



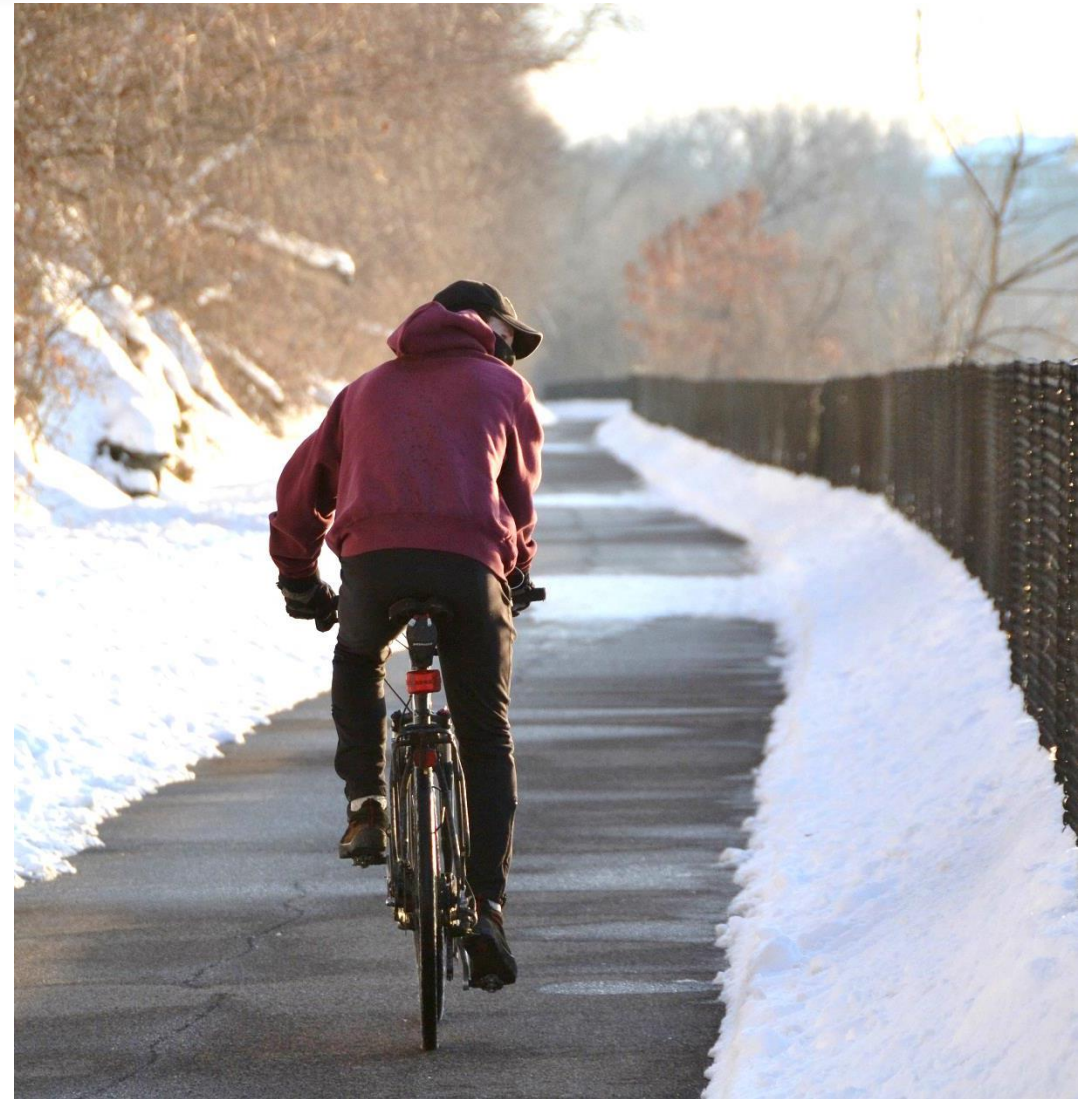
# Planning Commission Update

April 26, 2018



## AGENDA

1. Background
2. Project purpose
3. Draft Plan Overview
4. Next steps





## Background

- 2030 Transportation Plan guides walking and biking investment
- Walking and biking is transportation for residents who do not drive
  - Age (too young or too old)
  - Ability to own a private vehicle
  - Health conditions
  - Personal choice

## Dakota County Demographics

- 47,000 over age 65
- 125,000 + seniors in 2040
- 86,000 children 5-18
- 7,000 households without a car
- 3,000 people walk-bike to work
- 30,000 people below the poverty level



## Plan Need

- Dakota County 2040 Comprehensive Plan update
- Dakota County 2040 Transportation Plan update (anticipated in 2019)







## Plan Benefits

- Prioritize ped bike infrastructure investment
- Identify needs on the RBTN to position projects for federal funding
- Coordinate with city plans
- Recommend policies to support walking and biking
- Ensure current policies and practices are responsive to community needs
- Consider new facility types, such as on road bike lanes







# Variety of Users



Image used Pedbikeimages.org



Image used under CC by-SA 2.0 license by Chris Hunkeler



## Draft Bicycle and Pedestrian Plan

- Chapter 1
  - Background
  - Analysis
- Chapter 2
  - Benefits
  - County Role in Pedestrian and Bicycle Infrastructure
  - Strategies and Policies

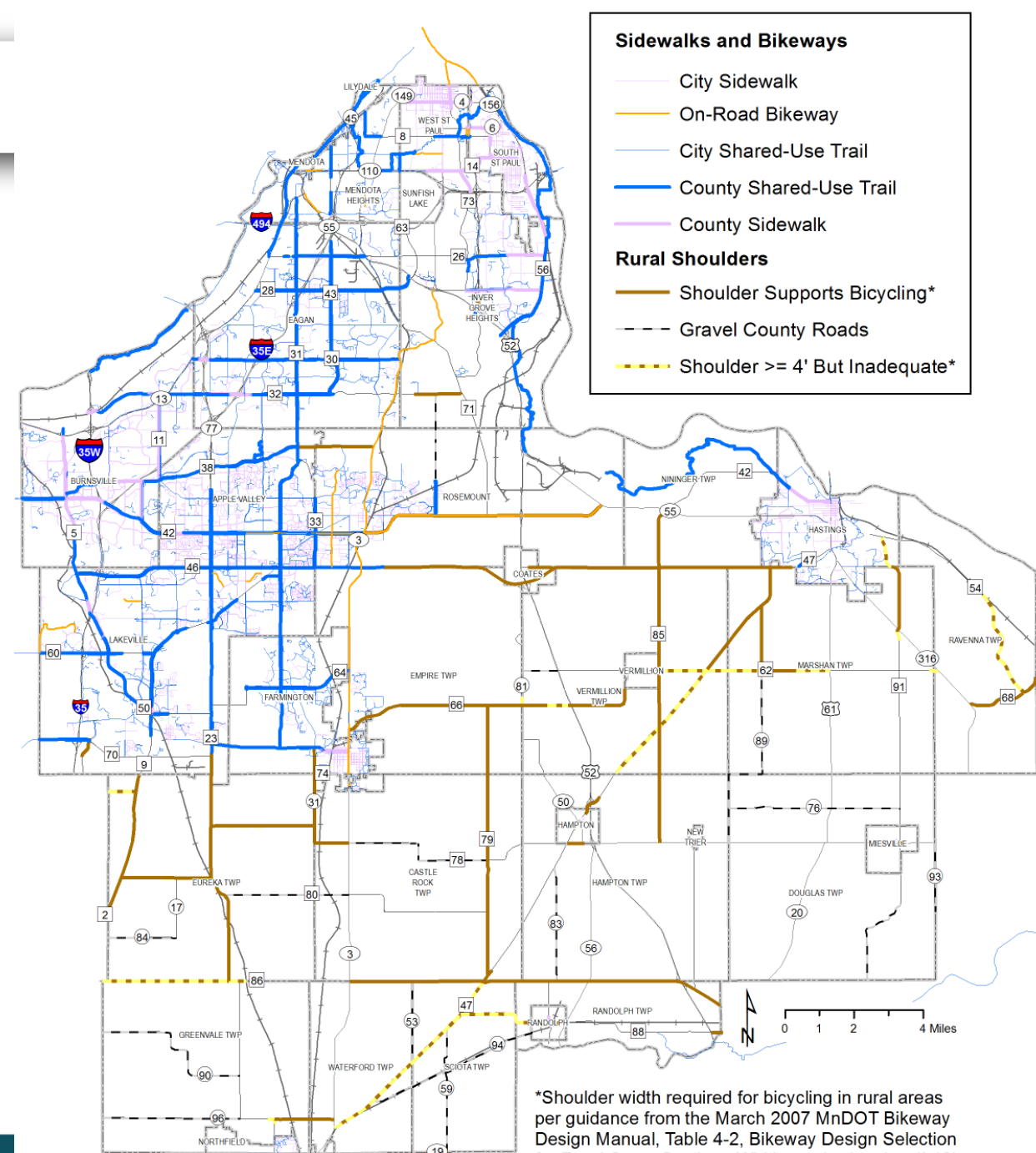
The County will integrate pedestrian and bicycling modes into the transportation system to provide for safe, timely, and efficient connections between communities, activity generators, and employment centers

*Dakota County 2030 Transportation Plan*



## Existing System

- Off-road, multi use trails are current practice in urban/suburban contexts
- 250 miles of trails and sidewalks
- Bikeable shoulders in rural areas







## Top Challenges

1. System continuity – filling the gaps
2. Barriers and crossings
3. On-road bicycle facilities
4. City / County cost share
5. Maintenance
6. Lighting
7. Support facilities
8. Awareness and education

Benches and trees would make walking better

There aren't a whole lot of sidewalks in Burnsville and sometimes we end up walking in the road

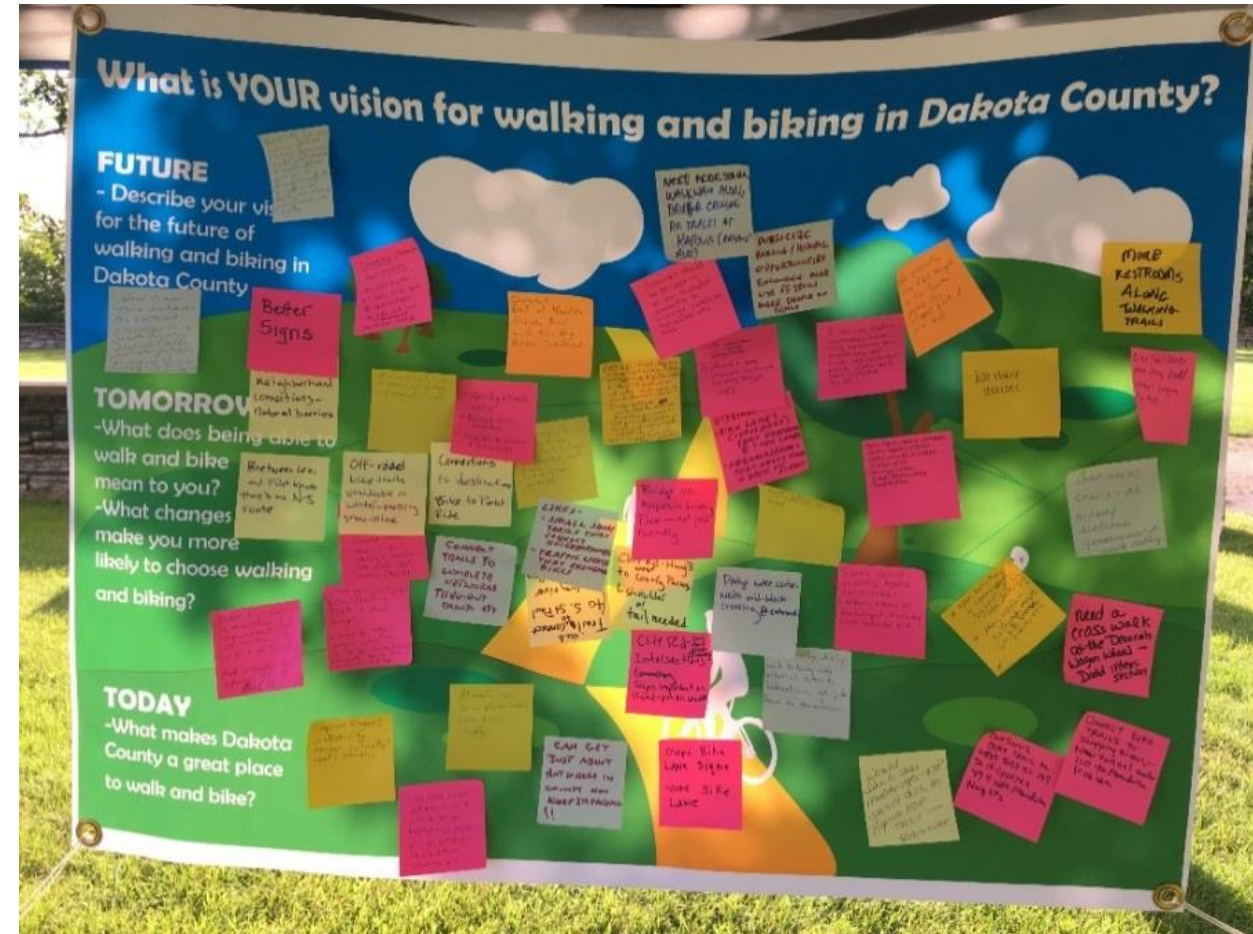
Would like to see better winter maintenance to make the system more functional year-round

Bikes should be separated from cars



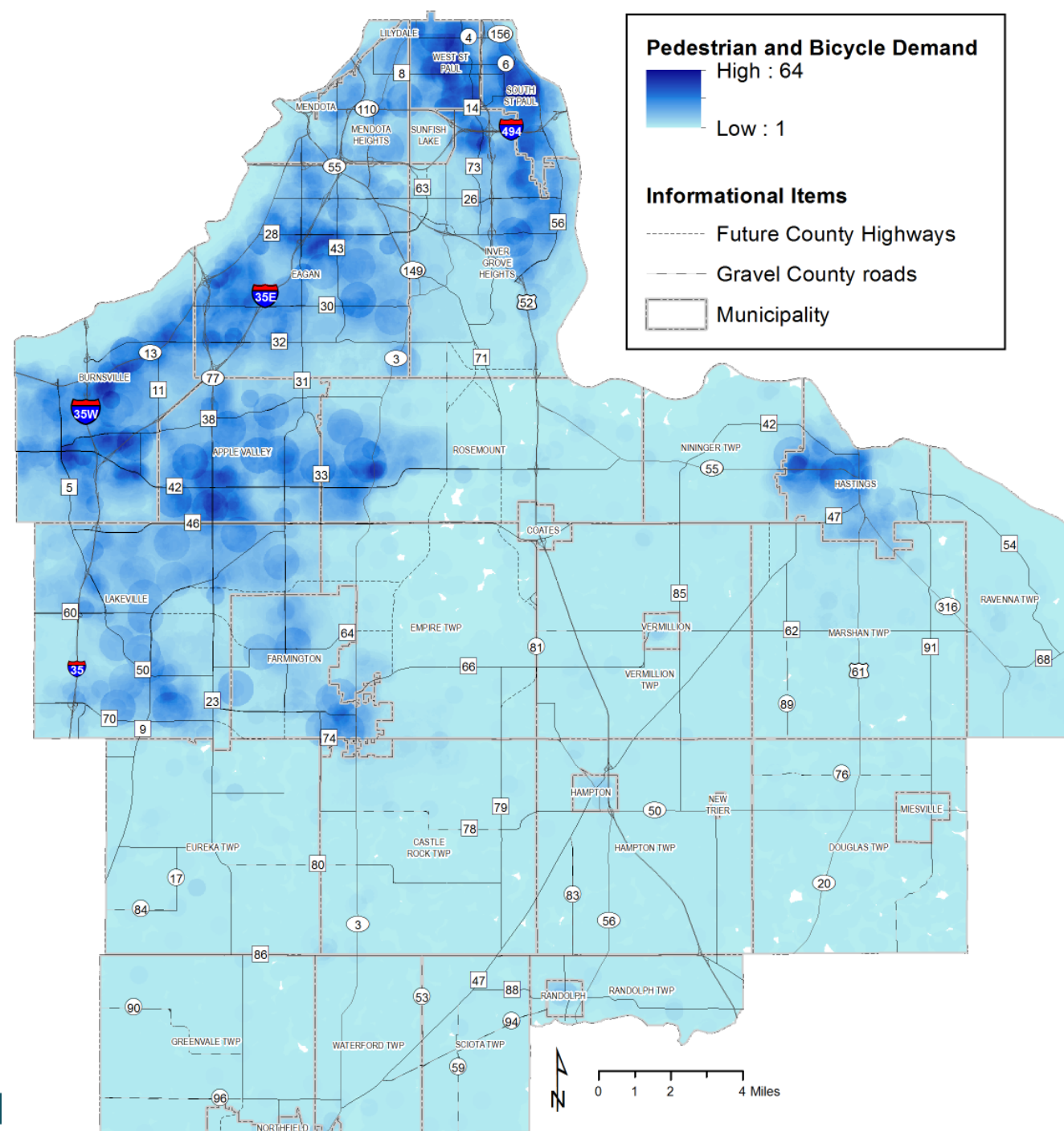
# Chapter 1: Analysis

- Pedestrian and Bicycle Demand
- Health
- Safety
- Level of Traffic Stress
- Community Engagement



# Gap prioritization

1. Population density
2. Age - under 18 or over 65
3. Households without vehicles
4. Transit route
5. Part of RBTN
6. Employment density
7. Services/shopping proximity
8. School proximity
9. Traffic volume
10. Posted speed
11. Number of lanes
12. System continuity







## Pedestrian Gaps

- 49 miles of pedestrian gaps in urban/suburban area (no trail or sidewalk)
- Highest priority gaps in the northern portion of the County

### Pedestrian Gaps (Urban and Suburban)

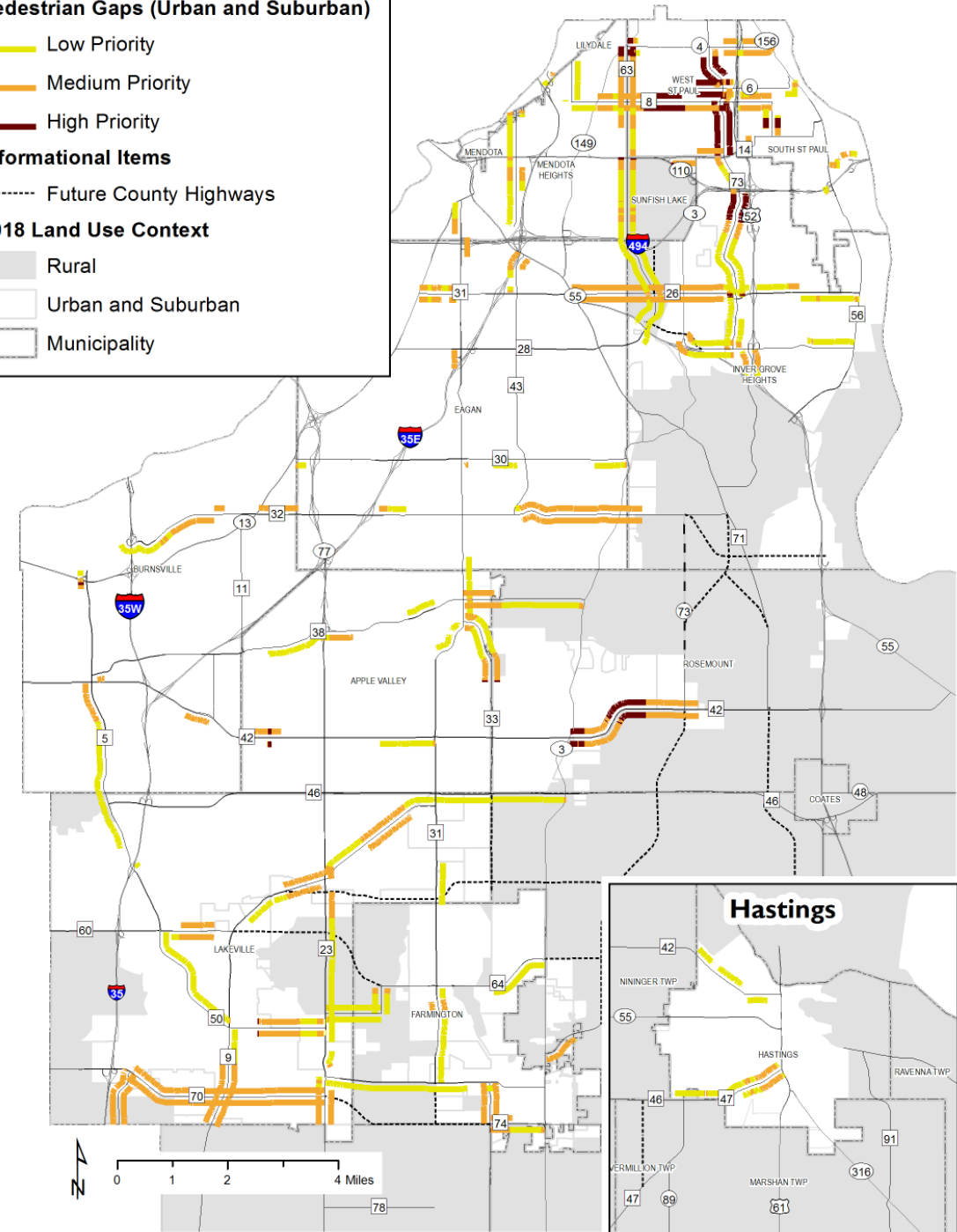
- Low Priority
- Medium Priority
- High Priority

### Informational Items

----- Future County Highways

### 2018 Land Use Context

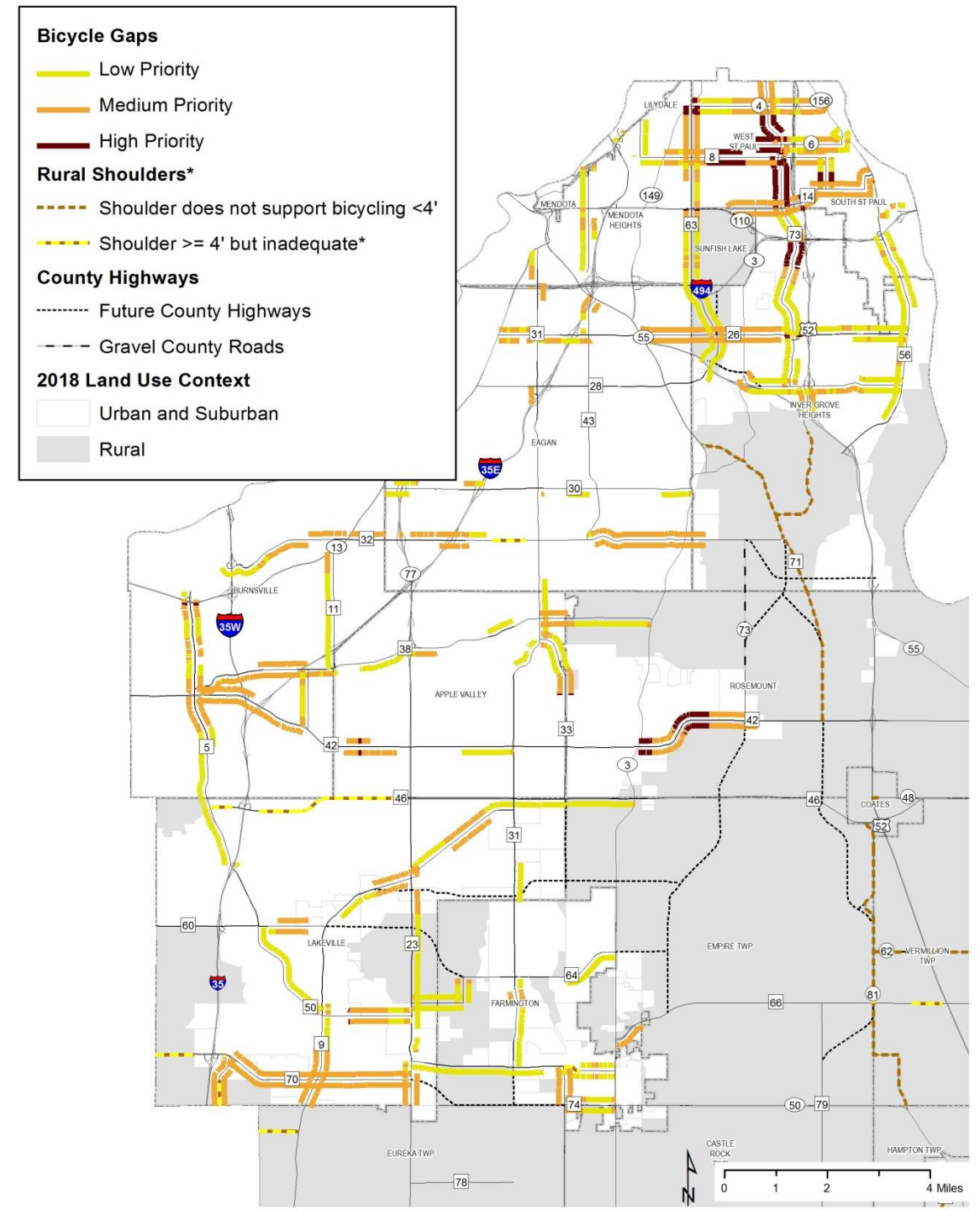
- Rural
- Urban and Suburban
- Municipality





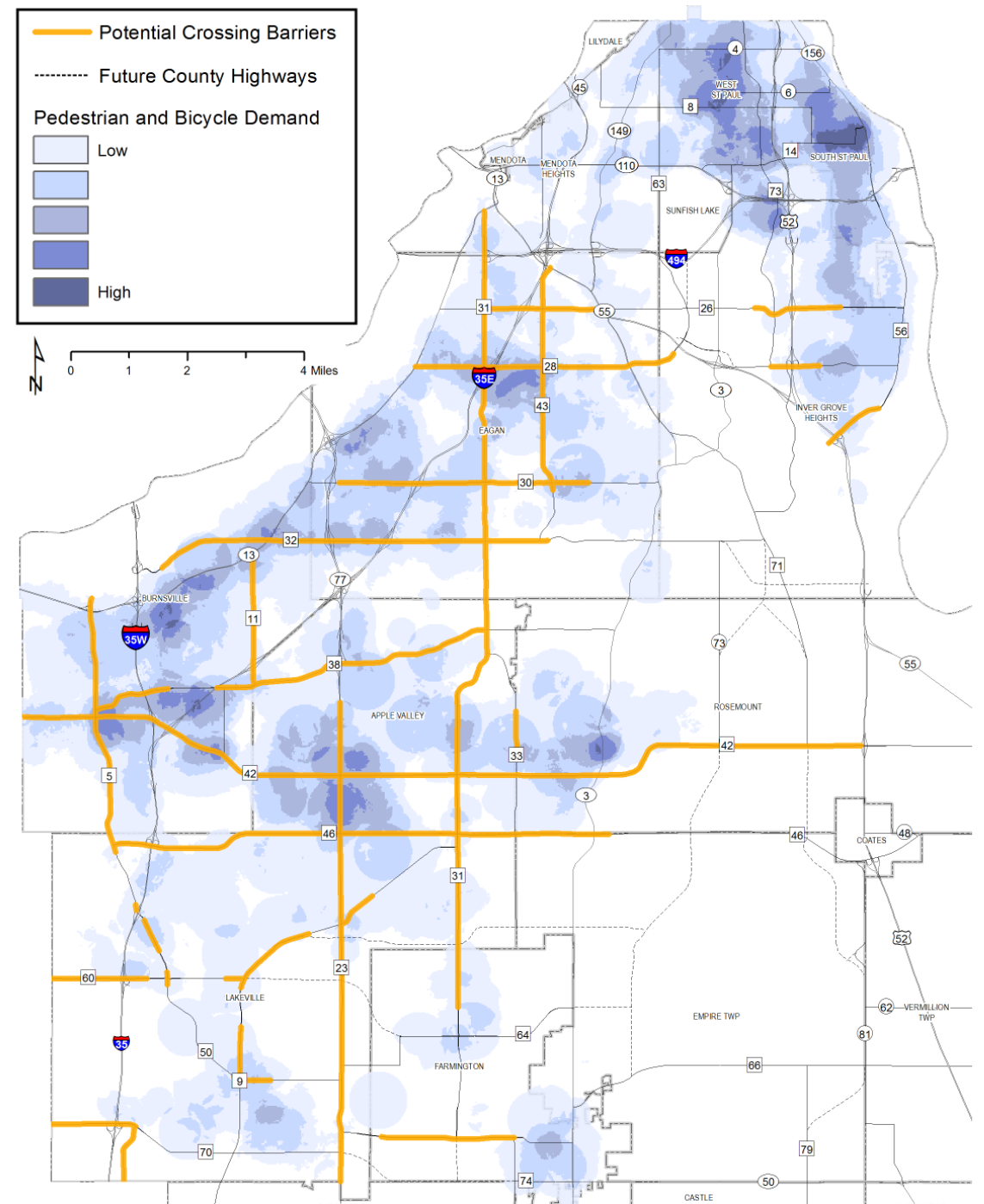
## Bicycle Gaps

- 63 miles of trail gaps in urban/suburban area
- Nearly 250 miles of paved roads in rural areas
- 45% have shoulders that support bicycling



# Barriers

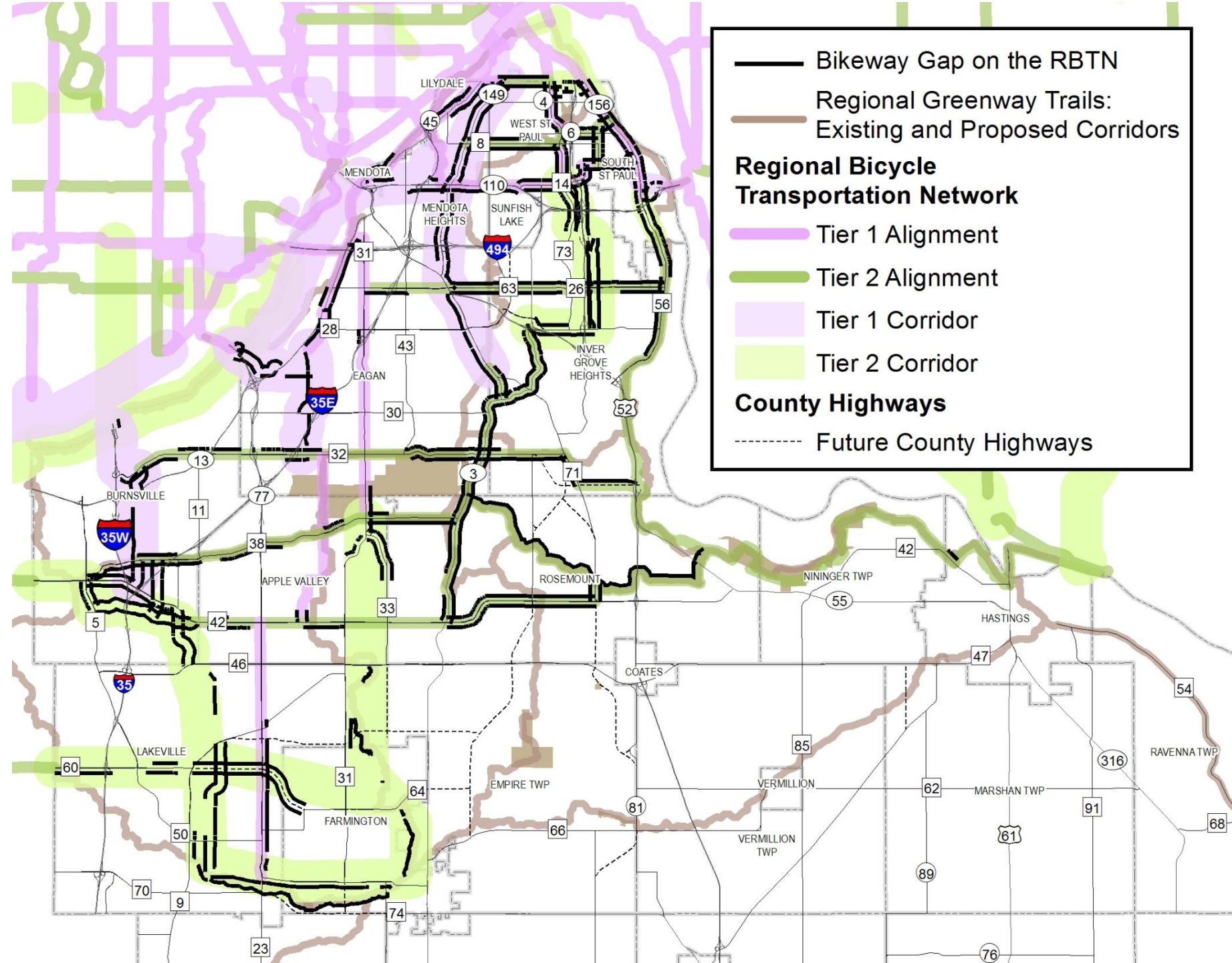
- Roads that may be barriers to crossings
  - More than two lanes
  - Speeds greater than 35 mph
- High ped bike demand





# Regional Bicycle Transportation Network

- Continue to improve pedestrian and bicycle facilities on RBTN





## Education, Awareness, Evaluation, and Enforcement Highlights

- Create a centralized source for walk bike information
- Provide education regarding safe travel behavior for pedestrians, bicyclists and motorists
- Partner with law enforcement to address behaviors that impact safety for walking and biking
- Continue to support Safe Routes to School
- Establish and track pedestrian and bicycle performance measures
- Participate in regional discussions on establishing a pedestrian and bicycle count program



## Strategy Highlights

- Integrate ped-bike modes with every transportation project
- Coordinate with greenways
- Prioritize barriers and gaps in the urban area
- Provide shoulders
- Consider trails in the rural area where there is ped-bike demand and a need for connectivity
- Consider ped-bike projects independently of road projects
- Designate a ped-bike transportation staff position





## Policy Highlights - Filling the gaps

BICYCLE AND PEDESTRIAN FACILITY CONTEXTUAL GUIDANCE				
PREFERRED FACILITIES	STREET CLASS	LAND USE	POSTED SPEED LIMIT	TRAFFIC VOLUMES
SIDEPATH/TRAIL ●●●●	COLLECTOR ARTERIAL	URBAN- SUBURBAN/ RURAL CENTERS	ALL	ALL
SIDEWALK* ●●●●	LOCAL COLLECTOR ARTERIAL	URBAN- SUBURBAN/ RURAL CENTERS	LOWER	ALL
SHOULDER ●●●●	COLLECTOR ARTERIAL	RURAL**	ALL	LOWER

### LEGEND

SEPARATION	
●●●●	Minimal Separation
●●●●	Moderate Separation
●●●●	Good Separation
●●●●	High Separation

\*On roadways with higher traffic volumes and speeds, a sidepath/trail can serve both walking and bicycling

\*\*Shoulders can supplement sidepaths/trails in urban areas

Source: AASHTO Guide for the Development of Bicycle Facilities

- Consider bicycle and pedestrian facilities with every project
- Trails are the standard in urban and suburban context
- Where not practical, consider:
  - Sidewalks
  - Alternate routes
  - On road facilities for cyclists
- Shoulders on rural construction and resurfacing projects



## On-Road Bicycle Facilities

BICYCLE AND PEDESTRIAN FACILITY CONTEXTUAL GUIDANCE				
ON-STREET FACILITIES TO CONSIDER*	STREET CLASS	LAND USE	POSTED SPEED LIMIT	TRAFFIC VOLUMES
<b>BIKE LANE</b> 	COLLECTOR ARTERIAL	URBAN-SUBURBAN/RURAL CENTERS	LOWER	LOWER
<b>BUFFER SEPARATED BIKE LANE</b> 	COLLECTOR ARTERIAL	URBAN-SUBURBAN	LOWER	LOWER-MODERATE
<b>BARRIER SEPARATED BIKE LANE</b> 	COLLECTOR ARTERIAL	URBAN-SUBURBAN	LOWER-MODERATE	MODERATE

### LEGEND

SEPARATION	
	Minimal Separation
	Moderate Separation
	Good Separation
	High Separation

\*When preferred facilities are not practical and alternate routes are not practical.

Source: AASHTO Guide for the Development of Bicycle Facilities

- Conditions under which to consider on-road bicycle facilities (all must apply)
  - An off-road multiuse trail is not practical or feasible.
  - There is local support.
  - An alternate route is not available.
  - The on-road facility is part of an identified system.
  - State Aid Standards can be met.
  - Speed limit is 35mph or lower.



## Topics for consideration in the 2040 Transportation Plan Update

- Cost Participation for Multi-Use Trails and Sidewalks
- Bicycle and Trail Facilities Maintenance
- Lighting
- Support facilities- pedestrian scale lighting, plantings/landscaping, decorative pavement, furnishings, signage
- Plat ordinance process, coordination of ped-bike improvements with mill and overlay projects, detour policy





## NEXT STEPS

- May: Physical Development Committee of the Whole Update
- May-June : Community Input
- *Content for the 2040 Comprehensive Plan – currently under public review*
- *Plan recommendations will considered with the 2040 Transportation Plan update , anticipated to begin in 2019*