

NON-MOTORIZED TRANSPORTATION

This chapter discusses bicycle and pedestrian initiatives, non-motorized goals and objectives, safety, education, and regional enforcement efforts, key area infrastructure, the Safe-Routes-to-School (SRTS) program, approved multimodal funding, trip generators and barriers, and facility maintenance and development.

Below is a brief description of how Plan policies and SAFETEA-LU planning factors are being addressed in this chapter through current activities and how in the future the APO will continue to be vigilant toward policies and planning factors. The policies and planning factors addressed in this chapter are also illustrated to the right.

The APO is working to better promote and support multimodal solutions by investing a minimum 10 percent of Plan projected revenues on bike/pedestrian and transit services, which will help to maintain and expand bikeways in the St. Cloud Metropolitan Area. Committing to this investment supports multimodal solutions that will improve the movement of all users of the transportation system.

Staff has been working with the St. Cloud Metropolitan Bicycle & Pedestrian Committee to identify planning activities that support non-motorized solutions such as Complete Streets initiatives, bike/pedestrian counts, walk-to-school and area bike days, prioritizing bike/pedestrian projects, and bicycle/pedestrian marketing (i.e. billboard advertising).

More recently the APO approved federal money to build the extension of the Beaver Island Trail (Phase 4) along the Mississippi River from 33rd Street South to Mississippi River Bluffs Regional Park. The APO also strongly encourages that all expansion projects include bike/pedestrian facilities in design and construction. All APO funded expansion projects in the last 5-10 years have all included separated bike/pedestrian facilities.

Local jurisdictions and school districts, in coordination with the APO have received more than \$500,000 for infrastructure improvements and an additional \$10,000 for non-infrastructure planning activities on several SRTS applications. Infrastructure improvements will help improve connectivity for kids traveling to and home from area school.

All these activities along with future action items help to improve access and mobility of the entire transportation system and safety and security of all transportation modes, while minimizing social, economic and environmental impacts. A multimodal approach supports metropolitan vitality and improves the quality of life by creating a more efficient and balanced transportation system.

In the future, APO staff will assess and incorporate “Non-Motorized Transportation” action items listed in Chapter 13: Implementation as appropriate into the Unified Planning Work Program (UPWP) to continue to work toward addressing Plan policies and focus on SAFETEA-LU planning factors.

Addressing Plan Policies & SAFETEA-LU Planning Factors	
Policy 1: Improving Access & Mobility of Entire Transportation System	Planning Factor: Metropolitan Vitality
Policy 2: Maximize Transportation Investments for Movement of People & Freight	Planning Factor: Safety
Policy 3: Promote & Support Multi-Modal Solutions	Planning Factor: Security
Policy 4: Improve the Safety of All Transportation Modes & Users	Planning Factor: Accessibility & Mobility
Policy 5: Minimize Social, Economic & Environmental Impacts	Planning Factor: Energy & Environment
Policy 6: Promote System Preservation	Planning Factor: System Connectivity
	Planning Factor: System Management
	Planning Factor: System Preservation

Background

The St. Cloud Area Planning Organization has established a Bicycle and Pedestrian Advisory Committee comprised of staff representing state, regional, and local jurisdictions, business owners, professional and recreational cyclists, avid walkers, and other interested citizens. The Advisory Committee, in collaboration with APO Staff, drafted the following vision statement which is intended to guide bicycle and pedestrian planning efforts for the St. Cloud Area.

The St. Cloud Metropolitan Area is a place where people will choose to bicycle and walk for everyday transportation and recreational purposes. Residents and visitors will be able to walk and bike safely, conveniently, and pleasurably on a well-designed, maintained, and connected system of sidewalks and bikeways.

To further this vision, the following goals, objectives, and policies have been identified:



2009 Granite City Days – BLEND (Better Living: Exercise and Nutrition Daily) World Record Bike Parade

HAWK High-intensity Activated crossWalk



Intersection of Trunk Highway 23 and 12th Street South – St. Cloud

- When a pedestrian wishes to cross the street, they push a button that initiates flashing yellow lights alerting approaching drivers to slow down.
- The flashing yellow lights are followed by solid yellow lights, which prepare drivers to stop.
- The signal then changes to solid red notifying the drivers to stop.
- The pedestrian receives the walk signal.
- The solid red signal converts to flashing red allowing drivers to proceed when safe to do so.

GOAL # 1 SAFETY, EDUCATION, & ENFORCEMENT	GOAL # 2 BICYCLE & PEDESTRIAN INFRASTRUCTURE	GOAL # 3 PROMOTION & SOCIAL SUPPORT
<p>Maximize opportunities for safe, convenient, and pleasant travel for bicyclists and pedestrians.</p>	<p>Design and maintain Complete Streets that accommodate all modes of transportation through a functional network.</p>	<p>Empower people to bike and walk; and to create the social and economic environments which support these modes.</p>
OBJECTIVE A:	OBJECTIVE A:	OBJECTIVE A:
<p>Develop awareness of the rights and responsibilities of bicyclists and pedestrians within the transportation network; including the awareness on the appropriate interactions between motorized and non-motorized users of the transportation network.</p>	<p>Facilitate safe and convenient mobility and access to services and destinations via an interconnected bicycle and pedestrian network.</p>	<p>Creation of a bicycle and pedestrian network map that is readily available to the public; to encourage ease of use of the non-motorized transportation network.</p>
OBJECTIVE B:	OBJECTIVE B:	OBJECTIVE B:
<p>Collaborate with law enforcement agencies to enforce safe and legal biking and walking practices.</p>	<p>Increase connectivity of the existing non-motorized network through regional coordination and collaborative planning.</p>	<p>Promote and advocate for bicycle and pedestrian transportation through public awareness campaigns and activities.</p>
POLICY # 1	POLICY # 1	POLICY # 1
<p>Collaborate with local school districts to coordinate Safe Routes to School (SRTS) programs and funding opportunities.</p>	<p>Encourage local jurisdictions to adopt the standards outlined in the Mn/DOT Bicycle Facilities Manual.</p>	<p>Encourage local jurisdictions and the business community to support and promote campaigns such as National Bike Month (May), Walk to Work Day, etc.</p>
POLICY # 2	POLICY # 2	POLICY # 2
<p>Encourage local law enforcement agencies to establish and/or maintain bicycle patrol efforts within the region.</p>	<p>Support local jurisdictions in their efforts to preserve and utilize abandoned railroad corridors, parks, greenways, and other non-motorized infrastructure opportunities.</p>	<p>Encourage local jurisdictions, school districts and businesses to participate in collaborative events such as bicycle rodeos, active living expos, etc.</p>

Safety, Education, & Regional Enforcement Efforts

Data was acquired from the Minnesota Department of Transportation (Mn/DOT) detailing the number of reported crashes involving motor vehicles and bicyclists/pedestrians between 1998 and 2007. 12 fatal crashes were reported along with 94 serious injury crashes and 480 crashes that resulted in injury. Figures 10-1 and 10-2 illustrate this crash data.

It is difficult to pinpoint a single root cause that applies to all crashes. Contributing factors are unique to each crash incident. However, based on available data and input from law enforcement officers, crashes can reasonably be grouped into two broad categories: operator error and facility design/engineering. The important issue to examine from a regional perspective is how we can better educate all transportation users about appropriate motorized and non-motorized mode interactions and how we can assist local jurisdictions with facility design considerations.

Section 217 of Title 23 of the U.S. Code calls for the integration of bicycling and walking into the transportation mainstream. More importantly, it enhances the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking for everyday travel. In addition, Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§12131-12164) requires that pedestrian facilities and shared bicycle-pedestrian facilities on public rights of way be accessible to and usable by persons with disabilities.

The APO encourages participating agencies to construct walkways and bikeways in compliance with applicable ADA standards. The APO and its member jurisdictions recognize that transportation projects must comply with the American Disabilities Act Accessibility Guidelines (ADAAG) and the Public Right of Ways Accessibility Guidelines (PROWAG).

Each of the APO's member jurisdictions has, or is in the process of, developing a bicycle and pedestrian plan as either a stand-alone document or as an integrated component of their land use plan. As communities throughout the region initiate and continue planning for non-motorized transportation the expectation is that these efforts will eventually be a streamlined and integrated as part of the overall land use, transportation, and development planning process.

Infrastructure

For many years bicycle and pedestrian activities were viewed as predominantly recreational in nature. However, over the last several years bicycling and walking as a means of transportation and commuting has taken a more visible role in communities throughout the area.

In response to the increasing demand for recreational trails and commuter routes, the St. Cloud Metropolitan Area has made significant investments in non-motorized infrastructure over the last decade; including expansions of both the Lake Wobegon and Beaver Island Trail systems and other off road trail facilities. These improvements along with future infrastructure expansions are critical to providing a functional

Metropolitan Bicycle Activities

- Tour of Saints
- Carmel Roll Ride
- Revolution Single Track Escape
- Revolution Pork Chop Challenge
- Avon Road Race
- Mora Bike Tour
- BLEND Ride (Granite City Days)
- Bike Rodeos

non-motorized transportation network. In addition to the regional trail systems, ongoing sidewalk improvement projects as well as wide shoulders and designated bike lanes have been funded through the APO's Transportation Improvement Program (TIP) process throughout the metropolitan area. These collective improvements will aid in serving the needs of all transportation network users.

Large-scale, regional, infrastructure improvements are predominantly related to trail systems, while sidewalk improvements are taking place on a smaller, more neighborhood level scale within each jurisdiction. Providing a connection between sidewalk and trail systems is an ongoing effort. An additional trail corridor opportunity is the future expansion of the Glacial Lakes State Trail into the Metro Area. The Glacial Lakes Trail is located along on a former railroad grade, and currently extends from Willmar to the Cold Spring Area.

The Area is also anxiously awaiting the development of the Mississippi River Trail (MRT). The MRT is a 10-state cycling route that travels over 2,000 continuous miles between the headwaters of the Mississippi at Lake Itasca to the Gulf of Mexico. For more information on the MRT, see <http://www.mississippirivertrail.org>.

Safe Routes to School

The Safe Routes to School (SRTS) Program was established in August 2005 through the federal transportation bill, SAFETEA-LU. The bill provided funding for each state Department of Transportation to establish a SRTS program.

According to the FHWA, in 1969, about half of all students walked or bicycled to school. Currently, less than fifteen (15) percent of student walk or bicycle to school. Nearly twenty-five (25) percent of students use bus transportation, while more than fifty (50) percent of children are transported to school via private automobiles

The reduction in student walking and bicycling has corresponded with an increase in several adverse community impacts such as increased traffic congestion, decreased bicycle and pedestrian safety, and steadily increasing rates of childhood obesity.

Safe Routes to School (SRTS) aims to directly address the systemic impacts of reduced non-motorized student transportation. Specific funding opportunities are available for school districts to embark on educational programming as well as needed infrastructure improvements. The primary goal of SRTS is that through educational activities such street-crossing safety training and bike rodeos or infrastructure improvements such as sidewalk and crosswalk construction, that communities can actively support and encourage students and their caregivers to participate in non-motorized transportation activities.

The APO in cooperation with the City of St. Cloud, St. Cloud Independent School District 742 and Central Minnesota's Better Living through Exercise and Nutrition Daily (BLEND) has successfully competed in the SRTS grant solicitation. In 2006, Madison Elementary was awarded \$175,000 for engineering, education, enforcement, encouragement and evaluation to create multiple safe routes for students



2009 Earth Day Half Marathon

walking and biking to three local school facilities. Westwood Elementary received \$175,300 in order to create a safer environment for students who walk and bike to school and community members that utilize the splash pad, park and playground adjacent to the school.

Funding

In 2009, the APO's Technical Advisory Committee agreed to funding targets that included provisions for funding targets for transit and non-motorized transportation projects. Operating under this approach it is anticipated that of the federal Transportation Improvement Program dollars that the APO receives, 10 percent must be spent on either transit or bicycle/pedestrian projects over a 5-year period. There is the flexibility of spending the 10 percent target in one-year or spread it out over a five year period.

The APO Bicycle and Pedestrian Committee identified priority projects that should be considered when funding is made available. Projects include –

- Construct a safe and separated pedestrian/bicycle route for east/west travel across the metro area – build the Lake Wobegon Trail from St. Joseph to the Mississippi River
- Construct a safe and separated north/south bicycle pedestrian route across the metro area – continue the Scenic River Trail north along Cooper Avenue, past North Junior High School, through Whitney Park and into Sartell.
- Continue the Beaver Island Trail south to Warner Lake Park
- Connect the ROCORI and Lake Wobegon Trails

Bicycle and Pedestrian Trip Generators

The goal when initiating a bicycle and pedestrian plan is to establish the safest and most direct route to major trip generating areas. In order to fulfill this goal, planners must look at existing land use and transportation infrastructure. The trip generating areas in the Metro Area include schools, libraries, transit stations, recreation centers, government buildings, retail centers, park and recreation areas, businesses, health care facilities, and residential areas.

Bicycle and Pedestrian Trip Barriers

To establish a successful and interconnected system of bikeways and walkways in the St. Cloud Metropolitan Area, the APO and local jurisdictions must ensure bicyclists and pedestrians have safe means of crossing barriers such as rivers and streets with high volumes and traffic speeds, as well as less obvious barriers such as pedestrian curb ramps that are not compliant with current accessibility standards. To accommodate the slower speeds of bicyclist and pedestrians, implementing agencies should consider improvements to the barriers identified in this Plan. Several trip barriers within the St. Cloud Metro Area have been identified and are illustrated in Figure 10-3.

Bikeway Plan Map

Figure 10-4 illustrates existing bikeways in the St. Cloud Metropolitan Area and Exhibit 10-5 depicts desired bikeway facilities that have been identified by members of the Bicycle and Pedestrian Advisory Committee.

Policy Recommendations

If measurable progress is to be made toward the vision, goals and objectives of this Plan, a set of uniform policies needs to be adopted and implemented by all local implementing agencies in the St. Cloud Metropolitan Area. Listed below are bicycle and pedestrian policy recommendations of this Plan.

Bicycle & Pedestrian Facility Development

- Adopt standards outlined in the Mn/DOT Bicycle Modal Plan (Mn/DOT, 2005), and include bicycle facilities in the construction and reconstruction of road and bridge projects consistent with this Plan.
- Utilize abandoned railroad corridors, parks, greenways, and other public access lands for establishing bicycle and pedestrian paths.
- St. Cloud Metro Bus is encouraged to coordinate with local jurisdictions to make transit stops accessible and convenient for pedestrians and bicycles and the APO should continue inclusion of multi-modal points when prioritizing federal transportation projects.
- The APO shall maintain a record of bicycle and pedestrian crashes in the Metro Area.
- Increase bicycle and pedestrian network connectivity across jurisdictional through local coordination of improvement projects.
- Include pedestrian facilities on at least one side of all urban area roadways as infrastructure improvements occur within the developed urban core; promoting sidewalk connectivity throughout the network as new development occurs.
- Local jurisdictions should provide safe, convenient pedestrian access at intersections that complies with all Americans with Disabilities Act (ADA) provisions.
- To provide safe access for children when travelling to schools, local jurisdictions should designate specific access points to all school sites and site plans should minimize walking in vehicle spaces and provide separated pedestrian and motor vehicle travel paths.

Bicycle Facility Maintenance & Support

- The maintenance of designated bike facilities should be included in the regular spring through fall street maintenance schedule of local cities and counties, with high priority given to designated bicycle lanes and should provide a minimum of eight (8) foot vertical clearance and two (2) foot horizontal clearance on both sides of a bikeway at all times.
- Local cities and counties should develop bicycle parking/storage requirements for incorporation into local zoning ordinances, subdivision regulations, and building permit requirements. Local



2009 Granite City Days – BLEND
World Record Bike Parade

ordinances should encourage bicycle-parking/storage facilities to be situated in highly visible locations that provide for safe and convenient access for bicyclists.

- Local cities and counties should encourage employers to provide conveniently located, safe, and whenever possible, weather protected bicycle parking for employees.
- Bicycle facilities within urban areas should be well lighted to increase user visibility and safety.

Promotion and Social Support

- Develop a map of designated facilities in the St. Cloud Metropolitan Area, and distribute this map through local stores, Convention and Visitors Bureau, Chamber of Commerce, etc.
- Cooperate with the Minnesota Department of Natural Resources (DNR) Division of Trails and Waterways to connect State Bicycle/Pedestrian Trails, such as the “Glacial Lakes State Trail,” to the St. Cloud Area bikeway network.
- *Identify funding for, and develop an annual St. Cloud Metropolitan Area Bicycle, Pedestrian, and In-Line Skating Safety Awareness Month, with the support of local media, local jurisdictions, and local interest groups.*
- *Encourage local jurisdictions, businesses, and other interested groups to support and promote national events that encourage bicycling, walking, and in-line skating (i.e. National Bike to Work Week, etc.).*
- To facilitate bicyclists’ navigation along the bikeway network, and contribute to safer bicycling conditions, local cities and counties are encouraged to provide adequate bike signage on all designated bike routes, bike lanes, and bike paths in the St. Cloud Metropolitan Area (Manual of Uniform Traffic Control Devices).

Bicycle and Pedestrian Crashes* 1998 - 2007

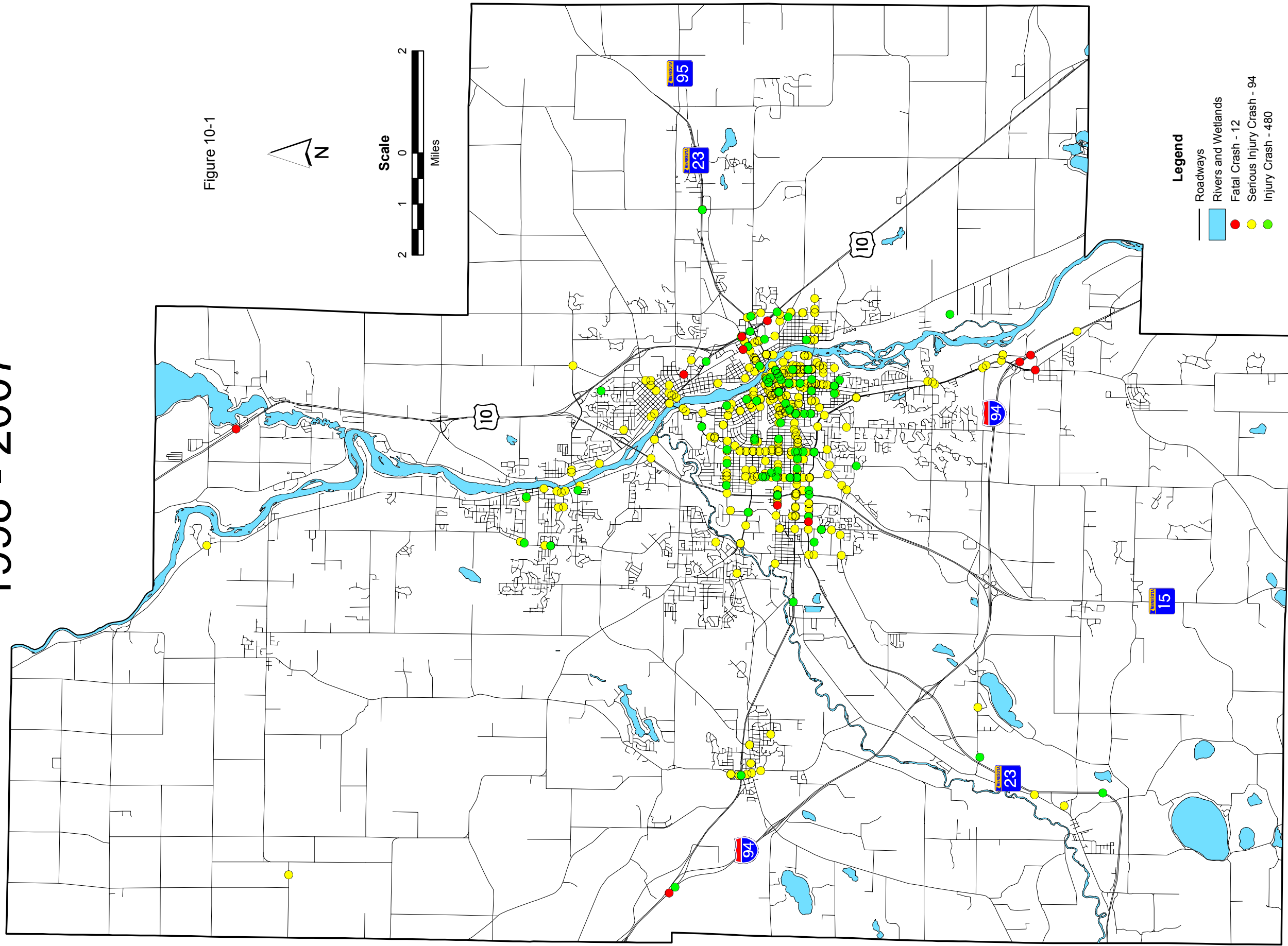
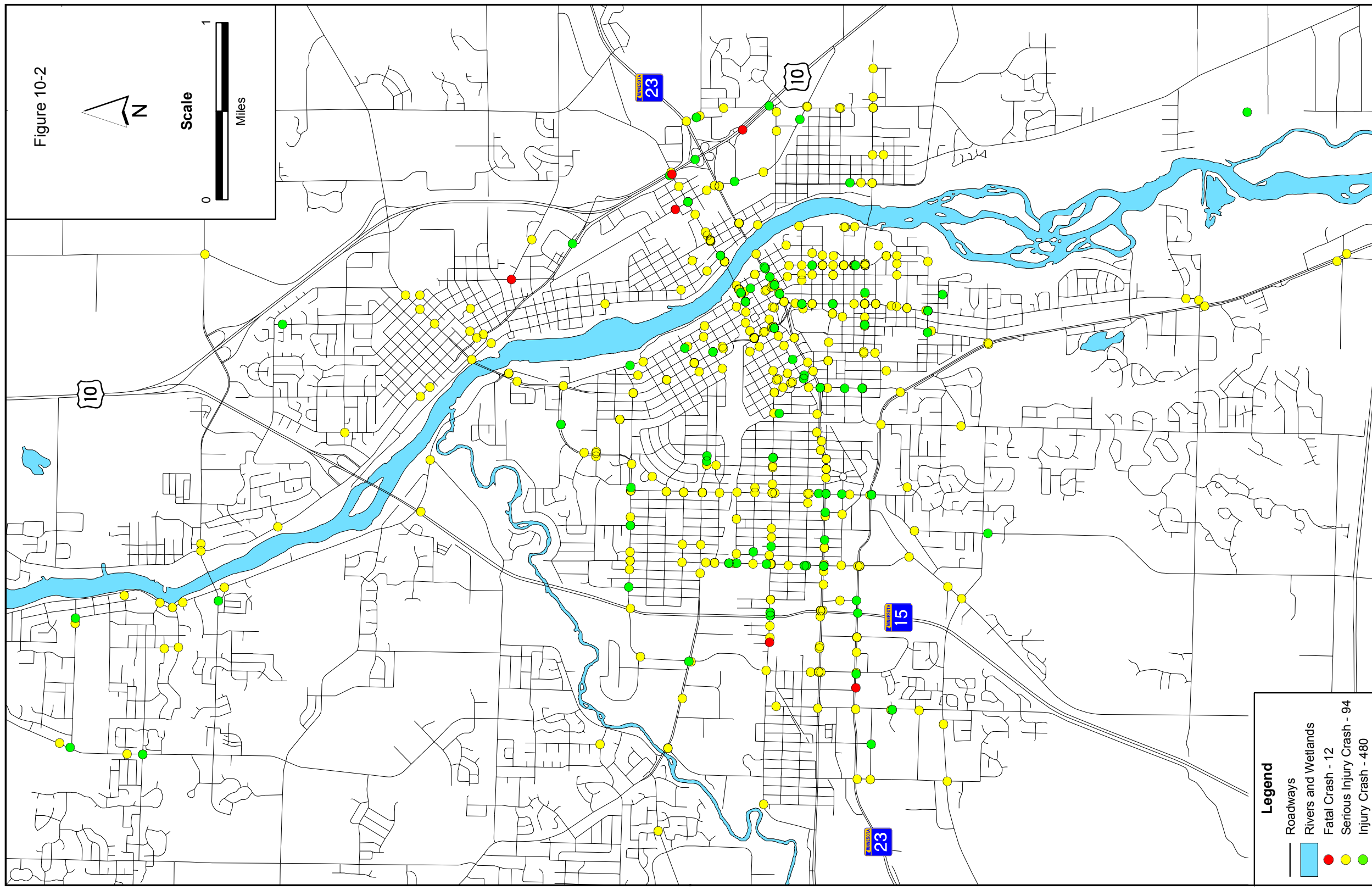


Figure 10-1

*See Inset Map for More Detail
Data Source - State of Minnesota
October 2009 - m. musser
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Bicycle and Pedestrian Crashes 1998 - 2007

- Inset Map -



Data Source - State of Minnesota
 October 2009 - m. musser
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St. Cloud Metropolitan Area Trip Barriers

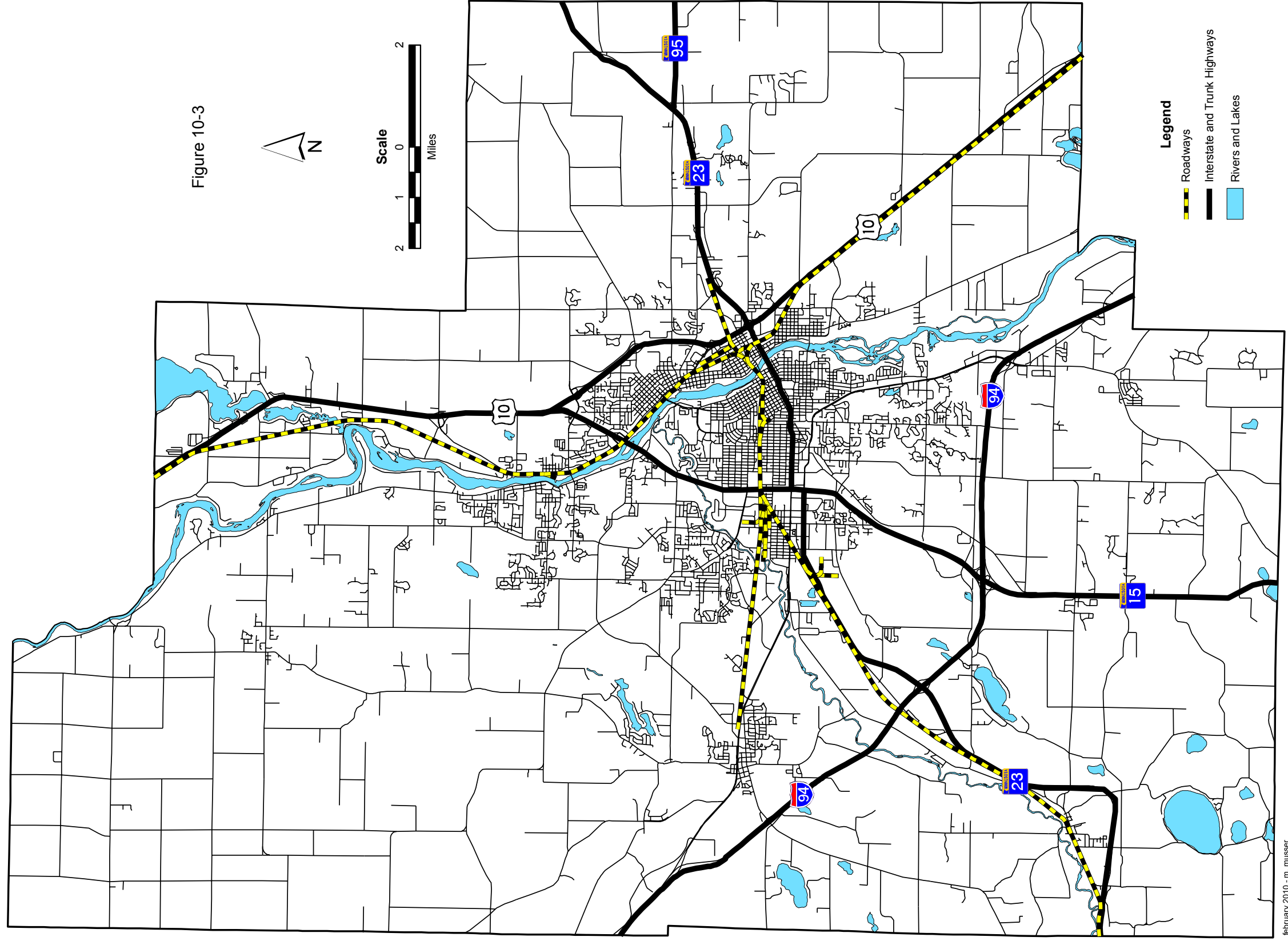


Figure 10-3

St. Cloud Metropolitan Area Existing Bikeways

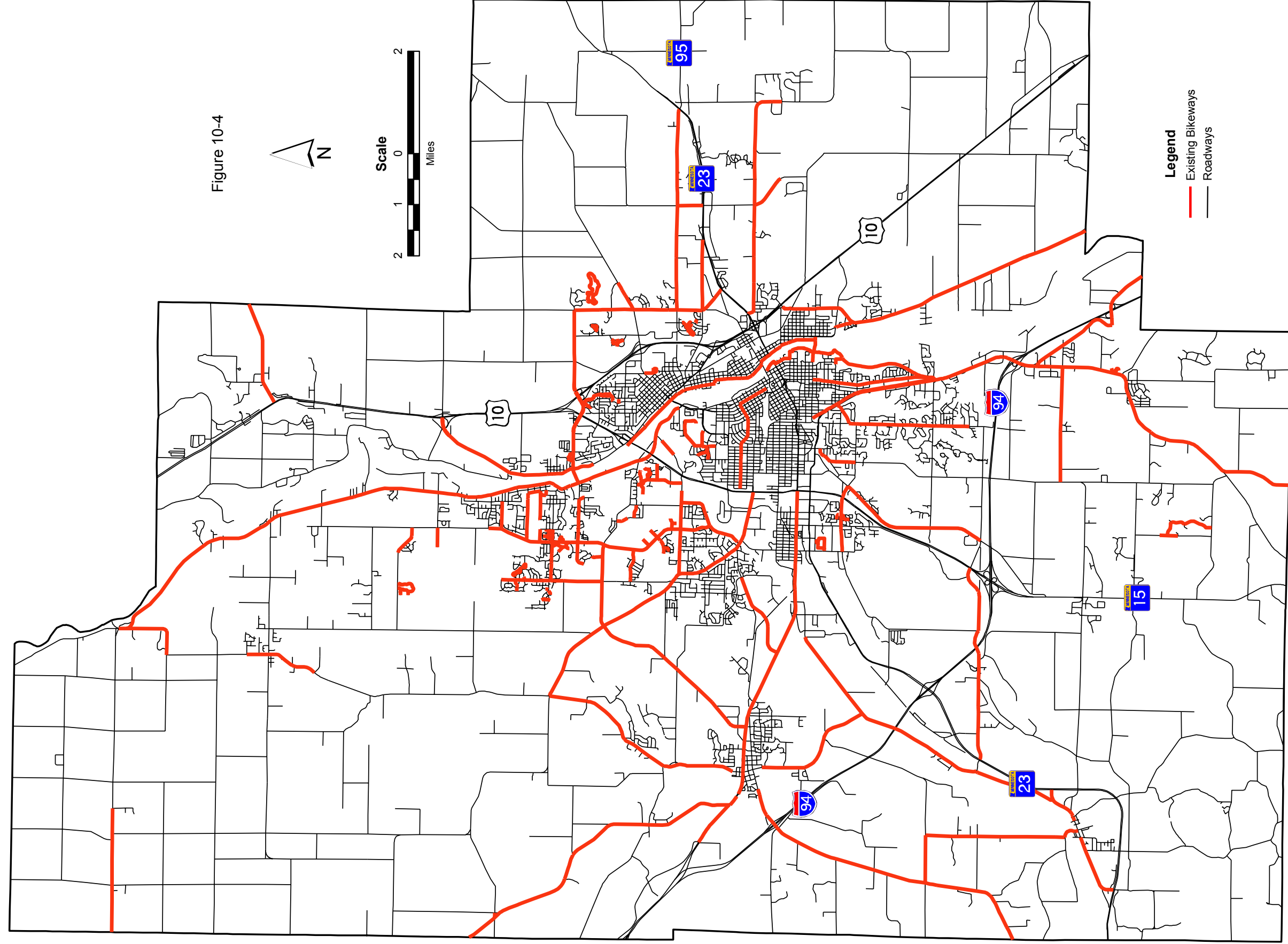


Figure 10-4

St. Cloud Metropolitan Area Desired Bikeways

