

# Mississippi Blufflands State Trail Summary of Online Survey

12/18/2015

## Overview of Survey

This online survey was administered to gather early public input for the Mississippi Blufflands State Trail. This survey was available on the project Web page and stakeholders were notified via email. In total, 82 surveys were completed. The majority of survey respondents were from Zip codes including Red Wing, Wacouta, Frontenac, and Lake City. The following section is a brief overview of the themes identified from the survey. Complete survey responses begin on page 3.

This public input tool is not a “vote” or a “scientific survey.” The survey was not designed to gather responses representative of the Minnesota population or the population of Goodhue County. Survey responses will be used to inform decisions and conversations throughout development of a master plan.

## Summary of Survey Responses

### Connections and Routes

Respondents identified many potential trail connections and routes. The most frequently suggested connections included Frontenac State Park, Hok-Si-La Park, Cannon Valley Trail, Rattlesnake Bluff Trail, Flower Valley Trail and the City of Red Wing. Other unique suggestions were Highway 61 Wayside, Mississippi National Golf Course, and several local businesses.

Responses illustrate a tension between identifying a scenic trail route and a feasible and cost-effective route. A large volume of responses indicate a clear preference to locate a trail away from Highway 61 and other high traffic corridors. Several other responses express concern that trail development could negatively impact wildlife, native landscapes, and existing recreational uses.

*“Out of sight of Hwy 61 wherever feasible. In the most natural setting as possible.”*

*“Along Highway 61, along railroad, and along power lines. It might not be the most scenic but it would be easier and cost effective to follow this route.”*

*“The lake side of Frontenac State Park is pristine... That side of the bluff should be left alone and the trail should stick to the highway 61 side of the bluff.”*

*“It would also be very nice to see part of it run on top of the bluffs... a trail that runs along the base of the bluff, that climbs the bluffs, and that gives a view from the top of the bluffs.”*

### Trail Management

Responses about trail management, natural resources, and education and interpretation appear consistent with the desires of state trail users. Most responses stressed the importance of maintaining a high-quality, consistent, and clean trail surface. Responses also acknowledge the potential value of natural resource management and more wayfinding and interpretive signage.

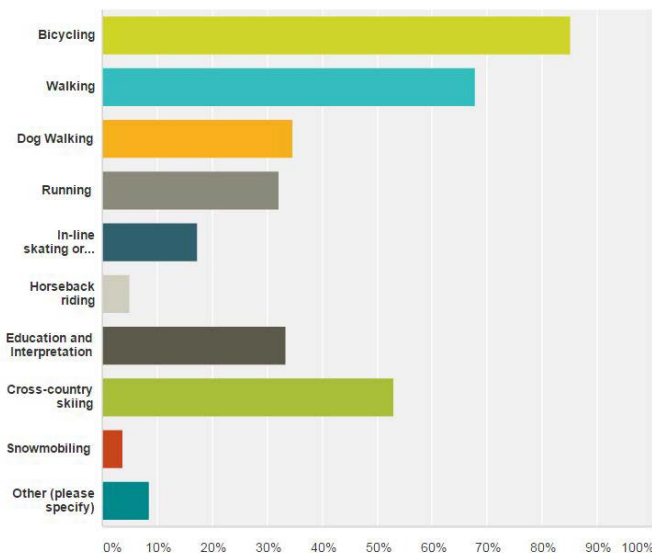
## Trail Uses

The survey asked respondents how they would use the trail and how they think others should be able to use the trail. At least 60% of responses indicate that people should be able to use the trail for bicycling, walking, dog walking, running, in-line skating, education and interpretation, and cross-country skiing. Horseback riding, snowmobiling, and other uses were recommended by less than 15% of responses. Other uses included snowshoeing, mountain biking, winter biking and ATV.

Respondents indicated they are most likely to use the trail for bicycling and walking, at 85% and 68% respectively. A moderate amount of people would like to use the trail for cross-country skiing, dog walking, running, or in-line skating. Fewer than 10% of responses express interest in all other uses, including horseback riding and snowmobiling.

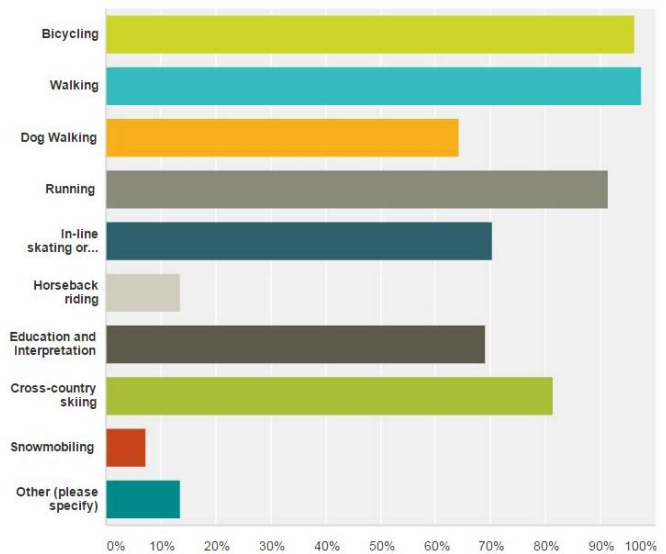
**How would you like to use the trail? Check all that apply.**

Answered: 81 Skipped: 1



**How should other people be able to use the trail? Check all that apply.**

Answered: 81 Skipped: 1



## Trail Values

Question 12 asked respondents to identify the importance of ten different outcomes of the trail. The least important outcomes were providing a route for travel and commuting, and increasing awareness of natural and cultural resources. The top four statements were:

1. provide a safe alternative for the on-road Mississippi River Trail bike route
2. provide recreational opportunities for area residents
3. foster a healthy lifestyle
4. connect existing trails and parks

The top responses were slightly different for individuals from outside of the project area. The most important statements among this group included provide a safe alternative for the on-road Mississippi River Trail bike route; attract users throughout all seasons of the year; connect existing parks and trails; and preserve and protect environmental resources.

**Q1: Do you have any recommendations for other trail connections? Please list trails, parks, trailheads, or other points of interest in the area.**

- We would like the trail to include Frontenac Station in the plan for promoting tourism and local business in the area.
- I believe you already plan on this, but include trails from Rattlesnake Bluff Trail and the trails being used now at Frontenac State Park. Incorporate the new trail with existing ones.
- Using existing trails through Frontenac State Park land and the Wacouta trails makes the most sense to me.
- 1. Connect with the Flower Valley Trail. 2. Connection with rest stop north of Lake City would provide already built facilities. 3. Connect with Hok-Si-La park (Lake City city park). 4. Connect to Villa Maria. 5. Connect to the winery just north of Lake City.
- I feel it is important to take advantage of what we already have. A trailhead at the beach house in Lake City, a connection to Hok-Si-La Park, existing trails within Frontenac State Park, a connection to Rattlesnake Bluff Trail and making use of the old Highway 61. It will be difficult to get to the top of the bluff in Frontenac State Park but it would also be what makes the trail special.
- SMART covers 11 counties in SE Minnesota. We have over 70 trails in MnDOT District 6. Our goal is to create and enlarge the regional trail system in SE Minnesota. We have just updated our regional trail map and you should make this part of your study.
- Hok-si-la Park in Lake City, Staehli Park (it's "just" a roadside rest, but it is a gorgeous stop!)
- Be sure to include the two riverside parks in Lake City as trail heads.
- The key connectors have already been identified as far as I can see.
- A singletrack connection from Memorial Park in Red Wing to a singletrack corridor along the proposed trail. Point to point singletrack trails are do not occur with high frequency in the Midwest and this would be a great complement to the Minnesota State Trail system.
- the trail along Goodhue County Road 21 (Flower Valley road).
- The Rattlesnake Bluff trail is used as a leisurely walking trail where neighbors stroll with their children and dogs (off leash). If this trail becomes a thoroughfare for bicyclists it would not be possible for the local township residents to use it as their sidewalk.
- Hoksila Park, food,
- Flower Valley has a nice bike trail, but it peters out right before the highway. I would like to see this one connected to other trails. Wacouta might be a nice place for a rest stop along the trail.
- I would like to see a connection to the flower valley trail and memorial park trails.
- Trail to Rochester
- I look forward to the CVT hooking up with ALL the other regional trails, both to the south and west of here, but I'm REALLY interested in hooking up to the Twin Cities via the trail system. Finally, I want to make sure that the river bridge scheduled to cross from Red Wing into Wisconsin has plenty of room for bikers to cross over the river.
- Colvill Park in Red Wing

- Would like to see the Cannon Falls to Fairbault trail connected, and extend to Mankato.
- Goodhue-Pioneer Trail, Hok-Si-La Park
- Directly: Baypoint, Levee, Barn Bluff, Colvill, and Hok-Si-La municipal parks; Hedin Island Park; Flower Valley Road trail; Villa Maria retreat center; Red Wing Colvill Park Aquatic Center; Red Wing YMCA; spur to Mississippi National Golf Course and Memorial Park. Indirectly or eventually: Great River Ridge Trail, Goodhue Pioneer Trail, Douglas Trail, Hastings - Red Wing Trail (proposed, see master plan from City of Red Wing); National Eagle Center (Wabasha); Zumbro Bottoms State Forest; Zumbro River State Water Trail; pending U.S. Olympic Ski Jump facility and mountain bike trails.
- Colvill Park, Barn Bluff, Levee Park, and Bay Point Park. Fowler Valley Trail connection
- I would like to see Lebanon Hills be connected to all the trail systems in the area.
- Need connector from Hastings to Cannon Falls or Welch to connect to the Cannon Valley Regional Trail
- No recommendations other than to be aware of the Mississippi River Trail (despite the name, it's mostly not a "trail", but instead on roads). The MRT parallels the proposed Blufflands Trail, which when built will offer a good opportunity to shift the MRT off-road. MRT route: <http://www.dot.state.mn.us/bike/mrt/maps.html>
- Specifically in Frontenac State Park dead end trails to some of the best vistas in the state; top of "Rattlesnake Bluff" and top of "Point no Point". These would be difficult climbs and well worth it, but optional.
- Goodhue Pioneer and/or Hay Creek Trail systems.
- The more the better. Looking for any alternatives to biking south of Red Wing and not having to compete with cars.
- Run the trail all the way down to Wabasha so people can ride to the Eagle Center and cross the river to Wisconsin. Some friends and I do a loop from Welch to Red Wing, across to WI side and down to Nelson, crossing back to MN at Wabasha, then back all the way up to Red Wing and Welch.
- Douglas trail north to cannon falls
- It would be nice if the trail would link with Colvill Park in Red Wing and Hok-Si-La Park outside of Lake City.

## **Q2 Do you have any recommendations for location of the trail alignment?**

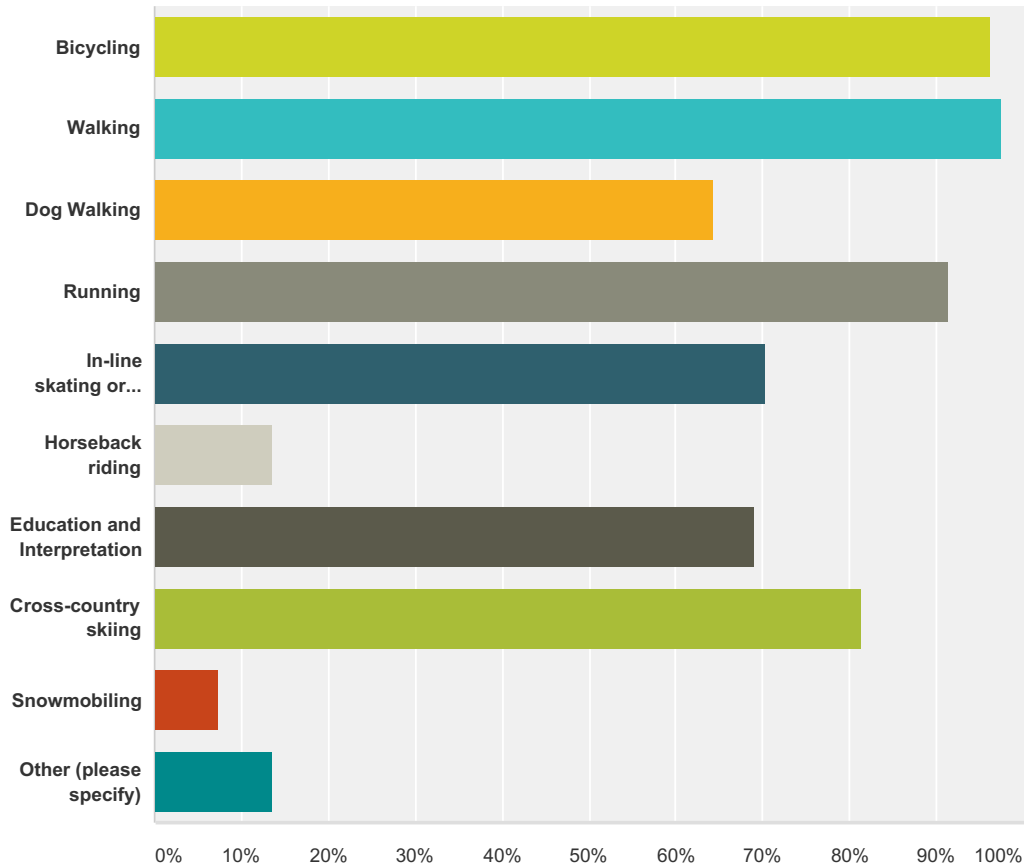
- That it doesn't bypass Frontenac Station.
- Along Highway 61, along railroad, and along power lines. It might not be the most scenic but it would be easier and cost effective to follow this routes.
- Would not like the trail to go over the top of the bluff but to remain in the prairie areas. Have a spur to the overlook areas so it is not disturbing to campers or blufftrail hikers.
- The alignment must not adversely impact natural areas identified in the County Biological Survey.

- From Lake City near the AmericInn, on the S/W side of US 61/63 to the Lake City Golf Course, then along LakeView Drive to Staehli Road. Then cross to the N/E side of US 61/63 at the Rest Area. Follow US 61/63 to Goodhue County RD 2. Take County 2 to Old Frontenac. Then through Frontenac State Park land to the Rattlesnake Trail in Wacouta. From Wacouta to RedWing either along the river to Colvill Park or an inland route through property in or adjacent to Mississippi National Golf Course. A route along Flower Valley Road would be another possibility.
- While it will likely need to follow Highway 61 along some of the trail, I would like to see this kept to a minimum. It would also be very nice to see part of it run on top of the bluffs with a view over Lake Pepin. Then it would live up to its name: a trail that runs along the base of the bluff, that climbs the bluffs, and that gives a view from the top of the bluffs.
- Lakeview Avenue in Lake City has exceptional views. The state park has existing trails near 61 and Goodhue County 2. The Villa Maria would make an excellent path to the prairie. This would then put the trail near the park headquarters. Getting to the top of the bluff and connecting to Rattlesnake Bluff seem to be very desirable.
- I have worked with the LC-RW committee as an advisor. As an elected official needed to get this charge to citizens to champion
- I recommend that the Mississippi Blufflands State Trail utilize the existing trail in Wacouta and continue along the river bank within Frontenac State Park before returning to an alignment along HWY 61.
- Be sure to have a wide section in the city areas of Lake City to provide space for both walkers & bikers. I rode the Douglas Trail in Rochester/Pine Island area for years. The wide trail provided adequate space for both.
- To be closer to towns or park entrance
- I would hope the trail could connect to Colvill Park in Red Wing.
- I think the process should look at running parts of the alignment along Territorial road, a township road, which roughly parallels TH 61/63 from Lake City to Frontenac. I have a couple ideas how to tie in Frontenac State park w/o dealing with the huge hill where the main facilities are located. I mentioned these at the recent Frontenac State Park Association meeting. Finally, I think that the trail could run along Ski Road, another Township road that parallels TH 61/63 from just west of Frontenac to just east of Wacouta.
- Does trail have to stay along roads and highways?
- Trail should not impinge on township road right of way nor the state wildlife refuge
- I would take it along Ski Rd or better, Hill Avenue. Keep away from Hwy 61 as much as possible but it would be nice along the lake from Hanson's into Lake City.
- The lake side of Frontenac State Park is as pristine and wild of bluff woods that there is in the area. It is used widely by wildlife of all sorts. That side of the bluff should be left alone and the trail should stick to the highway 61 side of the bluff.
- Yes - from the sound of things, because of grant money, DNR was forced to include the State Park as a possible route for the trail. Be cautious about the infringement of the sensitive natural areas in the park and the terrain (slopes) that are not compatible for bicycles. A trail adjacent to the park is OK, but what will bicyclers gain by going through Park?

- I like that it follows hwy 2 instead of 61 for a while by Frontenac. I don't bike on 61.
- In Red Wing I would like to see the trail on the waterfront instead of on the street.
- I see a choke point, as HWY 61 exits Red Wing going south; the bridge nearest the Mississippi National Golf Course exit has almost no shoulder for bikers to ride on, and it's very dangerous.
- Try NOT to just be along highway 61
- Along the river for as much as possible would be nice, even along the highway would be better than nothing.
- Keep away from Highway 61 as much as possible! If placed next to Highway 61 it would provide a way to get from Lake City to Red Wing, but it would not be scenic or relaxing to ride on.
- Ideally, the trail would follow Canadian Pacific rail from Levee Park toward Barn Bluff, remain on the river side of Hwy 61 past Colvill Park to Sevastopol Road, align with and utilize Old Hwy 61 (unused frontage road), connect with Rattlesnake Bluff Trail and utilize it to proceed to Lakeview Avenue and gradual incline to Frontenac State Park, through prairie portion of park toward Villa Maria and toward Lake City on river side of Hwy 61.
- Through Red Wing, Frontenac, Hoksala, and Lake City
- I agree with the MRT alignment shown on the map
- Keep trail alignment off of hwy 61 row as much as possible.
- I would like to see the trail follow closer to Lake Pepin in Frontenac State Park if possible.
- Yes. I would like it to stay within sight of the Mississippi as often as possible.
- like it through parks
- I'm not sure what "trail alignment" is. I would like the trail to maximize the water views. Example; Lake View Drive near Lake City.
- Out of sight of Hwy 61 wherever feasible. In the most natural setting as possible.
- I like the way this is laid out taking us through the state park.
- I would be very much against the trail going on the north side of the bluff in Frontenac State Park for a number of reasons. This area is very sensitive and biologically diverse. Constructing a trail through would have numerous negative impacts. It would also create some safety concerns with rock fall.
- AS much as possible it should take advantage of the views of Lake Pepin.

### Q3 How should other people be able to use the trail? Check all that apply.

Answered: 81 Skipped: 1



Answer Choices	Responses	
Bicycling	96.30%	78
Walking	97.53%	79
Dog Walking	64.20%	52
Running	91.36%	74
In-line skating or skate skiing	70.37%	57
Horseback riding	13.58%	11
Education and Interpretation	69.14%	56
Cross-country skiing	81.48%	66
Snowmobiling	7.41%	6
Other (please specify)	13.58%	11
<b>Total Respondents: 81</b>		

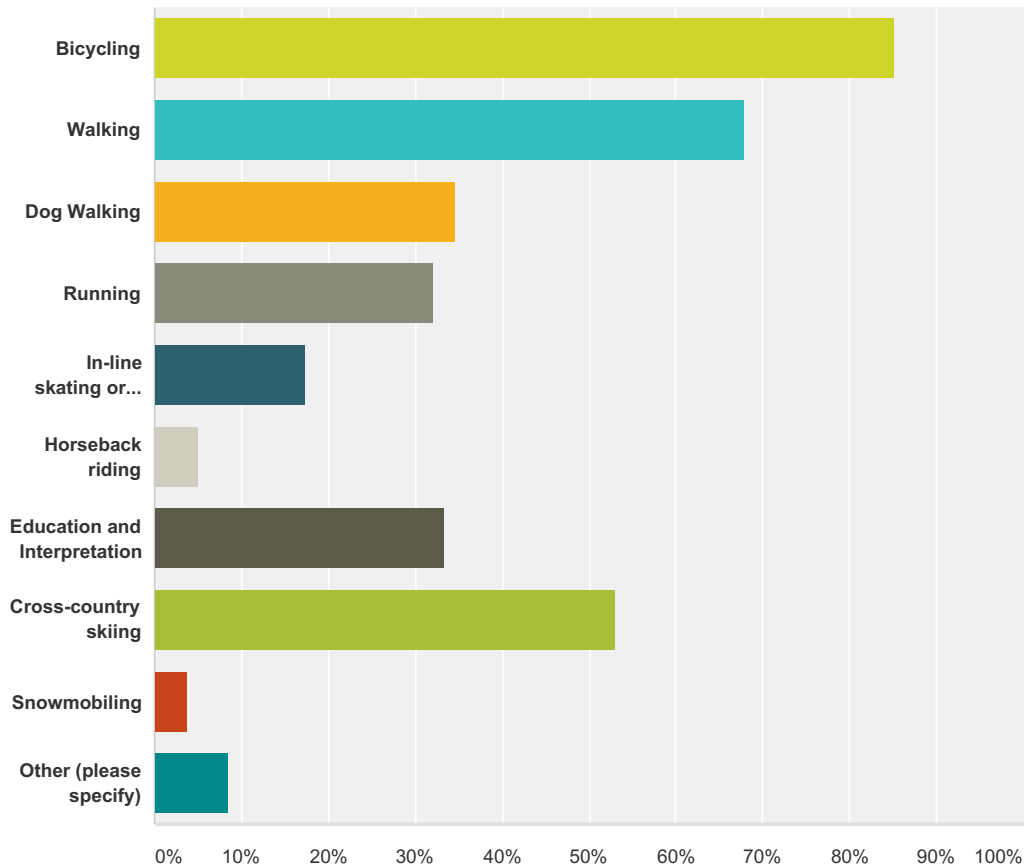
#	Other (please specify)	Date
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1	Snowshoeing	12/5/2015 6:39 PM
2	Mountain biking	12/4/2015 3:15 PM
3	Atv use	12/2/2015 4:23 PM
4	Horseback riding is fine as long as they pick up after their horses, or pay a huge fine.	12/1/2015 2:47 PM
5	Mountain biking	11/30/2015 5:44 PM
6	snowshoeing	11/30/2015 3:26 PM
7	snow shoeing	11/18/2015 3:19 PM
8	winter fat biking	11/16/2015 10:21 AM
9	No snowmobiling	11/14/2015 12:02 PM
10	Horseback riding and snowmobiling could be possible in some areas.	11/14/2015 6:23 AM
11	for winter sports, motorized and non-motor, need to build a companion trail for these events. key is annual mnaintenance cost	11/13/2015 4:56 PM



## Q4 How would you like to use the trail? Check all that apply.

Answered: 81 Skipped: 1



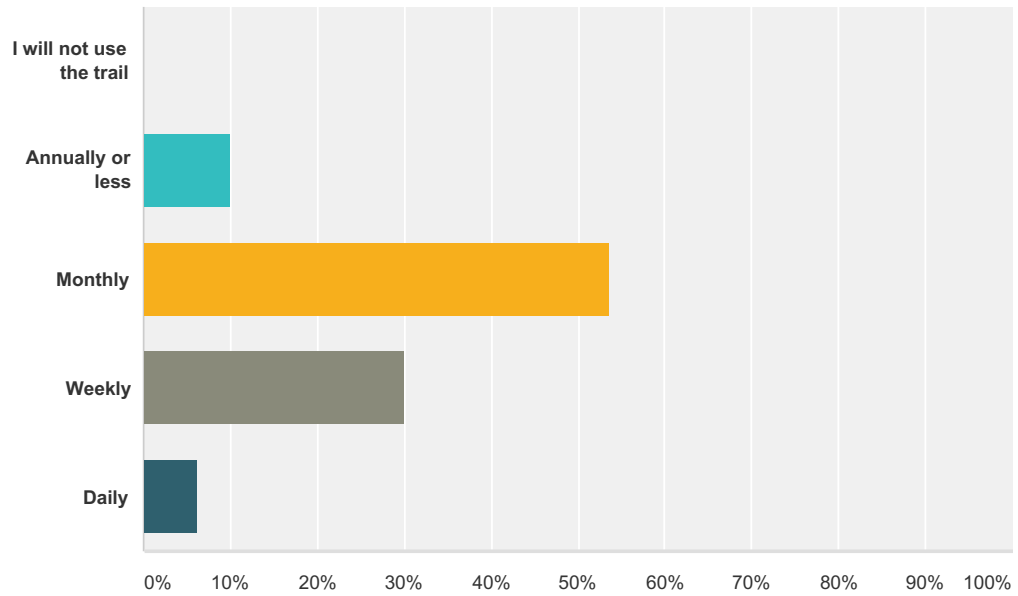
Answer Choices	Responses
Bicycling	85.19% 69
Walking	67.90% 55
Dog Walking	34.57% 28
Running	32.10% 26
In-line skating or skate skiing	17.28% 14
Horseback riding	4.94% 4
Education and Interpretation	33.33% 27
Cross-country skiing	53.09% 43
Snowmobiling	3.70% 3
Other (please specify)	8.64% 7
<b>Total Respondents: 81</b>	

#	Other (please specify)	Date
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1	Snowshoeing	12/5/2015 3:35 PM
2	Mountain biking	12/4/2015 3:15 PM
3	Atv use	12/2/2015 4:23 PM
4	Mountain bikig	11/30/2015 5:44 PM
5	winter fat biking	11/16/2015 10:21 AM
6	Note: Skate skiing is a type of cross-country skiing	11/13/2015 8:11 PM
7	bird watching	11/13/2015 4:56 PM

## Q5 How often would you use the trail?

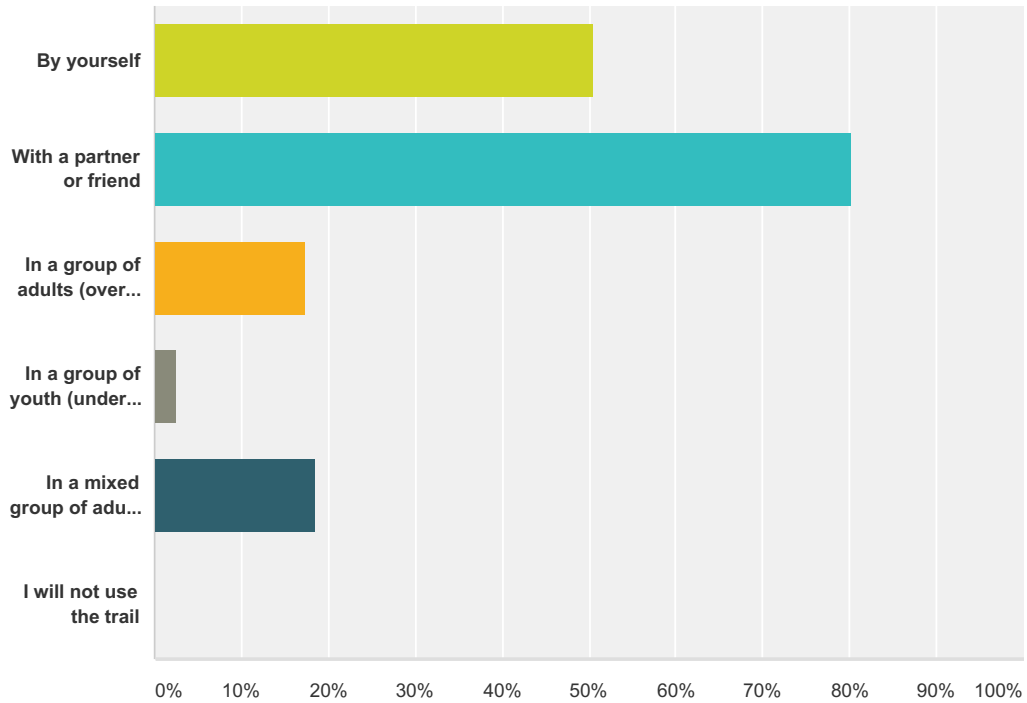
Answered: 80 Skipped: 2



Answer Choices	Responses
I will not use the trail	0.00% 0
Annually or less	10.00% 8
Monthly	53.75% 43
Weekly	30.00% 24
Daily	6.25% 5
<b>Total</b>	<b>80</b>

## Q6 Who would you use the trail with? Select up to two responses that apply the best.

Answered: 81 Skipped: 1



Answer Choices	Responses
By yourself	50.62% 41
With a partner or friend	80.25% 65
In a group of adults (over 18)	17.28% 14
In a group of youth (under 18)	2.47% 2
In a mixed group of adults and youth	18.52% 15
I will not use the trail	0.00% 0
<b>Total Respondents: 81</b>	

**Q7 Do you have any questions, comments, or concerns about trail maintenance? Trail management may include trail surface repair, mowing trail shoulders, trail sweeping, and painting pavement markings.**

- It should be funded and managed by the state.
- Work with local motorized clubs to help keep it maintained. If it was in a GIA program there would be money available for some things
- Trail management would certainly need to be done, not only from state but also from individual help.
- Trail maintenance will always be a critical part of the success of this trail. We rely on State funding, volunteers, or a combination of both.
- Paved trail would be necessary. Keep the off trail areas as natural as possible with no wide swath of mowing.
- All, of the above should be done: sweeping maintaining a smooth surface painting markings if multiuser
- Hard packed sand/gravel is acceptable initially for a bike trail. Cross-country ski trails do not need to be groomed. Remove brush 15-20 feet in most locations alongside of trail for safety purposes.
- I think allowing snowmobiling would add considerable wear and increase maintenance costs.
- To save on maintenance costs I think volunteers should be utilized as much as possible.
- How can SMART help?
- The Douglas Trail was well maintained. I would expect this to be similarly maintained.
- Mow often
- Because of the prevalence of Wild Parsnip in this part of the state, mowing trail shoulders regularly is important to avoid users accidentally getting this plant's noxious oils on them and reacting to it.
- Paved trails require extensive maintenance. The addition of a singletrack corridor would provide an alternate trail experience that is much less maintenance and provide an opportunity to partner with local volunteer groups to assist with basic maintenance. It could lessen the amount of mowing and provide another year round recreation opportunity.
- Trail must be kept clear and safe of limbs and debris.
- Will there be trash containers along the trail and how frequently will they be emptied? Who will be responsible to insure that laws are obeyed and enforced? What are the hours of operation?
- It's important to keep it up and in good shape
- Mowed shoulders are nice for jogging when hitting the pavement just gets too brutal. Tall weeds growing up through the middle of the trail are not nice (as on one end of Flower Valley trail). Skate-skiing takes up a lot of room, so if you groom for that there will have to be a separate track for classic cross-country skiing, and also winter hiking/dog walking.

- I like the maintenance performed on the cannon valley trail. I like not tripping or falling due to pets or avoiding their droppings like the Haycreek trail is so often full of.
- Trail maintenance for runners and bikers is good, but the in-line skater needs 1) advance warning of hazards and construction 2) more thorough removal of debris and gravel-it gets dangerous!!!
- Flooding? Obviously the trail wouldn't have to be on the water but why would I bike on this trail as opposed to the Cannon Valley or Haycreek trails if the scenery wasn't different?
- If it were to be advertised as inline-skate friendly, it would need to be kept (mostly) free of debris like gravel, stones and sticks, which should be relatively easy in non-wooded areas, and MUCH appreciated.
- I would say no horseback riding due to the excrement problem. And no motorized vehicles.
- Concerns would include line of sight for bike riding. The short trail from Red Wing to Hay Creek Valley has several sharp curves which hide the trail for bike riding causing hazards for walkers, dog walkers, and bikers alike.
- Keeping the trail maintained is very important to me. I've used other trails that didn't have a designated team and wasn't very impressed.
- Pavement markings are nice including mileage and other signage. How will all of this be paid for?
- Just that this is important
- Who will do all of the above? Banning snowmobiles will preserve the trail and adjoining habitat.
- Concerned about destruction of fragile ecosystems in building and maintaining this trail.
- If the trail is to be paved: On straightaways painting center line less important but critical on turns (especially when visibility is limited). Trailing sweeping can be an expense but can enhance safety on the trail especially after storms and in the fall when leaves can make the surface quite slippery.
- Always can use more porta-potties. Also, signage for places to get food and water.
- Seek to provide select views to the Mississippi River. Without intensive maintenance, volunteer vegetation will grow in some areas. Consider routinely managing select locations and retain open views there rather than long stretches of vegetation maintained minimally and where views may eventually close due to encroaching vegetation.
- Mowing should be minimal and we should instead plant corridors of native flowering plants for butterflies and pollinators.

**Q8 Do you have any questions, comments, or concerns about natural resource management along the trail? Resource management may include invasive species removal or restoration of native plant communities.**

- Buckthorn management.
- This again needs to be done but maybe more state management here.

- If existing trails are used and improved upon there shouldn't be much impact on natural resources.
- Both are important and should be considered necessary.
- In addition to invasive species and restoration of native plant communities, the project must minimize fragmentation of intact natural systems, minimize adverse impacts for animals including herps, and avoid impacting any area on the County Biological Survey.
- Do not know enough to comment on this but a good idea if practical with surrounding property and land use
- There is way too much hand wringing over this issue!!
- No the DNR has experts that would know what is best.
- Need to identify and provide for destination stops, camping, rest areas
- No, I would support both of those.
- Done a great job so far
- The Division of Parks and Trails does a good job of resource management along the other state trails I have been on and I would expect the same level of management on this one.
- Adding a singletrack corridor to the master plan would provide access to other parts of the property and encourage responsible use. Many volunteer organizations work to remove invasive species along singletrack corridors, educating new and future users of the benefits of invasive species removal.
- Remove invasive species.
- There are many native wild flowers and there is a wildlife refuge in Wacouta. This needs to be protected.
- I love native plants and prairie
- Yes, how much of the natural area will be disturbed (abused) by construction and long term use?
- I love native plants!
- The trail appears to be able to use a lot of old highway right of way, present trails and paths that would appear to make the trail easy (easier) to make a reality of.
- There is a section on the proposed trail, in Wacouta, that should be kept in it's natural state. Also, working with the state park to maintain the prairie is important to me.
- There will be concerns expressed about native basswood population along the northeastern access to Frontenac State Park. These concerns are most focused on installation of the trail rather than utilization of the trail once installed. What assurances can be made that installation of the trail would not impact basswood along either side of the trail?
- Sounds good
- Questions of which resource takes priority in management. For example, I have heard that aquatic management decisions in Whiewater State Park aimed to help trout had adverse effects on the nesting Louisiana Water Thrush.
- Though I assume this is a priority to the DNR, "do no harm" to water quality.
- The path should be combined with an effort to create a pollinator/butterfly corridor.

**Q9 Do you have any questions, comments, or concerns about information and education along the trail? Types of information provided may include wayfinding, trail rules, interpretation of resources, and identification of services.**

- Good signage.
- Signs and such to inform users of trail rules and identification of services need to be available.
- All of the above are necessary to preserve the park and its purposes.
- In addition to wayfinding signs, there should be information provided about Dakota heritage/homeland and natural systems (ecology).
- Need bike repair stations and water and one or two stops for rest covered would be nice if rain expectantly happens
- Pick a route. Obtain right-of way. If you can't get right-of-way, pick a different route. We do not need a grand scheme. We do not need an all-or-nothing approach. Connect the pieces you can connect. Get it done.
- Many trails have too little signage which makes it difficult for users (particular new users). I think good signage can be done without detracting from the environment. Good signage does not have to look like freeway signage.
- Trailheads should have all of the above.
- I think that there should be historic and natural resource signage along
- Identifying the animal habitat, points of interest, historical perspectives, as well as natural resources will maximize the trail use for all ages & levels of activity.
- More maps
- I appreciate any historic and natural interpretations on trails
- Since the DNR does not have the funds to actively interpret their current facilities, I would not expect much in active interpretation here. Providing some self-guided interpretive signage of noteworthy resources would be very nice.
- Currently, applications like MTB Project provide live mapping and location service for singletrack trails. It is a free service, allowing users to download to their phone and track their progress. A singletrack trail in the same corridor would allow this mapping and highlight state facilities like trailheads, restrooms, and parking.
- It's nice but not necessary
- Would love to see mile marker signs and wild life/plants in area described.
- Post signs related to unique vegetation, views, a bit of history, commonly noted animal life.
- It would be nice to include historic markers as well.
- I would like to see signage on the history of the area the trail is passing as well as types of vegetation that can be identified.
- I would not really stop while biking to read a little sign, but I see value in it
- Would love to see interpretation along trail
- The more of this the better.
- History of area, flora and fauna of the area or is that included in interpretation of resources



- This could be very rich
- I think this type of signage is a must.
- Who polices the trail?
- Wayfinding and trail rules make sense.
- Signage especially to points of interest like the turn offs to a town and the state park.
- Please provide trail maps, and guidance at major intersections.
- Maps are great. Restroom locations. Water locations.
- Some info on who the native inhabitants were and what their land uses were.

## **Q10 Do you have any questions, comments, or concerns about how trail rules are enforced?**

- It should be kept clean and free of litter, and fines for disobedience.
- Rules should be enforced. How that would happen, I'm not sure.
- Will local police enforce the rules?
- Always it is a budgetary matter when it comes to the amount of staff available to police. Seems that the section going through the park should be handled strictly according to the rules.
- All of this is in Goodhue County. The Goodhue County Sheriff is available by phone.
- If dogs are not allowed (which I think is a good idea), this should be enforced (and it often is not) with fines. Dogs add a danger to other trail user and to the dog, as well.
- People who use trail typically don't litter, vandalize or create other problems.
- From a SMART perspective all of our 70 trails have concerns and enforcement of improper use of the trails. Who will pay for this? do we require annual trail fees, daily, weekly, monthly or annually to use the trails?
- Generally trail users are protectors of the natural resources, keep garbage where it belongs, they don't litter etc. I've been using Southern MN trails for 30 years & have found this to be consistent in the areas. I assume there is some type of patrolling - over the years the maintenance folks seemed to be the ones looking out for problems.
- Who?
- Yes. What rules will be applied and how are they enforced? Will there be designated no parking zones along the trail along Lakeview AV?
- Mutual respect is key
- My main concern is how this trail would intersect with the Rattlesnake Bluff trail. This trail is used as a neighborhood sidewalk. The few bikes on this trail are going slowly and yield to pedestrians. Cyclists who want to go fast stay on the road. My concern is that this trail remain a pedestrian and slow moving bike trail where small children and off leash dogs continue to be able to safely enjoy using the trail.
- How will they?
- If horses are on the trail then there better be a fine if owners don't pick up after their animals. Dogs included.

- Economical, free if possible
- I would like a combined wheel and ski pass at a discount.
- Enforce no snow mobile restrictions, and no four wheeler restrictions
- As long as motorized users are kept off (if that is the intention) then nope
- There are always problems when snowmobilers and XC skiers are asked to share trails, usually with snowmobilers riding in areas reserved for skiers. This has happened on the Hay Creek Trail, and as a result, many people no longer ski there. How would you approach this problem?
- Who enforces the rules?

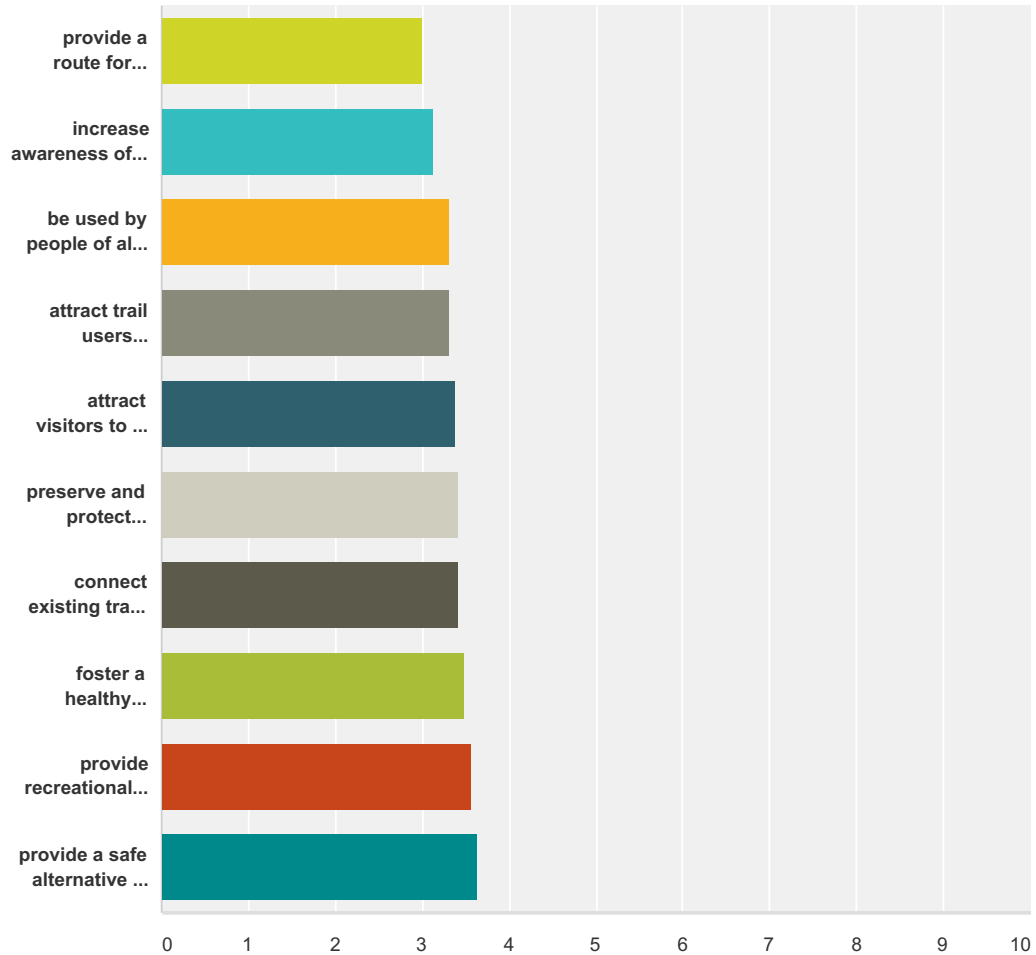
### **Q11 Do you have any questions, comments, or concerns about being a neighbor to the trail?**

- None, as long as it's kept clean and well managed.
- Hopefully see a multi-use trail in the area. And not another blacktop trail with minimal use that only is used by a small percent of people but funded by everyone.
- This proposed trail would not be in our back/front yard, so I don't have any concerns about that. I love the fact that it will be close by to access.
- I understand there will be a petition against the trail going past Lakeview Dr. homes in Lake City.
- Feel bikers/hikers/skiers are traditionally nature minded and not destructive.
- Screening must be provided to minimize visual intrusion into private areas of private properties. Additionally, there needs to be rest room facilities along the trail and adequate signage to direct trail users to those facilities.
- I am not a neighbor to the proposed trail
- I would not be a neighbor to the trail. Education for trail users on how to be good neighbors to the landowners along the trail would be useful.
- I would be great but I am not a neighbor.
- No I think being located near the trail would have many advantages.
- None- very excited to get this trail done as soon as possible !!!! Now that we live in Lake City, I will use it heavily. Living in Rochester for many years & visiting Lanesboro for the trail was a huge positive impact for the whole area.
- I am a neighbor do not wish to have traffic so close to home because of safety ect...
- I am not, nor, likely will ever be a trail neighbor as much as I would love to live next to a state trail. Maybe as part of the master plan process, you could arrange to have a small parcel adjacent to the M. B. state trail become available for me to purchase and build a home on it??
- Recent publications have shown that property values increase when located near a trail. (2008, National Association of Realtors)
- We have wonderful trail that is near proposed trail. We want to avoid being overused and exposed to being a parking lot.
- No. I live near the end of a Rattlesnake Bluff spur and most trail users are conscientious.

- See above. Well over 90% of the traffic on the Rattlesnake Bluff trails is neighborhood walkers. This trail should not become the route to Lake City. It would be like a neighborhood sidewalk becoming part of the Cannon Valley trail.
- I will not be a neighbor, but yes, will it infringe on neighbors. All property owners along the trail better be onboard or you will have non friendly neighbors. How will trail affect property values adjacent to the trail?
- Why paved over crushed limestone?
- Concerned about where parking lots will be. Also don't want a huge increase in pedestrian traffic or activity in our area, which is secluded and quiet....tons of people coming through would dramatically change our neighborhood
- How are the neighbors viewing the trail as we live in Red Wing and are not affected by the trail going thru our property
- I live in the Wacouta neighborhood. I am glad there will be a spur trail to the Rattlesnake Bluff trail. However, I would be against the trail going directly through Wacouta...most trail use in that area is walkers, runners, and dog walkers. If the Rattlesnake Bluff trail were the main trail, I would be concerned about congestion and safety.
- Neighbors need to know that trail users are very respectful about other people's properties.
- MRT/MnDOT is happy to be a partner in route planning.

## Q12 Please rate the importance of the following outcomes. The Mississippi Blufflands State Trail will..

Answered: 75 Skipped: 7



	Not Important	Somewhat Important	Important	Very Important	Not Applicable	Total	Weighted Average
provide a route for travel and commuting.	9.46% 7	21.62% 16	35.14% 26	31.08% 23	2.70% 2	74	3.00
increase awareness of natural and cultural resources in the area.	5.41% 4	18.92% 14	35.14% 26	37.84% 28	2.70% 2	74	3.14
be used by people of all ages, abilities, and experience.	1.35% 1	14.86% 11	36.49% 27	47.30% 35	0.00% 0	74	3.31
attract trail users throughout all seasons of the year.	6.76% 5	10.81% 8	32.43% 24	50.00% 37	0.00% 0	74	3.32
attract visitors to the area and increase tourism.	2.70% 2	13.51% 10	29.73% 22	54.05% 40	0.00% 0	74	3.38
preserve and protect environmental resources.	0.00% 0	9.46% 7	37.84% 28	50.00% 37	2.70% 2	74	3.42

connect existing trails and parks.	<b>1.35%</b> 1	<b>13.51%</b> 10	<b>27.03%</b> 20	<b>56.76%</b> 42	<b>1.35%</b> 1	74	3.42
foster a healthy lifestyle.	<b>6.76%</b> 5	<b>2.70%</b> 2	<b>29.73%</b> 22	<b>56.76%</b> 42	<b>4.05%</b> 3	74	3.49
provide recreational opportunities for area residents.	<b>2.74%</b> 2	<b>5.48%</b> 4	<b>27.40%</b> 20	<b>64.38%</b> 47	<b>0.00%</b> 0	73	3.56
provide a safe alternative for the on-road Mississippi River Trail bike route.	<b>5.41%</b> 4	<b>2.70%</b> 2	<b>17.57%</b> 13	<b>68.92%</b> 51	<b>5.41%</b> 4	74	3.64

## Q13 Do you have any additional comments, suggestions, or questions?

Answered: 34 Skipped: 48

- It is important that the Florence Township officials have input to the planning.
- Please consider shared motorized use. There are plenty of non-motorized trails in the area that have been established in the recent years and not any new motorized trails. This would be a great way to link these towns together. With motorized sports you bring more money in to the local economy whether it's ATV's or Snowmobiles when these people come into an area they are paying for lodging, food, fuel, and many other things. I would like to see the DNR sit down with the local motorized clubs and work out a deal that would benefit both motorized and non-motorized to get the maximum use out of the tax dollars spent on the project.
- I am an avid biker who feels this is something that has been needed in this area for a long time. I am willing to volunteer in some way to make this a reality
- Love the idea of connecting Lake City to Red Wing! Our city needs this for many reasons.
- Are we a 503(c)3 organization allowing you to make tax deductible contributions?
- stop planning, start doing
- It is not necessary that the entire trail be easily usable by everyone but everyone should be able to use at least parts of the trail. It would be nice to have some sections that are somewhat strenuous (climbing up a bluff) and scenic (running along the top of a bluff).
- What needs to be done to expedite the process?
- N/A - attend the next SMART meeting in Feb 2016 in Rochester, MN
- I would like to have the trail secluded as much as possible away from the traffic and noise from Highway 61.
- What can the community do to hasten the process & get this trail completed in 3-4 years instead of 10 years????
- I would be interested in participating in the planning process for this trail.
- Be careful to NOT show a line through private property on any maps until that specific landowner is supportive of the project.
- Please save as much as possible the natural veg/tree/earth of the trail as possible. keep it primitive
- No pets. Please.
- I am an AVID biker, with a young family so I appreciate more trails. It just should be different than the Cannon Valley Trail and Haycreek trails to draw new/more folks. Highway 61 is perfectly safe to bike on (granted it is busy but HUGE shoulders) so just going alongside the highway isn't a huge win for the money in my book either. Random thought - mountain bike trail somewhat adjacent that uses more of the natural bluff land elevation.... That would be a huge draw. 20-25 miles of Singletrack connecting Red Wing with Lake City? That is unique.
- Love the plan!
- Road congestion for riding between Red Wing and Lake City/Wabasha on both Hwy 61 and County roads is getting worse with driver inattention becoming more of an issue. Friends and I

ride to Lake City several times a month during the summer and traffic is increasing. Good shoulders on Hwy 61 (even so a friend was hit by a car, and no shoulders on the county roads to Lake City).

- This segment of trail would be a vital anchor for trail extensions in different directions connecting various amenities and attractions. Treatment of this potential added value would be incredibly helpful to full consideration of the potential benefits of this segment.
- I believe the trail should be a non-motorized trail. I would not agree with snowmobile use on the trail. Because of the high rate of speed with snowmobiles, they should have their own trails completely dedicated to that use.
- Glad to see it is in the works.
- Very active in cycling with clubs (non-competitive) and could expect that we would do group rides on the trail. This would also provide bicyclists travelling on the Adventure Cycling Northern Tier Route an option to get off of US61. <http://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/interactive-network-map/>
- MnDNR has done a fantastic job on state trails. I ride 3 to 4000 miles per year in MN, WI, MI, IL and IN, by far the MN trails are the best in terms of layout and surfaces. Crushed limestone is ok, until it rains, then it is very abrasive on bicycles. Only thing we need more of are guidance signage for food, water and bathrooms. Perhaps every 10 to 15 miles along a trail.
- Thanks for your time & effort to move this project forward!
- Should link to the lake city river front trail
- No motorized traffic or vehicles.
- Make better maps. It is hard to identify the trail route from your existing trail map.

## **Q14 What is your Zip code?**

74 survey responses included a Zip code. The vast majority of responses were from the project area. About 45% were from 55066, which includes Red Wing and Wacouta. 19% were from the Lake City Zip, 55041, and 4% were from Frontenac. 23% of responses came from the Twin Cities Metro area, with the remaining 10% from all other locations.

**Table of survey response locations:**

<b>Frontenac</b> <a href="#">View all</a> · <a href="#">Edit</a> · <a href="#">Delete</a>		4.05%	3
<b>Lake City</b> <a href="#">View all</a> · <a href="#">Edit</a> · <a href="#">Delete</a>		18.92%	14
<b>Metro</b> <a href="#">View all</a> · <a href="#">Edit</a> · <a href="#">Delete</a>		22.97%	17
<b>RW Wacouta</b> <a href="#">View all</a> · <a href="#">Edit</a> · <a href="#">Delete</a>		44.59%	33
<b>Uncategorized</b> <a href="#">View all</a>		9.46%	7

**Map of survey response locations:**

