mn.us/bike/index.html.</p>
91	<p>After being in Copenhagen Denmark visiting our daughter who studied abroad for a semester I really got a different view point on the possibilities of biking for daily function. If we only develop biking infrastructure for recreational biking I think we're missing the bigger picture. If safe biking can be incorporated into our daily essential travel then I think we're reaping the benefits of better health, and less air pollution. The main hold back I see in MN is lack of sizable dedicated bike lanes with something that restricts cars from being in the bike lane. In Denmark there is actually a curb from street level to bike level, and it's nice and wide. Definitely not the 2' curb section that's given on many Minneapolis roads. It's not enough to provide safety for the bikers. I believe more people would bike if there were safer biking areas to get to work, groceries, etc. Also in Denmark the bikes have the right away much like pedestrians do here. In fact there, the pedestrians need to give the bikers the right away. Also the bike paths are maintained extremely well. While biking over there we never saw potholes, cracks, gravel on the bike paths. I think the metro would benefit on planning this into future infrastructure as the population grows. I believe it will become more and more necessary. We have downtown skyways for walking, for winter why not downtown bikeways of some nature too. The public transportation also was very easy to bring a bike on and exit which was helpful too. Even in smaller communities I believe this would be a benefit. My husband biked for a while, in our small town of 10,000 but found it too dangerous even with bright colored clothing. Cars refused to share the road with him and missed seeing him. Just like cars miss seeing motorcycles sometimes (and at least they can go the same speed). Bikes can not! Thanks for working on improving biking conditions in Minnesota. I appreciate what's been done so far and hope more continues to be done.</p>	<p>Thank you for sharing your comment.</p>
94	<p>Hi -</p> <p>I skimmed thru the plan, it looks very thorough and positive.</p> <p>I do see your notes regarding education - I live up north and ride a lot of narrow roads - I think very few drives and law enforcement officials understand there is a 3 foot law when passing, so getting that law better known would be great.</p> <p>My main concern with safety are rumble strips on rural roads, they make biking almost impossible on certain roads. I brought this up with the now retired Lake</p>	<p>Thank you for sharing your comments. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years.</p>

	<p>County Highway engineer and he essentially ignored me. (Al Goodman) I asked him if he could put up some "Share the road signs" on those dangerous stretches - he quickly told me no he would not.</p> <p>Rumble strips are awful for bikers!</p>	
96	<p>I will not be able to make a community presentation in Mankato on November 2.</p> <p>I wanted to offer the following comments and highlights from the report:</p> <ol style="list-style-type: none"> 1. I agree that local route within cities is an important aspect to get people to make short trips on a bike where they otherwise would take a car. 2. Signage along roadways is effective at pointing out potential routes to people who may consider biking in an area or town, and it alerts the drivers of motor vehicles that bikes may be on the road. 3. In rural areas a sufficient shoulder is acceptable if a rumble strip is placed at the white line on the ride of the road or perhaps a double white line with a rumble strip could be placed. It may be cost prohibitive to offer separate bike lanes in all areas. I live in Nicollet county and rumble strips were placed just outside the white lines on several county roads I frequently cycle for exercise. With little shoulder left that is still paved, I now have to bike "inside" the white line and expose myself to traffic much more. 4. Development of the statewide major corridors would be a welcome addition to recreation and would spur further economic development to support the bikers that travel these trails. 5. I am excited to see aspects of plan move forward. More information dissemination would be great as the years go by. 	<p>Thank you for sharing your comments. Related to your third point, MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered.</p>
98	<p>Although the plan's focus on local context is very admirable, I'd like to see a bit more focus on schools in local areas. Trying to contact schools before beginning projects, to find out what areas can best suit safe bicycling, could help increase ridership among school age children.</p>	<p>Thanks for your comment. MnDOT agrees Safe Routes to School is an important part of a Statewide Bicycle System Plan. In the summer of 2015, MnDOT adopted a Safe Routes to School Strategic Plan, and during the revision process for the Statewide Bicycle System Plan strategies that align between both plans have been integrated. For example, under strategy 4 in chapter 4, technical assistance provided for SRTS has been included, and education efforts like Walk! Bike! Fun! have been incorporated.</p>
104	<p>Students who attend the Rochester Alternative Learning Center on the south side of Rochester (Address: 37 Woodlake Drive SE, Rochester, MN 55904) are not able to walk or bike safely to that school. A large infrastructure project is needed to provide a pedestrian bridge over Highway 52, and a trail connection is needed so students can bike to school. Since this is an alternative school and night school, bussing is not always available when students need it. Many students biked to their last location, but when the school site was moved last year, the option for active transport to and from school was all but eliminated.</p>	<p>Thank you for sharing your comment. Safe Routes to School efforts with secondary schools should be coordinated with local planning. The City of Rochester has information on SRTS here: https://www.co.olmsted.mn.us/planning/programs_projects/Pages/RochesterSafeRoutesToSchoolPlan.aspx</p>
108	<p>Thanks for working on this issue. Anything you can do is much appreciated.</p> <p>The one area I think could use some emphasis is snow removal during the winter time. I believe the major routes in the Twin Cities should be given a high priority for cleaning after snow/ice storms.</p> <p>I was wondering if on two lane roads with a gravel shoulder if a narrow (2 foot wide) bike lane would make sense. This lane could be inexpensively laid down at the edge of the shoulder, to give maximum separation from the auto lanes.</p> <p>I have to pass on a sight I saw at the Ramsey County leaf recycling place. A man on a bicycle with a kiddie trailer had an enormous blue tarp full of leaves. Bicycles can be used for lots of things! I wish I had thought to take a picture.</p>	<p>Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.</p>
111	<p>To whom it may concern:</p> <p>The City of Winthrop is very much in support of implementing a state wide bicycle plan. We have been working together with Arlington, Gaylord, Gibbon and Green Isle, Henderson and New Auburn on our own county wide Prairie Line Trail. Stage two of the project has just been completed, and most of the engineering work has been completed. We would like to somehow speed up the process of finishing the trail throughout Sibley County and hopefully the statewide bicycle plan would help in our efforts. I have attached a brochure of the project.</p> <p>Please let me know if there is any way the City of Winthrop can help with this project.</p>	<p>Thank you for your comment. Per strategy 6, MnDOT plans to coordinate with regional and local partners to efficiently respond to local and regional bicycle connections.</p>
114	<p>I am not sure whether this is the right place to comment but here are some of my comments on the newly constructed bike lane on Oak St.</p> <p>The newly constructed bike lane on Oak St has a few issues:</p> <ol style="list-style-type: none"> 1) Since the lane is on the west side of the street, traffic may not realize that bikes are also traveling toward north on the opposite side of the street. I travel north on Oak St to get to school and have almost got into collisions with cars three times in the last 2 weeks because i: motorists traveling north attempting to turn left onto Delaware St SE to failed to yield; ii: motorists traveling east attempting to right turn on to Oak St failed to yield. I have also seen other cyclists getting into dangerous situations because of this. 2) Speed limit on Oak St is not very clearly stated. Cars traveling on the could easily go as fast as 40 mph judging from my point of view. This is extremely dangerous, considering a lot of people cross Oak St to get to dorms, on-street parking and parking lots etc. I have seen cars and cyclists traveling north running red lights at the T intersection of Oak St and Delaware St SE as well. <p>Thank you.</p>	<p>Thank you for sharing your comment. The street mention is in the City of Minneapolis on the University of Minnesota Campus. Comments about the facility have been forwarded to the City of Minneapolis.</p>
116	<p>Blinking yellow turn signal is going same time pedestrian signal goes on. Would think turn signal would be red when pedestrian has right of way. Have been trying to get this fixed since end of August. County road 61 Maple Grove all lights have this issue. Hennepin county indicated looking at something from Edina? One of the lights with issue is in front of elementary school!</p>	<p>Thank you for your comment and support of pedestrian safety. Please contact the local municipality regarding your concerns.</p>
117	<p>Thanks for drafting a good document. I do offer this one comment: On page 15/16 are the discussions of the RDO and the MPO. Notice the difference? RDOs are "invaluable assets", involved in many activities (ATPs, SR2S,SHIP TAP),</p>	<p>Thank you for your comment. The revised plan addresses the concerns raised related to how MPOs are described.</p>

	<p>engaged with MnDOT. How are MPOs written - rather bland, no mention of 3C with MnDOT (MnDOT is not even referenced; only state). Also, since each of us must have multi-modal, fiscally constrained plans, how can just some of us have bicycle plans?</p> <p>The write-up on MPOs needs to be significantly rewritten and offer a more positive description of our 3C process and outcomes.</p>	
121	<p>3. Breakdown (70/30) of overall funding seems inappropriate - if 2-3 times the number of people prefer local travel (p23), this suggests a ratio of 75/25, or even higher, in favor of local routes. And, if crashes are more common on State Aid routes (67%) than on State/US trunk highways (11%) (p77), shouldn't that be reflected in the funding (6:1 / (83/16 split))?</p> <p>5. The focus on State Bikeways seems misguided, unless it is strictly limited to trails that coincide with local systems. Even with a fully developed State Bikeway system (or even just the prioritized routes contained in this plan), the vast majority of people will still be making the almost all of their bicycle trips (and miles traveled) on local and regional systems (commuting (work or school), utility (groceries, errands), or recreation) within proximity to their homes. The report specifically mentions this - People of every age and ability are more likely to consider bicycling short distances for either utilitarian or recreational purposes than long-distance rides (p51). To encourage increased overall trips, facilitate the local system instead of the State Bikeways.</p> <p>7. Similarly, it seems the focus of this plan is entirely on trips along or across the State trunk highway system (several references). Given that most bike routes aren't along State trunk highways, doesn't making them the sole focus severely limit the ability to increase ridership?</p> <p>8. State Aid to facilitate design and construction of bicycling infrastructure that is preferred by stakeholders, shouldn't MnDOT do more than encourage alignment between State Aid standards and design standards for MnDOT roads in order to promote consistent industry practices and riding experiences for the general public. (p54)? Perhaps by ensuring or mandating, instead of encouraging?</p> <p>10. (p56) How can MnDOT (or anyone) identify areas most in need of safety improvement if people don't ride there because it is unsafe? I recognize the limitation that we can only track what is measured, so shouldn't there be a more in-depth study of where people want (need) to bike, instead of just relying on where crashes / collisions occur?</p> <p>16. (p69) MnDOT is prepared to evaluate programming requirements and design guidelines to support investments in separated facilities. Implementing programming requirements seems more in line with the goal of increasing ridership than evaluating programming requirements?</p> <p>18. STRATEGY 20: Review the Minnesota Bikeway Facility Design Manual every two years (p70). Commit to more frequent updates, not just regular review and periodic update!</p> <p>a. Also does releasing an update truly encourage adoption / use of the new best practices in bicycle infrastructure design and construction? Or should there also be associated training and review of actual designs to confirm that new best practices are actually being implemented and not just left on the shelf ?</p> <p>20. Assets / Tracking bicycling infrastructure (p78) how could this be expanded to include crowdsourcing? Isn't there a guy in Portland who modified his own bike with a tablet so he could track where potholes, dangerous conditions, etc. exist?</p> <p>21. (p79) Target: Ninety percent of MnDOT projects with an identified need include bicycling improvements. Performance: MnDOT started requiring the documentation of bicycling needs for projects constructed in 2015. In state fiscal years 2015 and 2016, MnDOT identified bicycle needs on 38 projects. Of those projects, 29 (76 percent) included improvements for bicycling in the scope of work. How many of these were constructed? Recommend this be included in annual Report to public.</p>	<p>Thank you for sharing your comment.</p> <p>3.) The 70/30 is currently a target for spending and adjustments may be made.</p> <p>5.) For the state bikeways, during public engagement, key finding #2 validates why a portion of funds are targeted at state bikeways: people value state bikeway, but people value opportunities for local and regional bicycle travel more.</p> <p>7.) While this plan has some guidance for other jurisdictions to consider, it is ultimately a plan for what MnDOT can do on its roadways.</p> <p>8.) A law was passed in 2015 requiring alignment.</p> <p>10.) The strategy related to creating a safety plan is one approach for creating safer places for people biking. The Statewide Bicycle System Plan recognizes people want to travel locally, and this was prioritized.</p> <p>16.) Strategy 20, which supports updating the design manual, recognizes the need for MnDOT to be more responsive to evolving facility designs.</p> <p>18.) Some changes to the design manual may happen in the interim, and will be tracked and reported.</p> <p>20.) Thank you for your comment.</p> <p>21.) It is currently unknown how many projects will be constructed. This will be reported in MnDOT's Annual Performance Report.</p>
123	<p>The plan is comprehensive and considers the breadth and depth of cycling needs - locally, regionally, and state-wide. Of course, such comprehensiveness has a price tag and it is imperative that policy makers acknowledge that only funding infrastructure specific to motorized vehicular transportation seriously undercuts the potential and need for cycling growth, in MN. Planning for, and funding cycling infrastructure need not be a significant challenge to the creation of an overall transportation funding mechanism. Oftentimes, a little bit of paint and a few more feet of bituminous is all that is needed to create a safe and comfortable cycling experience.</p>	<p>Thank you for sharing your comment.</p>
124	<p>After reviewing the ambitious Statewide Bicycle System plan I am pleased to see the focus on connecting local bicycle infrastructure assets and encouragement for riders of all levels. However I did not see (unless I missed it) much information about assisting local agencies in maintaining their bicycle infrastructure. As a whole, the state and the local cities in our state have done a great job of building new infrastructure. However as our network grows we must think about maintaining it in the future (pavement, additional bridges, cycletracks, plowing). If we are not careful, we will find ourselves in a similar situation as our state roads are in currently- more miles of road than we are able to maintain.</p> <p>Thanks for all your great work on this project. Now let's implement this plan and continue to make Minnesota a great bike state!</p>	<p>Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.</p>
126	<p>After having reviewed the 2005 Bicycle Modal Plan and the current Statewide Bike Plan, it is clear that in ten years MnDOT is making essentially the same proposal. MnDOT is focused on the window dressing of cross state bike routes that serve a minority. Rather, this plan should be tying the cross state routes into an actual plan with measures, timeline, demand level, target population and schedule. This makes it a plan. In adopting this approach what would get exposed is that urban and rural poor and the common people who use bikes in place of a car are not being served. I am concerned because creating cross state bike routes without a clear plan for routes like, for example, #96 and #61 in White Bear Lake, misses the primary purpose of biking which is using something other than a car to get to the doctor, school, work, library or get milk. Establishing these routes give people making local trips a safe way to cross interstate highways. Now interstates and trunk highways bisect communities. The current, proposed plan is lost in the grandiose planning of a state system, when the need is very human and very local.</p>	<p>Thank you for sharing your comment. Through the public engagement process MnDOT found people value local opportunities for local and regional bicycle travel more than state bikeways. As a result, the plan identifies that MnDOT will target approximately 70 percent of funds for bicycling toward projects that support local and regional networks on the MnDOT system.</p>

127	<p>Overall, good and admirable goals and general strategies.</p> <p>--Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections.</p> <p>--Repaving/overlay projects should always include the shoulders/bike lanes.</p> <p>--Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered.</p> <p>--Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato.</p> <p>--No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.</p>	<p>Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.</p>
129	<p>In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.</p>	<p>Thank you for your comments. Where appropriate suggestions were incorporated.</p>
135	<p>It is good start! But it should still commit to gathering more detailed input from urban, high-density areas with low income and minority populations. What were the demographics of participants in the engagement survey? It looks like a plan that invests more in rural and suburban areas. Metro cities and counties must be more actively engaged to coordinate efforts, planning and funding.</p>	<p>Thank you for sharing your comment. MnDOT heard from over 4,000 people during public engagement. Public events were held throughout the state. Through some of the online surveys there are estimates of over 63% of respondents are from the Twin Cities metropolitan area.</p>
140	<p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic. For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you</p>	<p>Thank you for your comments. A corridor in proximity of Hwy 212 was identified as a priority.</p>
141	<p>There are a lot of good words and ideas in the plan, e.g., developing strategies, cooperating with partners, promoting awareness, ensuring accessibility, etc., and I think we can recognize that Minnesota and many local communities in the state are ahead of most of the rest of the country in developing bicycling transportation systems. However, below are a few components that I noticed are missing or insufficient in the plan.</p> <ol style="list-style-type: none"> 1. First the level of funding is recommended at \$10 million per year through 2033. This is woefully inadequate, does not account for rising costs, and does not adequately include maintenance of existing infrastructure. The plan should incorporate cost increases, and it should show a breakdown of how funds would be allocated. 2. Second, the plan should address statewide policy priorities by stating definitively that bicycle and pedestrian components must be included in all funded highway projects. 3. The section on measuring performance specifically calls out ridership among women as a metric. The ridership performance measure should also include minority ridership as a metric. Communities of color are underserved by bicycle facilities, and there are other structural and social barriers to minority ridership that the department needs to recognize and address. 4. The section on safety contains very good points about education and awareness, improved infrastructure, traffic calming, and crash analysis. However, the 	<ol style="list-style-type: none"> 1. The \$10 million represents only MnDOT investments on the trunk highway network. There are additional resources from cities and counties and other state and federal resources not reflected in investments. 2.) The existing Complete Streets policy requires that walking and bicycling shall be considered in all projects. http://www.dot.state.mn.us/planning/completestreets/index.html 3.) This important perspective. MnDOT is continuously improving our methodology for collecting performance measures, and will keep this in consideration. 4.) This is not within the authority of MnDOT.

	plan should specifically recognize the special vulnerability of bicyclists and pedestrians in a car-dominated transportation system. The department should expressly call out this vulnerability, and propose that in car-bike crashes the financial and legal burdens should be presumed to start with the car. This burden of responsibility structure exists in other jurisdictions and should be adopted in Minnesota.	
148	I'm interested in seeing more miles of improved local ride to school/work safe routes in contrast to high profile recreation corridors (which I still do appreciate the long distance corridors). And rehabbing existing recreation trails for long-term durability	Thank you for sharing your comment.
150	would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking, and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.	Thank you for sharing your comment.
151	I generally like the overall plan. I approve of the selected high priority corridors. I think state support for bicycling infrastructure along state routes in towns and along bridges would be very helpful. When I ride from city to city, I like riding shoulders that are protected by rumble strips with gaps where I can cross from the roadway to the shoulder and back. Things that I like about riding on existing roads include that they tend to have good grades, the surface tends to be smoother and better maintained than trails, they have helpful signage and the businesses I want to access along the way are along these roads.	Thank you for sharing your comment.
152	- prioritizing scenic & rural aspects of routes & less about fastest & easiest route from point A to B; - connect regional outdoor recreational & park destinations (i.e., Flandreau State Park -> MPLS/STP -> Sakatah State Park -> Nerstrand/Biglands; - long term funding solutions to making eery rural & urban road bicycle friendly, safe & desirable to ride; - what is MnDOT's understanding of what makes road & transportation design "bike friendly"?; - fat biking, horse & ATV compatibility for non-paved routes & networks like MN River Valley Recreational Area; - these trails & routes / corridors make a big difference economically for our downtowns & keeps the unique place specific retail strong; - super pumped up for the MN River Valley State trail & the Sakatah -> Northfield cannon river trail loop	Thank you for sharing your comment. MnDOT follows the League of American Bicyclist's definition for bicycle friendly: http://www.bikeleague.org/bfa
153	Now that the state has developed a vision for a bicycle system, I favor having the state focus its attention on providing some dollars to overcome "big" barriers / obstacles. An example in the Mankato area is the obstacle created by the Minnesota River. A prioritization process would also be needed, for the programming of projects. Clarification of recreational vs. transportation is important to make decisions on funding levels. Except in a few cases, I don't think the federal government should be a big player.	Thank you for sharing your comment.
155	As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)	Thank you for sharing your comment.
156	I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?	Thank you for sharing your comment.
163	Consider how to address racial, economic and other disparities as part of local planning assistance. In addition to more diverse community engagement, communities may need assistance identifying areas or neighborhoods left out of investment. The Rochester - Olmsted Council of Governments Environmental Justice protocol could serve as a model.	Thank you for sharing your comment.

Response

ENFORCEMENT

Response

Response for comments related to enforcement:

Minnesota continues to refine and update state laws for safe bicycling. State and local partners often work together to identify opportunities to update state legislation. The operation of bicycles in Minnesota is regulated by Minnesota statutes generally found in [section 169.222](#). Enforcement of laws often falls to local authorities, and local authorities may have additional rules or laws. When rules are followed and laws are enforced people bicycling and driving may be safer. The transportation system relies on people – whatever transportation mode they are using – following the laws.

Comments

ID	COMMENT	RESPONSE
49	<p>Before any plan for a wider bike plan goes into effect I think there should be some better rules laid down for the sharing of the road to better protect the bikers. As a driver I can only do so much to protect them but there is so much more they can do to help things themselves.</p> <p>I know I have the three foot law, three feet between me and a biker, which I feel is fine, but what about the bikers? If there is three to four feet of pavement for them to ride on, why do they like to ride the white line? I have encountered this many times and it's frustrating that they feel they have the right to this much of the lane. I have also encountered times when there are multiply bikers together and they feel the need to ride side by side, once again putting one of them close or on top of the white line. I have found myself in a position of slowing up or going into oncoming traffic to keep my three foot distance on them, and when there is traffic behind me I am also leery of slowing down suddenly to avoid some mishap.</p> <p>One last problem I think that has to be addressed is what lane do bikers use? When I have come to an intersection I have found a biker in the left lane to turn with traffic. I thought they should cross in the cross walks instead of hampering the traffic lanes.</p> <p>When I ride my bike I always try to keep to the right as far as possible to stay out of the traffic lanes. I know that if there is a problem with traffic I wouldn't come out very well so why try to bring on problems? Today's riders seem to feel that as long as they</p>	Thank you for sharing your comments. All Minnesota traffic regulation are found in Minnesota State Statute Chapter 169.

	<p>have the right of way they are going to be safe. I wrote to the local paper about this this past year. There was a biker who responded that felt I was wrong for thinking they should stay to the right as far as possible or even use the walk/bike trails when they are present. Then another writer wrote in saying that he felt I was right and that bikers should be dealt with as a slow moving vehicle would be, with warnings and the like. I don't know if all that would be necessary for I think so much would be accomplished if the bikers stayed as far right as possible instead of riding the white line as well as staying in single file when on the road side. I don't mind sharing with them as long as they remember they are really sharing with us.</p>	
94	<p>I skimmed thru the plan, it looks very thorough and positive.</p> <p>I do see your notes regarding education - I live up north and ride a lot of narrow roads - I think very few drives and law enforcement officials understand there is a 3 foot law when passing, so getting that law better known would be great.</p> <p>My main concern with safety are rumble strips on rural roads, they make biking almost impossible on certain roads. I brought this up with the now retired Lake County Highway engineer and he essentially ignored me. (Al Goodman) I asked him if he could put up some "Share the road signs" on those dangerous stretches - he quickly told me no he would not.</p> <p>Rumble strips are awful for bikers!</p>	<p>Thank you for sharing your comments. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years.</p>
98	<p>Although the plan's focus on local context is very admirable, I'd like to see a bit more focus on schools in local areas. Trying to contact schools before beginning projects, to find out what areas can best suit safe bicycling, could help increase ridership among school age children.</p>	<p>Thanks for your comment. MnDOT agrees Safe Routes to School is an important part of a Statewide Bicycle System Plan. In the summer of 2015, MnDOT adopted a Safe Routes to School Strategic Plan, and during the revision process for the Statewide Bicycle System Plan strategies that align between both plans have been integrated. For example, under strategy 4 in chapter 4, technical assistance provided for SRTS has been included, and education efforts like Walk! Bike! Fun! have been incorporated.</p>
122	<p>The initial line in the plan reads "The Minnesota Department of Transportation is an agency dedicated to supporting a multi-modal transportation system." You need a sentence that shows a culture that is a lot more committed. Suggest, "The Minnesota Department of Transportation promises to follow and apply all laws related to ensuring a multi-modal transportation system at the scoping and planning project phases."</p> <p>This plan should not go forward without inclusion of an additional chapter about laws related to bicycles and pedestrian traffic, including civil rights. Take Ramsey County's lead on this: http://www.ramseycountypedbike.org/uploads/2/4/0/4/24047759/legal_framework_pri mer_-_draft_submission_-_081815.pdf</p> <p>Minnesota has some of the most comprehensive laws in the nation and they need to be included to educate people on their rights and clearly show in a project diagram how residents in Minnesota will be proactively and publicly engaged by MnDOT at the scoping and planning stages of a project. There is talk about outreach in the plan, but no clear path to project level implementation.</p> <p>Within this chapter there should be a link to and overview of the Review of Federal and Minnesota Laws on Pedestrian, Bicycle and Non-Motorized Transportation" . http://publichealthlawcenter.org/sites/default/files/MN%20Bike%20Ped%20Law%20R eview%20MnDOT%202013.pdf</p> <p>On page 13 of the current State Bike Plan available for comment there is a line about the 2005 multi-modal plan that reads MnDOT "lacked an institutional framework to support it (i.e. 2005 plan)" what does this mean lacked an institutional framework to support it and how has the framework changed to support full integration of bike and per into the transportation system under the proposed plan?</p> <p>We are going backward !, just before the Executive Summary in The Mn/DOT Bicycle Modal Plan in 2005 these laws (and others) were outlined!</p> <p>160.264 https://www.revisor.mn.gov/statutes/?id=160.264 160.265 https://www.revisor.mn.gov/statutes/?id=160.265 174.01 https://www.revisor.mn.gov/statutes/?id=174.01</p> <p>This plan presents a broad and beautiful vision, but lack details. For example, the dark blue line for the Twin Cities to Grand Portage via Hinckley and Duluth State-wide Priority corridor could be anywhere from west of 35E to east of U.S. Highway 61. If you have a vision for this corridor you must know what are the two primarily alignments. Present that homework.</p>	<p>Thank you for your comments. The Statewide Bicycle System Plan sets a vision for bicycling in Minnesota and is intended to be a guide, which identifies priorities for investments and resources allocation all within existing state and federal law.</p>
160	<p>1. enforcement is important. No sense investing in infrastructure if cars are still running cyclists off the road.; 2. nothing is more terrifying than a car looking for a parking spot. If they do so without using a signal, they should definitely get pulled over and maybe get a ticket.; 3. rolling through stop signs may seem ok but it can be very scary. 3. Another comment about signals: idling cars should have their hazards on. Thanks for the opportunity to voice these opinions!</p>	<p>Thank you for sharing your comments.</p>
161	<p>1. Start enforcing rules of the road. Use fines from violations to fund organization. 2. Start education for law enforcement personnel mandatory for new laws re: motorists, peds & bicyclists</p>	<p>Thank you for sharing your comments.</p>
162	<p>1. concerned about regulatory signage for legal size signs rather than the "toy" signage that are not legal or enforceable. 2. Better kiosk design & more locations linking locations to overall map. 3. Cross bike paths in north MPLS to 26th Street / Dowling etc. 4. Clear signage at difficult connections</p>	<p>Thank you for sharing your comments. Minnesota has a Manual on Uniform Traffic Control Devices, and chapter 9 covers Traffic Controls for Bicycle Facilities, which allows for various sizes depending on the context of the bikeway. More information can be found here: http://www.dot.state.mn.us/trafficeng/publ/mutcd/. Related to other comments, it is unclear what locations are suggested, and it may be likely these concerns should be mentioned to local municipalities.</p>

EVALUATION

Response

Response for comments related to evaluation:

Performance measures and evaluation efforts for bicycling continue to evolve. MnDOT's Bicycle and Pedestrian Section continues to work with partners internally and externally to refine how data measures and attributes are collected related to bicycling. Over the course of implementation for this plan there are strategies that specifically address better collecting data and metrics to inform progress on bicycling.

Comments

ID	COMMENT	RESPONSE
65	I wholeheartedly support this plan. I am a year-round bike commuter who also rides local and regional trails on weekends. I like the balance of local and statewide emphasis in the plan, efforts to document and encourage increased ridership, and acknowledgement that expanded trails require maintenance. Best of luck with implementation!	Thank you for your supportive comment.
121	<p>1. Thank you very much for the opportunity to respond to this plan!</p> <p>9. Tracking bicycle infrastructure spending (p55) will this include reporting to the public?</p> <p>10. (p56) How can MnDOT (or anyone) identify areas most in need of safety improvement if people don't ride there because it is unsafe? I recognize the limitation that we can only track what is measured, so shouldn't there be a more in-depth study of where people want (need) to bike, instead of just relying on where crashes / collisions occur?</p> <p>11. (p65) Not necessarily related to the Bike Plan, but shouldn't Toward Zero Deaths (TZD) be re-focused / re-branded to be Toward Zero Incapacitating Injuries? If a cyclist (or automobilist) receives incapacitating injuries, there is still a very large impact to their lives, their families lives, and to the rest of society.</p> <p>14. Increase data collection capabilities through alternate platforms. For example:</p> <p>a. license My Tracks (the app that Met Council licensed from San Francisco) to track bicycle trips</p> <p>b. Develop and distribute free (or for low cost) GPS trackers or SIM card trackers that can be used to more fully document ALL levels of riders, not just those with smartphones</p> <p>c. How many permanent bike counters will there be (p76)? And where might they be located? It seems this method, while probably helpful for already identified commuting / utility routes, is very limited !</p> <p>16. (p69) MnDOT is prepared to evaluate programming requirements and design guidelines to support investments in separated facilities. Implementing programming requirements seems more in line with the goal of</p> <p>19. Annual Bicycle-Vehicle Crashes (p77) it says MnDOT will track crashes. Will they also report, to the public, on those crashes?</p> <p>20. Assets / Tracking bicycling infrastructure (p78) how could this be expanded to include crowdsourcing? Isn't there a guy in Portland who modified his own bike with a tablet so he could track where potholes, dangerous conditions, etc. exist?</p> <p>21. (p79) Target: Ninety percent of MnDOT projects with an identified need include bicycling improvements. Performance: MnDOT started requiring the documentation of bicycling needs for projects constructed in 2015. In state fiscal years 2015 and 2016, MnDOT identified bicycle needs on 38 projects. Of those projects, 29 (76 percent) included improvements for bicycling in the scope of work. How many of these were constructed? Recommend this be included in annual Report to public.</p>	<p>Thank you for sharing your comment.</p> <p>9.) Yes, information will be public, and MnDOT has yet to determine the method for reporting.</p> <p>10.) The strategy related to creating a safety plan is one approach for creating safer places for people biking. The Statewide Bicycle System Plan recognizes people want to travel locally, and this was prioritized. 11.) Thank you for your comment; it will be passed along to TZD.</p> <p>14.) Thank you for your suggestions. MnDOT will not be pursuing these data collection methods at this time. Currently, MnDOT is planning to have at least two in every district, with a range of routes including on-street and separated bikeways. More information can be found at: http://www.dot.state.mn.us/bike/research/research.html.</p> <p>16.) Strategy 20, which supports updating the design manual, recognizes the need for MnDOT to be more responsive to evolving facility designs.</p> <p>19.) The Department of Public Safety reports crashes.</p> <p>20.) Thank you for your comment.</p> <p>21.) It is currently unknown how many projects will be constructed. This will be reported in MnDOT's Annual Performance Report.</p>
135	It is good start! But it should still commit to gathering more detailed input from urban, high-density areas with low income and minority populations. What were the demographics of participants in the engagement survey? It looks like a plan that invests more in rural and suburban areas. Metro cities and counties must be more actively engaged to coordinate efforts, planning and funding.	Thank you for sharing your comment. MnDOT heard from over 4,000 people during public engagement. Public events were held throughout the state. Through some of the online surveys there are estimates of over 63% of respondents are from the Twin Cities metropolitan area.
141	<p>There are a lot of good words and ideas in the plan, e.g., developing strategies, cooperating with partners, promoting awareness, ensuring accessibility, etc., and I think we can recognize that Minnesota and many local communities in the state are ahead of most of the rest of the country in developing bicycling transportation systems. However, below are a few components that I noticed are missing or insufficient in the plan.</p> <p>3. The section on measuring performance specifically calls out ridership among women as a metric. The ridership performance measure should also include minority ridership as a metric. Communities of color are underserved by bicycle facilities, and there are other structural and social barriers to minority ridership that the department needs to recognize and address.</p> <p>4. The section on safety contains very good points about education and awareness, improved infrastructure, traffic calming, and crash analysis. However, the plan should specifically recognize the special vulnerability of bicyclists and pedestrians in a car-dominated transportation system. The department should expressly call out this vulnerability, and propose that in car-bike crashes the financial and legal burdens should be presumed to start with the car. This burden of responsibility structure exists in other jurisdictions and should be adopted in Minnesota.</p>	<p>3.) This important perspective. MnDOT is continuously improving our methodology for collecting performance measures, and will keep this in consideration.</p> <p>4.) This is not within the authority of MnDOT.</p>

DISTRICT 1

Response

Response related to comments from District 1:

District 1 covers the northeast portion of Minnesota and includes Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine and St. Louis Counties. Comments related to District 1 reference safe bicycling facilities, regional and state connections. Specifically, there were multiple references to the creation of a state bicycle route from St. Paul to Grand Portage, which is a route identified in the plan and in the process of being planned in 2016.

Comments

ID	COMMENT	RESPONSE
35	<p>Greetings! and thanks for your efforts to address the desire for a bike trails plan across the State.</p> <p>There is one tiny but very significant section of an otherwise compliant "standard" trail in Duluth, the Lakewalk between Canal Park and Brighton Beach.</p> <p>A design to complete a section of maximum non-motorized use trail across a 6-block gap in eastern Duluth does NOT recognize, thus not address and resolve, a non-compliant section that has too steep a grade and poor visibility around two excessively sharp turns. Political influence of special interest persons, the developers and buyers of high-end residential units adjacent to the land that the City acquired for the purpose of extending a compliant trail (the Lakewalk), have so-far managed to prevent completion of that intended, required!, shoreline trail. The City is NOT recognizing that an existing temporary trail is NOT safe for persons using wheels. Thus, nothing is being done to address the condition and need. Resolution is possible, but that is to place the trail along the City-owned shore between the million dollar + town homes and the lake, then remove the dangerous non-complaint section. The City has acquired the rights to the amount of land necessary for such a trail. An unanimous vote by the City Council dedicated a sufficient revenue source. But our "strong mayor" will not recognize the significant problem and move forward its intended resolution.</p> <p>Under our form of governance there is no means by which the Council or the citizens can effectively act to hold the Administration accountable. This condition needs the bright light from above/outside to enlighten the public and demand Administrative transparency on this matter. Please help us!</p>	<p>Thank you for your comment. This is a City of Duluth decision.</p>
73	<p>First off, thanks for having a plan. In looking over the bike plan I would like to suggest an area where I see a big return for the investment. I would suggest adding a shoulder to the Gunflint Trail (County State-Aid Hwy 12 or County Road 12) . I feel the adding this spur to one of your major high priority corridors would greatly expand the biking potential and make this a "destination" site. The ability to link bikes to the resorts/campgrounds along the Gunflint corridor is priceless. Being able to connect to all the forest roads currently in place works well to promote the multi-use of these roads and creates many miles of biking opportunities with just the investment of one connector link. I believe the investment required to add a shoulder to the trail could be offset by the economic payback once in place. To be able to promote lodge to lodge travel, bike packing, or gravel riding, truly is a great way to expand the resources that is unique to the Gunflint corridor. This may be one area where ATVs and Bikes could get together to provide greater access for all. I know there is only so many dollars to spread around however I believe a cost analysis would show a payback in a nearer term window. Thank you for your time and effort from a Minnesota native and avid biker working towards establishing a foothold back in the state (Just purchased a cabin off of the Gunflint Trail). I like what I see from the town of Grand Marais in promoting and providing biking access and I would love to see this expanded with the infrastructure of a shoulder on the Gunflint trail.</p>	<p>Thank you for your comment. MnDOT does not own County Road 12 and cannot make investment decisions on that roadway. That said, MnDOT is currently in the process of planning U.S. Bike Route 41, which will be from St. Paul up to Grand Portage. In the planning process this roadway could be a point of discussion with how it ties in.</p>
89	<p>Thanks for listening and providing this forum! I have three comments ...</p> <p>1) I live in Bemidji. Bicycling here is heavenly thanks to all the trails that the state constructed in recent years. I can attest to the enhanced enjoyment derived from the sport when one does not have to compete with and worry about motorized traffic.</p> <p>2) Here in Bemidji we have dozens and dozens of transcontinental bicyclist come through our town every year along US highway #2. I see on your map that this corridor does not have very high priority for future trail construction, yet these tourists would greatly benefit if there were reasonable routes available that were off of this major highway. Getting through Duluth, specifically, is quite problematic ... I did it myself back in 1993. Creative riders can find backroad routes between Grand Forks and Bemidji, I would say, but from Bemidji to Duluth it's hard to go off #2 without adding a lot of miles to the trip.</p> <p>3) The state's bicycle plan document that I found online is daunting in its length and detail! I wonder if a ten-page summary document might scare away fewer people and thus engender more exchange of ideas.</p>	<p>Thank you for your comments and support. Related to your comment about statewide bicycle routes, the corridors identified are based on public input and are prioritized as such. Lastly, MnDOT will provide an executive summary with the final plan.</p>
90	<p>The Minnesota State plan certainly impresses me as very thorough and I certainly anticipate its completion.</p> <p>One question or critique I have: Your plan apparently does not incorporate the existing but not yet complete Gitchie Gammi Bike Trail which will eventually connect Duluth, MN to Grand Portage, MN, as I understand it. I am an avid bicyclist but it's terribly frustrating to only be able to bike specific sections of the Gitchie Gammi trail without having to turn around or, more dangerously, bike on the sides of Highway 61, a very busy and dangerous scenic highway that runs along the North Shore of Lake Superior.</p> <p>Furthermore, I am surprised at the incredibly slow rate of completion of you plan - 50 years?! How many of us current bikers can even hope to be alive in 50 years. I'm already 67 and, while many of my biking friends are much younger, they too may be too old to ever enjoy the fully completed statewide bike system.</p> <p>Thank you so much for making this plan available. Again, I am anxious and impatient for its completion and its connection to the trail as planned for the North Shore, hopefully to be coordinated with the existing bike trail as partially completed.</p>	<p>Thank you for your comment. MnDOT will be planning a route for U.S. Bike Route 41 this summer, which will be from St. Paul to Grand Portage. If interested, sign-up for email updates at http://www.dot.state.mn.us/bike/index.html.</p>
94	<p>I skimmed thru the plan, it looks very thorough and positive.</p> <p>I do see your notes regarding education - I live up north and ride a lot of narrow roads - I think very few drives and law enforcement officials understand there is a 3 foot law when passing, so getting that law better known would be great.</p> <p>My main concern with safety are rumble strips on rural roads, they make biking almost impossible on certain roads. I brought this up with the now retired Lake County Highway engineer and he essentially ignored me. (Al Goodman) I asked him if he could put up some "Share the road signs" on those dangerous stretches - he quickly told me no he would not.</p>	<p>Thank you for sharing your comments. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years.</p>

	Rumble strips are awful for bikers!	
99	I would like to see some consideration given to a bike trail along MN highway 46 in Itasca Co. MN46 runs from Deer River to Northome thru the Chippewa National Forest and is designated as the "Avenue of Pines" highway. This bike trail could connect with Chippewa Nat'l Forest trails already in place! Maybe a partnership between MnDOT and the Chip could help facilitate this project!	Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.
125	Thanks for the opportunity to comment, I have just one item that you should be aware of. The Heartland State Trail and the proposed spur to Itasca State Park, are both designated as "Destination" trails in the DNR's comprehensive bike plan. Please consider raising the priority in your plan from medium to high, to be consistent with the DNR. The reason for their designation relates to the connection of Park Rapids with the popular Itasca State Park and its further connection to the Mississippi River Trail and Paul Bunyan State Trail. Thank you,	Thank you for sharing your comment. MnDOT is coordinating with the DNR on how statewide trails fit in the overall system.
131	would like to know more about the north shore segment. only shows one route headed that way but I know there are more small towns and areas west of 61	Thank you for your comment. This is U.S. Bicycle Route 41 (from St. Paul to Grand Portage), which is currently in the process of developing a plan by the fall of 2016.
134	Washington County's comments <ul style="list-style-type: none"> The Twin Cities to Grand Portage, Via Hinckley and Duluth, a High Priority Corridor, is along the Rush Line Corridor. Currently, this is also the Hardwood Creek Regional Trail. There is less than a two-mile gap remaining in this section that should be completed. 	Thank you for your comments. The Metropolitan Council gave significant consideration to transit ways when developing the Regional Bicycle Transportation. MnDOT looks forward to partnering with Washington County with its comprehensive plan update.
139	I am in full support of a state-wide bike trail system. And, as a resident of Park Rapids, MN I also strongly support the proposed Heartland Trail Spur to Itasca State Park. This trail will connect a city with a major state park, and would be used by many, including me. As proposed, the southern portion would be built in the right of way of a scenic county road for about half its length, with the second half traversing county forested land. In this second half a biker is surrounded by mixed forest for approximately 10-12 miles, making it a rather unique trail. Please accept my comments as an indication of my full support for expansion of the state trail system and the proposed Heartland Trail Spur to Itasca State Park.	Thank you for your supportive comment.
155	As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)	Thank you for sharing your comment.
156	I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?	Thank you for sharing your comment.
157	I love the bike paths. I have two small kids and would feel much safer with them riding on a guarded off area or separate path. Please keep the bike paths coming they are very important! Thanks	Thank you for sharing your comment.
159	1. chose Grand Rapids to live because of trails, pools, jobs etc.; 2. Bikes to work, is interested in bike tourism; likes roads with a shoulder; designated routes so they know where to ride with family vacations - has a wife & 3 yo; 3. new bridge on 169 is being build and how separate bike ped bridge has better scoping - wonders if it would have been a better use; 4. funding questions - related to how to use funding wisely.; 5. flexibility - concerned about excuses not to build something because people think once they build it they can't take it away.	Thank you for sharing your comment.

DISTRICT 2

Response

Response for comments related to District 2:

District 2 covers the northwest portion of Minnesota and includes Kittson, Roseau, Lake of the Woods, Marshall, Beltrami, Polk, Pennington, Red Lake, Clearwater, Norman, Hubbard and parts of Cass, Mahnommen and Koochiching Counties. Comments regionally identified reference specific resources.

Comments

ID	COMMENT	RESPONSE
89	Thanks for listening and providing this forum! I have three comments ... 1) I live in Bemidji. Bicycling here is heavenly thanks to all the trails that the state constructed in recent years. I can attest to the enhanced enjoyment derived from the sport when one does not have to compete with and worry about motorized traffic. 2) Here in Bemidji we have dozens and dozens of transcontinental bicyclist come through our town every year along US highway #2. I see on your map that this corridor does not have very high priority for future trail construction, yet these tourists would greatly benefit if there were reasonable routes available that were off of this major highway. Getting through Duluth, specifically, is quite problematic ... I did it myself back in 1993. Creative riders can find backroad routes between Grand Forks and Bemidji, I would say, but from Bemidji to Duluth it's hard to go off #2 without adding a lot of miles to the trip. 3) The state's bicycle plan document that I found online is daunting in its length and detail! I wonder if a ten-page summary document might scare away fewer people and thus engender more exchange of ideas.	Thank you for your comments and support. Related to your comment about statewide bicycle routes, the corridors identified are based on public input and are prioritized as such. Lastly, MnDOT will provide an executive summary with the final plan.
97	Our town of Northome in northern MN is located at the apex of three state highways (#1, #46, #71). I would like to advocate for a bicycle trail following any of these three state highways (there is a mile bike trail now connecting school and town along #1 east). Trails along #46 south or #71 north or south could connect our town to others. Please keep me informed about the coffee shop chats scheduled in November. Thank You.	Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.
99	I would like to see some consideration given to a bike trail along MN highway 46 in Itasca Co. MN46 runs from Deer River to Northome thru the Chippewa National	Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority

	Forest and is designated as the "Avenue of Pines" highway. This bike trail could connect with Chippewa Nat'l Forest trails already in place! Maybe a partnership between MnDOT and the Chip could help facilitate this project!	Corridors.
117	<p>Thanks for drafting a good document. I do offer this one comment: On page 15/16 are the discussions of the RDO and the MPO. Notice the difference? RDOs are "invaluable assets", involved in many activities (ATPs, SR2S,SHIP TAP), engaged with MnDOT. How are MPOs written - rather bland, no mention of 3C with MnDOT (MnDOT is not even referenced; only state). Also, since each of us must have multi-modal, fiscally constrained plans, how can just some of us have bicycle plans?</p> <p>The write-up on MPOs needs to be significantly rewritten and offer a more positive description of our 3C process and outcomes.</p>	Thank you for your comment. The revised plan addresses the concerns raised related to how MPOs are described.
125	Thanks for the opportunity to comment, I have just one item that you should be aware of. The Heartland State Trail and the proposed spur to Itasca State Park, are both designated as "Destination" trails in the DNR's comprehensive bike plan. Please consider raising the priority in your plan from medium to high, to be consistent with the DNR. The reason for their designation relates to the connection of Park Rapids with the popular Itasca State Park and its further connection to the Mississippi River Trail and Paul Bunyan State Trail.	Thank you for sharing your comment. MnDOT is coordinating with the DNR on how statewide trails fit in the overall system.
139	I am in full support of a state-wide bike trail system. And, as a resident of Park Rapids, MN I also strongly support the proposed Heartland Trail Spur to Itasca State Park. This trail will connect a city with a major state park, and would be used by many, including me. As proposed, the southern portion would be built in the right of way of a scenic county road for about half its length, with the second half traversing county forested land. In this second half a biker is surrounded by mixed forest for approximately 10-12 miles, making it a rather unique trail. Please accept my comments as an indication of my full support for expansion of the state trail system and the proposed Heartland Trail Spur to Itasca State Park.	Thank you for your supportive comment.
146	Great to hear that a focus on what is done locally in communities is a key point of emphasis for MnDOT. Thank you	Thank you for your comments.
147	I like the idea and priority to support LOCAL BIKEWAY CONNECTIONS. Thank you and I look forward to making connections in Bemidji	Thank you for sharing your comment.
148	I'm interested in seeing more miles of improved local ride to school/work safe routes in contrast to high profile recreation corridors (which I still do appreciate the long distance corridors). And rehabbing existing recreation trails for long-term durability	Thank you for sharing your comment.
149	Very good plan, esp with the emphasis on health. Keep the emphasis on local connections in biking (as transportation) and on safety. Our communities need biking to be safe everywhere before it can fully take off. That and funding.	Thank you for sharing your comment.
150	would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking, and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.	Thank you for sharing your comment.
156	I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?	Thank you for sharing your comment.
157	I love the bike paths. I have two small kids and would feel much safer with them riding on a guarded off area or separate path. Please keep the bike paths coming they are very important! Thanks	Thank you for sharing your comment.
159	1. chose Grand Rapids to live because of trails, pools, jobs etc.; 2. Bikes to work, is interested in bike tourism; likes roads with a shoulder; designated routes so they know where to ride with family vacations - has a wife & 3 yo; 3. new bridge on 169 is being build and how separate bike ped bridge has better scoping - wonders if it would have been a better use; 4. funding questions - related to how to use funding wisely.; 5. flexibility - concerned about excuses not to build something because people think once they build it they can't take it away.	Thank you for sharing your comment.

DISTRICT 3

Response

Response related to comments from District 3:

District 3 covers the north-central portion of Minnesota and includes Aitkin, Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wright and Wadena Counties. Where relevant, comments from District 3 were incorporated into the plan revisions.

Comments

ID	COMMENT	RESPONSE
32	I would love to see the next mapped out route from the twin cities to Duluth And in the route if u could note places we could bike camp in route Thank u	This is U.S. Bicycle Route 41, which is currently in the process of developing a plan by the fall of 2016.
102	Hello. I bike commute year-round to the Elk River Northstar Station. It's time to connect downtown Elk River with the Northstar Station via trail! Easy to do: trail on south side of Hwy 10 from downtown at Main Street, through Babcock Park, under the Hwy 101 overpass continuing to Zane Street NW. Just over 1 mile. Let's build it! Here's a map: http://www.mappedometer.com/?maproute=475512 Thank you for your time.	Thank you for sharing your comment. Regional priority corridors were identified through public input and will be refined with regional and district plans.
120	<p>Thanks for the opportunity to review the Draft Statewide Bicycle System Plan. Overall, very nice job by your staff and consultant. Just have a few comments for your consideration that hopefully you can work into the Final Draft. They include:</p> <p>Page III Strategy 1 – Recommend rephrasing statement, “Using the State Bikeway Network as guidance, work with local agencies and stakeholders to designate routes as state bikeways...and as United States Bicycle Routes”</p> <p>Page IV Strategy 5 – Text of strategy shows up in blue font. Strategy 6 – Recommend rephrasing statement as follows: “Coordinate Consider regional and local stakeholder participation in MnDOT plans and projects...critical local and regional bicycle connections.” Strategy 9 – Per this past week's PMG meeting, it appears MnDOT's Cost Participation Manual will be reviewed and updated as part of regular MnSHIP update cycle. Do not know if it is wise to list a strategy that shows a special update as being recommended by this strategy. Gives the appearance we are already in conflict with our own cost participation policies and update process.</p> <p>Page VI Regarding the way potential projects should be prioritized, remove verbs, such as “Fund” and “Prioritize” from beginning of bullet statements.</p> <p>Page 16 Under Local Planning Initiatives, recommend rephrasing statement as follows: “...MnDOT staff participate actively can be made available to provide technical assistance...to review these plans...in existing and proposed local bicycling networks.”</p> <p>Page 32 Recommend additional clarification and context around the designation of the State Bikeway Network. Need to emphasize the routes depicted on the map are a “starting point” to guide future efforts to delineate actual bikeway routes within each corridor. Further collaboration and planning with our local partners and stakeholders is necessary for designation and implementation to occur.</p> <p>Page 33 Did not see “Figure 1” being referenced in the text on previous pages leading up to this map.</p> <p>Page 35 Under Regional Priority Corridors discussion, it was somewhat confusing distinguishing between the State Bikeway Network Priority Corridors map on page 33 and the district maps on pages 36-43. There appears to be additional routes and/or different priorities. Public input and preferences shown in the district maps (Figures 2 thru 8) should be used as input into the development of the state map. As it is shown, gives the appearance of conflicting priorities.</p> <p>Page 44 Reference to Winter 2015 workshops should be characterized as a “launch” or “kick-off” opportunity. Additional planning and refinement through a comprehensive planning process involving affected stakeholders and local agencies will need to occur. Not only must we involve local planning and engineering staff, we need to invite local policy makers into planning and decision making process, especially if local resources are to be used. Public engagement is also critical. Perhaps the plan, under this section, should make reference to a more formal planning process to validate routes and any future improvements.</p> <p>Page 46 See comments recommended on page III for Strategy 1 above.</p> <p>Page 52-53 Discussion of Improving State Trunk Highway for Local Bicycling Needs seems to hit all of the right points.</p> <p>Page 52 Under STIP/Work Plan Development, it's my understanding that CHIP stands for 10-year “Capital Highway Investment Proposal.”</p> <p>Page 54 Strategy 4 on this page should be shown as Strategy 5 to correspond with Executive Summary. Renumber remaining strategies accordingly through page 56. Strategy 12 should be Strategy 13. For new Strategy 6, see comments recommended on page IV above.</p> <p>Page 55 For new Strategy 9, see comments recommended on page IV above.</p> <p>Thanks again for the opportunity to comment. While I have recommended several comments/changes to the plan, I hope this does not take away from the excellent work that you and your plan team have done on the document as a whole. I am hopeful that you find my comments to be constructive and useful as your team puts</p>	Thank you for sharing your comments. Suggestions have been incorporated into the plan.

	the finishing touches on the plan.	
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DISTRICT 4

Response

Response related to comments from District 4:

District 4 cover the west central portion of Minnesota and includes Becker, Big Stone, Clay, Douglas, Grant, Mahnomen, Otter Tail, Pope, Stevens, Swift, Traverse and Wilkin Counties.

Comments

ID	COMMENT	RESPONSE
4	<p>I have heard of these planned routes for several years now, and would love to see them actually built. I live in Region 4 and would fully support the Moorhead to Alexandria path. But all that has happened so far is all talk, I can't imagine the money that has been spent on "projected" plans, I also know that when a path is finally built it will be done in the Twin Cities area. It is a common thing that the rest of the state is largely ignored and improvements are done in the Twin Cities area first. Unfortunately we have to deal with the large farm equipment in the smaller rural communities.</p> <p>Thank you and I seriously hope that this plan will someday move off the planning table and into the communities of the state.</p>	<p>Thank you for your comment. The connection mentioned is a Minnesota Department of Natural Resources trail system. Then Central Lakes Trail currently runs from Alexandria to Fergus Falls. Further corridor planning will be in coming years from Fergus Falls to Moorhead, as it was identified as a high priority corridor in the Statewide Bicycle System Plan (p. 33). Http://www.dnr.state.mn.us/state_trails/central_lakes/index.html</p>
60	<p>The bike trail between Perham and Pelican Rapids is projected to cost 14.2 million for 27 miles. That is way too much money for a bike trail that will get minimal use. Even if you factor snowmobiles in the winter you are assuming we will get snow for maybe 3 months. The cost is too high!</p>	<p>This is an effort of Otter Tail County. More information can be found at: http://www.co.otter-tail.mn.us/1003/Perham-to-Pelican-Rapids-Trail.</p>
85	<p>On pages 15-16 of the draft plan, there is a section on "Regional Development Organizations." It's important to note that there is a difference between a Regional Development "Organization" and a Regional Development "Commission." While the map on page 16 correctly depicts the status of Regional Development Commissions, it is inaccurate to say that Region 4 is not served by a Regional Development Organization. West Central Initiative is the RDO for Region 4. My preference would be that the language in the section remain the same, and that the map be updated to reflect that Region 4 does, in fact, have an active RDO. Thanks!</p>	<p>Thank you for your comment. The revisions will be made to the plan.</p>
142	<p>I would prefer small off-road paved loops for family outings in a large variety of locations.</p> <p>Lake associations could help with projects. Lake Ida near Alexandria is 10 miles from a bike trail; I'd like to see closer small loops, preferably paved, but mostly safe from traffic for younger kids.</p>	<p>Thank you for your comments. The plan references a broad preference of bicyclists to have separated facilities to ride on and that they would prefer to see investments in and around their communities. The plan also highlights the need to strengthen the capacity of local and regional entities to plan for bicycle opportunities. Lake associations could be partners in those efforts.</p>

DISTRICT 6

Response

Response related to comments from District 6:

District 6 covers the southeast portion of Minnesota and includes Dodge, Fillmore, Freeborn, Goodhue, Houston, Mower, Olmsted, Rice, Steele, Wabasha and Winona Counties.

Comments

ID	COMMENT	RESPONSE
42	Can you please complete the trail from Taopi, MN to the Iowa state line? This will, hopefully, connect to the Wapsi/Great Western Trail (IA). Taopi would become a center point for cyclists heading east/west and north/south, bringing tourist dollars to Taopi.	Please reference figure 6: District 6 Regional Priority Corridors, where there seems to be a north/south corridor identified near Lake Louise State Park heading south into Iowa.
53	<p>My comment involves a tad bit more information than can be conveyed in a text box. Please see https://docs.google.com/document/d/188LIVJudiK6PO87ahBAyLq1_RvDjUJdby69KAjogSnE/edit?usp=sharing</p> <p>Two issues are found in that document.</p> <p>1) Introducing the Follow the Bear (Creek) bike trail that would be a destination trail linking the entire city of Rochester to Chester Woods park.</p> <p>2) A review of http://www.dot.state.mn.us/planning/program/pdf/stip/2015-2018%20STIP%20FINAL.pdf Sequence Number 1032 (Project Number 159-090-020) for an example of a short-sighted plan that is a waste of money. Please cause this short sighted route that would go from Quarry Hill to Chester Woods to be stopped. Spend the money, instead, on the Follow the Bear (Creek) trail.</p> <p>If you have any questions, feel free to connect to me via my e-mail address</p>	<p>1) MnDOT's process identified the priority corridors through a pretty intensive public engagement effort. The location identified is an existing authorized State Trail as part of the Blufflands System for which the DNR is responsible. This fall, the DNR released a statewide plan (see link below) which looks at their different recreation elements. This segment was identified as a "partner-led core trail" which indicates that this is one of many trails across the state where the DNR will be looking to their local partners to take a leadership role on. The MnDOT Statewide Bicycle System Plan aligns well with the DNR plan in this regard.</p> <p>http://files.dnr.state.mn.us/input/mgmtplans/pat/system_plan/system_plan.pdf</p> <p>2) The process to identify the funding of the project referenced is local/regional. Between the Rochester-Olmsted Metropolitan Planning Organization planning process and the Area Transportation Partnership process, it was determined at a local level that this project was a priority over many others.</p>
58	<p>Really excited to see the priority bikeways. I have traveled them all, and some areas need improvement. However, my biggest gripe on state roadway touring, is that roadways like Highway 52 get upgraded to limited access highways prohibiting bikes, with no viable alternative. I was coming back from the Root River trail through Rochester, taking the Douglas Trail to Pine Island. My plan was to use H52 to Zumbrota, then head to Red Wing. I could not do that since H52 is now limited from Pine Island to Zumbrota. I had to look for alternatives, which were really not good choices (no shoulders or poor country roads). The recent state bike map still shows H52 open, but it is not. Limited highways usually have huge shoulders, and rumble strips, my choice of a state roadway. The alternatives tend to be country roads without shoulders, and usually poorer pavement. My biggest concerns on country roads is the young teenage driver, texting while driving and a low traffic road - they just do not see you. Then there are also, the pickups that believe bicyclists belong in the ditch- not on their roads! So, please do something about allowing bike riders on limited access state highways.</p> <p>By the way, I have traveled to Fargo, using the MRT to Walker, then cutting over to Fargo through Park Rapids and Detroit Lakes - it works. Coming back, I used old H52 to Fergus Falls, then the state trails. Took another trip to Milwaukee along H61 then came back through LaCrescent, to Root River Trails, up through Rochester to Woodbury. There really needs to be a good connection planning along H52 south into Rochester, and north to St. Paul.</p> <p>I typically put on 3500 to 4000 miles per year, mostly in MN and WI. You should set up a collection system to understand what routes we take. Just base it around your priority system. Could be as simple as indicating which connection points were taken, noting any problems encountered along the way. This would show you utilization and areas needed for improvements.</p> <p>Also, American Cycling is promoting overnight bike trips. These are excellent ways to get more people to experience roadway travel, and use State Parks nearby. Your programs should tie into theirs, would be a win-win.</p>	<p>Individual received a response via email on [date] related to site specific concerns. Thank you for your comment. There is acknowledgment that people bicycling have varied preferences on the types of facilities they choose to travel on. It is currently the policy of the state to restrict bicycle travel on controlled access roadways. Throughout the engagement process input was collected related to travel patterns and desired destinations. The corridors identified are reflective of this input. Through the process of developing the Mississippi River Trail MnDOT did coordinate with the Minnesota Department of Natural Resources on camping opportunities in state parks.</p>
61	<p>First of all, I really appreciate that MNDOT is taking an active role in promoting biking throughout the state. This is really important for our state.</p> <p>I currently live in Minneapolis and frequently bike around the city. I would hope that MNDOT would look more specifically at Highway 55 running through the city of Minneapolis. Right now this highway is terrible for just about every type of transportation. It divides the community in Minneapolis and creates an extremely dangerous environment for pedestrians and bicyclist. I believe that biking has an important role in this corridor and I would hope the bicycle plan, and future MNDOT planning, would focus on transforming this corridor into something better.</p> <p>Secondly, growing up in Northfield, I wish that MNDOT would make the bike connection between Cannon Falls and Faribault a high priority. This could build off the highly popular Cannon Valley Trail and would connect Red Wing with Mankato. All the small towns along this route are already popular tourist destinations, and this trail could help promote the bicycle tourism in this region.</p> <p>Additionally, I would hope that MNDOT looks at the RiverFirst plan for Minneapolis and does everything it can to help assist the development of this plan. This plan is crucial to the continued development of Minneapolis and it would be great to see MNDOT actively helping to develop this plan.</p> <p>Lastly, the Rail to Trails or Rail with Trails program that was implemented along the Midtown Greenway was incredible successful. It would be great if MNDOT could take a leadership role in identifying other underutilized rail corridors and help to turn them into trails and light rail/street car lines. There are a number of lines running throughout Minneapolis/St. Paul such as along Ayd Mill Road or Hiawatha that would be excellent for this type of project.</p> <p>Thanks for the great start and keep it up. Really looking forward to great bike rides in the future.</p>	<p>Thank you for your comment. For the metro area MnDOT consults with the Metropolitan Council's 2014 Regional Bicycle System Study, and local plans when available and appropriate. In Southeast MN the connection between Cannon Falls and Faribault has been identified as a regional connection. Related to Rails-to-Trails, currently significant abandonments do not happen frequently. When they do local governments are active in consideration of acquisition. The Rail with Trails program, the opportunities for trails to exist along active rail corridors is extremely limited due to liability concerns.</p>

71	I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the comments here. Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges. West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.	Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482 , which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.
104	Students who attend the Rochester Alternative Learning Center on the south side of Rochester (Address: 37 Woodlake Drive SE, Rochester, MN 55904) are not able to walk or bike safely to that school. A large infrastructure project is needed to provide a pedestrian bridge over Highway 52, and a trail connection is needed so students can bike to school. Since this is an alternative school and night school, bussing is not always available when students need it. Many students biked to their last location, but when the school site was moved last year, the option for active transport to and from school was all but eliminated.	Thank you for sharing your comment. Safe Routes to School efforts with secondary schools should be coordinated with local planning. The City of Rochester has information on SRTS here: https://www.co.olmsted.mn.us/planning/programs_projects/Pages/RochesterSafeRoutesToSchoolPlan.aspx
123	The plan is comprehensive and considers the breadth and depth of cycling needs - locally, regionally, and state-wide. Of course, such comprehensiveness has a price tag and it is imperative that policy makers acknowledge that only funding infrastructure specific to motorized vehicular transportation seriously undercuts the potential and need for cycling growth, in MN. Planning for, and funding cycling infrastructure need not be a significant challenge to the creation of an overall transportation funding mechanism. Oftentimes, a little bit of paint and a few more feet of bituminous is all that is needed to create a safe and comfortable cycling experience.	Thank you for sharing your comment.
127	Overall, good and admirable goals and general strategies. --Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections. --Repaving/overlay projects should always include the shoulders/bike lanes. --Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered. --Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato. --No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.	Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.
144	Subject: Do NOT NEED BIG WIRE FENCE ALONG DRESBACH BIKE TRAIL. NO BIG FENCE!!!!!!!!!!!!!! WASTE OF MONEY AND BLOCKS THE RIVER VIEW!!!!!!!!!! THANK YOU.	Thank you for sharing your concern. We will share the feedback to the project management team for the bridge.
152	- prioritizing scenic & rural aspects of routes & less about fastest & easiest route from point A to B; - connect regional outdoor recreational & park destinations (i.e., Flandreau State Park -> MPLS/STP -> Sakatah State Park -> Nerstrand/Biglands); - long term funding solutions to making eery rural & urban road bicycle friendly, safe & desirable to ride; - what is MnDOT's understanding of what makes road & transportation design "bike friendly"?; - fat biking, horse & ATV compatibility for non-paved routes & networks like MN River Valley Recreational Area; - these trails & routes / corridors make a big difference economically for our downtowns & keeps the unique place specific retail strong; - super pumped up for the MN River Valley State trail & the Sakatah -> Northfield cannon river trail loop	Thank you for sharing your comment. MnDOT follows the League of American Bicyclist's definition for bicycle friendly: http://www.bikeleague.org/bfa

DISTRICT 7

Response

Response related to comments from District 7:

District 7 covers the south central portion of Minnesota and includes Blue Earth, Brown, Cottonwood, Faribault, Jackson, LeSueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca and Watonwan Counties.

Comments

ID	COMMENT	RESPONSE
37	I am very for this plan. I am an avid biker who lives in Mankato so this would connect me to every city I could want to visit. Good job on this one.	Thank you for sharing your comment.
71	I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the comments here. Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges. West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.	Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482 , which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.

83	<p>Good afternoon,</p> <p>I have reviewed the bike plan draft and have a question on whether the "Prairie Line Trail" is part of the plan?</p> <p>Attached is a brochure that the Prairie Line Trail Committee has been distributing for the last ten years. The first segment of the trail was completed this summer in Arlington (funded by a federal grant). As you can see, future portions are planned along state highways.</p> <p>I unfortunately cannot attend the open house in Mankato on November 2nd as I have our City Council Meeting.</p>	<p>Thank you for sharing your comment. The plan identifies regional corridors, and this local connection was not identified through public engagement. This local connection could be connected into the regionally identified corridors, and the Prairie Line Trail plan should be considered with local planning efforts.</p>
93	<p>A trail to connect Waseca and Waterville.</p>	<p>Thank you for sharing your comment. Regional corridors were identified based on public input. This connection is identified in Figure 7: District 7 Regional Priority Corridors.</p>
96	<p>I will not be able to make a community presentation in Mankato on November 2.</p> <p>I wanted to offer the following comments and highlights from the report:</p> <ol style="list-style-type: none"> 1. I agree that local route within cities is an important aspect to get people to make short trips on a bike where they otherwise would take a car. 2. Signage along roadways is effective at pointing out potential routes to people who may consider biking in an area or town, and it alerts the drivers of motor vehicles that bikes may be on the road. 3. In rural areas a sufficient shoulder is acceptable if a rumble strip is placed at the white line on the ride of the road or perhaps a double white line with a rumble strip could be placed. It may be cost prohibitive to offer separate bike lanes in all areas. I live in Nicollet county and rumble strips were placed just outside the white lines on several county roads I frequently cycle for exercise. With little shoulder left that is still paved, I now have to bike "inside" the white line and expose myself to traffic much more. 4. Development of the statewide major corridors would be a welcome addition to recreation and would spur further economic development to support the bikers that travel these trails. 5. I am excited to see aspects of plan move forward. More information dissemination would be great as the years go by. 	<p>Thank you for sharing your comments. Related to your third point, MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered.</p>
151	<p>I generally like the overall plan. I approve of the selected high priority corridors. I think state support for bicycling infrastructure along state routes in towns and along bridges would be very helpful. When I ride from city to city, I like riding shoulders that are protected by rumble strips with gaps where I can cross from the roadway to the shoulder and back. Things that I like about riding on existing roads include that they tend to have good grades, the surface tends to be smoother and better maintained than trails, they have helpful signage and the businesses I want to access along the way are along these roads.</p>	<p>Thank you for sharing your comment.</p>
152	<p>- prioritizing scenic & rural aspects of routes & less about fastest & easiest route from point A to B; - connect regional outdoor recreational & park destinations (i.e., Flandreau State Park -> MPLS/STP -> Sakatah State Park -> Nerstrand/Biglands; - long term funding solutions to making every rural & urban road bicycle friendly, safe & desirable to ride; - what is MnDOT's understanding of what makes road & transportation design "bike friendly"?; - fat biking, horse & ATV compatibility for non-paved routes & networks like MN River Valley Recreational Area; - these trails & routes / corridors make a big difference economically for our downtowns & keeps the unique place specific retail strong; - super pumped up for the MN River Valley State trail & the Sakatah -> Northfield cannon river trail loop</p>	<p>Thank you for sharing your comment. MnDOT follows the League of American Bicyclist's definition for bicycle friendly: http://www.bikeleague.org/bfa</p>
153	<p>Now that the state has developed a vision for a bicycle system, I favor having the state focus its attention on providing some dollars to overcome "big" barriers / obstacles. An example in the Mankato area is the obstacle created by the Minnesota River. A prioritization process would also be needed, for the programming of projects. Clarification of recreational vs. transportation is important to make decisions on funding levels. Except in a few cases, I don't think the federal government should be a big player.</p>	<p>Thank you for sharing your comment.</p>

DISTRICT 8

Response

Response related to comments from District 8:

[District 8](#) covers the southwest portion of Minnesota and includes Chippewa, Kandiyohi, Lac qui Parle, Lincoln, Lyon, McLeod, Meeker, Murray, Pipestone, Redwood, Renville and Yellow Medicine Counties.

Comments

ID	COMMENT	RESPONSE
15	<p>I live in rural Minnesota and find that most roads around here are fairly safe to use. However; so often the surfaces are not friendly to the thin tires on my bikes. I especially see a need for a paved path from Hutchinson or Glencoe into the suburban areas of Eden Prairie and Minnetonka.</p>	<p>Pavement conditions on Minnesota roads continue to deteriorate because of lack of funding. The connection you are referencing is a state trail managed by the Minnesota Department of Natural Resources: http://www.dnr.state.mn.us/state_trails/luce_line/index.html.</p>
21	<p>For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you</p>	<p>Thank you for sharing your comment.</p>
33	<p>I'd love to see a lot of this get implemented. One area that I'd like to see is the completion of the Dakota Rail Trail to Hutchinson. Ideally, we'd like to see the paved trail completed on the Luce Line as well.</p> <p>By completing the paving of both of these trails, we would see the largest paved loop in the upper Midwest. This would not only improve the trail system in the state, but would have a large economic impact from a tourism standpoint, not only for the cities located on the trails, but for the state as well.</p> <p>Great start though!</p>	<p>The Dakota Rail Trail belongs to the Three Rivers Park District and the Luce Line is a part of the Minnesota Department of Natural Resources state trail. http://www.dnr.state.mn.us/state_trails/luce_line/index.html; https://www.threeriversparks.org/trails/dakota-rail-trail.aspx</p>
71	<p>I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the</p>	<p>Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes</p>

	<p>comments here.</p> <p>Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges.</p> <p>West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.</p>	<p>how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.</p>
140	<p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic. For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you</p>	<p>Thank you for your comments. A corridor in proximity of Hwy 212 was identified as a priority.</p>

METRO

Response

Response related to comment from Metro District:

The Metro District covers the Twin Cities metropolitan area and includes Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott and Washington Counties. Responses including changes to plan are included and referenced in the response column.

Comments

ID	COMMENT	RESPONSE
5	<p>I love that MnDOT is trying to accommodate more biking. I can't think of a better thing to spend tax dollars on. We have great bike trails here but how about connecting them for shorter rides. For instance, I live in Long Lake and the Dakota trail and Luce Line are right outside my door. Could you provide more connector trails between them? Or between the Dakota and LRT? Right now I have to ride on scary traffic filled streets to do loops. I also love the separated trail idea. I have known too many people to get killed while biking by people who aren't paying attention while driving. (even with wide shoulders)</p> <p>Thanks for doing this!</p>	<p>Local and regional bicycle connections are consistent with what was heard during the public engagement for the Bicycle System Plan, along with separated facilities. The plan proposes that 70% of MnDOT's Bicycle Investments prioritize these kinds of projects that would be within MnDOT's right of way.</p>
10	<p>Comment: before we do this, can you PLEASE!!!! fix roads in the metro so it doesn't take me 2 hours to get to and from work each day. thanks.</p>	<p>Thank you for sharing your opinion.</p>
11	<p>Whatever you decide, please ensure your plan keeps bikes off the shoulders and bike lanes of our highways. It's dangerous for the bicyclists and motorists alike. am constantly confronted with drivers in cars crossing the center line in front of me when they have a cyclist in their traffic lane so they can go around the biker without slowing down. I live in Lakeville, MN, we have a robust bike trail system, and despite that, I am constantly dodging bicyclists in the traffic lanes even though the main arterial roads have one or even two bike trails on the same roads. They need to stay on their trails. Cars and Bikes don't mix well on the road. They are negatively impacting my safety as a motorist by being in traffic lanes, so I hope you can come up with a system where bikers will not go on our highways. Thank you !</p>	<p>Bicyclists have the legal rights to operate on the shoulders of highways unless there is controlled access. Additionally, this supports the feedback that people driving and bicycling are more comfortable with separated facilities.</p>
15	<p>I live in rural Minnesota and find that most roads around here are fairly safe to use. However, so often the surfaces are not friendly to the thin tires on my bikes. I especially see a need for a paved path from Hutchinson or Glencoe into the suburban areas of Eden Prairie and Minnetonka.</p>	<p>Pavement conditions on Minnesota roads continue to deteriorate because of lack of funding. The connection you are referencing is a state trail managed by the Minnesota Department of Natural Resource: http://www.dnr.state.mn.us/state_trails/luce_line/index.html.</p>

23	Forget the bike paths. Just get the highways DONE! Like state highway 5 from Victoria (where my home is) to Norwod Young America where my doctor is. Highway 5 has been in turmoil for the last 10-15 years. Besides, many bikers are rude and do not know basic bicycling courtesy.	Thank you for sharing your opinion.
25	Kudos on the draft plan. I'm all for its goals and priorities. I'm a regular bike commuter and a recreational bike rider. We need. I like the idea of placing the highest priority on the projects that will make it comfortable for the greatest number of people to take up this transportation option. These will probably be projects in metro areas, especially around schools.	Thank you for comments of support.
26	I would love to see a dedicated bike trail placed along Concordia or St Anthony that spans from downtown St Paul to Mpls. You could call it Rondo Trail, that way when you add your MN PASS lane down the middle of 94 it gives our community reconciliation and recognition for all the homes you destroyed when building 94. Also, why didn't you replace our pedestrian bridge that spans 94 between Dale and Western? It connects to bike trails at Central Village Park and construction was supposed to take place this year. My children walk or bike to Capitol Hill and that bridge is a mess and has very poor safety markings for kids crossing the street on either side when walking or biking. Please let me know what happened and what you think about the Rondo Trail idea.	Thank you for your comments on the MN Statewide Bicycle System Plan. It sounds like the bridge referenced is Mackubin. Repairing that pedestrian bridge was delayed a year in hopes that it could be combined with replacing the Grotto pedestrian bridge. Information about the project here: http://www.dot.state.mn.us/metro/projects/i94mackubinstpaul/ Related to a bike facility along I-94: MnDOT is currently in the process of studying the corridor between Minneapolis and St. Paul. See more about the study here: http://www.dot.state.mn.us/I-94minneapolis-stpaul/
28	Black top Luce Line from Vicksburg in Plymouth to at least as far West as Stubs Bay or Watertown. Heavily used and it would be more friendly towards people with skinny bike tires.	Thank you for your comment. This is a Minnesota Department of Natural Resources State Trail: http://www.dnr.state.mn.us/state_trails/luce_line/index.html
30	MNDOT - Excellent idea on a statewide system for safe biking. Being able to safely enter and exit the Twin Cities and other MN urban areas, with popular destinations such North Shore State Parks, St. Croix River area, Mankato area, and the Brainerd Lakes will make Minnesota an even better cycling state. The approach to work with partners and stakeholders in this plan is needed for its success. I truly hope this plan can become a reality, so that families can have safe biking options, no matter where they live.	Thank you for your supportive comment.
32	I would love to see the next mapped out route from the twin cities to Duluth And in the route if u could note places we could bike camp in route Thank u	This is U.S. Bicycle Route 41, which is currently in the process of developing a plan by the fall of 2016.
33	I'd love to see a lot of this get implemented. One area that I'd like to see is the completion of the Dakota Rail Trail to Hutchinson. Ideally, we'd like to see the paved trail completed on the Luce Line as well. By completing the paving of both of these trails, we would see the largest paved loop in the upper Midwest. This would not only improve the trail system in the state, but would have a large economic impact from a tourism standpoint, not only for the cities located on the trails, but for the state as well. Great start though!	The Dakota Rail Trail belongs to the Three Rivers Park District and the Luce Line is a part of the Minnesota Department of Natural Resources state trail. http://www.dnr.state.mn.us/state_trails/luce_line/index.html ; https://www.threeriversparks.org/trails/dakota-rail-trail.aspx
45	I know that there are delays in a bicycle trail from Inver Grove Heights to Hastings but, after biking by Valleyfair. I hope to see a connecting trail that might follow the river and connect with the trail that begins east of 35W. I remember a trail that begins by Burnsville High School to Eagan. My last request would be a trail from the Hastings bridge north to safe biking areas on the northern areas of hwy 61.	Figure 9: Metro District Regional Priority Corridors identifies what the Metropolitan Council's regional bicycle transportation network is. The corridors referenced in comment are all priority areas for this metro network.
49	Before any plan for a wider bike plan goes into effect I think there should be some better rules laid down for the sharing of the road to better protect the bikers. As a driver I can only do so much to protect them but there is so much more they can do to help things themselves. I know I have the three foot law, three feet between me and a biker, which I feel is fine, but what about the bikers? If there is three to four feet of pavement for them to ride on, why do they like to ride the white line? I have encountered this many times and it's frustrating that they feel they have the right to this much of the lane. I have also encountered times when there are multiply bikers together and they feel the need to ride side by side, once again putting one of them close or on top of the white line. I have found myself in a position of slowing up or going into oncoming traffic to keep my three foot distance on them, and when there is traffic behind me I am also leery of slowing down suddenly to avoid some mishap. One last problem I think that has to be addressed is what lane do bikers use? When I have come to an intersection I have found a biker in the left lane to turn with traffic. I thought they should cross in the cross walks instead of hampering the traffic lanes. When I ride my bike I always try to keep to the right as far as possible to stay out of the traffic lanes. I know that if there is a problem with traffic I wouldn't come out very well so why try to bring on problems? Today's riders seem to feel that as long as they have the right of way they are going to be safe. I wrote to the local paper about this this past year. There was a biker who responded that felt I was wrong for thinking they should stay to the right as far as possible or even use the walk/bike trails when they are present. Then another writer wrote in saying that he felt I was right and that bikers should be dealt with as a slow moving vehicle would be, with warnings and the like. I don't know if all that would be necessary for I think so much would be accomplished if the bikers stayed as far right as possible instead of riding the white line as well as staying in single file when on the road side. I don't mind sharing with them as long as they remember they are really sharing with us. Thank you.	Thank you for sharing your comments. All Minnesota traffic regulations are found in Minnesota State Statute Chapter 169.
61	First of all, I really appreciate that MNDOT is taking an active role in promoting biking throughout the state. This is really important for our state. I currently live in Minneapolis and frequently bike around the city. I would hope that MNDOT would look more specifically at Highway 55 running through the city of Minneapolis. Right now this highway is terrible for just about every type of transportation. It divides the community in Minneapolis and creates an extremely dangerous environment for pedestrians and bicyclist. I believe that biking has an important role in this corridor and I would hope the bicycle plan, and future MNDOT planning, would focus on transforming this corridor into something better. Secondly, growing up in Northfield, I wish that MNDOT would make the bike connection between Cannon Falls and Faribault a high priority. This could build off the highly popular Cannon Valley Trail and would connect Red Wing with Mankato. All the small towns along this route are already popular tourist destinations, and this trail could help promote the bicycle tourism in this region.	Thank you for your comment. For the metro area MnDOT consults with the Metropolitan Council's 2014 Regional Bicycle System Study, and local plans when available and appropriate. In Southeast MN the connection between Cannon Falls and Faribault has been identified as a regional connection. Related to Rails-to-Trails, currently significant abandonments do not happen frequently. When they do local governments are active in consideration of acquisition. The Rail with Trails program, the opportunities for trails to exist along active rail corridors is extremely limited due to liability concerns.

	<p>Additionally, I would hope that MNDOT looks at the RiverFirst plan for Minneapolis and does everything it can to help assist the development of this plan. This plan is crucial to the continued development of Minneapolis and it would be great to see MNDOT actively helping to develop this plan.</p> <p>Lastly, the Rail to Trails or Rail with Trails program that was implemented along the Midtown Greenway was incredible successful. It would be great if MNDOT could take a leadership role in identifying other underutilized rail corridors and help to turn them into trails and light rail/street car lines. There are a number of lines running throughout Minneapolis/St. Paul such as along Ayd Mill Road or Hiawatha that would be excellent for this type of project.</p> <p>Thanks for the great start and keep it up. Really looking forward to great bike rides in the future.</p>	
63	I live in Minneapolis and would really love to see this plan move forward. Having safe ways to travel by bike between major cities in MN would be wonderful.	Thank you for your supportive comment.
67	<p>I'm pleased with Strategies 17 and 18 concerning encouragement; I think that is a very important function.</p> <p>I disagree with Strategy 19 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable.</p> <p>I am also skeptical of the ranking of corridors as high, medium and low. Some of the "low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs). Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!</p>	Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.
68	I am in support of a mapped out route from Mpls to Duluth We need bike routes or lanes thru towns like white bear	Thank you for your supportive comment.
69	While I support the Bike Plans statewide, I am extremely concerned about those who ride bikes on busy 4-lane streets that don't have designated bike paths. I have observed many near-misses because of this, where cars are forced to veer into the next lane to avoid hitting the bike, often into the path of another auto. Riders should be restricted to thoroughfares with designated bike lanes.	Thank you for your comment. People bicycling have different comfort levels and preferences and are able to legally to bike in the roadway.
70	<p>This is a rampant waste of taxpayer money!!! I have never heard of such Kafkaesque plan to put thousands and thousands of miles of bike roads at a minimum of 140k per mile, in a place with a frigid climate for 6 months a year. That when you claim there is not enough money in the budget to cover for the constant need for repair and replacement of our crowded and aging highways, roads and bridges. You claim there is not enough money to do faster snow removal from our roads, yet somehow, you have the audacity to come up with such an outrageous plan of wasting more money that you do not even have!!!!</p> <p>Instead of helping alleviate the traffic congestion, better clean up the roads in the long MN winters, you are devising ways and means to make it even harder for people to drive to work and around. It was not enough that some "brilliant" mind screwed up hundreds of streets in the Twin Cities metro area (See the hardly used Bicycle "boulevards" in Minneapolis that are shrinking down roads, creating more congestion and potential more accidents), now some other "brilliant" mind is going to screw up the Federal network of streets and highways!</p> <p>Unbelievable!!!</p> <p>The person who came up with this idea, as well as those who commissioned the plan and approved the expenses to draw up this monstrosity, should be fired immediately and forced to pay back to the state coffers the costs of the plan.</p>	Thank you for sharing your opinion.
71	<p>I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the comments here.</p> <p>Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges.</p> <p>West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.</p>	Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482 , which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.
75	<p>Yes, sorry, I thought it was the first page of a multi-page questionnaire!</p> <p>I used to bike to do my errands, but I've changed to walking to do them. I'm 53 years old, and I don't see or hear as well as I like to. I no longer feel comfortable once I get away from the roads with bike lanes. Also, aggressive drivers of motor vehicles make left turns a little scary.</p> <p>Part of my issue is that I don't know what the best rule to follow. For example, I used to ride along Lexington on the sidewalk because NO WAY on that road, and I haven't managed to find a good alternate route (I also have a very bad sense of direction), though the new-to-me lane on Prior looks promising. Anyway, I rode the sidewalk, always behaving as a pedestrian rather than as a vehicle, and pretty much assuming that anybody who didn't make eye contact with me didn't see me. I enjoyed</p>	Thank you for your comments. What you've shared is consistent with what has been heard in the public engagement process, which includes that people bicycling prefer to have separate facilities from motor vehicle traffic. It is important for people using all modes - walking, bicycling, and driving - to follow the rules and that they be enforced appropriately. MnDOT does currently have an educational campaign, which can be found here: http://www.dot.state.mn.us/sharetheroad/

	<p>that. But everybody screams at me that sidewalk riding is dangerous, so I tried that, but it is just too nerve-wracking for me.</p> <p>So I've pretty much given up the bike except for recreation, and I just walk to do my errands. This is viable only because I have huge amounts of time. I could not keep the house going without using a car if I worked full time.</p> <p>Also, since we're talking, I think they should be very strict with the cyclists who run red lights and don't yield right of way to pedestrians. They make the car people very nervous and that feeds their aggression. They also make me nervous when I'm walking because I have to choose between a close call or not making the light (I'm one who walks only on the white hand).</p> <p>We should ALL follow the rules. Maybe it would be helpful to do a campaign to explain to everybody what those rules are. Because we seem to be unaware of them.</p> <p>I hope this is useful.</p>	
86	<p>Any plans to reconfigure school bus crossing on Gateway Trail in Grant? Also, any plans to control vehicle traffic at crossings on the Stillwater extension at Kimbro and at Lofton?</p>	<p>Thank you for your comment. The trails you are referencing, the Gateway and Brown's Creek, are owned by the MN Department of Natural Resources. Information about them can be found at: http://www.dnr.state.mn.us/state_trails/gateway/index.html and http://www.dnr.state.mn.us/state_trails/browns_creek/index.html. It's not clear what crossing is referred to in Grant. The two crossings mentioned for the Brown's Creek State Trail are local roads. Traffic controls would be implanted by the municipality and the DNR.</p>
88	<p>First off, thank you for putting together a very thorough analysis of the state of bicycling in Minnesota and areas where it needs to be improved. In general, I agree with everything stated and hopefully it can be implemented as quickly as possible. In my limited time (I have a 4 month old at home,) I tried my best to read as much detail as I could from the plan. I will apologize in advance if any of my concerns are specifically addressed in the plan.</p> <p>I am an avid recreational cyclist, and yearly log about 2500 miles per year, mostly in the east metro, specifically Washington County. I ride solo and in group rides, some sponsored by local shops such as Erik's. I occasionally commute via bicycle, up to once per week, from Cottage Grove to Downtown Minneapolis, about 22 miles one way, so I am also familiar with urban roads/trails and awesome facilities like the Midtown Greenway.</p> <p>As the plan does not address specific action items that will be taken, my overwhelming concern with the plan is that for some entities, it may result in great-facilities being the enemy of good-facilities, ultimately resulting in no action, or facilities that are quickly out-moded.</p> <p>Page 23 provides a good example. It shows an X on the person riding in a wide shoulder on the side of a presumably low traffic rural road or highway. While it would be ideal to have a completely separated facility for maximum comfort, in most instances, county and local governments are not going to invest in that facility if it is not mandated for them to do so. If the road currently has no shoulder, they may not add anything; whereas they would be more likely to add a 3-4' shoulder for much less incremental cost.</p> <p>The MUP shown as preferred in the upper left of the same page (23) would certainly not be preferred by experienced road cyclists, because unless there are separate facilities for walkers or slower-cyclists, these paths can be more dangerous than riding on the road. I routinely ride at 17+ mph, and a dog leash strung across the path scares me much more than riding a shoulder next to low-volume traffic. Now this leaves the person driving the car to wonder why I am not taking advantage of the trail, not understanding the inherent danger it poses to me.</p> <p>Finally, and this is not specific to the plan, but if anyone can communicate preferred action items to those that make funding decisions, I would like to lodge a plea that among the first shortcomings addressed is Manning Ave S (MN 95) where it joins the MRT from Lehigh Rd south to US 10. The shoulder is very narrow, traffic is 60+ mph, and there are rolling hills that blind traffic from cyclists using the road. This section of highway scares me every time I ride it, both for myself and others less experienced who have difficulty riding in a straight line. I sincerely hope there are no injuries or fatalities on this "trail". This is a critical link from the Cottage Grove area to Hastings and Prescott, WI for many avid road and touring cyclists following the MRT. Please add at least 6 additional feet of shoulder north and southbound or provide a separated cycle-track.</p>	<p>Thank you for sharing your comment and concerns. The preferences identified in the plan are based on public input and a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs. MnDOT will work with local communities to identify priorities and appropriate bicycle facility types.</p>
91	<p>After being in Copenhagen Denmark visiting our daughter who studied abroad for a semester I really got a different view point on the possibilities of biking for daily function. If we only develop biking infrastructure for recreational biking I think we're missing the bigger picture. If safe biking can be incorporated into our daily essential travel then I think we're reaping the benefits of better health, and less air pollution. The main hold back I see in MN is lack of sizable dedicated bike lanes with something that restricts cars from being in the bike lane. In Denmark there is actually a curb from street level to bike level, and it's nice and wide. Definitely not the 2' curb section that's given on many Minneapolis roads. It's not enough to provide safety for the bikers. I believe more people would bike if there were safer biking areas to get to work, groceries, etc. Also in Denmark the bikes have the right away much like pedestrians do here. In fact there, the pedestrians need to give the bikers the right away. Also the bike paths are maintained extremely well. While biking over there we never saw potholes, cracks, gravel on the bike paths. I think the metro would benefit on planning this into future infrastructure as the population grows. I believe it will become more and more necessary. We have downtown skyways for walking, for winter why not downtown bikeways of some nature too. The public transportation also was very easy to bring a bike on and exit which was helpful too. Even in smaller communities I believe this would be a benefit. My husband biked for a while, in our small town of 10,000 but found it too dangerous even with bright colored clothing. Cars refused to share the road with him and missed seeing him. Just like cars miss seeing motorcycles sometimes (and at least they can go the same speed). Bikes can</p>	<p>Thank you for sharing your comment.</p>

	not! Thanks for working on improving biking conditions in Minnesota. I appreciate what's been done so far and hope more continues to be done.	
100	I did not find a definitions section. Who is included in the terms "stakeholder" and "agency partner." The plan mentioned that in each district there were 2 public open house events. I live in White Bear Lake. What were the dates for the two events in my area and where were the open houses held? How were they promoted to the public to ensure attendance?	Thank you for your` comment. MnDOT has clarified and used plain language where the terms "stakeholder" and "partner" were used.
101	Hello. I commute from St. Paul to downtown MPLS. I take highway 55 to 7th street. I am concerned about jaywalkers at two places on my morning commute. First, I see many jaywalkers crossing 55 near 46th street. Second, I am alarmed by the number of jaywalkers on 7th street near HCMC. With the traffic diverted due to the stadium construction, I believe this is a real safety concern. Every morning during rush hour, I see pedestrians crossing 7th street in the middle of the road - not at an intersection. I hope there is a plan to help people cross more safely. Thank you.	Thank you for your comments. People crossing the street at mid-block are controlled by local ordinance, and most municipalities do not have restrictions on this. Check with your city to determine if there are restrictions on mid-block crossings.
102	Hello. I bike commute year-round to the Elk River Northstar Station. It's time to connect downtown Elk River with the Northstar Station via trail! Easy to do: trail on south side of Hwy 10 from downtown at Main Street, through Babcock Park, under the Hwy 101 overpass continuing to Zane Street NW. Just over 1 mile. Let's build it! Here's a map: http://www.mappedometer.com/?maproute=475512 Thank you for your time.	Thank you for sharing your comment. Regional priority corridors were identified through public input and will be refined with regional and district plans.
103	I did read the plan. All of it. I found the plan to be well written, well organized, and very complete. I always have the same difficulty with plans written at this level. I want to know in more specific detail how the State will meet the objectives laid on in this plan. I fully understand that the implementing plans are written by the counties and cities. As a matter of background, I have experience writing planning documents at similar levels. The last 15 years of my working life was spent as a defense contractor imbedded in the Pentagon staff. In that capacity, I was a participating author on several planning and budgeting documents. Most of those documents advocated high level objectives and strategies. That is a long way of stating that I recognize the need for and value in planning documents intended to guide implementation at the local level. With that background you might think that I would have a lot more criticism about the Minnesota Statewide Bicycle System Plan. But that is not the case. I do have a couple of specific comments. 1) I recently sent Dorian a copy of an Anoka County Plan connecting two of the County's regional parks. By far, the biggest issue in the county plan is the replacement or modification of a bridge over I-35W. The bridge is on a county highway that Anoka County will improve to accommodate safe bicycle traffic. All bridges over interstate highways are "owner" by the state. So, I have been told by an Anoka County Commissioner and an Anoka County Highway official. What I would like to see in the MN State Plan is a high priority place on funding the interface between State and local activities. Especially where the failure of the state to fund a key element (such as a bridge) puts the local project in jeopardy. 2) This version of the State Bike Plan reflect considerable input received from public comment on earlier versions. That is great. The plan reflects the high importance many riders place on off road bicycle or multi-use trails or paths. I do not disagree. A true bike path, like the Paul Bunyan Trail or the Gateway Trail is the best option. However, in many urban or suburban communities multi-use trails are used to replace traditional sidewalks. These trails may have some value for children learning to ride, but not for experienced riders. The urban/suburban multi-use trails are neither safe or satisfying to ride. Point in case, on our H2H ride the trails I am trying to describe are between the Coon Rapids Dam and the City of Minneapolis. Most and maybe all of our H2H riders got off of those trails to ride in the streets. Riding with the traffic is faster and safer than riding on trails which frequently cross driveways and secondary streets. Thanks for the opportunity to comment on the State Bike Plan. Nice Job. I am sure that a lot of people have put in a lot of work on this project,	Thank you for sharing your comments.
105	My feedback for the bicycle plan: 1. Get all of MNDOT on board with planning and providing bicycle paths along and across state roads and highways. Ramsey County does not realize cooperation for trails and crossings of MNDOT projects. 2. If local and regional trails are the preference of riders, then prioritize state funding to assist with making these a reality. 3. Prioritize environmental justice with the bike and pedestrian plan to directly serve areas where alternative transportation is needed to connect lower socio-economic residents with jobs, parks, schools, retail, faith congregations, and community. 4. The State should participate in local and regional planning for bicycle and pedestrian routes. 5. I don't see the impact of changing demographics in the draft plan. How pedestrians and bicyclists need to transport themselves within their planned community is altering infrastructure design, including trails, bicycle lanes, and sidewalks. Things should look different in the future if we are building for the future. The current systems are built for the predominant culture. What if there is a shift in culture? Thanks for your planning efforts.	Thank you for your comments. 1) The Statewide Bicycle System Plan serves as the policy framework for how MnDOT moves forward. 2) The statewide plan found through public engagement a preference for separated facilities, not necessarily local or regional trails. 3) Efforts at MnDOT to improve walking and bicycling are providing increased transportation options along MnDOT owned facilities. Specifically, 70% of our funding for bicycling will support local networks along and across state roads. 4) One of the primary tenants identified within the Statewide Bicycle System Plan is the need to improve and support local planning efforts. In particular, strategies (1 and 2?) seek to increase support for local planning efforts and provide technical assistance. 5) Minnesota GO's long-range plan identifies the shifting demographics in Minnesota. That Statewide Bicycle System Plan is within this family of plans and will support these changing demographics.
106	I live in the southern part of Arden Hills MN and feel like I'm on an island when it comes to commuter bike trails. I often ride to downtown Minneapolis and there is only about a 2 mile section of bike trail from my house to downtown yet if I live in Edina or Minnetonka I have at least two easy route options to get to Minneapolis. Now getting	Thank you for sharing your comment. Municipal and counties in the metropolitan area are required by the Metropolitan Council to have Comprehensive Plans with a Transportation Chapter. Most communities have their plans available online. All of the municipalities within the metro area will

	to St Paul is actually worse. I don't know of any bike trails to get me that direction.	be updating plans by 2018 for the Metropolitan Council. Participate in this planning process to support improved local connections.
108	<p>Thanks for working on this issue. Anything you can do is much appreciated.</p> <p>The one area I think could use some emphasis is snow removal during the winter time. I believe the major routes in the Twin Cities should be given a high priority for cleaning after snow/ice storms.</p> <p>I was wondering if on two lane roads with a gravel shoulder if a narrow (2 foot wide) bike lane would make sense. This lane could be inexpensively laid down at the edge of the shoulder, to give maximum separation from the auto lanes.</p> <p>I have to pass on a sight I saw at the Ramsey County leaf recycling place. A man on a bicycle with a kiddie trailer had an enormous blue tarp full of leaves. Bicycles can be used for lots of things! I wish I had thought to take a picture.</p>	Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.
114	<p>I am not sure whether this is the right place to comment but here are some of my comments on the newly constructed bike lane on Oak St.</p> <p>The newly constructed bike lane on Oak St has a few issues:</p> <p>1) Since the lane is on the west side of the street, traffic may not realize that bikes are also traveling toward north on the opposite side of the street. I travel north on Oak St to get to school and have almost got into collisions with cars three times in the last 2 weeks because i: motorists traveling north attempting to turn left onto Delaware St SE to failed to yield; ii: motorists traveling east attempting to right turn on to Oak St failed to yield. I have also seen other cyclists getting into dangerous situations because of this.</p> <p>2) Speed limit on Oak St is not very clearly stated. Cars traveling on the could easily go as fast as 40 mph judging from my point of view. This is extremely dangerous, considering a lot of people cross Oak St to get to dorms, on-street parking and parking lots etc. I have seen cars and cyclists traveling north running red lights at the T intersection of Oak St and Delaware St SE as well.</p> <p>Thank you.</p>	Thank you for sharing your comment. The street mention is in the City of Minneapolis on the University of Minnesota Campus. Comments about the facility have been forwarded to the City of Minneapolis.
115	<p>I sincerely hope the "Strategy 7" statement that MnDOT will "Continue supporting efforts to allow local jurisdictions flexibility in choosing road designs that support bicycle travel" will be upheld. As a civic leader, I certainly intend to test this out in practice.</p> <p>Also, regarding "Strategy 14" I think MnDOT should rethink its education program because it often sends the wrong message. See this example: http://www.foell.org/justin/fridley-hates-pedestrians-part-5/ Also, I think it's time to acknowledge that "Share the Road" is not a good campaign: http://www.bikede.org/2015/08/29/share-the-road-is-a-problem/</p>	Thank you for sharing your comment. Related to strategy 14, MnDOT intends to revisit communication messages and materials for people bicycling and driving with implementation of this plan.
116	Blinking yellow turn signal is going same time pedestrian signal goes on. Would think turn signal would be red when pedestrian has right of way. Have been trying to get this fixed since end of August. County road 61 Maple Grove all lights have this issue. Hennepin county indicated looking at something from Edina? One of the lights with issue is in from of elementary school!	Thank you for your comment and support of pedestrian safety. Please contact the local municipality regarding your concerns.
121	<p>1. Thank you very much for the opportunity to respond to this plan!</p> <p>3. Breakdown (70/30) of overall funding seems inappropriate - if 2-3 times the number of people prefer local travel (p23), this suggests a ratio of 75/25, or even higher, in favor of local routes. And, if crashes are more common on State Aid routes (67%) than on State/US trunk highways (11%) (p77), shouldn't that be reflected in the funding (6:1 / (83/16 split))?</p> <p>5. The focus on State Bikeways seems misguided, unless it is strictly limited to trails that coincide with local systems. Even with a fully developed State Bikeway system (or even just the prioritized routes contained in this plan), the vast majority of people will still be making the almost all of their bicycle trips (and miles traveled) on local and regional systems (commuting (work or school), utility (groceries, errands), or recreation) within proximity to their homes. The report specifically mentions this - People of every age and ability are more likely to consider bicycling short distances for either utilitarian or recreational purposes than long-distance rides (p51). To encourage increased overall trips, facilitate the local system instead of the State Bikeways.</p> <p>6. It seems the plan is really only focused on greater Minnesota since it defers to the Metropolitan Council's 2013 Regional Bicycle System Study for the metro area (p32)? Aren't the greatest potential returns on investment within the largest metro areas?</p> <p>7. Similarly, it seems the focus of this plan is entirely on trips along or across the State trunk highway system (several references). Given that most bike routes aren't along State trunk highways, doesn't making them the sole focus severely limit the ability to increase ridership?</p> <p>17. STRATEGY 19: Update the Statewide Bicycle System Plan every five years. (p70). I recommend minor updates yearly and a major update every 3-5 years. 5 years is just too long to wait for updates to the Plan!</p> <p>A. Also does releasing an update truly encourage adoption / use of the new best practices in bicycle infrastructure design and construction? Or should there also be associated training and review of actual designs to confirm that new best practices are actually being implemented and not just left on the shelf?</p>	<p>Thank you for sharing your comment.</p> <p>3.) The 70/30 is currently a target for spending and adjustments may be made.</p> <p>5.) For the state bikeways, during public engagement, key finding #2 validates why a portion of funds are targeted at state bikeways: people value state bikeway, but people value opportunities for local and regional bicycle travel more.</p> <p>6.) MnDOT partnered closely with the Metropolitan Council on the development of the Regional Bicycle Transportation Network.</p> <p>7.) While this plan has some guidance for other jurisdictions to consider, it is ultimately a plan for what MnDOT can do on its roadways.</p> <p>17.) Five years is a standard practice for updating plans.</p>
122	<p>The initial line in the plan reads "The Minnesota Department of Transportation is an agency dedicated to supporting a multi-modal transportation system." You need a sentence that shows a culture that is a lot more committed. Suggest, "The Minnesota Department of Transportation promises to follow and apply all laws related to ensuring a multi-modal transportation system at the scoping and planning project phases."</p> <p>This plan should not go forward without inclusion of an additional chapter about laws related to bicycles and pedestrian traffic, including civil rights. Take Ramsey County's lead on this: http://www.ramseycountypedbike.org/uploads/2/4/0/4/24047759/legal_framework_pri</p>	Thank you for your comments. The Statewide Bicycle System Plan sets a vision for bicycling in Minnesota and is intended to be a guide, which identifies priorities for investments and resources allocation all within existing state and federal law.

	<p>mer_-_draft_submission_-_081815.pdf</p> <p>Minnesota has some of the most comprehensive laws in the nation and they need to be included to educate people on their rights and clearly show in a project diagram how residents in Minnesota will be proactively and publicly engaged by MnDOT at the scoping and planning stages of a project. There is talk about outreach in the plan, but no clear path to project level implementation.</p> <p>Within this chapter there should be a link to and overview of the Review of Federal and Minnesota Laws on Pedestrian, Bicycle and Non-Motorized Transportation" .</p> <p>http://publichealthlawcenter.org/sites/default/files/MN%20Bike%20Ped%20Law%20Review%20MnDOT%202013.pdf</p> <p>On page 13 of the current State Bike Plan available for comment there is a line about the 2005 multi-modal plan that reads MnDOT "lacked an institutional framework to support it (i.e. 2005 plan)" what does this mean {lacked an institutional framework to support it and how has the framework changed to support full integration of bike and per into the transportation system under the proposed plan?</p> <p>We are going backward !,just before the Executive Summary in The Mn/DOT Bicycle Modal Plan in 2005 these laws (and others) were outlined!</p> <p>160.264 https://www.revisor.mn.gov/statutes/?id=160.264 160.265 https://www.revisor.mn.gov/statutes/?id=160.265 174.01 https://www.revisor.mn.gov/statutes/?id=174.01</p> <p>This plan presents a broad and beautiful vision, but lack details. For example, the dark blue line for the Twin Cities to Grand Portage via Hinckley and Duluth State-wide Priority corridor could be anywhere from west of 35E to east of U.S. Highway 61. If you have a vision for this corridor you must know what are the two primarily alignments. Present that homework.</p>	
124	<p>After reviewing the ambitious Statewide Bicycle System plan I am pleased to see the focus on connecting local bicycle infrastructure assets and encouragement for riders of all levels. However I did not see (unless I missed it) much information about assisting local agencies in maintaining their bicycle infrastructure. As a whole, the state and the local cities in our state have done a great job of building new infrastructure. However as our network grows we must think about maintaining it in the future (pavement, additional bridges, cycletracks, plowing). If we are not careful, we will find ourselves in a similar situation as our state roads are in currently- more miles of road than we are able to maintain.</p> <p>Thanks for all your great work on this project. Now let's implement this plan and continue to make Minnesota a great bike state!</p>	<p>Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.</p>
126	<p>After having reviewed the 2005 Bicycle Modal Plan and the current Statewide Bike Plan, it is clear that in ten years MnDOT is making essentially the same proposal. MnDOT is focused on the window dressing of cross state bike routes that serve a minority. Rather, this plan should be tying the cross state routes into an actual plan with measures, timeline, demand level, target population and schedule. This makes it a plan. In adopting this approach what would get exposed is that urban and rural poor and the common people who use bikes in place of a car are not being served. I am concerned because creating cross state bike routes without a clear plan for routes like, for example, #96 and #61 in White Bear Lake, misses the primary purpose of biking {which is using something other than a car to get to the doctor, school, work, library or get milk. Establishing these routes give people making local trips a safe way to cross interstate highways. Now {interstates and trunk highways bisect communities. The current, proposed plan is lost in the grandiose planning of a state system, when the need is very human and very local.</p>	<p>Thank you for sharing your comment. Through the public engagement process MnDOT found people value local opportunities for local and regional bicycle travel more than state bikeways. As a result, the plan identifies that MnDOT will target approximately 70 percent of funds for bicycling toward projects that support local and regional networks on the MnDOT system.</p>
127	<p>Overall, good and admirable goals and general strategies.</p> <p>--Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections.</p> <p>--Repaving/overlay projects should always include the shoulders/bike lanes.</p> <p>--Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered.</p> <p>--Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato.</p> <p>--No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.</p>	<p>Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.</p>
129	<p>In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.</p>	<p>Thank you for your comments. Where appropriate suggestions were incorporated.</p>
131	<p>would like to know more about the north shore segment. only shows one route headed that way but I know there are more small towns and areas west of 61</p>	<p>Thank you for your comment. This is U.S. Bicycle Route 41 (from St. Paul to Grand Portage), which is currently in the process of developing a plan by the fall of 2016.</p>
133	<p>Comment: 1) On page 16, the Met Council's "regional bicycle plan" is not the Regional Bicycle System Study; the plan is the Regional Bicycle Transportation Network as adopted in the 2040 Transportation Policy Plan (2015); please make this correction.</p> <p>2)On page 42, the Met Council's regional plan is erroneously referred to as the "2015 Trans Policy Plan"; the correct title is the "2040 Transportation Policy Plan" adopted</p>	<p>Thank you for your comments. These have been addressed and revisions have been made to the plan.</p>

	<p>in 2015.</p> <p>3)Page 42, the acronym "RBTN" is incorrectly shown as "RTBN" in at 3 instances.</p> <p>4)page 42, para. 1, following "day-to-day bicycling" add "for transportation" to emphasize the primary purpose/function of the RBTN. Also recommend deleting "trips of longer distance" from this sentence as there is no reference point to define this statement (longer than what?) and there are many long-distance commutes that occur in the Metro on a daily basis, compared to the average of 3-5 miles.</p> <p>5)Fig. 9, page 43: the MRT trail through Dakota Co shows the temporary route running through Eagan/Coates/Rosemount, etc.; however, most of the planned MRT alignment has been completed (which parallels the MR on the west) except for 1 or 2 segments just w/of Hastings. Would be prudent to show planned MRT alignment (which coincides with the RBTN Tier 2 alignment between Inver Grove Hts and Hastings)and to show the circuitous on-road route as the temp MRT alignment.</p> <p>6)Page 42, third para. states that "The RBTN will serve as the foundation for MnDOT Metro District work to establish state bikeway corridors by identifying locations on the state trunk highway system that provide opportunities and barriers for local bicycle travel within the region." Is it the intent of this Plan (as current text implies)to only identify state bikeways in the metro along trunk highways? What is the purpose of the State Priority Corridors within the Metro District (as shown in Fig 9) where they overlap already-designated RBTN corridors and alignments? Please clarify in text. These comments aside, a very good statewide plan!</p>	
134	Washington County's comments send to Tim.	Thank you for your comments. The Metropolitan Council gave significant consideration to transit ways when developing the Regional Bicycle Transportation. MnDOT looks forward to partnering with Washington County with its comprehensive plan update.
135	It is good start! But it should still commit to gathering more detailed input from urban, high-density areas with low income and minority populations. What were the demographics of participants in the engagement survey? It looks like a plan that invests more in rural and suburban areas. Metro cities and counties must be more actively engaged to coordinate efforts, planning and funding.	Thank you for sharing your comment. MnDOT heard from over 4,000 people during public engagement. Public events were held throughout the state. Through some of the online surveys there are estimates of over 63% of respondents are from the Twin Cities metropolitan area.
136	<p>The plan lacks information on the primary components of a plan including schedule, priorities, performance measures, estimates of demand and growth, trends and how the plan responds to trends, demographics of respondents, demographics of population, staff and functional areas responsible for the plan, governing policies, and the bicycle transportation legal framework.</p> <p>According to federal and Minnesota law, MnDOT has a leadership role in providing bicycle transportation and is responsible for many aspects of bicycle transportation that are not addressed in the plan. For example, according Minn. Stat. 160.265 "The commissioner of transportation shall establish a program for the development of bikeways primarily on existing road rights-of-way. The program shall include a system of bikeways to be established, developed, maintained, and operated by the commissioner of transportation and a system of state grants for the development of local bikeways primarily on existing road rights-of-way."</p> <p>Also, MnDOT is responsible for providing training relating to bikeways to local governments and also providing local grants for bikeways according to Minn. Stat. 160.265. Supporting local bikeway networks as discussed in this plan is already required and has been since 1977. How has this statute been implemented over time? Bicycle planning and design training has not been provided on an ongoing bases to local governments. Similarly, Title VI training has not been made available to MnDOT staff and local governments in the recent past and has not been offered on a routine basis.</p> <p>Legal Framework</p> <p>The plan says basically nothing about the bicycle transportation legal basis. The plan appears to treat biking in Minnesota as almost completely discretionary endeavor and not connected to a legal framework. However, Minnesota has some of the most comprehensive laws in the country, some laws dating back 38 years.</p> <p>Providing the legal framework and the legal requirements are standard practice for a plan. Without providing the legal basis or foundation, the plan lacks transparency and accountability. For example, bicycle and pedestrian advocates from various groups and communities are largely responsible for initiating this plan. Because members of the public took time to know and understand the law, they effectively advocated for MnDOT to address bike planning requirements in state and federal law. They were able to pressure MnDOT to comply with Minn. Stat. 160.265 and presenting MnDOT leadership a document showing numerous department policy, safety and public outreach gaps according to state and federal law.</p> <p>Bicycle transportation is also tied to other statutory goals, such as providing public health, safety and welfare, environmental stewardship, civil rights, environmental justice and recreation. These goals and a plan to address them is not included in the plan.</p> <p>Federal laws that provide foundational guidance and policy are not described in the plan. For example, the State Bicycle and Pedestrian Coordinator is a federally funded position and is responsible for directing and providing oversight for millions of dollars of projects and plans, but this position is not mentioned in the plan. The plan generally lacks specifics about who is responsible for carrying out the plan.</p> <p>The plan does not include information about how maintenance will be conducted or performance measures related to maintenance. How will snow and ice removal is provided for both bicycle and pedestrian transportation? This is critical to safety, access, mobility and efficient traffic operations for all users.</p> <p>The legal framework is included here: http://www.dot.state.mn.us/planning/completestreets/research.html</p> <p>Public Outreach</p> <p>There are no demographics associated with the public outreach events and findings.</p>	Thank you for your comments. All of the items mentioned are addressed within the confines of the Statewide Bicycle System Plan or within other areas of MnDOT.

<p>Were demographics collected? If so, provide them to indicate what various groups preferred. Some of the public outreach results indicated overrepresentation of males. The plan may have had high levels of public participation, but there is no evidence that the public outreach provided equal opportunity for people to give their feedback to ensure that all demographic groups were represented or had the opportunity to be represented. This is a serious deficiency for other reasons described below.</p> <p>Title VI and Environmental Justice</p> <p>As the State Transportation Authority, MnDOT is responsible to ensure programs, services, activities and benefits are provided to the public in a nondiscriminatory manner. The plan lacks any mention of Title VI and provides an incomplete environmental justice analysis.</p> <p>As well, MnDOT does not have a Limited English Proficiency Plan in place. How were people who do not speak English included in this planning process? What materials were produced in other languages to help include limited English populations in this plan? People who do not speak English as their first language are routinely and systemically left out of planning, project development processes and public outreach.</p> <p>MnDOT has a leadership role in providing Title VI information to cities and counties. MnDOT has provided no model or tools for cities and counties to implement Title VI, environmental justice or limited English proficiency planning. In my community, we are currently working with city staff to prepare a bicycle and pedestrian plan for the city's comprehensive plan required by and due to the Metropolitan Council in 2018. MnDOT's bike plan does not provide a model for Title VI implementation.</p> <p>Equity</p> <p>Directly related to Title VI and environmental justice, many entities and community groups have raised concerns about transportation equity. These partners and stakeholders include the Metropolitan Council, public health representatives, non-profits and individual citizens and residents. The plan does not provide information on the civil rights foundation for transportation to address equity issues.</p> <p>Cross state bikeways that are the primary focus of bicycle transportation does not address many needs for bicycle transportation. It is hard to see how that helps people for basic life necessities such as getting to school, work or medical care or bringing their children to day care.</p> <p>The bicycle gender gap is not adequately addressed in the plan.</p> <p>Many state highway minor arterials are in areas the Metropolitan Council has defined as racially concentrated areas of poverty, yet MnDOT has not provided a long term investment strategy to serve or benefit these communities, to address community interests in complete streets, active living, or bicycle and pedestrian access to help eliminate economic and health disparities.</p> <p>The plan does not include strategies to ensure bicycle transportation is provided to all populations and communities across Minnesota. Lack of compliance to Title VI compliance matters and program deficiencies negatively impacts communities all across Minnesota. Further,</p> <p>Minnesotans are talking about equity, economic disparities new approaches to managing roads to provide multiple benefits such as Living Streets, Complete Streets and Active Living. The principle of equality is the essential starting point to building and maintaining a transportation system that serves everyone. Toward that end, MnDOT must comply civil rights laws and executive orders and apply these laws to all programs, services, activities and so everyone benefits from public investments. This series of Federal Highway Administration's Civil Rights videos describes public agencies' responsibilities towards the Civil Rights Act of 1964, specifically Title VI. http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm...</p> <p>Several studies have shown that Minnesota has some of the worst racial disparities in income, educational attainment and health in the nation. Providing bicycle transportation to all people with equal opportunity is one way to address these issues. Minnesota Department of Health states that:</p> <p>It is not possible to advance health equity without looking closely at the systems across Minnesota that create the opportunities to be healthy, identifying where there are structural inequities, and addressing structural racism. ... Designing transportation policy with health equity considerations can promote health, education and economic mobility. (Minnesota Department of Health, http://www.health.state.mn.us/divs/chs/healthequity/ahe_leg_report_020414.pdf)</p> <p>The plan still shifts the responsibility of providing safe and effective bicycle and pedestrian travel to local governments, although MnDOT is the principle agency to lead to provide a transportation system that serves all users on state highways. Shifting almost all the bike/walk responsibility to local governments, besides being inconsistent with state and federal law, compromises public safety, civil and human rights and counterproductive for all modes of travel. State highways, particularly in urban areas, have been a source of bicycle and pedestrian safety issues and have been barriers to an efficient and connected bike and walk system.</p> <p>The plan does not clearly state that bicycling is legal on almost all roads in Minnesota and does not describe how MnDOT will address bicycling safety and accessibility on all state highways beyond the "state bikeway system." Also, the use of the term bikeway in the document is not consistent with the statutory definition; there are many state bikeways in the state.</p> <p>Plan public comments</p> <p>The plan, plan summary and one-page description did not include a statement to let people know they have the opportunity to request the plan in alternative format.</p>	
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	Further, the plan was not made available in other languages, or large print for those with low vision. Also, it appears that the plan and request for public comments was made almost entirely by electronic communications. People should have had the opportunity to respond in writing and mail comments to MnDOT.	
137	<p>There is not a clear legal basis for the bike plan and the laws and policies it supports. The plan is supposed to implement Federal and State law. There doesn't seem to be documentation of the laws behind the plan. I didn't see any reference to the State Pedestrian and Bicycle System law review.</p> <p>In fact some of the language and the approach used is contrary to current law. It even gives a new definition to Bikeway and really narrows it down which disregards the entire "system of bikeways that are supposed to "establish, developed, maintained and operated by the communism of transportation," (MN Statute 160.265).</p> <p>The bike plan says basically nothing about laws relating to bicycle transportation in Minnesota. We have some of the most comprehensive laws in the nation some of them still are not implemented after even after 35 years. I saw no mention of Civil Rights Title IV laws.</p> <p>A bike plan needs to be inclusive of all facilities. People are legally entitled and have rights to be able to bike for transportation.</p> <p>Bicycle and pedestrian investments need to be made throughout MnDOT's system especially on MnDOT roadways in urban and suburban areas where MnDOT Highways are often main streets and an integral part of a local and regional bicycle network. These need to be prioritized even higher than developing a "Statewide Bikeway Network" as referred to in this report. MnDOT roadways that make up parts of the local and regional Bikeway network affect people's daily lives as well as their health, safety and economic prosperity. Where this is emphasized in the plan is critical. How did MnDOT come up with the 30/70 split?</p> <p>Some of the language in the report is troubling. In Key Finding 2 it states "even if it is not part of a designated state bikeway route." MnDOT is responsible for a system of bikeways on its roadways not just one, two, three or four designated state bikeway route. I have often heard MnDOT touting the Mississippi River Trail as its first Bikeway in Minnesota. Since 1977 Minnesota law 160.265 Bikeway Program has made MnDOT responsible for "a system of bikeways." It this plan it redefines bikeways which flaws the entire plan and makes it suspect.</p> <p>The plan is taking Minnesota backwards. By redefining bikeway it disregards all the past statewide planning work that was done in the past. Reference the bikeways that are included in Minnesota Bikeways maps by region as well as the 1989 and 2001 maps. This plan totally disregards continuing to build the system. This plan actually reduced the bikeway system when the state statues definition(s) are not used.</p> <p>Are you making the plan easily accessible in different formats and languages? It is not clear how you did environmental justice in the community engagement plan. It arrears to be largely absent. How are you going to address the long standing disparities in investments? It's important that you show metro maps especially in an environmental justice context. It's bit at all clear where the plans line up in areas with concentrations of poverty for example.</p> <p>In addition the plan highlights that a statewide bike map is created every two years. It is imperative that it truly is a statewide map and that it includes the metro area. If you made a regular highway map and exclude the metro area you would be negligent. The metro area ought not be left out in a bike map.</p> <p>MnDOT staff need to have work put in their work plans to implement laws and be evaluated in their carrying out assigned work. The finding on page 54 that local governments want technical and financial support is already in state law. 160.265. The barrier is MnDOT staff have not been responsible or allowed to carry out the law. Leaving vacuum in technical support including EJ, LEP, title 6, and design.</p>	<p>Thank you for your comments.</p> <p>The comments related to the local and regional investment goal split are supportive of the policy direction identified in the Statewide Bicycle System Plan and were a result of public engagement. The 30/70 split was identified in the public engagement findings, where key finding 2 is indicates the public values state bikeways, but people value opportunities for local and regional bicycle travel more, which contributed to the establishment of the targeted split.</p> <p>This key finding related to developing a statewide network, does further state, "MnDOT can improve the safety and comfort of bicycling conditions by investing in bicycling infrastructure on or across the state trunk highway even if it is not part of a designated state bikeway route."</p> <p>MnDOT is addressing the comment related to bikeways by referring to system as "state bicycle routes."</p> <p>The plan is available upon request in other formats.</p> <p>MnDOT will continue to make improvements to the state bicycle map and rely on local and regional partners to provide more detailed information.</p>
138	<p>Some map edits suggested in the last draft were not included in the final draft. I'm not sure if that was intentional (i.e. the authors disagreed with my suggestion) or an oversight. See attached email point 2 a).</p> <p>The problem/confusion lies in the fact that some of the "orange/peach" highlights that show the "stakeholder priority corridors" extend into and overlap with the RBTN. So, in some cases (see TH 95 in the east metro along the border) we are showing a Met Council "green Tier 2 corridor" and also an orange highlight that indicates it is a "low" priority corridor based on our color scale. Some of the orange "low priority" corridors even overlap with Met Council Purple Tier 1 alignments. I think we were under the general understanding and gave the impression that anything identified in the Met Council Plan would be considered high- priority for the district/region and can see why they find this overlapping color scheme contradictory.</p>	The bicycle corridors identified in the plan have been revised based on feedback from the Metropolitan Council and MnDOT's Metro District.
155	As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)	Thank you for sharing your comment.
160	1. enforcement is important. No sense investing in infrastructure if cars are still running cyclists off the road.; 2. nothing is more terrifying than a car looking for a parking spot. If they do so without using a signal, they should definitely get pulled over and maybe get a ticket.; 3. rolling through stop signs may seem ok but it can be very scary. 3. Another comment about signals: idling cars should have their hazards on. Thanks for the opportunity to voice these opinions!	Thank you for sharing your comments.
161	1. Start enforcing rules of the road. Use fines from violations to fund organization. 2. Start education for law enforcement personnel mandatory for new laws re: motorists, peds & bicyclists	Thank you for sharing your comments.
162	1. concerned about regulatory signage for legal size signs rather than the "toy" signage that are not legal or enforceable. 2. Better kiosk design & more locations	Thank you for sharing your comments. Minnesota has a Manual on Uniform Traffic Control Devices, and chapter 9 covers Traffic Controls for Bicycle

	linking locations to overall map. 3. Cross bike paths in north MPLS to 26th Street / Dowling etc. 4. Clear signage at difficult connections	Facilities, which allows for various sizes depending on the context of the bikeway. More information can be found here: http://www.dot.state.mn.us/trafficeng/publ/mutcd/ . Related to other comments, it is unclear what locations are suggested, and it may be likely these concerns should be mentioned to local municipalities.
163	Consider how to address racial, economic and other disparities as part of local planning assistance. In addition to more diverse community engagement, communities may need assistance identifying areas or neighborhoods left out of investment. The Rochester - Olmsted Council of Governments Environmental Justice protocol could serve as a model.	Thank you for sharing your comment.

ALL COMMENTS

ID	COMMENT	RESPONSE
3	<p>Please register my opinion that there are plenty of roads already to ride a bike on. There has got to be way better places to spend money. Or Hey, here is a novel idea, don't spend the money!</p> <p>Shut it down!</p>	<p>Thank you for your comment. Investment level decision are not made in this document. Please see the Minnesota State Highway Investment Plan: http://www.dot.state.mn.us/planning/mnship/.</p>
4	<p>I have heard of these planned routes for several years now, and would love to see them actually built. I live in Region 4 and would fully support the Moorhead to Alexandria path. But all that has happened so far is all talk, I can't imagine the money that has been spent on "projected" plans, I also know that when a path is finally built it will be done in the Twin Cities area. It is a common thing that the rest of the state is largely ignored and improvements are done in the Twin Cities area first. Unfortunately we have to deal with the large farm equipment in the smaller rural communities.</p> <p>Thank you and I seriously hope that this plan will someday move off the planning table and into the communities of the state.</p>	<p>Thank you for your comment. The connection mentioned is a Minnesota Department of Natural Resources trail system. Then Central Lakes Trail currently runs from Alexandria to Fergus Falls. Further corridor planning will be in coming years from Fergus Falls to Moorhead, as it was identified as a high priority corridor in the Statewide Bicycle System Plan (p. 33). Http://www.dnr.state.mn.us/state_trails/central_lakes/index.html</p>
5	<p>I love that MnDOT is trying to accommodate more biking. I can't think of a better thing to spend tax dollars on. We have great bike trails here but how about connecting them for shorter rides. For instance, I live in Long Lake and the Dakota trail and Luce Line are right outside my door. Could you provide more connector trails between them? Or between the Dakota and LRT? Right now I have to ride on scary traffic filled streets to do loops. I also love the separated trail idea. I have known too many people to get killed while biking by people who aren't paying attention while driving. (even with wide shoulders)</p> <p>Thanks for doing this!</p>	<p>Local and regional bicycle connections are consistent with what was heard during the public engagement for the Bicycle System Plan, along with separated facilities. The plan proposes that 70% of MnDOT's Bicycle Investments prioritize these kinds of projects that would be within MnDOT's right of way.</p>
6	<p>I was wondering where all of our revenue has been going. Now that I have been looking thru your information. I see our gas tax dollars have not been going back into our road systems.</p> <p>The money has been diverted to bikes and buses and light rail. I find this very disappointing as our roads should be Minnesota department of transportation primary priority.</p> <p>If you want to make special bike paths the money needs to come the general fund or from other sources!</p> <p>All bikes on the road should also be licensed and the person should have to carry Insurance, as most car bike accidents are caused by the bicyclist.</p>	<p>Thank you for your comment. Investment level decision are not made in this document. Please see the Minnesota State Highway Investment Plan: http://www.dot.state.mn.us/planning/mnship/.</p>
7	defund all bike trails	Thank you for sharing your opinion.
8	<p>I cycle a lot and would love to have a more connected off street cycling path. I feel that having a path separate from a roadway would increase safety for long trips between metro/city/town areas. The building of such a path system would allow me take more long trips easier and safer.</p>	<p>Thank you for your comment. This echoes sentiments heard during community engagement for the development of the bicycle system plan.</p>
9	<p>thanks for sharing. Very exciting to see this! I reviewed the Executive summary for the big ideas. Would it be possible in the encouragement area to focus the big goal on collaborating with other biking partners on PedalMN (and consider the bike map to be a subset of that, along with Bike Guide, PedalMN.com, social, Eco Exhibit, ...)</p>	<p>Thank you for your comment. Diverse partnerships and support are critical to effective implementation of the Statewide Bicycle System Plan. The "Encouragement" section within the plan identifies partner opportunities within strategies 17 & 18.</p>

10	Comment: before we do this, can you PLEASE!!!! fix roads in the metro so it doesn't take me 2 hours to get to and from work each day. thanks.	Thank you for sharing your opinion.
11	Whatever you decide, please ensure your plan keeps bikes off the shoulders and bike lanes of our highways. It's dangerous for the bicyclists and motorists alike. am constantly confronted with drivers in cars crossing the center line in front of me when they have a cyclist in their traffic lane so they can go around the biker without slowing down. I live in Lakeville, MN, we have a robust bike trail system, and despite that, I am constantly dodging bicyclists in the traffic lanes even though the main arterial roads have one or even two bike trails on the same roads. They need to stay on their trails. Cars and Bikes don't mix well on the road. They are negatively impacting my safety as a motorist by being in traffic lanes, so I hope you can come up with a system where bikers will not go on our highways. Thank you !	Bicyclists have the legal rights to operate on the shoulders of highways unless there is controlled access. Additionally, this supports the feedback that people driving and bicycling are more comfortable with separated facilities.
12	Hum looks like agenda 21 way too much. Nope I don't want my tax dollars spent on this	Thank you for sharing your opinion.
13	I agree with your goals for biking. More and safer routes would be amazing. Thank you.	Thank you for your supportive comments.
14	Thank you for the opportunity to comment. The plan seems to fit a great many needs and I can't add any improvements. My main concern now is upkeep both in Warmer weather but also cold, as in snowy conditions. I ride year round and an open path after snowing is huge concern of mine and a few other that ride all yr. Are there any plans for winter upkeep in the mix. Note: I didn't see anything that particularly fit that question, my apology if I missed it.	Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.
15	I live in rural Minnesota and find that most roads around here are fairly safe to use. However; so often the surfaces are not friendly to the thin tires on my bikes. I especially see a need for a paved path from Hutchinson or Glencoe into the suburban areas of Eden Prairie and Minnetonka.	Pavement conditions on Minnesota roads continue to deteriorate because of lack of funding. The connection you are referencing is a state trail managed by the Minnesota Department of Natural Resource: http://www.dnr.state.mn.us/state_trails/luce_line/index.html .
16	I think bikes should have licenses ,you need one for just about everything else I bike my whole life had one when younger it was like a badge the city maintained them , funny I went out on the lake this winter with fat bike and everything out there needed a lic. It cost money for wider roads for bikes ..	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.
17	Comment: on priority map overlay existing trails to show progress to date	Currently, there is a not a complete data set with all of the existing trails at local and regional levels. Additionally, final facilities within the defined corridors have yet to be identified, and may include trails and roads.
18	Comment: I think that the DOT should be spending our tax dollars on making the roads better for car and truck traffic, instead of bikes, pedestrians, and trains. In the real world that I happen to live in, a lot less money would be wasted, and we could have a much better roadway system. Thank you, The End	Thank you for sharing your opinion.
19	Keep the idiots out of the street.	Thank you for sharing your opinion.
20	Minnesota needs a bicycle registration and license program in order to pay for programs created to serve them. It would seem to be unfair to raise any taxes to pay for these improvements, as not everybody rides a bicycle. This could be created on a county or state level.	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.

21	For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you	Thank you for sharing your comment.
22	Nothing wrong with bike paths along abandoned RR sites but too often bike paths in urban areas have too many intersections to make them practical. I'd rather see bike lanes where perpendicular traffic must yield. Drivers are often only looking one way and pull right in front or even stop in your path.	Thank you for your comment. Typically, traffic volumes determine where the traffic control is implemented and where yielding would need to occur.
23	Forget the bike paths. Just get the highways DONE! Like state highway 5 from Victoria (where my home is) to Norwood Young America where my doctor is. Highway 5 has been in turmoil for the last 10-15 years. Besides, many bikers are rude and do not know basic bicycling courtesy.	Thank you for sharing your opinion.
24	<p>I'd like to know who I should contact at DOT district 1 regarding bicycling issues and also if this person knows who the contact would be at St. Louis County.</p> <p>regarding this plan -</p> <p>We need a connection between Walker and Duluth (via MN200 and US2) so you can have a clean cross state route between Fargo and Duluth</p> <p>US2 from GR to Duluth should be higher priority. Work would be minimal since it has a wide shoulder.</p> <p>I don't understand why a route from Duluth to Aitkin is a medium statewide priority. why would one want to go on this route? The route from Duluth to Grand Rapids, either along US 2 or along US 2 and MN 200 (with spur to GR along river road or 169); or the route from walker to Duluth are clearly higher priorities.</p> <p>I am curious to know how District 1 will implement strategy 5 and 6.</p>	Corridor identification is based on public input. The corridors identified were not elevated priorities based on public feedback throughout Minnesota and within the district. The strategies referenced are currently recommendations. MnDOT will determine how to best implement these upon plan adoption - including at the district levels.
25	Kudos on the draft plan. I'm all for its goals and priorities. I'm a regular bike commuter and a recreational bike rider. We need. I like the idea of placing the highest priority on the projects that will make it comfortable for the greatest number of people to take up this transportation option. These will probably be projects in metro areas, especially around schools.	Thank you for comments of support.
26	I would love to see a dedicated bike trail placed along Concordia or St Anthony that spans from downtown St Paul to Mpls. You could call it Rondo Trail, that way when you add your MN PASS lane down the middle of 94 it gives our community reconciliation and recognition for all the homes you destroyed when building 94. Also, why didn't you replace our pedestrian bridge that spans 94 between Dale and Western? It connects to bike trails at Central Village Park and construction was supposed to take place this year. My children walk or bike to Capitol Hill and that bridge is a mess and has very poor safety markings for kids crossing the street on either side when walking or biking. Please let me know what happened and what you think about the Rondo Trail idea.	<p>Thank you for your comments on the MN Statewide Bicycle System Plan.</p> <p>It sounds like the bridge referenced is Mackubin. Repairing that pedestrian bridge was delayed a year in hopes that it could be combined with replacing the Grotto pedestrian bridge. Information about the project here: http://www.dot.state.mn.us/metro/projects/i94mackubinstpaul/</p> <p>Related to a bike facility along I-94: MnDOT is currently in the process of studying the corridor between Minneapolis and St. Paul. See more about the study here: http://www.dot.state.mn.us/I-94minneapolis-stpaul/</p>
27	You should license all bikes in the state and require them to get tabs (every year) like a car in order to assist in the payment of this plan,	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.

	maintenance and overhead (you know a little skin in the game) but I won't hold my breath.	
28	Black top Luce Line from Vicksburg in Plymouth to at least as far West as Stubs Bay or Watertown. Heavily used and it would be more friendly towards people with skinny bike tires.	Thank you for your comment. This is a Minnesota Department of Natural Resources State Trail: http://www.dnr.state.mn.us/state_trails/luce_line/index.html
29	Hello! I'm a cyclist who lives in the Twin Cities and I'm just writing to provide feedback on the bicycle system plan. I think it's a fantastic idea and would be used by a wide variety of cyclists. I'm both a commuter and bike racer and I could see myself using the trails for long training rides, for bike camping, and for casual rides with family/friends. I also think that building these trails would bring tourism to small Minnesota towns that could really benefit from it.	Thank you for your supportive comment.
30	MNDOT - Excellent idea on a statewide system for safe biking. Being able to safely enter and exit the Twin Cities and other MN urban areas, with popular destinations such North Shore State Parks, St. Croix River area, Mankato area, and the Brainerd Lakes will make Minnesota an even better cycling state. The approach to work with partners and stakeholders in this plan is needed for its success. I truly hope this plan can become a reality, so that families can have safe biking options, no matter where they live.	Thank you for your supportive comment.
31	I am so excited to hear about this plan. Looking forward to much more bicycle-friendly touring routes.	Thank you for your supportive comment.
32	I would love to see the next mapped out route from the twin cities to Duluth And in the route if u could note places we could bike camp in route Thank u	This is U.S. Bicycle Route 41, which is currently in the process of developing a plan by the fall of 2016.
33	I'd love to see a lot of this get implemented. One area that I'd like to see is the completion of the Dakota Rail Trail to Hutchinson. Ideally, we'd like to see the paved trail completed on the Luce Line as well. By completing the paving of both of these trails, we would see the largest paved loop in the upper Midwest. This would not only improve the trail system in the state, but would have a large economic impact from a tourism standpoint, not only for the cities located on the trails, but for the state as well. Great start though!	The Dakota Rail Trail belongs to the Three Rivers Park District and the Luce Line is a part of the Minnesota Department of Natural Resources state trail. http://www.dnr.state.mn.us/state_trails/luce_line/index.html ; https://www.threeriversparks.org/trails/dakota-rail-trail.aspx
34	Please change the law? that puts bikers on city streets instead of sidewalks. It is terribly dangerous for the biker to comingle with traffic that is going 30mph. It also slows down traffic terribly because the traffic is limited by the slow bike speed. Please please, put them back on the sidewalks. My body cringes when I see a biker in front of me (what if they tumble?) and my pulse races because I do not want to be driving 10mph with a line of cars behind me!	Bicyclists have the legal rights to operate on the roadways of Minnesota unless there is controlled access. Additionally, people biking on the sidewalk are at an increased risk of crashing, injury or conflict with people driving motor vehicles.
35	Greetings! and thanks for your efforts to address the desire for a bike trails plan across the State. There is one tiny but very significant section of an otherwise compliant "standard" trail in Duluth, the Lakewalk between Canal Park and Brighton Beach. A design to complete a section of maximum non-motorized use trail across a 6-block gap in eastern Duluth does NOT recognize, thus not	Thank you for your comment. This is a City of Duluth decision.

	<p>address and resolve, a non-compliant section that has too steep a grade and poor visibility around two excessively sharp turns. Political influence of special interest persons, the developers and buyers of high-end residential units adjacent to the land that the City acquired for the purpose of extending a compliant trail (the Lakewalk), have so far managed to prevent completion of that intended, required!, shoreline trail. The City is NOT recognizing that an existing temporary trail is NOT safe for persons using wheels. Thus, nothing is being done to address the condition and need. Resolution is possible, but that is to place the trail along the City-owned shore between the million dollar + town homes and the lake, then remove the dangerous non-complaint section. The City has acquired the rights to the amount of land necessary for such a trail. An unanimous vote by the City Council dedicated a sufficient revenue source. But our "strong mayor" will not recognize the significant problem and move forward its intended resolution.</p> <p>Under our form of governance there is no means by which the Council or the citizens can effectively act to hold the Administration accountable. This condition needs the bright light from above/outside to enlighten the public and demand Administrative transparency on this matter. Please help us!</p>	
36	This plan is simply amazing. Bringing it fruition has the possibility to change the state IF the trails are actually trails--simply signing existing highways and calling it a trail (like the Mississippi River Trail) isn't enough.	Thank you for sharing your comment. Public comments received indicate an interest in more separated facilities for people biking.
37	I am very for this plan. I am an avid biker who lives in Mankato so this would connect me to every city I could want to visit. Good job on this one.	Thank you for sharing your comment.
38	<p>I sure would like to see video that shows what not to do when biking, i.e. not riding with lights at night - show how hard it is to see someone when you're driving without lights. even better if they wear reflective clothing item, similar to a safety vest.</p> <p>Show a biker not stopping at a corner (stop sign) when they are making a right hand turn and you are driving in the lane or right next to the bike lane they are swishing into the lane to parallel you. it is startling as an automobile driver to have this happen.</p> <p>These are just a few that occur on a regular basis. AS a driver you can't look hard enough or anticipate what stupid thing a biker will do.</p>	Thank you for your comments. There are several resources available that address bicycling visibility at night and road user responsibilities. All of these items are important to this work and promotion of safe bicycling.
39	Really excited about the proposed bicycle corridors. I look forward to someday riding the shore line pathway north and south of Duluth. Also very much looking forward to expanded bicycle roadways connecting Moorhead. Hopefully these corridors are not primarily just highway shoulders, as drivers still are reluctant to treat those on bicycles with the same respect they give farm equipment, as they seldom wait until it is clear enough to give riders sufficient clearance to pass, they simply put the squeeze on us, sometimes with tragic results.	U.S. Bicycle Route 41, which will continue along the north shore will have a plan completed in fall 2016. Public comments reinforce the desire to have separated bicycle facilities.
40	I think this would be absolutely awesome to do this bike trail system!! It gets pretty scary sometimes riding on the highways and other roads!!	This comment supports public input related to the desire for physical separation in bicycle facilities.
41	Hello, As encouraged by BikeMN (which I'm a member) and some other cycling groups, I read through the MnDOT plan for the statewide bicycle transportation system & am now offering my thoughts.	It is not feasible to expand pavement everywhere on every roadway in the state. That said, this plan looks to identify opportunities within these priority corridors, specifically on MnDOT right of way. Related to education, strategy 14 is to promote safe driving/bicycling behaviors by developing educational materials.

	<p>Overall, I like what I see & think that there has really been some good work done. Of course, as an out-stater (non-twin cities metro MN resident) I obviously would like to see more efforts go specifically to my area (or rather see a higher priority than what it's currently labeled - but understand why & fully accept our low priority status. The few minute changes that I would make to the overall plan would be to suggest that as roads & highways are redone throughout the state that a mandate be put together to repair/replace roads with at least some bike standards in line for now, rather than wait for any bike-friendly idea to only be implemented once it can be done "completely". A good example of what I mean is, there is a county road that recently got resurfaced in our area. Rather than adding a few inches to a foot on each shoulder and or reducing the lane size a little then painting a bike specific lane on each side - it was redone "as is", and I was told that eventually they'll redo the whole road "the right way" and a full lane will be added for bikes later. Meanwhile, I ride this all summer long & am regularly "buzzed" by traffic who don't like to share the road.</p> <p>Which actually brings me to my only real & emphatic reason for writing: the primary thing I did not see in the bike transportation plan, was vehicle driver education/awareness of bicyclists issues & needs. Whether it be signage, public service message type advertisements, or whatever - the "Share the Road" & "Watch for Cyclists" type messages should be an vital part of this plan. Non-motorized bike specific or shared (bikes, hikers, rollerbladers, etc.) paths are really great, but simply not practical everywhere. So keeping the idea of cyclists on the brains of motorists can help them be more alert & notice them when the road does need to be shared. Also, those messages help them remember that they are supposed to share the road & keep at least a 3 foot minimum from the biker. Not to pass with little to no consideration, like when I had a car pass me so close his passenger rear view mirror actually clipped my elbow (this summer). Not cool, not fun.</p> <p>Thank you for your thoughts & consideration. I appreciate the work that has been done & the direction that your plans are heading.</p>	
42	<p>Can you please complete the trail from Taopi, MN to the Iowa state line? This will, hopefully, connect to the Wapsi/Great Western Trail (IA). Taopi would become a center point for cyclists heading east/west and north/south, bringing tourist dollars to Taopi.</p>	<p>Please reference figure 6: District 6 Regional Priority Corridors, where there seems to be a north/south corridor identified near Lake Louise State Park heading south into Iowa.</p>
43	<p>I support bike trails. Be the trend setters not the followers.</p>	<p>Thank you for sharing your supportive comment.</p>
44	<p>I liked how you introduced the MRT system. This is a great model for future expansion just like the scenic car byways, but more connected as an entire system. Completed MRT should use a separate color on page 33. Being blue and smaller than priority is really confusing. How about using GREEN for GO!</p> <p>The corridor along I-94 is done for over 100 miles with the Lake Wobegon and Central Lakes trail. Much of this is low hanging fruit and is almost connected to the MRT as well.</p> <p>Southwest Minnesota should be among the high priority corridors. It has been cut off from the rest of the state for too long!</p>	<p>Thank you for your suggestion about differentiating the MRT; MnDOT will look to make a revision. Related to the Lake Wobegon and Central Lakes Trails, MnDOT recognizes these facilities exist within the corridors identified. Lastly, the priority corridors are based on what was heard through public input - statewide and within the southwestern part of the state.</p>
45	<p>I know that there are delays in a bicycle trail from Inver Grove Heights to Hastings but, after biking by Valleyfair. I hope to see a connecting trail that might follow the river and connect with the trail that begins east</p>	<p>Figure 9: Metro District Regional Priority Corridors identifies what the Metropolitan Council's regional bicycle transportation network is. The corridors referenced in comment are all priority areas for</p>

	of 35W. I remember a trail that begins by Burnsville High School to Eagan. My last request would be a trail from the Hastings bridge north to safe biking areas on the northern areas of hwy 61.	this metro network.
46	<p>With all due respect...I believe your emphases should remain on transportation (i.e.: roadways for vehicles, railways) and let the recreational portion be left at the county or city levels.</p> <p>Nothing against bikes: however, they can only be used certain times of the year and I have yet to see the masses peddle their way across the state. Just look at all the bike racks on vehicles when an event is scheduled.</p>	Thank you for sharing your opinion.
47	You should license all bikes in the state and require them to get tabs (every year) like a car in order to assist in the payment of this plan, maintenance and overhead (you know a little skin in the game) but I won't hold my breath.	There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.
48	two thumbs up!	Thank you for your supportive comment.
49	<p>Before any plan for a wider bike plan goes into effect I think there should be some better rules laid down for the sharing of the road to better protect the bikers. As a driver I can only do so much to protect them but there is so much more they can do to help things themselves. I know I have the three foot law, three feet between me and a biker, which I feel is fine, but what about the bikers? If there is three to four feet of pavement for them to ride on, why do they like to ride the white line? I have encountered this many times and it's frustrating that they feel they have the right to this much of the lane. I have also encountered times when there are multiply bikers together and they feel the need to ride side by side, once again putting one of them close or on top of the white line. I have found myself in a position of slowing up or going into oncoming traffic to keep my three foot distance on them, and when there is traffic behind me I am also leery of slowing down suddenly to avoid some mishap.</p> <p>One last problem I think that has to be addressed is what lane do bikers use? When I have come to an intersection I have found a biker in the left lane to turn with traffic. I thought they should cross in the cross walks instead of hampering the traffic lanes.</p> <p>When I ride my bike I always try to keep to the right as far as possible to stay out of the traffic lanes. I know that if there is a problem with traffic I wouldn't come out very well so why try to bring on problems? Today's riders seem to feel that as long as they have the right of way they are going to be safe.</p> <p>I wrote to the local paper about this this past year. There was a biker who responded that felt I was wrong for thinking they should stay to the right as far as possible or even use the walk/bike trails when they are present. Then another writer wrote in saying that he felt I was right and that bikers should be dealt with as a slow moving vehicle would be, with warnings and the like. I don't know if all that would be necessary for I think so much would be accomplished if the bikers stayed as far right as possible instead of riding the white line as well as staying in single file when on the road side. I don't mind sharing with them as long as they remember they are really sharing with us.</p> <p>Thank you.</p>	Thank you for sharing your comments. All Minnesota traffic regulation are found in Minnesota State Statute Chapter 169.
50	I am very excited about the prospect of having more bike trails! Thank you	Thank you for your supportive comment.
51	I don't own a bike and will not. I am 79 years old.	Thank you for sharing your opinion.

52	<p>Hello I would like to voice my support for a dedicated bike-trail system between Fargo/Moorhead, Minneapolis/St. Paul Metro, and Duluth/Superior. A protected path, be it gravel or paved would allow access to a much wider base of cyclists that wish to bike camp or tour between towns and cities in our fair state. As a cycle tourist, there is nothing more unnerving than getting buzzed by passing traffic while biking along the side of a rural highway. Currently there is no dedicated path that connects Hinckley and the Twin Cities. This makes traveling by bicycle between the TC metro area and Duluth a hazardous adventure to many. Separating motorists and bicyclists on rural roads is an advantageous step towards making Minnesota the most bike friendly state in the country.</p>	<p>Both U.S. Bicycle Route 41 (from St. Paul to Grand Portage) and U.S. Bicycle Route 20 (Moorhead to St. Cloud) are identified as high priority state bike routes. The comment about separated facilities is consistent with what was heard during the public engagement phase of plan development.</p>
53	<p>My comment involves a tad bit more information than can be conveyed in a text box. Please see https://docs.google.com/document/d/188LIVJudiK6PO87ahBAyLq1_RvDjUJdby69KAjogSnE/edit?usp=sharing</p> <p>Two issues are found in that document.</p> <p>1) Introducing the Follow the Bear (Creek) bike trail that would be a destination trail linking the entire city of Rochester to Chester Woods park.</p> <p>2) A review of http://www.dot.state.mn.us/planning/program/pdf/stip/2015-2018%20STIP%20FINAL.pdf Sequence Number 1032 (Project Number 159-090-020) for an example of a short-sighted plan that is a waste of money. Please cause this short sighted route that would go from Quarry Hill to Chester Woods to be stopped. Spend the money, instead, on the Follow the Bear (Creek) trail.</p> <p>If you have any questions, feel free to connect to me via my e-mail address</p>	<p>1) MnDOT's process identified the priority corridors through a pretty intensive public engagement effort. The location identified is an existing authorized State Trail as part of the Blufflands System for which the DNR is responsible. This fall, the DNR released a statewide plan (see link below) which looks at their different recreation elements. This segment was identified as a "partner-led core trail" which indicates that this is one of many trails across the state where the DNR will be looking to their local partners to take a leadership role on. The MnDOT Statewide Bicycle System Plan aligns well with the DNR plan in this regard.</p> <p>http://files.dnr.state.mn.us/input/mgmtplans/pat/system_plan/system_plan.pdf</p> <p>2) The process to identify the funding of the project referenced is local/regional. Between the Rochester-Olmsted Metropolitan Planning Organization planning process and the Area Transportation Partnership process, it was determined at a local level that this project was a priority over many others.</p>
54	<p>While I use bike trails, rail-to-trails and dedicated recreational trails have been a poor use of resources. Tax dollars (including grants) should be used for improving primary transportation methods (vehicular, rail, and waterway) as these are used by the majority of the population compared to the scarce usage of recreational trails (less than 2-25%). Recreational trails and facilities are over constructed; gravel/screenings should be used as the surface material to better protect the watersheds and reduce maintenance costs (and can still be ADA compliant) and lighting isn't needed except at primary roadway crossings. I believe that shared roadways are the best solution and creative separations are effect for higher safety risk areas. We need creative solutions not the standard rules of excess (spending money without validity)!</p>	<p>Thank you for your comment. Currently, MnDOT is updating it's bicycle design manual, which has guidance for a variety of facility types. Additionally, the Minnesota Department of Natural Resources maintains a Trail Planning, Design and Development Guidelines resource.</p> <p>http://dnr.state.mn.us/publications/trails_waterways/index.html</p> <p>Related to investments, investment level decision are not made in this document. Please see the Minnesota State Highway Investment Plan: http://www.dot.state.mn.us/planning/mnship/.</p>
55	<p>[email address; no comment inserted]</p>	<p>No response needed.</p>
56	<p>living considerably outside one of the high, medium or low priority areas yet cycling 100-150 miles per week I suggest paving a minimum of 4 feet of shoulder with rumble strips along the fog line on any and all state highways would go a long long ways in contributing to a safe and expandable route network statewide.</p>	<p>Thank you for sharing your comment.</p>
57	<p>I think that MNDOT needs to concentrate on maintaining the roads that it currently has. Most if not all of the bicycle paths in the state are poorly maintained and are in need of repaving. Expanding what there currently</p>	<p>Thank you for sharing your opinion.</p>

	<p>is will not do anybody any good if you can't keep up what you have. You can't even keep the roads that you are tasked with building and maintaining in good repair, so how are you going to manage bicycle paths?</p>	
58	<p>Really excited to see the priority bikeways. I have traveled them all, and some areas need improvement. However, my biggest gripe on state roadway touring, is that roadways like Highway 52 get upgraded to limited access highways prohibiting bikes, with no viable alternative. I was coming back from the Root River trail through Rochester, taking the Douglas Trail to Pine Island. My plan was to use H52 to Zumbrota, then head to Red Wing. I could not do that since H52 is now limited from Pine Island to Zumbrota. I had to look for alternatives, which were really not good choices (no shoulders or poor country roads). The recent state bike may still shows H52 open, but it is not. Limited highways usually have huge shoulders, and rumble strips, my choice of a state roadway. The alternatives tend to be country roads without shoulders, and usually poorer pavement. My biggest concerns on country roads is the young teenage driver, texting while driving and a low traffic road - they just do not see you. Then there are also, the pickups that believe bicyclists belong in the ditch- not on their roads! So, please do something about allowing bike riders on limited access state highways.</p> <p>By the way, I have traveled to Fargo, using the MRT to Walker, then cutting over to Fargo through Park Rapids and Detroit Lakes - it works. Coming back, I used old H52 to Fergus Falls, then the state trails. Took another trip to Milwaukee along H61 then came back through LaCrescent, to Root River Trails, up through Rochester to Woodbury. There really needs to be a good connection planning along H52 south into Rochester, and north to St. Paul.</p> <p>I typically put on 3500 to 4000 miles per year, mostly in MN and WI. You should set up a collection system to understand what routes we take. Just base it around your priority system. Could be as simple as indicating which connection points were taken, noting any problems encountered along the way. This would show you utilization and areas needed for improvements.</p> <p>Also, American Cycling is promoting overnight bike trips. These are excellent ways to get more people to experience roadway travel, and use State Parks nearby. Your programs should tie into theirs, would be a win-win.</p>	<p>Individual received a response via email on [date] related to site specific concerns. Thank you for your comment. There is acknowledgment that people bicycling have varied preferences on the types of facilities they choose to travel on. It is currently the policy of the state to restrict bicycle travel on controlled access roadways. Throughout the engagement process input was collected related to travel patterns and desired destinations. The corridors identified are reflective of this input. Through the process of developing the Mississippi River Trail MnDOT did coordinate with the Minnesota Department of Natural Resources on camping opportunities in state parks.</p>
59	<p>Connecting regional bike paths need alternatives for hauling the bike and biker from one region to another. Within the Twin Cities, the light rail bridges that gap for multimodal commuters; however, hauling a bike from the Twin Cities to the state park trails can be an expensive investment for a family.</p> <p>Buses and Amtrak should be engaged to more easily allow bikers to transport the distance giving them more flexibility in time and energy increasing recreational and commuting "local" bike trips.</p> <p>Good job. Thank you.</p>	<p>Thank you for sharing your comment. Improving bicycling access to regional transit opportunities can encourage bike travel. Currently, Amtrak and Jefferson lines offer options to onboard bicycles. https://www.amtrak.com/bring-your-bicycle-onboard and https://www.jeffersonlines.com/baggage.asp</p>
60	<p>The bike trail between Perham and Pelican Rapids is projected to cost 14.2 million for 27 miles. That is way too much money for a bike trail that will get minimal use. Even if you factor snowmobiles in the winter you are assuming we will get snow for maybe 3 months. The cost is too high!</p>	<p>This is an effort of Otter Tail County. More information can be found at: http://www.co.otter-tail.mn.us/1003/Perham-to-Pelican-Rapids-Trail.</p>

<p>61</p>	<p>First of all, I really appreciate that MNDOT is taking an active role in promoting biking throughout the state. This is really important for our state.</p> <p>I currently live in Minneapolis and frequently bike around the city. I would hope that MNDOT would look more specifically at Highway 55 running through the city of Minneapolis. Right now this highway is terrible for just about every type of transportation. It divides the community in Minneapolis and creates an extremely dangerous environment for pedestrians and bicyclist. I believe that biking has an important role in this corridor and I would hope the bicycle plan, and future MNDOT planning, would focus on transforming this corridor into something better.</p> <p>Secondly, growing up in Northfield, I wish that MNDOT would make the bike connection between Cannon Falls and Faribault a high priority. This could build off the highly popular Cannon Valley Trail and would connect Red Wing with Mankato. All the small towns along this route are already popular tourist destinations, and this trail could help promote the bicycle tourism in this region.</p> <p>Additionally, I would hope that MNDOT looks at the RiverFirst plan for Minneapolis and does everything is can to help assist the development of this plan. This plan is crucial to the continued development of Minneapolis and it would be great to see MNDOT actively helping to develop this plan.</p> <p>Lastly, the Rail to Trails or Rail with Trails program that was implemented along the Midtown Greenway was incredible successful. It would be great if MNDOT could take a leadership role in identifying other underutilized rail corridors and help to turn them into trails and light rail/street car lines. There are a number of lines running throughout Minneapolis/St. Paul such as along Ayd Mill Road or Hiawatha that would be excellent for this type of project.</p> <p>Thanks for the great start and keep it up. Really looking forward to great bike rides in the future.</p>	<p>Thank you for your comment. For the metro area MnDOT consults with the Metropolitan Council's 2014 Regional Bicycle System Study, and local plans when available and appropriate. In Southeast MN the connection between Cannon Falls and Faribault has been identified as a regional connection. Related to Rails-to-Trails, currently significant abandonments do not happen frequently. When they do local governments are active in consideration of acquisition. The Rail with Trails program, the opportunities for trails to exist along active rail corridors is extremely limited due to liability concerns.</p>
<p>62</p>	<p>I tried signing up for email updates but received this.</p> <p>Oops! Something went wrong. The link you clicked on appears to be broken. To fix this problem, try one of these:</p> <p style="padding-left: 40px;">If you want to unsubscribe or update your profile If the SafeUnsubscribe or Update Profile link in your email looks like this one, copy all lines and paste into your browser.</p> <p>http://visitor.r20.constantcontact.com/d.jsp?v=001aQrkMZOJR3UyWTxkyxE923Uykb3h2Mcw2FO_VjaL-anfzkswzg4B%3D%3D&p=oo Or forward the email to support@constantcontact.com with the subject line "Unsubscribe" or "Update Profile". If you're signing up for a list</p> <p>Looks like there was a problem with the link. Please contact the organization whose list you want to join.</p>	<p>Interested people can sign up for email updates about bicycling in Minnesota at http://www.dot.state.mn.us/bike/</p>

63	I live in Minneapolis and would really love to see this plan move forward. Having safe ways to travel by bike between major cities in MN would be wonderful.	Thank you for your supportive comment.
64	<p>Good plan overall.</p> <p>Encouragement: Suggest more formal plan for engaging stakeholders who could benefit from increased ridership but might not realize it. Chambers of commerce promoting local business patronage. Healthcare and insurance companies. YMCA. First ring suburbs. Mental health and wellness providers. Hospitality industry. Communities of faith. Weight loss services. Addiction/recovery services. Financial planners. Multimodal partners?</p> <p>Identify ongoing projects or entities which are unintentionally undermining biking. Builders and developers associations. Stroad producers? Others?</p> <p>Education aimed not only at interested-but-concerned but also would-be-interested-if-not-paradigm-locked. Drivers.</p>	Thank you for your suggestions, they are appreciated. There are many ideas here that we could consider even though they are not specifically highlighted in the plan. Related to encouragement, MnDOT is planning to update our Share the Road Campaign, and the suggestions here will be considered.
65	I wholeheartedly support this plan. I am a year-round bike commuter who also rides local and regional trails on weekends. I like the balance of local and statewide emphasis in the plan, efforts to document and encourage increased ridership, and acknowledgement that expanded trails require maintenance. Best of luck with implementation!	Thank you for your supportive comment.
66	I'm very much in favor of a comprehensive state-wide bicycling plan, such as this plan. It is essential to encourage people of all ages to bike more if they want to and are able to, in order to promote better health through exercise, to cut down on pollution caused by fuel emissions, and accidents caused by traffic congestion. Large cities can benefit by providing another safe means of transportation to and from work and school, and small cities may benefit even more. The likelihood of bicycling to work or school safely through a small town rather than driving a car the same distance is increased if local trails make it practical and easy. Why drag a car out of the garage for a 5-minute drive, if there is a safe, direct, and easy bike route to school, work and stores? Hopefully if these safe route plans are achieved, local businesses, schools and places of employment will appreciate the benefits of bicycling for the community and will then provide secure places to park bikes and encourage a culture where it is comfortable and practical to bike (i.e., relaxed dress codes, storage lockers etc.) rather than drive all the time. Of course it will also be wonderful to connect long-distance trails between towns, cities and regions in the state. Biking for leisure and health is definitely on the rise. Let's do all we can to support this life-changing trend!	Thank you for your supportive comment.
67	<p>I'm pleased with Strategies 17 and 18 concerning encouragement; I think that is a very important function.</p> <p>I disagree with Strategy 19 -- I think 5 years is too long to wait to update the plan. Three years would be better. Things change quickly for bicycling -- a very small change in infrastructure or environment can mean a huge difference for biking, making a route completely unworkable.</p> <p>I am also skeptical of the ranking of corridors as high, medium and low. Some of the "low" routes are some of the best and most scenic routes in the state (St Croix shoreline north of Stillwater, Lake Mille Lacs).</p>	Thank you for your comment. Related to Strategy 19, five years would be the maximum time to consider an update, it does not preclude MnDOT from doing something sooner. As for corridor rankings, as a part of the planning process it was necessary to delineate priority corridors based on public input and is respectful of limited resources for bicycle related investments. Related to implementation, MnDOT is in the process of updating its Bicycle Design Manual, which will likely require some training for practitioners.

	<p>Ranking them "Low" sets a bad precedent and realistically is an invitation to ignore improved accommodation for cyclists on these routes. At least limit the priority rankings to two categories, High and Highest.</p> <p>And please please when it comes to implementation work with your design department to teach your designers how to design for bike infrastructure so that we don't have any more situations like the bike path leading onto the Wakota bridge from the high speed onramp to I-494 (off Bailey Rd) or the I-35E path over the Mississippi River that dumps out into the off/on ramp at Highway 13. Require that they ride the route on a bike before designing any bike infrastructure!</p>	
68	I am in support of a mapped out route from Mpls to Duluth We need bike routes or lanes thru towns like white bear	Thank you for your supportive comment.
69	While I support the Bike Plans statewide, I am extremely concerned about those who ride bikes on busy 4-lane streets that don't have designated bike paths. I have observed many near-misses because of this, where cars are forced to veer into the next lane to avoid hitting the bike, often into the path of another auto. Riders should be restricted to thoroughfares with designated bike lanes.	Thank you for your comment. People bicycling have different comfort levels and preferences and are able to legally to bike in the roadway.
70	<p>This is a rampant waste of taxpayer money!!! I have never heard of such Kafkaesque plan to put thousands and thousands of miles of bike roads at a minimum of 140k per mile, in a place with a frigid climate for 6 months a year. That when you claim there is not enough money in the budget to cover for the constant need for repair and replacement of our crowded and aging highways, roads and bridges. You claim there is not enough money to do faster snow removal from our roads, yet somehow, you have the audacity to come up with such an outrageous plan of wasting more money that you do not even have!!!!!!</p> <p>Instead of helping alleviate the traffic congestion, better clean up the roads in the long MN winters, you are devising ways and means to make it even harder for people to drive to work and around. It was not enough that some "brilliant" mind screwed up hundreds of streets in the Twin Cities metro area (See the hardly used Bicycle "boulevards" in Minneapolis that are shrinking down roads, creating more congestion and potential more accidents), now some other "brilliant" mind is going to screw up the Federal network of streets and highways!</p> <p>Unbelievable!!!</p> <p>The person who came up with this idea, as well as those who commissioned the plan and approved the expenses to draw up this monstrosity, should be fired immediately and forced to pay back to the state coffers the costs of the plan.</p>	Thank you for sharing your opinion.
71	<p>I tried to submit my comments on the state bicycle plan on the online form and got an Application Failure notice that wouldn't copy to my clipboard. I'm submitting the comments here.</p> <p>Rumble strips, even those that are limited to the white stripe area, on roads with a three-foot shoulder do not provide a safe area for child trailers or three-wheeled cycles used by people with disabilities. Even able-bodied cyclists on two wheels can be forced to make a dangerous crossing of the rumble strips by debris and dead animals on the shoulder or sudden loss of the shoulder at bridges.</p> <p>West-East crossing options are very poor in the southern part of the state. Highways 7, 12, 55, and 212 all have sections that are unsafe for</p>	<p>Thank you for your comment. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years. The plan does provide west-east corridors and the process will allow for the best available routes to be identified.</p>

	cycling due to narrow or absent shoulders, frequent debris-strewn road and driveway entrances, high traffic speeds, narrow bridges, dreadful pavement condition of the shoulders, and hazardous routes through towns.	
72	<p>Your Statewide Bicycle plan is to not plan for statewide use of bicycles. 70% for local trails that lead from a parking lot to another parking lot. 30% for signage to pretend you are part of the national bike route plan.</p> <p>If you actually want to do something useful for those of us who use bicycles to ride from place to place, please fix the requirement that we merge into traffic every time the shoulder is interrupted with a right turn lane. Without that fix your statewide map showing where the shoulders are adequate for bicycle use is a lie. Total cost to implement \$0. Every living cyclist rides this way, but it would be nice not to be breaking the law over and over again every time I ride.</p>	Thank you for sharing your comment.
73	<p>First off, thanks for having a plan. In looking over the bike plan I would like to suggest an area where I see a big return for the investment. I would suggest adding a shoulder to the Gunflint Trail (County State-Aid Hwy 12 or County Road 12) . I feel the adding this spur to one of your major high priority corridors would greatly expand the biking potential and make this a "destination" site. The ability to link bikes to the resorts/campgrounds along the Gunflint corridor is priceless. Being able to connect to all the forest roads currently in place works well to promote the multi-use of these roads and creates many miles of biking opportunities with just the investment of one connector link. I believe the investment required to add a shoulder to the trail could be offset by the economic payback once in place. To be able to promote lodge to lodge travel, bike packing, or gravel riding, truly is a great way to expand the resources that is unique to the Gunflint corridor. This may be one area where ATVs and Bikes could get together to provide greater access for all. I know there is only so many dollars to spread around however I believe a cost analysis would show a payback in a nearer term window. Thank you for your time and effort from a Minnesota native and avid biker working towards establishing a foothold back in the state (Just purchased a cabin off of the Gunflint Trail). I like what I see from the town of Grand Marais in promoting and providing biking access and I would love to see this expanded with the infrastructure of a shoulder on the Gunflint trail.</p>	Thank you for your comment. MnDOT does not own County Road 12 and cannot make investment decisions on that roadway. That said, MnDOT is currently in the process of planning U.S. Bike Route 41, which will be from St. Paul up to Grand Portage. In the planning process this roadway could be a point of discussion with how it ties in.
74	<p>thanks for sharing. Very exciting to see this! I reviewed the Executive summary for the big ideas. Would it be possible in the encouragement area to focus the big goal on collaborating with other biking partners on PedalMN (and consider the bike map to be a subset of that, along with Bike Guide, PedalMN.com, social, Eco Exhibit, ...)</p>	Thank you for your comment.
75	<p>Yes, sorry, I thought it was the first page of a multi-page questionnaire!</p> <p>I used to bike to do my errands, but I've changed to walking to do them. I'm 53 years old, and I don't see or hear as well as I like to. I no longer feel comfortable once I get away from the roads with bike lanes. Also, aggressive drivers of motor vehicles make left turns a little scary.</p> <p>Part of my issue is that I don't know what it the best rule to follow. For example, I used to ride along Lexington on the sidewalk because NO WAY on that road, and I haven't managed to find a good alternate route (I also have a very bad sense of direction), though the new-to-me lane on Prior looks promising. Anyway, I rode the sidewalk, always behaving as a pedestrian rather than as a vehicle, and pretty much assuming</p>	<p>Thank you for your comments. What you've shared is consistent with what has been heard in the public engagement process, which includes that people bicycling prefer to have separate facilities from motor vehicle traffic. It is important for people using all modes - walking, bicycling, and driving - to follow the rules and that they be enforced appropriately. MnDOT does currently have an educational campaign, which can be found here: http://www.dot.state.mn.us/sharetheroad/</p>

	<p>that anybody who didn't make eye contact with me didn't see me. I enjoyed that. But everybody screams at me that sidewalk riding is dangerous, so I tried that, but it is just too nerve-wracking for me.</p> <p>So I've pretty much given up the bike except for recreation, and I just walk to do my errands. This is viable only because I have huge amounts of time. I could not keep the house going without using a car if I worked full time.</p> <p>Also, since we're talking, I think they should be very strict with the cyclists who run red lights and don't yield right of way to pedestrians. They make the car people very nervous and that feeds their aggression. They also make me nervous when I'm walking because I have to choose between a close call or not making the light (I'm one who walks only on the white hand).</p> <p>We should ALL follow the rules. Maybe it would be helpful to do a campaign to explain to everybody what those rules are. Because we seem to be unaware of them.</p> <p>I hope this is useful.</p>	
76	Please consider adding a coffee chat in Alexandria so that those who use the Central Lakes trail and would support your System Plan extending it to Fargo can learn more about the plan. They would provide great suggestions and active support in that location.	Thank you for sharing your comment.
77	Why is no meeting scheduled for the St. Cloud Area??	Thank you for sharing your interest.
78	Why no hearings in the SW part of Minnesota, which is pretty much a region free of bicycle trails?	Thank you for sharing your comment.
79	Moorhead!	Thank you for your comment.
80	Is this a similar meeting to the one I attended in Duluth last year? If so, great. If not, are you planning on scheduling a meeting in Duluth or is Grand Rapids the closest site? Thanks for the info.	There are no additional public engagement opportunities related to this planning process. Thank you for your interest.
81	Nothing for the western half of the state?!?!?!?!?	Thank you for sharing your comment.
82	<p>Just curious why your chats do not include stops in Brainerd or Baxter as the bike trails and bicycle commuters have a strong presence here. We'd be glad to cover the event for the community.</p> <p>Thank you</p>	Thank you for sharing your comment.
83	<p>Good afternoon,</p> <p>I have reviewed the bike plan draft and have a question on whether the "Prairie Line Trail" is part of the plan?</p> <p>Attached is a brochure that the Prairie Line Trail Committee has been distributing for the last ten years. The first segment of the trail was completed this summer in Arlington (funded by a federal grant). As you can see, future portions are planned along state highways.</p> <p>I unfortunately cannot attend the open house in Mankato on November 2nd as I have our City Council Meeting.</p>	Thank you for sharing your comment. The plan identifies regional corridors, and this local connection was not identified through public engagement. This local connection could be connected into the regionally identified corridors, and the Prairie Line Trail plan should be considered with local planning efforts.
84	Comment: The addition of 'rumble strips' on the sides of many local roads that used to have adequate shoulder space outside the traffic lane for biking, has caused many roads to become more hazardous for bicyclists. Where there previously was between 12-18", now there is	Thank you for sharing your comments. In 2014, MnDOT adopted a Technical Memorandum No. 14-07-T-01, which provides guidance for bicycle travel on shoulders. More information can be found here:

	<p>only 6-8", or we have to choose to ride IN the lane of traffic because the remaining 6-8" is too full of gravel.</p> <p>High quality mountain bike trail options, partnered with state parks / camping, is also to be valued. The Cuyuna trail is nationally known and raved about as a premier destination bike location. This partnership within a state park / near a state park also increases park usage. I don't see mountain bike options addressed in this report at all.</p> <p>Bathroom facilities strategically spaced on longer regional routes, even if just a port o pot, would be extremely helpful.</p> <p>Small campgrounds along regional routes would also be a great future vision. This makes the bike route an easy, cost effective weekend destination trip for those who enjoy nature and prefer to avoid the cost of hotels.</p> <p>In addition to a published map of trails, consider an interactive smartphone app. Maybe that's already available?</p> <p>Start a 'bicycle club passport book', like the MN state park system has available for visiting different parks. The state park passport club was a great incentive for my family to explore different areas of the state, get a small reward along the way, and create amazing memories over a decade while visiting all the state parks to get our stamp at each one.</p> <p>Maybe offer bike rentals at high volume destinations? Maybe include 3 wheel / low profile options that would make biking more accessible for elderly?</p> <p>Wider bike lanes to accommodate two riders side by side in high volume areas would be ideal. My family enjoys biking together but on a recent trip on a NE metro to Stillwater trail, we basically had to ride single file the entire time or get run over. We couldn't even enjoy each other's company on that trip.</p>	<p>http://dotapp7.dot.state.mn.us/edms/download?docId=1463482. MnDOT works with the DNR on supporting bicycling, and is working to improve connections to state park facilities. Currently, MnDOT supports the Minnesota Bicycle Map and is working to provide online versions.</p>
85	<p>On pages 15-16 of the draft plan, there is a section on "Regional Development Organizations." It's important to note that there is a difference between a Regional Development "Organization" and a Regional Development "Commission." While the map on page 16 correctly depicts the status of Regional Development Commissions, it is inaccurate to say that Region 4 is not served by a Regional Development Organization. West Central Initiative is the RDO for Region 4. My preference would be that the language in the section remain the same, and that the map be updated to reflect that Region 4 does, in fact, have an active RDO. Thanks!</p>	<p>Thank you for your comment. The revisions will be made to the plan.</p>
86	<p>Any plans to reconfigure school bus crossing on Gateway Trail in Grant? Also, any plans to control vehicle traffic at crossings on the Stillwater extension at Kimbro and at Lofton?</p>	<p>Thank you for your comment. The trails you are referencing, the Gateway and Brown's Creek, are owned by the MN Department of Natural Resources. Information about them can be found at: http://www.dnr.state.mn.us/state_trails/gateway/index.html and http://www.dnr.state.mn.us/state_trails/browns_creek/index.html. It's not clear what crossing is referred to in Grant. The two crossings mentioned for the Brown's Creek State Trail are local roads. Traffic controls would be implanted by the municipality and the DNR.</p>
87	<p>It would be nice to make use of these paths for the Winter months, like cross-country ski paths or similar.</p>	<p>Thank you for sharing your comment.</p>

88	<p>First off, thank you for putting together a very thorough analysis of the state of bicycling in Minnesota and areas where it needs to be improved. In general, I agree with everything stated and hopefully it can be implemented as quickly as possible. In my limited time (I have a 4 month old at home,) I tried my best to read as much detail as I could from the plan. I will apologize in advance if any of my concerns are specifically addressed in the plan.</p> <p>I am an avid recreational cyclist, and yearly log about 2500 miles per year, mostly in the east metro, specifically Washington County. I ride solo and in group rides, some sponsored by local shops such as Erik's. I occasionally commute via bicycle, up to once per week, from Cottage Grove to Downtown Minneapolis, about 22 miles one way, so I am also familiar with urban roads/trails and awesome facilities like the Midtown Greenway.</p> <p>As the plan does not address specific action items that will be taken, my overwhelming concern with the plan is that for some entities, it may result in great-facilities being the enemy of good-facilities, ultimately resulting in no action, or facilities that are quickly out-modded.</p> <p>Page 23 provides a good example. It shows an X on the person riding in a wide shoulder on the side of a presumably low traffic rural road or highway. While it would be ideal to have a completely separated facility for maximum comfort, in most instances, county and local governments are not going to invest in that facility if it is not mandated for them to do so. If the road currently has no shoulder, they may not add anything; whereas they would be more likely to add a 3-4' shoulder for much less incremental cost.</p> <p>The MUP shown as preferred in the upper left of the same page (23) would certainly not be preferred by experienced road cyclists, because unless there are separate facilities for walkers or slower-cyclists, these paths can be more dangerous than riding on the road. I routinely ride at 17+ mph, and a dog leash strung across the path scares me much more than riding a shoulder next to low-volume traffic. Now this leaves the person driving the car to wonder why I am not taking advantage of the trail, not understanding the inherent danger it poses to me.</p> <p>Finally, and this is not specific to the plan, but if anyone can communicate preferred action items to those that make funding decisions, I would like to lodge a plea that among the first shortcomings addressed is Manning Ave S (MN 95) where it joins the MRT from Lehigh Rd south to US 10. The shoulder is very narrow, traffic is 60+ mph, and there are rolling hills that blind traffic from cyclists using the road. This section of highway scares me every time I ride it, both for myself and others less experienced who have difficulty riding in a straight line. I sincerely hope there are no injuries or fatalities on this "trail". This is a critical link from the Cottage Grove area to Hastings and Prescott, WI for many avid road and touring cyclists following the MRT. Please add at least 6 additional feet of shoulder north and southbound or provide a separated cycle-track.</p>	<p>Thank you for sharing your comment and concerns. The preferences identified in the plan are based on public input and a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs. MnDOT will work with local communities to identify priorities and appropriate bicycle facility types.</p>
89	<p>Thanks for listening and providing this forum! I have three comments ...</p> <p>1) I live in Bemidji. Bicycling here is heavenly thanks to all the trails that the state constructed in recent years. I can attest to the enhanced</p>	<p>Thank you for your comments and support. Related to your comment about statewide bicycle routes, the corridors identified are based on public input and are prioritized as such. Lastly, MnDOT will provide an executive summary with the final plan.</p>

	<p>enjoyment derived from the sport when one does not have to compete with and worry about motorized traffic.</p> <p>2) Here in Bemidji we have dozens and dozens of transcontinental bicyclist come through our town every year along US highway #2. I see on your map that this corridor does not have very high priority for future trail construction, yet these tourists would greatly benefit if there were reasonable routes available that were off of this major highway. Getting through Duluth, specifically, is quite problematic ... I did it myself back in 1993. Creative riders can find backroad routes between Grand Forks and Bemidji, I would say, but from Bemidji to Duluth it's hard to go off #2 without adding a lot of miles to the trip.</p> <p>3) The state's bicycle plan document that I found online is daunting in its length and detail! I wonder if a ten-page summary document might scare away fewer people and thus engender more exchange of ideas.</p>	
90	<p>The Minnesota State plan certainly impresses me as very thorough and I certainly anticipate its completion.</p> <p>One question or critique I have: Your plan apparently does not incorporate the existing but not yet complete Gitchie Gammi Bike Trail which will eventually connect Duluth, MN to Grand Portage, MN, as I understand it. I am an avid bicyclist but it's terribly frustrating to only be able to bike specific sections of the Gitchie Gammi trail without having to turn around or, more dangerously, bike on the sides of Highway 61, a very busy and dangerous scenic highway that runs along the North Shore of Lake Superior.</p> <p>Furthermore, I am surprised at the incredibly slow rate of completion of you plan - 50 years?! How many of us current bikers can even hope to be alive in 50 years. I'm already 67 and, while many of my biking friends are much younger, they too may be too old to ever enjoy the fully completed statewide bike system.</p> <p>Thank you so much for making this plan available. Again, I am anxious and impatient for its completion and its connection to the trail as planned for the North Shore, hopefully to be coordinated with the existing bike trail as partially completed.</p>	<p>Thank you for your comment. MnDOT will be planning a route for U.S. Bike Route 41 this summer, which will be from St. Paul to Grand Portage. If interested, sign-up for email updates at http://www.dot.state.mn.us/bike/index.html.</p>
91	<p>After being in Copenhagen Denmark visiting our daughter who studied abroad for a semester I really got a different view point on the possibilities of biking for daily function. If we only develop biking infrastructure for recreational biking I think we're missing the bigger picture. If safe biking can be incorporated into our daily essential travel then I think we're reaping the benefits of better health, and less air pollution. The main hold back I see in MN is lack of sizable dedicated bike lanes with something that restricts cars from being in the bike lane. In Denmark there is actually a curb from street level to bike level, and it's nice and wide. Definitely not the 2' curb section that's given on many Minneapolis roads. It's not enough to provide safety for the bikers. I believe more people would bike if there were safer biking areas to get to work, groceries, etc. Also in Denmark the bikes have the right away much like pedestrians do here. In fact there, the pedestrians need to give the bikers the right away. Also the bike paths are maintained extremely well. While biking over there we never saw potholes, cracks, gravel on the bike paths. I think the metro would benefit on planning this into future infrastructure as the population grows. I believe it will become more and more necessary. We have downtown skyways for walking, for winter why not downtown bikeways</p>	<p>Thank you for sharing your comment.</p>

	<p>of some nature too. The public transportation also was very easy to bring a bike on and exit which was helpful too. Even in smaller communities I believe this would be a benefit. My husband biked for a while, in our small town of 10,000 but found it too dangerous even with bright colored clothing. Cars refused to share the road with him and missed seeing him. Just like cars miss seeing motorcycles sometimes (and at least they can go the same speed). Bikes can not! Thanks for working on improving biking conditions in Minnesota. I appreciate what's been done so far and hope more continues to be done.</p>	
92	<p>THANK YOU for working on this plan and making biking a priority. I'm a firm supporter of improved corridors and connectivity.</p>	<p>Thank you for sharing your comment.</p>
93	<p>A trail to connect Waseca and Waterville.</p>	<p>Thank you for sharing your comment. Regional corridors were identified based on public input. This connection is identified in Figure 7: District 7 Regional Priority Corridors.</p>
94	<p>I skimmed thru the plan, it looks very thorough and positive.</p> <p>I do see your notes regarding education - I live up north and ride a lot of narrow roads - I think very few drives and law enforcement officials understand there is a 3 foot law when passing, so getting that law better known would be great.</p> <p>My main concern with safety are rumble strips on rural roads, they make biking almost impossible on certain roads. I brought this up with the now retired Lake County Highway engineer and he essentially ignored me. (Al Goodman) I asked him if he could put up some "Share the road signs" on those dangerous stretches - he quickly told me no he would not.</p> <p>Rumble strips are awful for bikers!</p>	<p>Thank you for sharing your comments. MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered. MnDOT will be refining all identified corridors in the plan in upcoming years.</p>
95	<p>My husband and I think it's a great idea! Bicycling is such a great form of exercise for young and old, and a lifelong activity. Safe trails are important! We camp off our bikes and would love more trails to use. In the past we have traveled to Pennsylvania to ride the GAP and C and O Towpath, and to Missouri to ride the Katy Trail. More connected trails here would surely bring people to our state to ride. And there would be a need for certain businesses along the trail, bicycle shops, restaurants, hotels, campgrounds, grocery stores, etc.... We fully support it!</p>	<p>Thank you for sharing your comment.</p>
96	<p>I will not be able to make a community presentation in Mankato on November 2.</p> <p>I wanted to offer the following comments and highlights from the report:</p> <ol style="list-style-type: none"> 1. I agree that local route within cities is an important aspect to get people to make short trips on a bike where they otherwise would take a car. 2. Signage along roadways is effective at pointing out potential routes to people who may consider biking in an area or town, and it alerts the drivers of motor vehicles that bikes may be on the road. 3. In rural areas a sufficient shoulder is acceptable if a rumble strip is placed at the white line on the ride of the road or perhaps a double white line with a rumble strip could be placed. It may be cost prohibitive to offer separate bike lanes in all areas. I live in Nicollet county and rumble strips were placed just outside the white lines on several county roads I frequently cycle for exercise. With little shoulder left that is still paved, I now have to bike "inside" the white line and expose myself to 	<p>Thank you for sharing your comments. Related to your third point, MnDOT's rumble strip policy can be found here: http://dotapp7.dot.state.mn.us/edms/download?docId=1463482, which includes how bicycling should be considered.</p>

	<p>traffic much more.</p> <p>4. Development of the statewide major corridors would be a welcome addition to recreation and would spur further economic development to support the bikers that travel these trails.</p> <p>5. I am excited to see aspects of plan move forward. More information dissemination would be great as the years go by.</p>	
97	<p>Our town of Northome in northern MN is located at the apex of three state highways (#1, #46, #71). I would like to advocate for a bicycle trail following any of these three state highways (there is a mile bike trail now connecting school and town along #1 east). Trails along #46 south or #71 north or south could connect our town to others. Please keep me informed about the coffee shop chats scheduled in November. Thank You.</p>	<p>Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.</p>
98	<p>Although the plan's focus on local context is very admirable, I'd like to see a bit more focus on schools in local areas. Trying to contact schools before beginning projects, to find out what areas can best suit safe bicycling, could help increase ridership among school age children.</p>	<p>Thanks for your comment. MnDOT agrees Safe Routes to School is an important part of a Statewide Bicycle System Plan. In the summer of 2015, MnDOT adopted a Safe Routes to School Strategic Plan, and during the revision process for the Statewide Bicycle System Plan strategies that align between both plans have been integrated. For example, under strategy 4 in chapter 4, technical assistance provided for SRTS has been included, and education efforts like Walk! Bike! Fun! have been incorporated.</p>
99	<p>I would like to see some consideration given to a bike trail along MN highway 46 in Itasca Co. MN46 runs from Deer River to Northome thru the Chippewa National Forest and is designated as the "Avenue of Pines" highway. This bike trail could connect with Chippewa Nat'l Forest trails already in place! Maybe a partnership between MnDOT and the Chip could help facilitate this project!</p>	<p>Thank you for sharing your comment. Regional priorities were identified based on public input. Corridors can be seen on Figure 3: District 2 Regional Priority Corridors.</p>
100	<p>I did not find a definitions section. Who is included in the terms "stakeholder" and "agency partner."</p> <p>The plan mentioned that in each district there were 2 public open house events. I live in White Bear Lake. What were the dates for the two events in my area and where were the open houses held? How were they promoted to the public to ensure attendance?</p>	<p>Thank you for your comment. MnDOT has clarified and used plain language where the terms "stakeholder" and "partner" were used.</p>
101	<p>Hello. I commute from St. Paul to downtown MPLS. I take highway 55 to 7th street. I am concerned about jaywalkers at two places on my morning commute. First, I see many jaywalkers crossing 55 near 46th street. Second, I am alarmed by the number of jaywalkers on 7th street near HCMC. With the traffic diverted due to the stadium construction, I believe this is a real safety concern. Every morning during rush hour, I see pedestrians crossing 7th street in the middle of the road - not at an intersection. I hope there is a plan to help people cross more safely. Thank you.</p>	<p>Thank you for your comments. People crossing the street at mid-block are controlled by local ordinance, and most municipalities do not have restrictions on this. Check with your city to determine if there are restrictions on mid-block crossings.</p>
102	<p>Hello. I bike commute year-round to the Elk River Northstar Station. It's time to connect downtown Elk River with the Northstar Station via trail! Easy to do: trail on south side of Hwy 10 from downtown at Main Street, through Babcock Park, under the Hwy 101 overpass continuing to Zane Street NW. Just over 1 mile. Let's build it! Here's a map: http://www.mappedometer.com/?maproute=475512</p>	<p>Thank you for sharing your comment. Regional priority corridors were identified through public input and will be refined with regional and district plans.</p>
103	<p>I did read the plan. All of it. I found the plan to be well written, well organized, and very complete.</p> <p>I always have the same difficulty with plans written at this level. I want to know in more specific detail how the State will meet the objectives laid on in this plan. I fully understand that the implementing plans are written by the counties and cities.</p>	<p>Thank you for sharing your comments.</p>

	<p>As a matter of background, I have experience writing planning documents at similar levels. The last 15 years of my working life was spent as a defense contractor imbedded in the Pentagon staff. In that capacity, I was a participating author on several planning and budgeting documents. Most of those documents advocated high level objectives and strategies. That is a long way of stating that I recognize the need for and value in planning documents intended to guide implementation at the local level.</p> <p>With that background you might think that I would have a lot more criticism about the Minnesota Statewide Bicycle System Plan. But that is not the case.</p> <p>I do have a couple of specific comments.</p> <p>1) I recently sent Dorian a copy of an Anoka County Plan connecting two of the County's regional parks. By far, the biggest issue in the county plan is the replacement or modification of a bridge over I-35W. The bridge is on a county highway that Anoka County will improve to accommodate safe bicycle traffic. All bridges over interstate highways are "owner" by the state. So, I have been told by an Anoka County Commissioner and an Anoka County Highway official.</p> <p>What I would like to see in the MN State Plan is a high priority place on funding the interface between State and local activities. Especially where the failure of the state to fund a key element (such as a bridge) puts the local project in jeopardy.</p> <p>2) This version of the State Bike Plan reflect considerable input received from public comment on earlier versions. That is great. The plan reflects the high importance many riders place on off road bicycle or multi-use trails or paths. I do not disagree. A true bike path, like the Paul Bunyan Trail or the Gateway Trail is the best option. However, in many urban or suburban communities multi-use trails are used to replace traditional sidewalks. These trails may have some value for children learning to ride, but not for experienced riders. The urban/suburban multi-use trails are neither safe or satisfying to ride. Point in case, on our H2H ride the trails I am trying to describe are between the Coon Rapids Dam and the City of Minneapolis. Most and maybe all of our H2H riders got off of those trails to ride in the streets. Riding with the traffic is faster and safer than riding on trails which frequently cross driveways and secondary streets.</p> <p>Thanks for the opportunity to comment on the State Bike Plan.</p> <p>Nice Job. I am sure that a lot of people have put in a lot of work on this project,</p>	
104	<p>Students who attend the Rochester Alternative Learning Center on the south side of Rochester (Address: 37 Woodlake Drive SE, Rochester, MN 55904) are not able to walk or bike safely to that school. A large infrastructure project is needed to provide a pedestrian bridge over Highway 52, and a trail connection is needed so students can bike to school. Since this is an alternative school and night school, bussing is not always available when students need it. Many students biked to their last location, but when the school site was moved last year, the</p>	<p>Thank you for sharing your comment. Safe Routes to School efforts with secondary schools should be coordinated with local planning. The City of Rochester has information on SRTS here: https://www.co.olmsted.mn.us/planning/programs_projects/Pages/RochesterSafeRoutestoSchoolPlan.aspx</p>

	option for active transport to and from school was all but eliminated.	
105	<p>My feedback for the bicycle plan:</p> <ol style="list-style-type: none"> 1. Get all of MNDOT on board with planning and providing bicycle paths along and across state roads and highways. Ramsey County does not realize cooperation for trails and crossings of MNDOT projects. 2. If local and regional trails are the preference of riders, then prioritize state funding to assist with making these a reality. 3. Prioritize environmental justice with the bike and pedestrian plan to directly serve areas where alternative transportation is needed to connect lower socio-economic residents with jobs, parks, schools, retail, faith congregations, and community. 4. The State should participate in local and regional planning for bicycle and pedestrian routes. 5. I don't see the impact of changing demographics in the draft plan. How pedestrians and bicyclists need to transport themselves within their planned community is altering infrastructure design, including trails, bicycle lanes, and sidewalks. Things should look different in the future if we are building for the future. The current systems are built for the predominant culture. What if there is a shift in culture? Thanks for your planning efforts. 	<p>Thank you for your comments. 1) The Statewide Bicycle System Plan serves as the policy framework for how MnDOT moves forward. 2) The statewide plan found through public engagement a preference for separated facilities, not necessarily local or regional trails. 3) Efforts at MnDOT to improve walking and bicycling are providing increased transportation options along MnDOT owned facilities. Specifically, 70% of our funding for bicycling will support local networks along and across state roads. 4) One of the primary tenants identified within the Statewide Bicycle System Plan is the need to improve and support local planning efforts. In particular, strategies (1 and 2?) seek to increase support for local planning efforts and provide technical assistance. 5) Minnesota GO's long-range plan identifies the shifting demographics in Minnesota. That Statewide Bicycle System Plan is within this family of plans and will support these changing demographics.</p>
106	<p>I live in the southern part of Arden Hills MN and feel like I'm on an island when it comes to commuter bike trails. I often ride to downtown Minneapolis and there is only about a 2 mile section of bike trail from my house to downtown yet if I live in Edina or Minnetonka I have at least two easy route options to get to Minneapolis. Now getting to St Paul is actually worse. I don't know of any bike trails to get me that direction.</p>	<p>Thank you for sharing your comment. Municipal and counties in the metropolitan area are required by the Metropolitan Council to have Comprehensive Plans with a Transportation Chapter. Most communities have their plans available online. All of the municipalities within the metro area will be updating plans by 2018 for the Metropolitan Council. Participate in this planning process to support improved local connections.</p>
107	<p>Much verbiage in the plan relating to cost participation by various entities but nowhere does it mention participation by the minority of individuals utilizing the bike network. Licensing and yearly renewal fees would provide a small portion of this massive expenditure and ongoing maintenance cost. I believe snowmobile, 4-wheeler and cross country skiing trails are partially supported via use fees. Thank You</p>	<p>Thanks you for your comment. There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.</p>
108	<p>Thanks for working on this issue. Anything you can do is much appreciated.</p> <p>The one area I think could use some emphasis is snow removal during the winter time. I believe the major routes in the Twin Cities should be given a high priority for cleaning after snow/ice storms.</p> <p>I was wondering if on two lane roads with a gravel shoulder if a narrow (2 foot wide) bike lane would make sense. This lane could be inexpensively laid down at the edge of the shoulder, to give maximum separation from the auto lanes.</p> <p>I have to pass on a sight I saw at the Ramsey County leaf recycling place. A man on a bicycle with a kiddie trailer had an enormous blue tarp full of leaves. Bicycles can be used for lots of things! I wish I had thought to take a picture.</p>	<p>Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.</p>
109	<p>Attached you will find our commentary regarding the draft Minnesota Statewide Bicycle System Plan. For your convenience I have attached our formal comments memo along with our pdf markup of the original draft. Please note that the commentary in the pdf markup is less formal and slightly more frank. I am including it as it goes into greater detail in</p>	<p>Thank you for your comments.</p>

	<p>regards to the draft plan than the formal comments memo and some ideas are only discussed in the markup. As such I felt that its inclusion would be helpful to your planning efforts.</p> <p>Also, please send to me a short confirmation email when you have received these documents. After investing a bit more time in this commentary than I should have, I want to make sure that you receive them in a timely manner.</p> <p>Thank you for your efforts so far in putting this plan together.</p>	
110	<p>I feel strongly that all bikes should pay for a registration fee that would go towards all the planned designated bike pathways. It would also help with stolen bike recovery and as a non-bicycle rider I feel it is wrong for the city and state to spend my hard earned tax dollars on unique roadways without the bike riders themselves having a financial skin in the game so to speak.</p>	<p>Thank you for sharing your comment. There was a Minnesota law licensing people who bike, but it was repealed by the legislature in 2005.</p>
111	<p>The City of Winthrop is very much in support of implementing a state wide bicycle plan. We have been working together with Arlington, Gaylord, Gibbon and Green Isle, Henderson and New Auburn on our own county wide Prairie Line Trail. Stage two of the project has just been completed, and most of the engineering work has been completed. We would like to somehow speed up the process of finishing the trail throughout Sibley County and hopefully the statewide bicycle plan would help in our efforts. I have attached a brochure of the project.</p> <p>Please let me know if there is any way the City of Winthrop can help with this project.</p>	<p>Thank you for your comment. Per strategy 6, MnDOT plans to coordinate with regional and local partners to efficiently respond to local and regional bicycle connections.</p>
112	<p>While bicycling and walking are important to quality of life, so is the ability to move family members/dependents around the city, to school, activities, sports etc. in a predictable fashion. Adults with dependents shoulder a great deal of responsibility, the state of Minnesota should take care to make their lives easier by making sure bicyclists are physically separated from vehicles, (aka family/elder transportation vehicles). Research points to women doing the bulk of errands and family transportation, and bear the burden of too many forms of transportation on the road. At some point, in our climate, adding more bicycle lanes reach diminishing returns. I prefer to see more money go to develop large parks with walking paths. Large parks with paths can be used by more variety of ages and physical abilities. In addition, one can walk in any weather condition.</p>	<p>Thank you for sharing your comments.</p>
113	<p>I believe it is more important to have pedestrian sidewalks on each city street before we invest any more in bike paths. Sidewalks are used by all demographics, young old, elderly, handicapped; and they are used year round. Biking is limited to those who are fit. Also biking is seasonally limited by our harsh winter weather. I propose making sidewalks the priority. At this time the emphasis is wrongly skewed toward biking.</p>	<p>Thank you for sharing your comment.</p>
114	<p>I am not sure whether this is the right place to comment but here are some of my comments on the newly constructed bike lane on Oak St.</p> <p>The newly constructed bike lane on Oak St has a few issues:</p> <p>1) Since the lane is on the west side of the street, traffic may not realize that bikes are also traveling toward north on the opposite side of the street. I travel north on Oak St to get to school and have almost got into</p>	<p>Thank you for sharing your comment. The street mention is in the City of Minneapolis on the University of Minnesota Campus. Comments about the facility have been forwarded to the City of Minneapolis.</p>

	<p>collisions with cars three times in the last 2 weeks because i: motorists traveling north attempting to turn left onto Delaware St SE to failed to yield; ii: motorists traveling east attempting to right turn on to Oak St failed to yield. I have also seen other cyclists getting into dangerous situations because of this.</p> <p>2) Speed limit on Oak St is not very clearly stated. Cars traveling on the could easily go as fast as 40 mph judging from my point of view. This is extremely dangerous, considering a lot of people cross Oak St to get to dorms, on-street parking and parking lots etc. I have seen cars and cyclists traveling north running red lights at the T intersection of Oak St and Delaware St SE as well.</p> <p>Thank you.</p>	
115	<p>I sincerely hope the "Strategy 7" statement that MnDOT will "Continue supporting efforts to allow local jurisdictions flexibility in choosing road designs that support bicycle travel" will be upheld. As a civic leader, I certainly intend to test this out in practice.</p> <p>Also, regarding "Strategy 14" I think MnDOT should rethink its education program because it often sends the wrong message. See this example: http://www.foell.org/justin/fridley-hates-pedestrians-part-5/ Also, I think it's time to acknowledge that "Share the Road" is not a good campaign: http://www.bikede.org/2015/08/29/share-the-road-is-a-problem/</p>	<p>Thank you for sharing your comment. Related to strategy 14, MnDOT intends to revisit communication messages and materials for people bicycling and driving with implementation of this plan.</p>
116	<p>Blinking yellow turn signal is going same time pedestrian signal goes on. Would think turn signal would be red when pedestrian has right of way. Have been trying to get this fixed since end of August. County road 61 Maple Grove all lights have this issue. Hennepin county indicated looking at something from Edina? One of the lights with issue is in from of elementary school!</p>	<p>Thank you for your comment and support of pedestrian safety. Please contact the local municipality regarding your concerns.</p>
117	<p>Thanks for drafting a good document. I do offer this one comment: On page 15/16 are the discussions of the RDO and the MPO. Notice the difference? RDOs are "invaluable assets", involved in many activities (ATPs, SR2S,SHIP TAP), engaged with MnDOT. How are MPOs written - rather bland, no mention of 3C with MnDOT (MnDOT is not even referenced; only state). Also, since each of us must have multi-modal, fiscally constrained plans, how can just some of us have bicycle plans?</p> <p>The write-up on MPOs needs to be significantly rewritten and offer a more positive description of our 3C process and outcomes.</p>	<p>Thank you for your comment. The revised plan addresses the concerns raised related to how MPOs are described.</p>
118	<p>Would really like it if walkers were considered. Bike riders take over roads and sidewalks. What am I to do when I want to walk my dog?</p>	<p>Thank you for your comment. MnDOT is currently in the process of developing a Statewide Pedestrian System Plan. More information can be found here: www.mndot.gov/peds</p>
119	<p>Comment: I noticed some typos!</p> <ul style="list-style-type: none"> - Acknowledgements: my name is mis-spelled - Exec Summary: p. I - first paragraph - 2 spaces before "Minnesotans" - Exec Summary: p. I - Goals: Ridership, 2 spaces before "currently" - Exec Summary: p. V - second paragraph - space needed after "evaluation" - Chapter 3: p. 21 - second paragraph - "solicited" - typo - Chapter 4: p. 32 - second paragraph - "presents the network as A set" (letter "A" is missing - Chapter 4: p. 33 - possible Adobe error on map, weird letters were showing up for me 	<p>Thank you for your comments. The suggested revisions have been incorporated as appropriate.</p>

	<p>- Appendix B: p. 90 - first paragraph - "to identify" - typo - Appendix B: p. 90 - third paragraph - "populations" – typo</p>	
120	<p>Thanks for the opportunity to review the Draft Statewide Bicycle System Plan. Overall, very nice job by your staff and consultant. Just have a few comments for your consideration that hopefully you can work into the Final Draft. They include:</p> <p>Page III Strategy 1 – Recommend rephrasing statement, “Using the State Bikeway Network as guidance, work with local agencies and stakeholders to designate routes as state bikeways...and as United States Bicycle Routes”</p> <p>Page IV Strategy 5 – Text of strategy shows up in blue font. Strategy 6 – Recommend rephrasing statement as follows: “Coordinate Consider regional and local stakeholder participation in MnDOT plans and projects...critical local and regional bicycle connections.” Strategy 9 – Per this past week’s PMG meeting, it appears MnDOT’s Cost Participation Manual will be reviewed and updated as part of regular MnSHIP update cycle. Do not know if it is wise to list a strategy that shows a special update as being recommended by this strategy. Gives the appearance we are already in conflict with our own cost participation policies and update process.</p> <p>Page VI Regarding the way potential projects should be prioritized, remove verbs, such as “Fund” and “Prioritize” from beginning of bullet statements.</p> <p>Page 16 Under Local Planning Initiatives, recommend rephrasing statement as follows: “...MnDOT staff participate actively can be made available to provide technical assistance...to review these plans...in existing and proposed local bicycling networks.”</p> <p>Page 32 Recommend additional clarification and context around the designation of the State Bikeway Network. Need to emphasize the routes depicted on the map are a “starting point” to guide future efforts to delineate actual bikeway routes within each corridor. Further collaboration and planning with our local partners and stakeholders is necessary for designation and implementation to occur.</p> <p>Page 33 Did not see “Figure 1” being referenced in the text on previous pages leading up to this map.</p> <p>Page 35 Under Regional Priority Corridors discussion, it was somewhat confusing distinguishing between the State Bikeway Network Priority Corridors map on page 33 and the district maps on pages 36-43. There appears to be additional routes and/or different priorities. Public input and preferences shown in the district maps (Figures 2 thru 8) should be used as input into the development of the state map. As it is shown, gives the appearance of conflicting priorities.</p> <p>Page 44 Reference to Winter 2015 workshops should be characterized as a “launch” or “kick-off” opportunity. Additional planning and refinement through a comprehensive planning process involving affected stakeholders and local agencies will need to occur. Not only must we involve local planning and engineering staff, we need to invite local</p>	<p>Thank you for sharing your comments. Suggestions have been incorporated into the plan.</p>

	<p>policy makers into planning and decision making process, especially if local resources are to be used. Public engagement is also critical. Perhaps the plan, under this section, should make reference to a more formal planning process to validate routes and any future improvements.</p> <p>Page 46 See comments recommended on page III for Strategy 1 above.</p> <p>Page 52-53 Discussion of Improving State Trunk Highway for Local Bicycling Needs seems to hit all of the right points.</p> <p>Page 52 Under STIP/Work Plan Development, it's my understanding that CHIP stands for 10-year "Capital Highway Investment Proposal."</p> <p>Page 54 Strategy 4 on this page should be shown as Strategy 5 to correspond with Executive Summary. Renumber remaining strategies accordingly through page 56. Strategy 12 should be Strategy 13.</p> <p>For new Strategy 6, see comments recommended on page IV above.</p> <p>Page 55 For new Strategy 9, see comments recommended on page IV above.</p> <p>Thanks again for the opportunity to comment. While I have recommended several comments/changes to the plan, I hope this does not take away from the excellent work that you and your plan team have done on the document as a whole. I am hopeful that you find my comments to be constructive and useful as your team puts the finishing touches on the plan.</p>	
121	<ol style="list-style-type: none"> 1. Thank you very much for the opportunity to respond to this plan! 2. \$10MM per year (p12) seems inadequate <ol style="list-style-type: none"> a. Colorado spending \$25MM per year (http://gearjunkie.com/colorado-100-million-bicycle) b. Oslo spending \$500MM 2015-2025 (http://www.spacescape.se/oslo-invests-05-bn-usd-on-bicycle-infrastructure/) c. Cities recognizing benefit of bicycle infrastructure (https://www.transportation.gov/fastlane/cities-adopt-bike-investment-to-move-beyond-traffic) <p>If Minnesota is to really be a Bike Friendly State, we need to invest more.</p> 3. Breakdown (70/30) of overall funding seems inappropriate - if 2-3 times the number of people prefer local travel (p23), this suggests a ratio of 75/25, or even higher, in favor of local routes. And, if crashes are more common on State Aid routes (67%) than on State/US trunk highways (11%) (p77), shouldn't that be reflected in the funding (6:1 / (83/16 split))? 4. \$1.5MM for Safe Routes To School seems grossly inadequate. How many projects are completed on a yearly basis with that amount of funding? 5. The focus on State Bikeways seems misguided, unless it is strictly limited to trails that coincide with local systems. Even with a fully developed State Bikeway system (or even just the prioritized routes contained in this plan), the vast majority of people will still be making the almost all of their bicycle trips (and miles traveled) on local and regional systems (commuting (work or school), utility (groceries, 	<p>Thank you for sharing your comment. 2.) Related to your second point, the \$10 million mentioned is a small part of funds used for bicycle infrastructure investments in the state. The vast majority of funding comes from cities, counties and state/federal allocations to other agencies. 3.) The 70/30 is currently a target for spending and adjustments may be made. 4.) Related to Safe Routes to School, the program has its own strategic plan (found here: http://www.dot.state.mn.us/saferoutes/pdf/mn-srts-strategic-plan-draft.pdf). 5.) For the state bikeways, during public engagement, key finding #2 validates why a portion of funds are targeted at state bikeways: people value state bikeway, but people value opportunities for local and regional bicycle travel more. 6.) MnDOT partnered closely with the Metropolitan Council on the development of the Regional Bicycle Transportation Network. 7.) While this plan has some guidance for other jurisdictions to consider, it is ultimately a plan for what MnDOT can do on its roadways. 8.) A law was passed in 2015 requiring alignment. 9.) Yes, information will be public, and MnDOT has yet to determine the method for reporting. 10.) The strategy related to creating a safety plan is one approach for creating safer places for people biking. The Statewide Bicycle System Plan recognizes people want to travel locally, and this was prioritized. 11.) Thank you for your comment; it will be passed along to TZD. 12.) Thank you for your comment. 13.) This plan does not identify legislative changes. 14.) Thank you for your suggestions. MnDOT will not be pursuing these data collection methods at this time. Currently, MnDOT is planning to have at least two in every district, with a range of routes including on-street and separated bikeways. More information can be found at:</p>

<p>errands), or recreation) within proximity to their homes. The report specifically mentions this - People of every age and ability are more likely to consider bicycling short distances for either utilitarian or recreational purposes than long-distance rides (p51). To encourage increased overall trips, facilitate the local system instead of the State Bikeways.</p> <p>6. It seems the plan is really only focused on greater Minnesota since it defers to the Metropolitan Council's 2013 Regional Bicycle System Study for the metro area (p32)? Aren't the greatest potential returns on investment within the largest metro areas?</p> <p>7. Similarly, it seems the focus of this plan is entirely on trips along or across the State trunk highway system (several references). Given that most bike routes aren't along State trunk highways, doesn't making them the sole focus severely limit the ability to increase ridership?</p> <p>8. State Aid to facilitate design and construction of bicycling infrastructure that is preferred by stakeholders, shouldn't MnDOT do more than encourage alignment between State Aid standards and design standards for MnDOT roads in order to promote consistent industry practices and riding experiences for the general public. (p54)? Perhaps by ensuring or mandating, instead of encouraging?</p> <p>9. Tracking bicycle infrastructure spending (p55) will this include reporting to the public?</p> <p>10. (p56) How can MnDOT (or anyone) identify areas most in need of safety improvement if people don't ride there because it is unsafe? I recognize the limitation that we can only track what is measured, so shouldn't there be a more in-depth study of where people want (need) to bike, instead of just relying on where crashes / collisions occur?</p> <p>11. (p65) Not necessarily related to the Bike Plan, but shouldn't Toward Zero Deaths (TZD) be re-focused / re-branded to be Toward Zero Incapacitating Injuries? If a cyclist (or automobilist) receives incapacitating injuries, there is still a very large impact to their lives, their families' lives, and to the rest of society.</p> <p>12. (p66) Thank you for recognizing them as crashes, not accidents! Language is so important!</p> <p>13. (p66) Strategy 14a recommend adding language saying that MnDOT will pursue and implement updated bicycle-related legislation such as the Idaho Stop, the newly mentioned Paris Stop, etc.</p> <p>14. Increase data collection capabilities through alternate platforms. For example:</p> <ul style="list-style-type: none"> a. license My Tracks (the app that Met Council licensed from San Francisco) to track bicycle trips b. Develop and distribute free (or for low cost) GPS trackers or SIM card trackers that can be used to more fully document ALL levels of riders, not just those with smartphones c. How many permanent bike counters will there be (p76)? And where might they be located? It seems this method, while probably helpful for already identified commuting / utility routes, is very limited ; <p>15. Encouragement (p68) do more to encourage existing and new riders!</p> <ul style="list-style-type: none"> A. Incentives reduction on insurance, pre-tax withholding to fund bike purchase, etc. b. Do COMPLETE bike maps, not just the State Bikeway system. If majority of people are doing local trips, how does having a map of the State Bikeway system help that? 	<p>http://www.dot.state.mn.us/bike/research/research.html. 15.) a. Thank you for your comment. This is outside of MnDOT's authority. B. MnDOT is committed to supporting local and regional units of government in the development of more complete maps. C. Thank you for your comment. 16.) Strategy 20, which supports updating the design manual, recognizes the need for MnDOT to be more responsive to evolving facility designs. 17.) Five years is a standard practice for updating plans. 18.) Some changes to the design manual may happen in the interim, and will be tracked and reported. 19.) The Department of Public Safety reports crashes. 20.) Thank you for your comment. 21.) It is currently unknown how many projects will be constructed. This will be reported in MnDOT's Annual Performance Report. 22.) Thank you for your comment, and there will be changes to the resolution of the maps.</p>
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	<p>C. Make the State Bikeway map legible. It currently seems to be trying to do too much.</p> <p>16. (p69) MnDOT is prepared to evaluate programming requirements and design guidelines to support investments in separated facilities. Implementing programming requirements seems more in line with the goal of increasing ridership than evaluating programming requirements?</p> <p>17. STRATEGY 19: Update the Statewide Bicycle System Plan every five years. (p70). I recommend minor updates yearly and a major update every 3-5 years. 5 years is just too long to wait for updates to the Plan!</p> <p>18. STRATEGY 20: Review the Minnesota Bikeway Facility Design Manual every two years (p70). Commit to more frequent updates, not just regular review and periodic update!</p> <p>A. Also does releasing an update truly encourage adoption / use of the new best practices in bicycle infrastructure design and construction? Or should there also be associated training and review of actual designs to confirm that new best practices are actually being implemented and not just left on the shelf ?</p> <p>19. Annual Bicycle-Vehicle Crashes (p77) it says MnDOT will track crashes. Will they also report, to the public, on those crashes?</p> <p>20. Assets / Tracking bicycling infrastructure (p78) how could this be expanded to include crowdsourcing? Isn't there a guy in Portland who modified his own bike with a tablet so he could track where potholes, dangerous conditions, etc. exist?</p> <p>21. (p79) Target: Ninety percent of MnDOT projects with an identified need include bicycling improvements. Performance: MnDOT started requiring the documentation of bicycling needs for projects constructed in 2015. In state fiscal years 2015 and 2016, MnDOT identified bicycle needs on 38 projects. Of those projects, 29 (76 percent) included improvements for bicycling in the scope of work. How many of these were constructed? Recommend this be included in annual Report to public.</p> <p>22. General comment the maps included in the plan, while illustrative, are difficult to read at the included scale and when zoomed into, become impossible to read. I imagine including better quality maps will increase the size of the downloadable file (probably significantly!), but the maps included now do little to convey meaningful, usable information.</p>	
122	<p>The initial line in the plan reads" The Minnesota Department of Transportation is an agency dedicated to supporting a multi-modal transportation system." You need a sentence that shows a culture that is a lot more committed. Suggest, " The Minnesota Department of Transportation promises to follow and apply all laws related to ensuring a multi-modal transportation system at the scoping and planning project phases."</p> <p>This plan should not go forward without inclusion of an additional chapter about laws related to bicycles and pedestrian traffic, including civil rights. Take Ramsey County's lead on this: http://www.ramseycountypedbike.org/uploads/2/4/0/4/24047759/legal_framework_primer_-_draft_submission_-_081815.pdf</p> <p>Minnesota has some of the most comprehensive laws in the nation and they need to be included to educate people on their rights and clearly show in a project diagram how residents in Minnesota will be</p>	<p>Thank you for your comments. The Statewide Bicycle System Plan sets a vision for bicycling in Minnesota and is intended to be a guide, which identifies priorities for investments and resources allocation all within existing state and federal law.</p>

	<p>proactively and publicly engaged by MnDOT at the scoping and planning stages of a project. There is talk about outreach in the plan, but no clear path to project level implementation.</p> <p>Within this chapter there should be a link to and overview of the Review of Federal and Minnesota Laws on Pedestrian, Bicycle and Non-Motorized Transportation" .</p> <p>http://publichealthlawcenter.org/sites/default/files/MN%20Bike%20Ped%20Law%20Review%20MnDOT%202013.pdf</p> <p>On page 13 of the current State Bike Plan available for comment there is a line about the 2005 multi-modal plan that reads MnDOT "lacked an institutional framework to support it (i.e. 2005 plan)" what does this mean !lacked an institutional framework to support it and how has the framework changed to support full integration of bike and per into the transportation system under the proposed plan?</p> <p>We are going backward !,just before the Executive Summary in The Mn/DOT Bicycle Modal Plan in 2005 these laws (and others) were outlined!</p> <p>160.264 https://www.revisor.mn.gov/statutes/?id=160.264 160.265 https://www.revisor.mn.gov/statutes/?id=160.265 174.01 https://www.revisor.mn.gov/statutes/?id=174.01</p> <p>This plan presents a broad and beautiful vision, but lack details. For example, the dark blue line for the Twin Cities to Grand Portage via Hinckley and Duluth State-wide Priority corridor could be anywhere from west of 35E to east of U.S. Highway 61. If you have a vision for this corridor you must know what are the two primarily alignments. Present that homework.</p>	
123	<p>The plan is comprehensive and considers the breadth and depth of cycling needs - locally, regionally, and state-wide. Of course, such comprehensiveness has a price tag and it is imperative that policy makers acknowledge that only funding infrastructure specific to motorized vehicular transportation seriously undercuts the potential and need for cycling growth, in MN. Planning for, and funding cycling infrastructure need not be a significant challenge to the creation of an overall transportation funding mechanism. Oftentimes, a little bit of paint and a few more feet of bituminous is all that is needed to create a safe and comfortable cycling experience.</p>	Thank you for sharing your comment.
124	<p>After reviewing the ambitious Statewide Bicycle System plan I am pleased to see the focus on connecting local bicycle infrastructure assets and encouragement for riders of all levels. However I did not see (unless I missed it) much information about assisting local agencies in maintaining their bicycle infrastructure. As a whole, the state and the local cities in our state have done a great job of building new infrastructure. However as our network grows we must think about maintaining it in the future (pavement, additional bridges, cycletracks, plowing). If we are not careful, we will find ourselves in a similar situation as our state roads are in currently- more miles of road than we are able to maintain.</p>	Thank you for sharing your comment. Maintenance did not emerge as a significant component of this plan. These activities are typically locally addressed and implemented.

	Thanks for all your great work on this project. Now let's implement this plan and continue to make Minnesota a great bike state!	
125	Thanks for the opportunity to comment, I have just one item that you should be aware of. The Heartland State Trail and the proposed spur to Itasca State Park, are both designated as "Destination" trails in the DNR's comprehensive bike plan. Please consider raising the priority in your plan from medium to high, to be consistent with the DNR. The reason for their designation relates to the connection of Park Rapids with the popular Itasca State Park and its further connection to the Mississippi River Trail and Paul Bunyan State Trail.	Thank you for sharing your comment. MnDOT is coordinating with the DNR on how statewide trails fit in the overall system.
126	After having reviewed the 2005 Bicycle Modal Plan and the current Statewide Bike Plan, it is clear that in ten years MnDOT is making essentially the same proposal. MnDOT is focused on the window dressing of cross state bike routes that serve a minority. Rather, this plan should be tying the cross state routes into an actual plan with measures, timeline, demand level, target population and schedule. This makes it a plan. In adopting this approach what would get exposed is that urban and rural poor and the common people who use bikes in place of a car are not being served. I am concerned because creating cross state bike routes without a clear plan for routes like, for example, #96 and #61 in White Bear Lake, misses the primary purpose of biking which is using something other than a car to get to the doctor, school, work, library or get milk. Establishing these routes give people making local trips a safe way to cross interstate highways. Now interstates and trunk highways bisect communities. The current, proposed plan is lost in the grandiose planning of a state system, when the need is very human and very local.	Thank you for sharing your comment. Through the public engagement process MnDOT found people value local opportunities for local and regional bicycle travel more than state bikeways. As a result, the plan identifies that MnDOT will target approximately 70 percent of funds for bicycling toward projects that support local and regional networks on the MnDOT system.
127	Overall, good and admirable goals and general strategies. --Even though there was a lot of support for separated bike facilities (adjacent trails or protected bike lanes), please keep on-road bike facilities as a major priority for the increasing numbers of bike commuters and serious recreational riders. MnDOT should have a very stringent policy of bikeable shoulders or bike lanes on ALL roadways and bridges, especially new construction/reconstruction projects; this in keeping with Complete Streets Policy and many other studies/guidelines. Recent example: Even though input was provided early on, the Minnetonka Blvd. bridge design over Hwy. 100 in St. Louis Park did not contain bike lanes so the city/county had to supply the extra funds to widen the bridge... bike lanes/shoulders should be a higher priority in design process and funding issues. And shoulders/bike lanes on two lane roadways should be continued when roadway increases to four lanes (which they often are not) and thru intersections. --Repaving/overlay projects should always include the shoulders/bike lanes. --Trails are important so inclusion of adjacent trails when doing roadway reconstruction should always be considered. --Statewide Bike Corridors are important... high priority should also be given to a corridor heading west of the Twin Cities, an east-west route that includes Rochester, and a north-south route heading south of Mankato. --No bike/ped access on new I-90 bridge near LaCrosse a major disappointment.	Thank you for sharing your comment. Related to the design of bikeways, MnDOT is currently in the process of updating its Bicycle Design Manual, which will address a range of bikeway options on MnDOT facilities. Statewide Bicycle Corridor priorities were identified based on public input. Related to the I-90 bridge near La Crosse, the bridge has been built to allow for walking and biking in the future.
128	Attached is a formal comment letter from the MN MPOs regarding the draft Statewide Bicycle System Plan. The letter includes a compilation	Thank you for sharing your comments. The suggestions made by the Metropolitan Planning Organizations have been incorporated

	of feedback from MN MPOs. At the end of the letter, I propose an agenda item for response at the next MN MPO Director's meeting on February 23rd. Thank you for the opportunity to comment.	into the plan.
129	In general the plan looks good and Hennepin County offers the attached comments in review of the Proposed Statewide Bicycle System Plan. Please feel free to contact me with any questions.	Thank you for your comments. Where appropriate suggestions were incorporated.
130	Grateful for the many beautiful trails especially the paved, off road ones that keep you away from traffic. Would love to see more of them! Keep up the great work! It is very much appreciated! :-)	Thank you for your supportive comment. The preferences you reference were strongly identified in the plan and are based on public input for a range of user abilities and comfort. The Bicycle System Plan recognizes various facilities serve different needs.
131	would like to know more about the north shore segment. only shows one route headed that way but I know there are more small towns and areas west of 61	Thank you for your comment. This is U.S. Bicycle Route 41 (from St. Paul to Grand Portage), which is currently in the process of developing a plan by the fall of 2016.
132	I think it is well thought out and with proper funding it will enhance the opportunities for greater participation in cycling in Minnesota. In addition it will also enhance the health of those Minnesotans that utilize the system or find ways to adopt a more energy conscious way of travel.	Thank you for your supportive comment.
133	<p>Comment: 1) On page 16, the Met Council's "regional bicycle plan" is not the Regional Bicycle System Study; the plan is the Regional Bicycle Transportation Network as adopted in the 2040 Transportation Policy Plan (2015); please make this correction.</p> <p>2)On page 42, the Met Council's regional plan is erroneously referred to as the "2015 Trans Policy Plan"; the correct title is the "2040 Transportation Policy Plan" adopted in 2015.</p> <p>3)Page 42, the acronym "RBTN" is incorrectly shown as "RTBN" in at 3 instances.</p> <p>4)page 42, para. 1, following "day-to-day bicycling" add "for transportation" to emphasize the primary purpose/function of the RBTN. Also recommend deleting "trips of longer distance" from this sentence as there is no reference point to define this statement (longer than what?) and there are many long-distance commutes that occur in the Metro on a daily basis, compared to the average of 3-5 miles.</p> <p>5)Fig. 9, page 43: the MRT trail through Dakota Co shows the temporary route running through Eagan/Coates/Rosemount, etc.; however, most of the planned MRT alignment has been completed (which parallels the MR on the west) except for 1 or 2 segments just w/of Hastings. Would be prudent to show planned MRT alignment (which coincides with the RBTN Tier 2 alignment between Inver Grove Hts and Hastings)and to show the circuitous on-road route as the temp MRT alignment.</p> <p>6)Page 42, third para. states that "The RBTN will serve as the foundation for MnDOT Metro District work to establish state bikeway corridors by identifying locations on the state trunk highway system that provide opportunities and barriers for local bicycle travel within the region." Is it the intent of this Plan (as current text implies)to only identify state bikeways in the metro along trunk highways? What is the purpose of the State Priority Corridors within the Metro District (as shown in Fig 9) where they overlap already-designated RBTN corridors and alignments? Please clarify in text.</p> <p>These comments aside, a very good statewide plan!</p>	Thank you for your comments. These have been addressed and revisions have been made to the plan.
134	Washington County's comments sent via email and attached word document	Thank you for your comments. The Metropolitan Council gave significant consideration to transit ways when developing the Regional Bicycle Transportation. MnDOT looks forward to partnering with Washington County with its comprehensive plan update.

135	<p>It is good start! But it should still commit to gathering more detailed input from urban, high-density areas with low income and minority populations. What were the demographics of participants in the engagement survey? It looks like a plan that invests more in rural and suburban areas. Metro cities and counties must be more actively engaged to coordinate efforts, planning and funding.</p>	<p>Thank you for sharing your comment. MnDOT heard from over 4,000 people during public engagement. Public events were held throughout the state. Through some of the online surveys there are estimates of over 63% of respondents are from the Twin Cities metropolitan area.</p>
136	<p>My comments on the Statewide Bicycle System Plan comments are below.</p> <p>The plan lacks information on the primary components of a plan including schedule, priorities, performance measures, estimates of demand and growth, trends and how the plan responds to trends, demographics of respondents, demographics of population, staff and functional areas responsible for the plan, governing policies, and the bicycle transportation legal framework.</p> <p>According to federal and Minnesota law, MnDOT has a leadership role in providing bicycle transportation and is responsible for many aspects of bicycle transportation that are not addressed in the plan. For example, according Minn. Stat. 160.265 “The commissioner of transportation shall establish a program for the development of bikeways primarily on existing road rights-of-way. The program shall include a system of bikeways to be established, developed, maintained, and operated by the commissioner of transportation and a system of state grants for the development of local bikeways primarily on existing road rights-of-way.”</p> <p>Also, MnDOT is responsible for providing training relating to bikeways to local governments and also providing local grants for bikeways according to Minn. Stat. 160.265. Supporting local bikeway networks as discussed in this plan is already required and has been since 1977. How has this statute been implemented over time? Bicycle planning and design training has not been provided on an ongoing bases to local governments. Similarly, Title VI training has not been made available to MnDOT staff and local governments in the recent past and has not been offered on a routine basis.</p> <p>Legal Framework</p> <p>The plan says basically nothing about the bicycle transportation legal basis. The plan appears to treat biking in Minnesota as almost completely discretionary endeavor and not connected to a legal framework. However, Minnesota has some of the most comprehensive laws in the country, some laws dating back 38 years.</p> <p>Providing the legal framework and the legal requirements are standard practice for a plan. Without providing the legal basis or foundation, the plan lacks transparency and accountability. For example, bicycle and pedestrian advocates from various groups and communities are largely responsible for initiating this plan. Because members of the public took time to know and understand the law, they effectively advocated for MnDOT to address bike planning requirements in state and federal law. They were able to pressure MnDOT to comply with Minn. Stat. 160.265 and presenting MnDOT leadership a document showing numerous department policy, safety and public outreach gaps according to state and federal law.</p>	<p>Thank you for your comments. All of the items mentioned are addressed within the confines of the Statewide Bicycle System Plan or within other areas of MnDOT.</p>

Bicycle transportation is also tied to other statutory goals, such as providing public health, safety and welfare, environmental stewardship, civil rights, environmental justice and recreation. These goals and a plan to address them is not included in the plan.

Federal laws that provide foundational guidance and policy are not described in the plan. For example, the State Bicycle and Pedestrian Coordinator is a federally funded position and is responsible for directing and providing oversight for millions of dollars of projects and plans, but this position is not mentioned in the plan. The plan generally lacks specifics about who is responsible for carrying out the plan.

The plan does not include information about how maintenance will be conducted or performance measures related to maintenance. How will snow and ice removal be provided for both bicycle and pedestrian transportation? This is critical to safety, access, mobility and efficient traffic operations for all users.

The legal framework is included here:

<http://www.dot.state.mn.us/planning/completestreets/research.html>

Public Outreach

There are no demographics associated with the public outreach events and findings. Were demographics collected? If so, provide them to indicate what various groups preferred. Some of the public outreach results indicated overrepresentation of males. The plan may have had high levels of public participation, but there is no evidence that the public outreach provided equal opportunity for people to give their feedback to ensure that all demographic groups were represented or had the opportunity to be represented. This is a serious deficiency for other reasons described below.

Title VI and Environmental Justice

As the State Transportation Authority, MnDOT is responsible to ensure programs, services, activities and benefits are provided to the public in a nondiscriminatory manner. The plan lacks any mention of Title VI and provides an incomplete environmental justice analysis.

As well, MnDOT does not have a Limited English Proficiency Plan in place. How were people who do not speak English included in this planning process? What materials were produced in other languages to help include limited English populations in this plan? People who do not speak English as their first language are routinely and systemically left out of planning, project development processes and public outreach.

MnDOT has a leadership role in providing Title VI information to cities and counties. MnDOT has provided no model or tools for cities and counties to implement Title VI, environmental justice or limited English proficiency planning. In my community, we are currently working with city staff to prepare a bicycle and pedestrian plan for the city's comprehensive plan required by and due to the Metropolitan Council in 2018. MnDOT's bike plan does not provide a model for Title VI implementation.

Equity

Directly related to Title VI and environmental justice, many entities and community groups have raised concerns about transportation equity. These partners and stakeholders include the Metropolitan Council, public health representatives, non-profits and individual citizens and residents. The plan does not provide information on the civil rights foundation for transportation to address equity issues.

Cross state bikeways that are the primary focus of bicycle transportation does not address many needs for bicycle transportation. It is hard to see how that helps people for basic life necessities such as getting to school, work or medical care or bringing their children to day care.

The bicycle gender gap is not adequately addressed in the plan.

Many state highway minor arterials are in areas the Metropolitan Council has defined as racially concentrated areas of poverty, yet MnDOT has not provided a long term investment strategy to serve or benefit these communities, to address community interests in complete streets, active living, or bicycle and pedestrian access to help eliminate economic and health disparities.

The plan does not include strategies to ensure bicycle transportation is provided to all populations and communities across Minnesota. Lack of compliance to Title VI compliance matters and program deficiencies negatively impacts communities all across Minnesota. Further,

Minnesotans are talking about equity, economic disparities new approaches to managing roads to provide multiple benefits such as Living Streets, Complete Streets and Active Living. The principle of equality is the essential starting point to building and maintaining a transportation system that serves everyone. Toward that end, MnDOT must comply civil rights laws and executive orders and apply these laws to all programs, services, activities and so everyone benefits from public investments. This series of Federal Highway Administration's Civil Rights videos describes public agencies' responsibilities towards the Civil Rights Act of 1964, specifically Title VI.
<http://www.fhwa.dot.gov/federal-aidessentials/catmod.cfm...>

Several studies have shown that Minnesota has some of the worst racial disparities in income, educational attainment and health in the nation. Providing bicycle transportation to all people with equal opportunity is one way to address these issues. Minnesota Department of Health states that:

It is not possible to advance health equity without looking closely at the systems across Minnesota that create the opportunities to be healthy, identifying where there are structural inequities, and addressing structural racism. ... Designing transportation policy with health equity considerations can promote health, education and economic mobility. (Minnesota Department of Health, http://www.health.state.mn.us/divs/chs/healthequity/ahe_leg_report_020414.pdf)

	<p>The plan still shifts the responsibility of providing safe and effective bicycle and pedestrian travel to local governments, although MnDOT is the principle agency to lead to provide a transportation system that serves all users on state highways. Shifting almost all the bike/walk responsibility to local governments, besides being inconsistent with state and federal law, compromises public safety, civil and human rights and counterproductive for all modes of travel. State highways, particularly in urban areas, have been a source of bicycle and pedestrian safety issues and have been barriers to an efficient and connected bike and walk system.</p> <p>The plan does not clearly state that bicycling is legal on almost all roads in Minnesota and does not describe how MnDOT will address bicycling safety and accessibility on all state highways beyond the "state bikeway system." Also, the use of the term bikeway in the document is not consistent with the statutory definition; there are many state bikeways in the state.</p> <p>Plan public comments</p> <p>The plan, plan summary and one-page description did not include a statement to let people know they have the opportunity to request the plan in alternative format. Further, the plan was not made available in other languages, or large print for those with low vision. Also, it appears that the plan and request for public comments was made almost entirely by electronic communications. People should have had the opportunity to respond in writing and mail comments to MnDOT.</p> <p>I am responding as a member of the public and a resident of Minnesota.</p> <p>Thank you for the opportunity to comment. Please send me responses to my questions above and also let me know you received these comments.</p>	
137	<p>There is not a clear legal basis for the bike plan and the laws and policies it supports. The plan is supposed to implement Federal and State law. There doesn't seem to be documentation of the laws behind the plan. I didn't see any reference to the State Pedestrian and Bicycle System law review.</p> <p>In fact some of the language and the approach used is contrary to current law. It even gives a new definition to Bikeway and really narrows it down which disregards the entire "system of bikeways that are supposed to "establish, developed, maintained and operated by the communism of transportation," (MN Statute 160.265).</p> <p>The bike plan says basically nothing about laws relating to bicycle transportation in Minnesota. We have some of the most comprehensive laws in the nation some of them still are not implemented after even after 35 years. I saw no mention of Civil Rights Title IV laws.</p> <p>A bike plan needs to be inclusive of all facilities. People are legally entitled and have rights to be able to bike for transportation.</p> <p>Bicycle and pedestrian investments need to be made throughout</p>	<p>Thank you for your comments.</p> <p>The comments related to the local and regional investment goal split are supportive of the policy direction identified in the Statewide Bicycle System Plan and were a result of public engagement. The 30/70 split was identified in the public engagement findings, where key finding 2 is indicates the public values state bikeways, but people value opportunities for local and regional bicycle travel more, which contributed to the establishment of the targeted split.</p> <p>This key finding related to developing a statewide network, does further state, "MnDOT can improve the safety and comfort of bicycling conditions by investing in bicycling infrastructure on or across the state trunk highway even if it is not part of a designated state bikeway route."</p> <p>MnDOT is addressing the comment related to bikeways by referring to system as "state bicycle routes."</p> <p>The plan is available upon request in other formats.</p>

	<p>MnDOT's system especially on MnDOT roadways in urban and suburban areas where MnDOT Highways are often main streets and an integral part of a local and regional bicycle network. These need to be prioritized even higher than developing a "Statewide Bikeway Network" as referred to in this report. MnDOT roadways that make up parts of the local and regional Bikeway network affect people's daily lives as well as their health, safety and economic prosperity. Where this is emphasized in the plan is critical. How did MnDOT come up with the 30/70 split?</p> <p>Some of the language in the report is troubling. In Key Finding 2 it states "even if it is not part of a designated state bikeway route." MnDOT is responsible for a system of bikeways on its roadways not just one, two, three of four designated state bikeway route. I have often heard MnDOT touting the Mississippi River Trail as its first Bikeway in Minnesota. Since 1977 Minnesota law 160.265 Bikeway Program has made MnDOT responsible for "a system of bikeways." It this plan it redefines bikeways which flaws the entire plan and makes it suspect.</p> <p>The plan is taking Minnesota backwards. By redefining bikeway it disregards all the past statewide planning work that was done in the past. Reference the bikeways that are included in Minnesota Bikeways maps by region as well as the 1989 and 2001 maps. This plan totally disregards continuing to build the system. This plan actually reduced the bikeway system when the state statues definition(s) are not used.</p> <p>Are you making the plan easily accessible in different formats and languages? It is not clear how you did environmental justice in the community engagement plan. It arrears to be largely absent. How are you going to address the long standing disparities in investments? It's important that you show metro maps especially in an environmental justice context. It's bit at all clear where the plans line up in areas with concentrations of poverty for example.</p> <p>In addition the plan highlights that a statewide bike map is created every two years. It is imperative that it truly is a statewide map and that it includes the metro area. If you made a regular highway map and exclude the metro area you would be negligent. The metro area ought not be left out in a bike map.</p> <p>MnDOT staff need to have work put in their work plans to implement laws and be evaluated in their carrying out assigned work. The finding on page 54 that local governments want technical and financial support is already in state law. 160.265. The barrier is MnDOT staff have not been responsible or allowed to carry out the law. Leaving vacuum in technical support including EJ, LEP, title 6, and design.</p> <p>Please call if you have further questions.</p>	<p>MnDOT will continue to make improvements to the state bicycle map and rely on local and regional partners to provide more detailed information.</p>
138	<p>Some map edits suggested in the last draft were not included in the final draft. I'm not sure if that was intentional (i.e. the authors disagreed with my suggestion) or an oversight. See attached email point 2 a).</p> <p>The problem/confusion lies in the fact that some of the "orange/peach" highlights that show the "stakeholder priority corridors" extend into and overlap with the RBTN. So, in some cases (see TH 95 in the east metro along the border) we are showing a Met Council "green Tier 2 corridor" and also an orange highlight that indicates it is a "low" priority corridor</p>	<p>The bicycle corridors identified in the plan have been revised based on feedback from the Metropolitan Council and MnDOT's Metro District.</p>

	<p>based on our color scale. Some of the orange “low priority” corridors even overlap with Met Council Purple Tier 1 alignments. I think we were under the general understanding and gave the impression that anything identified in the Met Council Plan would be considered high- priority for the district/region and can see why they find this overlapping color scheme contradictory.</p>	
139	<p>I am in full support of a state-wide bike trail system. And, as a resident of Park Rapids, MN I also strongly support the proposed Heartland Trail Spur to Itasca State Park. This trail will connect a city with a major state park, and would be used by many, including me. As proposed, the southern portion would be built in the right of way of a scenic county road for about half its length, with the second half traversing county forested land. In this second half a biker is surrounded by mixed forest for approximately 10-12 miles, making it a rather unique trail. Please accept my comments as an indication of my full support for expansion of the state trail system and the proposed Heartland Trail Spur to Itasca State Park.</p>	<p>Thank you for your supportive comment.</p>
140	<p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic.</p> <p>Thank you. I am President of the Eagle Ridge HOA. I drive this path 5 times a day. In the summer HWY 212 is used for cross country bikers. There are sometimes dozens a day that come through town.</p> <p>I have almost been hit several times biking into town. There is a hill and sun is right in eyes at sunset.</p> <p>There are several LGUS in the short stretch to camp release. It is hard to get any 1 to get behind it.</p> <p>I went to the meetings when they fixed 212 a couple years back. I</p>	<p>Thank you for your comments. A corridor in proximity of Hwy 212 was identified as a priority.</p>

	<p>thought there would have at least been a shoulder on the North side. Often times there are vehicles pulled over that are 1/2 way into the lane of traffic. For years I have been complaining about the safety of bikers on Hwy 212 west of Montevideo to Camp Release Monument. It has fallen on deaf ears. Since you sent me the email. I will once again document the safety concerns. There should be a bike path into town with the hill and curve and no shoulder. Thank you</p>	
141	<p>There are a lot of good words and ideas in the plan, e.g., developing strategies, cooperating with partners, promoting awareness, ensuring accessibility, etc., and I think we can recognize that Minnesota and many local communities in the state are ahead of most of the rest of the country in developing bicycling transportation systems. However, below are a few components that I noticed are missing or insufficient in the plan.</p> <ol style="list-style-type: none"> 1. First the level of funding is recommended at \$10 million per year through 2033. This is woefully inadequate, does not account for rising costs, and does not adequately include maintenance of existing infrastructure. The plan should incorporate cost increases, and it should show a breakdown of how funds would be allocated. 2. Second, the plan should address statewide policy priorities by stating definitively that bicycle and pedestrian components must be included in all funded highway projects. 3. The section on measuring performance specifically calls out ridership among women as a metric. The ridership performance measure should also include minority ridership as a metric. Communities of color are underserved by bicycle facilities, and there are other structural and social barriers to minority ridership that the department needs to recognize and address. 4. The section on safety contains very good points about education and awareness, improved infrastructure, traffic calming, and crash analysis. However, the plan should specifically recognize the special vulnerability of bicyclists and pedestrians in a car-dominated transportation system. The department should expressly call out this vulnerability, and propose that in car-bike crashes the financial and legal burdens should be presumed to start with the car. This burden of responsibility structure exists in other jurisdictions and should be adopted in Minnesota. 	<ol style="list-style-type: none"> 1. The \$10 million represents only MnDOT investments on the trunk highway network. There are additional resources from cities and counties and other state and federal resources not reflected in investments. 2.) The existing Complete Streets policy requires that walking and bicycling shall be considered in all projects. http://www.dot.state.mn.us/planning/completestreets/index.html 3.) This important perspective. MnDOT is continuously improving our methodology for collecting performance measures, and will keep this in consideration. 4.) This is not within the authority of MnDOT.
142	<p>I would prefer small off-road paved loops for family outings in a large variety of locations.</p> <p>Lake associations could help with projects. Lake Ida near Alexandria is 10 miles from a bike trail; I'd like to see closer small loops, preferably paved, but mostly safe from traffic for younger kids.</p>	<p>Thank you for your comments. The plan references a broad preference of bicyclists to have separated facilities to ride on and that they would prefer to see investments in and around their communities. The plan also highlights the need to strengthen the capacity of local and regional entities to plan for bicycle opportunities. Lake associations could be partners in those efforts.</p>
143	<p>I like the plan. Please continue to focus on multi-modal transportation as much as possible. We need more bike streets, bike lanes, protected bike lanes and other innovative measures to increase biking, especially among youth, and families. I applaud those efforts in all parts of MN, not just the metro.</p>	<p>Thank you for your supportive comments. The plan does suggest investments in facilities and initiatives that would be beneficial to a broader spectrum of existing and prospective bicycle users. The plan does also reflect geographic equity in terms of focus.</p>
144	<p>Subject: Do NOT NEED BIG WIRE FENCE ALONG DRESBACH BIKE TRAIL.</p> <p>NO BIG FENCE!!!!!!!!!!!!!! WASTE OF MONEY AND BLOCKS THE RIVER VIEW!!!!!!!!!! THANK YOU.</p>	<p>Thank you for sharing your concern. We will share the feedback to the project management team for the bridge.</p>

145	<p>Thanks for the opportunity to review.</p> <p>Community Engagement</p> <ul style="list-style-type: none"> While there was extensive community engagement conducted in the creation of this plan there is not mention of how to engage the community moving forward in the implementation of the state bicycle network. Strategies address how to inform regional and local stakeholders, but not the general public. We can assume that a local bicycle planning technical assistance program would involve some level of community engagement, but it would be nice to see it called out directly. <p>Physical Activity</p> <ul style="list-style-type: none"> We are very supportive of the performance measure dedicated to the "percent of women who ride weekly or more from April to October. It would be ideal if there was a performance measure geared towards low-income, ethnically diverse and/or other underrepresented communities. Similarly, the goal of increasing ridership among people who already bike and those who currently do not could include some aspect of social, racial or economic equity. 	<p>Thank you for the comments. We have recognized a need for clear implementation strategies for the plan and have incorporated that into the final version. Public and partner engagement is certainly a key element of this plan. Related to the health aspect, we will incorporate this. We also have recognized the need you mentioned related to performance measures and are evaluating options for inclusion. Equity is important to MnDOT and key to this plan.</p>
146	<p>Great to hear that a focus on what is done locally in communities is a key point of emphasis for MnDOT. Thank you</p>	<p>Thank you for your comments.</p>
147	<p>I like the idea and priority to support LOCAL BIKEWAY CONNECTIONS. Thank you and I look forward to making connections in Bemidji</p>	<p>Thank you for sharing your comment.</p>
148	<p>I'm interested in seeing more miles of improved local ride to school/work safe routes in contrast to high profile recreation corridors (which I still do appreciate the long distance corridors). And rehabbing existing recreation trails for long-term durability</p>	<p>Thank you for sharing your comment.</p>
149	<p>Very good plan, esp with the emphasis on health. Keep the emphasis on local connections in biking (as transportation) and on safety. Our communities need biking to be safe everywhere before it can fully take off. That and funding.</p>	<p>Thank you for sharing your comment.</p>
150	<p>would love to see MnDOT planning ideas trickle down to local planning and implementation. Low investment infrastructure (road stenciling) bike parking, and wayfinding are the low hanging fruit in so many cities. Cross-state systems are geared to the relatively small part of the bike population who have money/time to tour - look to commuters and afternoon outings as a much larger focus for resources.</p>	<p>Thank you for sharing your comment.</p>
151	<p>I generally like the overall plan. I approve of the selected high priority corridors. I think state support for bicycling infrastructure along state routes in towns and along bridges would be very helpful. When I ride from city to city, I like riding shoulders that are protected by rumble strips with gaps where I can cross from the roadway to the shoulder and back. Things that I like about riding on existing roads include that they tend to have good grades, the surface tends to be smoother and better maintained than trails, they have helpful signage and the businesses I want to access along the way are along these roads.</p>	<p>Thank you for sharing your comment.</p>
152	<p>- prioritizing scenic & rural aspects of routes & less about fastest & easiest route from point A to B; - connect regional outdoor recreational & park destinations (i.e., Flandreau State Park -> MPLS/STP -> Sakatah State Park -> Nerstrand/Biglands; - long term funding solutions to making every rural & urban road bicycle friendly, safe & desirable to ride; - what is MnDOT's understanding of what makes road & transportation design "bike friendly"?; - fat biking, horse & ATV</p>	<p>Thank you for sharing your comment. MnDOT follows the League of American Bicyclist's definition for bicycle friendly: http://www.bikeleague.org/bfa</p>

	compatibility for non-paved routes & networks like MN River Valley Recreational Area; - these trails & routes / corridors make a big difference economically for our downtowns & keeps the unique place specific retail strong; - super pumped up for the MN River Valley State trail & the Sakatah - > Northfield cannon river trail loop	
153	Now that the state has developed a vision for a bicycle system, I favor having the state focus its attention on providing some dollars to overcome "big" barriers / obstacles. An example in the Mankato area is the obstacle created by the Minnesota River. A prioritization process would also be needed, for the programming of projects. Clarification of recreational vs. transportation is important to make decisions on funding levels. Except in a few cases, I don't think the federal government should be a big player.	Thank you for sharing your comment.
154	1. page 23: I would like to see all the pictures you used in the public outreach; 2. it would be good to relate those pictures with the level of stress (LOS) ratings; 3. I don't see the MnDOT logo or name on the cover or footers on the pages; 4. for the coffee chats it would be good to have a big sign with a question or call to action on it and a big picture of a bicycle (do you bicycle? Tell us about bicycling in MN.); 5. should SRTS plans be their own bullet on page 53? Especially since it is a MnDOT program	Thank you for your comments. Additional engagement information and other revisions have been added to the plan.
155	As told to MnDOT staff: was hit in Brooklyn Center while bicycling by a car; she values protected bikeways; would like to bike more; worries about bicyclists in construction zones; saw a lot of cyclists on Hwy 2 (adventure cycling route); would be good to have detours for bicyclists on bike routes; has family in Edina & motorists don't understand the changes on France with road diet. They feel it is slowing travel time. (Mentioned they probably modeled traffic to find through put is the same cars are just not having to wait at lights - she thought better education on that would help)	Thank you for sharing your comment.
156	I definitely agree that most riders & especially beginners need convenient access to separated bikeways. Local connections are important to me as we try to encourage folks to use trails, etc. for transportation as well as recreation. I appreciate that MnDOT is taking the time to talk with residents of rural MN. We would definitely like to see more bike lanes around town and have some residential areas that would be great for bike boulevards. Where, besides MnDOT might funding come from?	Thank you for sharing your comment.
157	I love the bike paths. I have two small kids and would feel much safer with them riding on a guarded off area or separate path. Please keep the bike paths coming they are very important! Thanks	Thank you for sharing your comment.
158	Comments reported to project staff: Young kids they live out of town. Family all has bikes but don't ride often. She knows lots of people that ride to work. She thinks the plan is cool - and was part of a focus group a couple of years ago that she things was related to this.	Thank you for sharing your comment.
159	1. chose Grand Rapids to live because of trails, pools, jobs etc.; 2. Bikes to work, is interested in bike tourism; likes roads with a shoulder; designated routes so they know where to ride with family vacations - has a wife & 3 yo; 3. new bridge on 169 is being build and how separate bike ped bridge has better scoping - wonders if it would have been a better use; 4. funding questions - related to how to use funding wisely.; 5. flexibility - concerned about excuses not to build something because people think once they build it they can't take it away.	Thank you for sharing your comment.
160	1. enforcement is important. No sense investing in infrastructure if cars are still running cyclists off the road.; 2. nothing is more terrifying than a car looking for a parking spot. If they do so without using a signal, they	Thank you for sharing your comments.

	should definitely get pulled over and maybe get a ticket.; 3. rolling through stop signs may seem ok but it can be very scary. 3. Another comment about signals: idling cars should have their hazards on. Thanks for the opportunity to voice these opinions!	
161	1. Start enforcing rules of the road. Use fines from violations to fund organization. 2. Start education for law enforcement personnel mandatory for new laws re: motorists, peds & bicyclists	Thank you for sharing your comments.
162	1. concerned about regulatory signage for legal size signs rather than the "toy" signage that are not legal or enforceable. 2. Better kiosk design & more locations linking locations to overall map. 3. Cross bike paths in north MPLS to 26th Street / Dowling etc. 4. Clear signage at difficult connections	Thank you for sharing your comments. Minnesota has a Manual on Uniform Traffic Control Devices, and chapter 9 covers Traffic Controls for Bicycle Facilities, which allows for various sizes depending on the context of the bikeway. More information can be found here: http://www.dot.state.mn.us/trafficeng/publ/mutcd/ . Related to other comments, it is unclear what locations are suggested, and it may be likely these concerns should be mentioned to local municipalities.
163	Consider how to address racial, economic and other disparities as part of local planning assistance. In addition to more diverse community engagement, communities may need assistance identifying areas or neighborhoods left out of investment. The Rochester - Olmsted Council of Governments Environmental Justice protocol could serve as a model.	Thank you for sharing your comment.
164	attended Bemidji coffee chat	No response needed.
165	SNTC D2 member attending Bemidji coffee chat	No response needed.
166	Attended Bemidji coffee chat	No response needed.
167	Non-motorized community member; attended Bemidji coffee chat	No response needed.
168	USFS Chippewa National Forest; attended Bemidji coffee chat	No response needed.
169	WSB & Associates; attended MPLS coffee chat	No response needed.
170	Resident/self; attended MPLS coffee chat	No response needed.
171	self / MPLS BAC Member; attended MPLS coffee chat	No response needed.
172	MPLS Bike Watch; attended MPLS coffee chat	No response needed.
173	Parks & Trails Council of MN; attended MPLS coffee chat	No response needed.
174	Community Services Specialist, AAA Minneapolis, attended MPLS Coffee Chat	No response needed.
175	Rider/writer; attended MPLS coffee chat	No response needed.
176	SHIP - Wells Active Living; attended Mankato Coffee chat	No response needed.
177	Greater Mankato Walk Bike Advocates; attended Mankato coffee chat	No response needed.
178	Lake Crystal Trail Committee; attended Mankato coffee chat	No response needed.
179	Greater Mankato Bike Walk Advocates; attended Mankato coffee chat	No response needed.
180	Heart of New Ulm / MN GreenCorps; attended Mankato coffee chat	No response needed.
181	Greater Mankato Bike Walk Advocates; attended Mankato coffee chat	No response needed.
182	Key City, CO; attended Mankato coffee chat	No response needed.
183	Heart of New Ulm Project; attended Mankato coffee chat	No response needed.
184	Minneopa Golf Club; attended Mankato coffee chat	No response needed.
185	Mankato / North Mankato MPO; attended Mankato coffee chat	No response needed.
187	BPAC - Attended Rochester coffee chat	No response needed.

188	RASC - Attended Rochester coffee chat	No response needed.
189	Austin - Vision 2020 - Attended Rochester coffee chat	No response needed.
190	Attended Rochester coffee chat	No response needed.
191	Attended Rochester coffee chat	No response needed.
192	Imagine Kutzky - Attended Rochester coffee chat	No response needed.
193	WBR - Attended Rochester coffee chat	No response needed.
194	We bike Rochester - Attended Rochester coffee chat	No response needed.
195	Ambassador - Attended Rochester coffee chat	No response needed.
196	We Bike Rochester - Attended Rochester coffee chat	No response needed.
197	PBAC - Attended Rochester coffee chat	No response needed.
198	RASC - Attended Rochester coffee chat	No response needed.
199	Bicycle Sports - Attended Rochester coffee chat	No response needed.
200	We Bike Rochester - Attended Rochester coffee chat	No response needed.
201	MN DNR - Parks & Trails -Attended Rochester coffee chat	No response needed.
202	Attended Rochester coffee chat	No response needed.

APPENDIX 1. COMMENTER ID REFERENCE

The following table includes all individuals and/or organizations that submitted comments on the Plan. They are organized by Commenter ID, which was assigned in order of comments received. Page numbers are provided where applicable for the location comment responses can be found in this document.

ID	Name / Organization
3	Jerry Hoover
4	Susan Feakes
5	Lori Goodsell
6	Kevin Grass
7	Jim Reader
8	Charles Barker
9	Colleen Tollefson / Explore Minnesota Tourism
10	Sally Sullivan
11	Bryan Nelson
12	Connie Engel
13	Shelbi Eckman
14	Bob Jones
15	Wayne Arlon Sandbulte
16	Larry Smith
17	Joe Chovan
18	Bill Schiff
19	Mike Renner
20	Craig Williams
21	anonymous
22	Jame Steiner

23	Wayne Chapman
24	Trent Wickman
25	Robert Aderhold
26	Ross Callahan
27	Chris Jacobson
28	Jim Cox
29	Renee Hoppe
30	Tony Steyermark
31	Kirsten Henry
32	Gary Davis
33	Roman Bloemke
34	Mary Hillegas
35	Alison Clarke
36	Benjamin Fribley
37	Forrest Sullens
38	Cathy Nordin
39	Tracey Jenkins
40	Laura Hunter
41	Jeff Englin
42	Nancy Welsh
43	Matt Hazel
44	Peter Breyfogle
45	Sean Hetherington
46	John Rohow
47	Chris Jacobson
48	Richard Gray
49	Douglas Braunworth
50	Sonja Ramsdell
51	Marlys Grantwit
52	Anders Lindberg
53	Brian Smith
54	Nicolas Elsner
55	Paul Vogel
56	Charlie Orme
57	Michael Pekarik
58	Gerald Bird
59	Connie Stauffer
60	Todd Cameron
61	Nathan Van Wylen
62	Pete Royer
63	Ren Stinson
64	Rick Bosacker
65	Rob Burkhardt
66	Allyn M. McColley
67	Anonymous
68	Far Davis
69	Jennifer Fuller

70	Aurel Carnea
71	Mary Arneson
72	Joseph Reding
73	David Kelnberger
74	Colleen Tollefson
75	Robin Edman
76	Wendy Scharber
77	Dan Marek
78	Steve Marquardt
79	Adam Heckathorn
80	Linda Kratt
81	Susan Feakes
82	Renee Richardson
83	Liza Donabauer
84	Melanie Wege
85	Wayne Hurley / West Central Initiative Foundation
86	John Smith
87	Paul Kaiser
88	Matt Galligan
89	Eric Lund
90	William Christ
91	Deborah Ruschy
92	Jill Baum
93	Jennifer Simonette
94	John Cron
95	Dianne Dropik
96	Keith Stelter, MD
97	Mary Lukenbill
98	Nathan Fuerst
99	Dave Elhard
100	Mike Brooks
101	Elizabeth Kappenman
102	Kyle Torfin
103	Patrick Branch
104	Jo Anne Judge-Dietz
105	Jon Oyanagi
106	Brent Bartel
107	Daryl Gerber
108	Jack Brunell
109	Andrew Besold / West Central Initiative Foundation
110	Jeffrey Gray
111	Jenny Hazelton
112	Bridget Allan Ales
113	Roger Maulik
114	Shuangning Xu
115	Justin Foell
116	Jane Fleming

117	Earl Haugen / Grand Forks – East Grand Forks Metropolitan Planning Organization
118	Ruth Fonstad
119	Juana Sandoval
120	Steve Voss / MnDOT – District 3
121	Luke Van Santen
122	Mike Brooks
123	Peter Connor
124	Danny McCullough / Three Rivers Park District
125	Deane Johnson
126	Mike Brooks
127	Dave Carlson
128	Angie Stenson / St. Cloud Area Planning Organization
129	Kelley Yemen / Hennepin County
130	Mary Lesmeister
131	Thomas Buse
132	Mark Gang III
133	Steve Elmer / Metropolitan Council
134	Ann Pung-Terwedo
135	Lars Harrisville
136	Mary Jackson
137	Connie Bernardy
138	Gina Mitteco / MnDOT Metro District
139	Carter Hedeem
140	Montebushwackers
141	Greg Pratt
142	Kristi Fernholz
143	Frank Jossi
144	Janice Hoeschler
145	Chris Kartheiser / Minnesota Department of Health
146	Donna Palivec
147	Muriel Gilman
148	Mark Morrissey
149	Kurt Wayne / Headwaters Regional Development Commission
150	Melinda Nelville
151	Vance Becker
152	Greg Lessard
153	Doug Haeder
154	Lisa Austin / MnDOT
155	Kris Bolin
156	Ashley Runge
157	Adrienne Huson
158	"Mom"
159	Philip Imholtz
160	Kurt Howard
161	Jim Fallon
162	Richard Lang
163	Michael Stralka / Active Living Ramsey Communities

164	John Andringa
165	Andy Mueller
166	Pam Anderson
167	Cynthia Hansen
168	Kenneth Hansen
169	Rose Ryan
170	Barb Thoman
171	Bob Hain
172	Ward Rubrecht
173	Mike Tegeder
174	Seamus Dolan
175	Tony Brown
176	Sandy Lorenz
177	Tom Engstrom
178	Josh Siebert
179	Linda Engstrom
180	Nathan Fuerst
181	Richard Keir
182	Matthias Leyner
183	Cindy Winters
184	Gary Winters
185	Jake Huebsch / Mankato/North Mankato Area Planning Organization
187	Karen Cohen
188	Matt Bruzek
189	Steve Kime
190	Christian Holter
191	Steve Harper
192	Andy Masterpole
193	Justin Lourdes
194	Behany Lourdes
195	Zoe Malinchor
196	Mary Teresa Gibbons
197	Brett Ostby
198	Terri Crist
199	David Hallaway
200	Barbara Beck
201	Joel Wagar
202	Mark Waananen

APPENDIX 2. SOCIAL MEDIA ARCHIVES

Social Media | Bike Plan Comments and Coverage

As a part of the public comment period, MnDOT shared social media messages with local partners. Partners were encouraged to use the #pedalMN to track social media. This resulted in 20 tweets, 62 retweets and 53 likes. Below are screenshots of the tweets tracked.



MnDOT
@mndotnews

Follow

We need your input on the statewide bicycle plan. Send it online or come to a coffee shop chat ow.ly/Tpc9m #pedalmn

RETWEETS 5
LIKES 2



11:55 AM - 14 Oct 2015



Pedal Minnesota
@PedalMN

Follow

Have you checked out the new [@mndotnews](https://twitter.com/mndotnews) statewide bicycle plan? Share your thoughts with the tag [#PedalMN](https://twitter.com/PedalMN)

MnDOT @mndotnews
We need your input on the statewide bicycle plan. Send it online or come to a coffee shop chat ow.ly/Tpc9m #pedalmn

RETWEETS 3
LIKE 1



11:45 AM - 15 Oct 2015





AmericanHeartAssocMN
@HeartAssocMN

 Follow

Take a minute and give [@mndotnews](#) your feedback on the statewide bicycle plan!
dot.state.mn.us/bike/system-pl... #PedalMN



RETWEETS
5

LIKES
2



5:37 PM - 15 Oct 2015





Minnesota GO
@minnesotago



A draft of the MN Statewide Bicycle System Plan is available for review. Comments accepted thru 11/16 bit.ly/1k9M5FS #pedalmn

RETWEETS

7



6:39 AM - 16 Oct 2015





TLC Minnesota
@tlcminnesota



Is it important to you that our bike trails are connected to a larger network? Let [@minnesotago](#) know at mndot.gov/bike [#pedalmn](#)

RETWEET	LIKES	
1	4	

8:49 AM - 17 Oct 2015



Bicycle Alliance MN
@BikeMN



Did you provide input to [@minnesotago](#) Statewide Bicycle System Plan? If not, we need it! mndot.gov/bike [#pedalmn](#)

RETWEETS	LIKE	
4	1	

12:55 PM - 17 Oct 2015





Nice Ride Minnesota

@NiceRideMN

Follow

.@minnesotago Statewide Bicycle Plan key finding #2—local & regional bike travel is a priority. More here: bit.ly/1LweXTh #pedalmn

RETWEETS
6

LIKES
5



6:39 AM - 20 Oct 2015



CenterForPrevention

@CFPmn

Follow

When you bike, do you feel safe? Add your safety concerns to the @minnesotago Statewide Bicycle Plan: mndot.gov/bike #pedalmn

RETWEETS
4

LIKES
10



11:29 AM - 21 Oct 2015





St. Paul Smart Trips
@smartrips

Follow

4,500+ people have given feedback in the [@minnesotago](#) Statewide Bicycle Plan. Were you one? Give your input mndot.gov/bike [#pedalmn](#)

RETWEET
1



12:04 PM - 21 Oct 2015



RamseyCounty
@RamseyCounty

Follow

When you bike, do you feel safe? Make sure your concerns & ideas are in the [@minnesotago](#) State Bicycle Plan mndot.gov/bike [#pedalmn](#)

RETWEETS
3

LIKE
1



10:35 AM - 9 Nov 2015





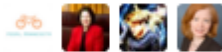
RamseyCounty
@RamseyCounty



We've had input from 4,500 people in the [@minnesotago](#) Statewide Bicycle Plan. Did we miss you? Give input @ mndot.gov/bike [#pedalmn](#)

RETWEETS
3

LIKE
1



10:35 AM - 11 Nov 2015



Public Health Law
@PHealthLawCtr



There's still time to read & comment on the Minnesota Statewide Bicycle System Plan [#pedalmn dot.state.mn.us/bike/system-pl...](#)

Minnesota GO @minnesotago
A draft of the MN Statewide Bicycle System Plan is available for review. Comments accepted thru 11/16 bit.ly/1k9M5FS [#pedalmn](#)

LIKE
1



11:59 AM - 12 Nov 2015





MnDOT
@mndotnews

Follow

RT @CFPmn: Ensure the future of biking reflects the needs of your community in the Statewide Bicycle Plan mndot.gov/bike #pedalmn

RETWEETS 3	LIKES 2	
----------------------	-------------------	--

5:38 AM - 13 Nov 2015



RamseyCounty
@RamseyCounty

Follow

@minnesotago has 9 strategies for promoting local and regional biking. Have you seen them? Find them here mndot.gov/bike #pedalmn

RETWEET 1	
---------------------	--

10:35 AM - 13 Nov 2015





Nice Ride Minnesota
@NiceRideMN



Biking is an important tourism asset. Get local businesses involved in the [@minnesotago](#) Bike Plan bit.ly/1LweXTh [#pedalmn](#) [#onlyinmn](#)

RETWEETS
7

LIKES
9



1:36 PM - 23 Oct 2015





Minnesota GO

@minnesotago



MN Statewide Bicycle System Plan coffee chats scheduled in Grand Rapids, Mankato, Bemidji, Mpls, Rochester ow.ly/TQoMp [#pedalmn](https://twitter.com/MinnesotaGO)

RETWEET

1



8:59 AM - 26 Oct 2015



Kurt

@fort_me



We're talking about statewide bike planning at Bemidji's own [@harmonycoop](https://twitter.com/harmonycoop) here in a few. Come join us between 5 and 7. [#pedalmn](https://twitter.com/MinnesotaGO)

RETWEET

1

LIKES

2



2:34 PM - 3 Nov 2015





Harmony Co-op
@harmonycoop

Follow

Did they miss anything on the Statewide Bike Plan? [@minnesotago mndot.gov/bike](https://www.minnesotago.mndot.gov/bike)
[#pedalmn](https://twitter.com/hashtag/pedalmn).



LIKES

2



3:03 PM - 3 Nov 2015





Amber Dallman
@stpaulbikemom

Follow

Looking for ideas of how to secure poster board to bike for meeting later. #readygo #pedalmn



LIKES

4



10:33 AM - 4 Nov 2015



Michael Latsch @mlatsch · 4 Nov 2015

@stpaulbikemom Put 4 holes in face, reinforce, run cord thru holes, tie face side up rack. Cadillac solution: same w/ 1/4" plywd backing.





We Bike Rochester

@WeBikeRochester



Join us 11/5 @ [@pfccoop](#) to provide feedback on MNDOT Statewide Bike Plan from 5-7pm [#rochmn](#) [#pedalmn](#) [@mndotsoutheast](#) dot.state.mn.us/bike

RETWEETS 6 LIKES 4



2:56 PM - 4 Nov 2015



cabbey @cabbey · 5 Nov 2015

[@WeBikeRochester](#) [@pfccoop](#) [@mndotsoutheast](#) bah. Wish I could, but parent-teacher conferences at same time slot. :(



MnDOT District 6 @mndotsoutheast · 5 Nov 2015

[@cabbey](#) Sounds like the right priority



cabbey @cabbey · 5 Nov 2015

[@mndotsoutheast](#) ironically, if I was there, #1 question would be when are we going to see a safe route to town/school down OLM CR147? ;)



MnDOT District 6 @mndotsoutheast · 5 Nov 2015

[@cabbey](#) We'll pass it along.



cabbey @cabbey · 5 Nov 2015

[@mndotsoutheast](#) Thanks!





Kelly Corbin
@Miss_Kell_Bell



Bike meeting? I'm so there...join me [#rochmn](#) friends to give feedback on a statewide bike plan. [#pedalmn](#) [#bikerochmn](#)

We Bike Rochester @WeBikeRochester
Join us 11/5 @ @pfccoop to provide feedback on MNDOT Statewide Bike Plan from 5-7pm [#rochmn](#) [#pedalmn](#) @mndotsoutheast dot.state.mn.us/bike

RETWEET
1

LIKES
2



7:32 AM - 5 Nov 2015



Facebook Posts

Grit Youngquist and 2 others liked this post



Center for Prevention

November 12, 2015 · 🌐

👍 Like Page

Make sure the future of biking reflects the needs of your community in the Minnesota GO Statewide Bicycle Plan www.mndot.gov/bike [#pedalmn](https://twitter.com/pedalmn)



Bicycles

MnDOT bicycling resources, events and statewide plans

DOT.STATE.MN.US

👍 Sara Maaske, Ginny Marie Herman and 510 others

9 Comments 50 Shares

👍 Like

💬 Comment



St. Paul Smart Trips

October 21, 2015 · 🌐

4,500+ people have given feedback in the Minnesota Go Statewide Bicycle Plan. Were you one? Give your input www.mndot.gov/bike [#pedalmn](https://twitter.com/pedalmn)

👍 Like

💬 Comment

➦ Share



Minnesota GO

October 16, 2015 · 🌐



A draft of the Minnesota Statewide Bicycle System Plan is now available for public review. The plan envisions a future when biking is a safe, comfortable, and convenient transportation option for all. We're accepting comments on the plan through November 16th at: <http://www.dot.state.mn.us/bike/system-plan/index.html> [#pedalmn](#)



Bicycle System Plan

The MnDOT Statewide Bicycle System Plan presents MnDOT's vision and goals for bicycle transportation, implementation strategies, and performance measures to evaluate progress toward achieving this vision

DOT.STATE.MN.US

Ryan Wilson

2 Comments 1 Share

Like Comment Share



Pedal Minnesota

October 22, 2015 · 🌐

STOP EVERYTHING! Minnesota needs you.

The Statewide Bicycle System Plan is up for review, and your voice deserves to be heard. Review the plan, talk about it often (and loudly), and get your comments in at: <http://goo.gl/8jyKAh>

Talk about the Statewide Bicycle System Plan on Facebook and Twitter using the tag [#PedalMN](#).



👍 11

2 Shares

👍 Like 💬 Comment ➦ Share



Scott Sherman ▶ **Winona Bikeways, Bike Paths, and Parks** ▼

October 28, 2015 · Winona, MN, United States · 🌐

The Minnesota Department of Transportation (MnDOT) is currently accepting public comments on the Statewide Bicycle System Plan through Monday, Nov. 16. Follow @minnesotago on Facebook and Twitter to view and share the plan, and use the hashtag #PedalMN to submit your comments and suggestions. Pictures and related hashtags are encouraged when sharing comments.

To view the bike plan MnDOT will be using got to

<https://twitter.com/minnesotago> or

<https://www.facebook.com/MinnesotaGO/>.

For more information contact Amber Dallman, MnDOT Bicycle and Pedestrian Coordinator at amber.dallman@state.mn.us or 651-366-4189.

	<p>Minnesota GO (@minnesotago) Twitter</p> <p>The latest Tweets from Minnesota GO (@minnesotago). Info on MnDOT's statewide planning efforts for all modes of transportation in...</p> <p>TWITTER.COM</p>
--	--

👍 Monta May

👍 Like

➦ Share



Harmony Natural Foods Co-op

October 28, 2015 · 🌐

👍 Like Page



On November 3, the Minnesota Department of Transportation will be at Harmony Natural Foods Co-op gathering input on a statewide bicycle system plan. Make sure the future of biking reflects the needs of our community in the @minnesotago Statewide Bicycle Plan [#pedalmn](#)

For more information-->www.mndot.gov/bike



Pioneer Editorial: Putting Bemidji on the map

What's best about Bemidji? There's Paul and Babe, of course. But what about the hundreds of lakes and trails in the immediate area? To narrow it down, there's Lake Bemidji State Park. What about Bemidji State University? Or the Paul...

BEMIDJIPIONEER.COM

👍 9

11 Shares

👍 Like

💬 Comment

➦ Share



We Bike Rochester shared Pedal Minnesota's photo.

October 22, 2015 · 🌐



Please provide some input to the Statewide Bicycle System Plan!



Pedal Minnesota

October 22, 2015 · 🌐

STOP EVERYTHING! Minnesota needs you.

The Statewide Bicycle System Plan is up for review, and your voice deserves to be heard. Review the plan, talk about it o...

[See More](#)



Like



Comment



Share