

PEOPLE MOVEMENT PLAN

HASTINGS, MINNESOTA

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01. PLAN FOUNDATIONS

The purpose of this plan is to guide future improvements to the non-motorized movement system (sidewalks, bike routes, trails, road crossings, etc.) in Hastings, with special focus on improvements that will have the greatest impact on SHIP (State Health Improvement Partnership) priority populations (people who are 60 years old or older, children, people with low incomes, or others experiencing a health disparity). These documents are often called “Bicycle and Pedestrian Plans.” The concept of “people movement” reflects the broader implications for Hastings. The system of public infrastructure that makes possible and encourages non-motorized travel throughout Hastings affects the physical, social and economic environment of the community. This plan is focused on the approach and range of strategies necessary to create a complete people movement system in Hastings.



IMPORTANCE OF PEOPLE MOVEMENT

In the broadest sense, there are several key motivations for people to move about in their daily lives including functional need, social interaction, exercise, mental stimulation and recreation. The desire for mobility is inherent to the human condition. We know through documented research that mobility options, both beyond and within a community influence choices about where to live and perceptions of a particular community's quality of life.

People move to get from home to school, from home to work, from home to a park, to exercise and get fresh air, to get from home to run errands-shopping, picking up kids, going to a sporting event, and many more reasons.

The people movement plan must also look beyond the boundaries of the community. Hastings is the hub for a growing network of regional trails. A strong connection between local and regional systems is essential. Hastings residents have the ability to travel across a broad region. The regional trail system brings people to Hastings. The local system should encourage these visitors to explore Hastings. Bicycle tourism is an important economic development opportunity for Hastings.

The coronavirus transformed homes into offices and classrooms. "Sheltered in place" highlighted the importance of the ability to move throughout the community without a vehicle. The coronavirus reshaped the relationship between home and employment. While we do not know what the post-pandemic normal will be, it is certain that it will include more opportunities for people to work from home. The people movement system is an important element of the quality of life that can attract people to Hastings.

While the methods of movement may focus on pedestrian movement (walking, running) and wheeled movement (bicycle, inline skate, scooter, skateboard, wheelchair); it is especially important to consider accessible movement for people of all ages and abilities. Pedestrian movement over rough and uneven terrain or surfaces may be easy for some people and difficult for others if using a wheelchair or assisted device. The default for people movement in this plan is facilities that are accessible for all people, which includes smooth and even surfaces, safe road crossings, and wide enough trails or sidewalks.

The table on the following page illustrates other benefits of the people movement system.

WHY SUPPORT A PEOPLE MOVEMENT SYSTEM?



Economics

Bicycling and walking are much less expensive than driving personal vehicles, take up less space on roads, and require less area to park within a community.



Health and Community Experience

When we move on our feet, on a bicycle, wheelchair, or scooter, we are moving our bodies, experiencing the outdoors at the human scale, seeing others in our community face to face, which promotes community engagement and connections between neighbors.

We are also getting fresh air and exercise while moving from place to place.



Sustainability

Bicycles and feet create less wear and tear on the transportation system than personal vehicles, which end up costing taxpayers less money than the development of more and wider roads to support motorized movement.



Tourism and Recreation

Trails allow diverse recreation types and inexpensive access to a wide variety of natural and urban environments, which make them an attractive facility for a large number of active tourists and residents.

High quality trails can bring in tourism and dollars to the city by trail users who patronize local restaurants, bars, coffee shops, and retail.



VISION FOR PEOPLE MOVEMENT IN HASTINGS

The People Movement System is an integral part of the physical, social and economic fabric of our community. In the future in Hastings, every person will be able to move safely through a network of connected bike and walking trails and sidewalks. The system will be accessible and easily navigable and will include primary routes to main destinations in the community with secondary connectors that allow people to get from their residences to community destinations, including schools, employment locations, entertainment, parks, and retail sites. The system will connect seamlessly to the regional trail network.

PLAN OBJECTIVES

Hastings already has a foundation for an effective people movement system but there are infrastructure gaps, physical barriers, navigation deficiencies and sometimes slim user supports that influence the level of use. The fewer the barriers, the more understandable, the more enjoyable the experience, the more people will choose to use the system.

This plan focuses on the approach and the strategies necessary to evolve Hastings' people movement system from pretty good to exceptional. Specific plan objectives include:

Provide Access to Destinations

The existing trails provide extensive facilities for leisure recreation, but daily commuting from residential areas to places of employment, retail areas, and schools is not comprehensive and functional throughout the city. Older areas of the city, where SHIP priority populations in higher need of transportation options and facilities tend to live, are typically underserved by trails and sidewalks. The people movement system needs to prioritize safe and convenient trail and sidewalk access to and from destinations and residential areas in the community.

Transit

In addition to improved access to bicycling and walking facilities, stakeholder engagement identified the need for transit facilities and services in Hastings. Many people without personal vehicles are severely limited by the lack of transit within Hastings and to destinations outside the community. This plan does not provide a solution for transit, but calls it out as an issue that should be addressed. The pedestrian and bicycle system should connect to future transit stops and routes.

Provide Connectivity and Wayfinding

The people movement system needs to connect people to the places they need to go to by ensuring that the facilities are connected from point A to point B. Wayfinding can help users identify the connections that exist within the system with legible and visible signage and identity markings along routes. For example, the Hastings 10-mile loop is a fully continuous trail corridor the circumnavigates the city, but many unmarked or unclearly marked road crossings make the route difficult to follow for a first-time user. Providing wayfinding signage or trail markings at these trail turns and crossings would provide a more connected network.

Provide Facility Consistency

Consistent trail and sidewalk widths, even pavement surfaces, and seamless connections across road or driveway intersections provide a higher level of comfort and more enjoyable experience than trying to navigate varying facility widths, surfaces, and uneven crossings. This plan recommends standards for trails, bikeways, and sidewalks that provide a consistent level of service for non-motorized users of the system.

Some trails and sidewalks in Hastings that provide continuous facilities along major corridors do not provide a consistent level of service across their lengths. For example, the paved trail along General Sieben Drive is between seven and eight feet wide and crosses several driveways and street intersections and has an uneven trail surface making trail use with wheels a tenuous experience.

Capture Opportunities

The improvements called for in this plan cannot be achieved without the assistance of public and private partners. Key roadways are controlled by the State of Minnesota and Dakota County. Private development must address people movement needs. This plan provides a critical tool for collaborating with these partners. The plan communicates city objectives and necessary improvements. The plan becomes a tool to capture opportunities to use other resources to enhance the people movement system.

Promote Economic Health

The people movement system enhances the quality of life in Hastings. It will attract residents and businesses. In doing so, the people movement system enhances the value of existing property and attracts new private investment.

6 Es + 2 Es

When identifying and prioritizing improvements to the People Movement System, the following elements have been considered:



"E" ELEMENT	HASTINGS PMP OBJECTIVE OR INITIATIVE THAT ADDRESSES THE "E" ELEMENT
 <p><i>Engineering</i></p>	<ul style="list-style-type: none"> • Close trail and sidewalk gaps by building new trails and sidewalks • Improve hazardous intersections with signage, wayfinding, pavement markings, and other elements to make them safer for bikers and walkers • Use best practices and common standards for replacing and building new trail, bikeway, and sidewalk facilities
 <p><i>Education</i></p>	<ul style="list-style-type: none"> • Wayfinding and etiquette signage recommendations to help bicyclists, pedestrians, and motorized vehicles respect each other on the roads
 <p><i>Ethics</i></p>	<ul style="list-style-type: none"> • Prioritizing facilities for bicyclists and pedestrians on the roads is ethical to supporting everyone in the community, rather than focusing only on vehicles
 <p><i>Experience</i></p>	<ul style="list-style-type: none"> • The existing 10-mile scenic loop and other trails highlight the natural beauty of Hastings, making it an enjoyable experience for recreation • Ensuring that trails provide connections to local retail and dining destinations in the community enhances the experience for visitors and residents • Involve the arts and student communities to develop branding and wayfinding elements that will contribute to a beautiful and enhanced trail experience
 <p><i>Equity</i></p>	<ul style="list-style-type: none"> • Install pedestrian and bicycle improvements on major road corridors to ensure an equitable and fair transportation system for all people moving through the community, regardless of age, ability, or economic status
 <p><i>Enforcement</i></p>	<ul style="list-style-type: none"> • Work with City, County, and State law enforcement to support non-motorized people movement on City, County, and State roads
 <p><i>Encouragement</i></p>	<ul style="list-style-type: none"> • Work with the School District and City government to promote non-motorized people movement, such as "Bike to Work" or "Bike to School" days • Add interpretive signage and use social media to encourage Active Living and to support our environment by walking, running, and biking • Use signage and media campaigns to promote and emphasize the value of walking, bicycling, and other non-motorized movement for physical and mental health
 <p><i>Evaluation</i></p>	<ul style="list-style-type: none"> • Use trail counters to measure the number of bicycles on a trail during different seasons and compare year to year numbers • Poll the community to ask how improvements are enhancing their bike and walk experiences

PLANNING PROCESS

Steering Committee

A Steering Committee included City of Hastings staff, and representatives from the Hastings School District/Community Education, the Hastings Chamber of Commerce, and Dakota County. This group met twice during the process to provide input on project recommendations and review draft materials.

Public and Stakeholder Engagement

Summary of Input

Responses to the online survey and interactive mapping website included the following popular desires for the Hastings people movement system:

- High interest in completing the 15th Street Bikeway
- Desire to construct missing trail segments in the neighborhood in the southwest part of the city (south of CR 46 and west of Hwy 61)
- Desire for safe pedestrian crossings of Hwy 61, south of the CR 46/47 intersection
- High interest in paved multi-use trails, filling sidewalk gaps, and making intersection improvements for safety
- Interest in adding mountain bike trails and fat tire bike trails to the park and trail system
- Desire for plowing the entire 10-mile circuit trail in the winter

Engagement Process and Methods

At the outset of this planning process, the goal for public and stakeholder engagement was to hold a series of public meetings where key SHIP priority populations could be invited to discuss their challenges and desires for the people movement system in Hastings. Meetings were identified to take place in April and May of 2020, while the COVID-19 pandemic was taking place and caused the engagement strategy to shift. The project process was put on hold during the summer in the hope that in-person engagement could continue in the fall.

The project was picked back up again in the late summer of 2020, with online engagement in the form of an online survey and an interactive mapping tool open during September. The online engagement links were pushed out by the City on social media and on the City's website.

Plan Funding

This plan is funded as a partnership between the Statewide Health Improvement Partnership, Minnesota Department of Health, the Dakota County Public Health Department, and the City of Hastings.

Analysis of Existing System

The Steering Committee and project consultants conducted an analysis and evaluation of the existing people movement system through on-the-ground visual analysis and data mapping of existing trails, sidewalks, public corridors, and common destinations in the city. Previous studies and reports, such as the City's Comprehensive Plan, and the Dakota County Pedestrian and Bicycle Study, provided an initial identification of where existing trail and sidewalk gaps were located in the community.

Several maps that are included in the Background Context Chapter include identification of trails, sidewalks, trail crossings, schools, parks, and community destinations (food retail, health facilities, major employers):

- Existing Pedestrian Facilities
- Existing Bicycle Facilities
- Identified Gaps: Existing Pedestrian Facilities
- Identified Gaps: Existing Bicycle Facilities

In addition, a photo inventory of existing wayfinding amenities (city, county, and federal) is included for reference.

Acknowledgement of the Condition of the System

In general, Hastings has a good system of recreational trails around the city that provide access to parks and natural areas. Sidewalks are provided on most city streets, but significant gaps exist in some central neighborhoods. Downtown Hastings (2nd Street East between Vermillion Street and the CP Railway) is a pleasant walking environment with sidewalks, businesses that front the street, and wayfinding signage. However, several major vehicular corridors, Hwy 61, Hwy 55, CR 46, and CR 42, lack consistent pedestrian and bicycle facilities, are unsafe for many non-motorized users, and create barriers for populations who don't have reliable access to a vehicle for daily travel needs.

This plan acknowledges that the design of commercial and retail corridors (both public and private development) has a major impact on people's ability and desire to bike and walk in a community. It seems that past planning decisions have prioritized vehicular travel along Hwy 61, Hwy 55, and Hwy 316, rather than focusing on creating walkable districts.





02. PEOPLE MOVEMENT PLAN

OVERVIEW

The Hastings People Movement Plan is a plan for movement at the human scale, primarily to provide routes for people to get from one place to another. Key community destinations are the focused nodes or endpoints within the network. Destinations include: parks, schools, commercial and retail areas, and places of employment.

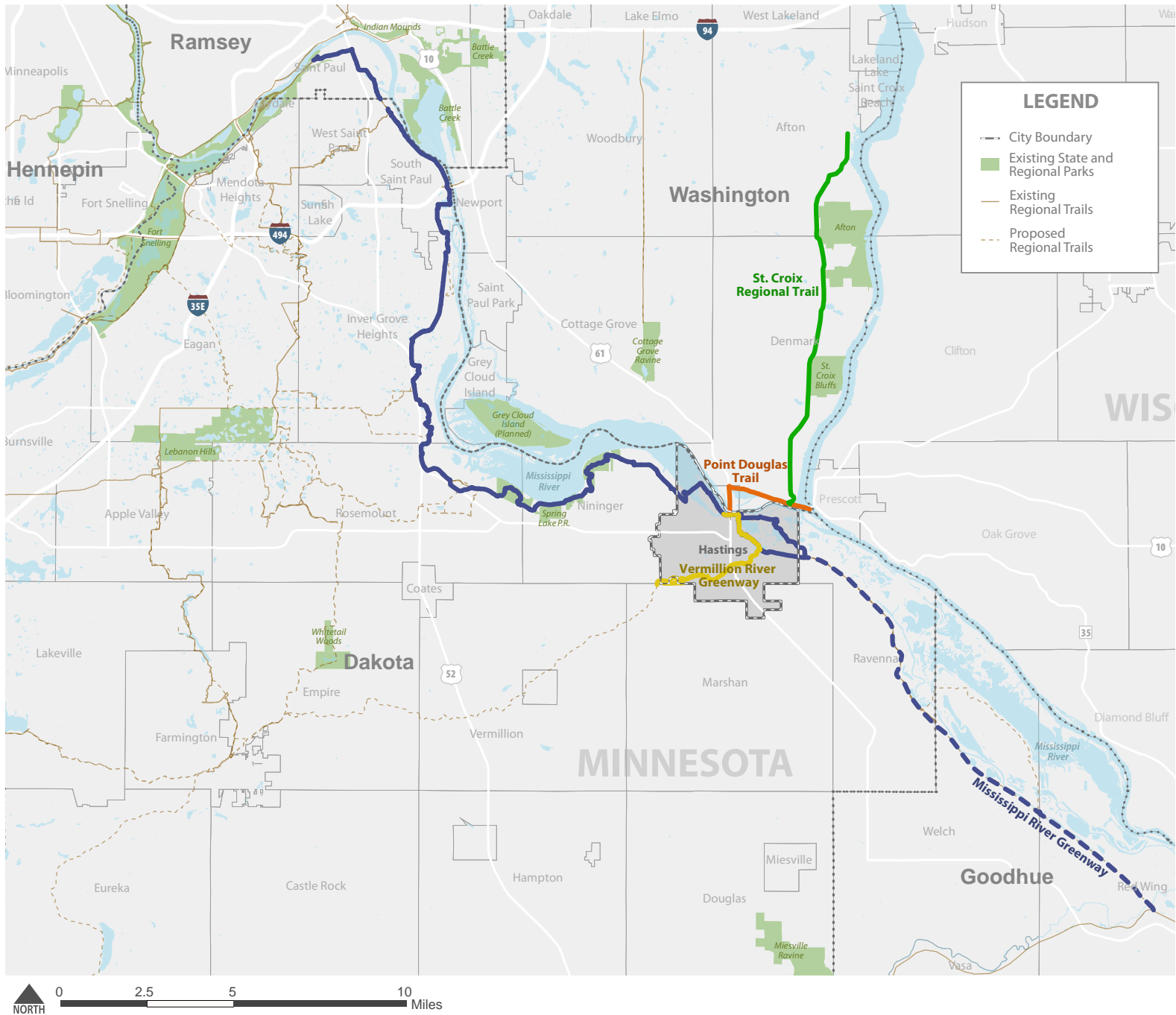
This plan is about human-scale movement, which includes the way we move with our feet, with bicycles, with scooters, with rollerblades, with skateboards, with wheelchairs, and strollers.

This chapter presents:

- **People Movement Plan Framework**, which identifies primary and secondary routes of focus that provide movement throughout the city
- **Network Plan**, which identifies trails, sidewalks, and bike routes that will fill in existing gaps to create a complete, comprehensive non-motorized people movement system
- **Wayfinding and Signage Plan**, which identifies wayfinding signage styles and a plan for where they should be implemented throughout the city
- **Facilities Toolbox**, which includes examples, images, and resources for planning and designing trails, crossing improvements, and amenities that will support the system

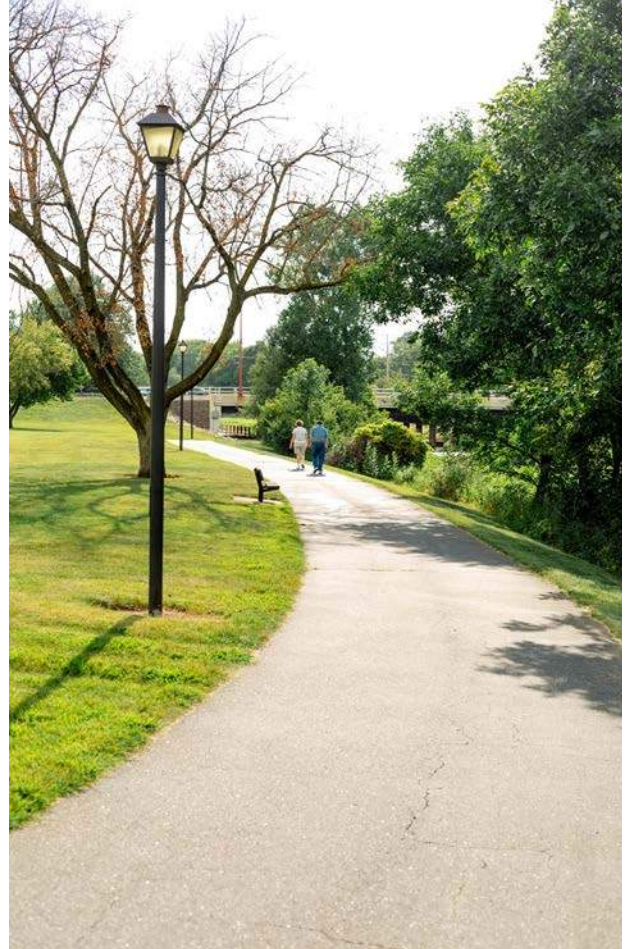
Regional Trail Connections

Hastings is located in the southeastern part of the Twin Cities Metro Area. Regional connections by trail, roadway, and transit are important for the future of Hastings as a functional and viable hub in the region. Commuters, residents, and tourists will use these connections to access destinations in and around Hastings.





Mississippi River Trail (MRT) state and national bike route



Dakota County's Vermillion River Greenway



Washington County's Point Douglas Regional Trail
Image source: <https://www.co.washington.mn.us/2706/Point-Douglas-Regional-Trail>



Dakota County's Mississippi River Regional Trail



PEOPLE MOVEMENT PLAN FRAMEWORK

The Hastings People Movement Framework identifies a system of key primary and secondary routes that link nodes within the city and serve as the foundational bike and pedestrian facilities. Other minor routes and trailheads will link to and inbetween this foundational system.

Trail Hubs

Hubs are located at major community destinations and provide trailhead facilities and amenities, such as wayfinding signage, trail intersections and access points, bike parking, benches, and parking, if available. The primary Trail Hubs are:

Hastings High School

Hastings Middle School

Downtown Hastings

Vermillion Falls Park

Dakota County Future Trailhead along the Vermillion River Greenway at General Sieben Drive and CR 46

Destinations

Community destinations, such as retail areas, places of employment, parks, and schools are located along main routes of the framework.

Primary Routes

The the *10-mile scenic circuit* and regional trails (*MRRT, Point Douglas Trail, and Vermillion River Greenway*) are the primary routes of the pedestrian and bicycle network. Facilities along these routes are envisioned to be wide, off-road, multi-use trails with seamless connectivity, grade-separated crossings where necessary, ample wayfinding and trail identification. These facilities will be accessible for trail users of all ages and abilities with even pavement surface and clear access points.

Secondary Routes

Various secondary routes (connectors) link parts of the primary route at even intervals, such as spokes on a bicycle wheel.

15th Street Bikeway

15th Street is a key east-west connection corridor across the city. Today the street has sidewalks on either one or both sides of the street. As the street was recently improved, recommended improvements include a protected bike lane or bike boulevard.

Pine Street Connector

Pine Street is a key north/south corridor in the city

and connects residential neighborhoods to the Middle School complex and across Hwy 55. Recommended improvements include consistent sidewalk facilities along the entire length and a protected bike lane. Crossings of major roadways need to be improved for safety and visibility.

Pleasant Drive Connector

This north/south route connects neighborhoods with retail areas and parks. Sidewalks exist on both sides. Consider converting one side of the street to a multi-use trail.

CR 42 Trail & CR 46/47 Trail

In partnership with Dakota County, a paved, off-road trail should be added along CR 42 to connect downtown to northwest neighborhoods, the YMCA and hospital complex. A continuous paved off-road trail is also needed along CR 46/47 to provide a safe biking and walking experience.

Hwy 316 Trail & Hwy 61 South Trail

Hwy 316 and Hwy 61 south of the Vermillion River are busy road corridors with inconsistent facilities. As Hwy 316 road is planned to be improved in 2021, off-road trails and sidewalks should be added along its length within Hastings. Safe pedestrian crossings of Hwy 316 and Hwy 61 are needed to provide safe movement east to west across the southern part of the city.

East Pass (Bailey Street/Railroad Connector)

The trail along Bailey Street and the railroad corridor provides access between residential and industrial areas to the Vermillion River corridor and parks. Wayfinding and orientation are needed, especially near Kennedy School, to create a seamless and navigable route.

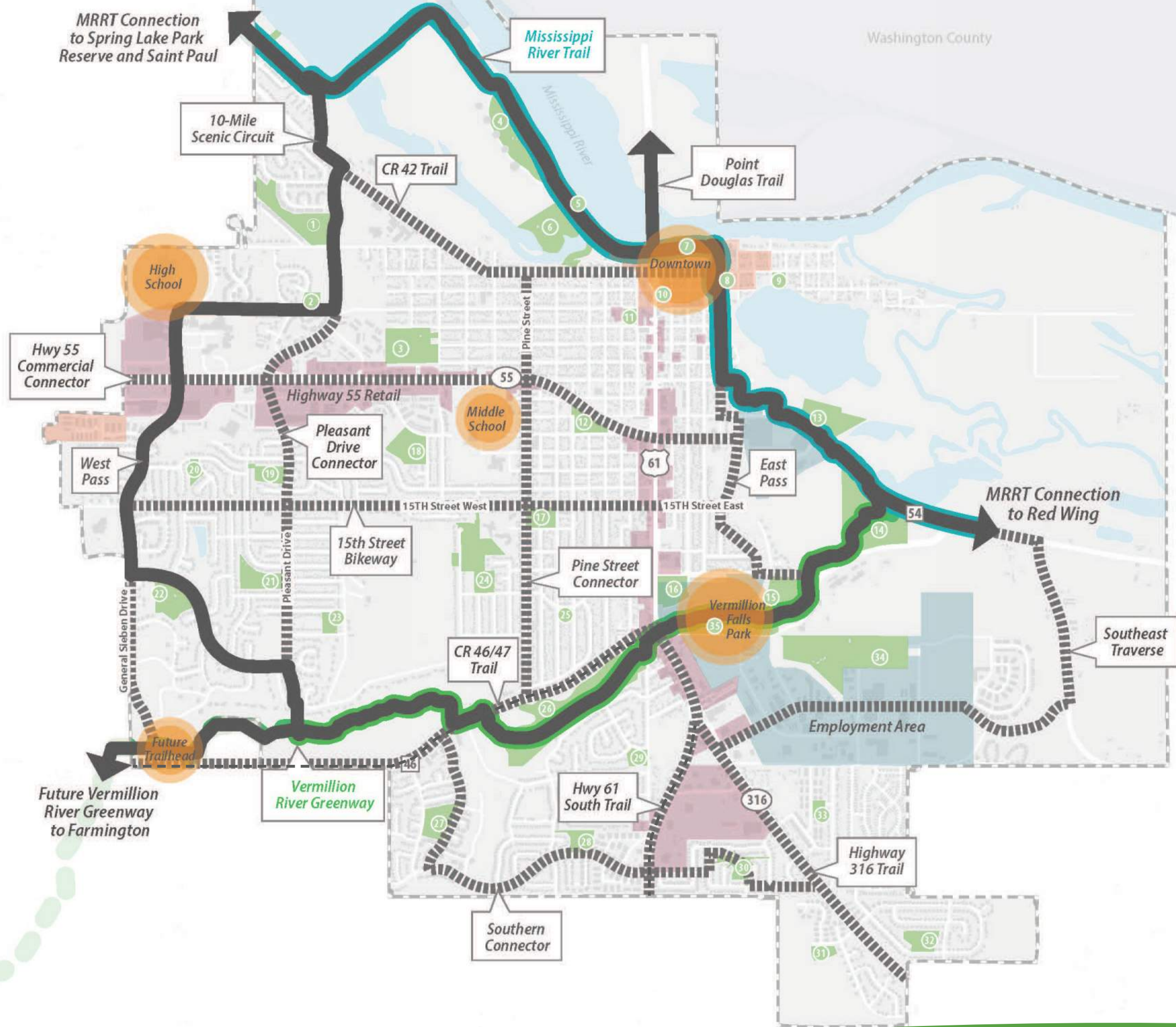
Southeast Traverse & Southern Connector

A continuous and connected off-road trail along Riverwood Dr, 36th St W, Sprial Blvd, and Glendale Road will provide safe bike and walk connections within and to single-family and multi-family neighborhoods, employment areas, and commercial destinations in the southeastern part of the city. Safe pedestrian crossings of Hwy 61 and Hwy 316 will be especially important along these routes.

Hwy 55 Commercial Connector

Hwy 55 is an important commercial, retail, and employment corridor for Hastings residents. Off-road trails should be installed on both sides of the road with safe crossing treatments at all intersections.

Framework Diagram Hastings, MN



PARKS

1 Featherstone Park Ponding Basin	13 Hastings Dog Park	25 Westwood Park
2 Crestview Park	14 C.P. Adams Park	26 Vermillion River Linear Park
3 Lions Park	15 Old Mill Park	27 Riverwood Park
4 River Flats Park	16 Con Agra Park	28 Greten Park
5 Jaycee Park	17 Pioneer Park	29 Cannon Park
6 Lake Rebecca Park	18 Conzemius Park	30 Cari Park
7 Levee Park	19 Rosemary Park Ponding Basin	31 South Pines Park
8 Depot Park	20 Tierney Park	32 Tuttle Park
9 Lake Isabel Park	21 Pleasant Park	33 Sunny Acres Park
10 Public Square	22 Wallin Park	34 Veterans Park Athletic Complex
11 Wilson Park	23 Dakota Hills Park	35 Vermillion Falls Park
12 Roadside Park	24 Southwest Park Ponding Basin	

LEGEND

Trail Hubs	Proposed Greenway
Employment	Existing Greenway
Commercial	Mississippi River Trail
Mixed Use	Primary Route
Existing Parks	Secondary Route



NETWORK PLAN

Proposed Trails and Bikeways

In order to build the primary and secondary routes of the framework system, off-road multi-use trails are proposed along major roadways:

- Hwy 55
- CR 42
- CR 46/ CR 47
- Hwy 61 (south of Vermillion Road)
- Hwy 316
- Pleasant Street
- 15th Street

To support the framework, protected bike lanes or bike boulevards are recommended along lower volume roads:

- Pine Street
- Eddy Street
- 15th Street (interim approach until off-road trail is constructed)

Various other off-road trail segments are proposed to close gaps within neighborhoods.

Proposed Sidewalks

Sidewalks are proposed to fill gaps in the system and create a connected network of pedestrian facilities.

Sidewalks are especially needed near schools where students are frequently walking to school and around retail areas that are not pedestrian friendly, especially within the Hwy 55 corridor.

Trail Upgrades and Trail Standards

10-Mile Scenic Circuit

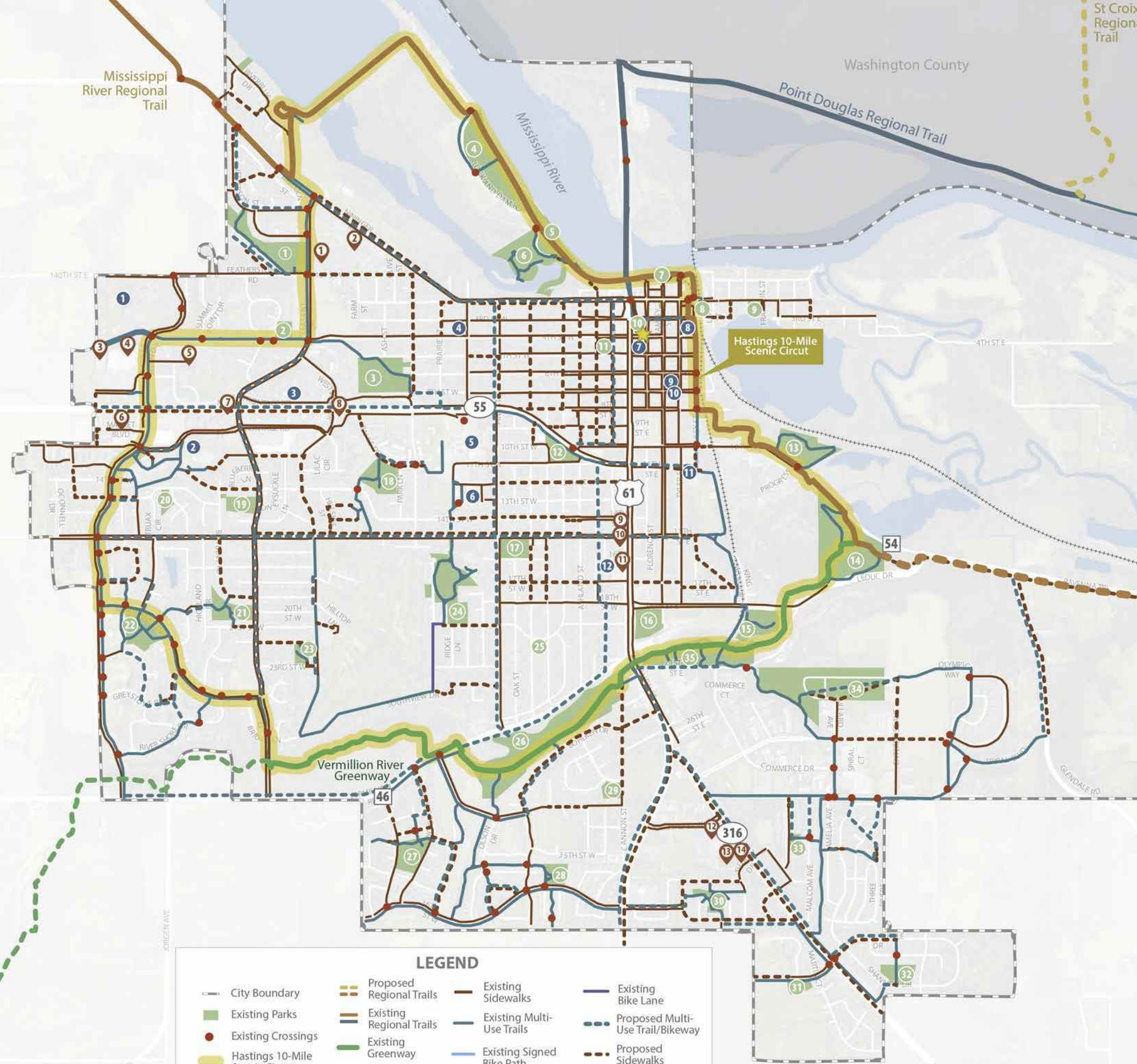
Today, the 10-mile scenic circuit provides a continuous loop trail circumnavigating the city. The experience varies due to trail condition and surrounding environment.

The entire 10-mile circuit should be upgraded to ensure a consistent and safe biking experience with:

- 10-foot wide paved, off-road trail
- accessible curb cuts and highly visible road crossings
- signage at key intersections, road crossings, and jogs in the trail

Network Plan

Hastings, MN



- ### PARKS
- | | | |
|-----------------------------------|---------------------------------|-----------------------------------|
| 1 Featherstone Park Ponding Basin | 13 Hastings Dog Park | 25 Westwood Park |
| 2 Crestview Park | 14 C.P. Adams Park | 26 Vermillion River Linear Park |
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| 10 Public Square | 22 Wallin Park | 34 Veterans Park Athletic Complex |
| 11 Wilson Park | 23 Dakota Hills Park | 35 Vermillion Falls Park |
| 12 Roadside Park | 24 Southwest Park Ponding Basin | |

- ### SCHOOLS
- | | | |
|---------------------------------------|-------------------------------|---|
| 1 Hastings High School | 5 Hastings Middle School | 9 St. Elizabeth Ann Seton Catholic School |
| 2 Christa McAuliffe Elementary School | 6 Pinecrest Elementary School | 10 Saint Boniface School |
| 3 Stacy's Stars | 7 CSA | 11 Kennedy Elementary School |
| 4 Hastings Community Education | 8 Hastings ALC | 12 Cooper School |

- ### DESTINATIONS
- | | | |
|-----------------------------------|------------------------|------------------|
| 1 YMCA | 6 Cub Foods | 11 Kwik Trip |
| 2 Allina Health | 7 Library | 12 Speedway |
| 3 Alina Clinic | 8 Spiral Natural Foods | 13 Coborn's |
| 4 Walmart | 9 M & H Gas Station | 14 Little Duke's |
| 5 Dakota County Government Campus | 10 Holiday Station | ★ City Hall |

LEGEND

City Boundary	Proposed Regional Trails	Existing Sidewalks	Existing Bike Lane
Existing Parks	Existing Regional Trails	Existing Multi-Use Trails	Proposed Multi-Use Trail/Bikeway
Existing Crossings	Existing Greenway	Existing Signed Bike Path	Proposed Sidewalks
Hastings 10-Mile Scenic Circuit	Proposed Greenway		



At-grade Intersection Improvements

Several intersections throughout the city feel unsafe and uncomfortable for pedestrians and bicyclists. Intersections have been identified throughout the city that would have the greatest impact for SHIP priority populations who access retail, food, institutional, and employment destinations without vehicles. These enhancements could cut the amount of time people wait at signalized crossings and therefore provide more efficient access to destinations.

The strategy for improving these intersections involves selecting the appropriate enhancements for each location by selecting from a variety of components. The following list is not comprehensive of all possible enhancements:

- highly visible signage and crosswalk markings
- HAWK signals (if at an unsignalized intersection)
- curb bump-outs to create shorter distances for crossing roadways
- reduction of speed limits on roadways
- narrowing of pavement and travel lanes in order to slow traffic and provide shorter crossing distances for pedestrians
- recommended changes to planning and zoning codes to congregate entrances to businesses at locations that are convenient for pedestrians
- pedestrian ramps and truncated domes at all sidewalk crossings where they don't exist

Priority intersections that are recommended for improvements include:

- General Sieben Drive & Market Blvd and General Sieben Drive & South Frontage Road
 - *These two intersections have limited sight lines for vehicles and pedestrians with curves in the road, as well as busy turning movements from vehicles crossing over and onto General Sieben Drive. Enhancements would have positive impacts for SHIP priority populations who access food, retail, and employment south of Hwy 55.*
- Pine Street & 11th Street and Pine Street & 12th Street
 - *These intersections are busy traffic locations during beginning and end of school days. Improvements at these intersection would have impacts for students at the Middle School.*
- Crossings of Hwy 61 at 4th Street, 10th Street, 11th Street/Hwy 55, 15th Street, and CR47/Vermillion Road
 - *These five intersections are all active areas for walkers and bicyclists who need to cross Hwy 61 and access businesses and other destinations along Hwy 61. Improvements should consider walkers, bicyclists, and those that use assisted devices, such as wheel chairs.*



High Visibility Crossings

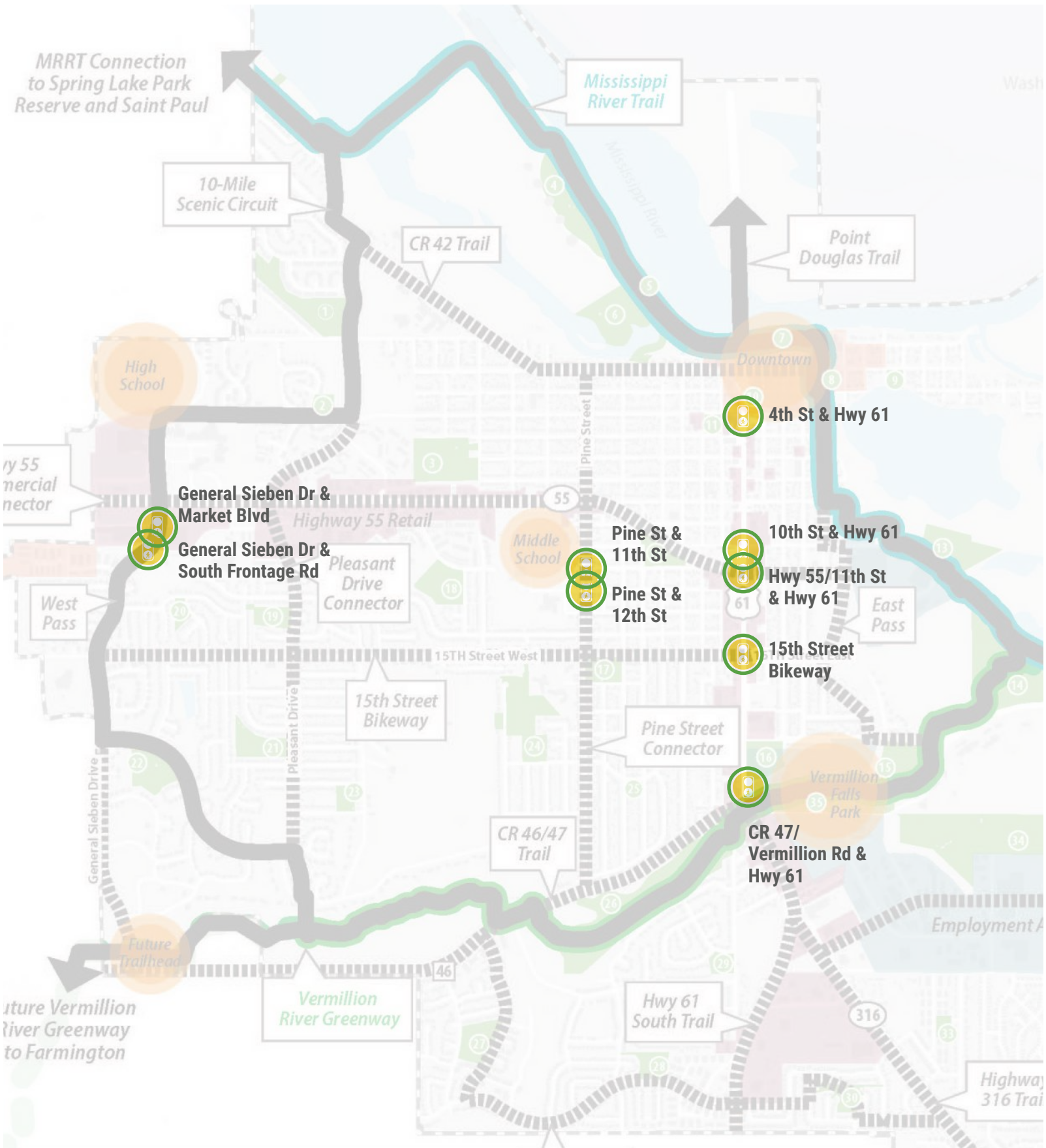


Wide, high visibility crosswalk markings



Marked crosswalk with HAWK signal

Proposed Intersection Safety Improvement Locations



Grade Separation

An ideal people movement system would be safe, accessible, and convenient for all users through an at grade system. People could easily cross vehicular roads and access retail, institutional, recreational, and entertainment destinations without going out of their way to avoid roadways. Ideally, major roadways in Hastings (Highways 55 and 61) would be narrowed and the speed limit would be slowed within the city limits in order to provide a safer environment for all community members. Pedestrian and bicycle grade separation prioritizes the vehicle on the road rather than the walker and bicyclist. However, until the ideal situation of at-grade safety can be realized, grade separated crossings are recommended at key intersections in the city.



Existing Grade Separated Crossings

Several grade-separated crossings are provided along the Hastings 10-mile loop. These underpasses create a safe and continuous trail experience for recreational bicyclists.



Trail underpass of Hwy 47/Vermillion Road



Trail crossing under Hwy 61/Vermillion Street along the Vermillion River

Grade Separated Crossings

LOCATION	STATUS	TYPE	PRIORITY LEVEL
10-mile loop at Hwy 61 bridge/ Mississippi River	Existing	Underpass	n/a
10-mile loop at 18th St	Existing	Underpass	n/a
10-mile loop at Hwy 61/ Vermillion River	Existing	Underpass	n/a
General Sieben at Hwy 55	Proposed	Underpass	High
Pleasant Drive at Hwy 55	Proposed	Underpass	Low
River St/S Frontage Rd at Hwy 55/Middle School	Proposed	Overpass	High
10th Street at Hwy 61	Proposed	Underpass	High
Ashland St/10th St W at Hwy 55	Proposed	Overpass	High
Pleasant Dr at Vermillion River	Proposed	Underpass	Low



Proposed Grade Separated Crossings

Future grade separated crossings could include pedestrian/ bicycle bridges or tunnels under roadways.



Precedent image of pedestrian bridge



Precedent image of pedestrian bridge

Grade Separated Crossings Plan



Existing Grade Separated Crossing



Proposed Grade Separated Crossing

MRRT Connection to Spring Lake Park Reserve and Saint Paul

10-Mile Scenic Circuit

Mississippi River Trail

CR 42 Trail

Point Douglas Trail

Pleasant Dr & Hwy 55

- improves safety for those crossing Hwy 55 to access retail along Hwy 55
- enhances safe access to the High School for students who live south of Hwy 55

River St & Hwy 55

- enhances safe access to the Middle School for students who live north of Hwy 55

High School

Hwy 55 Commercial Connector

General Sieben Dr & Hwy 55

- improves safety for those crossing Hwy 55 to access retail south of Hwy 55
- enhances safe access to the High School for students who live south of Hwy 55

Ashland St/10th St & Hwy 55

- enhances safe access to parks, aquatic center, stadium

10th St & Hwy 61

- enhances safe access to retail, stadium, and other amenities in the area

West Pass

Pleasant Drive Connector

Middle School

Ashland St/10th St & Hwy 55

- enhances safe access to parks, aquatic center, stadium

10th St & Hwy 61

- enhances safe access to retail, stadium, and other amenities in the area

General Sieben Drive

15th Street Bikeway

Pine Street Connector

Vermillion Falls Park

CR 46/47 Trail

Pleasant Dr & Vermillion River

- enhances continuous experience of Vermillion River Trail and future route to the west

Future Vermillion River Greenway to Farmington

Vermillion River Greenway

Hwy 61 South Trail

Employment

Highway 316



WAYFINDING SIGNAGE PLAN

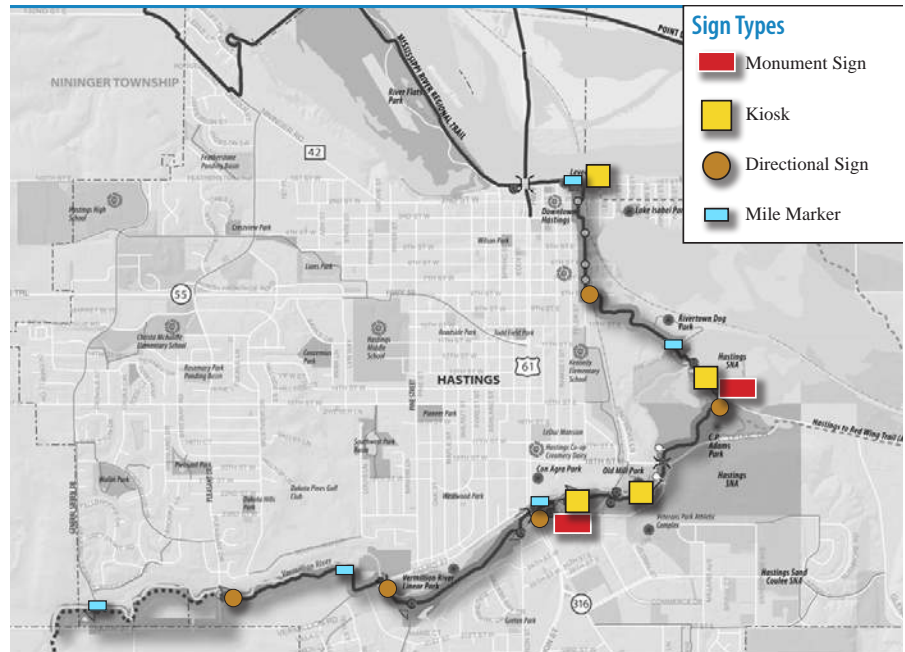
Directional signage is recommended at all intersections of primary and secondary routes within the system framework.

Existing and proposed Dakota County trail signage is located along the Mississippi River Regional Trail and the Vermillion River Greenway. Proposed Hastings signage is not recommended along these routes unless there is a trail intersection with a local route.

Vermillion River Greenway Wayfinding Signage Plan

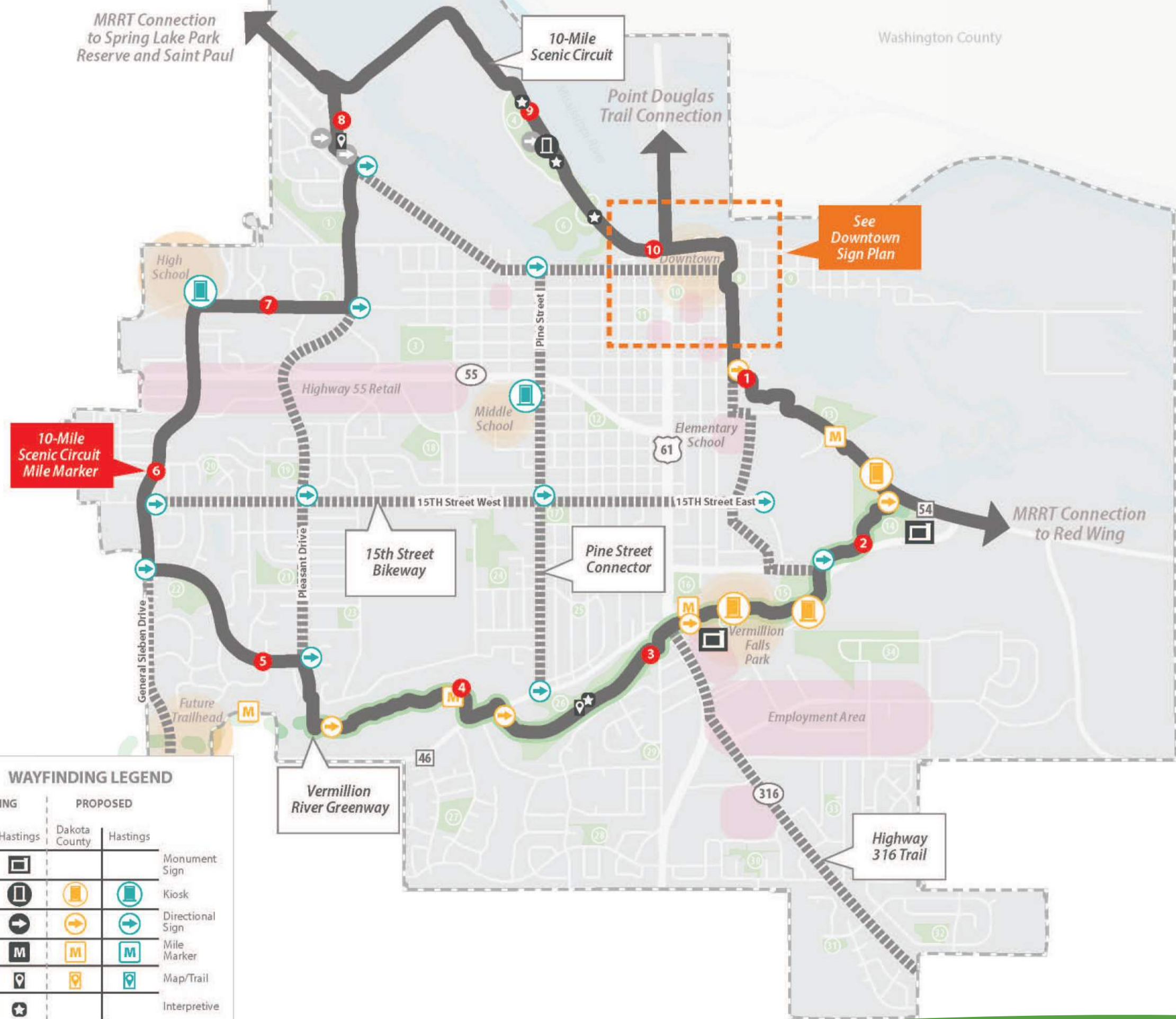
The Dakota County Vermillion River Greenway Master Plan recommends directional and informational signs installed along the greenway corridor, which overlaps the Hastings 10-mile loop.

The recommended signs may be designed to include Dakota County and Hastings branding and identity in order to represent the regional corridor as well as the local community.



Wayfinding Signage Plan

Hastings, MN



- ### PARKS
- | | | |
|-----------------------------------|---------------------------------|-----------------------------------|
| 1 Featherstone Park Ponding Basin | 13 Hastings Dog Park | 25 Westwood Park |
| 2 Crestview Park | 14 C.P. Adams Park | 26 Vermillion River Linear Park |
| 3 Lions Park | 15 Old Mill Park | 27 Riverwood Park |
| 4 River Flats Park | 16 Con Agra Park | 28 Greten Park |
| 5 Jaycee Park | 17 Pioneer Park | 29 Cannon Park |
| 6 Lake Rebecca Park | 18 Conzemius Park | 30 Carl Park |
| 7 Levee Park | 19 Rosemary Park Ponding Basin | 31 South Pines Park |
| 8 Depot Park | 20 Tierney Park | 32 Tuttle Park |
| 9 Lake Isabel Park | 21 Pleasant Park | 33 Sunny Acres Park |
| 10 Public Square | 22 Wallin Park | 34 Veterans Park Athletic Complex |
| 11 Wilson Park | 23 Dakota Hills Park | 35 Vermillion Falls Park |
| 12 Roadside Park | 24 Southwest Park Ponding Basin | |

WAYFINDING LEGEND

EXISTING		PROPOSED		
Dakota County	Hastings	Dakota County	Hastings	
				Monument Sign
				Kiosk
				Directional Sign
				Mile Marker
				Map/Trail
				Interpretive

LEGEND

	Trail Hubs		Proposed Greenway
	Activity Hubs		Existing Greenway
	Existing Parks		Primary Route
			Secondary Route





Trail access at the Hwy 61 bridge



Downtown Hastings identity sign



Downtown Hastings directional sign

Downtown Signage Plan

Downtown Hastings has a comprehensive set of community wayfinding signage along key commercial and retail corridors.

Various interpretive signs owned by the National Park Service and Dakota County trail wayfinding signs are located along the Mississippi River trail.

Primary recommendations for downtown signage are to create legibility and clarity to the 10-mile scenic circuit as it winds through the east side of downtown.

Trailhead signage should be added to Depot Park to create a trail access point for the 10-mile scenic circuit, the MRRT, and the Vermillion River Greenway, as well as access for trail users to local businesses along 2nd Street.

Wayfinding Signage Plan: Downtown Hastings, MN



10-Mile Scenic Circuit Mile Marker

address legibility of trail at turns and intersections with wayfinding or pavement marking

10-Mile Scenic Circuit

- PARKS**
- 7 Levee Park
 - 8 Depot Park
 - 10 Public Square
 - 11 Wilson Park

- LEGEND**
- Activity Hubs
 - Existing Parks
 - Primary Route
 - Secondary Route

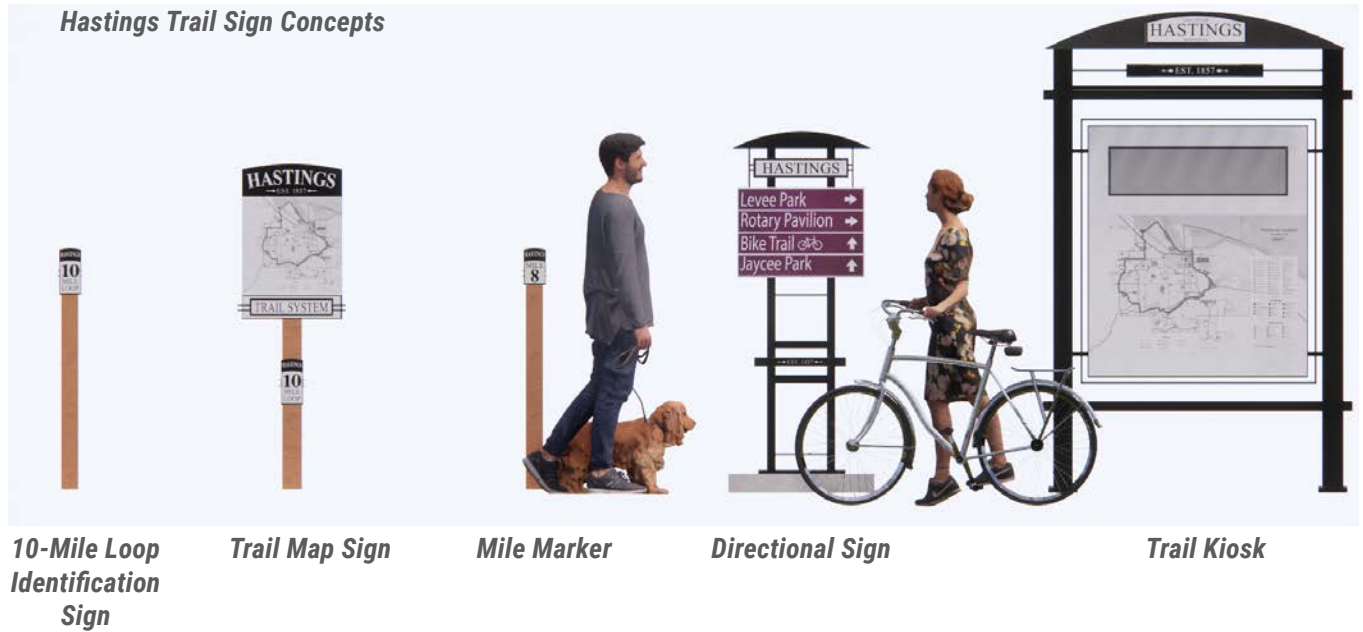
WAYFINDING LEGEND

EXISTING		PROPOSED		
Dakota County	Hastings	Dakota County	Hastings	
				Monument Sign
				Kiosk
				Directional Sign
				Mile Marker
				Map/Trail
				Interpretive



Proposed Signage and Wayfinding

The proposed Hastings Wayfinding Sign family is meant to bring identity and consistency to wayfinding of the people movement system in the city. The signs will be identifiable and legible in order to help residents and visitors move through the network and help them access destinations.



Sign Element	10-Mile Loop Identification Sign	Trail Map Sign	Mile Marker	Directional Sign	Trail Kiosk
Role	Identity	System information; Links to online information	Identity; distance reminder	Identify turns, route destination choices, and distance	Provides detailed trail maps with community context; Provides information about the area
Placement	At minor trail intersections and access points; Between mile markers	At trail intersections and decision points	At each mile along a route	Along trails at route intersections and decision points	At Trail Hubs and trailheads as space allows

Dakota County wayfinding sign guidelines should be referenced for sign design, location, and content recommendations.

Proposed Hastings Trail Signs

The following images are conceptual depictions of recommended sign types. As these signs are designed and implemented, they may be altered to fit the site and budget.



Kiosk



Directional Sign



Trail Map Sign



Mile Marker



Downtown Hastings sidewalk marking



Trail pavement marking



Artistic pavement etching (Wilson's Creek-South Creek connection logo)

Image source: <https://www.ksmu.org/post/images-ozark-greenways-celebrates-25-years-new-trail-connection#stream/0>



Trail mile marker in pavement



Image source: <https://merjedesign.com/portfolio-category/trails/>

Pavement Markings: Branding + Wayfinding

Pavement markings can be an inexpensive and highly visible way to provide wayfinding at key decision points along a trail.

A potential first project for the people movement system is to add pavement markings along the 10-mile loop at all trail turns and intersections. The markings could be painted or etched into the pavement surface. Artistic variations or a consistent symbol could be used to provide interest and branding to the scenic circuit. The pavement markings would be an inexpensive and very visible implementation step for providing wayfinding and legibility to the system.

PAVEMENT MARKINGS

Pavement markings can be installed to help reinforce routes and directional signage and to provide bicyclist positioning and route branding benefits. Under urban conditions, pavement markings may often be more visible than signs to users of the route. Pavement markings may be especially useful where signs are difficult to see (due to vegetation or parked cars). They can also help bicyclists navigate difficult turns. In the United States, Portland OR, Berkeley CA and Minneapolis MN have experimented with pavement markings. Berkeley and Minneapolis have applied a large stencil taking up nearly the entire travel lane designating the street as a 'bicycle boulevard.' In Portland, smaller markings including a small circle and arrow system were initially used; however, since the adoption and wide spread use of the shared lane marking, most bicycle boulevards are being retrofitted with these larger markings. Portland has also applied the shared lane marking as a wayfinding device by turning the chevrons of the marking in the direction of intended travel.

(Source: <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/bike-route-wayfinding-signage-and-markings-system/>)

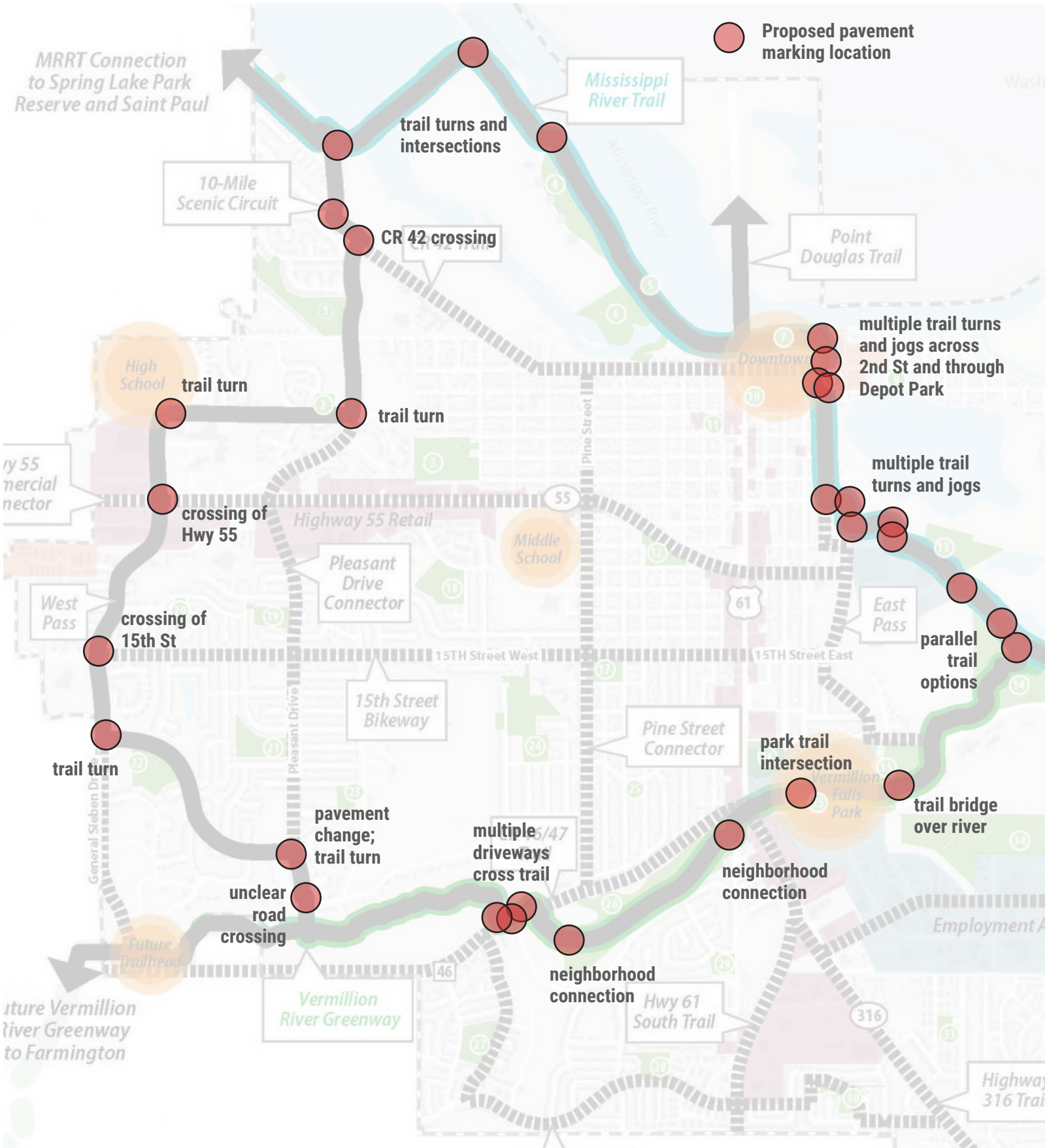


Wayfinding painted on concrete



Wayfinding painted on concrete

10-mile Loop Pavement Markings Plan



FACILITIES TOOLBOX

A variety of different solutions, such as off-road trails, on-road treatments, and intersection improvements, will be needed to create a system for safe bicycle and pedestrian movement in Hastings. The following pages include images of non-motorized route types, a listing of resource materials, and best practices to reference when implementing this plan.

Intersection Treatments

The table on the following page references typical intersection types, potential solutions, and identifies sources to be used when planning and designing facility improvements. This list does not include all possible solutions and resources, but it may be used as a starting point.

The resources are keyed below:

KEY	RESOURCE TITLE	RESOURCE LINK
A	FHWA Safe Transportation for Every Pedestrian (STEP)	https://safety.fhwa.dot.gov/ped_bike/step/resources/
B	FHWA Proven Safety Countermeasures	https://safety.fhwa.dot.gov/provencountermeasures/
C	AASHTO Guide for the Development of Bicycle Facilities	https://njdotlocalaidrc.com/perch/resources/aashto-gbf-4-2012-bicycle.pdf
D	NACTO Urban Street Design Guide	https://nacto.org/publication/urban-street-design-guide/
E	NACTO Urban Bikeway Design Guide	https://nacto.org/publication/urban-bikeway-design-guide/
F	MnDOT Best Practices and Guidance in At-Grade Trail Crossing Treatments	http://www.dot.state.mn.us/research/TS/2013/201323.pdf
G	MnDOT Best Practices for Pedestrian/Bicycle Safety	https://www.dot.state.mn.us/stateaid/trafficsafety/reference/ped-bike-handbook-09.18.2013-v1.pdf
H	MnDOT Bicycle Facility Design Manual	http://www.dot.state.mn.us/bike/bicycle-facility-design-manual.html

Guidance for County State Aid Highways (CSAH) is generally provided through the most current MnDOT Bicycle Facility Manual (2020) for pedestrian and bicycle facilities, through the State Aid Manual (2015), and through the MnDOT Facility Design Guide.

These sources are updated periodically; this resource list is based on information current in 2020.

SIDEWALKS

All residential streets in urban, central Hastings should have a sidewalk on at least one side of the street. Around schools, sidewalks should be located on both sides of the street. Sidewalks are typically concrete surface, dedicated pathways for pedestrians. Sidewalks can be used in concert with bike lanes or bike boulevards.

Resource Guide to Pedestrian and Bicycle Crossing Facilities at Intersection Types

SAFETY STRATEGIES		INTERSECTION TYPE					
		ROUNDBABOUTS	SIGNALIZED INTERSECTIONS	FOUR-WAY STOP CONTROL	TWO-WAY STOP CONTROL	TRAIL CROSSING AT MID-BLOCK	HIGHWAY CROSSING
SIGNING/ STRIPING	High Visibility Crosswalk Markings	A	A,D,F,G,H	A,D,F,G,H	A,D,F,G,H	A,C,D,F,H	A,D,F,G,H
	Crosswalk Warning Signs	A	A,F,H	A,D,F,H	A,F,H	A,C,F,H	A,F,H
	Advance Stop Bar Marking					A,C,D,E,F,G,H	A,F,G,H
	Stop or Yield Signs for Bicycles					C,E,F,H	
CROSSING AID	Rectangular Rapid Flashing Beacon (RRFB)	A,E			A,E,F,G,H	A,D,E,F,G,H	
	Overhead Pedestrian Hybrid Beacon (PHB/HAWK)				B,E,F,G,H	A,B,C,E,F,H	A,B,D,F,G,H
GEOMETRY	Slip Ramp	C,H					
	Curb Extensions (Bump Outs)		A,D,F,G	A,D,F,G	A,D,F,G	A,D,F,G	
	Pedestrian Refuge Island		E,F,H	E,F,H	E,F,H	A,B,C,E,F,H	A,B,F,H
	Trail Crossing Pushed Back from Intersection	F			F,H		
	Road Diet					A,B,C,G	
SIGNALIZED INTERSECTION	Protected Only Left and Right Turn Phases		D,H				
	Signal Timing Adjustments		C,H				
	Bicycle Actuated Signals		C,E,H				
	Leading Pedestrian Interval		B,C,D,E,H				
	No Right Turn on Red		D,H				
GRADE SEPARATION	Trail Overpass or Underpass					C,G,H	C,G,H

Intersection Treatment Precedent Images



Bike lane with turning arrow and dashed striping at intersection



Wide, high visibility crosswalk markings with different color striping for pedestrians and bicyclists

15TH STREET BIKEWAY RECOMMENDATIONS

The following page includes diagrams that identify recommended Short-Term, Mid-Term, and Long-Term improvements for the 15th Street Bikeway at Hwy 61. The improvements include various intersection treatments, bike lanes, and an off-road trail.

See the Appendix for larger, more detailed diagrams of each layout option.



Painted bike lanes and bike boxes at intersection with white striping for pedestrian crossings



Wide, high visibility crosswalk markings



Marked crosswalk with HAWK signal

15th Street Bikeway Recommendations

Short-Term

- painted bike lanes



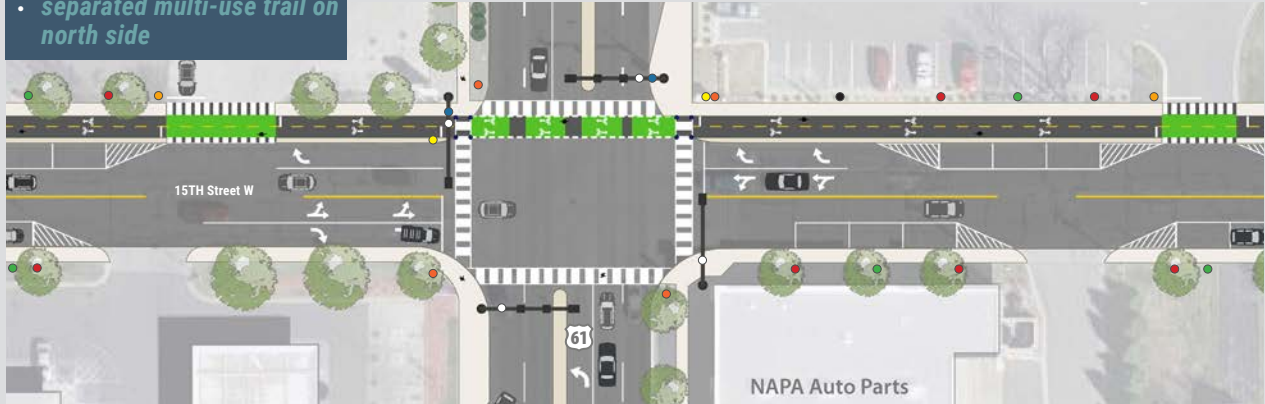
Mid-Term

- cycle track on north side



Long-Term Option 1

- separated multi-use trail on north side



Long-Term Option 2

- separated multi-use trail on north side with different intersection treatment



Off-Road Trails and Wide Shoulders

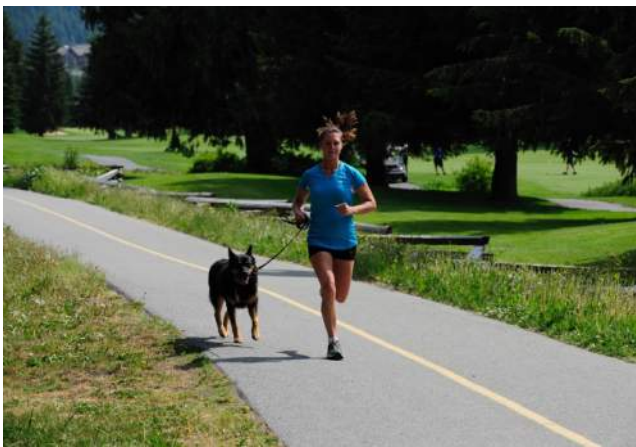
Paved off-road trails should be used in natural corridors and parks, and along major roadways and residential streets where there is space for an 8-10 foot wide trail. Off-road trails provide a safe, dedicated corridor for pedestrians and bicyclists to move together away from vehicles.



Off-road paved multi-use trail through natural corridor



Off-road paved bike trail along roadway with centerline striping



Off-road paved shared-use trail through park



Off-road paved trail along divided highway



Cycle track on residential street



Wide shoulder marked with bicycle symbol

Bikeways, Bike Lanes, and Bike Boulevards

On busy roadways, bikeways and protected bike lanes provide a dedicated corridor for bicycles; while bike boulevards identify shared vehicle-bicycle travel lanes on lower volume streets.



Protected bike lane / wide shoulder along collector or larger roadway



Bike Boulevard Sharrows on residential street with on-street parking



Protected bike lanes on bridge with plastic bollards and separate side path for pedestrians



Bike Lane (unprotected) along collector roadway with on-street parking



Bike Boulevard Sharrows with curb bump-outs for on-street parking



Bike Boulevard Sharrows on a residential street





03. IMPLEMENTATION

The Implementation chapter explains how the City can use this Plan to enhance people movement in Hastings. The People Movement Plan should be viewed as a guide and not a blueprint. While the specific capital investments described in this chapter are important, they are only one element of implementation. The long-term success of improving people movement in Hastings will come from making the vision and objectives of this Plan part of decision-making for City government.





Biking the 10-mile scenic circuit

PRINCIPLES

Implementation of the Plan will be guided by a series of principles:

- **Commitment.** Implementation involves a wide range of actions and investments over a number of years. Enhancing people movement should be a consideration in all relevant actions taken by City staff, City Council and advisory entities. Commitment also requires enforcement of policies and programs established for people movement.
- **Education.** Educating the community and other stakeholders about the importance of people movement is a key for successful implementation.
- **Collaboration.** Many of the actions described in this Plan are not the sole responsibility of the City of Hastings. Dakota County, Minnesota Department of Transportation, Hastings School District, Metropolitan Council, and private developers play key roles in projects that affect people movement. The Plan provides a tool for working with City partners to incorporate people movement enhancements into their projects

These principles shape the specific strategies for implementing the People Movement Plan.

POLICIES

The People Movement Plan should be integrated into City development and the public improvement policies. ***“Does this action enhance people movement?”*** should become a criteria for relevant decision-making. Specific policy actions include:

- Use the People Movement Plan as a guide for participation in roadway and trail planning undertaken by the State, the County and other jurisdictions.
- Make enhancements to the people movement system a factor in evaluating any public financial assistance to private development.
- Institute a City policy or ordinance to ensure public projects and private development projects review this People Movement Plan prior to construction. This would lead to a functional and connected bicycle and pedestrian system throughout the City.
- Develop a synergy between the People Movement Plan’s recommendations and City/State/County infrastructure improvements and street maintenance projects. (For example, establish a system whereby the pavement management plan for the trail system which is under the Parks Department communicates at least annually with Engineering in order to provide construction efficiency both financially and physically.)
- This People Movement Plan shall become part of the City’s development review committee process.
- Institute a Complete Streets Policy to guide the design of new and reconstructed streets in the city.
- The City shall encourage and enforce functional review and incorporation of bike/ped infrastructure and access with each new private development proposed. Encourage new buildings to front the street rather than a parking lot, provide easily accessible sidewalk and trail connections to front entrances of buildings, bike parking near building entrances, and reduced focus on vehicle access and parking.
- In concert with physical pedestrian and bicycle infrastructure, the City should continue to advocate for a functional public transit system within and to Hastings from other cities. This plan recognizes the value of public transportation and that it assists people with lack of mobility.

What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street, especially people who have experienced systemic underinvestment or whose needs have not been met through a traditional transportation approach, including older adults, people living with disabilities, people who cannot afford or do not have access to a car, and Black, Native, and Hispanic or Latino/a/x communities. Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, and move actively with assistive devices. They allow buses to run on time and make it safe for people to walk or move actively to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to prioritize safer slower speeds for all people who use the road, over high speeds for motor vehicles. This means that every transportation project will make the street network better and safer for people walking, biking, driving, riding transit, and moving actively with assistive devices—making your town a better place to live.

Source: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/what-are-complete-streets/>

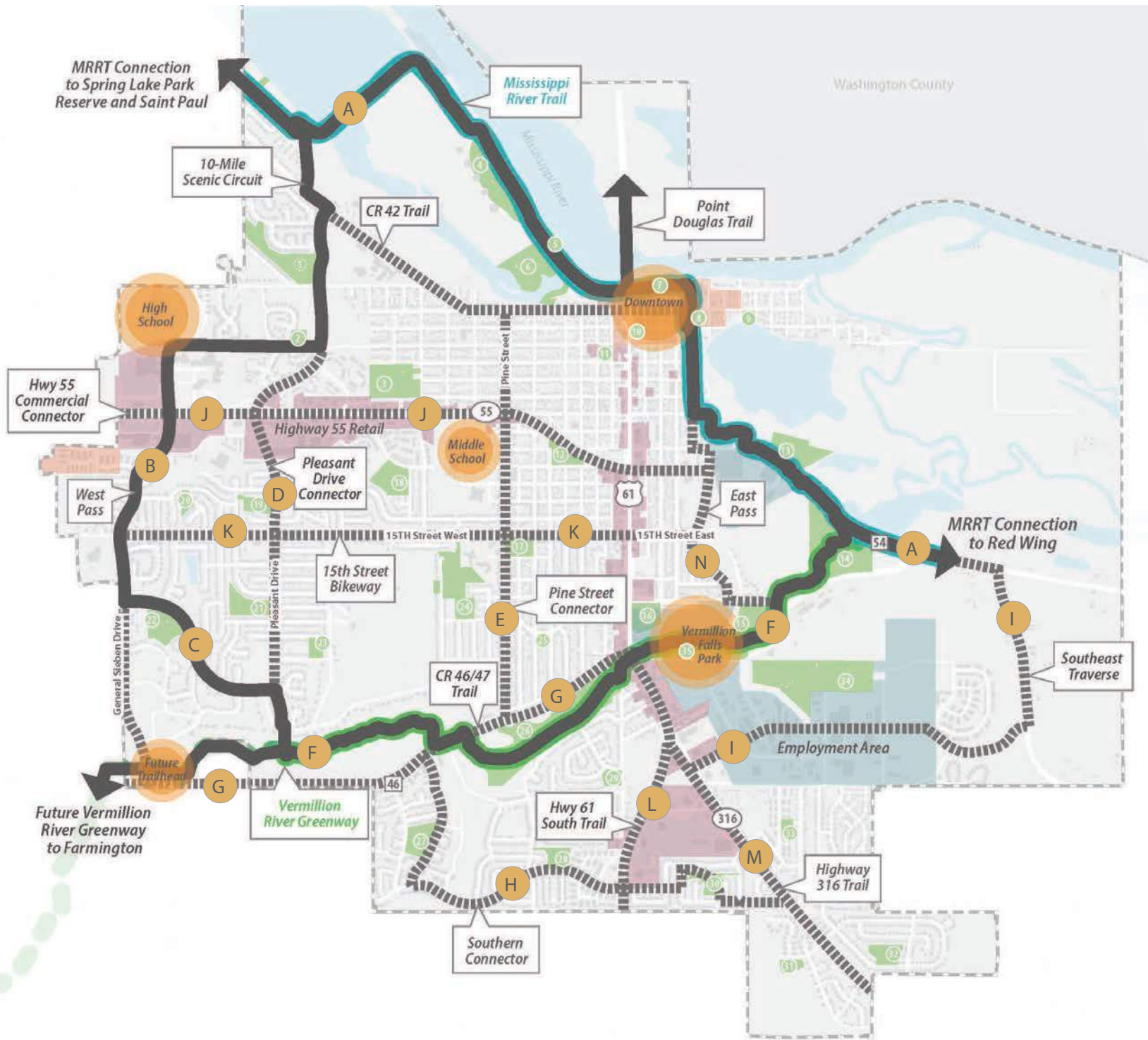
FRAMEWORK IMPLEMENTATION

Implementing the pieces of the People Movement Plan Framework will ensure the creation of a connected city-wide system. The Network Plan will fill in the gaps in between the primary and secondary routes of the Framework in order to provide access from every resident in Hastings to the framework system.

Framework elements and details are listed in the table below:

	NAME	STATUS	CONDITION	OWNER	RECOMMENDATION	LENGTH
A	<i>Mississippi River Trail</i>	existing off-road trail	varying experiences including natural corridor, river views, and along local roads; most of the trail is in good condition	Dakota County	build connection to Red Wing	1.3 miles
B	<i>West Pass (General Sieben Route)</i>	existing off-road trail	some sections are narrow and uneven	City	improved road crossings are needed	1.3 miles
C	<i>West Pass (Northridge Connector)</i>	off-road trail/sidewalk with on-road bike lane	unclear road crossings need wayfinding	City	improved road crossings are needed	1.0 mile
D	<i>Pleasant Drive Connector</i>	existing sidewalks on both sides of road		City	proposed conversion of sidewalk on one side of road to multi-use paved trail	1.5 miles
E	<i>Pine Street Connector</i>	sidewalks are located in some places; no bike facilities exist		City	build sidewalks along both sides of the street from CR 42 to CR 47	1.6 miles
F	<i>Vermillion River Greenway Trail</i>	existing trail is mostly through parks and natural corridors; includes three grade-separated crossings; one mile on western edge is not built	trail is built and in good condition, except for segment through Vermillion River Linear Park	Dakota County	make improvements and upgrades per Vermillion River Greenway Master Plan	3.7 miles
G	<i>CR 46/47 Trail / Vermillion Rd</i>	no trail or sidewalk exists, shoulder width varies		Dakota County	work with County to build off-road trail	2.2 miles
H	<i>Southern Connector</i>	no trail along Riverwood Drive, multi-use trail along 36th St W, sidewalk along 36th east of Hwy 61		City	intersection crossing improvement needed at 36th St and Hwy 61; build consistent paved trail the entire length of connector route; might need combination of sidewalks and bike lanes in narrow stretches	2.3 miles
I	<i>Southeast Traverse</i>	trail along portion of Spiral Blvd; no facilities along Glendale Rd or eastern portion of Spiral Blvd	existing trail is in good condition	City	build off-road multi-use trail entire length of route	2.1 miles
J	<i>Hwy 55 Commercial Connector</i>	mix of trail, sidewalk, and missing facilities		State of MN	build continuous off-road multi-use trail the entire length of Hwy 55 on both sides of the road, west of Hwy 61	2.3 miles
K	<i>15th Street Bikeway</i>	sidewalks along some of the way on one or both sides		City	complete short-term and mid-term recommendations with bikeways and sidewalks; long-term multi-use trail on one side the entire length	2.3 miles
L	<i>Hwy 61 South Trail</i>	no facilities exist		State of MN	work with the state to implement off-road trail	1.1 miles
M	<i>Hwy 316 Trail</i>	work is in progress to build off-road trail along road		State of MN	ensure safe crossings of Hwy 316 from east to west	1.3 miles
N	<i>East Pass (Bailey)</i>	mix of existing trail and sidewalk		City	improve wayfinding along route, especially through Kennedy School parking lot	1.1 miles

Hastings People Movement System Framework Plan



CAPITAL INVESTMENT

Implementing the People Movement Plan requires capital investment to undertake needed system improvements. These improvements consist of Ongoing Initiatives and Priority Projects.

Ongoing Initiatives

Ongoing Initiatives represent types of improvements that will be made over time. These initiatives should be incorporated into the Capital Improvements Plan as specific projects are identified.

These projects should be completed as opportunities arise, such as when road reconstruction projects are happening. Trail improvements, intersection improvements, and sidewalk construction can be completed more efficiently and with less resources when paired with larger projects rather than completing small improvements individually.

- Fill sidewalk gaps as opportunities arise. Between City departments (parks, public works, and community development) every time there is a neighborhood street reconstruction project, look for opportunities for filling in sidewalk gaps. Utilize the **Network Plan** for guidance on filling gaps
- Improvement of existing trail surfaces to meet standards (even pavement surface, ADA access at crossings, wide trails) is a high priority. Utilize the current City **Pavement Management Plan** to ensure bicycle and pedestrian improvements are efficiently constructed with street improvements as well as the City's **ADA Transition Plan** to ensure trail and sidewalk crossings meet state and federal guidelines. (<https://www.hastingsmn.gov/city-government/city-departments/public-works/ada-transition-plan>)
- Establish and implement **Safe Routes to School** plans for all schools in Hastings.
 - *Around Hastings Middle School, busy and wide roadway corridors impede students' abilities to safely walk and bike to school. Address fast moving traffic on 15th Street and Pine Street with traffic calming methods and adding ped/bike facilities on those streets. Work with the state to make modifications to the intersection of Hwy 55 and River Street, including more visible crosswalk striping, warning signage, timing signals before school and after school hours to allow longer lead times while crossing Hwy 55, median refuge. Consider narrowing River Street and adding a sidewalk along the east side. Also, consider narrowing Pine Street, 10th, 11th, and 12th Streets.*
 - *Evaluate other schools in Hastings for improvements: Kennedy Elementary, McAuliffe Elementary, Pinecrest Elementary, and Hastings High School*
- A combination of off-road trails, sidewalks, and on-street bike lanes should be employed to provide a complete system of bicycle and pedestrian facilities. Driveway setbacks, road widths, and other existing conditions will prevent 8-10 foot wide off-road trails from being installed on every street as desired.
- Implement a unique system of wayfinding signage to provide identity and consistency along Hastings trail facilities, at trail hubs, and at trail route intersections throughout the city. Complement Dakota County's sign standard for City wayfinding signage. For the regional trail system, the County sign standard will be used. Sign location standards should be consistently used for both City and County wayfinding signage (e.g. setback of signs from trail, height of signs, sign distance before a decision-point, etc.).

Action Plan

Improvements will be constructed by priority initiatives and as opportunities arise. The focus will be on improvements that will have the most impact for SHIP priority populations as well as easily implementable and highly visible improvements.

The table on page 46 contains the Action Plan for people movement improvements. These improvements are present priority initiatives for achieving the objectives of the People Movement Plan. The projects are categorized into four time frames:

- **In Process:** Projects that are already in the works and being constructed
- **Short Term** (0-5 years): Projects that are a high priority and could have a positive or immediate impact for SHIP priority populations; they also may be less expensive and easier to construct than other initiatives. These projects should aim to be planned, designed, and constructed within the next five years.
- **Mid Term** (5-10 years): These projects may require more planning or funding than short term projects, or they may be lower priority than short term projects.
- **Long Term** (10-15 years): Projects that are lower priority, may have significant costs associated with them, or would require more planning and design time are identified as long term. These projects may take ten or more years to be realized. However, if opportunities arise, such as grant funding, increased community interest, or other community projects that could be paired with efficiency, it's possible that long term projects would be constructed sooner than ten years.

This Action Plan should be updated annually as part of the City's capital improvement planning and budgeting process.



Action Plan

PROJECT	PURPOSE	LEAD	TIMING	OTHER CONSIDERATIONS
Improvements to Hwy 316 (roundabouts, off-road trail) by MNDOT	Provides safe ped/bike connections for residents and employers in southeast Hastings	MNDOT	Project in process	
Highway 61 Corridor Study	Planning for improvements to Highway 61 in Hastings. Opportunity to define people movement improvements in and across the corridor	MNDOT	Study to begin in 2021 with improvements expected 2025-2027	
County Road 46/47 Corridor Study	Planning for improvements to County Road 46/47 in Hastings. Opportunity to fill trail gaps in the corridor	Dakota County	Study in progress	
Implement artistic pavement markings that incorporate city and trail branding along primary route(s)—work with local arts groups and student groups	Will provide highly visible branding, involve community members, and provide wayfinding along primary routes	City	Short term	\$30,000* based on volunteer installation (double the number if not volunteer)
Improve at-grade crossings at key locations (primarily of Hwy 61 and Hwy 55)	Improve safety of walking and biking for SHIP priority populations who live, work, and shop in northwest Hastings and along Hwy 61 corridor	MNDOT	Short term	
Hastings Middle School: Make trail connection and crossing improvements around the Middle School at key locations & Implement Pine Street Connector	Improve safety and efficiency for students to access Middle School from surrounding neighborhoods	City	Short term	
Improve trail access and crossings of frontage roads in and around Hwy 55 commercial areas	High impact for SHIP priority populations who access Hwy 55 businesses for food, employment, and health care	City	Short term	
Build 15th Street Bikeway with the phased approach (Short Term: Painted bike lanes; Mid Term; Protected bike lanes; Long term: Cycle track or separated off-road trail)		City	Short term	\$1M+ for all three phases
Add trail wayfinding signage throughout the city (First phase includes 2 kiosks and 11 directional signs)	Provide visible branding of the City's trail system; directs residents and visitors to local destinations and amenities	City	Mid term	\$100K-\$150K for first phase
Work with Dakota County to construct off-road paved trails along CR 42 and CR 46/47		TBD -work with Dakota County	Mid term	
Construct grade-separated crossings of Hwy 55			Long term	\$500K - \$1M per crossing
Implement Pleasant Drive Connector			Long term	\$750K+

Funding Strategies

Careful financial planning is essential to successfully implement this Plan. A proactive approach will maximize the opportunity to utilize non-City resources to undertake necessary improvements. Key funding strategies include:

- Actively participate in State, Regional and County infrastructure planning projects to ensure that people movement improvements are addressed.
- Incorporate people movement improvements into plans for new development and redevelopment.
- Include people movement improvements into annual infrastructure reconstruction projects.
- Incorporate priority pedestrian and bicycle improvement projects into the City Capital Improvement Program budgeting and funding.
- Explore implementing a City franchise fee that could fund infrastructure projects including trail and sidewalk improvements.
- Actively monitor and seek opportunities for grant funding:
 - *Outdoor Recreation Grants, administered by the MN DNR, could fund trail segments within parks, and potential support facilities (picnic shelters, playgrounds, boat accesses, fishing piers, etc.).*
 - *Apply for Safe Routes to School grants to fund improvements to pedestrian and bicycle connections to schools.*
 - *Apply for Metropolitan Council Regional Solicitation grants for trails and pedestrian/bicycle facilities, such as grade-separated crossings and trails along RBTN (Regional Bicycle Transportation Network) routes.*
 - *Consider seeking out Non-profits and Foundations which have grant programs for trails and support facilities.*





04. BACKGROUND CONTEXT

TRENDS AND BENEFITS OF TRAILS AND WAYFINDING

Popularity and Demand

Just like streets are the “thing” needed to make vehicles practical, sidewalks and trails are the “thing” needed to make walking and biking practical. And, just how an incomplete network of streets (a rare thing) would make vehicle use a little comical, an incomplete network of sidewalks (a more common thing) is about the same. People making the choice to walk in a community is almost entirely dependent on that community’s investment in pedestrian infrastructure. People who live in neighborhoods with sidewalks are 47% more likely to be physically active. Sidewalk networks return 15 times their investment in home resale value and a home on a sidewalk network sells for more money in less time. These are some statistics from the American Journal of Preventive Medicine, National Association of Realtors, and a 2009 CEO’s for Cities report. People make homebuying and community choice decisions partially based on that community’s investment in sidewalks and trails.

Trails are often the number one most requested facility in recent park and trail planning projects and surveys around the country.

Active Living

As our population ages, retirees are looking for fun and inexpensive ways to stay active. Trails offer multiple recreational options--walking, biking, running, etc.--and if they are built correctly, provide an amenity that can be used by people of all ages and abilities.

Recreation and Experience

Pedestrian and bicycle facilities provide varying experiences, from urban to suburban and rural. Amenities like overlooks, benches, picnic facilities, and signage provide an even richer experience than walking or biking alone.

Community Identity

Trail systems and corridors can attract new residents and serve as sources of identity for some communities, whether it's known for its network of mountain biking trails, its picturesque lakewalk, or its scenic river trail.

Trails for the Community Case Study: Chanhassen

The City of Chanhassen has been pursuing trails and connections for many years, recognizing that a trail system, by its nature, must be built incrementally. With that in mind, the City has worked with schools, the county, developers, and other partners to plan for, budget, fund, and build a comprehensive trail network. While there are major regional routes that go through Chanhassen, they have focused much of their efforts on providing trails that serve the local community, making sure trails are spread out across the city and connect to important destinations. These efforts have been greatly appreciated by residents who see trails as one of the most important features contributing to their quality of life and are often cited as a reason to move to Chanhassen.

Tourism

Many communities have boosted their local economy and attracted people to visit their cities by implementing comprehensive trail programs.

Tourism Case Study: The Root River Trail

The City of Lanesboro, Minnesota sits in the driftless region in the southeast corner of the state. The City, along with other communities are tied together by the Root River Trail. A former rail line, the trail has become a destination for cyclists from around Minnesota and beyond. In fact, approximately 70% of the users for the Root River Trail come over 50 miles to use the trail and spend more than \$2.5 million every summer in a county of 21,000. In addition to bike shops and rental businesses, many of the town's businesses are also set up to accommodate cyclists and the economic boost they bring. Restaurants orient themselves to the trail, businesses provide bike parking, and bed and breakfasts have bike maintenance and secure storage. The bicycle culture has grown up in the community and has expanded to include larger events and bike rides.

¹Status of Summer Trail Use (2007-09) on Five Paved State Bicycle Trails and Trends Since the 1990s, Tim Kelly, Minnesota DNR – Figure has been adjusted to match inflation

DEMOGRAPHICS + SHIP PRIORITY POPULATIONS

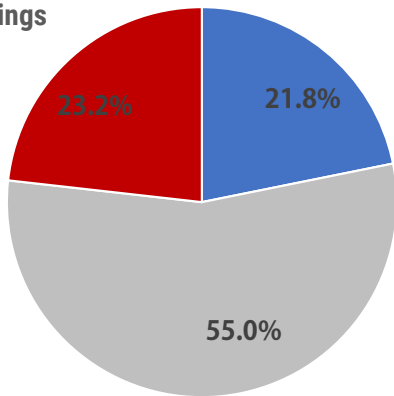
Benefits and impacts to SHIP priority populations

People who are 60 years old or older, children, people with low incomes, or others experiencing a health disparity are identified as priority populations who may benefit the most from improved non-motorized people movement systems.

In Hastings, the lowest income portions of the population tend to live in the northwest part of the city. As those with lower incomes may not own personal vehicles, they will be more dependent on walking and bicycling facilities in the community than others. As schools, retail areas, and places of employment are located throughout the city, ensuring that convenient and safe connecting routes are located in the northwest part of the city and connect to key destinations will provide direct and immediate benefits in terms of access.

In addition, a comprehensive people movement system provides safe and convenient outdoor access to recreation for people of all ages and abilities.

Age of Hastings Residents

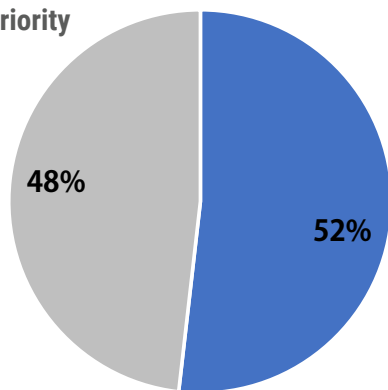


■ Under 18 ■ 18-59 ■ 60 and over

Nearly half of the people who live in Hastings are under 18 or over 60

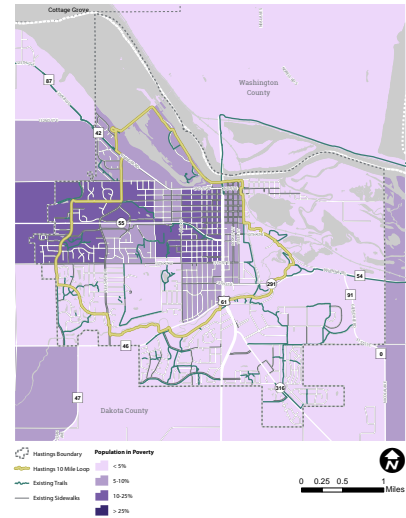
That number will grow over the next 10 years as the large cohort of residents in their 50s age

Estimated Priority Populations

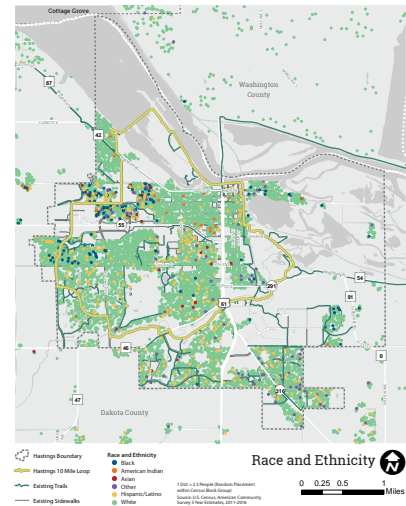


■ Priority Populations (at least one of the following characteristics: under 18, over 60, disabled, below poverty level)

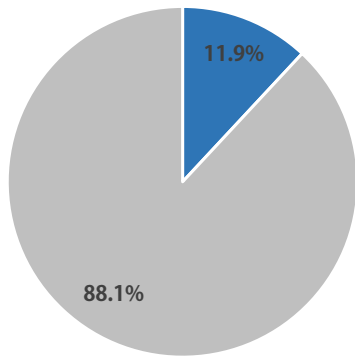
■ 18-60, no disability, above poverty level



The highest rates of poverty in Hastings are located in the north central and northwest parts of the city.



The areas of the city with the highest rates of poverty are also the most diverse areas of the city.



■ With a Disability ■ No Disability

Priority Populations: Disability Status

DISABILITY STATUS	POPULATION	PERCENT OF POPULATION
With a Disability	2642	11.9%
No Disability	19482	88.1%

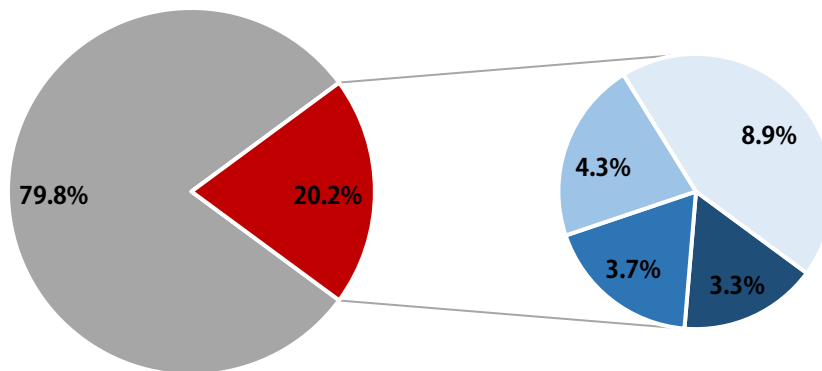
1 out of every 9 residents in Hastings is affected with at least one disability and nearly one in 4 households includes a resident with a disability

Priority Populations: Poverty

POVERTY CLASSIFICATION	POPULATION	PERCENT OF POPULATION
Between 0 and 50% of poverty level	728	3.3%
Between 51 and 100% of poverty level	829	3.7%
Between 101 and 150% of poverty level	957	4.3%
Between 151 and 200% of poverty level	1,971	8.9%
Above 200% of poverty level	17,704	79.8%

1 out of every 5 residents in Hastings is under 200% of the poverty level

1 out of every 10 residents in Hastings is under the poverty level



■ Under 200% of the poverty level
 ■ Above 200% of poverty level

■ Between 0 and 50% of poverty level
 ■ Between 51 and 100% of poverty level
 ■ Between 101 and 150% of poverty level
 ■ Between 151 and 200% of poverty level

Data Source: U.S. Census and American Community Survey

PUBLIC AND STAKEHOLDER INPUT

SHIP Stakeholder Input

Input from organizations that represent SHIP priority populations included the following issues and opportunities:

- There is interest in outdoor trail connections at and near the YMCA located at the northeast corner of Pleasant Drive and 1st Street W.
- There is more interest in transit in Hastings rather than bike and walk connections. Safe pedestrian connections from community destinations and residential areas to potential future transit stops could be considered and identified in this plan.

Public Input

Steering Committee

A Steering Committee included City of Hastings staff, and representatives from the Hastings School District/Community Education, the Hastings Chamber of Commerce, and Dakota County. This group met twice during the process to provide input on project recommendations and review draft materials.

Public and Stakeholder Engagement

Summary of Input

Responses to the online survey and interactive mapping website included the following popular desires for the Hastings people movement system:

- High interest in completing the 15th Street Bikeway
- Desire to construct missing trail segments in the neighborhood south of CR 46 and west of Hwy 61
- Desire for safe pedestrian crossings of Hwy 61, south of CR 46/47 intersection
- High interest in paved multi-use trails, filling sidewalk gaps, and making intersection improvements for safety
- Interest in adding mountain bike trails and fat tire bike trails to the park and trail system
- Desire for plowing the entire 10-mile circuit trail in the winter

Engagement Process and Methods

At the outset of this planning process, the goal for public and stakeholder engagement was to hold a series of public meetings where key SHIP priority populations could be invited to discuss their challenges and desires for the people movement system in Hastings. Meetings were identified to take place in April and May of 2020, while the COVID-19 pandemic was taking place and caused the engagement strategy to shift. The project process was put on hold during the summer in the hope that in-person engagement could continue in the fall.

The project was picked back up again in the late summer of 2020, with online engagement in the form of an online survey and an interactive mapping tool open during September. The online engagement links were pushed out by the City on social media and on the City's website.

SHIP STAKEHOLDERS

Stakeholder input was solicited from organizations that represent and regularly communicate with citizens that are part of SHIP priority populations.

United Way

YMCA

Hastings Family Service

Senior Center Advisory Group

Arts Community

Ministerial Association

Rotary

Augustana Senior Living

local bus company

Veterans Home Adult Basic

Education at the Community

Center

OUTREACH METHODS

Project information was directed to the general public and stakeholders through the following methods:

School District listserv

Monday Chamber of

Commerce e-blast

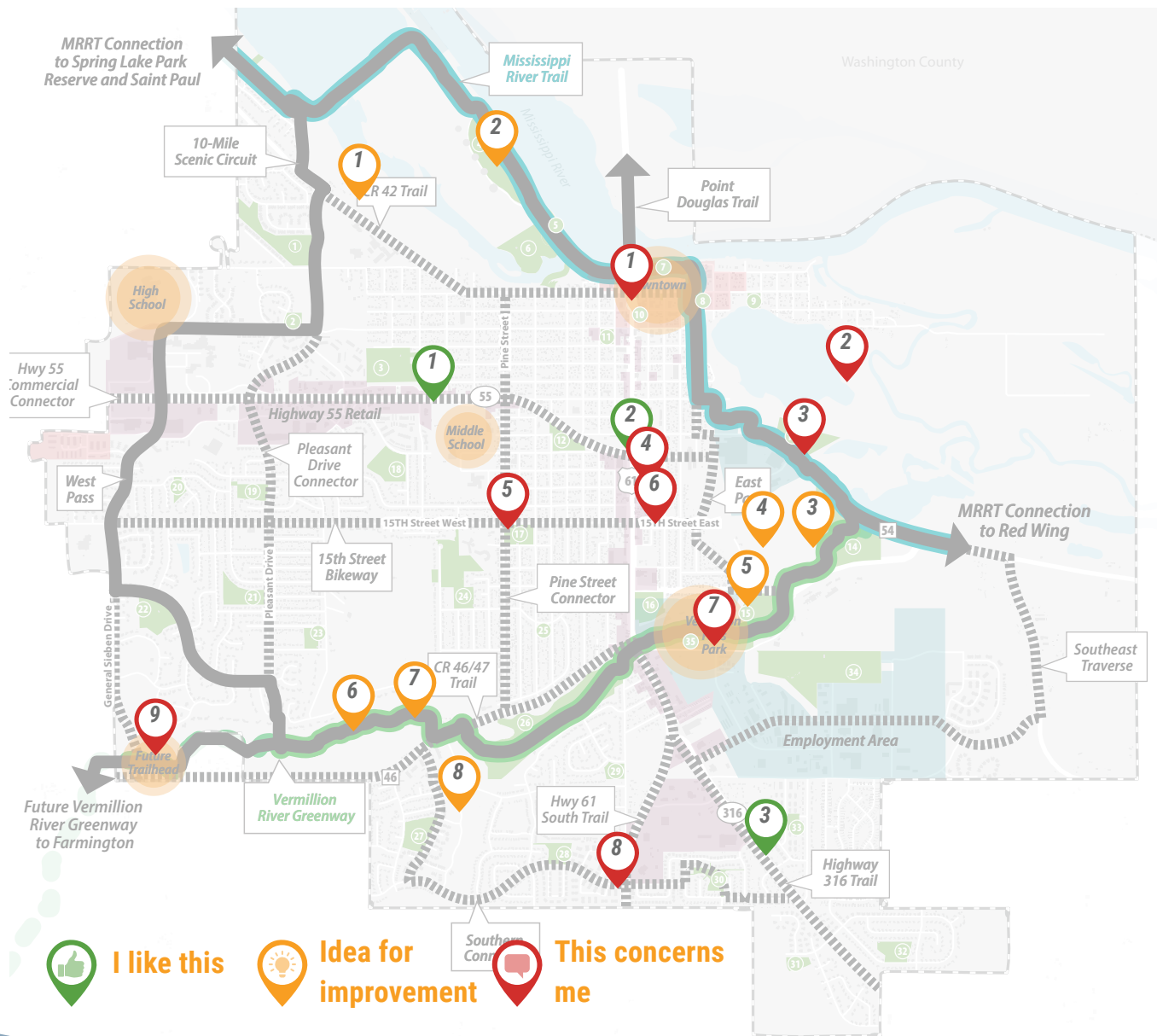
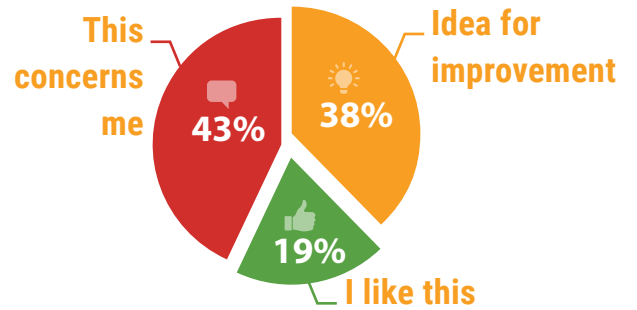
City website

City Parks Social Media

COMMUNITY ENGAGEMENT SUMMARY

Social Pinpoint

481	Total Visits	(Total number of visit to the site)
196	Unique Users	(Number of individual IP Addresses to visit the site)
18	Comments	
14	Unique Stakeholders	(Number individual IP addresses)



#	VOTES	COMMENT
1	+1	Good idea, I see a lot of kids trying to cross here.
2	+1	Need to eliminate right turn on red. Makes any bike/foot traffic problematic.
3	-2	Excited for the roundabout.

#	VOTES	COMMENT
1	+13	Add mountain bike trails
2	+1	A bike skills park would fit in great down here. Look at Cottage Grove and Carver Park in Woodbury for examples.
3	+15	Identify Mountain Biking off road trails that would support / increase use of the Hastings People Movement Plan. Vermillion Falls and CP Adams park would be ideal recreational use. Mountain Biking / Fat Bike activity is the fastest growing recreational activity done in summer and winter.
4	+10	We definitely need mountain biking trails in Hastings. It will bring lots of people here that will spend money after riding. It will boost the local economy and provide more options for kids and adults to ride in Hastings.
5		Needs map showing relationship to the rest of the trail system.
6	+2	Respectfully requesting that the city and private land owner who's property that this segment of bike trail passes through consider keeping this segment open and plowed throughout the Winter. Thank you.
7	+2	Add trails to CSAH 46 - North Side to General Sieben..... South Side to Village Trail
8	+2	Can we please find a way to get this section finished. I understand a developer own this section but it would be great to finish for this whole neighborhood.

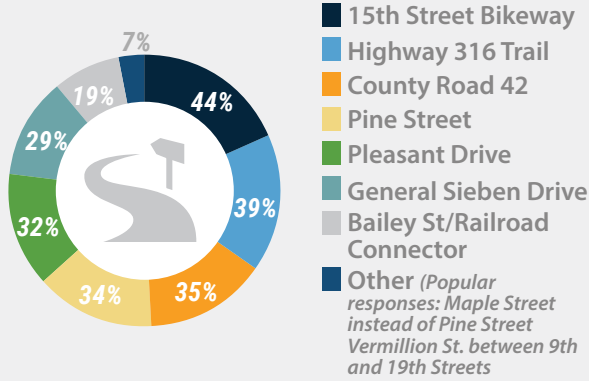
#	VOTES	COMMENT
1	+2 -1	2nd street is zoo already w/businesses in sidewalks & its gonna get worse w/car shows & life back to normal & all activites goin on on 2nd st. Use 3rd maybe. It connects nice w/trail & i live on 3rd & tyler & many many alrady come past in a day ?
2	-3	Why are we continually spending taxpayer money on things that aren't taxed or payed partially by the user? Like permits and bike licenses.
3		This is a very sharp corner around a transformer, would make it a lot nicer not to have to slam on the brakes
4	+1	Need to eliminate right turn on red. Makes any bike/foot traffic problematic.
5	+1	You cant pick the busiest streets & try to use for bikes & walkers its not even safe keep thinking
6		This street is currently being narrowed, I'm concerned over the congestion that will occur by adding a bike lane which will further narrow the street. At times the afternoon traffic is backed up from Hwy 61 almost to Ramsey. A bike lane would remove any chance of backing up into the street, or being able to move ahead to make a right hand turn onto Sibley. Perhaps the bike lane should have been added before the new curbs were laid.
7		Can we add more lighting, riding here after dark can get pretty scary.
8	+4	There is no pedestrian crossing here. Can not access bike trails safely from the Cari Park neighborhood. Traffic travels very quickly here. People speeding up to get out of town and people not slowed down coming into town. W36th and Hwy61
9		Needs to be a controlled intersection. East bound traffic is moving at 55mph, but cars pull out and do not speed up.

Survey Monkey

151 Survey Responses

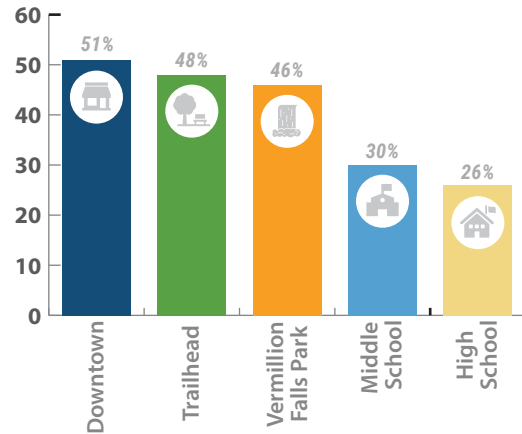
Which Secondary Routes do you think are the highest priority for the People Movement Plan?

Respondents could select multiple answers, resulting in a total that exceeds 100%

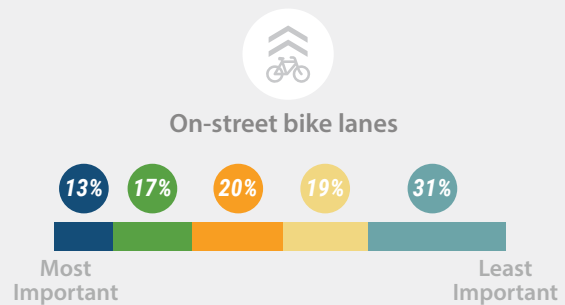
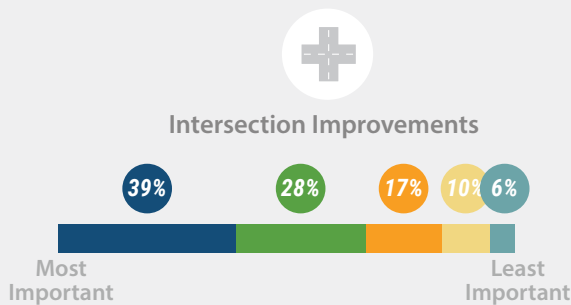
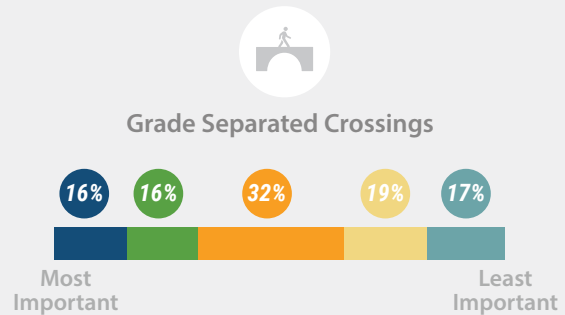
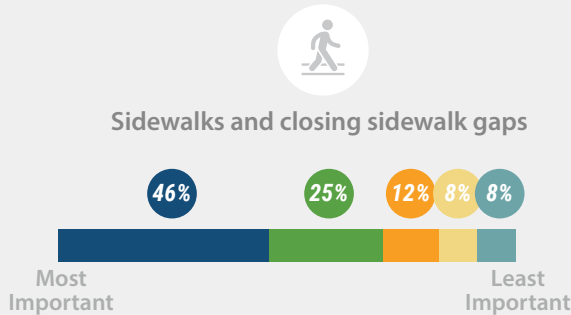
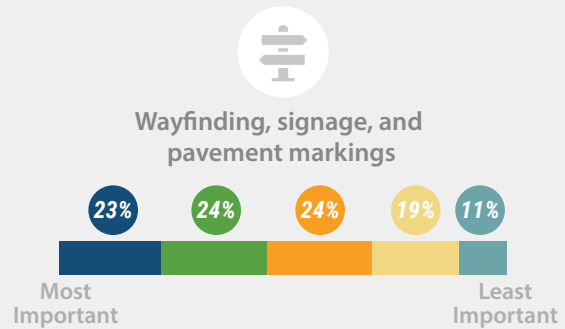
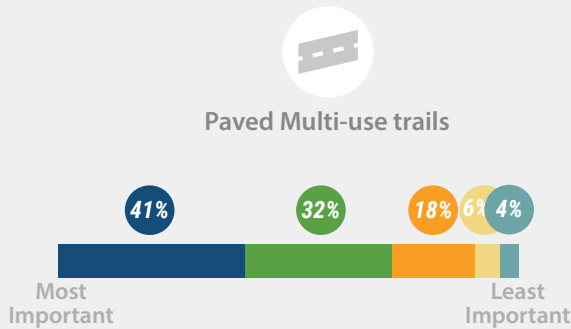


Which trail route hubs do you feel are the highest priority?

Respondents could select multiple answers, resulting in a total that exceeds 100%

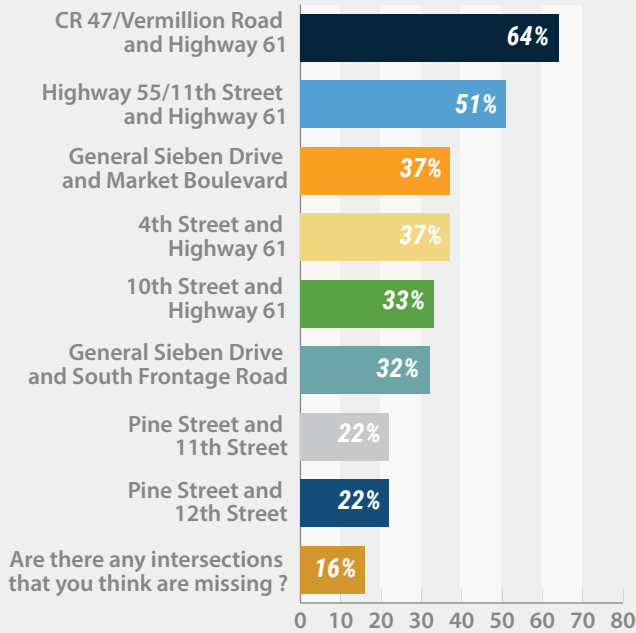


What do you think are the highest priority improvements for non-motorized people movement in Hastings?



Which intersection improvements are higher priority for non-motorized movement and safety?

Respondents could select multiple answers, resulting in a total that exceeds 100%



Are there any intersections that you think are missing from the identified Intersection Safety Improvements?



"A Bridged crossing at Maple Street to the pool area and eventually to the schools."

"316 and 61 need somewhere for people to walk."

"36th St. & Hwy 61 and also Tuttle Dr. & Hwy 316."

"Not an intersection, but 4th Street from River Street to General Sieben. Traffic needs to be slowed down."

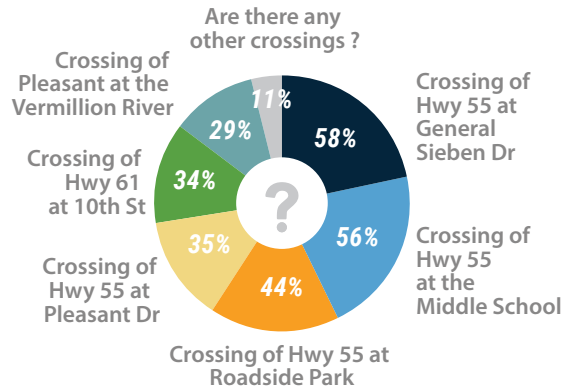
"Hwy 55 and General Sieben."

"160th St E & Pleasant Drive."

"Intersection by the Ford Dealership and 61. 36th street and 61. Way to many accidents going from 60 mph to 45 and crossing traffic."

Which proposed grade-separated crossings do you think are the highest priority for non-motorized people movement?

Respondents could select multiple answers, resulting in a total that exceeds 100%



Are there any other crossings that you think should be grade-separated?

"CR46/47 to not have to cross the bridge to go towards pine street."

"General Sieben by Culver's is awful for sight lines. One may be needed there if it's the only alternative."

"The bridge on 47 crossing the vermillion river."

"Grade separated crossings are NOT the best for pedestrians. They reinforce the idea that vehicle speed is the most important, not pedestrian safety. They can also become dangerous at night, and are often not accessible to people with limited mobility. Also, the one at 47 and Hwy 61 is already scary and confusing. PLEASE DO NOT add more of these."

"316 by south pines and 61 by ford."

"18th Street and Hwy61."

Do you have any other thoughts related to bicycle and pedestrian transportation improvements in Hastings?

"Mountain Bike trails would be amazing. It would help grow the town, bringing in more tourists!"

"In Hastings there are not a lot of sidewalks, I have a son that walks from the Middle school and has to walk in the road at 7:15, which right now is dark. And he was expected to do the same in elementary school at the same time. We aren't making walking safe for our kids."

"More enforcement of shoveled sidewalks in the winter. Many sidewalks are completely covered and unusable from December-March because people don't shovel them off. Especially along 15th street and Pine street."

"Education is needed on bicycle safety for adults and children, crosswalk laws for motorists and cyclists."

"Flashing lights at busy crossings where no bridge is planned."

"Vehicles views of path at intersections. For instance large trees block drivers view of pedestrians and bikers on the south entrance from Carleton drive to General Sieben."

"I'm a frequent user of the trail system for biking. Appreciate the recent re-paving along General Sieben as well as the survey seeking input. Thank you!"

"Excited to see Hastings putting more money into the trails. I would be excited for a MTB trail. I ride roughly 2,000 miles a year all around."

"On the more rural trails, having some sort of emergency call boxes?"

"I'm glad bike trails are being improved. I use them all the time. They were in bad shape. Will Vermillion River near downtown ever be cleaned up to encourage kayaking and canoeing?"

"I honestly think we should focus on the bike paths we already have in place, updating, repairing and cleaning the ones we have. I know the path in our neighborhood is in need of major repairs, many little kids and adults alike have gotten hurt on our path because of the shape it is in."

"I think this is generally not a priority for Hastings."

"Would love to see a trail that goes all the way to Red Wing, maybe meeting up with the trail in Welch. Would allow non-motorized connection from rural areas near the river up to Hastings."

"Create wider paths to allow for foot and cycle traffic on the same path. Or divide the trail with markings."

"In my opinion, currently, we do not do a good job of catering to pedestrian and bicycle traffic. We need to create safe, easy to use, and well-located sidewalks, trails, and signage."

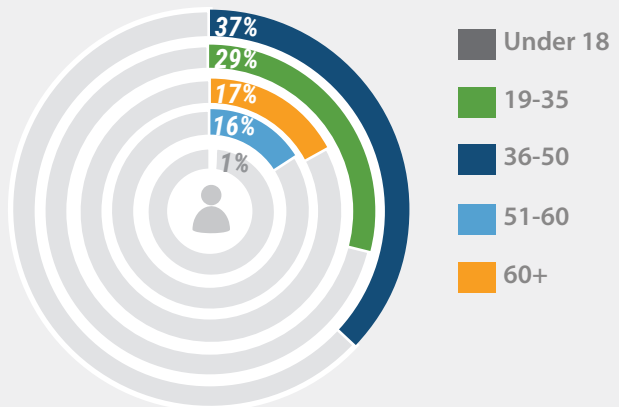
"Pine Street is over loaded with school traffic. Bikes and pedestrian should be relocated to Maple Street."

"Trails need to be lighted or made to feel safe when walking alone."

"The Ten Mile Loop signs (including mile markers) should be more prominent and should be double-sided."



What is your age?





Freenotes
Harmony
Park



EXISTING SYSTEM

Existing Pedestrian Facilities

Sidewalks

- Sidewalks are located in the downtown business district and the neighborhood to the south of downtown.
- Primary community corridors have sidewalks along most of their lengths
 - Hwy 55 and/or its frontage roads have sidewalks between Pleasant Drive and Hwy 61
 - 15th Street has a sidewalk on at least one side of the street from east to west across the city
 - Pleasant Drive has sidewalks along both sides of the street from north to south
 - Hwy 61 has sidewalks on both sides of the street from downtown to just south of the Vermillion River
 - Pine Street has a sidewalk along one side of the street between Hwy 55 and Vermillion Road

Multi-use Trails

- Multi-use trails in the form of regional trails, greenways, and local neighborhood trails provide off-road routes for pedestrians shared with other uses.
- The Hastings 10-mile loop is a multi-use trail that circles the edge of the community.
- Regional trails and greenways include:
 - Mississippi River Regional Trail
 - Vermillion River Greenway
 - Point Douglas Regional Trail
- Residential developments in the southwest and southeast parts of the city have multi-use trails that provide segmented connections between major trails, parks, and natural corridors

Existing Pedestrian Facilities

Hastings, MN



- ### PARKS
- | | | |
|-----------------------------------|---------------------------------|-----------------------------------|
| 1 Featherstone Park Ponding Basin | 13 Hastings Dog Park | 25 Westwood Park |
| 2 Crestview Park | 14 C.P. Adams Park | 26 Vermillion River Linear Park |
| 3 Lions Park | 15 Old Mill Park | 27 Riverwood Park |
| 4 River Flats Park | 16 Con Agra Park | 28 Greten Park |
| 5 Jaycee Park | 17 Pioneer Park | 29 Cannon Park |
| 6 Lake Rebecca Park | 18 Conzemius Park | 30 Cari Park |
| 7 Levee Park | 19 Rosemary Park Ponding Basin | 31 South Pines Park |
| 8 Depot Park | 20 Tiemey Park | 32 Tuttle Park |
| 9 Lake Isabel Park | 21 Pleasant Park | 33 Sunny Acres Park |
| 10 Public Square | 22 Wallin Park | 34 Veterans Park Athletic Complex |
| 11 Wilson Park | 23 Dakota Hills Park | 35 Vermillion Falls Park |
| 12 Roadside Park | 24 Southwest Park Ponding Basin | |

- ### SCHOOLS
- | | | |
|---------------------------------------|-------------------------------|---|
| 1 Hastings High School | 5 Hastings Middle School | 9 St. Elizabeth Ann Seton Catholic School |
| 2 Christa McAuliffe Elementary School | 6 Pinecrest Elementary School | 10 Saint Boniface School |
| 3 Stacy's Stars | 7 CSA | 11 Kennedy Elementary School |
| 4 Hastings Community Education | 8 Hastings ALC | 12 Cooper School |

- ### DESTINATIONS
- | | | |
|-----------------------------------|------------------------|------------------|
| 1 YMCA | 6 Cub Foods | 11 KwikTrip |
| 2 Alina Health | 7 Library | 12 Speedway |
| 3 Alina Clinic | 8 Spiral Natural Foods | 13 Coborn's |
| 4 Walmart | 9 M & H Gas Station | 14 Little Duke's |
| 5 Dakota County Government Campus | 10 Holiday Station | ★ City Hall |

LEGEND

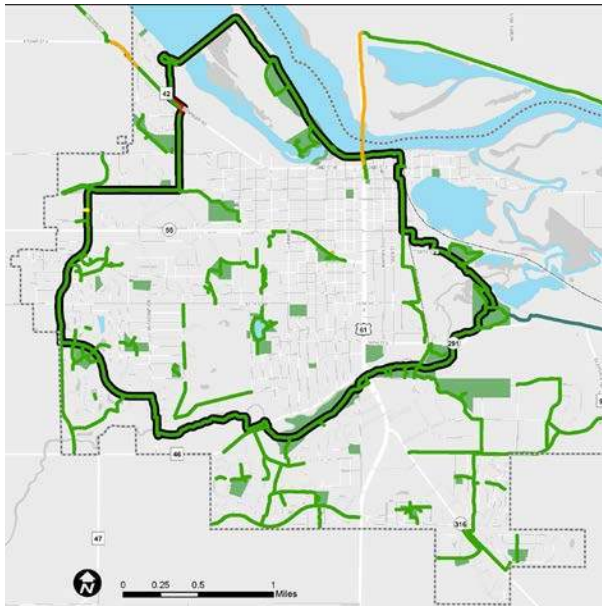
--- City Boundary	--- Proposed Regional Trails	--- Proposed Greenway	--- Proposed Multi-Use Trails
■ Existing Parks	--- Existing Regional Trails	--- Existing Sidewalks	
● Existing Crossings	--- Existing Greenway	--- Existing Multi-Use Trails	
--- Hastings 10-Mile Scenic Circuit			



Existing Bicycle Facilities

The Hastings 10-mile loop, which connects to and overlaps with two Dakota County regional trail corridors, is the primary bicycle facility in the Hastings. The route is made up of off-road trails that are either through natural corridors, parks, or along side city streets. Beyond the 10-mile loop there are some clusters of multi-use trails in residential developments in the southern part of the city and around the Middle School.

Level of Traffic Stress Analysis

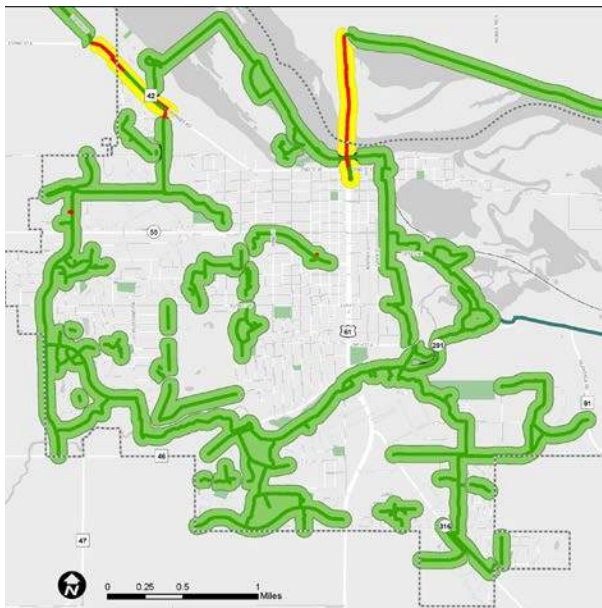


Level of Traffic Stress: Levels of Comfort

This map applies to bicycle facilities only.

The levels of comfort are based on factors such as road speed (30 mph or less is high comfort), if the road crossings are controlled with a light or stop sign, and off-road trails are less stressful than on-road bike lanes.

This map tells us that Hastings' existing system is pretty good (low stress) except for Hwy 42 and the Hwy 61 bridge. The recommendation is to make improvements internally to expand the Level 1 network by connecting routes within and to the 10 mile scenic circuit.



Level of Traffic Stress: Network Service Areas

This map applies to biking only.

This map is based on the Levels of Comfort Map. It identifies areas that are served by "High Comfort Trail Facilities" by applying a buffer of one block distance to those routes.

We could make assumptions about neighborhood streets, such as they are comfortable to ride on and could be included in the high comfort system area.

Existing Bicycle Facilities

Hastings, MN



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| 5 Dakota County Government Campus | 10 Holiday Station | ★ City Hall |

LEGEND

City Boundary	Proposed Regional Trails	Proposed Greenway	Proposed Multi-Use Trails
Existing Parks	Existing Regional Trails	Existing Sidewalks	Existing Signed Bike Path
Existing Crossings	Existing Greenway	Existing Multi-Use Trails	Existing Bike Lane
Hastings 10-Mile Scenic Circuit			



GAPS AND BARRIERS

Bicycle Gaps and Needs

While the regional trails and the 10-mile loop provide extensive recreational bicycle routes in Hastings, convenient and safe commuter bicycle routes within the community and between destinations are lacking.

Major bicycle gaps include:

- Along Hwy 55 and crossing points of Hwy 55
 - *General Sieben Drive--potential grade separation for crossing Hwy 55*
 - *Pleasant Drive*
 - *Westview Drive*
- Along Pleasant Drive between Northridge Drive and 4th Street W
- Along 15th Street between General Sieben Drive and east of Hwy 61
- Along Hwy 61--potential to use Eddy Street as parallel bicycle route to Hwy 16 to facilitate north/south movement
- Crossing Hwy 61 at key intersections
 - *4th Street*

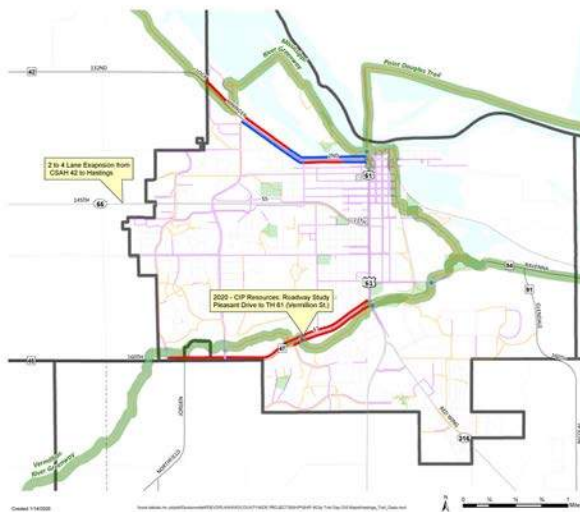
- *10th Street*
- *Hwy 55*
- *15th Street*
- *Vermillion Rd/CR 47*
- *36th Street*

The 10-mile loop is lacking wayfinding and legibility in several areas where there are abrupt road crossings, change in facility type or design standard, and at intersections with other trails.

Off-road trails or protected bikeways missing along major roadways:

- CR 46/CR 47/Vermillion Road
- CR 42
- Hwy 316
- Hwy 54

Trail Gaps on County Systems



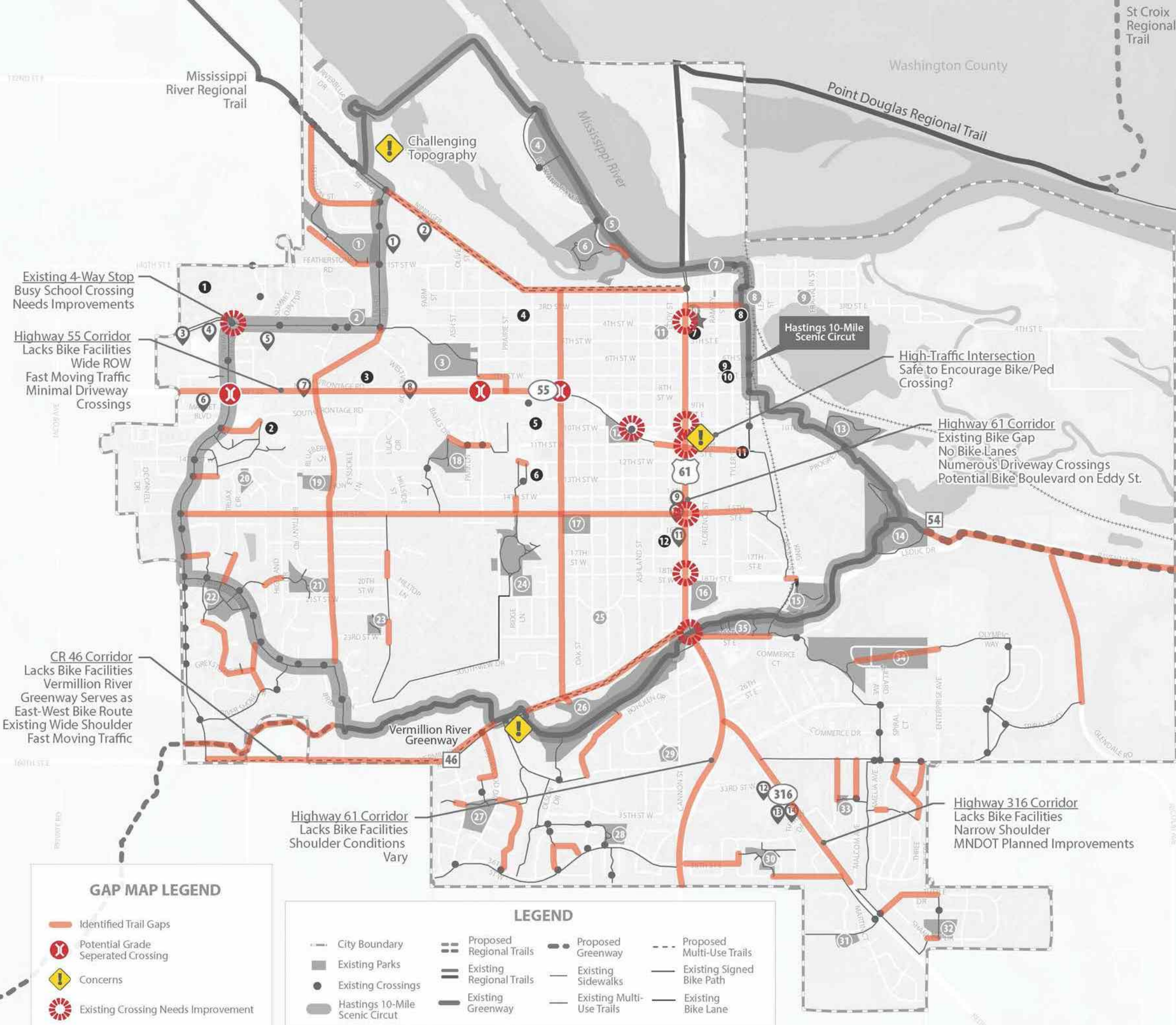
Although there is a 10-mile route marker at the intersection of Northridge Drive and Pleasant Drive on the 10-mile loop, it is unclear that the wide sidewalk functions as a multi-use trail. More visible directional signage and pavement markings would help provide legibility to the trail route.

Dakota County has identified trail gaps in Hastings according to the regional system

IDENTIFIED GAPS

Existing Bicycle Facilities

Hastings, MN



- #### PARKS
- | | | |
|-----------------------------------|---------------------------------|-----------------------------------|
| 1 Featherstone Park Ponding Basin | 13 Hastings Dog Park | 25 Westwood Park |
| 2 Crestview Park | 14 C.P. Adams Park | 26 Vermillion River Linear Park |
| 3 Lions Park | 15 Old Mill Park | 27 Riverwood Park |
| 4 River Flats Park | 16 Con Agra Park | 28 Greten Park |
| 5 Jaycee Park | 17 Pioneer Park | 29 Cannon Park |
| 6 Lake Rebecca Park | 18 Conzemius Park | 30 Cari Park |
| 7 Levee Park | 19 Rosemary Park Ponding Basin | 31 South Pines Park |
| 8 Depot Park | 20 Tierney Park | 32 Tuttle Park |
| 9 Lake Isabel Park | 21 Pleasant Park | 33 Sunny Acres Park |
| 10 Public Square | 22 Wallin Park | 34 Veterans Park Athletic Complex |
| 11 Wilson Park | 23 Dakota Hills Park | 35 Vermillion Falls Park |
| 12 Roadside Park | 24 Southwest Park Ponding Basin | |

- #### SCHOOLS
- | | | |
|---------------------------------------|-------------------------------|---|
| 1 Hastings High School | 5 Hastings Middle School | 9 St. Elizabeth Ann Seton Catholic School |
| 2 Christa McAuliffe Elementary School | 6 Pinecrest Elementary School | 10 Saint Boniface School |
| 3 Stacy's Stars | 7 CSA | 11 Kennedy Elementary School |
| 4 Hastings Community Education | 8 Hastings ALC | 12 Cooper School |

- #### DESTINATIONS
- | | | |
|-----------------------------------|------------------------|------------------|
| 1 YMCA | 6 Cub Foods | 11 Kwik Trip |
| 2 Alina Health | 7 Library | 12 Speedway |
| 3 Alina Clinic | 8 Spiral Natural Foods | 13 Coborn's |
| 4 Walmart | 9 M & H Gas Station | 14 Little Duke's |
| 5 Dakota County Government Campus | 10 Holiday Station | ★ City Hall |

GAP MAP LEGEND

- Identified Trail Gaps
- Potential Grade Separated Crossing
- Concerns
- Existing Crossing Needs Improvement

LEGEND

City Boundary	Proposed Regional Trails	Proposed Greenway	Proposed Multi-Use Trails
Existing Parks	Existing Regional Trails	Existing Sidewalks	Existing Signed Bike Path
Existing Crossings	Existing Greenway	Existing Multi-Use Trails	Existing Bike Lane
Hastings 10-Mile Scenic Circuit			



Pedestrian Gaps and Needs

Sidewalk gaps

Sidewalks are missing on residential streets southwest of downtown and most notably along segments of:

- Pine Street
- 15th Street

Intersection crossings and connections

Improved pedestrian crossings of Hwy 61 are needed at key intersections:

- 4th Street
- 10th Street
- Hwy 55
- 15th Street
- Vermillion Rd / CR 47
- 36th Street

Hwy 316 is being reconstructed in 2021 with planned roundabouts at Spiral, Tiffany, and Tuttle. This will change the experience along and across Hwy 316.

Connection and crossing at CR 47 and the Vermillion River--the river floods the trail underpass and there is no at-grade crossing of CR 47.

Intersection of 15th Street and Pine Street needs improvement to enhance connectivity of both corridors.

Improve trail crossings of Northridge Drive to Wallin Park.

Improved pedestrian crossings (potential grade separation) of Hwy 55 at:

- General Sieben Drive
- Pleasant Drive
- River Street/Middle School
- Pine Street
- Ashland St/10th St/Roadside Park

Improved crossings of 10th Street are needed at:

- Ramsey Street
- Tyler Street

Pine Street needs better connection across CR 42

Inconsistent facilities

Westview Drive has sidewalk segment between trail segments--upgrade sidewalk to create a consistent trail along its length.

Lack of facilities

Hwy 316 lacks continuous sidewalk or trail along its length.

There is limited pedestrian connection to or within the business park south of the Vermillion River and east of Hwy 316.

County Road 46 and 47/Vermillion Road is lacking a sidewalk or off-road trail west of Hwy 61.

Several gaps between existing sidewalks and trails in the neighborhood south of the Vermillion River and west of Hwy 316.

Limited pedestrian connectivity in neighborhood west of Hwy 61, south of 15th Street, and east of the golf course

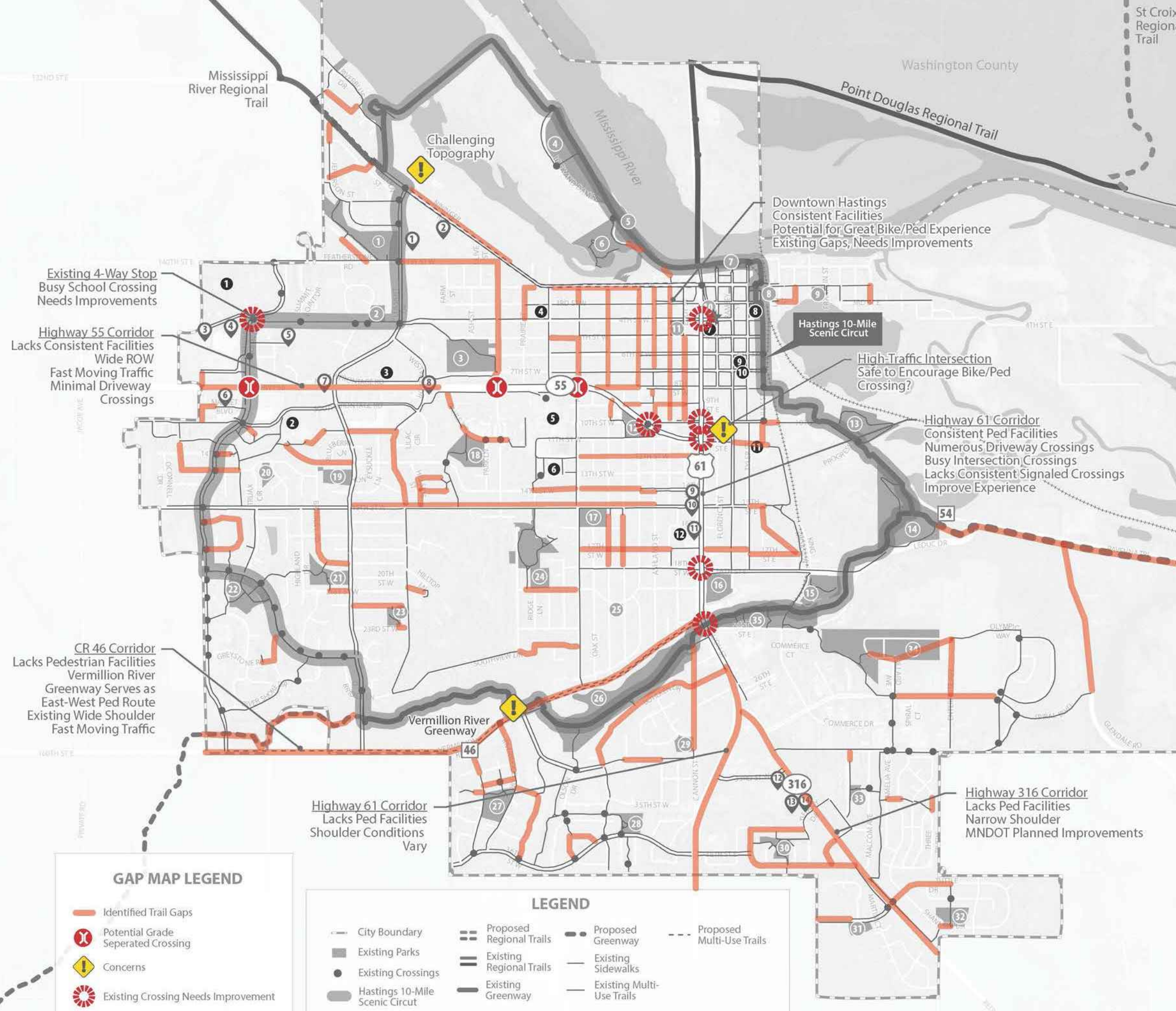
Poor neighborhood connections and lack of trail along CR 42

No trail facility along Featherstone/1st St--access to YMCA and hospital

IDENTIFIED GAPS

Existing Pedestrian Facilities

Hastings, MN



- #### PARKS
- | | | |
|-----------------------------------|---------------------------------|-----------------------------------|
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GAP MAP LEGEND

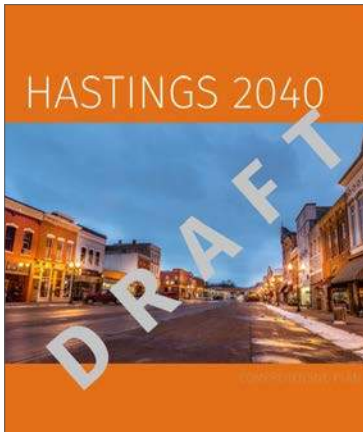
- Identified Trail Gaps
- Potential Grade Separated Crossing
- Concerns
- Existing Crossing Needs Improvement

LEGEND

- | | | | |
|---------------------------------|--------------------------|---------------------------|---------------------------|
| City Boundary | Proposed Regional Trails | Proposed Greenway | Proposed Multi-Use Trails |
| Existing Parks | Existing Regional Trails | Existing Sidewalks | |
| Existing Crossings | Existing Greenway | Existing Multi-Use Trails | |
| Hastings 10-Mile Scenic Circuit | | | |

RELATIONSHIP TO EXISTING PLANS

Hastings 2040 Comprehensive Plan City of Hastings - 2019



The City of Hastings updates the comprehensive plan every 10 years, and in 2018 and 2019 completed the most recent comprehensive plan. The plan is ultimately a guide for everything from land use to transportation and parks to utilities like sewers. In relation to the People Movement Plan, the 2040 Comprehensive Plan identifies implementation steps that will improve the bicycle and pedestrian experiences in Hastings:

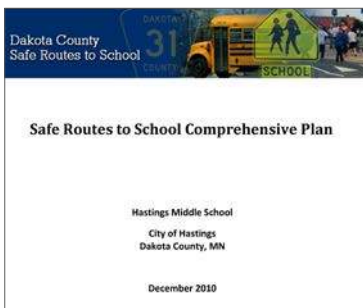
- Coordinating with developers to dedicate land for trails as land develops
- Establishment of a 5-year trails program to align priorities and resources to continue the build out of trails

Hastings Middle School Safe Routes to School Plan Hastings Middle School & City of Hastings - 2010

In coordination with SHIP, Hastings Middle School developed a plan to evaluate bike/pedestrian conditions and opportunities to help more students safely get to school using active transportation. 63% of the school's students live within a walkable area, but only about 10% of students walk to school.

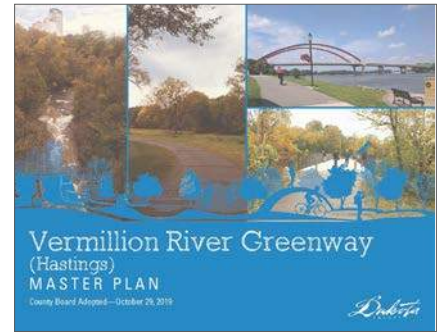
Recommendations to increase walking and biking included:

- Improvements and increased visibility at 11th Street / Pine and Prairie / 14th Street including sidewalk additions if feasible during reconstruction, enhanced striping, and use of adult crossing guards in certain areas
- Improvements to intersections along TH 55, particularly at TH 61 and Pine Street with traffic and walk signal upgrades
- Extended crossing times at signals/flashers
- Improved programming such as "Walk To School Days"
- Warrants study of River Street/15th Street
- Build more sidewalk in neighborhoods
- Additional Bike Racks
- Improve bike and pedestrian wayfinding



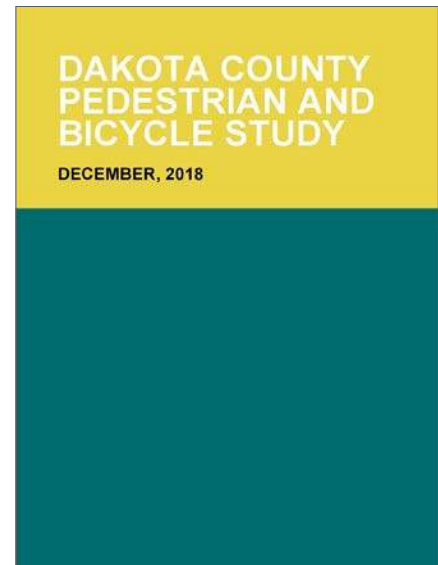
Dakota County Vermillion River Greenway Plan Dakota County - 2019

Following in the framework set up by the Dakota County Greenway Vision and the Greenway Guidebook, the Vermillion River Greenway Plan lays out the vision and directions for completion of a regional trail through the City of Hastings. With four unique environments, the trail traverses rural, floodplain, gorge, and urban parts of the community. Following the Vermillion River, passing by Lake Isabelle, and connecting to the Mississippi River, the trail is important for both recreation and transportation. It provides important connections to downtown and other regional trails (Mississippi River Regional Trail, Point Douglas Regional Trail) for residents of Hastings and eastern Dakota County. The plan also overlaps the existing Hastings 10-Mile Scenic Circuit Trail encircling the community and connecting even more residents to the regional trail network. In addition to locating the trail the plan also includes direction to guide development of trail enhancements such as wayfinding, trailheads, environmental improvements, and interpretation.



Dakota County Pedestrian and Bicycle Study Dakota County - 2018

Dakota County completed a county-wide evaluation and plan for improving pedestrian and bicycle transportation. The analysis found that Hastings has some of the highest concentrations of people in Dakota County who are reliant on bicycle and walking trips to meet their daily needs. Most of the major roads and connections into Hastings are challenging from a pedestrian and bicycle perspective due to the traffic volumes and speeds. North/South connections through the city are an identified gap in the regional system.



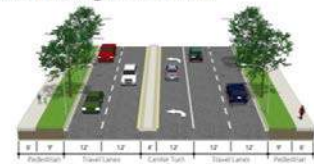
The plan provides a framework for integration of bicycle and pedestrian infrastructure into the County's road network. This includes the build out of the trail network and identification of funding resources.

Vermillion Street Corridor Study City of Hastings - 2018

The Vermillion Street Corridor Study is a plan for development of Highway 61 that runs north/south through the City of Hastings. The corridor is a primary commercial area in the City as well as an important regional connection. The plan addresses private development, but also provides direction on improving the public realm and pedestrian network along Vermillion Street. Concepts and directions include:

- Building wide, landscaped sidewalks
- Separation between sidewalks, roads, and parking lot edges
- High visibility street crossings
- Narrower vehicular lanes
- Pedestrian alleys
- Public spaces such as plazas

Typical Existing Cross Section



Proposed Cross Sections
Downtown District



Midtown, Vermillion River & Southtown Districts



WAYFINDING AND ORIENTATION

Existing Wayfinding Signage

Hastings

Several directional signs and informational kiosks are located in downtown Hastings and along the Mississippi River parks. Community parks and trails have monument identification signs, trail markers, and trail maps.

Park Signs



Monument Sign

- City Park identification

Trail Signs



Trail System Map

- Trail Entrances
- Along Trails
- Trail Intersections

Downtown Signs



Directional Sign

- Downtown Wayfinding
- Audience: Vehicles and Pedestrians



10-Mile Loop Marker

- Along 10-Mile Scenic Circuit Route



Kiosk

- Downtown
- Riverfront Parks

Dakota County

Regional parks and trails that are operated and managed by Dakota County parks use a consistent signage and wayfinding palette. The Mississippi River Regional Trail (MRRT) and planned Vermillion River Greenway are two Dakota County regional trail corridors located in Hastings. Existing Dakota County wayfinding signage can be seen along the MRRT and will be soon installed along the Vermillion River Greenway



Kiosk

- Trailheads and Neighborhood Gateways along regional trails and greenways



Directional Sign

- Trail intersections and access points



Map

- Trail Entrances
- Along Trails
- Trail Intersections



Mile Markers

National Park Service

As the Mississippi River is part of the Mississippi National River and Recreation Area (MNRRA), the National Park Service has placed interpretive signs and overlooks the focus trail users' views and tell stories of the river.



Interpretive Signs

- Along the Mississippi River
- Historic information about river industry and development



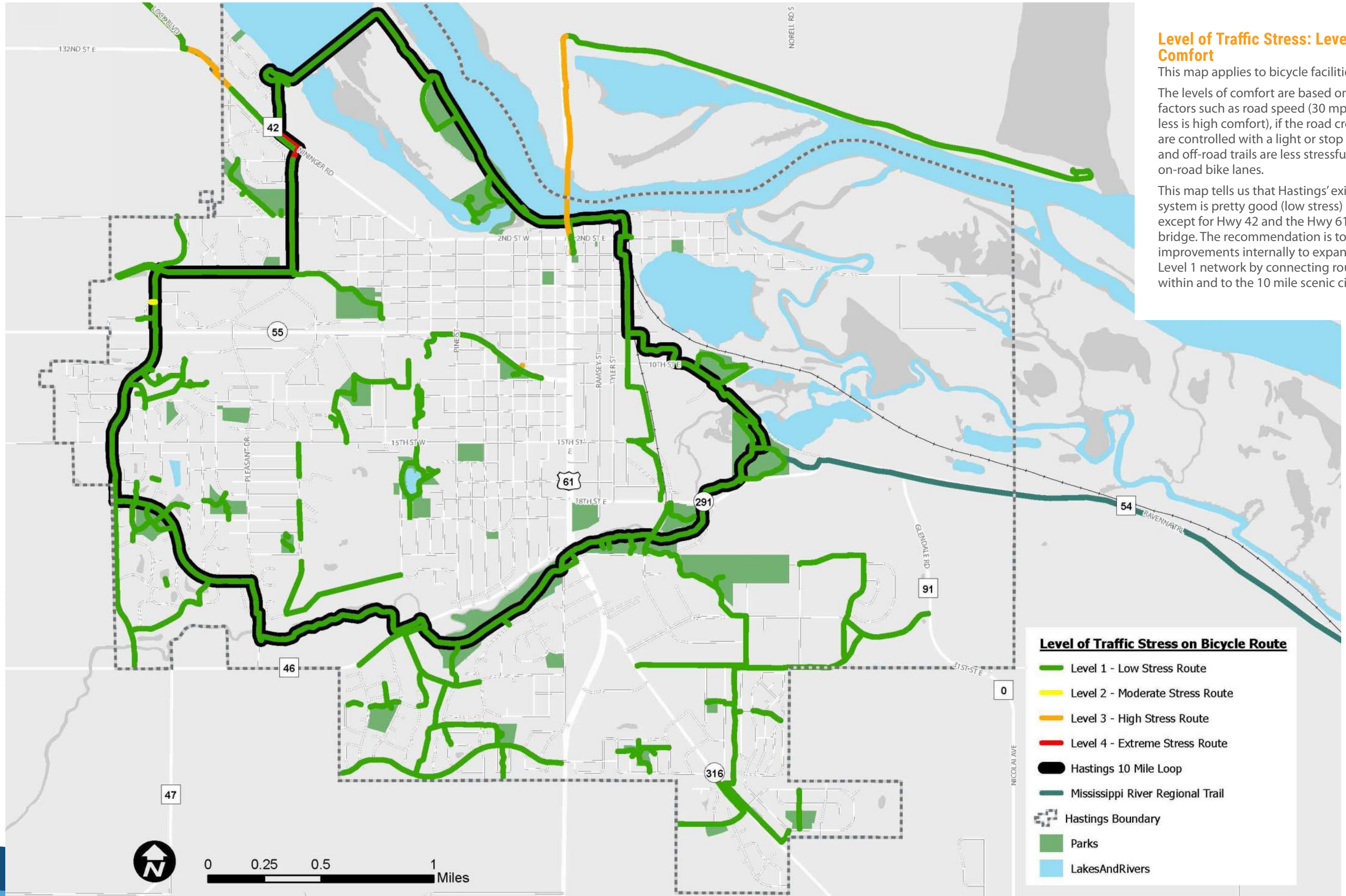


05. APPENDIX

This appendix includes the following exhibits:

- Level of Traffic Stress Analysis Maps
- 15th Street Bikeway
 - *Short Term Layout*
 - *Mid Term Layout*
 - *Long Term Layout Option 1*
 - *Long Term Layout Option 2*
- Proposed Wayfinding Signage Layouts
 - *Hastings Middle School*
 - *Hastings High School*

LEVEL OF TRAFFIC STRESS ANALYSIS MAPS



Level of Traffic Stress: Levels of Comfort

This map applies to bicycle facilities only.

The levels of comfort are based on factors such as road speed (30 mph or less is high comfort), if the road crossings are controlled with a light or stop sign, and off-road trails are less stressful than on-road bike lanes.

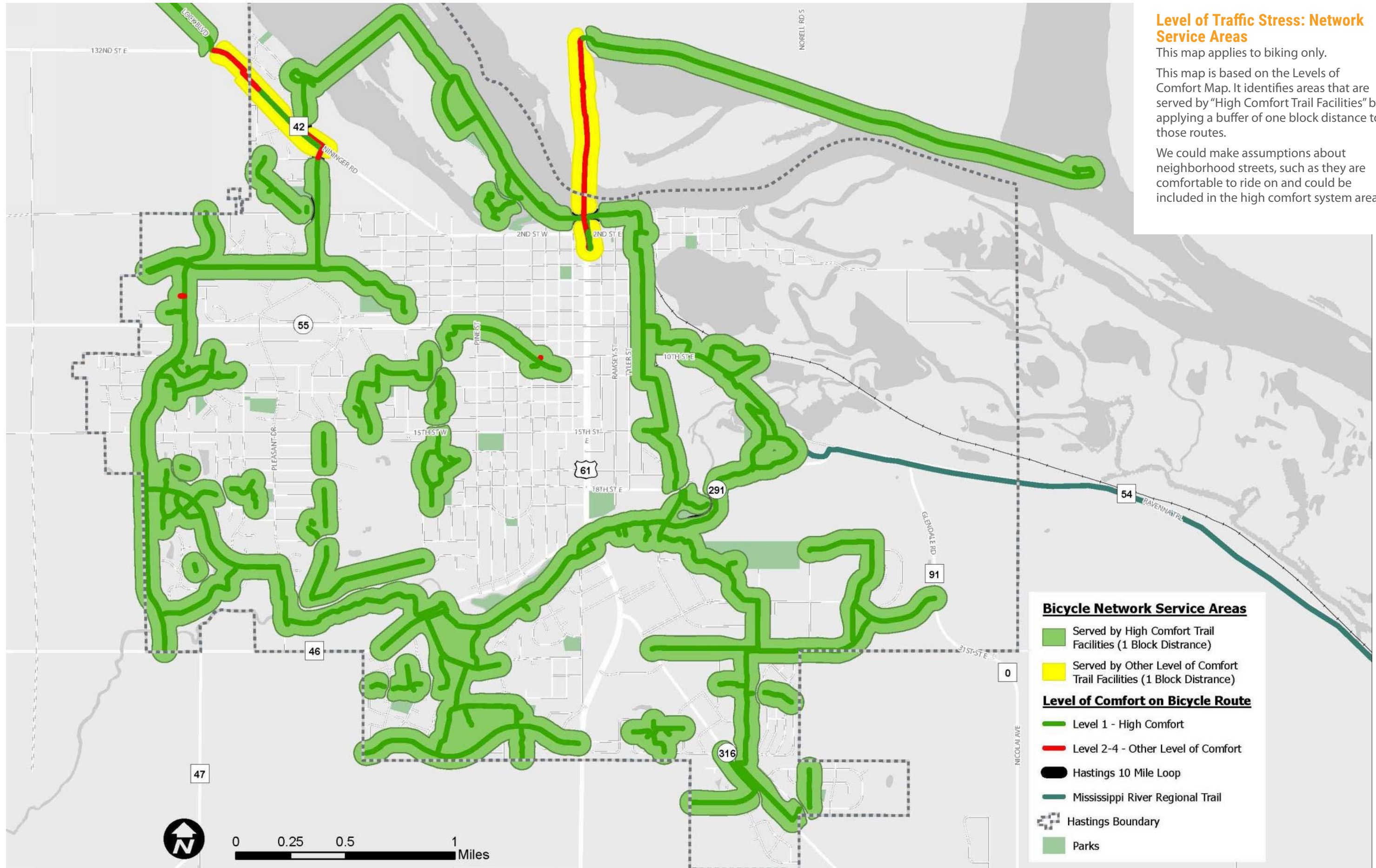
This map tells us that Hastings' existing system is pretty good (low stress) except for Hwy 42 and the Hwy 61 bridge. The recommendation is to make improvements internally to expand the Level 1 network by connecting routes within and to the 10 mile scenic circuit.

Level of Traffic Stress: Network Service Areas

This map applies to biking only.

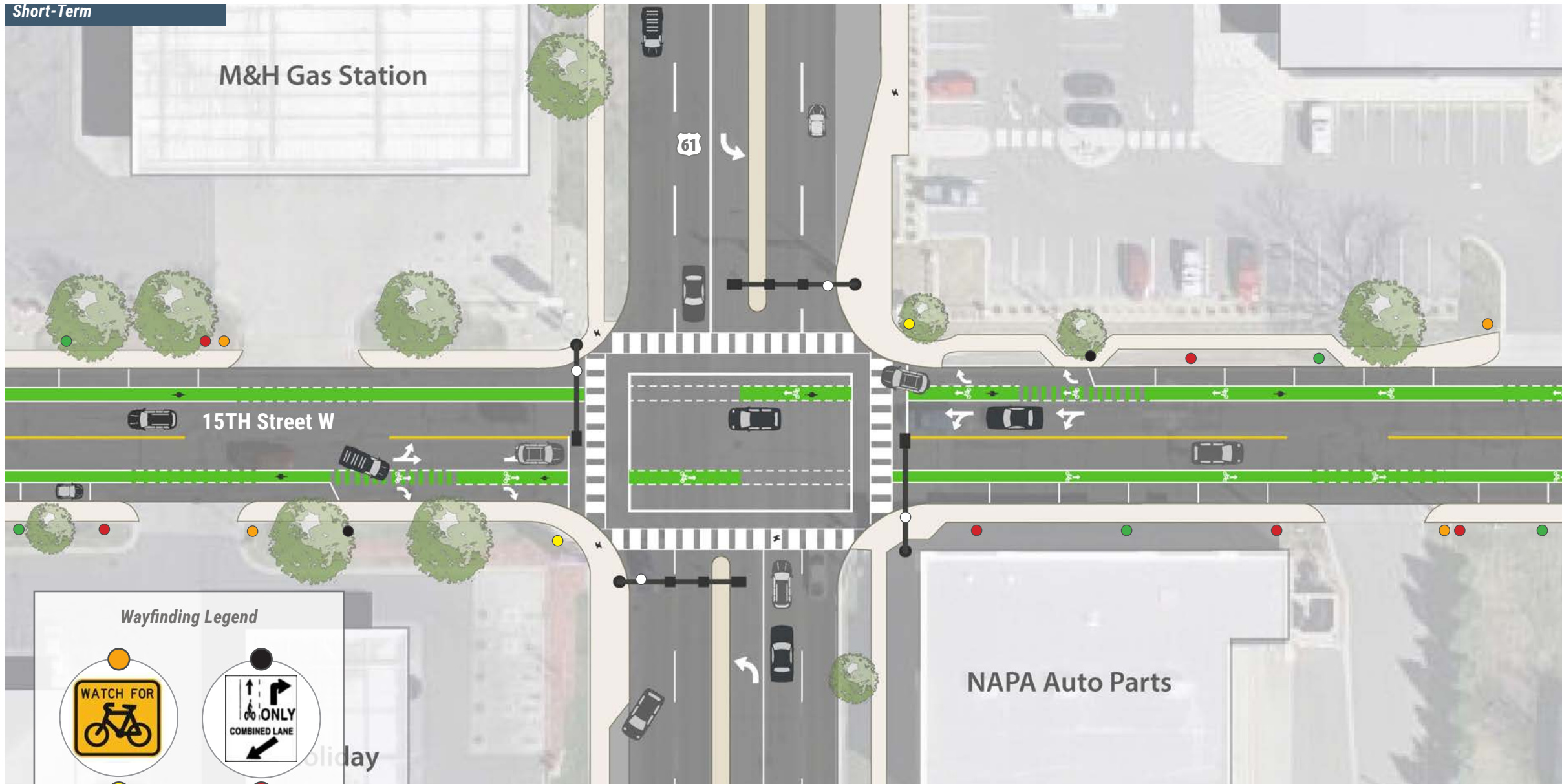
This map is based on the Levels of Comfort Map. It identifies areas that are served by "High Comfort Trail Facilities" by applying a buffer of one block distance to those routes.

We could make assumptions about neighborhood streets, such as they are comfortable to ride on and could be included in the high comfort system area.



15TH STREET BIKEWAY AT HWY 61: RECOMMENDED BIKE/PED IMPROVEMENTS

Short-Term



- Feature Dimensions:**
- 10' Driving Lanes
 - 4' Bike Lane - Painted
 - 6'x20' Parallel Parking Lane
 - Modified Intersection Striping
 - Existing Sidewalks
 - Improved Signage



Example Image



Turn Lane Treatment



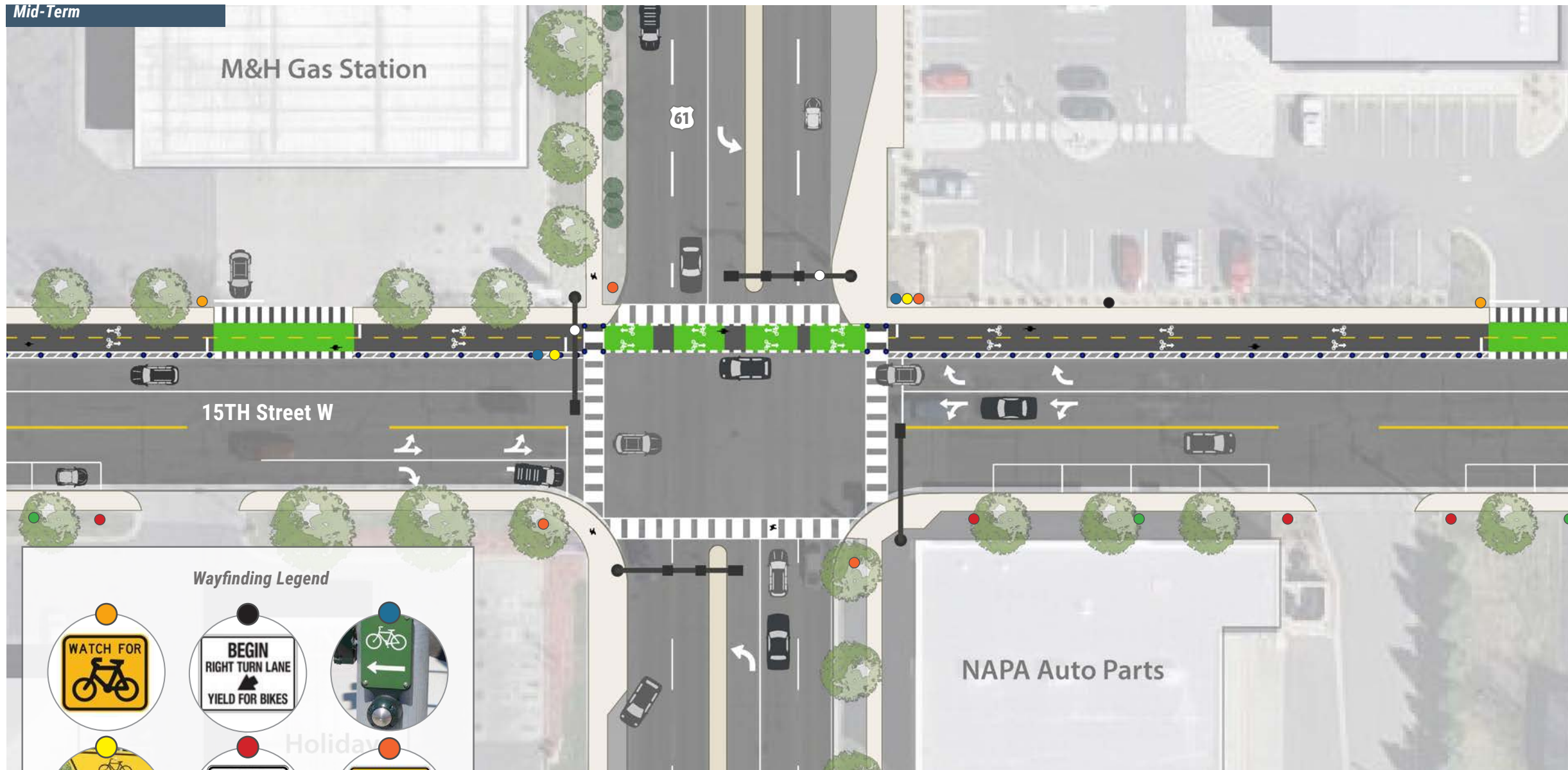
Intersection Treatment



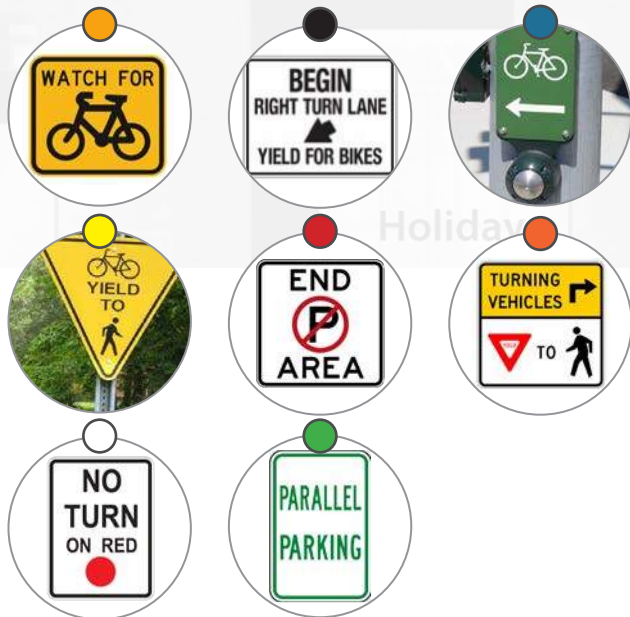
Driveway Treatment

15th Street Bikeway at Hwy 61: Recommended Bike/Ped Improvements

Mid-Term



Wayfinding Legend



Feature Dimensions:

- 10' Driving Lanes
- 10' 2-Way Off-Street Cycle Track
- 2' Cycle Track Bollard Buffer
- 5' Sidewalk on North Side
- Existing Sidewalk on South Side
- 10' x 20' Parallel Parking (South Side Only)
- Modified Intersection Striping
- Modified Driveway Striping
- Improved Signage



Example Image



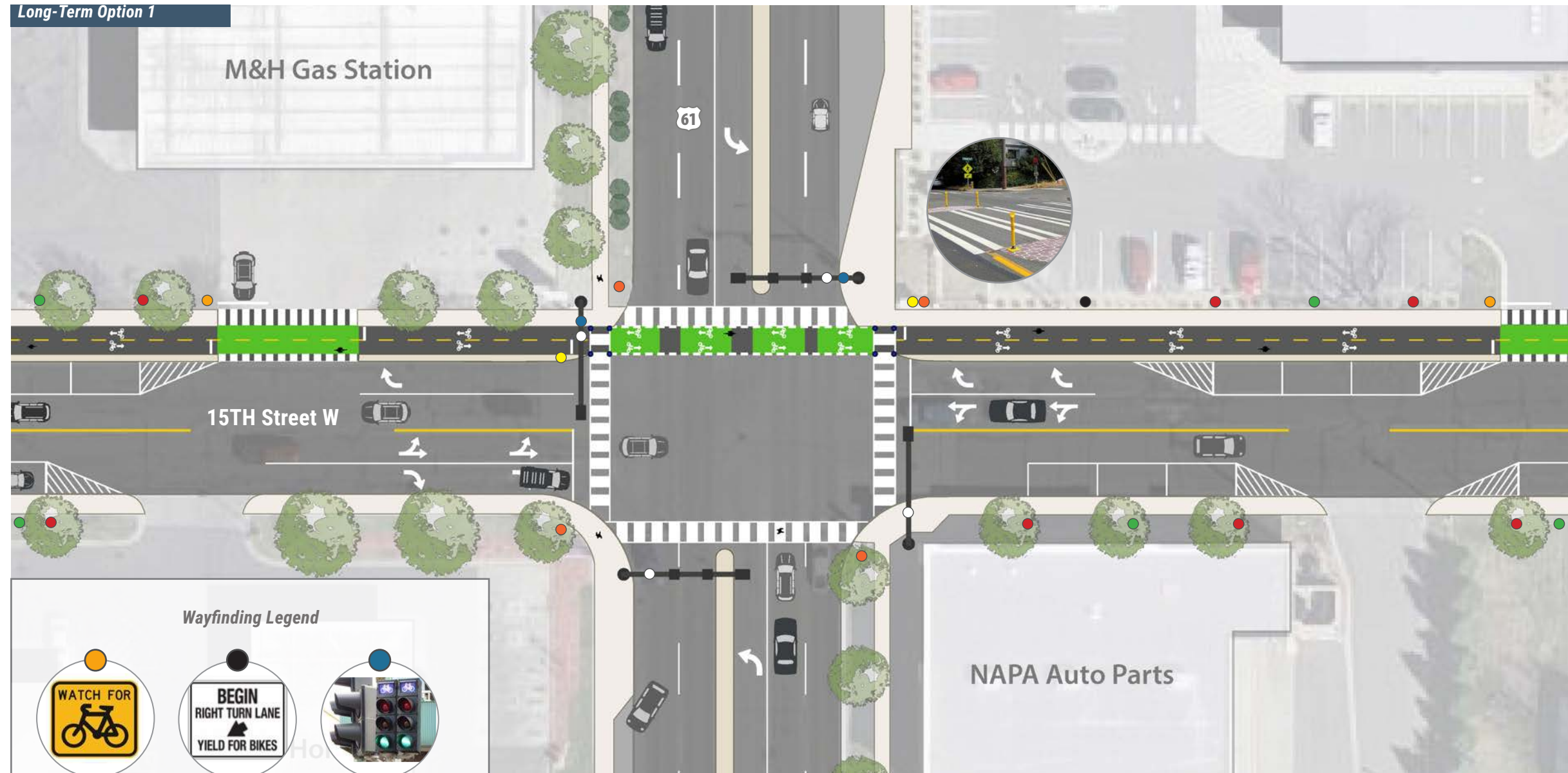
Turn Lane Treatment



Intersection Treatment



Driveway Treatment



Wayfinding Legend

Feature Dimensions:

- 10' Driving Lanes
- 10' 2-Way Off-Street Cycle Track
- 2' Cycle Track Median Buffer
- 5' Sidewalk on North Side
- Existing Sidewalk on South Side
- 10' x 20' Parallel Parking
- Modified Intersection Striping
- Modified Driveway Striping
- Improved Signage and Traffic Lights



Example Image



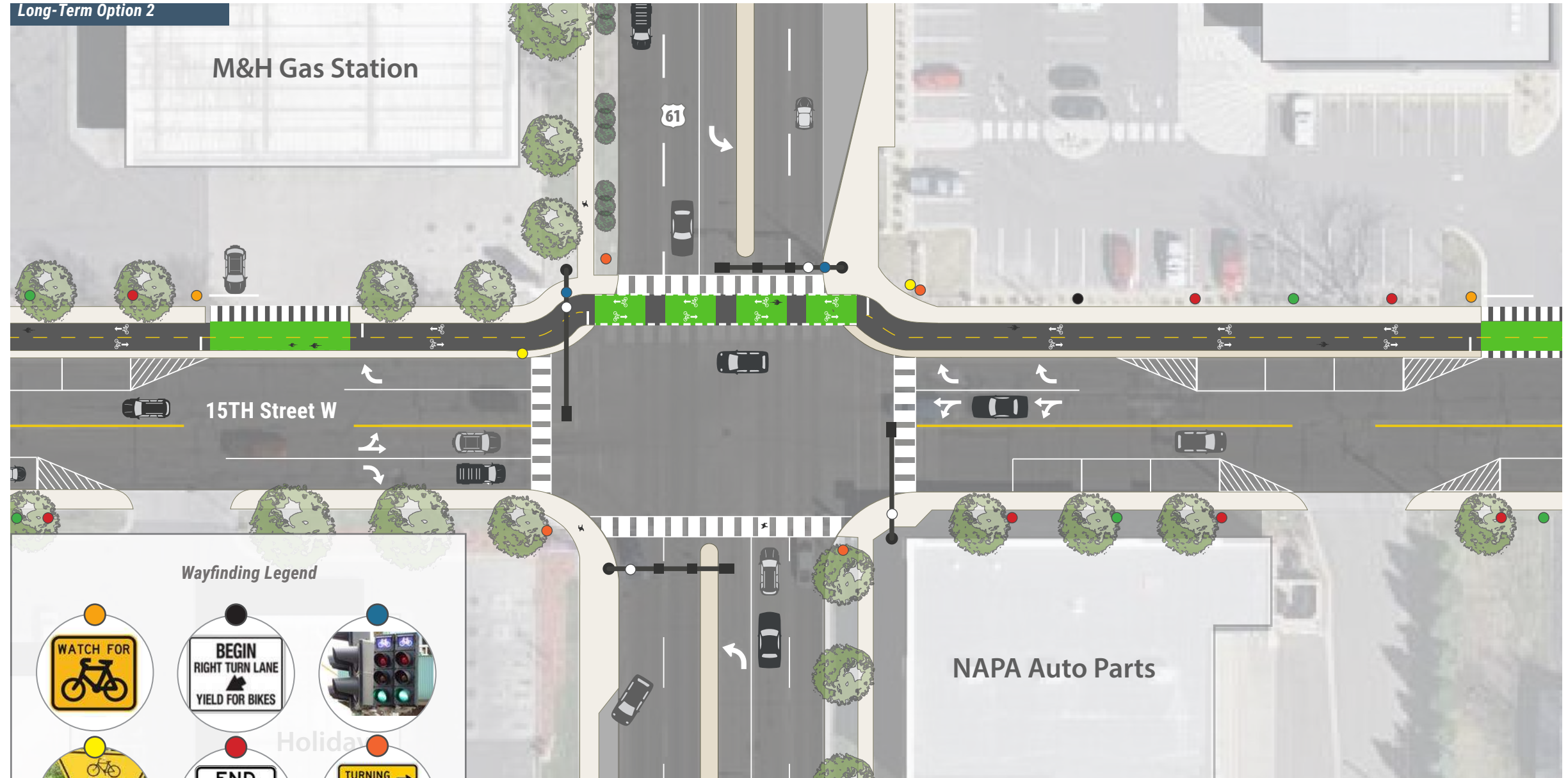
Turn Lane Treatment



Intersection Treatment



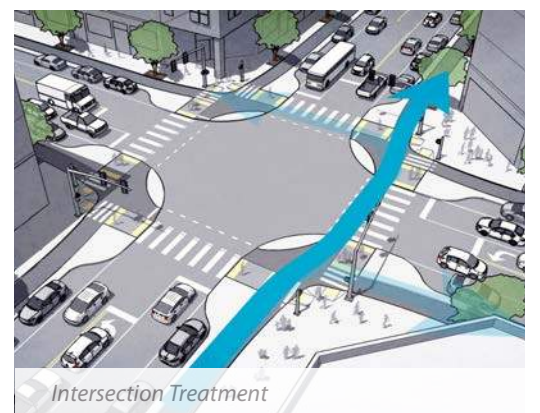
Driveway Treatment



Wayfinding Legend

- WATCH FOR BICYCLE (Yellow diamond sign)
- BEGIN RIGHT TURN LANE YIELD FOR BIKES (White square sign with red border)
- NO TURN ON RED (White square sign with red border)
- YIELD TO PEDESTRIAN (Yellow diamond sign)
- END AREA (White square sign with red border)
- PARALLEL PARKING (Green rectangular sign)
- TURNING VEHICLES TO PEDESTRIAN (Yellow square sign with red border)

- Feature Dimensions:**
- 10' Driving Lanes
 - 10' 2-Way Off-Street Cycle Track
 - 2' Cycle Track Median Buffer
 - 5' Sidewalk on North Side
 - Existing Sidewalk on South Side
 - 10' x 20' Parallel Parking
 - Partially-Protected Intersection
 - Modified Driveway Striping
 - Improved Signage and Traffic Lights



WAYFINDING SINGAGE LAYOUT

River Street and Hwy 55

A potential layout of a kiosk sign at the Middle School is shown for reference, identifying orientation to the trail and street, landscaping, and paving plan.



TRAIL KIOSK LAYOUT PLAN - MIDDLE SCHOOL SITE

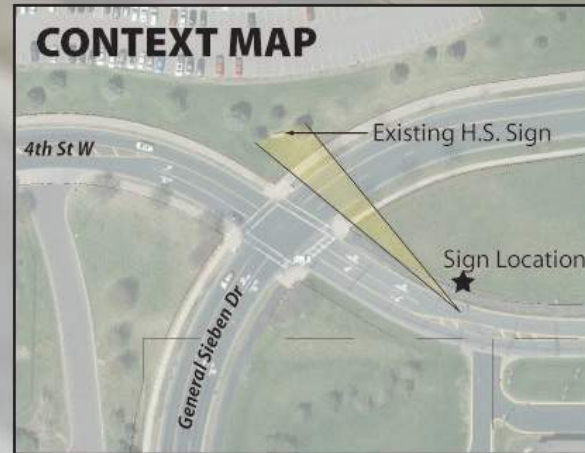
NOTES:

- Kiosk location should not impede clear sight lines for traffic and trail users



**Wayfinding Singage Layout:
4th Street W**

A potential layout of a kiosk sign at the High School is shown for reference, identifying orientation to the trail and street, landscaping, and paving plan.



NOTES:

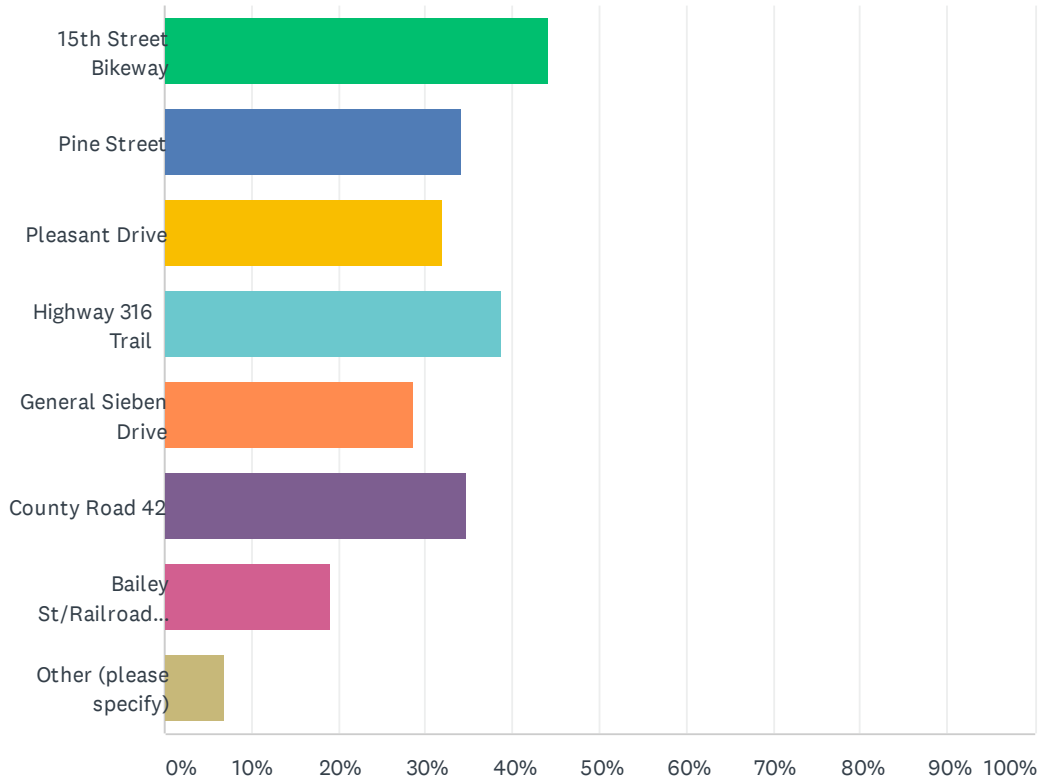
- Locate kiosk to maintain clear views to existing high school entry sign
- Kiosk location should not impede clear sight lines for traffic and trail users

TRAIL KIOSK LAYOUT PLAN
- HIGH SCHOOL SITE



Q1 Which Secondary Routes do you think are the highest priority for the People Movement Plan? (Check all that apply)

Answered: 147 Skipped: 4



ANSWER CHOICES	RESPONSES
15th Street Bikeway	44.22% 65
Pine Street	34.01% 50
Pleasant Drive	31.97% 47
Highway 316 Trail	38.78% 57
General Sieben Drive	28.57% 42
County Road 42	34.69% 51
Bailey St/Railroad Connector	19.05% 28
Other (please specify)	6.80% 10
Total Respondents: 147	

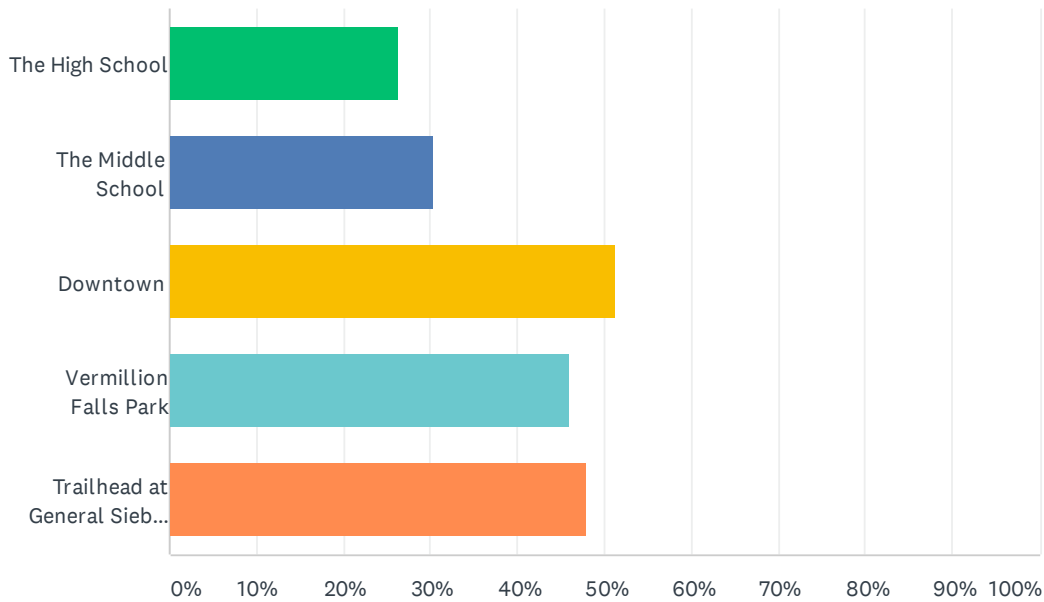
#	OTHER (PLEASE SPECIFY)	DATE
1	Are you planning on making these busy roads high traffic for non motorized transportation??	10/19/2020 6:23 PM
2	None	10/19/2020 1:49 PM
3	Single Track Mountain Bike trails with access from exoisting paved trails	10/7/2020 11:37 AM

Hastings People Movement Plan

4	Downtown	10/4/2020 5:41 PM
5	A North South Path along Maple street with a bridge to the water park would be safer than Pine Street modifications	9/30/2020 11:15 AM
6	Vermillion St. Midtown 9th st to 19th st	9/29/2020 4:49 PM
7	None waste of tax dollar	9/28/2020 8:13 PM
8	Spend money on improving existing infrastructure to improve appearance of our town.	9/28/2020 4:42 PM
9	2nd st/Nininger	9/28/2020 2:47 PM
10	There doesn't need to be any bike lans in the city of Hastings.	9/28/2020 2:28 PM

Q2 Which trail route hubs do you feel are the highest priority? (Check all that apply)

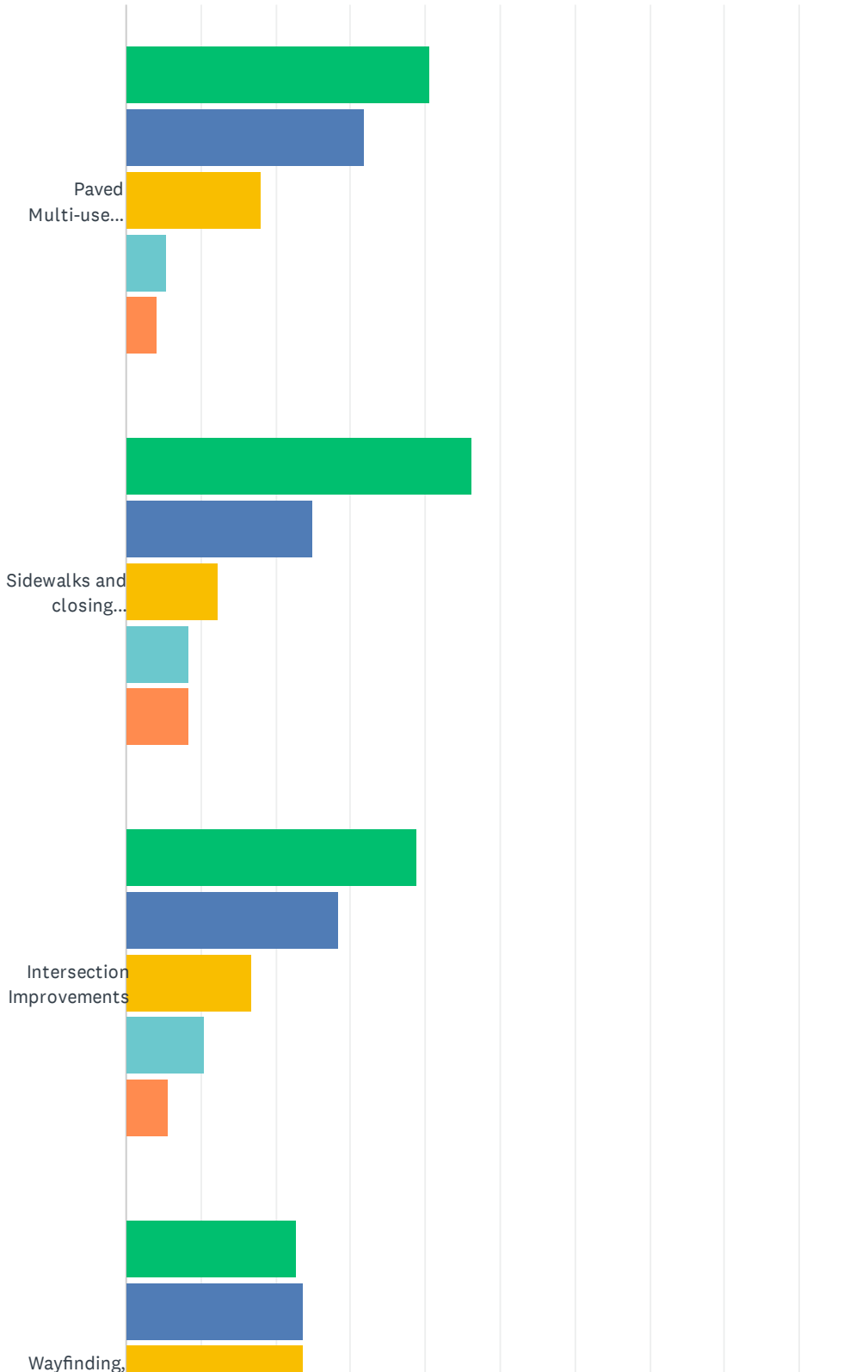
Answered: 148 Skipped: 3



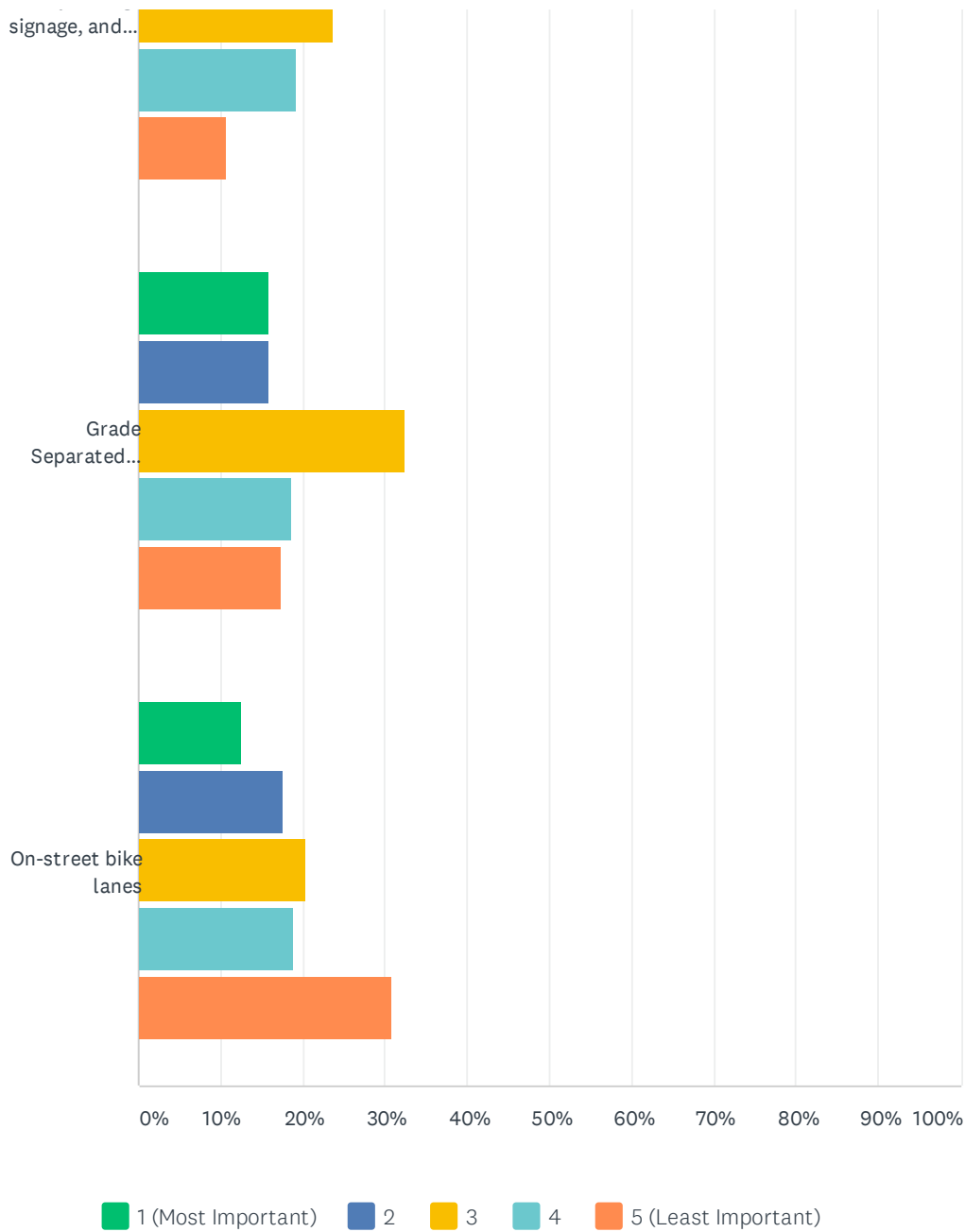
ANSWER CHOICES	RESPONSES	
The High School	26.35%	39
The Middle School	30.41%	45
Downtown	51.35%	76
Vermillion Falls Park	45.95%	68
Trailhead at General Sieben & the Vermillion River	47.97%	71
Total Respondents: 148		

Q3 What do you think are the highest priority improvements for non-motorized people movement in Hastings? (On a scale of 1 (Most important) to 5 (Least important)).

Answered: 149 Skipped: 2



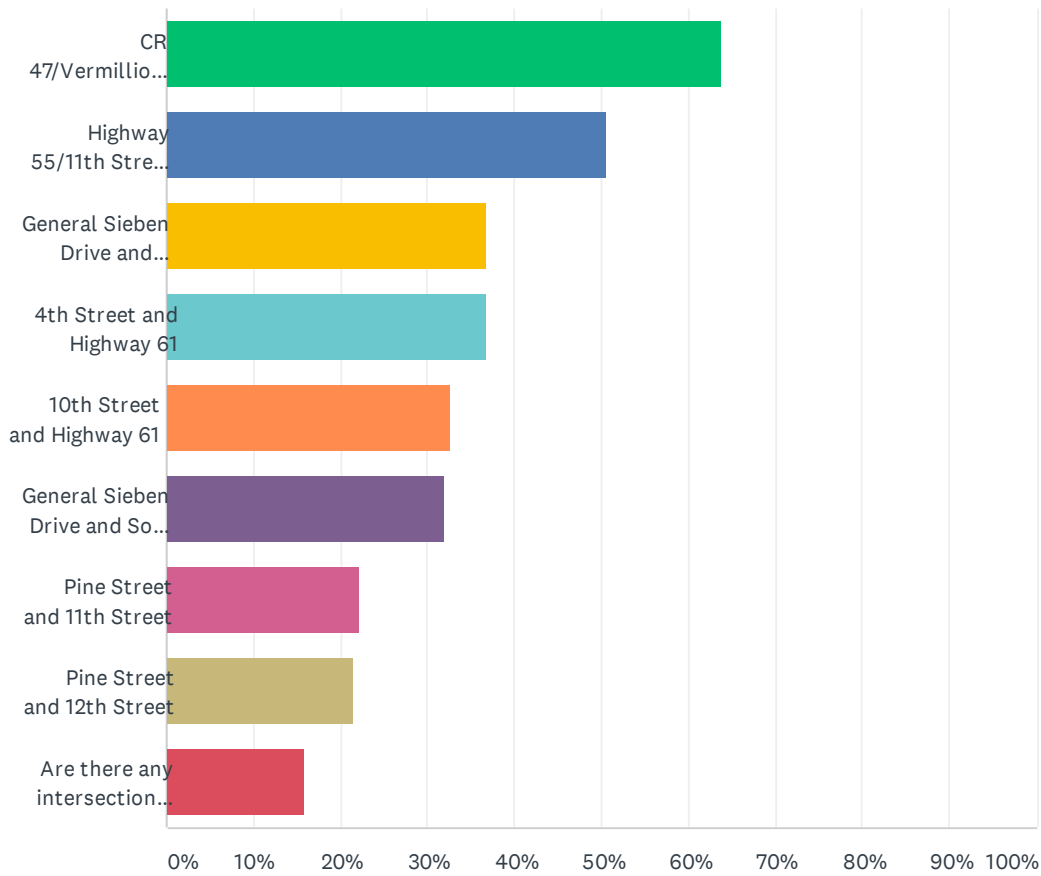
Hastings People Movement Plan



	1 (MOST IMPORTANT)	2	3	4	5 (LEAST IMPORTANT)	TOTAL	WEIGHTED AVERAGE
Paved Multi-use trails	40.69% 59	31.72% 46	17.93% 26	5.52% 8	4.14% 6	145	2.01
Sidewalks and closing sidewalk gaps	46.21% 67	24.83% 36	12.41% 18	8.28% 12	8.28% 12	145	2.08
Intersection Improvements	38.89% 56	28.47% 41	16.67% 24	10.42% 15	5.56% 8	144	2.15
Wayfinding, signage, and pavement markings	22.86% 32	23.57% 33	23.57% 33	19.29% 27	10.71% 15	140	2.71
Grade Separated Crossings	15.83% 22	15.83% 22	32.37% 45	18.71% 26	17.27% 24	139	3.06
On-street bike lanes	12.59% 18	17.48% 25	20.28% 29	18.88% 27	30.77% 44	143	3.38

Q4 Which intersection improvements are higher priority for non-motorized movement and safety? (Check all that apply)

Answered: 144 Skipped: 7



ANSWER CHOICES	RESPONSES
CR 47/Vermillion Road and Highway 61	63.89% 92
Highway 55/11th Street and Highway 61	50.69% 73
General Sieben Drive and Market Boulevard	36.81% 53
4th Street and Highway 61	36.81% 53
10th Street and Highway 61	32.64% 47
General Sieben Drive and South Frontage Road	31.94% 46
Pine Street and 11th Street	22.22% 32
Pine Street and 12th Street	21.53% 31
Are there any intersections that that you think are missing from the identified Intersection Safety Improvements?	15.97% 23
Total Respondents: 144	

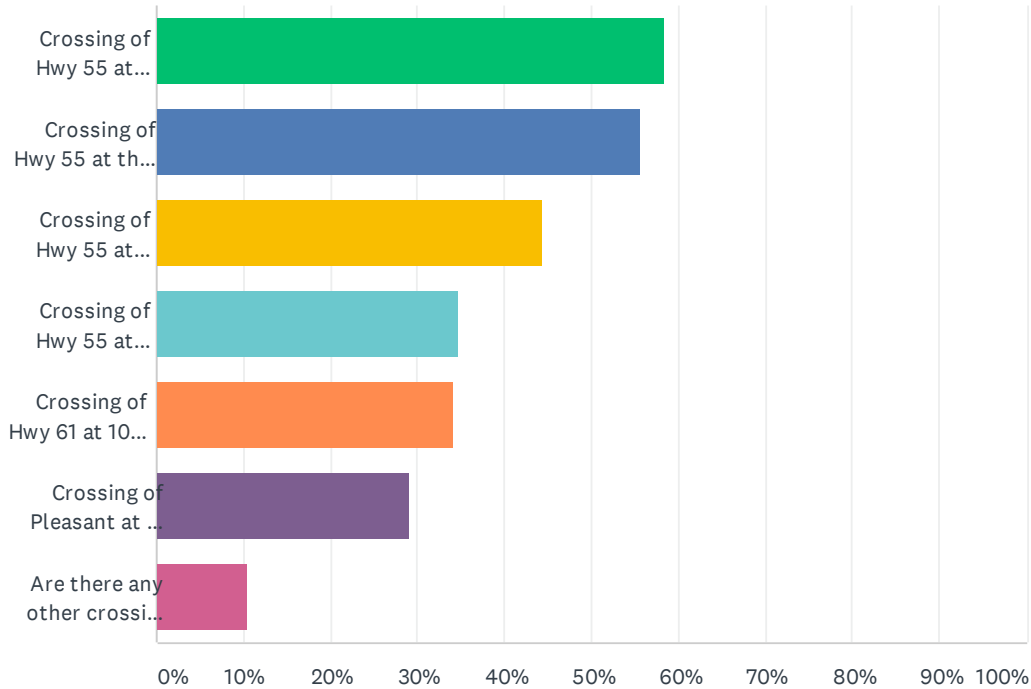
#	ARE THERE ANY INTERSECTIONS THAT THAT YOU THINK ARE MISSING FROM THE IDENTIFIED INTERSECTION SAFETY IMPROVEMENTS?	DATE
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Hastings People Movement Plan

1	316 and 61	10/23/2020 6:07 AM
2	15th and 61	10/19/2020 10:08 PM
3	Nininger and Pleasant	10/19/2020 7:05 PM
4	18th and Hwy 61	10/19/2020 7:03 PM
5	Pine and 55	10/19/2020 6:23 PM
6	W	10/19/2020 3:10 PM
7	316 and Tuttle Dr	10/5/2020 5:32 PM
8	Intersection of Hwys 61 and Hwy 316	9/30/2020 5:38 PM
9	A Bridged crossing at Maple Street to the pool area and eventually to the schools	9/30/2020 11:15 AM
10	Pine Street and Highway 55	9/29/2020 8:06 PM
11	61 & 17th, 61 & 19th, 61 & 19th	9/29/2020 4:49 PM
12	General Sieben Dr & Hwy 55	9/29/2020 10:14 AM
13	CR47 & Pine St	9/28/2020 10:16 PM
14	Not an intersection, but 4th Street from River Street to General Sieben. Traffic needs to be slowed down.	9/28/2020 8:14 PM
15	316 and 61 need some where for people to walk	9/28/2020 8:13 PM
16	Hwy 55 and General Sieben	9/28/2020 4:58 PM
17	36th St. & Hwy 61 and also Tuttle Dr. & Hwy 316	9/28/2020 4:45 PM
18	316 and 37th st west. Also 61 and 36th st.	9/28/2020 4:40 PM
19	Pleasant Dr. and 47	9/28/2020 2:55 PM
20	Intersection by the Ford Dealership and 61. 36th street and 61. Way to many accidents going from 60 mph to 45 and crossing traffic.	9/28/2020 2:49 PM
21	Pine street and 55	9/28/2020 2:23 PM
22	ANY INTERSECTING STREET OF HIGHWAY 61	9/28/2020 2:19 PM
23	160th St E & Pleasant Drive	9/28/2020 2:17 PM

Q5 Which proposed grade-separated crossings do you think are the highest priority for non-motorized people movement? (Check all that apply.)

Answered: 144 Skipped: 7



ANSWER CHOICES	RESPONSES
Crossing of Hwy 55 at General Sieben Dr	58.33% 84
Crossing of Hwy 55 at the Middle School	55.56% 80
Crossing of Hwy 55 at Roadside Park	44.44% 64
Crossing of Hwy 55 at Pleasant Dr	34.72% 50
Crossing of Hwy 61 at 10th St	34.03% 49
Crossing of Pleasant at the Vermillion River	29.17% 42
Are there any other crossings that you think should be grade-separated?	10.42% 15
Total Respondents: 144	

#	ARE THERE ANY OTHER CROSSINGS THAT YOU THINK SHOULD BE GRADE-SEPARATED?	DATE
1	Na	10/20/2020 11:46 AM
2	18th Street and Hwy61	10/19/2020 7:03 PM
3	cr46/47 to not have to cross the bridge to go towards pine street	10/19/2020 3:11 PM
4	316 and Tuttle	10/5/2020 5:32 PM
5	47 and 31st st	10/4/2020 5:41 PM

Hastings People Movement Plan

6	A Crossing at Maple at the Vermillion River	9/30/2020 11:15 AM
7	Yes	9/29/2020 11:16 PM
8	Grade separated crossings are NOT the best for pedestrians. They reinforce the idea that vehicle speed is the most important, not pedestrian safety. They can also become dangerous at night, and are often not accesible to people with limited mobility. Also, the one at 47 and Hwy 61 is already scary and confusing. PLEASE DO NOT add more of these.	9/29/2020 8:06 PM
9	61 & 18th	9/29/2020 4:49 PM
10	The bridge on 47 crossing the vermillion river	9/29/2020 7:41 AM
11	General Sieben by Culver's is awful for sight lines. One may be needed there if it's the only alternative.	9/28/2020 8:14 PM
12	316 and 61	9/28/2020 8:13 PM
13	w	9/28/2020 4:42 PM
14	316 by south pines and 61 by ford	9/28/2020 4:40 PM
15	unnecessary expense	9/28/2020 4:40 PM

Q6 Do you have any other thoughts related to bicycle and pedestrian transportation improvements in Hastings?

Answered: 72 Skipped: 79

#	RESPONSES	DATE
1	In Hastings there are not a lot of side walks, I have a son that walks from the Middle school and has to walk in the road at 7:15, which right now is dark. And he was expected to do the same in elementary school at the same time. We aren't making walking safe for our kids.	10/23/2020 6:07 AM
2	Excited to see Hastings putting more money into the trails. I would be excited for a MTB trail. I ride roughly 2000 miles a year all around.	10/22/2020 9:06 PM
3	It would be nice to have pedestrian/bike trails along Hwy 46 back toward Pleasant and General Sieben.	10/20/2020 9:08 PM
4	trails need to be lighted or made to feel safe when walking alone.	10/20/2020 7:49 PM
5	No	10/20/2020 7:31 PM
6	Na	10/20/2020 11:46 AM
7	Not really	10/20/2020 8:26 AM
8	Bike terrain park that kids and adults can use.	10/19/2020 10:09 PM
9	On the more rural trails, having some sort of emergency call boxes?	10/19/2020 9:33 PM
10	None	10/19/2020 8:14 PM
11	Na	10/19/2020 7:29 PM
12	I am not sure where this falls, but the 316 and 61 connection is quite unsafe. There is a stretch of road that has no connection for the people in the south neighborhoods (31st and both sides of Tuttle). There is also the problem of crossing 316 from one side of Tuttle to the other.	10/19/2020 7:17 PM
13	Education is needed on bicycle safety for adults and children, crosswalk laws for motorists and cyclists.	10/19/2020 6:23 PM
14	Create wider paths to allow for foot and cycle traffic on the same path. Or divide the trail with markings	10/19/2020 6:17 PM
15	None	10/19/2020 4:58 PM
16	No	10/19/2020 4:32 PM
17	N/a	10/19/2020 3:54 PM
18	None	10/19/2020 3:34 PM
19	Having a way to get to south of highways 61/316 splits safely by Bike or walking	10/19/2020 3:34 PM
20	Fix widen existing side walks on Pine and 15th street. Current side walks are very narrow and degraded	10/19/2020 3:11 PM
21	none	10/19/2020 2:54 PM
22	No	10/19/2020 2:44 PM
23	More enforcement of shoveled sidewalks in the winter. Many sidewalks are completely covered and unusable from December-March because people don't shovel them off. Especially along 15th street and Pine street.	10/19/2020 2:39 PM
24	Work with Vermillion MN on a future trail that connects us possibly.	10/19/2020 2:34 PM
25	No	10/19/2020 2:26 PM

Hastings People Movement Plan

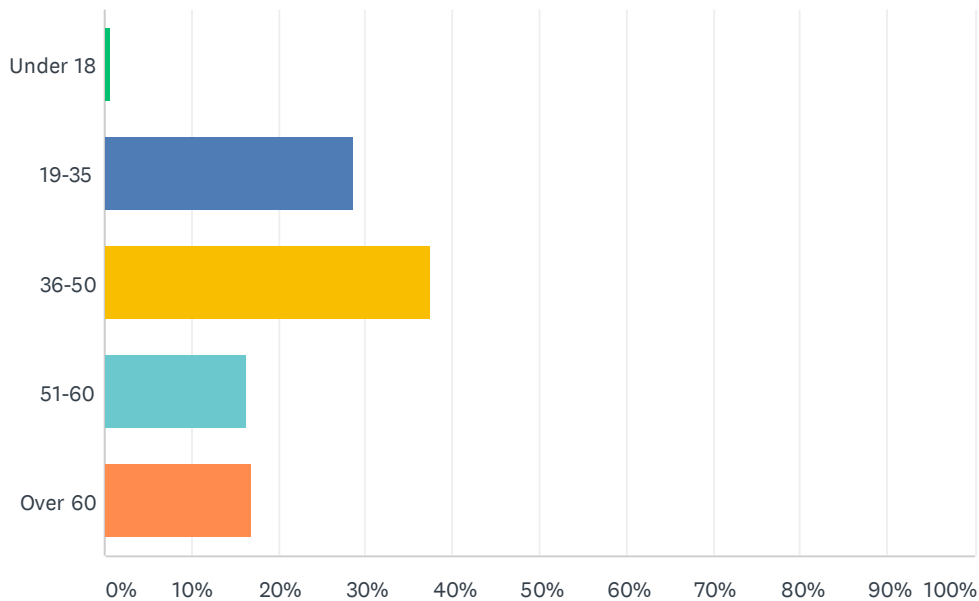
26	I'm a frequent user of the trail system for biking. Appreciate the recent re-paving along Gen Sieben as well as the survey seeking input. Thank you!	10/19/2020 2:00 PM
27	Vehicles views of path at intersections. For instance large trees block drivers view of pedestrians and bikers on the south entrance from Carleton drive to General Sieben.	10/19/2020 1:58 PM
28	Flashing pedestrian signs for path/street intersections ex the Bailey st trail/ 10th street location.	10/19/2020 1:50 PM
29	Repave paths near Riverwood Park and NOT just the top-dressing. Kids cannot skate/hoverboard/enjoy that type of surface.	10/19/2020 1:50 PM
30	Do not do bike paths. This is Mn it is cold 6 months out of the year	10/19/2020 1:49 PM
31	Please add mountain bike trails	10/11/2020 9:30 PM
32	Mountain Bike trails would be amazing. It would help grow the town, bringing in more tourists!	10/11/2020 9:00 PM
33	In my opinion, currently, we do not do a good job of catering to pedestrian and bicycle traffic. We need to create safe, easy to use, and well-located sidewalks, trails, and signage.	10/9/2020 11:29 AM
34	Identify and support Single Track Mountain Biking trails in the City.	10/7/2020 11:37 AM
35	No	10/5/2020 5:28 PM
36	I would like to see a lot more natural (dirt) trails for bikes to use.	10/5/2020 5:13 PM
37	No	10/3/2020 11:36 AM
38	Would love to see a trail that goes all the way to Red Wing, maybe meeting up with the trail in Welch. Would allow non-motorized connection from rural areas near the river up to Hastings.	9/30/2020 9:39 PM
39	No	9/30/2020 7:26 PM
40	Street improvements should include sidewalk installation/repair/maintenance. Cannon Street is a perfect example of a missed opportunity. The trail on W36th could have been connected via continuous sidewalk along Cannon Street. Instead, the sidewalk is only one block long, along the park, and connects to nothing on either end. Its good to see that pedestrian/bicycle access is being considered for Cub shopping area, but what about Coborns/Terrys Hardware shopping area? It is not safely accessible via either major route because neither 316 nor Hwy 61 have sidewalks nor trails.	9/30/2020 5:38 PM
41	Pine Street is over loaded with school traffic. Bikes and pedestrian should be relocated to Maple Street. Teaching Driver's Ed on Hastings Streets for over 20 years I have believe I have an understanding of Hastings streets	9/30/2020 11:15 AM
42	No	9/29/2020 11:16 PM
43	No pedestrian bridges please! But I am so excited for bike lanes and more connectivity.	9/29/2020 8:06 PM
44	No, overall I feel safe traveling on the trails and paths with my children and dog.	9/29/2020 6:09 PM
45	Education rules or road and trails, wearing highly visible clothing, safety concern more lighting.	9/29/2020 4:49 PM
46	We seem to be spending an excessive amount on trails and such for bikes, when only used by a small number of people use them. Maybe it's time the State looks at licensing them. We had to pay for a license to cross country ski. We have to match every grant that we get for this. Money that could go for roads.	9/29/2020 12:03 PM
47	No	9/29/2020 9:17 AM
48	Connecting Hastings to Redwing (cannon Valley Trail) along Ravenna would be a huge boon for bikers and link us to an amazing trail along a gorgeous road. Like the Cannon Trail, we could have a trail fee?	9/29/2020 8:33 AM
49	Nope	9/29/2020 8:11 AM
50	No	9/29/2020 7:12 AM
51	How about a bike/walking path on 46/47 from 61 to the vermilion river bridge to be able to access the existing path that is along the river	9/28/2020 10:29 PM

Hastings People Movement Plan

52	Some way to connect to the trails from the corner at 47 & Pine St	9/28/2020 10:16 PM
53	Hastings has a very high population of over 65 (of age) citizens. non-auto transportation becomes essential to support aging in place...little, if any, of this work is applicable	9/28/2020 9:48 PM
54	I'm glad bike trails are being improved. I use them all the time. They were in bad shape. Will Vermillion River near downtown ever be cleaned up to encourage kayaking and canoeing?	9/28/2020 8:14 PM
55	Bicycle trails and bicycle lanes are a waste of tax payers money!!!! Sense all city and county roads are legal for bicyclist to ride on. There are way better ways to spend that money around town.	9/28/2020 8:13 PM
56	I think this is generally not a priority for Hastings.	9/28/2020 6:25 PM
57	No	9/28/2020 6:08 PM
58	Do a better job maintaining what currently exists. I live off Nininger Road in the Presidents subdivision and the trail is garbage. Hasn't been seal coated or weeded in years. Trim trees near stops signs and quit wasting taxpayer money.	9/28/2020 5:04 PM
59	The Ten Mile Loop signs (including mile markers) should be more prominent and should be double-sided. Better signage/ turn directions where the trail goes off General Sieben Blvd towards the Vermillion River.	9/28/2020 4:58 PM
60	Mostly concerned about the traffic on General Seiben from the high school to SEAS church.	9/28/2020 4:58 PM
61	I honestly think we should focus on the bike paths we already have in place, updating, repairing and cleaning the ones we have. I know the path in our neighborhood is in need of major repairs, many little kids and adults alike have gotten hurt on our path because of the shape it is in. I have noticed paths around town needed some updates as well. It is also hard because paths around town are very rarely even cleaned off or very well taken care of. I think taking care of what we currently have would be a great first step.	9/28/2020 4:43 PM
62	No	9/28/2020 4:40 PM
63	Glad to see an plan for improvement. most people do not like to ride with cars on same road. separate bike lanes are definitely needed as a minimum.	9/28/2020 3:21 PM
64	No	9/28/2020 3:20 PM
65	The focus should be how to get more families to move to Hastings and shifting the old demographic to a younger one. People will be leaving the cities with rioting and COVID so this is the time to capitalize on new single family residential housing and new businesses to help grow this town in a positive way. I hope bike paths aren't taking the priority on attracting younger families to move to Hastings. I do think the city has done a great job with the walking/bike paths and downtown.	9/28/2020 2:55 PM
66	No	9/28/2020 2:47 PM
67	Flashing lights at busy crossings where no bridge is planned	9/28/2020 2:28 PM
68	It is a waste of tax payer money to install bike lanes in Hastings. It was also a HUGE waste of money what you did to the intersection by Culvers and the old folks home. That added island in the road wasn't needed and neither are those flags that are installed on either side of the road.	9/28/2020 2:28 PM
69	We need wider sidewalks for bikers. There are multiple bikers in my area that are not courteous to motor vehicle traffic. Bikes should not be allowed to bike on highway 55	9/28/2020 2:23 PM
70	It is dangerous to walk on any roadway in this town and/or cross any intersection. No crosswalks, no respect of pedestrians. even with bright clothing i take my life in my hands	9/28/2020 2:19 PM
71	Road 42	9/28/2020 2:16 PM
72	NA	9/28/2020 2:12 PM

Q7 What is your age?

Answered: 147 Skipped: 4



ANSWER CHOICES	RESPONSES
Under 18	0.68% 1
19-35	28.57% 42
36-50	37.41% 55
51-60	16.33% 24
Over 60	17.01% 25
Total Respondents: 147	



OLIVER'S GROVE

CITY OF HASTINGS PEOPLE MOVEMENT PLAN

2025 APPENDIX ADDITIONS

- **APPENDIX A** – HASTINGS TZD 2040 RESOLUTION
- **APPENDIX B** – HASTINGS SAFER STREETS PRIORITY FINDER
- **APPENDIX C** – 2025 PEOPLE MOVEMENT PLAN ANNUAL PROGRESS UPDATE



APPENDIX A

HASTINGS TZD 2040 RESOLUTION

CITY OF HASTINGS PEOPLE MOVEMENT PLAN



CITY OF HASTINGS

DAKOTA COUNTY, MINNESOTA

RESOLUTION NO. 05-18-25

**RESOLUTION ENDORSING A TOWARD ZERO DEATHS POLICY
AIMING TO ACHIEVE ZERO TRAFFIC DEATHS AND SERIOUS INJURIES ON HASTINGS STREETS BY 2040**

WHEREAS, the City of Hastings is committed to continuously improving the safety of the local transportation network that serves all users, regardless of whether they walk, bike, drive, or use other forms of transportation, and

WHEREAS, the City has a well-documented history of improving neighborhood streets through its Neighborhood Infrastructure Improvements Program, which has consistently incorporated traffic calming measures, pedestrian infrastructure improvements, and safety enhancements into annual street projects, and

WHEREAS, the City's People Movement Plan of 2021 serves as the primary guide for pedestrian and bicycle infrastructure planning, promoting safe, interconnected, and accessible routes for all residents and visitors, and

WHEREAS, proven strategies exist to reduce crashes and improve safety on Hastings streets through a combination of engineering, education, enforcement, and emergency response measures, and

WHEREAS, the City of Hastings supports Minnesota's Toward Zero Deaths mission to create a culture in which traffic fatalities are no longer acceptable, because one death or serious injury on our streets is one too many, and

WHEREAS, the City of Hastings supports the following principles:

1. Traffic deaths and serious injuries are preventable
2. Human life should be prioritized in every aspect of transportation planning, design, and operations
3. Transportation systems must be designed to minimize the consequences of inevitable human errors
4. Speed is a critical factor in crash severity and must be managed appropriately for the context of each street


NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HASTINGS, that the City formally endorses the Toward Zero Deaths policy, with the goal of achieving zero traffic deaths and serious injuries on Hastings streets by the year 2040.

ADOPTED BY THE CITY COUNCIL OF HASTINGS, MINNESOTA, THIS 19th DAY OF MAY, 2025.

Ayes: Fasbender, Beck, Haus, Lawrence, Leifeld, Pemble, and Vihrachoff

Nays: None

ATTEST:


Kelly Murtaugh, City Clerk


Mary D. Fasbender, Mayor



APPENDIX B

HASTINGS SAFER STREETS PRIORITY FINDER

CITY OF HASTINGS PEOPLE MOVEMENT PLAN



Safer Streets Priority Finder Report

Study ID: hastings | Date Report Created: 2025-05-07

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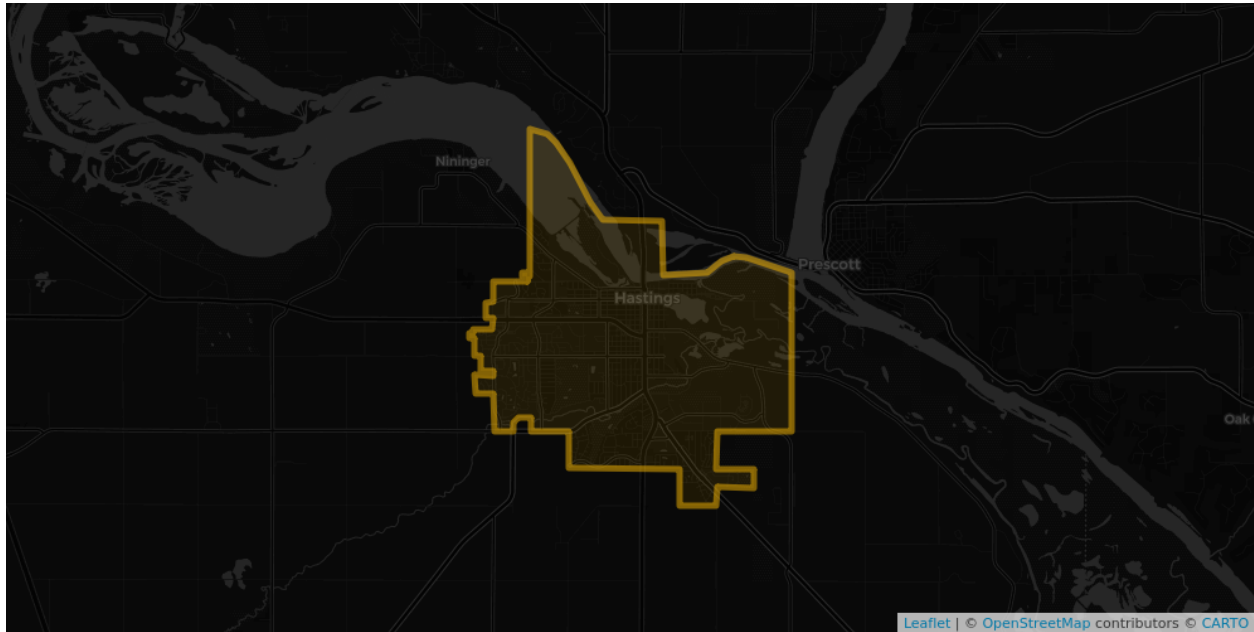
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Introduction

This report summarizes input data (either user uploaded or based on open source defaults) and the resulting analyses driven by the Safer Streets Priority Finder tool. For more information on the tool, including methodology and FAQs, please visit www.saferstreetspriorityfinder.com.

Study Name and Location

hastings



Data Attribute Assignment

This section summarizes how user uploaded data or default data variables were assigned to the standard variables used in the tool during the initial load processing. Each table below includes information on how the original/user uploaded data variables relate to the standard variables, as well as the total count and proportion of each variable.

Crash Variables

Crash Severity

Your Dataset's Severity	Standard Severity	Total Count	Proportion
Fatal	Fatality (K)	2	0.00
Minor Injury	Non-Incapacitating Injury (B)	147	0.06
Possible Injury	Possible Injury (C)	316	0.14
Property Damage Only	Property Damage Only (O)	1790	0.78
Serious Injury	Incapacitating Injury (A)	27	0.01

Crash Costs

Severity	Crash Cost	Total Count	Proportion
Fatality (K)	11326039	2	0.00
Incapacitating Injury (A)	651305	27	0.01
Non-Incapacitating Injury (B)	201223	147	0.06
Possible Injury (C)	120563	316	0.14
Property Damage Only (O)	11096	1790	0.78

Crash Mode

Your Dataset's Mode	Standard Mode	Total Count	Proportion
BUILDING/WALL	Other Crash	1	0.00
COL-RDEQP-SNOWP	Pedestrian Crash	1	0.00
Concrete Traffic Barrier	Other Crash	23	0.01
Deer	Other Crash	27	0.01
LIGHT POLE	Other Crash	1	0.00
Motor Vehicle In Transport	Other Crash	1708	0.75
Other Animal - Alive at Time of Crash	Other Crash	9	0.00
Other - Fixed Object	Other Crash	28	0.01
Other - Non Fixed Object	Other Crash	7	0.00
Other - Non-Motorist	Pedestrian Crash	6	0.00
Other Post, Pole or Support	Other Crash	14	0.01
Parked Motor Vehicle	Other Crash	238	0.10
Pedalcyclist (Bicyclist)	Bicycle Crash	30	0.01
Pedestrian	Pedestrian Crash	19	0.01
Roadway Sign or Sign Structure	Other Crash	71	0.03
Standing Tree/Shrubbery	Other Crash	39	0.02
Traffic Signal or Signal Structure	Other Crash	10	0.00

Your Dataset's Mode	Standard Mode	Total Count	Proportion
Utility Pole/Light Support	Other Crash	50	0.02

Road Variables

Road Functional Classification

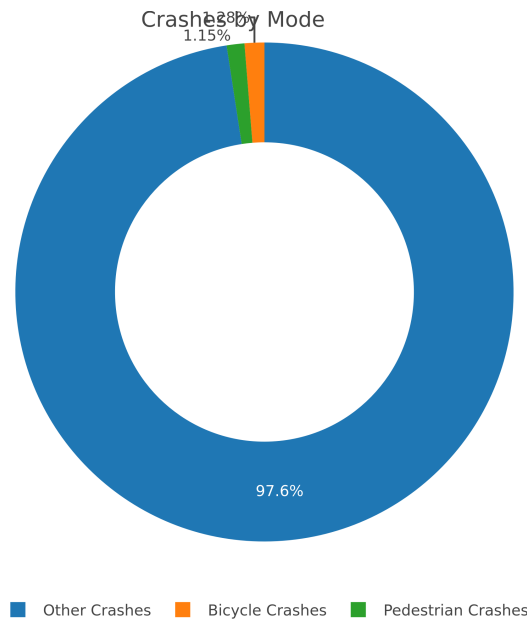
Your Dataset's Functional Class	Standard Functional Class	Total Miles	Proportion
primary	Major Arterial	22.31	0.15
primary_link	Major Arterial	0.15	0.00
residential	Local Road	98.96	0.67
secondary	Minor Arterial	3.38	0.02
tertiary	Major Collector	20.30	0.14
trunk	Major Arterial	3.40	0.02

Descriptive Statistics of Crashes

Crash Counts

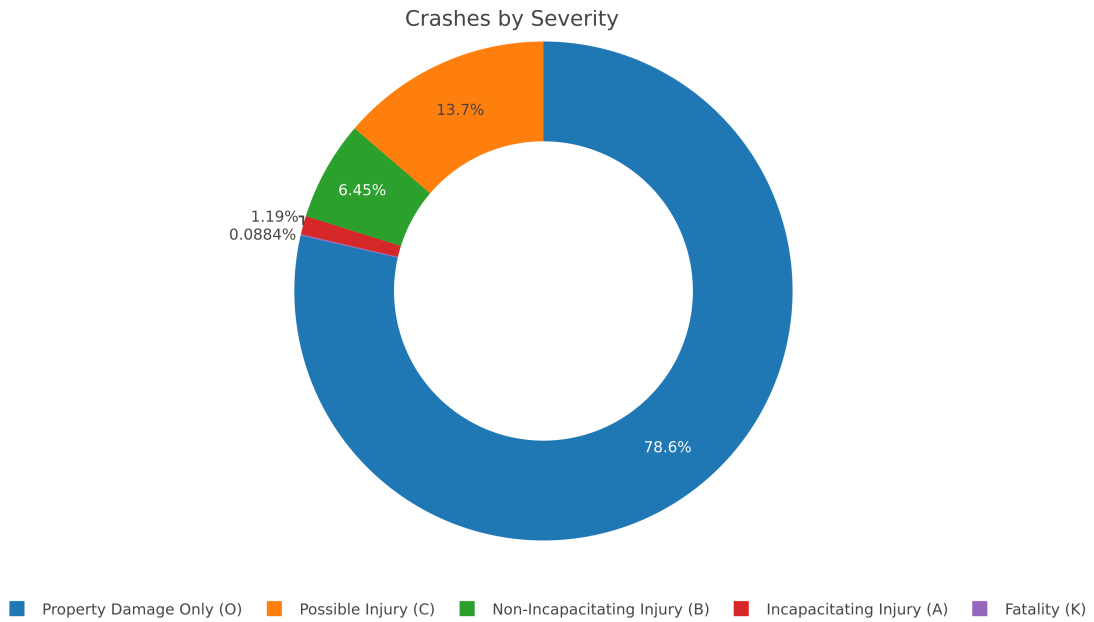
Crash.Type	Count
Total Bicycle Crashes Included	29
Total Pedestrian Crashes Included	26
Total Other Crashes Included	2208
Total Crashes Omitted by Severity or Mode	0
Total Crashes Outside Study Area	19
Total Crashes	2282
Total Crashes Included in Analyses	2263

Crashes by Mode

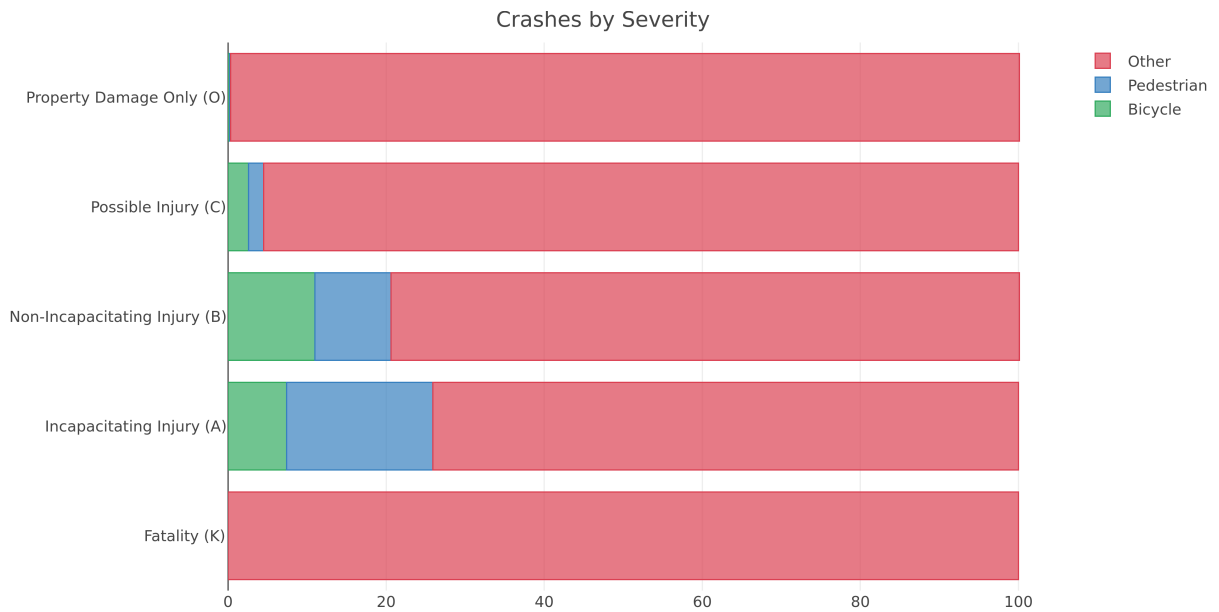


Crashes	Total Crashes	Percent of Total
Bicycle Crashes	29	1.28
Other Crashes	2208	97.57
Pedestrian Crashes	26	1.15
Total	2263	100

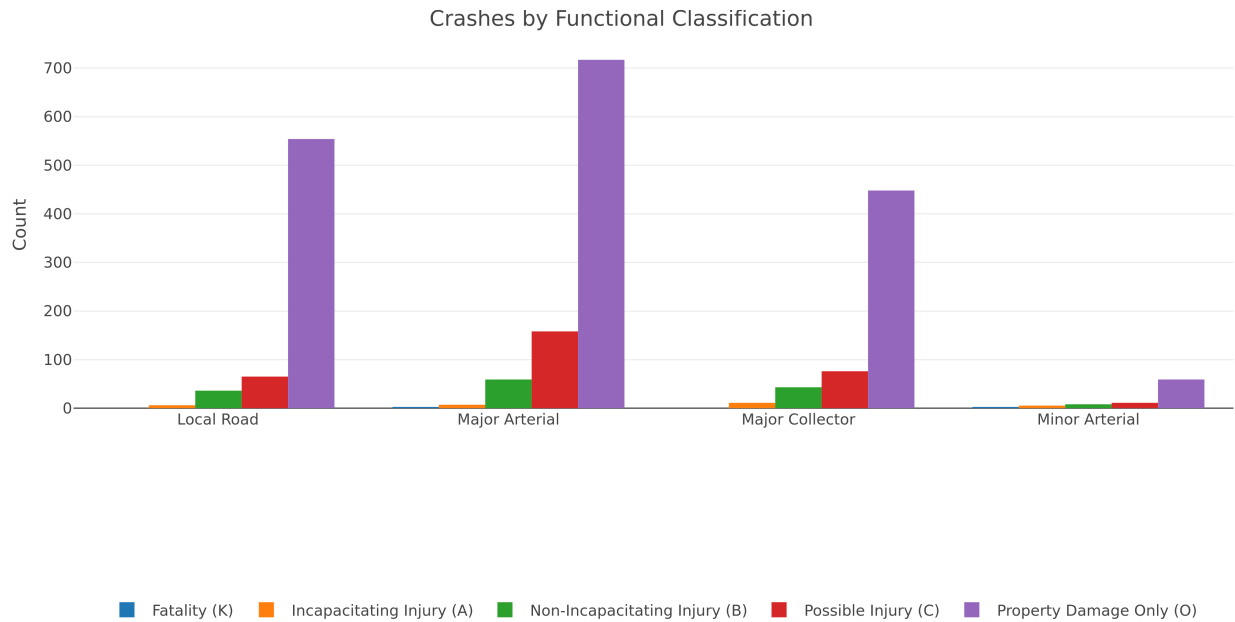
Crashes by Severity



Severity	Count	Percent of Total
Fatality (K)	2	0.09
Incapacitating Injury (A)	27	1.19
Non-Incapacitating Injury (B)	146	6.45
Possible Injury (C)	310	13.7
Property Damage Only (O)	1778	78.57
Total	2263	100

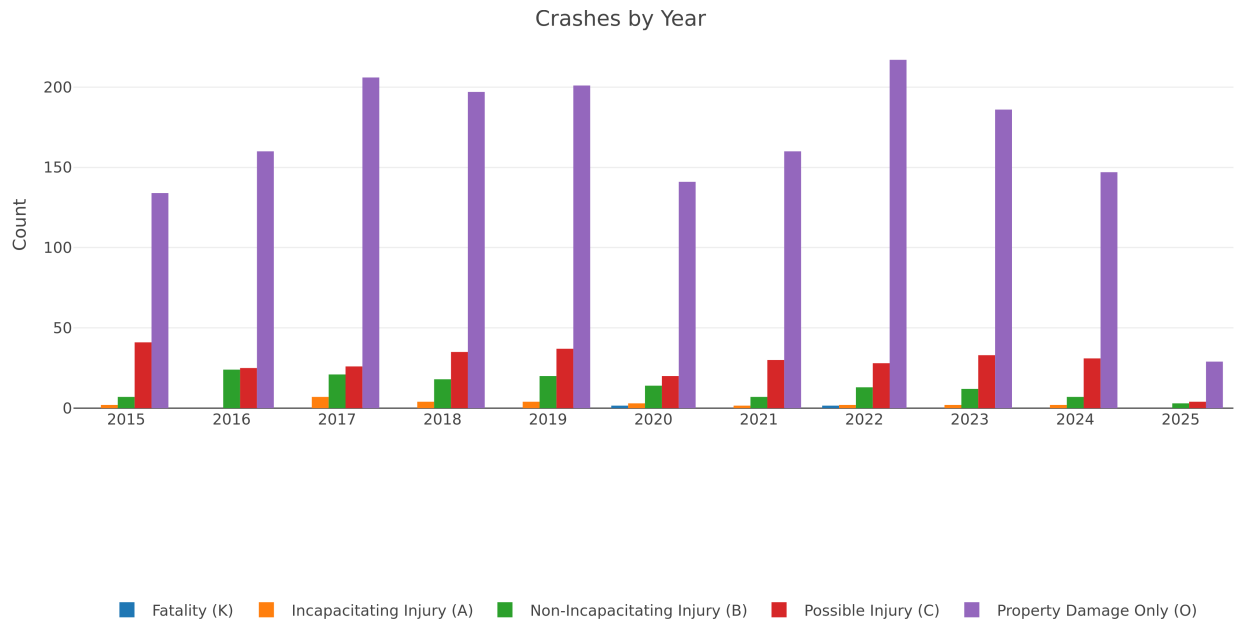


Crashes by Functional Classification



Functional Classification	Fatality (K)	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (O)
Local Road	0	6	36	65	554
Major Arterial	1	7	59	158	717
Major Collector	0	11	43	76	448
Minor Arterial	1	3	8	11	59

Crashes by Year



Year	Incapacitating Injury (A)	Non-Incapacitating Injury (B)	Possible Injury (C)	Property Damage Only (O)	Fatality (K)
2015	2	7	41	134	0
2016	0	24	25	160	0
2017	7	21	26	206	0
2018	4	18	35	197	0
2019	4	20	37	201	0
2020	3	14	20	141	1
2021	1	7	30	160	0
2022	2	13	28	217	1
2023	2	12	33	186	0
2024	2	7	31	147	0
2025	0	3	4	29	0

Sliding Windows Analysis Results

Method

This analysis takes the crashes and roads data within the study area and allocates the crashes to roads, measured on 1/2- mile sliding window segments stepped in 1/10-mile increments along the network. The sliding windows score weights the most severe crashes more heavily than lower severity crashes. The Sliding Windows Score is calculated by multiplying the number of Fatal (K) and Incapacitating Injury (A) crashes by 3, and multiplying the number of Non-Incapacitating Injury (B) crashes by 1. Once the weights are established and applied to the crashes, the total number of crashes are aggregated along a corridor while incorporating the crash severity weighting. Possible Injury (C) and Property Damage Only (O) Crashes are not reflected. If you used FARS data alone, only fatal crashes will have been used and visualized.

Results Visualization

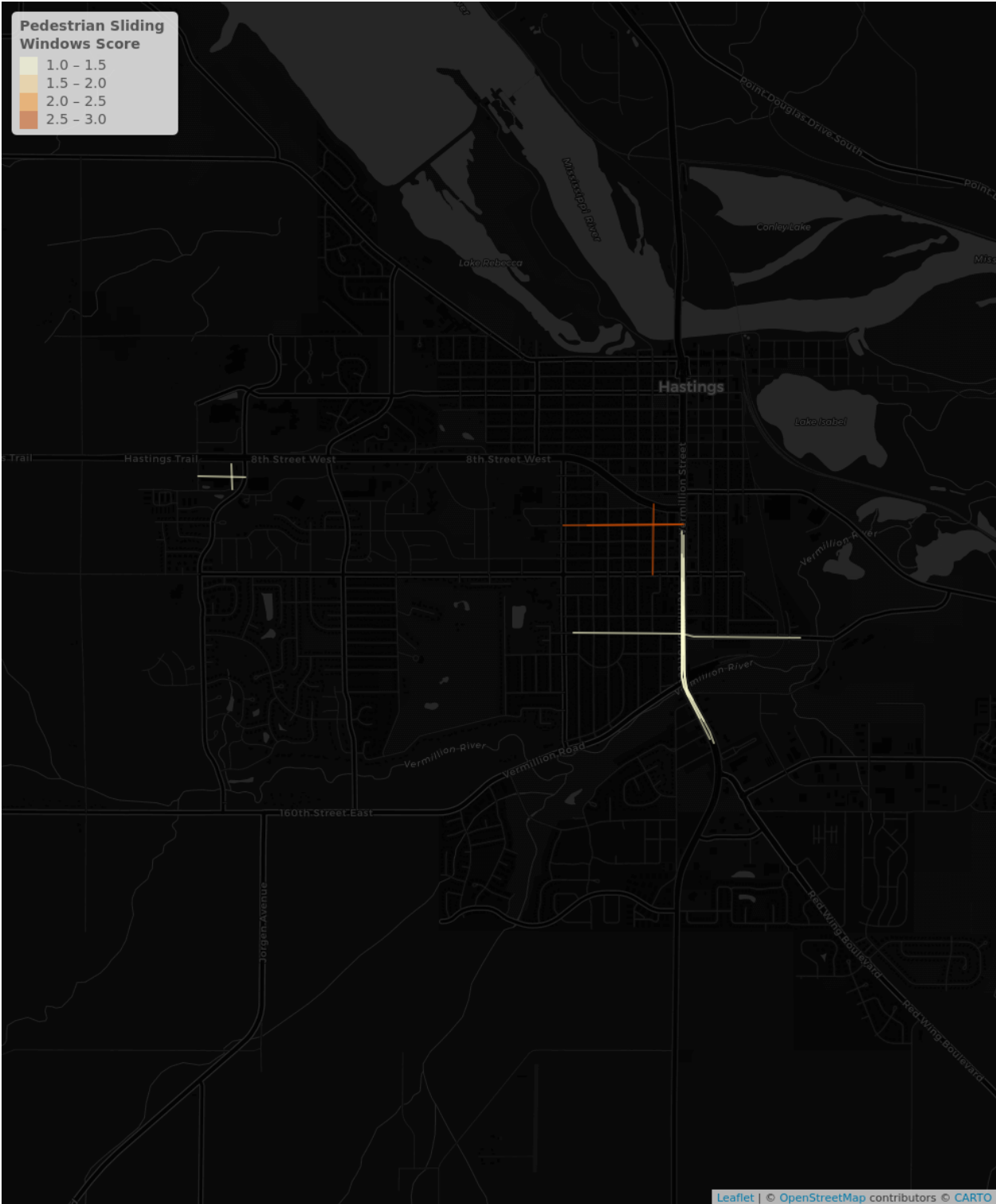
This map depicts severity-weighted pedestrian/bicycle/other crashes (including severities K, A, and B) per mile. Only segments with a crash score of 1 or more are visualized (please disregard the value of zero shown in the legend). Note that road geometries are simplified in order to visualize them in the browser.

Top Corridors

The table and maps below highlight the top ten crash corridors for each mode as measured by the total overall Sliding Windows Scores among the corridors for each unique road name.

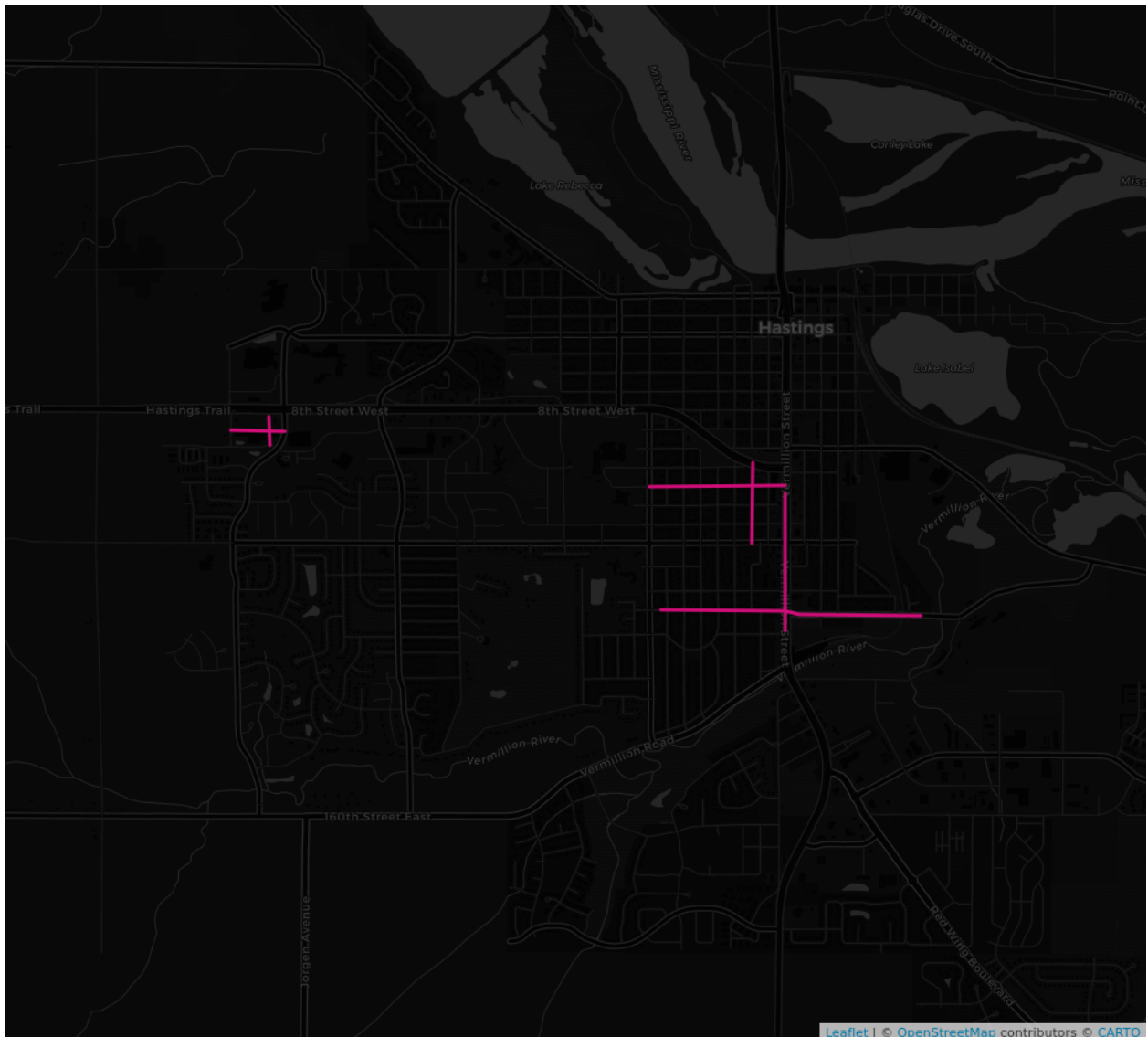
Pedestrian Sliding Windows Analysis

Pedestrian Sliding Windows Visualization



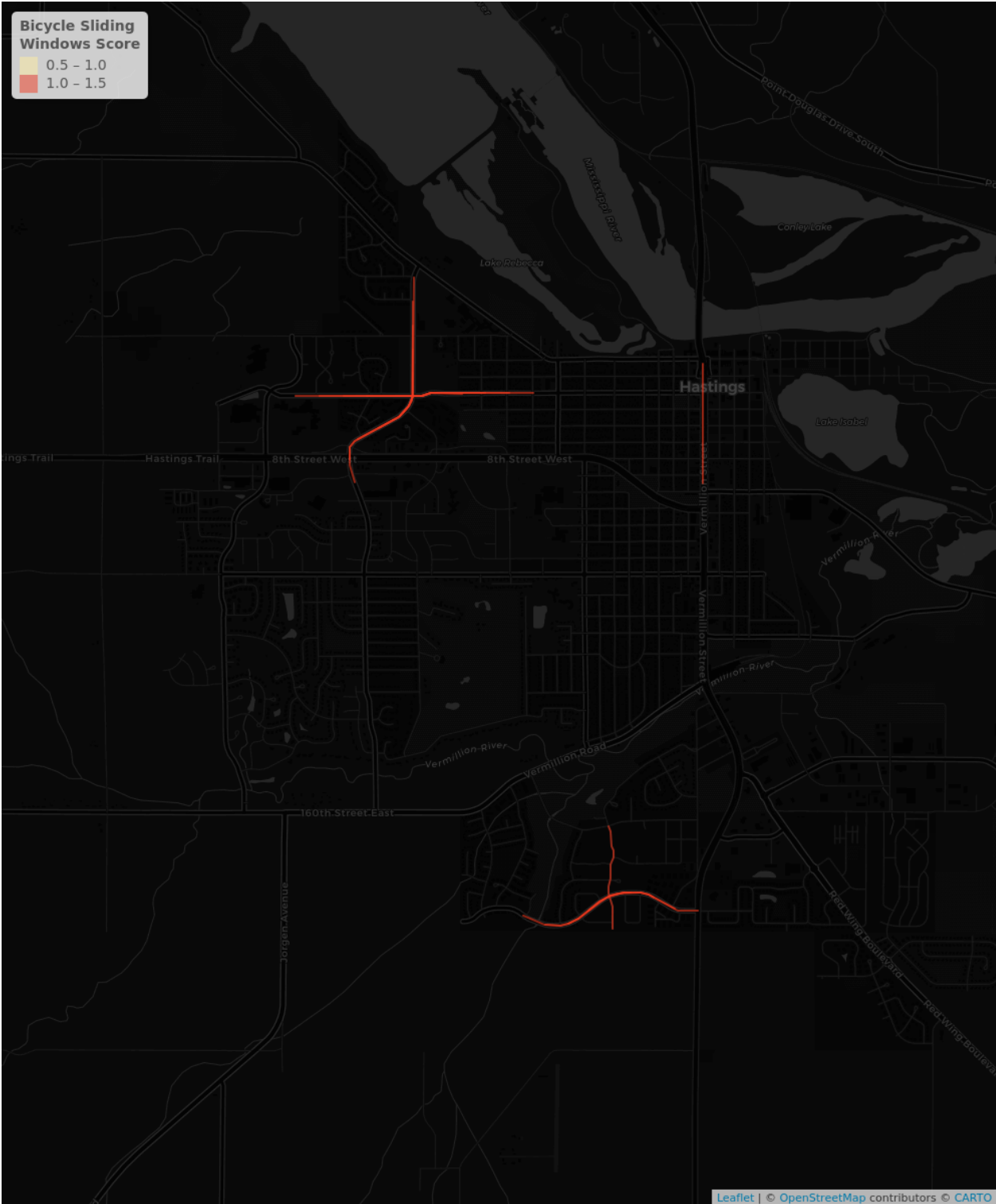
Top 10 Pedestrian Crash Corridors

Name	Functional Class	Crash Score
12th street west	Local Road	3
spring street	Local Road	3
18th street west	Local Road	1
market place	Local Road	1
market boulevard	Local Road	1
vermillion street	Major Arterial	1
18th street east	Minor Arterial	1



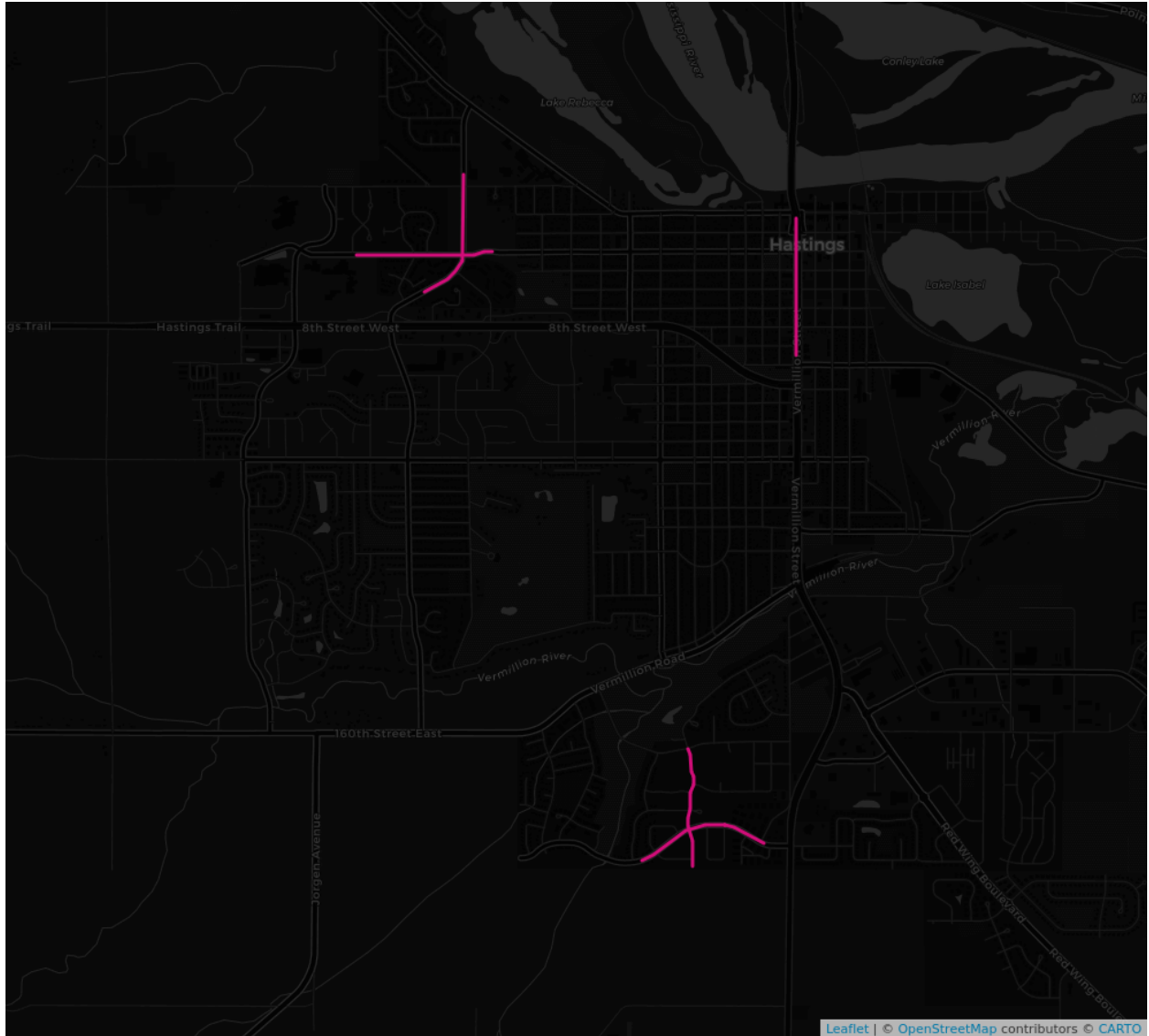
Bicycle Sliding Windows Analysis

Bicycle Sliding Windows Visualization



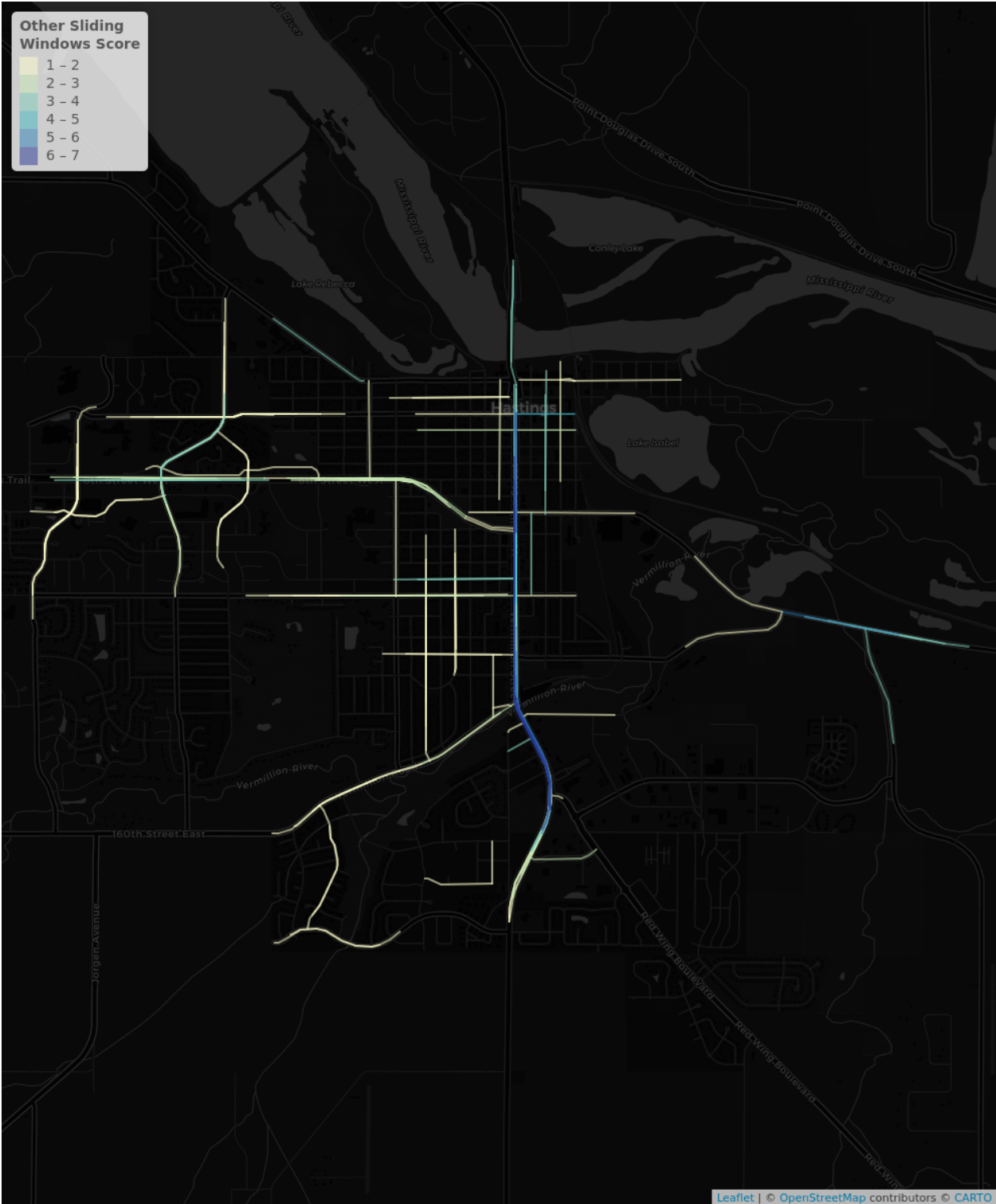
Top 10 Bicycle Crash Corridors

Name	Functional Class	Crash Score
pleasant drive	Major Collector	1
36th street west	Major Collector	1
century drive	Local Road	1
vermillion street	Major Arterial	1
4th street west	Major Collector	1



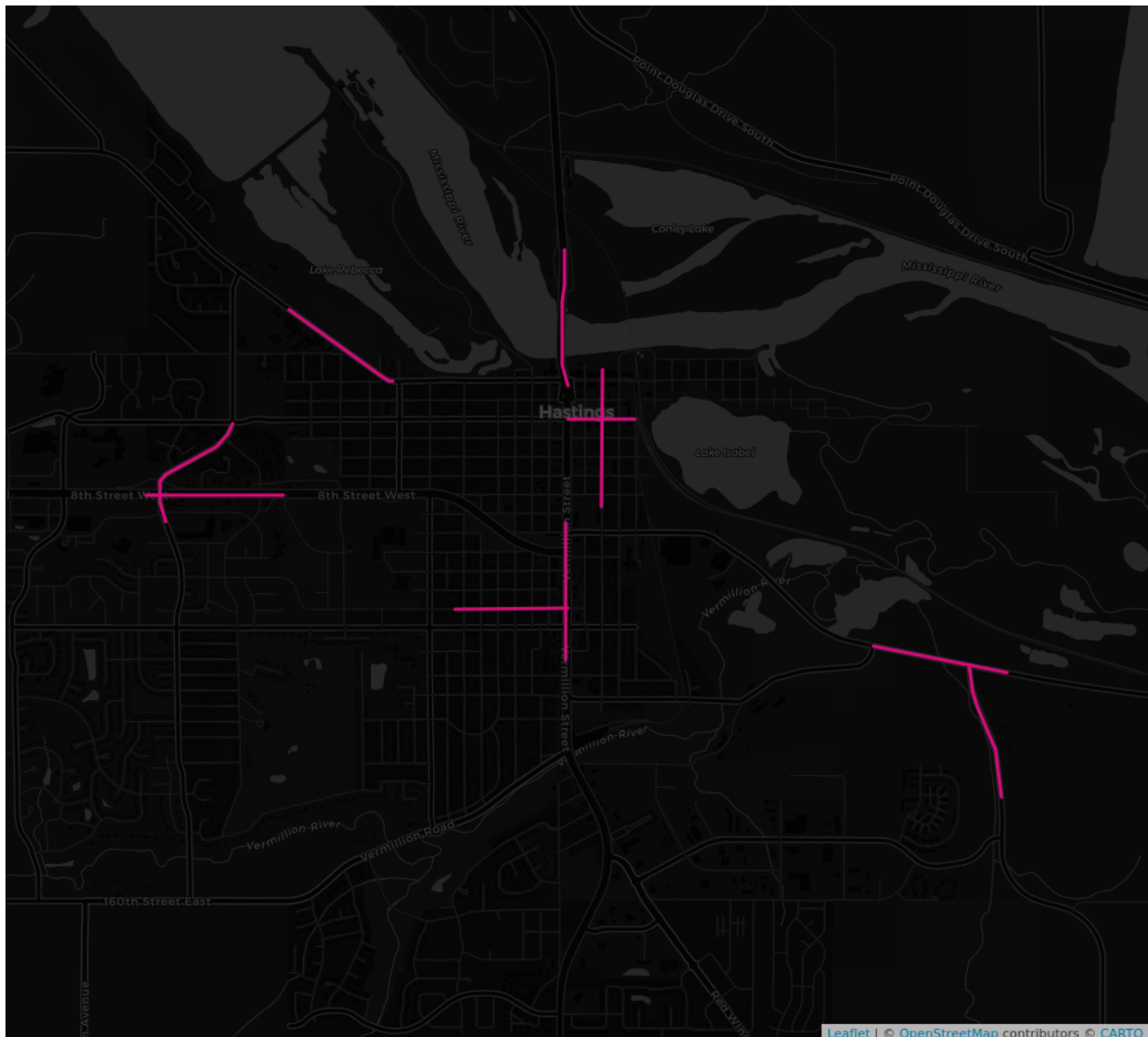
Other Sliding Windows Analysis

Other Sliding Windows Visualization



Top 10 Other Crash Corridors

Name	Functional Class	Crash Score
vermillion street	Major Arterial	7
county road 54	Major Collector	5
4th street east	Local Road	4
glendale road	Major Collector	3
8th street west	Major Arterial	3
pleasant drive	Major Collector	3
hiawatha pioneer trail/disabled american veterans highway/voyageur highway	Major Arterial	3
14th street west	Local Road	3
nininger road	Major Collector	3
ramsey street	Local Road	3



APPENDIX C

2025 PEOPLE MOVEMENT PLAN ANNUAL PROGRESS UPDATE

CITY OF HASTINGS PEOPLE MOVEMENT PLAN



City of Hastings Pedestrian Improvements Completed Since 2020

Progress as of: June, 2025

Hastings, MN

1st Street Sidewalk to be added in 2025

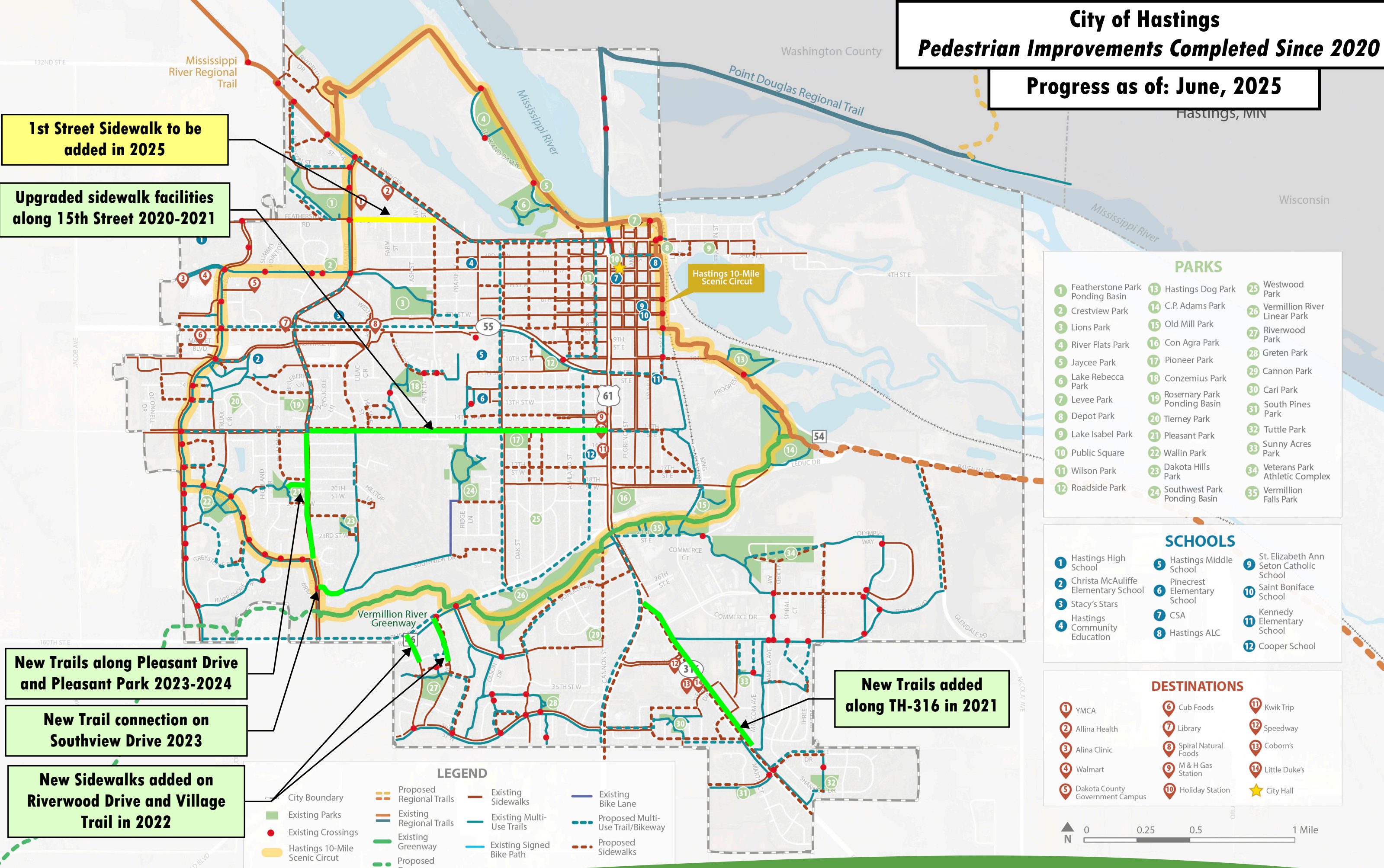
Upgraded sidewalk facilities along 15th Street 2020-2021

New Trails along Pleasant Drive and Pleasant Park 2023-2024

New Trail connection on Southview Drive 2023

New Sidewalks added on Riverwood Drive and Village Trail in 2022

New Trails added along TH-316 in 2021



PARKS

- | | | |
|-----------------------------------|---------------------------------|-----------------------------------|
| 1 Featherstone Park Ponding Basin | 13 Hastings Dog Park | 25 Westwood Park |
| 2 Crestview Park | 14 C.P. Adams Park | 26 Vermillion River Linear Park |
| 3 Lions Park | 15 Old Mill Park | 27 Riverwood Park |
| 4 River Flats Park | 16 Con Agra Park | 28 Greten Park |
| 5 Jaycee Park | 17 Pioneer Park | 29 Cannon Park |
| 6 Lake Rebecca Park | 18 Conzemius Park | 30 Cari Park |
| 7 Levee Park | 19 Rosemary Park Ponding Basin | 31 South Pines Park |
| 8 Depot Park | 20 Tierney Park | 32 Tuttle Park |
| 9 Lake Isabel Park | 21 Pleasant Park | 33 Sunny Acres Park |
| 10 Public Square | 22 Wallin Park | 34 Veterans Park Athletic Complex |
| 11 Wilson Park | 23 Dakota Hills Park | 35 Vermillion Falls Park |
| 12 Roadside Park | 24 Southwest Park Ponding Basin | |

SCHOOLS

- | | | |
|---------------------------------------|-------------------------------|---|
| 1 Hastings High School | 5 Hastings Middle School | 9 St. Elizabeth Ann Seton Catholic School |
| 2 Christa McAuliffe Elementary School | 6 Pinecrest Elementary School | 10 Saint Boniface School |
| 3 Stacy's Stars | 7 CSA | 11 Kennedy Elementary School |
| 4 Hastings Community Education | 8 Hastings ALC | 12 Cooper School |

DESTINATIONS

- | | | |
|-----------------------------------|------------------------|------------------|
| 1 YMCA | 6 Cub Foods | 11 Kwik Trip |
| 2 Allina Health | 7 Library | 12 Speedway |
| 3 Alina Clinic | 8 Spiral Natural Foods | 13 Coborn's |
| 4 Walmart | 9 M & H Gas Station | 14 Little Duke's |
| 5 Dakota County Government Campus | 10 Holiday Station | ★ City Hall |

LEGEND

- | | | | |
|---------------------------------|--------------------------|---------------------------|----------------------------------|
| City Boundary | Proposed Regional Trails | Existing Sidewalks | Existing Bike Lane |
| Existing Parks | Existing Regional Trails | Existing Multi-Use Trails | Proposed Multi-Use Trail/Bikeway |
| Existing Crossings | Existing Greenway | Existing Signed Bike Path | Proposed Sidewalks |
| Hastings 10-Mile Scenic Circuit | Proposed Greenway | | |

