

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.



ROCHESTER MN COMPLETE STREETS RESOLUTION

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)

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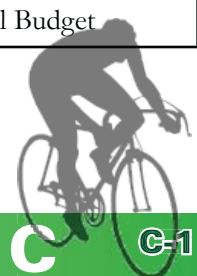


COST INFORMATION

APPENDIX C



Estimated Costs Associated with Various Pedestrian and Bicycle Improvements / Examples in Plan			
Improvement	Factors Impacting Cost	Cost	Potential Funding Sources
Bicycle Lanes	<p>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.</p> <ul style="list-style-type: none"> • 145th Street • Shannon Parkway • Connemara Trail 	\$5,000 to \$50,000/mile	<p>Grants</p> <p>Developer / New Construction</p> <p>State Aid (when eligible)</p> <p>City General Fund – Paint Budget</p>
Road narrowing, striped shoulders, and lane reduction	<p>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.</p>	\$5,000 to \$20,000/mile	<p>Grants</p> <p>State Aid (when eligible)</p> <p>City General Fund – Paint Budget</p>
Raised Medians	<p>Design, site conditions, and whether the median can be added as part of a utility improvement or other street construction project.</p> <ul style="list-style-type: none"> • Connemara Trail 	\$15,000 to \$30,000/100 ft (median only)	<p>Developer</p> <p>State Aid (when eligible)</p> <p>City General Fund or CIP</p>
Sidewalk	<p>Availability of right-of-way, topography, soil conditions, utilities</p> <ul style="list-style-type: none"> • Sidewalks • Fill-in and connection projects / Pedestrian facility plan 	Sidewalk \$11/square foot	<p>State Aid</p> <p>New Development</p> <p>City General Fund – Sidewalk/Trail Budget</p>



Estimated Costs Associated with Various Pedestrian and Bicycle Improvements / Examples in Plan			
Improvement	Factors Impacting Cost	Cost	Potential Funding Sources
Trails	<p>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.</p> <ul style="list-style-type: none"> • Dakota County Greenway Plan • Trails in Park Master Plan • New Development 	\$40,000 - \$200,000/mile	<p>Grants</p> <p>Park Dedication</p> <p>Partnerships - State/County/Metropolitan Council</p> <p>Donations</p> <p>City General Fund – Sidewalk/Trail Budget</p> <p>New Development</p> <p>State Aid</p>
Crosswalk	<p>Size of intersection (linear feet) and number of crossing legs.</p> <p>*Long-term maintenance costs</p>	<p>Stripping \$100-\$300/leg/year</p> <p>Patterned concrete \$20,000/leg</p>	<p>State Aid (when eligible)</p> <p>City General Fund – Paint Budget</p>
Pedestrian Signals; Mid-block Crossing	Utilities	\$20,000 to \$40,000	<p>State Aid</p> <p>Grants</p> <p>Partnerships</p> <p>Donations</p> <p>City General Fund</p>
Wayfinding Signs	Number of signs	\$50 to \$150 per sign plus \$150	<p>Grants</p> <p>Partnerships</p> <p>Donations</p> <p>City General Fund</p>
Crossing Island	Size of island, materials (concrete or asphalt), utilities.	\$4,000 to \$30,000	<p>Grants</p> <p>Partnerships</p> <p>State Aid (when eligible)</p> <p>City General Fund</p>
Over/Underpass	<p>Site conditions, topography, utilities</p> <ul style="list-style-type: none"> • Highway 3 \$1.2 Million • Shannon Parkway \$1.0 Million • County Road 46 undetermined 	\$750,000 to \$4 million	<p>Grants – Federal / State Aid</p> <p>Park Dedication</p> <p>Partnerships</p> <p>Donations</p> <p>City General Fund / CIP</p>

Source: Pedestrian & Bicycle Information Center

