Is Your Community BicycleFriendly?

This scorecard will help you assess if your community is ready to apply for the Bicycle Friendly Community designation.

ENGINEERING

YES NO Does your community have a comprehensive, connected and well-maintained bicycling network?

YES NO Is bike parking readily available throughout the community?

YES NO Is there a Complete Streets ordinance or another policy that mandates the accommodation of cyclists on all road projects?

EDUCATION

YES NO Is there a community-wide Safe routes to School program that includes bicycling education?

YES NO Are there bicycling education courses available for adults in the community?

YES NO Does your community educate motorists and cyclists on their rights and responsibilities as road users?

ENCOURAGEMENT

YES NO Does your community have an up-to-date bicycle map?

YES NO Does the community celebrate bicycling during national Bike month with community rides, Bike to Work Day or media outreach?

YES NO Does the community host any major community cycling events or rides?

YES NO Is there an active bicycle advocacy group in the community?

ENFORCEMENT

YES NO Do law enforcement officers receive training on the rights and responsibilities of all road users?

YES NO Does your community have law enforcement or other public safety officers on bikes?

YES NO Do local ordinances treat bicyclists equitably?

EVALUATION

YES NO Is there a specific plan or program to reduce cyclist/motor vehicle crashes?

YES NO Does your community have a current comprehensive bicycle plan?

YES NO Is there a Bicycle advisory Committee that meets regularly?

YES NO Does your community have a bicycle program manager?

The League of American Bicyclists has an in-depth scoring process to award Bicycle friendly community status.

Priority Projects and Measuring Success

Identifying priorities and demonstrating visible, measurable progress is essential to implement the plan to maintain enthusiasm, generate political support and obtain funding.

Priority projects and action items are outlined in Figure 4.1. The priority table outlines projects that will have the biggest impact for improving the pedestrian and bicycle environment. Some projects like establishing a bike-walk section on the City's website are low cost could be accomplished relatively quickly. Others, like continuing to plan for and build the Rosemount Interpretive Corridor, are on-going and long-term. Exact timing of priority projects will depend on available staff time, funding, as well as grant and partnership opportunities. Priorities and actions are not static; other projects in this plan not identified as priorities should be implemented as opportunities arise. Likewise, inclusion in the priority list does not obligate the City to implementation. The priorities should be reviewed and updated annually as projects are completed, needs change or new funding sources are identified.

Priority projects are organized around the following categories:

- **Education** - Educating people on the benefits of walking and biking, walk-bike safety and creating maps to understand the existing system.
- **Encouragement** - Developing programs and events that get people excited about walking and biking.
- **Evaluation** - measuring success of walk-bike efforts.
- **Engineering** - physical projects such as sidewalks or bike lanes that create a supportive walk-bike community.
- **Enforcement** - Enforcing existing traffic laws and ordinances that support walking and biking.

Measuring progress towards the goals of this plan is also important to maintain enthusiasm and support for walk-bike projects. Each year an annual update, or report card of walk-bike improvements and successes can be created to publicly acknowledge progress. In addition the City of Rosemount should consider pursuing Bicycle Friendly Community Status from the League of American Bicyclists. This program provides incentives, hands–on assistance and recognition for communities that support bicycling. The application process requires an in-depth assessment of bicycling in Rosemount compared to peer cities across the nation and establishes an independent baseline for measuring future progress.

Qualifiable measures of progress should be instituted by the Parks and Recreation Commission as facilities and programs are put into place. Potential measures include:

- Annual or biannual pedestrian counts.
- Vehicle-bike-pedestrian crash rates.
- Number of participants at walk-bike events.
- Number of participants in walk-bike classes.
- Miles/numbers of pedestrian-bicycle facilities: on-road bicycle facilities, trails, sidewalks, bike racks, benches, etc.

What types of Communities are Making Walk-Bike Improvements?

Communities of all sizes, all over the U.S. are making their cities more walk and bike friendly, including communities with winter climates and similar size to Rosemount. Just a few of the cities who have attained League of American Bicyclists 'Bicycle Friendly' status are:

- Durango, CO (population 15, 878)
- Minneapolis, MN (population 373,188)
- Brunswick, ME (population 21, 820)
- Cedar Falls, IA (population 35,145)
- Golden, CO (population 18, 026)
- Marquette, MI (population 21,000)
- Rochester, MN (population 102, 437)

Want more information on walk-bike investments, research, reports and advocacy? Try these resources.

League of American Bicyclists - *http://www.bikeleague.org/index.php*

The Pedestrian and Bicycle information Center - *http://www.pedbikeinfo.org/*
A host of resources including case studies of how real communities have dealt with specific issues.
http://www.bicyclinginfo.org/case_studies/
http://www.walkinginfo.org/case_studies/

Bicycle Alliance of Minnesota - *http://bikemn.org/*

National Center for Biking and Walking - *http://www.bikewalk.org*

Transit for Livable Communities - *http://www.tlcminnesota.org*

Figure 4.1: Priorities and Progress Benchmarks

PRIORITIES	ACTIONS
EDUCATION & ENCOURAGEMENT	
UNDERSTAND IT Map the system	• Create on-line and printed walking and biking maps
EDUCATION Educate bikers and drivers	• Design and implement or partner with accredited agencies to provide bicycle education courses for both adults and children • Educate all road users on their rights and responsibilities through such programs as Share the Road, the League of American Bicyclists, the Pedestrian and Bicycle Information Center, the Minnesota Bicycle Alliance, etc. • Partner with local health care providers to promote the advantages of active living (walking and biking) and their impact on health • Continue to hold the Bike Rodeo at Safety Camp • Establish a walk-bike area on the City's website with safe biking and walking tips, suggested routes, trail maps and event information
PROMOTE IT Hold walk-bike events	• Hold quarterly walk-bike events
EVALUATION & PLANNING	
ACCESS TO SCHOOLS Coordinate efforts	• Coordinate pedestrian and bicycle improvement between the City's Pedestrian and Bicycle Master Plan and the individual school's Safe Routes to School plans • Continue to participate in the Safe Routes to School programs at the Federal, State, and School District levels for implementation funding
REGIONAL CONNECTIONS Connect to Mississippi River	• Continue to plan/build the Rosemount Interpretive Trail along with new development • Support Dakota County in building the Mississippi River Regional Trail • Support Mississippi River Trail (MRT) planning efforts
Connect to Transit	• Create connections to the future Downtown park and ride and provide secure bike parking
IMPROVE BIKE PARKING Improve bike parking	• Develop bike parking and trip end facility ordinance for new development
EVALUATION Track Progress	• Create an annual report of bicycle and pedestrian improvements • Establish an annual bicycle and pedestrian count program

PRIORITIES	ACTIONS
ENGINEERING	
SAFE CROSSINGS	
Build grade separated crossings	• Build Highway 3 underpass and rest area • Engage Dakota County in a discussion on acquiring land for a grade separated crossing on County Road 42
Improve at-grade crossing conditions	• Improve crossings at Diamond Path/145th, Diamond Path/150th, Diamond Path/Connemara Trail, Shannon Parkway/145th, and Shannon Parkway/Evermoor Parkway
Improve railroad crossings	• Improve railroad crossing at Biscayne Ave.
SAFE AT NIGHT	
Improve Lighting	• Install pedestrian scale lighting on Biscayne Ave from 145th Street to Connemara Trail and Connemara Trail from Biscayne Ave to Bloomfield Path
REGIONAL CONNECTIONS	
Connect to Lebanon Hills Regional Park	• Add bike lanes on Shannon Parkway from 160th Street to 145th • Add bike lanes on Shannon Parkway from 145th to McAndrews Road • Identify preferred connection to new southern entrance to Lebanon Hills Regional Park after Park Master Plan is updated (anticipated 2010 -2011)
Connect to Dakota County Technical College and Future Athletic Complexs	• Add bike lanes on Connemara Trail from Diamond Path to future athletic complex at Akron Rd. • Add trails on Akron Avenue from Connemara Trail to County Road 42
Connect to neighboring communities	• Create on-road bikeway on Dodd Blvd From 145th Street to Diamond Path

PRIORITIES	ACTIONS
ENGINEERING	
SCHOOLS & PARKS	
Create trail and bikeway connections to the school and park campus	• Build trail on east side of Chili Ave from 145th St. West to High School • Create pedestrian-bike plaza in front of High School and divert traffic to the parking lot drives (pg 32-33) • Connect existing trails in Schwarz Pond Park and school campus • Improve pedestrian - bike access to the Community Center (pg 32-33)
DOWNTOWN	
Create bicycle network connections Downtown	• Install bike lanes on 145th Street from Diamond Path to CR 42 and Cameo Avenue from 143rd Street to Lower 147th Street • Create bike routes with signage and pavement markings on Lower 147th Street, Cambrian Avenue and Burma Avenue
GATHER AROUND IT	
Create trail heads and rest areas	• Create trail heads with bike parking and benches at Central Park and Schwarz Pond Park • Install benches at parks on walk-bike routes at parks, natural areas and other places of interest
Improve bike parking	• Install bike racks at all community parks and public buildings • Promote cost-share Bikes Belong program to encourage existing businesses to install bike racks
UNDERSTAND IT	
Find the system	• Install way-finding signage in a pilot area along 145th Street • Expand way-finding signage throughout Downtown and the school campus
ENFORCEMENT	
ENFORCEMENT	
Enforcement	• Continue to enforce existing speed limit and traffic laws for vehicles, pedestrians and bicyclists

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PRIORITIES
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PRIORITIES - BACK - BLANK PAGE

ON-GOING ACTIONS

Priority projects and actions will go a long way to creating a walk and bike friendly community, there are several on-going actions that need to occur as well.

The Mississippi River Trail

The Mississippi River Trail (MRT) provides an opportunity for bicyclists to follow one of America's great rivers. This trail passes through Rosemount as it extends 3,000 miles from the headwaters of the Mississippi in Lake Itasca State Park all the way to the Gulf of Mexico. The MRT currently passes through Rosemount on the shoulder of County Road 46 and Minnesota State Highway 3. The Minnesota Department of Transportation (MnDOT) is currently meeting with communities and road/trail authorities to review the present route in the hope of forming mutually beneficial partnerships that will allow this nationally significant trail route to meet its full potential. The City should continue to look for opportunities to formalize the route though the community in conformance with its transportation, parks and recreation, and economic development goals. Learn more about the MRT and follow the planning process at *www.dot.state.mn.us/bike/mrt.*

Detailed Design

The plan outlines priority routes and the vision for a complete walk-bike system. It remains a guiding framework and routes will need more detailed planning and design prior to implementation and construction.

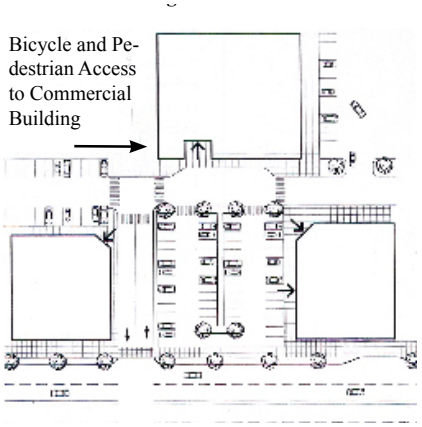
Complete Trail and Sidewalk Gaps

The City should continue to work toward building all of the sidewalk and trail segments identified on the *Existing Pedestrian Facilities Map* on page 9 when roads are reconstructed, as funding becomes available or other opportunities arise.

Create Door to Door Connections

Bicycle and pedestrian circulation within private development should not only be safe, but as direct and convenient as vehicle circulation; large parking lots that separate the bicyclist and pedestrian from business front doors do not encourage active transportation. The City should continue to analyze the door-to-door pedestrian and bicycle movement in all new development and redevelopment proposals to assure that building front doors are located as close to the walk-bike network as possible and entrances and site circulation minimizes interaction between vehicles, pedestrians and cyclists.

Currently, the City Zoning Code outlines pedestrian circulation requirements for the Highway Service Commercial District (C-3) and the General Commercial District (C-4). The City should consider adding these requirements to other districts to ensure adequate pedestrian circulation is built along with new private development.



This diagram illustrates providing pedestrian and bicycle access to the side of new buildings and avoids travel through the parking lots. Source: 2008 MnDOT Pedestrian and Bicycle Toolbox.

Parking lot striping can improve walk-bike access in existing developments.

Encourage sidewalks along with new development & redevelopment.

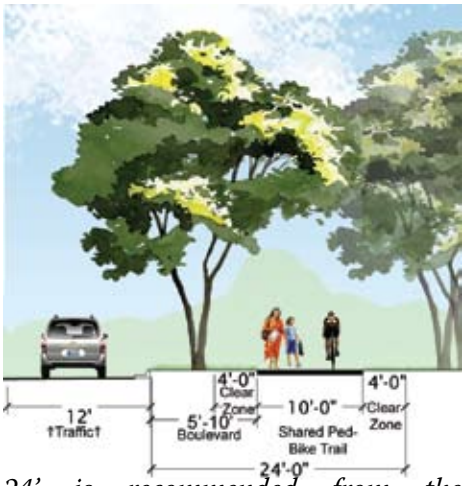
Current requirements for sidewalks on local streets are determined on an individual project basis. The City should consider formalizing existing ordinances to require developers to provide 5' sidewalks, separated by a planted boulevard, on one or both sides of all local streets, unless they are found to be unnecessary by City staff, to ensure a consistent and complete sidewalk network. Sidewalks on both sides of the street would be more appropriate for residential and neighborhood collectors which may or may not be formally designated as collectors on the City's functional classification system.

As outlined in Section 3, wider sidewalks should be considered Downtown when redevelopment opportunities arise.

Here, the sidewalk abruptly ends.

Rosemount neighborhood without sidewalks.

Sidewalks and planted boulevard providing shade and separation from the street create a pedestrian supportive environment in this recently built Rosemount neighborhood .



24' is recommended from the face of curb on collector streets to accommodate a planted boulevard, 10' trail with appropriate clear zones.

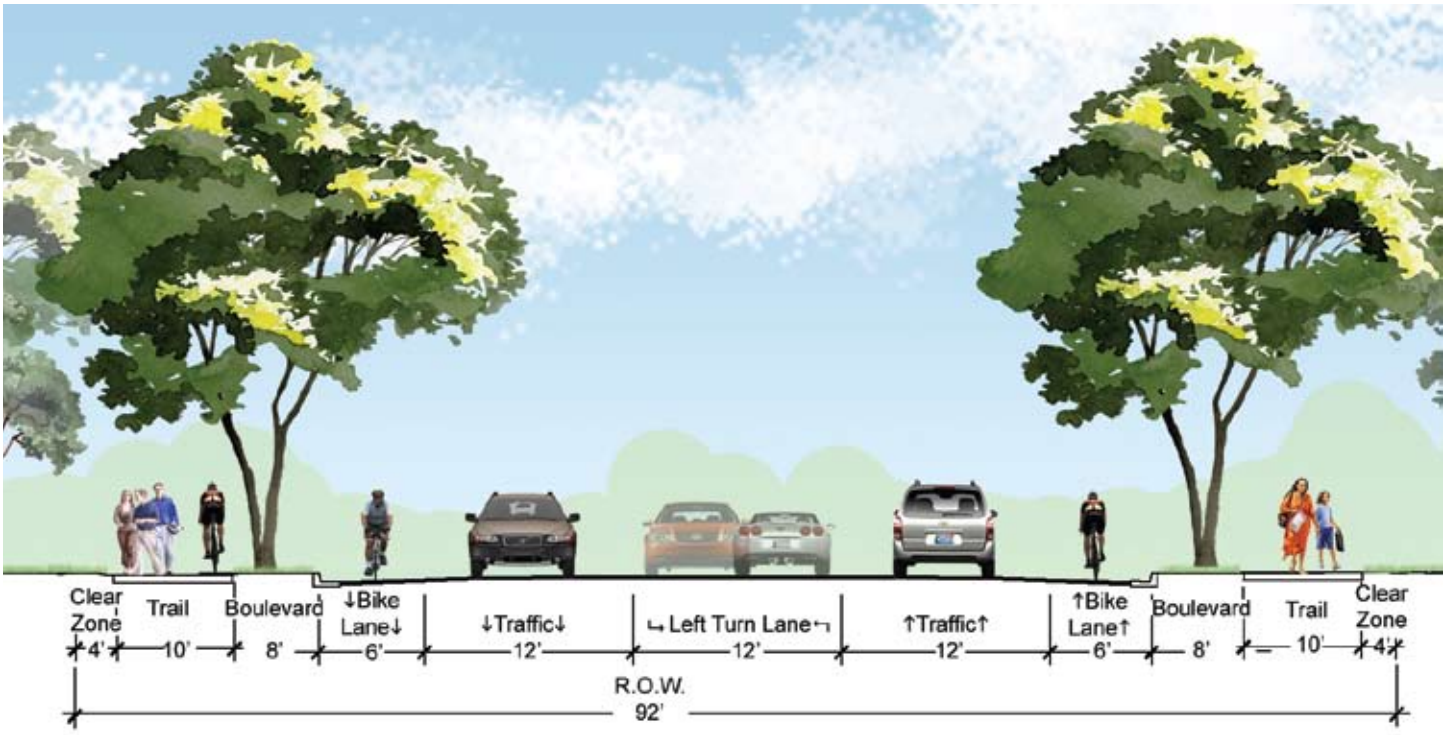
Build for pedestrians and bicyclists in conjunction with new streets and street reconstruction projects

Trails

The City should continue to provide pedestrian and bicycle facilities along with new development. Current City practice is to provide paved off-road pedestrian/bikeways on both sides of all collector and arterial roads. This plan recommends that for collector roads and higher, 10' foot trails (current City practice is 8') be considered on both sides of collector or arterial roads. Consistent treatment will reduce street crossings needed by cyclists and increase legibility of the system. The wider trail will reduce conflicts between pedestrians and cyclists.

On-road Bikeways

New collectors should be planned with enough right-of-way for future dedicated bike lanes. As more people start biking, there will be conflicts with pedestrians on trails. On-road bikeways will reduce the pressure on the off-road trail system and reduce conflicts between pedestrians and cyclists.



Example of how bike lanes, planted boulevard and 10' trails on both sides of the street can be incorporated into design of a collector street in Rosemount. The 92' wide R.O.W. is the approximate width of Connemara Trail, west of Highway 3. Depending on needs for vehicular traffic, this design could be adapted to a two lane road with a wider boulevard (10' or more) would allow for greater separation from the street, more robust plantings and a more pleasant environment for all transportation modes. For new roads, increase R.O.W. may be desirable to meet needs of all travel modes.

Bikeway Design Selection for Urban (Curb and Gutter) Cross Section – English Units							
Motor Vehicle ADT (2 Lane)		<500	500-1,000	1,000-2,000	2,000-5,000	5,000-10,000	>10,000
Motor Vehicle ADT (4 Lane)		N/A	N/A	2,000-4,000	4,000-10,000	10,000-20,000	>20,000
Motor Vehicle Speed	25 mph	SL	WOL	WOL	WOL	BL = 5 ft	Not Applicable
	30 mph	SL with sign	WOL	BL = 5 ft	BL = 5 ft	BL = 6 ft	BL = 6 ft
	35 - 40 mph	WOL	BL = 5 ft	BL = 5 ft	BL = 6 ft	BL = 6 ft	BL = 6 ft or PS = 8 ft
	45 mph and greater	BL = 5 ft	BL = 5 ft	BL = 6 ft	BL = 6 ft	BL = 6 ft or PS = 8 ft	SUP or PS= 10 ft
BL = Bicycle Lane, SL = Shared Lane, WOL = Wide Outside Lane, SUP = Shared-Use Path, PS = Paved Shoulder							

This table, from the March 2007 MnDOT Bikeway Facility Design Manual, gives standards for appropriate bikeway treatments based on traffic lanes and volumes. Typically, bike lanes are 5' or 6' , but can be 4' in space constrained situations.

Bike Lane on 64' Wide Street with Parking on Both Sides

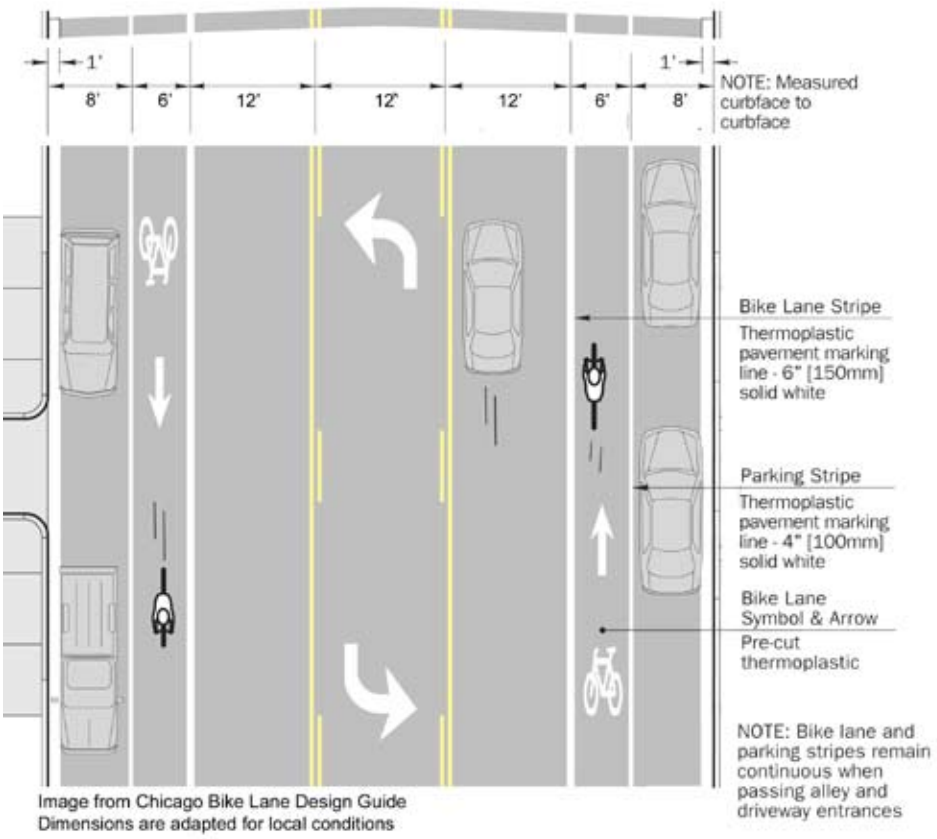


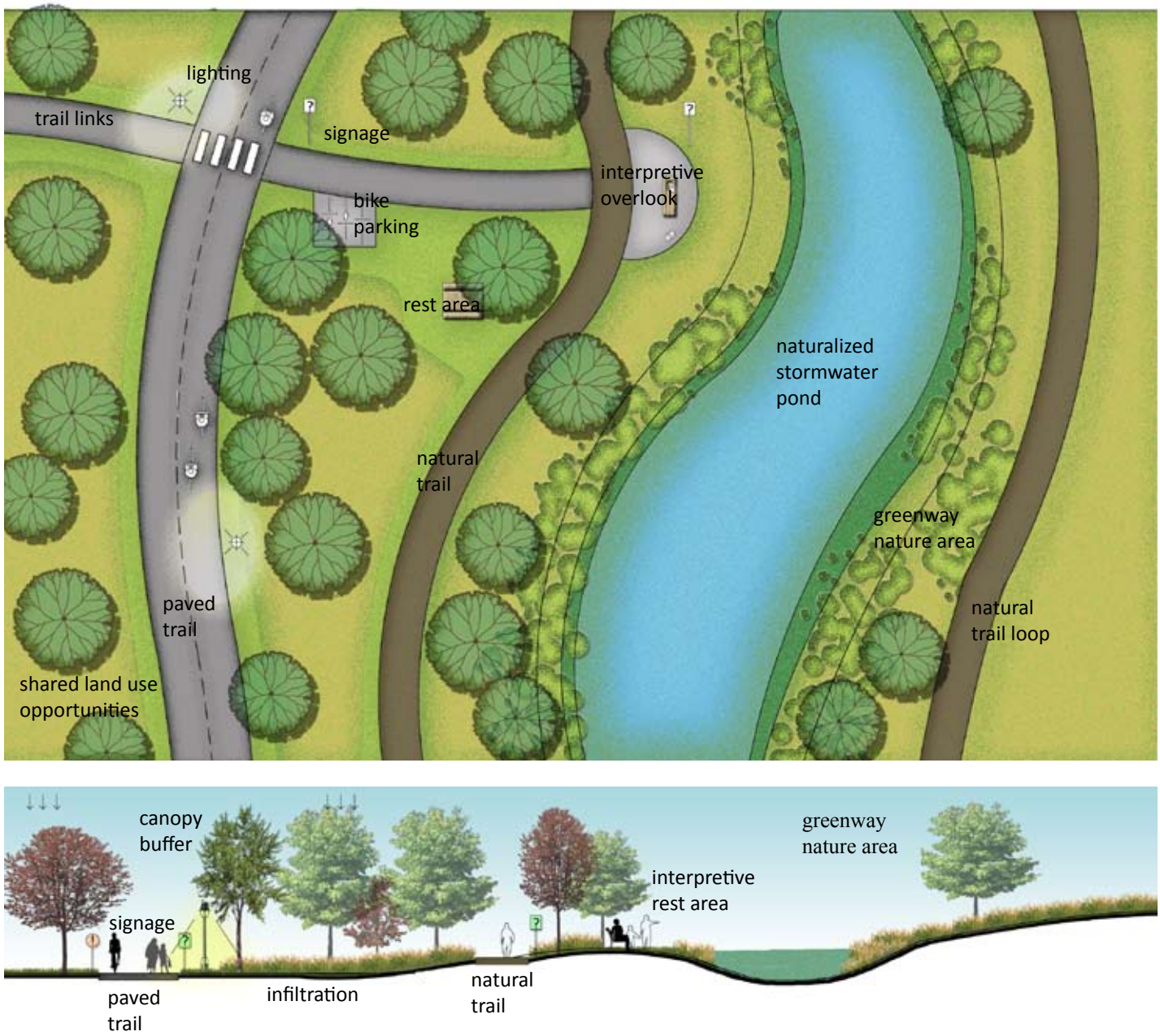
Image from Chicago Bike Lane Design Guide
Dimensions are adapted for local conditions

Example of incorporating bike lanes on a street where on-street parking is desired.

Integrate dedicated trail corridors into new developments

When new developments are planned, trail connections in dedicated corridors or linear parks should be considered. The city should use park dedication to assure that the new development pays its fair share and contributes the necessary trail right-of-way and/or easements.

The Dakota County Greenway Collaborative's Greenway Guidebook outlines a framework for trail and greenway corridors in the county. This guide and standards can be used as a starting point for trail corridor planning along with new development. The image below is a conceptual trail corridor layout from that guidebook.



Example of a trail corridor within a greenway from the Dakota County Greenway Collaboraitve Guidebook.

POTENTIAL FUNDING SOURCES

A continued funding strategy is needed to design, build and maintain the pedestrian and bicycle system. This includes the initial capital costs and on-going maintenance costs. The quality of a city's walk-bike system is a reflection how these amenities are prioritized while recognizing existing resources. In addition to city funds, other funding sources such as partnerships, grants and donations should be explored.

Many factors contribute to a community's success in securing non-city funding for trail systems. Selecting an appropriate project is probably one of the most important. In preparing the trail system funding strategy, projects that have the best potential for non-city funding should be identified. Projects with the potential for success include those that have a high number of users, address a significant safety issue, protect natural areas, connect to a regional or state trail, have an interesting story and/or have demonstrated community support. For example, a proposed trail which connects a new neighborhood along a busy road to a school and downtown has more potential for success than the completion of a gap in the sidewalk system on a street that already has a sidewalk on the other side. These types of necessary but limited interest projects are better candidates for inclusion in the city's capital improvement program (CIP) or for the use of park dedication funds.

General Funds

General funds can be used to develop the walk-bike system. These funds are best used for smaller projects within the already developed portion of the City. Projects like completing short sidewalk gaps on local streets that may not be eligible for grants. General funds are the primary funding source for on-going maintenance cost such as crosswalk painting, snow plowing and street sweeping.

State Aid Funds

State aid funds are available for pedestrian and bicycle improvements on state aid streets. This funding source is particularly useful at the time of street construction or re-construction.

Trails and Sidewalks Built Along with Development

Developers can be required to provide trails and sidewalks at the time of development. This requirement can be negotiated during the site review process or formalized through the City's subdivision and zoning code.

Park and Trail Dedication

Minnesota Statutes allow local governments to require dedication of land or cash in-lieu of land for parks and trails from new subdivisions. The dedication must be reasonable and rationally related to the recreation demand created by the development. Cities can also require dedication of right-of-way or easements for sidewalks or trails. Park and trail dedication is a frequently used tool to help pay for recreation facilities. Some cities, such as Chanhassen, MN, have adopted a separate trail fee or dedication requirement.

Partnerships

Partnerships with both public and private organizations are an essential component to achieve individual projects outlined in the plan. Organizations with partner funding can also provide assistance with design, outreach and maintenance. Local trail clubs can be used to help maintain trails. Partnerships and relationships with private businesses can also result in easements and use agreements for trails across private land.

Potential partnership organizations include:

- Dakota County.
- Dakota County Active Living Partnership.
- Rosemount Bicycle Club.
- Rosemount Area Athletic Association (RAAA).
- Rosemount Area Hockey Association.
- School District.
- Rosemount Downtown Business Council.
- Northern Dakotka County Regional Chamber of Commerce.
- Friends of Dakota County Parks.
- Area Businesses including SKB Environmental and Flint Hills.
- Rotary Club.
- Lions Club.
- Railroads.

Donations

Private donations are another potential funding source. These may be financial donations from individuals or area corporations or donations of labor from recreation clubs or use agreements or trail easements from landowners. Programs such as “adopt-a-trail” by an organization, business, or individuals have successfully been used in many communities to help with maintenance tasks and raise awareness.

Grants

Grants are a way to make the City's dollars go further. Below is a sample of some grant opportunities that may be available along with websites to visit for more information.

Dakota County State Health Improvement Project (SHIP)

Website:http://www.co.dakota.mn.us/Departments/PublicHealth/Projects/SHIP

The State Health Improvement Program (SHIP) provides funds to reduce the burden of chronic diseases through increasing physical activity, improving nutrition, and reducing tobacco use. These funds are administered by the Dakota County Public Health Department and the City has access to them through participation in the Dakota County Active Living group. Grant requests associated with increasing physical activity are most closely related to this funding source and must focus on policy (laws or regulations), system (organizations or institutions operation) or environmental (land use, zoning or community design) changes. Examples of related projects funded through SHIP include pedestrian/bike master plans, wayfinding signs, bike racks, and trail master plans, as well as Safe Routes to School (SRTS) comprehensive plans for local schools and funds for events to promote walking and biking to school. While SHIP funds cannot be used for construction projects, Dakota County has contracted with a local firm to seek and write grants for projects that meet the goals of Active Living and SHIP.

Bikes Belong

Website: www.bikesbelong.org

The Bikes Belong Grant Program strives to put more people on bicycles more often by funding important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities and large-scale bicycle advocacy initiatives.

Minnesota DNR

Website: *www.dnr.state.mn.us/grants/index.html*

The Minnesota DNR is one of the most comprehensive resources when it comes to state funding for trail programs. They offer a variety of grant programs and technical assistance. Current programs provide assistance for cross country skiing trails, all-terrain vehicle trails, snowmobile trails and recreational trails. Each program may vary in funding and differ in timing. The DNR should be consulted before pursuing a grant to clarify funding availability and qualifications.

NPS Rivers, Trails, and Conservation Assistance Program

Website: *www.nps.gov/ncrc/programs/rtca/*

The National Parks Service's (NPS) "Rivers, Trails and Conservation Assistance Program" (RTCA) is designed to provide communities technical assistance to conserve rivers, preserve open space, and develop trails and greenways. The RTCA program also implements the natural resource conservation and outdoor recreation mission of the National Park Service in communities across America. The NPS highly encourages communities to contact them before submitting an application for assistance.

Recovery and Reinvestment Act

Website: www.recovery.gov

The Recovery and Reinvestment Act was signed on February 17, 2009 and infused our government with a number of new grants and technical assistance programs. These programs and others are a great opportunity for local governments to fulfill the funding gaps they've seen with the economic downturn. These funding sources have a small window of opportunity and require quick action. These opportunities are focused heavily on energy efficiencies and job growth, but trail projects may also be eligible.

Surface Transportation Authorization Act of 2009

Website: *http://www.fhwa.dot.gov/safetealu/index.htm*

Since June 9, 1998 we have seen three federal bills (TEA-21, ISTEA & SAFETEA-LU) enacted to fund the bulk of our transportation improvements. The current program in place today, SAFETEA-LU expired on September 30, 2009. The reauthorization of this bill will likely occur in some form and fashion and will fund transportation improvements across the United States for the next six years.

The essence of these bills has primarily supported roadway and safety improvements. However, roadway projects that have integrated trails have faired better than others during the solicitation process. The City should begin collaborating with roadway jurisdictions to prioritize projects for the next round of federal transportation dollars. Building early support across multiple jurisdictions will better position the City in obtaining federal dollars.

Minnesota DOT

Website: *http://www.dot.state.mn.us/grants/*

The reauthorization act described above will likely open the door for new dollars. In turn, these dollars will help fund various programs at the state level. For instance, SAFETEA-LU helped fund past programs such as, "Safe Routes to Schools." A program designed to help build safe routes for kids to walk and bike to school.

Programs of this nature are likely to reoccur with the reauthorization of SAFETEA-LU. The City will need to continue to collaborate with roadway jurisdictions in order to stay up to date on potential State funding sources.

Environment & Natural Resources Trust Fund

Website: www.lottery.state.mn.us/etf.html

The Environment and Natural Resources Trust Fund is a program funded through the Minnesota State Lottery proceeds. Between 2003 and 2008 the Trust Fund has shown a strong support for trail projects.

CURA – University of Minnesota

Website: www.cura.mn.edu

The Center for Urban and Regional Affairs (CURA) is an all-University applied research and technical assistance center. The program is designed to connect the University with nonprofit organizations, businesses, neighborhoods, local governments, and state agencies in Minnesota by providing grants and technical assistance programs.

One program in particular, Center for Community and Regional Research is located on the University of Minnesota Duluth Campus. The program is designed to provide research and technical assistance to local agencies on community projects that serve a local importance. The community is linked with faculty and staff and typically requires a cost sharing agreement. This program and others offered through CURA offer a unique opportunity to partner with the academics for further planning initiatives.

Clean Water, Land and Legacy Amendment

On Nov. 4 2008, Minnesota voters approved the Clean Water, Land and Legacy Amendment to the Minnesota State Constitution which increased the general sales and use tax rate by three-eighths of one percentage point (0.375%) to 6.875% and dedicated the additional proceeds as follows:

- 14.25% to a newly created Parks and Trails Fund to support parks and trails of regional or statewide significance.
- 33% to a newly created Outdoor Heritage Fund to be spent only to restore, protect, and enhance wetlands, prairies, forests and habitat for game, fish and wildlife.
- 33% to a newly-created Clean Water Fund to be spent only to protect, enhance, and restore water quality in lakes, rivers, streams and groundwater, with at least 5% of the fund spent to protect drinking water sources.
- 19.75% to a newly created Arts and Cultural Heritage Fund to be spent only for arts, arts education, and arts access, and to preserve Minnesota's history and cultural heritage.

Funding from the Legacy Amendment is administered by a variety of agencies such as the Department of Natural Resources, Pollution Control Agency, Department of Health, Historical Society, and regional art councils. A number of new grant programs were created, including the Parks and Trail Legacy Grant Programs, Solar Energy Legacy Grant Program, Lessard-Sams Conservation Partners Legacy Program and Minnesota Historical and Cultural Grants. Information about grant opportunities can be found on individual state department and organization websites.

Foundations & Non-Profits

There are foundations and non-profits throughout the State and Country that are interested in fulfilling their missions by supporting local projects. Identifying these sources can be an overwhelming task. There are a number of on-line tools that can assist with this process. The Minnesota Council of Foundations is a great starting point for identifying local foundations. Another good starting point is to consider the businesses within your community and using their websites to see if they have a foundation or charitable giving department. In addition to retailers and manufacturers, be sure to consider businesses such as the railroad, energy providers and communications companies.

Before pursuing a foundation, it is important to recognize that each one operates differently. An applicant should be cognizant of the foundation's mission and be sure the proposed project aligns with the foundation's priorities. It is important to contact a foundation early-on in the solicitation process to clarify whether a project would be considered. It is also important to recognize that most funders do not want to be the sole source of funding for a project. Rather they want to see that community members, businesses and organization are actively supporting the project and have committed some of their own funds, however small. A funding strategy for an individual trail project would be to engage the community and foster some small amounts of financial support and then start writing funding requests to foundations and non-profits.

One challenge for local governments in pursuing foundation and non-profit funding is that many require the applicant to be non-profit with federal 501(c) designation. Opportunities to partner with local non-profits should be considered and relationships built so these partnerships are ready when there is a funding opportunity to pursue. Starting a new nonprofit, such as a "Friends of Rosemount Parks and Trail" may be an option. However, starting a nonprofit is neither easy nor quick. The Minnesota Council on Foundations provides a 15 step process on their website, www.mncn.org, that includes steps such as determining the organization's mission, recruiting board members, adopting articles of incorporation and bylaws and state and federal filings and registrations.

WALKABILITY AND BIKEABILITY CHECKLISTS

APPENDIX A

Walkability Checklist

How walkable is your community?

Take a walk with a child and decide for yourselves.

Everyone benefits from walking. These benefits include: improved fitness, cleaner air, reduced risks of certain health problems, and a greater sense of community. But walking needs to be safe and easy. Take a walk with your child and use this checklist to decide if your neighborhood is a friendly place to walk. Take heart if you find problems, there are ways you can make things better.

Getting started:

First, you'll need to pick a place to walk, like the route to school, a friend's house or just somewhere fun to go.

The second step involves the checklist. Read over the checklist before you go, and as you walk, note the locations of things you would like to change. At the end of your walk, give each question a rating. Then add up the numbers to see how you rated your walk overall.

After you've rated your walk and identified any problem areas, the next step is to figure out what you can do to improve your community's score. You'll find both immediate answers and long-term solutions under "Improving Your Community's Score..." on the third page.

Partnership for a Walkable America

Pedestrian and Bicycle Information Center

U.S. Department of Transportation

Take a walk and use this checklist to rate your neighborhood's walkability.

How walkable is your community?

Location of walk _____

_____

Rating Scale:

1	2	3	4	5	6
awful	many problems	some problems	good	very good	excellent

1. Did you have room to walk?

☐ Yes ☐ Some problems:

- ☐ Sidewalks or paths started and stopped
- ☐ Sidewalks were broken or cracked
- ☐ Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
- ☐ No sidewalks, paths, or shoulders
- ☐ Too much traffic
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

2. Was it easy to cross streets?

☐ Yes ☐ Some problems:

- ☐ Road was too wide
- ☐ Traffic signals made us wait too long or did not give us enough time to cross
- ☐ Needed striped crosswalks or traffic signals
- ☐ Parked cars blocked our view of traffic
- ☐ Trees or plants blocked our view of traffic
- ☐ Needed curb ramps or ramps needed repair
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

3. Did drivers behave well?

☐ Yes ☐ Some problems: Drivers...

- ☐ Backed out of driveways without looking
- ☐ Did not yield to people crossing the street
- ☐ Turned into people crossing the street
- ☐ Drove too fast
- ☐ Sped up to make it through traffic lights or drove through traffic lights?
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

4. Was it easy to follow safety rules? Could you and your child...

☐ Yes	☐ No	Cross at crosswalks or where you could see and be seen by drivers?
☐ Yes	☐ No	Stop and look left, right and then left again before crossing streets?
☐ Yes	☐ No	Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
☐ Yes	☐ No	Cross with the light?

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

5. Was your walk pleasant?

☐ Yes ☐ Some unpleasant things:

- ☐ Needed more grass, flowers, or trees
- ☐ Scary dogs
- ☐ Scary people
- ☐ Not well lighted
- ☐ Dirty, lots of litter or trash
- ☐ Dirty air due to automobile exhaust
- ☐ Something else _____

Locations of problems: _____

Rating: (circle one) _____

1 2 3 4 5 6 _____

How does your neighborhood stack up? Add up your ratings and decide.

1. _____
2. _____
3. _____
4. _____
5. _____

Total _____

26-30	Celebrate! You have a great neighborhood for walking.
21-25	Celebrate a little. Your neighborhood is pretty good.
16-20	Okay, but it needs work.
11-15	It needs lots of work. You deserve better than that.
5-10	It's a disaster for walking!

Now that you've identified the problems, go to the next page to find out how to fix them.

Now that you know the problems,
you can find the answers.

Improving your community's score...

	What you and your child can do immediately	What you and your community can do with more time
1. Did you have room to walk? Sidewalks or paths started and stopped Sidewalks broken or cracked Sidewalks blocked No sidewalks, paths or shoulders Too much traffic	• pick another route for now • tell local traffic engineering or public works department about specific problems and provide a copy of the checklist	• speak up at board meetings • write or petition city for walkways and gather neighborhood signatures • make media aware of problem • work with a local transportation engineer to develop a plan for a safe walking route
2. Was it easy to cross streets? Road too wide Traffic signals made us wait too long or did not give us enough time to cross Crosswalks/traffic signals needed View of traffic blocked by parked cars, trees, or plants Needed curb ramps or ramps needed repair	• pick another route for now • share problems and checklist with local traffic engineering or public works department • trim your trees or bushes that block the street and ask your neighbors to do the same • leave nice notes on problem cars asking owners not to park there	• push for crosswalks/signals/ parking changes/curb ramps at city meetings • report to traffic engineer where parked cars are safety hazards • report illegally parked cars to the police • request that the public works department trim trees or plants • make media aware of problem
3. Did drivers behave well? Backed without looking Did not yield Turned into walkers Drove too fast Sped up to make traffic lights or drove through red lights	• pick another route for now • set an example: slow down and be considerate of others • encourage your neighbors to do the same • report unsafe driving to the police	• petition for more enforcement • request protected turns • ask city planners and traffic engineers for traffic calming ideas • ask schools about getting crossing guards at key locations • organize a neighborhood speed watch program
4. Could you follow safety rules? Cross at crosswalks or where you could see and be seen Stop and look left, right, left before crossing Walk on sidewalks or shoulders facing traffic Cross with the light	• educate yourself and your child about safe walking • organize parents in your neighborhood to walk children to school	• encourage schools to teach walking safely • help schools start safe walking programs • encourage corporate support for flex schedules so parents can walk children to school
5. Was your walk pleasant? Needs grass, flowers, trees Scary dogs Scary people Not well lit Dirty, litter Lots of traffic	• point out areas to avoid to your child; agree on safe routes • ask neighbors to keep dogs leashed or fenced • report scary dogs to the animal control department • report scary people to the police • report lighting needs to the police or appropriate public works department • take a walk wih a trash bag • plant trees, flowers in your yard • select alternative route with less traffic	• request increased police enforcement • start a crime watch program in your neighborhood • organize a community clean-up day • sponsor a neighborhood beautification or tree-planting day • begin an adopt-a-street program • initiate support to provide routes with less traffic to schools in your community (reduced traffic during am and pm school commute times)
A Quick Health Check Could not go as far or as fast as we wanted Were tired, short of breath or had sore feet or muscles Was the sun really hot? Was it hot and hazy?	• start with short walks and work up to 30 minutes of walking most days • invite a friend or child along • walk along shaded routes where possible • use sunscreen of SPF 15 or higher, wear a hat and sunglasses • try not to walk during the hottest time of day	• get media to do a story about the health benefits of walking • call parks and recreation department about community walks • encourage corporate support for employee walking programs • plant shade trees along routes • have a sun safety seminar for kids • have kids learn about unhealthy ozone days and the Air Quality Index (AQI)

Bikeability Checklist

How bikeable is your community?

Riding a bike is fun!

Bicycling is a great way to get around and to get your daily dose of physical activity. It's good for the environment, and it can save you money. No wonder many communities are encouraging people to ride their bikes more often!

Can you get to where you want to go by bike?

Some communities are more bikeable than others: how does yours rate? Read over the questions in this checklist and then take a ride in your community, perhaps to the local shops, to visit a friend, or even to work. See if you can get where you want to go by bicycle, even if you are just riding around the neighborhood to get some exercise.

At the end of your ride, answer each question and, based on your opinion, circle an overall rating for each question.You can also note any problems you encountered by checking the appropriate box(es). Be sure to make a careful note of any specific locations that need improvement.

Add up the numbers to see how you rated your ride. Then, turn to the pages that show you how to begin to improve those areas where you gave your community a low score.

Before you ride, make sure your bike is in good working order, put on a helmet, and be sure you can manage the ride or route you've chosen. Enjoy the ride!

NHTSA
National Highway Traffic Safety Administration

Pedestrian and Bicycle Information Center

U.S. Department of Transportation

This diagram was taken from the web site www.bicyclinginfo.org.
The checklist is to be used as a tool to gather community input on existing bicycle routes within a community to help establish performance goals. It can also be used as a tool to evaluate the network after it has been established. See pages 5, 6 and 15. The checklist is NOT a tool to evaluate existing conditions. Refer to 6.1 for existing roadway conditions to be evaluated for a bicycle network.

Go for a ride and use this checklist to rate your neighborhood's bikeability.

How bikeable is your community?

Location of bike ride (be specific): _____

Rating Scale: 1 awful · 2 many problems · 3 some problems · 4 good · 5 very good · 6 excellent

1. Did you have a place to bicycle safely?

a) On the road, sharing the road with motor vehicles?

☐ Yes ☐ Some problems (please note locations):
- ☐ No space for bicyclists to ride
- ☐ Bicycle lane or paved shoulder disappeared
- ☐ Heavy and/or fast-moving traffic
- ☐ Too many trucks or buses
- ☐ No space for bicyclists on bridges or in tunnels
- ☐ Poorly lighted roadways

Other problems: _____
_____

b) On an off-road path or trail, where motor vehicles were not allowed?

☐ Yes ☐ Some problems:
- ☐ Path ended abruptly
- ☐ Path didn't go where I wanted to go
- ☐ Path intersected with roads that were difficult to cross
- ☐ Path was crowded
- ☐ Path was unsafe because of sharp turns or dangerous downhills
- ☐ Path was uncomfortable because of too many hills
- ☐ Path was poorly lighted

Other problems: _____
_____

Overall "Safe Place To Ride" Rating: (circle one)

1 2 3 4 5 6

2. How was the surface that you rode on?

☐ Good ☐ Some problems, the road or path had:
- ☐ Potholes
- ☐ Cracked or broken pavement
- ☐ Debris (e.g. broken glass, sand, gravel, etc.)
- ☐ Dangerous drain grates, utility covers, or metal plates
- ☐ Uneven surface or gaps
- ☐ Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings)
- ☐ Bumpy or angled railroad tracks
- ☐ Rumble strips

Other problems: _____
_____

Overall Surface Rating: (circle one)

1 2 3 4 5 6

3. How were the intersections you rode through?

☐ Good ☐ Some problems:
- ☐ Had to wait too long to cross intersection
- ☐ Couldn't see crossing traffic
- ☐ Signal didn't give me enough time to cross the road
- ☐ Signal didn't change for a bicycle
- ☐ Unsure where or how to ride through intersection

Other problems: _____
_____

Overall Intersection Rating: (circle one)

1 2 3 4 5 6

Continue the checklist on the next page...

4. Did drivers behave well?

☐ Yes ☐ Some problems, drivers:

- ☐ Drove too fast
- ☐ Passed me too close
- ☐ Did not signal
- ☐ Harassed me
- ☐ Cut me off
- ☐ Ran red lights or stop sign

Other problems: _____

_____

Overall Driver Rating: (circle one)

1 2 3 4 5 6

5. Was it easy for you to use your bike?

☐ Yes ☐ Some problems:

- ☐ No maps, signs, or road markings to help me find my way
- ☐ No safe or secure place to leave my bicycle at my destination
- ☐ No way to take my bicycle with me on the bus or train
- ☐ Scary dogs
- ☐ Hard to find a direct route I liked
- ☐ Route was too hilly

Other problems: _____

_____

Overall Ease of Use Rating: (circle one)

1 2 3 4 5 6

6. What did you do to make your ride safer?

Your behavior contributes to the bikeability of your community. Check all that apply:

- ☐ Wore a bicycle helmet
- ☐ Obeyed traffic signal and signs
- ☐ Rode in a straight line (didn't weave)
- ☐ Signaled my turns
- ☐ Rode with (not against) traffic
- ☐ Used lights, if riding at night
- ☐ Wore reflective and/or retroreflective materials and bright clothing
- ☐ Was courteous to other travelers (motorist, skaters, pedestrians, etc.)

7. Tell us a little about yourself.

In good weather months, about how many days a month do you ride your bike?

- ☐ Never
- ☐ Occasionally (one or two)
- ☐ Frequently (5-10)
- ☐ Most (more than 15)
- ☐ Every day

Which of these phrases best describes you?

- ☐ An advanced, confident rider who is comfortable riding in most traffic situations
- ☐ An intermediate rider who is not really comfortable riding in most traffic situations
- ☐ A beginner rider who prefers to stick to the bike path or trail

How does your community rate? Add up your ratings and decide.

(Questions 6 and 7 do not contribute to your community's score)

1. _____
2. _____
3. _____
4. _____
5. _____

Total _____

26-30	Celebrate! You live in a bicycle-friendly community.
21-25	Your community is pretty good, but there's always room for improvement.
16-20	Conditions for riding are okay, but not ideal. Plenty of opportunity for improvements.
11-15	Conditions are poor and you deserve better than this! Call the mayor and the newspaper right away.
5-10	Oh dear. Consider wearing body armor and Christmas tree lights before venturing out again.

Did you find something that needs to be changed?

On the next page, you'll find suggestions for improving the bikeability of your community based on the problems you identified. Take a look at both the short- and long-term solutions and commit to seeing at least one of each through to the end. If you don't, then who will?

During your bike ride, how did you feel physically? Could you go as far or as fast as you wanted to? Were you short of breath, tired, or were your muscles sore? The next page also has some suggestions to improve the enjoyment of your ride.

Bicycling, whether for transportation or recreation, is a great way to get 30 minutes of physical activity into your day. Riding, just like any other activity, should be something you enjoy doing. The more you enjoy it, the more likely you'll stick with it. Choose routes that match your skill level and physical activities. If a route is too long or hilly, find a new one. Start slowly and work up to your potential.

Now that you know the problems,
you can find the answers.

Improving your community's score...

1. Did you have a place to bicycle safely?

	What you can do immediately	What you and your community can do with more time
a) On the road?		
No space for bicyclists to ride (e.g. no bike lane or shoulder; narrow lanes) Bicycle lane or paved shoulder disappeared Heavy and/or fast-moving traffic Too many trucks or buses No space for bicyclists on bridges or in tunnels Poorly lighted roadways	• pick another route for now • tell local transportation engineers or public works department about specific problems; provide a copy of your checklist • find a class to boost your confidence about riding in traffic	• participate in local planning meetings • encourage your community to adopt a plan to improve conditions, including a network of bike lanes on major roads • ask your public works department to consider "Share the Road" signs at specific locations • ask your state department of transportation to include paved shoulders on all their rural highways • establish or join a local bicycle advocacy group
b) On an off-road path or trail?		
Path ended abruptly Path didn't go where I wanted to go Path intersected with roads that were difficult to cross Path was crowded Path was unsafe because of sharp turns or dangerous downhills Path was uncomfortable because of too many hills Path was poorly lighted	• slow down and take care when using the path • find an on-street route • use the path at less crowded times • tell the trail manager or agency about specific problems	• ask the trail manager or agency to improve directional and warning signs • petition your local transportation agency to improve path/roadway crossings • ask for more trails in your community • establish or join a "Friends of the Trail" advocacy group

2. How was the surface you rode on?

Potholes Cracked or broken pavement Debris (e.g. broken glass, sand, gravel, etc.) Dangerous drain grates, utility covers, or metal plates Uneven surface or gaps Slippery surfaces when wet (e.g. bridge decks, construction plates, road markings) Bumpy or angled railroad tracks Rumble strips	• report problems immediately to public works department or appropriate agency • keep your eye on the road/path • pick another route until the problem is fixed (and check to see that the problems are fixed) • organize a community effort to clean up the path	• work with your public works and parks department to develop a pothole or hazard report card or online link to warn the agency of potential hazards • ask your public works department to gradually replace all dangerous drainage grates with more bicycle-friendly designs, and improve railroad crossings so cyclists can cross them at 90 degrees • petition your state DOT to adopt a bicycle-friendly rumble-strip policy

3. How were the intersections you rode through?

Had to wait too long to cross intersection Couldn't see crossing traffic Signal didn't give me enough time to cross the road The signal didn't change for a bicycle Unsure where or how to ride through intersection	• pick another route for now • tell local transportation engineers or public works department about specific problems • take a class to improve your riding confidence and skills	• ask the public works department to look at the timing of the specific traffic signals • ask the public works department to install loop-detectors that detect bicyclists • suggest improvements to sightlines that include cutting back vegetation; building out the path crossing; and moving parked cars that obstruct your view • organize community-wide, on-bike training on how to safely ride through intersections

Improving your community's score...

(continued)

	What you can do immediately	What you and your community can do with more time
4. Did drivers behave well?		
Drivers: Drove too fast Passed me too close Did not signal Harassed me Cut me off Ran red lights or stop signs	• report unsafe drivers to the police • set an example by riding responsibly; obey traffic laws; don't antagonize drivers • always expect the unexpected • work with your community to raise awareness to share the road	• ask the police department to enforce speed limits and safe driving • encourage your department of motor vehicles to include "Share the Road" messages in driver tests and correspondence with drivers • ask city planners and traffic engineers for traffic calming ideas • encourage your community to use cameras to catch speeders and red light runners
5. Was it easy for you to use your bike?		
No maps, signs, or road markings to help me find my way No safe or secure place to leave my bicycle at my destination No way to take my bicycle with me on the bus or train Scary dogs Hard to find a direct route I liked Route was too hilly	• plan your route ahead of time • find somewhere close by to lock your bike; never leave it unlocked • report scary dogs to the animal control department • learn to use all of your gears!	• ask your community to publish a local bike map • ask your public works department to install bike parking racks at key destinations; work with them to identify locations • petition your transit agency to install bike racks on all their buses • plan your local route network to minimize the impact of steep hills • establish or join a bicycle user group (BUG) at your workplace
6. What did you do to make your ride safer?		
Wore a bicycle helmet Obeyed traffic signals and signs Rode in a straight line (didn't weave) Signaled my turns Rode with (not against) traffic Used lights, if riding at night Wore reflective materials and bright clothing Was courteous to other travelers (motorists, skaters, pedestrians, etc.)	• go to your local bike shop and buy a helmet; get lights and reflectors if you are expecting to ride at night • always follow the rules of the road and set a good example • take a class to improve your riding skills and knowledge	• ask the police to enforce bicycle laws • encourage your school or youth agencies to teach bicycle safety (on-bike) • start or join a local bicycle club • become a bicycle safety instructor

SAMPLE ORDINANCES AND RESOLUTIONS

APPENDIX B

SAMPLE BICYCLE PARKING ORDINANCE

Land Use	Bicycle Spaces Required	Type
Residential		
Single Family/Two Family	N/A	N/A
Apartment/Townhome	1 per unit plus 6 space rack at each building entrance	Class I - 100% Class II - 6 space rack
Commercial		
Hotel/Motel	>75 rooms - 1 per 15 rooms < 75 rooms - 6 space visitor rack	Class I - 60% Class II - 40%
Office, retail sales of goods and services, restaurants, research establishments, laboratories	1 per 750 SF gross floor area for first 15,000 SF and 1 per 1,500 SF of additional area	Class I - 50% Class II - 50%
Shopping Centre *	1 per 750 SF of gross leasable area for the first 15,000 SF and 1 per 1,500 SF for gross leasable area for any additional area	Class I - 30% Class II - 70%
Industrial		
All	1 per 3,000 SF	Class I - 80% Class II - 20%
Institutional		
Hospitals	1 per 1,500 SF	Class I - 75% Class II - 25%
Schools	All Levels: 1 per 10 employees	Class I - 10% Class II - 90%
Elementary	1 per 10 students	Class II - 100%
Junior Secondary	1 per 8 students	Class II - 100%
Senior Secondary	1 per 8 students	Class II - 100%
College	1 per 5 students	Class II - 100%
University	1 per 5 students (full time, max. attendance	Class II - 100%
Churches	1 per 50 members	Class II - 100%
Library/Museum/Art Gallery	1 per 300 SF gross floor area	Class I - 20% Class II - 80%
Personal Care/Nursing Home/Group Home	1 per 15 dwellings	Class I - 75% Class II - 25%
Correctional Institutions	1 per 50 beds	Class I - 70% Class II - 30%
Cultural and Recreational		
Community Centre	1 per 240 SF of gross floor area	Class I - 20% Class II - 80%
Stadium, Arena, Pool, Exhibition Hall	1 per 300 SF of surface area	Class I - 20% Class II - 80%
Gymnasium, Health Spa	1 per 240 SF of surface area	Class I - 20% Class II - 80%
Bowling Alley	1 per 2 alleys	Class I - 20% Class II - 80%

Class I bicycle parking provides complete protection for bicycles and equipment.
Class II facilities are racks that bicycles can be securely locked to.

Bicycle Parking Requirements are requirements for Vancouver, British Columbia. They are from the Victoria Transport Policy Institute at www.vtpi.org.

RESOLUTION ESTABLISHING A
COMPLETE STREETS POLICY

WHEREAS, the mobility of freight and passengers and the safety, convenience, and comfort of motorists, cyclists, pedestrians - including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities should all be considered when planning and designing Rochester's streets; and,

WHEREAS, integrating sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of street projects avoids the expense of retrofits later; and,

WHEREAS, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development; and,

WHEREAS, streets are a critical component of the success and vitality of adjoining private uses and neighborhoods; and,

WHEREAS, Active Living integrates physical activity into daily routines and Active Living communities encourage individuals of all ages and abilities to be more physically active; and,

WHEREAS, Active Living improves health by lowering risk for poor health conditions such as obesity, diabetes, and heart disease; and,

WHEREAS, communities that support Active Living strive to create amenities that will enhance the quality of life of its residents, improve the physical and social environment in ways that attract businesses and workers, and contribute to economic development; and,

WHEREAS, a Complete Streets policy supports implementation of the City Council's Resolution Affirming Activity-Friendly Commitments; and,

WHEREAS, City policy as stated in the adopted Long Range Transportation Plan includes the goal of creating a multi-modal transportation system that encourages walking, bicycling, and transit use as part of a safe, accessible, convenient transportation system that meets the needs of people of all abilities, whether they are pedestrians, bicyclists, transit riders, or motor vehicle occupants, including children, elderly or disabled; and,

WHEREAS, rights-of-way are constrained in many developed areas of the city, which limits the ability to expand roadways to accommodate continued growth in traffic volumes, suggesting that alternatives to single occupant vehicles must also be pursued; and,

WHEREAS, a goal of Complete Streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and

encouraging non-motorized transportation and transit, which will enhance the promotion of Active Living as a means to improve the health of the community residents, and improve environmental conditions, including air quality; and,

WHEREAS, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete streets environment - where it would not be advisable to have non-motorized travel, but that the transportation system will support a comprehensive network of complete streets to serve all users.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Rochester establish a Complete Streets Policy that provides as follows:

1. The City of Rochester will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

2. Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities.

3. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicycle, pedestrian, and transit facilities from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).

4. Bicycle, pedestrian, and transit facilities shall be included in street construction, re-construction, re-paving, and re-habilitation projects, except under one or more of the following conditions:

A. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling , or when interim measures are implemented on temporary detour or haul routes.

B. The City Engineer determines there is insufficient space to safely accommodate new facilities.

C. The City Engineer determines there are relatively high safety risks.

D. The City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project.

E. The City Engineer and the Director of the Planning and Zoning Department jointly determine that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisition.

5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

A. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping / commercial area, or an employment center;

B. Whether the corridor provides access across a natural or man-made barrier such as a river or freeway;

C. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;

D. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or

E. Whether nearby routes that provide a similar level of convenience

and connectivity already exist.

6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. [For example, under most circumstances bridges (which last for 75 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities].

7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the Roadway Network Database and will carry out projects to eliminate gaps in the sidewalk and trail networks.

8. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.

9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.

10. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

BE IT FURTHER RESOLVED that the feasibility report prepared for a street project shall include documentation of compliance with this Policy.

BE IT FURTHER RESOLVED that the City of Rochester Comprehensive Plan is amended so as to include the Complete Streets Policy provided for in this resolution.

BE IT FURTHER RESOLVED that this Policy shall become effective as of _____, 2009.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS _____ DAY OF _____, 2009.

_____
PRESIDENT OF SAID COMMON COUNCIL

ATTEST: _____
CITY CLERK

APPROVED THIS _____ DAY OF _____, 2009.

_____
MAYOR OF SAID CITY

(Seal of the City of Rochester, Minnesota)

Res05\Resolu.CompleteStreets

COST INFORMATION

APPENDIX C

Estimated Costs Associated with Various Pedestrian and Bicycle Improvements / Examples in Plan			
Improvement	**Factors Impacting Cost**	**Cost**	**Potential Funding Sources**
Bicycle Lanes	Condition of the pavement, the need to remove and repaint the lane lines, the need to adjust signalization. It is most cost efficient to install improvements during street reconstruction, street resurfacing, or at the time of original construction. • 145th Street • Shannon Parkway • Connemara Trail	$5,000 to $50,000/mile	Grants Developer / New Construction State Aid (when eligible) City General Fund – Paint Budget
Road narrowing, striped shoulders, and lane reduction	Condition of the pavement, the need to remove and repaint the lane lines, the need to adjust signalization. It is most cost efficient to install improvements during street reconstruction, street resurfacing, or at the time of original construction.	$5,000 to $20,000/mile	Grants State Aid (when eligible) City General Fund – Paint Budget
Raised Medians	Design, site conditions, and whether the median can be added as part of a utility improvement or other street construction project. • Connemara Trail	$15,000 to $30,000/100 ft (median only)	Developer State Aid (when eligible) City General Fund or CIP
Sidewalk	Availability of right-of-way, topography, soil conditions, utilities • Sidewalks • Fill-in and connection projects / Pedestrian facility plan	Sidewalk $11/ square foot	State Aid New Development City General Fund – Sidewalk/Trail Budget

Estimated Costs Associated with Various Pedestrian and Bicycle Improvements / Examples in Plan			
Improvement	**Factors Impacting Cost**	**Cost**	**Potential Funding Sources**
Trails	Land acquisition costs, new structures needed, the type of trail surface, the width of the trail, and the facilities that are provided for trail users. • Dakota County Greenway Plan • Trails in Park Master Plan • New Development	$40,000 - $200,000/mile	Grants Park Dedication Partnerships - State/County/Metropolitan Council Donations City General Fund – Sidewalk/Trail Budget New Development State Aid
Crosswalk	Size of intersection (linear feet) and number of crossing legs. *Long-term maintenance costs	Stripping $100-$300/leg/year Patterned concrete $20,000/leg	State Aid (when eligible) City General Fund – Paint Budget
Pedestrian Signals; Mid-block Crossing	Utilities	$20,000 to $40,000	State Aid Grants Partnerships Donations City General Fund
Wayfinding Signs	Number of signs	$50 to $150 per sign plus $150	Grants Partnerships Donations City General Fund
Crossing Island	Size of island, materials (concrete or asphalt), utilities.	$4,000 to $30,000	Grants Partnerships State Aid (when eligible) City General Fund
Over/Underpass	Site conditions, topography, utilities • Highway 3 $1.2 Million • Shannon Parkway $1.0 Million • County Road 46 undetermined	$750,000 to $4 million	Grants – Federal / State Aid Park Dedication Partnerships Donations City General Fund / CIP

Source: Pedestrian & Bicycle Information Center