

## Attachment: Stakeholder Comments and Study Changes

### *Lebanon Hills Sustainable Trails Study*

#### **Summary: Stakeholder Comments and Study Changes**

The Lebanon Hills Sustainable Trails Study met with Wilderness in the City (WITC) and Minnesota Off-Road Cyclists (MORC) in November 2022 to review and discuss preliminary study recommendations. The two groups provided several comments and suggestions which were considered in refining recommendations included in the Draft Lebanon Hills Sustainable Study. The table below summarizes the comments made and how the study addresses each comment.

Comment	Study Changes
Is the Parks Department still considering providing adaptive wheelchairs in Lebanon Hills Regional Park?	<b>Page 35 and page 44</b> Recommendation to consider providing adaptive mountain bikes and all terrain mobility devices added.
Would combined skate ski and classic ski trails recommended for the middle section be wider than the current classic ski trails?	Page 40 Increase in trail width from 10'-12' to 12'-14' is needed to accommodate combined skate and classic skiing. This change would only occur in the middle section of the park, where combined skate and classic skiing are recommended (pending additional stakeholder engagement).
The study should identify clear options for hiking loops of varying distances from the trailheads.	<b>No change.</b> A variety of hiking loop lengths and options for distances are provided from all park trailheads.
The study has not gone far enough to see the park through a habitat lens. WITC members expressed desire for: <ul style="list-style-type: none"> <li>• Identification of preserve areas without trails and managed for natural resources</li> <li>• Reduce trail mileage in the middle and east sections of the park by 10% -15%</li> <li>• Reduce overall mileage with more shared use trails</li> </ul>	<b>Minor change.</b> Study recommendations minimize new trails in high quality natural areas within the park (Natural Resource Categories A & B) while providing high quality trail-based recreation for hiking, horseback riding, cross country skiing, and mountain biking.  Recommendation for trail south of Buck Pond in sensitive habitat area to be decommissioned added.  Study recommendations will result in approximately the same trail mileage as currently exists within the park.
There is no need for additional lake loop trails.	<b>No change.</b> Lake loops proposed are consistent with the 2015 master plan.
WITC does not support the recommendation for conversion of the existing driveway on the east side of Holland Lake to a trail. They do support a short spur trail along the drive connecting the summer hiking/winter ski trails to an overlook location above southeast side of Holland Lake.	<b>No change.</b> The Holland Lake hiking trail, utilizing the former drive, is consistent with the 2015 Master Plan. Implementation is dependent on community engagement and a feasibility and impact study recommended for Phase I.

Concerns about the ecological impact of accessible and wider trails.	<b>No change.</b> Implementation Phase I impact and feasibility studies will study and assess accessibility improvement impacts.
Request that the Study include a strong recommendation that salt and sand not be used in proximity to water.	<b>Page 33.</b> Recommendation to minimize salt and sand in proximity to wetlands added.
Desire for the Study to provide a recommendation for trail surfaces.	<b>Page 55.</b> The Study evaluates the pros and cons of surfaces and recommends aggregate surface for recommended Wheaton Pond and Schultz Lake ADA trails.
Concern about the general erosion and chronic failure of crushed limestone and asked that study explore techniques recommended in the 2006 MnDNR Trail Planning, Design, and Development Guidelines.	<b>No change.</b> Recommendations are consistent to with techniques identified in the 2006 MnDNR Trail Planning, Design, and Development Guidelines.
Concerns that the cross-country ski trail network will be shorter and not as challenging and that there may be conflicts between classic and skate skiers on shared trails.	<b>No change.</b> Cross country ski network design will be refined, along with additional stakeholder input, in implementation Phase I.  Shared classic and skate cross country ski trails are common in cross country ski networks within the regional park system and throughout the state.
Trail from the Visitor Center to the A-Frame should not be recommended for decommissioning, it is a very popular route and is also the portage trail between Schulze Lake and Portage Lake.	<b>Pages 49,50.</b> Recommendation changed; trail segment is not recommended for decommissioning.
There needs to be more discussion about the impacts of widening the boardwalks around Jensen Lake from 4'-6'.	<b>No change.</b> More study and discussion will occur in implementation Phase I. The rationale for widening the boardwalks to 6' includes: quicker and safer emergency medical access, easier maintenance access, reduction in informal trail widening because people step off the narrow boardwalks.
Concerns were raised about segments of shared hiking/equestrian trails. Specific concerns were raised around mixing horseback riding and dog walking.	<b>No change.</b> Some segments of shared hiking and equestrian trails are consistent with the 2015 Master Plan. The primary horseback riding loop in the east segment of the park remains horseback riding only.
Bike racks should be installed at the Holland Lake Trailhead now that there is a trail along Cliff Road.	<b>Page 46.</b> Recommendation for bike racks at Holland Lake and visitor center added.
New trail recommendations for Camp Sacajawea should not be included in the Study because the future of use of the area may change.	<b>Pages 41-43.</b> Camp Sacajawea trail expansion concept removed from Study recommendations. Trail improvements may be considered in the future along with Camp Sacajawea improvements.

<p>WITC members are not supportive of a new campground office/trailhead building at the campground.</p>	<p><b>No change.</b> New campground office/trailhead is consistent with 2015 Master Plan. Timing for implementation is not addressed as part of Study.</p>
<p>WITC members requested that a strategy for buckthorn removal and revegetation be developed prior to any expansion of mountain bike trails. MORC members expressed that buckthorn removal seems like a good objective but would rather not tie the removal planning to further trail development. MORC members expressed that oak wilt is another item that should be addressed in the west segment.</p>	<p><b>Page 56.</b> Recommendation added for implementation Phase I to develop a natural resource restoration and buckthorn removal strategy in the west and middle segments.</p>
<p>There is a desire to expand and refresh the mountain bike trails.</p>	<p><b>Page 58.</b> Implementation Phase III recommendations include coordinating with MORC on potential mountain bike trail expansion.</p>
<p>The green loop mountain bike trail will require refurbishment to bring it back to an adaptive loop. New, wider, less technical/hilly trail could be created in the middle section to use for adaptive use.</p>	<p><b>Page 56.</b> Implementation Phase I recommends re-establishing green mountain bike loop as an adaptive mountain bike trail.</p> <p>Expanding mountain biking trails to the middle park is not consistent with the 2015 Master Plan and not a Study recommendation.</p>
<p>The recommended reduction ski and hiking trail crossings for the mountain bike trail will be a big help. The recommended west section hiking trail should be designed to accommodate UTV (side-by-side) access for emergency services.</p>	<p><b>No change.</b></p>
<p>Mountain bike improvements are suggested for 2025 and some of the recommendations could happen sooner. The skills course specifically is in dire need of repair/replacement as many features have broken. Refurbishing the green loop widening could be tackled soon. Larger segments of new trail will need more time for planning.</p>	<p><b>Pages 56-58.</b> Phasing refined to include skills course refurbishment, green adaptive loop, and prairie area in implementation Phase II (2024) and expansion in implementation Phase III (2027).</p>