

The Northfield Area Task Force
on Nonmotorized
Transportation: A Report on
2008-2009 Activities

September 2009

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Executive Summary

The Northfield Area Task Force on Nonmotorized Transportation was first established by the Northfield City Council on May 7, 2007 and re-established for a second one-year term on August 18, 2008. The Task Force continued to be guided by the mission given to it by the Northfield City Council: **“To enable and promote walking, cycling, and other human-powered activities as safe forms of transportation, thereby creating healthier, more vibrant, and more energy-efficient communities.”** The Task Force concluded its activities on August 17, 2009.

Significant Task Force Accomplishments: 2008-2009

- submitted a resolution to the City Council on the Rice County Highway Cost Participation policy (Appendix B), asking the county to change its policy, which does not allow it to fund sidewalks and shared-use paths in joint road projects that are part of its Capital Improvement Plan. Task Force members led an effort, along with the City of Faribault, to have the county change its policy. In spring 2009 the county voted 3-2 to keep its current policy.
- created a detailed resolution with recommendations for improving safety at the 2nd St. and 5th St. intersections on Highways 3 and 19. Task Force member Don McGee discussed the issues with a MnDOT engineer, and in April 2008 MnDOT changed the timing of the walk signal to provide more time for crossing. In May 2009 the Task Force passed a resolution with additional ideas for improving bike and pedestrian safety at these intersections (Appendix D).
- assisted the Rice County Community Health board with its successful Statewide Health Improvement Program (SHIP) grant proposal. The county has received \$568,000 from the Minnesota Health Department to be used over the next two years. A primary goal of SHIP is to reduce the incidence of obesity or overweight in Minnesota.
- passed a resolution relating to prioritization and implementation of the on-street bikeways (Appendix E) that are in the city’s Parks, Open Space, and Trail System Master Plan. The resolution contains information for possible outside funding of such facilities and ideas for signage.
- forwarded registration information on cycling instructor education to two Northfield residents: Officer Thad Monroe of the Northfield Police Department and Greg Sumner of the Northfield Public Schools. Thad and Greg both became certified bicycle instructors after taking a three-day course offered by the League of American Bicyclists in July. The Task Force also cooperated with the Northfield News on a front-page news feature on bike safety and voted to use its funds to publish a newspaper ad on road safety.
- coordinated Bike/Walk to Work Day in May 2008 in Bridge Square, with roughly forty people stopping for refreshments and conversation.
- Task Force members, Bruce Anderson and Bill Ostrem, participated in the City of Northfield’s Land Development Code Technical Advisory Group. The task force as a whole commented

on the code and provided input on language relating to pedestrian access (including sidewalks), shared-use paths, bicycle parking, and more.

Introduction

The Northfield Area Task Force on Nonmotorized Transportation was first established by the Northfield City Council on May 7, 2007 and re-established for a second one-year term on August 18, 2008. The Task Force continued to be guided by the mission given to it by the Northfield City Council: **“To enable and promote walking, cycling, and other human-powered activities as safe forms of transportation, thereby creating healthier, more vibrant, and more energy-efficient communities.”**

The Task Force met monthly from August 2008 to July 2009 and concluded its activities on August 17, 2009.

The resolution creating the Task Force specified that it would have from seven to nine members. For most of its 2008-2009 tenure the Task Force had eight members. The Task Force reported to the Northfield Park and Recreation Advisory Board, which also appointed members to the Task Force. The following individuals served on the task force during the period covered by this report:

Bruce Anderson
 Sean Hayford O’Leary
 Dan Kust
 Neil Lutsky
 Don McGee
 Bill Ostrem, Chair
 Randy Perkins, Secretary
 John Stull, Vice Chair

Task Force members were affiliated with the following groups and organizations:

Carleton College
 St. Olaf College
 Friends of the Mill Towns State Trail
 Northfield Bike Club
 Northfield Rotary
 RENew Northfield
 Northfield Public Schools
 Bridgewater Township
 Northfield Safe Routes to Schools Task Force
 General citizens

The Task Force was ably assisted by city staff member Brian Erickson.

II. Summary of Task Force Accomplishments

Meeting Task Force Goals

The resolution creating the Task Force specified the following seven goals for the group. Below each goal is a summary of task force accomplishments related to it.

1. **Work with the Safe Routes to Schools project, including possible application for an infrastructure grant**

Three Task Force Members—Neil Lutsky, Bill Ostrem, and John Stull—served as members of the Northfield Safe Routes to Schools Task Force. They helped to organize Walk to School Day in October 2008 and participated in the Safe Routes to Schools technical study, which was conducted by SRF Consulting Group Inc. The latter study included bike/ped counts in the spring of 2009. The study was submitted by SRF in August 2009.

With the technical study now complete, the Safe Routes to Schools Task Force can apply for an infrastructure grant once the federal government reauthorizes the Safe Routes to Schools program, which it will likely do in the fall of 2009.

2. **Locate and apply for other funding opportunities**

The Task Force assisted the Rice County Community Health board with its successful Statewide Health Improvement Program (SHIP) grant proposal. The county has received \$568,000 from the Minnesota Health Department to be used over the next two years. A primary goal of SHIP is to reduce the incidence of obesity or overweight in Minnesota.

The Task Force received \$312.75 from the Just Food Co-op's Planet Patch program. Some of that money was used to provide refreshments at the Bike/Walk to Work Day in May 2009. The Task Force voted to use the remainder for a future newspaper ad on road safety.

The Task Force informed city and county staff of the Robert Wood Johnson Foundation's "Healthy Kids, Healthy Communities" grant, which is designed to promote active living and can fund up to \$360,000 over four years. The county and local non-profit groups submitted a brief proposal for the grant, and the Task Force submitted a letter in support of it. The proposal was not approved for the next round of the grant process.

3. **Continue to provide a representative to the Northfield Transportation Plan process**

Former Task Force member Betsey Buckheit served as a member of the Northfield Transportation Plan technical advisory group and communicated Task Force input to the plan.

4. **Assist with and follow up on any feedback from the League of American Bicyclists Bicycle-Friendly Community application**

The Task Force worked with city staff to on this lengthy application but did not complete it by the time the Task Force concluded.

5. **Continue to work with local organizations and employers to encourage nonmotorized commuting**

The Task Force again coordinated Bike/Walk to Work Day in May 2008 in Bridge Square, with approximately forty people stopping for refreshments and conversation.

6. **Conduct a random-sample survey of residents on walking and bicycling**

The Task Force decided that a more limited survey would best be done by the firm doing the Safe Routes to Schools technical study. That survey was conducted online in spring 2009.

7. **Pursue other actions related to the five E's of the Safe Routes to Schools and Bicycle-Friendly Community programs: Education, Encouragement, Enforcement, Engineering, and Evaluation**

Education: The Task Force forwarded registration information on cycling instructor education to two Northfield residents: Officer Thad Monroe of the Northfield Police Department and Greg Sumner of the Northfield Public Schools. Thad and Greg both became certified bicycle instructors after taking a three-day course offered by the League of American Bicyclists in July. The Task Force also cooperated with the Northfield News on a front-page news feature on bike safety and voted to use its funds to publish a newspaper ad on road safety.

Encouragement: Task Force members researched and discussed a community bicycle program and learned that the City of Minneapolis will implement a “third-generation” program, NiceRide Minnesota, in May 2010. It will be similar to programs in Paris, France, and other European cities. Such programs feature bikes locked at stations; the bikes can be released with a credit or subscription card. The Task Force recommends that Northfield observe the Minneapolis program and learn from its experience. See <http://www.niceridemn.com/>.

Enforcement: Officer Thad Monroe attended a Task Force meeting and discussed options for enforcing traffic laws for pedestrians, cyclists, and motorists. One option discussed was use of “informational tickets” for cyclists who break traffic laws. Such tickets would carry information on state and local laws but would not involve a fine.

Engineering: The Task Force submitted a resolution to the City Council on the Rice County Highway Cost Participation policy (Appendix B), asking the county to change its policy, which does not allow it to fund sidewalks and shared-use paths in joint road

projects that are part of its Capital Improvement Plan. Task Force members led an effort, along with the City of Faribault, to have the county change its policy. In spring 2009 the county voted 3-2 to keep its current policy.

The Task Force worked on a detailed resolution with recommendations for improving safety at the 2nd St. and 5th St. intersections on Highways 3 and 19. Task Force member Don McGee discussed the issues with a MnDOT engineer, and in April 2008 MnDOT changed the timing of the walk signal to provide more time for crossing. In May the Task Force passed a resolution with additional ideas for improving bike and pedestrian safety at these intersections (Appendix D).

The Task Force passed a resolution relating to prioritization and implementation of the on-street bikeways that are in the city's Parks, Open Space, and Trail System Master Plan (Appendix E). The resolution contains information for possible outside funding of such facilities and ideas for signage.

The Task Force also passed a resolution with recommendations for the Highway 3 and 19 multi-modal integration study (Appendix G) and submitted information on bicycle parking ordinances to city staff for use in the Land Development Code revision.

Evaluation: The Task Force provided the city engineer with recommendations for locations to do regular bike/pedestrian counts (Appendix F).

Other Task Force Accomplishments and Activities

Task Force members Bruce Anderson and Bill Ostrem participated in the City of Northfield's Land Development Code Technical Advisory Group. The task force as a whole commented on the code and provided input on language relating to pedestrian access (including sidewalks), shared-use paths, auto parking, bicycle parking, and more in a June 25 meeting with city staff and commission members.

In May 2009 the Task Force passed a resolution recommending that the City of Northfield create a permanent Transportation Commission to assist city leaders and staff with transportation issues (Appendix C).

Appendix A

City of Northfield Resolution 2008 -089

A Resolution by the Mayor and City Council of the City of Northfield, Minnesota, Reestablishing a Task Force on Nonmotorized Transportation

WHEREAS, increased use of nonmotorized transportation—which includes walking, cycling, skateboarding, inline skating, and other forms of human-powered transportation—can provide substantial benefits to the city, specifically:

- improved health of citizens through increased physical activity,
- improved economic vitality through the attraction of tourists and residents,
- reduced need for motor vehicle parking, providing more space for business and community development,
- reduced energy use,
- reduced pollution from motor vehicles, including greenhouse gas emissions,
- reduced wear on roads, and
- motor traffic calming due to the presence of nonmotorized transportation facilities;

WHEREAS, health care professionals, relying upon scientific research that links physical inactivity to conditions such as heart disease, diabetes, and obesity, recommend that communities make changes to encourage and enable physical activity in everyday activities such as running errands or commuting;

NOW THEREFORE, BE IT RESOLVED, that the City of Northfield, in cooperation with the City of Dundas and neighboring townships, reestablish the Task Force on Nonmotorized Transportation for an additional year with the following mission and goals:

Mission: To enable and promote walking, cycling, and other human-powered activities as safe forms of transportation, thereby creating healthier, more vibrant, and more energy-efficient communities.

Goals:

1. Work with the Safe Routes to Schools project, including possible application for an infrastructure grant
2. Locate and apply for other funding opportunities
3. Continue to provide a representative to the Northfield Transportation Plan process
4. Assist with and follow up on any feedback from the League of American Bicyclists Bicycle-Friendly Community application

5. Continue to work with local organizations and employers to encourage nonmotorized commuting
6. Conduct a random-sample survey of residents on walking and bicycling
7. Pursue other actions related to the five E's of the Safe Routes to Schools and Bicycle-Friendly Community programs: Education, Encouragement, Enforcement, Engineering, and Evaluation

Membership, Officers, and Meetings:

The task force shall exist for one year, from August 18, 2008, to August 17, 2009, and shall consist of 7-9 volunteer members and drawn from the following groups in the community, if possible:

- Northfield Public Schools
- Elected officials from Northfield, Dundas, and surrounding townships,
- City and township employees (Planning, Public Works, Police)
- Board and commission members (Planning, Park Board, etc.)
- Advocacy groups (such as Mill Towns State Trail Board, Northfield Bicycle Club, RENew Northfield, Center for Sustainable Living)
- Health care organizations (such as Allina Medical Clinic - Northfield, Cannon Valley Clinic-Mayo Health System, Northfield Hospital)
- Business organizations (such as the Northfield Downtown Development Corporation and the Chamber of Commerce)
- Carleton and St. Olaf Colleges
- Community nonprofits (such as the Healthy Community Initiative)
- Community at large

The task force will report to the Park and Recreation Advisory Board and will periodically present its findings to that body. The Park and Recreation Advisory Board (PRAB) will appoint members to the task force. Members from the 2007-2008 task force may request that the PRAB reinstate them. Individuals requesting appointment to the task force for the first time shall submit their name and address to the Park and Recreation Advisory Board along with a letter describing their interest in the task force and any relevant experience.

At the first meeting, members of the task force shall select by majority vote a chair, vice chair, and secretary. The chair shall:

- set the agenda and preside at meetings of the task force,
- assign duties to task force members, and
- provide overall leadership to the task force in carrying out its purposes and responsibilities.

The task force shall meet at least monthly. In the absence of or at the request of the chair, the duties of the chair shall be performed by the vice chair, and in the absence of both the chair and vice chair, by the secretary.

The secretary shall keep minutes and maintain permanent records of every meeting of the task force, and shall submit minutes for approval at each successive meeting. The secretary shall serve as correspondent for the task force. Copies of the minutes of all meetings shall be filed with the city or township clerk. The city shall provide incidental expenses for mailing and copying for the task force.

Passed by the City Council of Northfield on this 18th day of August 2008.

Appendix B

Northfield Area Task Force on Nonmotorized Transportation

Resolution Regarding Rice County Cost Sharing Policy for Cooperative Road Construction Projects

WHEREAS, Rice County recently changed its Cost Sharing Participation for Cooperative Road Construction Projects with respect to the following project categories: Sidewalks (replacement); Bituminous Bike Path (new only if local agency adopts maintenance agreement); and Bituminous Bike Path (replacement); and

WHEREAS, prior to the recent change, the stated policy of Rice County with respect to the payment of costs for the project categories listed above had been that “Rice County will participate in 55% of the costs,” the remaining 45% of said costs to be the responsibility of the municipality wherein the project was located; and

WHEREAS, the new stated policy of Rice County with respect to the payment of costs for the project categories listed above is that said projects are not eligible for Rice County cost participation; and

WHEREAS, sidewalks and bike (or shared use) paths yield substantial benefits for the citizens of Rice County, specifically:

- Reduced wear and tear and reduced congestion on county roads through avoidance of motor vehicle trips
- Increased property values
- Better air quality because of avoidance of pollution from motor vehicles
- Improved safety and mobility options for all Rice County citizens, including children and the elderly
- Improved health of Rice County citizens because of increased physical activity

NOW, THEREFORE, be it resolved that the Northfield Area Nonmotorized Transportation Task Force petitions the Rice County Board of Commissioners to change its cost participation policy as regards funding of sidewalks and bike (or shared use) paths for roadway projects in its Capital Improvement Plan; and further, that replacement of sidewalks and new or replacement bike (or shared use) paths be restored to the “eligible” category for county funding. Building and maintaining sidewalks and bike (or shared use) paths for the comfort and convenience of Rice County citizens requires a reasonable cost sharing policy in the long-term best interests of all Rice County taxpayers, especially in an era of reduced reliance on petroleum-powered transportation. Significant increases in walking and bicycling by Rice County citizens are already occurring.

Dated: September 25, 2008

Appendix C

Resolution by the Northfield Area Task Force on Nonmotorized Transportation

Whereas transportation facilities affect economic welfare, business climate, quality of life, the environment, public health, and recreation in the City of Northfield,

Whereas the City of Northfield has ambitious multi-modal transportation plans,

Whereas a volunteer group of citizens can support and inform the work of the City Council and City staff, help the City to implement its transportation plans, and lobby and apply for available transportation funds from higher levels of government and other sources,

The Northfield Area Task Force on Nonmotorized hereby recommends that the Northfield City Council create a Transportation Commission. Such a commission should represent the wide range of interests in the city and the users of all modes of transportation, including motorists, pedestrians, cyclists, and transit users. The Council should also consider including neighboring townships and cities in such a commission.

Date: May 28, 2009

Appendix D

Task Force on Non-motorized Transportation: Resolution to Improve Bicycle and Pedestrian Safety at Highway 3 and Highway 19 Intersections

May 28, 2009

- Whereas the Northfield City Council has established the Non-motorized Transportation Task Force to study and advise the council on issues related to pedestrian and bicycle transportation in Northfield,
- Whereas many of these issues relate to safety at street and road intersections,
- Whereas the Task Force has identified two intersections as high-risk areas for both pedestrians and bicyclists. These intersections involve State Highways 3, which traverses north and south through Northfield, and highway 19, which traverses east and west through Northfield. West-bound Highway 19 joins Highway 3 at Second Street and both highways continue three blocks south where Highway 19 turns west at Fifth Street. The two intersections in question are referred to as the Second Street intersection and the Fifth Street intersection,
- Whereas these two intersections have the highest density motorized traffic in Northfield because they are not only the route for all traffic through Northfield but they are also the only controlled intersections connecting the east and west sides of town,
 - Whereas the east side of Northfield has almost all of the “destinations” in town, including the library, swimming pool, post office, banks, commercial district, city hall, middle school and high school, while approximately 40% of the population, including approximately 3000 students at St. Olaf College, reside on the west side of Highway 3. All traffic, including motor vehicles, bicycles and pedestrians, between the two sides of Highway 3 must pass through one of these intersections, with most of it concentrated on the Second Street intersection.
- Whereas the motorized vehicles at these two intersections assume that they are on a multi-lane highway. At the same time pedestrians and cyclists are trying to travel in a manner consistent with a safe urban environment. This mix of two types of traffic causes a precarious and dangerous situation that is almost sure to ultimately result in serious personal injury accidents,
- Whereas as recently as January 5, 2009 there was a personal injury accident between a motorized vehicle and a pedestrian at the Fifth Street intersection. In this incident a west bound vehicle on Fifth Street making a green light left turn onto south bound Hwy. 3 struck a west bound pedestrian in the crosswalk,

The Non-motorized Transportation Task Force hereby recommends the following actions to increase the safety of pedestrians and bicyclists trying to cross these intersections:

Proposed Short-Term Corrective Actions

We request that the Northfield City Staff immediately contact the proper MnDOT department and personnel to set up a course of action. The contact that we were referred to by the MnDOT Transportation Safety Department in St. Paul is:

Mr. Michael Schwegen (507-286-7636)
MnDOT
2900 48th Street NW
Rochester, MN 55091

We believe that some combination of the following suggestions and any others that staff or MnDOT can recommend be implemented as soon as possible. The suggestions are ranked in the order of our recommended priority with the highest priority first. Implementation of some options would preclude implementation of other options.

1. Set an “Exclusive Pedestrian Phase” that would halt all vehicular traffic so that pedestrians can cross unhindered. This option is recommended where there is a high volume of turning traffic, which is exactly the situation that exists at this intersection. In addition to addressing the right-turn problem this option would prevent the type of accident such as the one that occurred at the Fifth Street intersection on January 5, 2009.
2. Program the lights with a “Leading Pedestrian Interval” (LPI) to give pedestrians and cyclists a walk signal BEFORE the motorists get a green light. This will reduce the chance of a right-turning motorist entering the cross-walk at the same time a pedestrian steps off of the curb.
3. Prohibit all right turns on a red light.
4. Add “countdown signals” to the WALK signals to inform pedestrians of the time remaining to cross safely.
5. Add bicycle sensors in the road (for example, bicycle loop detectors) so cyclists can activate the signals.
6. Add high-visibility signage warning motorists that these intersections have a high volume of pedestrian and bicycle traffic.
7. The timing of the lights at the Second Street intersection was changed in April to extend the time to cross Highway 3 from 28 seconds to 35 seconds. Both of these times include 7 seconds when the WALK signal is displayed. This change is a welcome improvement but it just barely brings the timing in compliance with the MnDOT standard of a maximum required crossing speed of 4 ft./sec. We recommend that this intersection continue to be monitored to determine if pedestrians escorting small children or others who may have walking limitations now have enough time to cross safely.

Appendix E

Recommendations for Selection and Prioritization of On-street Bikeways

Northfield Area Task Force on Nonmotorized Transportation

July 23, 2009

Background

At the May 2009 meeting of the Northfield Park and Recreation Advisory Board (PRAB), the Northfield Area Task Force on Nonmotorized Transportation presented a resolution asking the city to implement in 2009 the on-street bikeways—bike lanes and routes—specified in the city's Parks, Open Space, and Trail System Master Plan. Citing the fact that the on-street bikeways are not in the city budget and that the city is faced with the need to cut costs, the PRAB asked the Task Force to create a prioritized list of on-street bikeways and to confirm the selection of lanes and routes, making suggestions for changes to the plan where it makes sense to do so.

Below is a list that prioritizes what we consider to be the most important bike lanes and routes. Given the work that went into the Parks Master Plan, the Task Force has attempted to minimize changes to it. Additional information about on-street bikeways follows the list. Underlined items are recommended changes in the Parks Plan. See the Park Master Plan Map for additional on-street bikeways.

North-south axes/Carleton College/Sibley School/Spring Creek Park/Southern Business District

1. Bike Lanes: Nevada/9th/Maple Sts. from 1st St. to Jefferson Parkway
2. Bike Route: Jefferson Road from Woodley St. to County Road 1

East-West Axes/St. Olaf College/Downtown

3. Bike Lanes: St. Olaf Ave. between Lincoln St. and Highway 3 (bike route if lanes are not possible)
4. Bike Route: Linden St. from St. Olaf Ave. to 4th St.
5. Bike Route: 2nd St. from Lincoln St. to Oak St.
6. Bike Route: St. Olaf Ave. from Lincoln St. to St. Olaf College

Other Downtown/East Side/Pool

7. Bike Lanes: 5th St. - complete by continuing between Washington St. and College St. and between Water St. and Highway 3
8. Bike Route: 5th St. from College St. to Prairie St.
9. Bike Lane: Water St. - southbound only from 5th St. to Sumner St.
10. Bike Lanes: Sumner St. - between Water St. and Washington St.
11. Bike Lane: Washington St. (rather than Union St.) – northbound only from Sumner to 2nd St.

12. Bike Route: 7th St. – from Riverside Park to Prairie St.

Others

13. Bike Route: Lincoln St./Lincoln Parkway/Spring St. from Forest Ave. to St. Olaf Ave.

14. Bike Lanes: Woodley St. - between Highway 3 and Prairie St.

15. Bike Route: Prairie St. from Woodley St. to Oak St.

16. Bike Route: Woodley St. from Prairie St. to city limits

Implementing the On-street Bikeways

The Northfield Transportation Plan currently has the following implementation plan for on-street bikeways:

5.2.3 BIKEWAY DEVELOPMENT

It is anticipated that bikeways identified on the City's Parks, Open Space, and Trails System Plan would be achieved when pavement rehabilitation occurs on existing corridors, or as new development is proposed. Specific bikeway improvements will be prioritized based on pavement management needs. (Section 5, p. 11)

The Task Force on Nonmotorized Transportation recognizes the likely cost savings associated with the above plan. However, it asks the City to expedite implementation of on-street bikeways where costs are low (as with bike routes), where there are advantages to earlier implementation (as with higher-priority bikeways), and where outside funds are available. **Potential sources of outside funds are Safe Routes to Schools infrastructure grants, the Northfield Rotary, Friends of the Mill Towns Trail, and funds administered by the Mayor's Streetscape Task Force.**

Bikeway Signage

Bike lane and route signs offer the ability to include wayfinding or destination information that can be useful for cyclists. Locations listed in the goals above would be good to include (Swimming Pool, Peggy Prowe Bridge, St. Olaf College, etc.). See the *MnDOT Bikeway Facility Design Manual* (p. 99) and other sources for ideas.

Duluth, Minnesota, has an extensive bike route system with signs such as this one:



Below is a bikeway sign from Portland, Oregon, with destination, distance, and time information.



Additional Information Relating to On-street Bikeways

Text from the Parks, Open Space, and Trails System Plan, Section 4:

Bikeways

On-road bikeways (i.e., bike lanes and bike routes) are paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic. Bikeways generally

allow a cyclist to go faster than on many trails and offer more continuity in surfacing and intersections. Complementing shared-use trails or sidewalks with on-road bikeways enhances the overall trail system by making it more complete and user friendly. For advanced bicyclists and some in-line skaters, bikeways are important conduits to longer routes outside of the city limits.

The distinction between a bike lane and bike route is the level of exclusiveness and the setting. A **bike lane** is a designated portion of the roadway defined by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists. A **bike route** is a shared portion of the roadway that provides some separation between motor vehicles and bicyclists. State statutes define a bike route as a “roadway signed for encouragement of bicycle use.” Most people would recognize a bike route as a paved shoulder with signage and drive lane striping. In Northfield, both bike lanes and routes are envisioned based on the character of a given route and expected level of use.

The *MnDOT Bikeway Facilities Development Manual* identifies four types of “on-road bikeways” (p. 64):

1. Bicycle Lane (Bike Lane):

A bike lane is a portion of the roadway or shoulder designated for exclusive or preferential use by people using bicycles. Bicycle lanes are distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by striping, marking, or other similar techniques.

2. Paved Shoulder

3. Shared Lane

On any roadway where a bicycle may legally be operated, bicycles may need to share a travel lane with motor vehicles if the road does not have a bike lane, a paved shoulder or a separate shared-use path. A shared travel lane may be an appropriate bikeway on some low-speed, low-volume streets or roads. Where a shared lane is intended to be part of a **bike route**, it should be signed as a bikeway to direct bicyclists and inform motorists. Standard travel lanes are typically 3.3 – 3.6 m (**11 – 12 ft**) wide, but may vary.

4. Wide Outside Lane

More on bike lanes from the same MnDOT manual (p. 76):

Bicycle lanes provide separation from traffic and accommodate bicycles better than shared lanes or wide outside lanes. Research indicates that bicycle lanes have a strong channelizing effect on motor vehicles and bicycles. Bicycle lane stripes remind motorists to expect bicycles and can increase bicyclists’ confidence that motorists will not stray into their path of travel.

Bike Lanes, Sidewalks, and Shared-use Paths

Sidewalks and shared-use paths that parallel streets and highways are important parts of a city's system of nonmotorized transportation facilities. However, they do not eliminate the need for on-street bikeways, particularly on streets with lower motor vehicle speeds and many driveways and intersections. While riding a bicycle on the street puts the cyclist closer to motor vehicle traffic, it can offer advantages compared to riding on a sidewalk or shared-use path.

These are some advantages of bike lanes when compared to off-street facilities:

1. Increases visibility of cyclists to motorists, particularly at intersections
2. Reduces conflict between cyclists and pedestrians
3. Prepares motorists to expect cyclists
4. Costs less to implement
5. Provides a facility where sidewalks or paths do not exist or are off limits to cyclists (as in downtown areas)
6. Allows cyclists to travel at greater speed

Appendix F

Northfield Area Task Force on Nonmotorized Transportation: Suggested Locations and Priorities for Bike/Pedestrian Counts

July 23, 2009

Primary Locations

Schools

Highway 3 and 2nd St. intersection

Jefferson Parkway and Highway 246 intersection

Peggy Prowe Bridge

Any future major pedestrian/bike bridge

Secondary Locations

Highway 3 and 5th St. intersection

Woodley and Division St. intersection

Swimming Pool

Division St. and 2nd St. intersection

Selected Washington St. intersection(s)

Spring Creek Park soccer fields

Sechler Park baseball fields

There was some discussion on the Task Force about whether it was best to do counts at destinations or at key transit points that are not destinations themselves; there was no conclusion about which was more important.

Appendix G

Northfield Area Task Force on Nonmotorized Transportation:

Resolution Regarding the Highway 3 and Highway 19 Multimodal Transportation Study

July 23, 2009

The Task Force on Nonmotorized Transportation supports efforts to integrate the different modes of transportation in the Highway 3 and Highway 19 corridors and to secure a federal TIGER grant or other grant with the assistance of a multimodal transportation study. We recognize that grade-separated crossings provide safety advantages and can encourage more people to walk and bike to destinations, but we also believe that such crossings cannot address the needs of all the nonmotorized travel in a given area.

For this reason, we ask that the current study also include recommendations for at-grade crossing improvements and traffic calming measures as integral parts of a safe crossing. A truly safe crossing may require the addition of features such as traffic signals or a roundabout, particularly on Highway 19, where there is little slowing of traffic between Interstate 35 Highway 3. See also an earlier resolution from our task force addressing potential low-cost improvements to the area being studied: Resolution to Improve Bicycle and Pedestrian Safety at Highway 3 and Highway 19 Intersections (May 28, 2009) [hard copy provided at July 22 open house].

We also ask that gaps in the sidewalk networks along and near the highways be filled in, that bicycle facilities along or on these roads be considered (see the Parks and Trails Plan for Highway 19, for example), and that the study be extended north along Highway 3 to Greenvale Avenue to address the lack of a sidewalk or path on the west side of the highway.