

# Update On Pedestrian And Bicycle Study

Lil Leatham  
Office of Planning  
Physical Development Division

December 20, 2018

# Overview



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- Background
- Community Review of Draft

*Discussion – Do study changes reflect input?*

- Highlight - System Continuity

*Discussion – Do the strategies and policies reflect input? If not, what would you change?*

- Next Steps

*Discussion*

# Background



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2030 Transportation Plan  
guides walking and biking  
investment on the County  
highway system

2030 Parks System Plan  
guides greenway trail  
development

Walking and biking is  
transportation for residents  
who do not drive



# Background – Study Benefits



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- Prioritize ped bike infrastructure needs
- Position projects for federal funding
- Coordinate with city, regional, and state plans
- Ensure current policies and practices are responsive to community needs





# Background - Process



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- Reviewed draft study (April 2019)
- Community review
- Dakota County 2040 Comprehensive Plan update (October 2019)
- Study will be considered in Dakota County 2040 Transportation Plan update (anticipated in 2019)

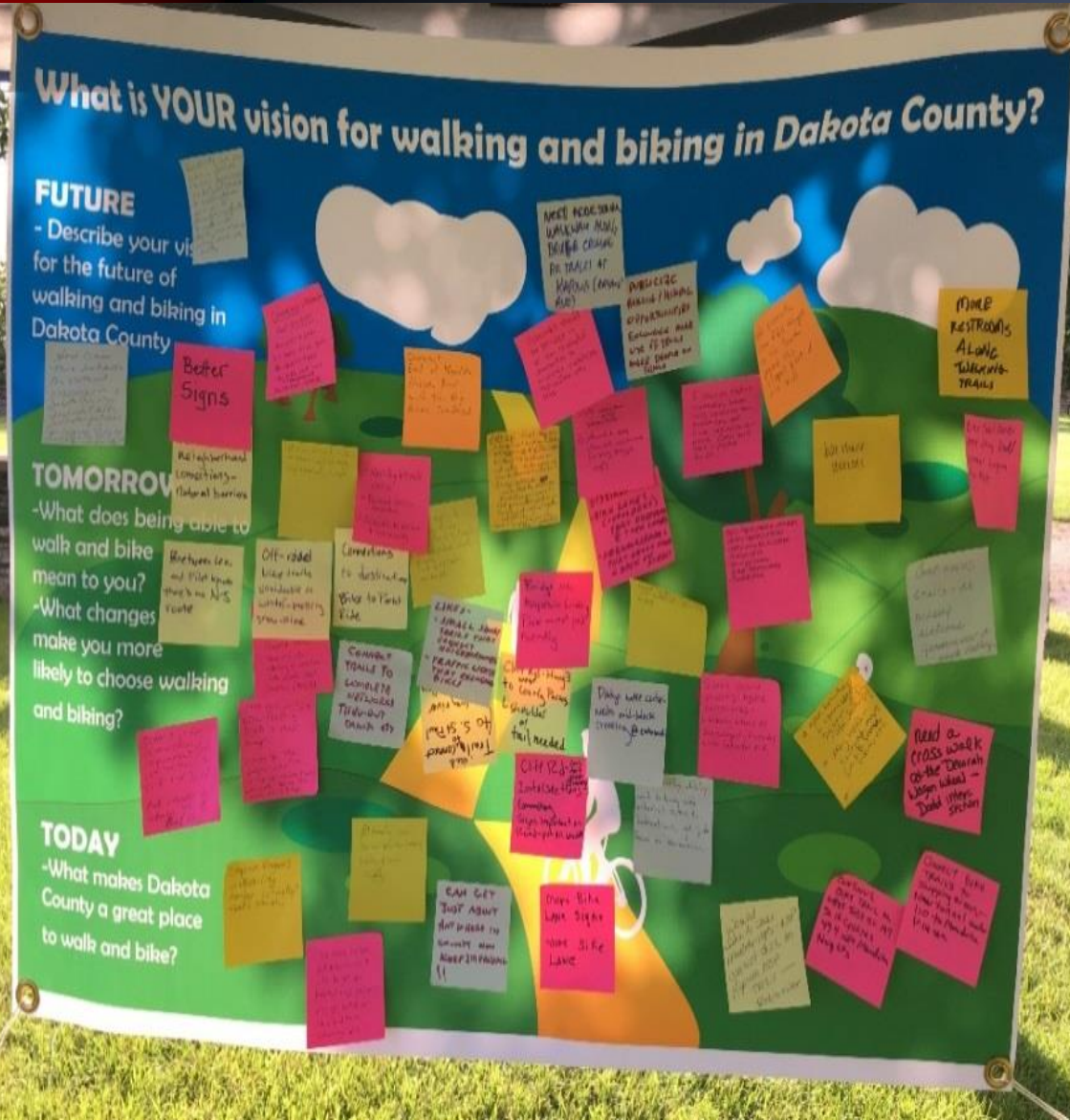




# Community Input



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# Draft Study Community Input



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Summer/Fall 2018

Project Management Team

On-line- 100+ comments

3 'pop-up' events – 100+ participants

- Kaposia Days
- Lakeville Farmer's Market
- Dakota County Fair



# What We Heard - Community



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- Feel the focus of serving all ages and ability levels is appropriate
- Gaps in the system affect usability
- Prefer that walkers and bikers be separated from cars
- Concern about the safety of crossings



# What We Heard - PMT

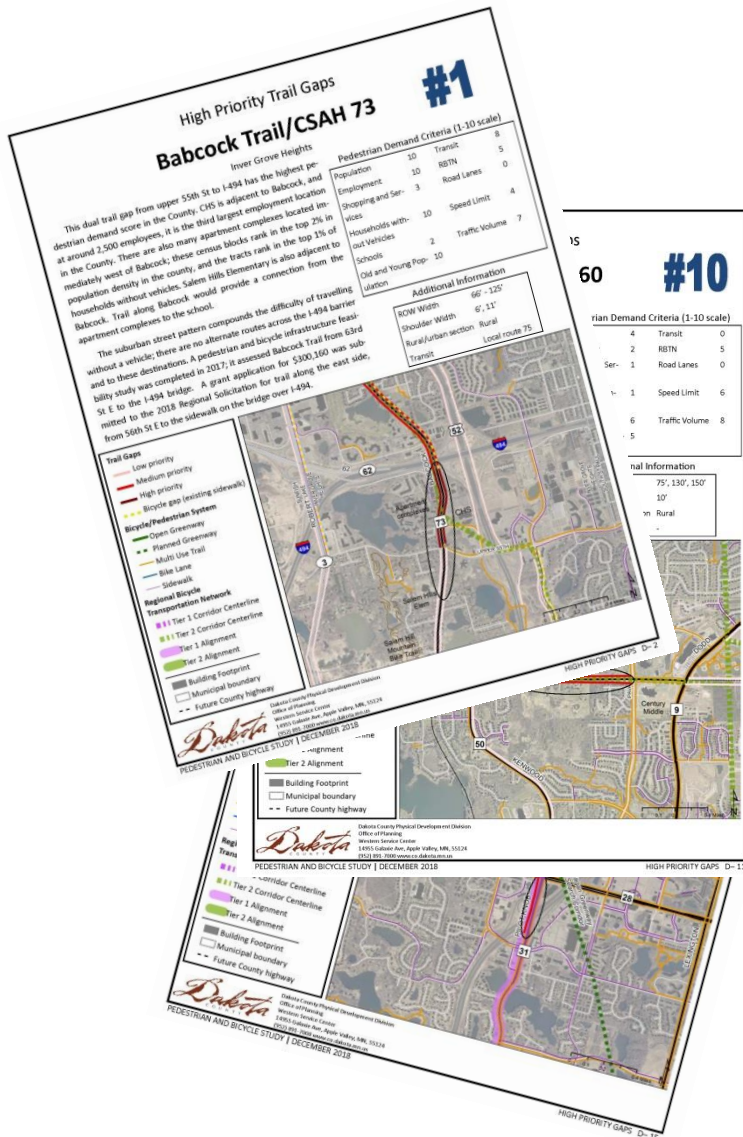


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- Met Council – corrections for consistency with regional plans; clarifications

MnDOT- show gaps and barriers on the state system

- Dakota County Staff- corrections and clarifications; more information about high priority gaps



Do the draft study changes reflect input?

# Study Highlight – System Continuity



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# Current Practices



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- Consider inclusion of bicycle and trail facilities as part of CIP projects
  - Trails in urban and suburban contexts
  - Shoulders in rural areas
- Partner with cities to complete gaps independent of highway projects

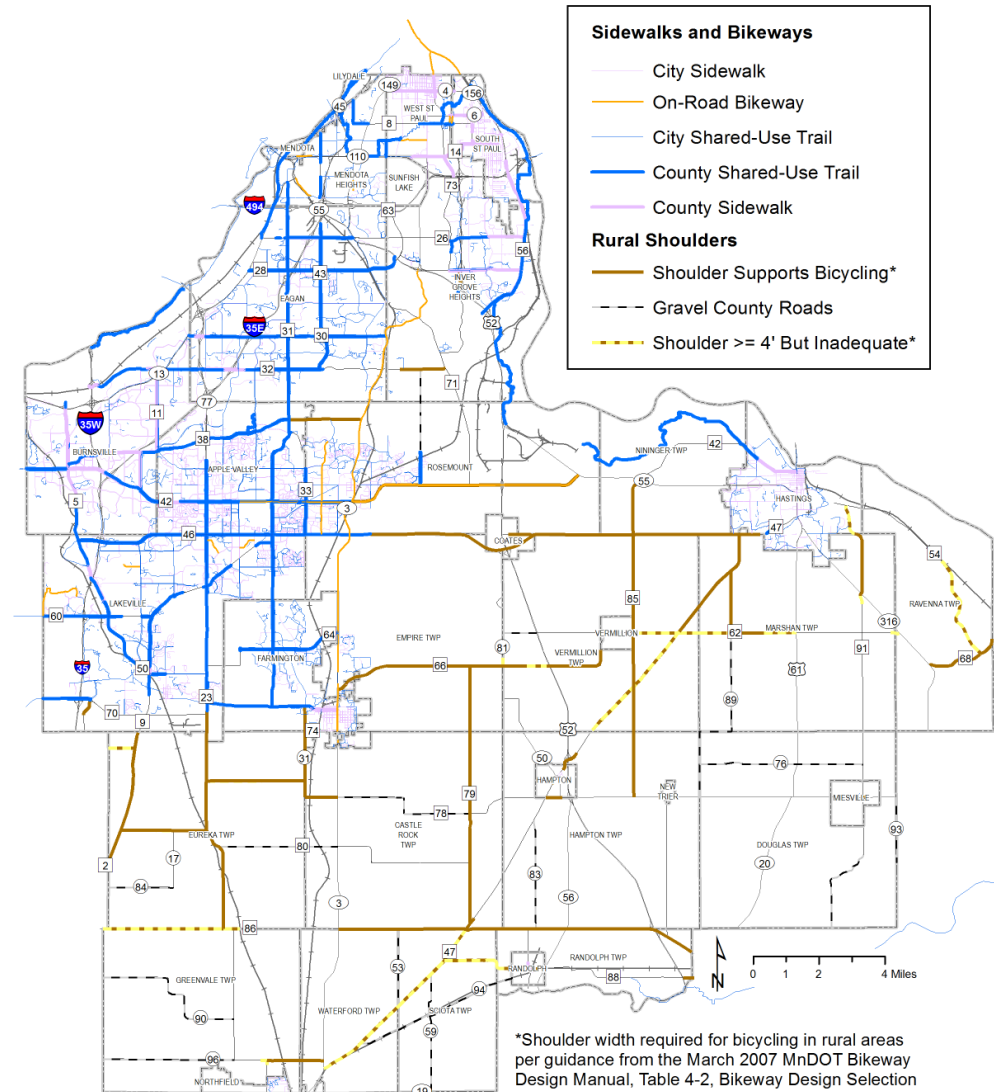
# Existing System



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## Existing System

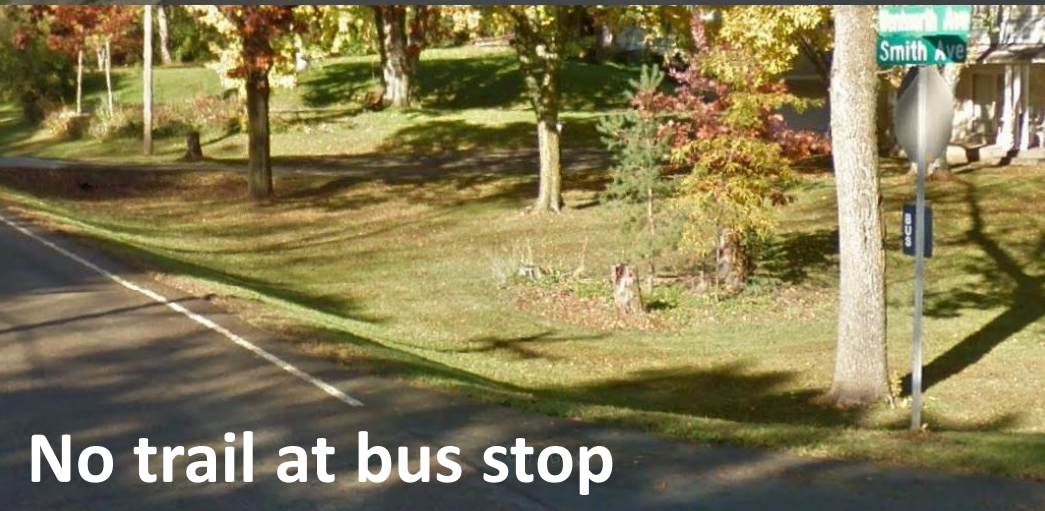
- Urban/Suburban - off-road, multi use trails
- 250 miles of trails and sidewalks
- Rural- bikeable shoulders



# Gaps



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# Gaps



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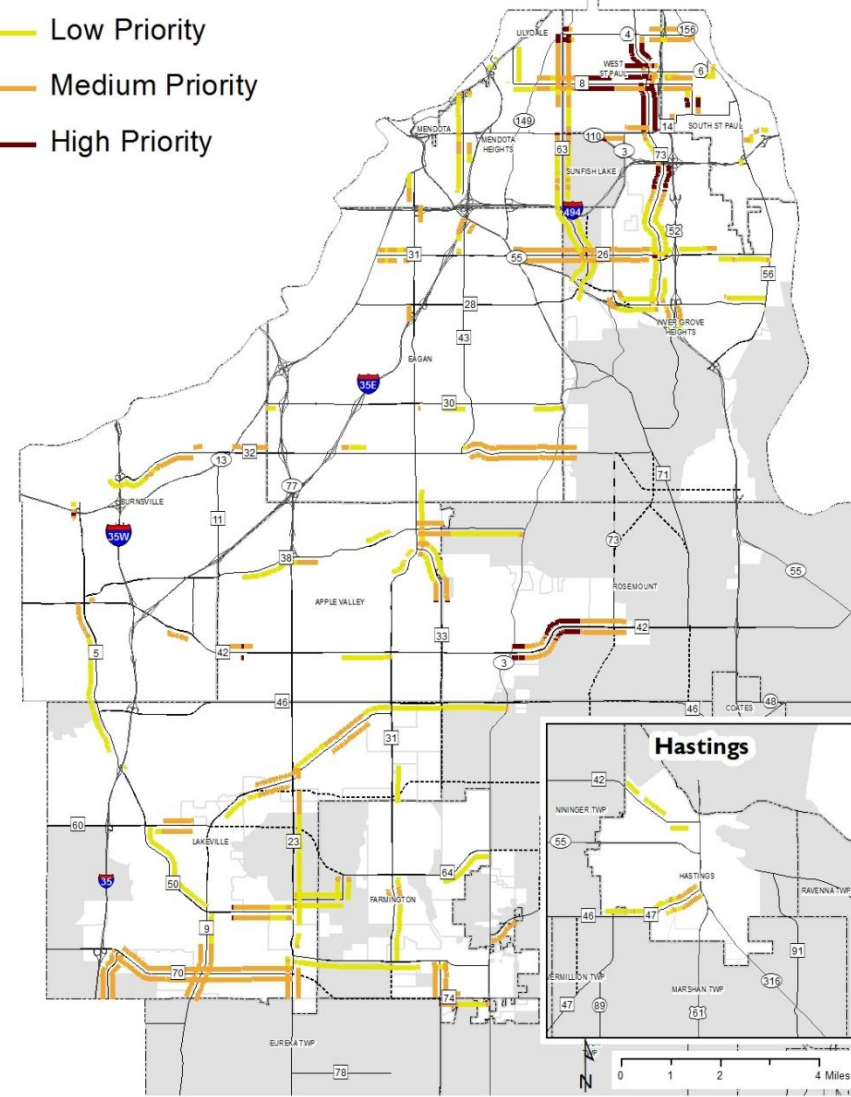
## Urban/suburban area

- 49 miles of ped gaps
- 14 miles of bike gaps
- 34 miles no trail or sidewalk on either side of the road

Rural area, 45% of roads have shoulders that support bicycling

### Pedestrian Gaps (Urban and Suburban)

- Low Priority
- Medium Priority
- High Priority



# Updated Strategy - Filling the gaps



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Consider bicycle and pedestrian facilities with every project

- Trails are preferred in urban and suburban context
- (NEW) Where not practical, consider:
  - Sidewalks
  - Alternate routes
  - On road facilities for cyclists
- Shoulders in rural context
- (NEW) Consider trails in rural areas where there is demand

## T.19 On-Road Bicycle Facilities

Conditions under which to consider on-road bicycle facilities (all must apply)

- There is local support.
- An off-road multiuse trail is not practical or feasible.
- An alternate route is not available.
- On-street parking does not need to be removed.
- The on-road facility is part of an identified system.
- State Aid design guidelines can be met.
- Speed limit is 35 mph or lower.



# Discussion



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Do you think the ped bike facility strategy and policies reflect community input?

If not what would you change?

# Future Topics to Consider



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## Topics to address in the upcoming 2040 Transportation Plan update

- How do we fill the gaps and address barriers?
- Winter maintenance
- Lighting for safety
- Support facilities
  - Traffic: ADA compliance, signage, traffic control
  - Aesthetics

# Next Steps



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Physical Development Committee Update on  
Ped Bike Study in January 2019

Ped Bike Study findings and recommendations  
will be considered with the 2040  
Transportation Plan update, anticipated to  
begin in 2019



# Questions?

## **T.18 Bicycle and Pedestrian Facilities Construction (*Revised*)**

Consider construction of bicycle and pedestrian facilities in conjunction with all highway projects based on needs and context, whenever practical.

# Highlights – Current Policies



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## T. 18 Bicycle and Trail Facilities Construction

Construct off-highway bicycle and trail facilities in conjunction with all urban highway projects, whenever practical. Construct paved shoulders to serve bicycle and pedestrian modes on rural construction and resurfacing projects whenever practical.

## T.19 Complete Streets

Evaluate pedestrian and bicycle facilities (lighting, ramps, crosswalks, countdown timers, etc.) by context and identify deficiencies to be addressed by the County or cities.

## F.2 Cost Participation – Aesthetic

Participate in aesthetics up to three percent of the County share of highway construction costs... Aesthetics may include landscaping, plantings, decorative pavements, surface treatments or decorative fencing...

# Policy Highlight – Current Policy



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## **PP.6 Paved Shoulders, Trails, and Bike Lanes** ***(2030 policy)***

Include paved shoulders or trails as a regular component of highway improvements on both sides of the highway, where practical.

Prioritization of bike lanes or shoulder improvements will be made in consideration of an identified system.



# Policy Highlight – Current Policy



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## **T.18 Bicycle and Pedestrian Facilities Construction (*2030 policy*)**

Construct off-highway bicycle and trail facilities in conjunction with all urban highway projects wherever practical. Construct paved shoulders to serve bicycle and pedestrian modes on rural construction and resurfacing projects whenever practical.