



# City of Melrose Bicycle and Pedestrian Master Plan



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Prepared by WSB

## **ACKNOWLEDGEMENTS**

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### **Steering Committee Members:**

Lisa Atkinson, City of Melrose  
Julie Baum, CentraCare Health  
Mike Brethorst, City of Melrose  
Hannah Dockendorf, CentraCare Health  
Allison Dudek, Stearns County  
Justin Frieler, City of Melrose  
Travis Frieler, Local Business Representative  
Kathy Geislinger, CentraCare Health  
Sara Hoffner, Chamber of Commerce  
Gary Middendorf, City of Melrose  
Autumn Nelson, St. Mary's School  
Dina Pierskalla, Local Business Representative  
Elizabeth Quillo, University of Minnesota Extension Office  
Greg Winter, Melrose School District

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## **CHAPTER 1: PLAN OVERVIEW**

The City of Melrose is a community of approximately 3,600 residents located in Stearns County. The City recognizes that the ability to safely and conveniently walk and bike benefits all residents and businesses. Every person is a pedestrian at some point in their day; whether they are walking to school, a bus stop, a park, or walking from a parking space to a local business. While biking is less common in Melrose than walking, many residents enjoy biking for exercise and recreational purposes.

Walkable and bikeable communities have a high quality of life, improve personal and environmental health, and promote vibrant and connected communities. This Bicycle and Pedestrian Master Plan (Plan) addresses the City of Melrose's goals and strategies to make walking and biking safe, comfortable, and accessible for its community members and visitors.

### **A. PURPOSE OF PLAN**

The purpose of this Plan is to lay out a framework so that the City of Melrose and its partners can provide the infrastructure, educational tools, policies, and resources necessary for a community where walking and biking are safe, comfortable, and convenient for people of all ages and abilities. The City of Melrose and its partners are working to increase opportunities for residents to walk and bike to support active and healthy lifestyles. The City of Melrose has many existing assets for walking and biking. The compact residential and mixed-use development pattern means that parks, schools, and businesses are located near residential neighborhoods. The Lake Wobegon Regional Trail runs through the center of Melrose and is accessible in many locations. The City's infrastructure supports walking and biking, as many streets have sidewalks. This Plan builds upon these existing facilities to guide the City's investments in bicycle- and pedestrian-friendly infrastructure and practices in the following areas:

#### ***Increase Walking and Biking***

The City of Melrose is committed to making walking and biking more attractive for transportation, recreation, and health purposes. By providing the necessary infrastructure, policies, and encouragement to make walking and biking more viable, safe, and enjoyable for residents of all ages and backgrounds, this will increase walking and biking in the community.

#### ***Interact with the Community***

To provide the necessary infrastructure, policies, and encouragement to make walking and biking more attractive the City must understand what the residents want or need. Public input will help enhance the existing sidewalk and trail system in the most effective manner.

#### ***Make Recommendations to Enhance the System***

Incorporating the needs and desires expressed by residents, the Plan identifies methods and practices that can be utilized to develop a built environment that is safe and enjoyable for pedestrians and bicyclists. Recommendations and revisions to current ordinances or standards identified in the plan will serve as a guide to effectively implement outcomes of the Plan and help increase walking and biking activity in Melrose.

#### ***Identify Opportunities for Implementation***

This Plan intends to identify opportunities that the City and its partners can use to prioritize sidewalk and trail investments, implement improvements over time, and ensure that the ongoing needs of users are evaluated and addressed.

## **B. BENEFITS OF WALKING AND BIKING**

Creating conditions that make walking and biking convenient and safe are beneficial for several reasons:

### **Increased biking and walking rates encourage a healthier community**

- **Healthier and more active seniors.** Studies indicate that older people are more active in recreational settings that are free from traffic.
- **Healthier and more productive workforce.** People who walk or bike to work use fewer sick days and are more productive during the day.
- **Longer and healthier lives for all.** Adolescents who participate in bicycling, in-line skating, or skateboarding more than four times per week are 48 percent less likely to be overweight as adults.
- **Healthier, happier, and higher achieving students.** Participation in physical activity is positively related to academic performance in children.

### **Reduced dependency on fossil fuels**

#### **Economic benefits**

- **Increases sales for retail businesses.** People who walk and bike to businesses spend less per visit but visit more often, resulting in more money spent overall each month compared to customers who arrived by car.
- **Improves recruitment of talent and workers.** Over 75 percent of millennials say it is important for their city to offer opportunities to live and work without relying on a car.
- **Increases commercial and residential property values.** In communities across the United States, a one-point increase in Walk Score (which assigns a value to addresses based on walkability) is associated with a \$700-\$3,000 increase in home values.
- **Stimulates local economies and creates jobs.** Walkable, bikeable places attract bicycle tourists and other travelers who spend on average \$18-\$80 per day in the community.

### **Creates a vibrant, desirable community.**

People are drawn to live, work, shop, and visit communities where they see other people gathering, which can be achieved by creating a community that is safe and welcoming for bicyclists and pedestrians.

## **C. GOALS**

The following goals were developed specific to the City of Melrose to serve as a guide to help implement plans, policies, and programs outlined in the Plan for advancing walking and biking activities:



### **Goal 1: Network Use**

Increase rates of walking and biking in Melrose to support a healthy and active community.



### **Goal 2: Connectivity**

Provide a connected network of pedestrian and bicycle facilities consisting of loops and routes that access all parts of the city.



### **Goal 3: Maintenance**

Ensure that critical links in the sidewalk and trail system receive regular and year-round maintenance.



### **Goal 4: Safety and Comfort**

Provide a safe and comfortable pedestrian and bicycle network that meets the needs of all ages and abilities.

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## **CHAPTER 2: EXISTING CONDITIONS**

This section includes a summary of existing conditions for walking and biking in Melrose, including information on existing and proposed infrastructure based on current City plans. This section also includes a summary of the City’s practices and policies that impact bicycle and pedestrian transportation and previous plans. Collecting information and taking inventory of existing conditions that are relevant to walking and biking in Melrose will help identify issues in the process of developing a connected network.

### **A. EXISTING AND PROPOSED PEDESTRIAN AND BICYCLE NETWORK**

Figure 1 displays the existing network of sidewalks and trails facilities along with several community destinations. These facilities are summarized below.

#### ***Sidewalks***

The City of Melrose has over eight miles of sidewalks. Sidewalks can be found in residential and commercial areas as well as around public facilities. Sidewalks are generally intended to serve pedestrians. While sidewalks are not located along all roadways, sidewalks are provided in most neighborhoods and provide access to other neighborhoods and the rest of the city.



#### ***Multi-Use Trails***



Multi-use trails (referred to as trails throughout this plan) are generally defined as paved or unpaved surfaces that can serve multiple users, including pedestrians, bicyclists, in-line skaters, etc. There are over six miles of bituminous paved trails in Melrose. The Lake Wobegon Regional Trail is a 54-mile, multi-use trail that connects Waite Park to Osakis and runs through the center of Melrose.

Other trails within Melrose are generally located within or adjacent to parks and provide low-stress connections to destinations.

#### ***Walking and Biking Routes***

The City has also identified five walking and biking routes within Melrose. These routes serve as recommended loops for residents to provide a place for recreation and to access key destinations within the city. The City has developed brochures with these routes as a resource to residents to support active lifestyles. Designated walking and biking routes are shown in Figure 2.

### ***On-Road Facilities***

Minnesota law allows bicyclists to ride on all streets and roadways except for limited access highways. It is important to note that while bicyclists can use the paved shoulder, they are not required to, and some bicyclists feel more comfortable riding in the travel lane with traffic. However, most bicyclists do not feel comfortable using all streets. Factors that influence feelings of safety for bicyclists include road width, traffic speed, traffic volume and the presence of bicycle infrastructure. Studies show that bicyclists feel more comfortable on roadways with bike lanes and paved shoulders. Residential streets in Melrose generally have low enough traffic volumes and speeds that most users can feel safe when biking or walking on the street.



### ***Pedestrian and Trail Crossings***

Pedestrian and trail crossings enable pedestrians and bicyclists to access locations on either side of streets and highways. Pedestrian crossings can be marked with signs and striping or unmarked and placed at intersections or in mid-block locations. Marked crosswalks enhance visibility and awareness for drivers. Uncontrolled pedestrian crossings are not controlled by a stop sign, yield sign, or traffic signal. There are several marked crosswalks located within Melrose.



### ***Parks and Open Spaces***

Melrose has several parks that serve the community and neighborhoods and provide a popular destination for walking and biking. Developing safe bicycle and pedestrian routes to parks ensures access for all people.



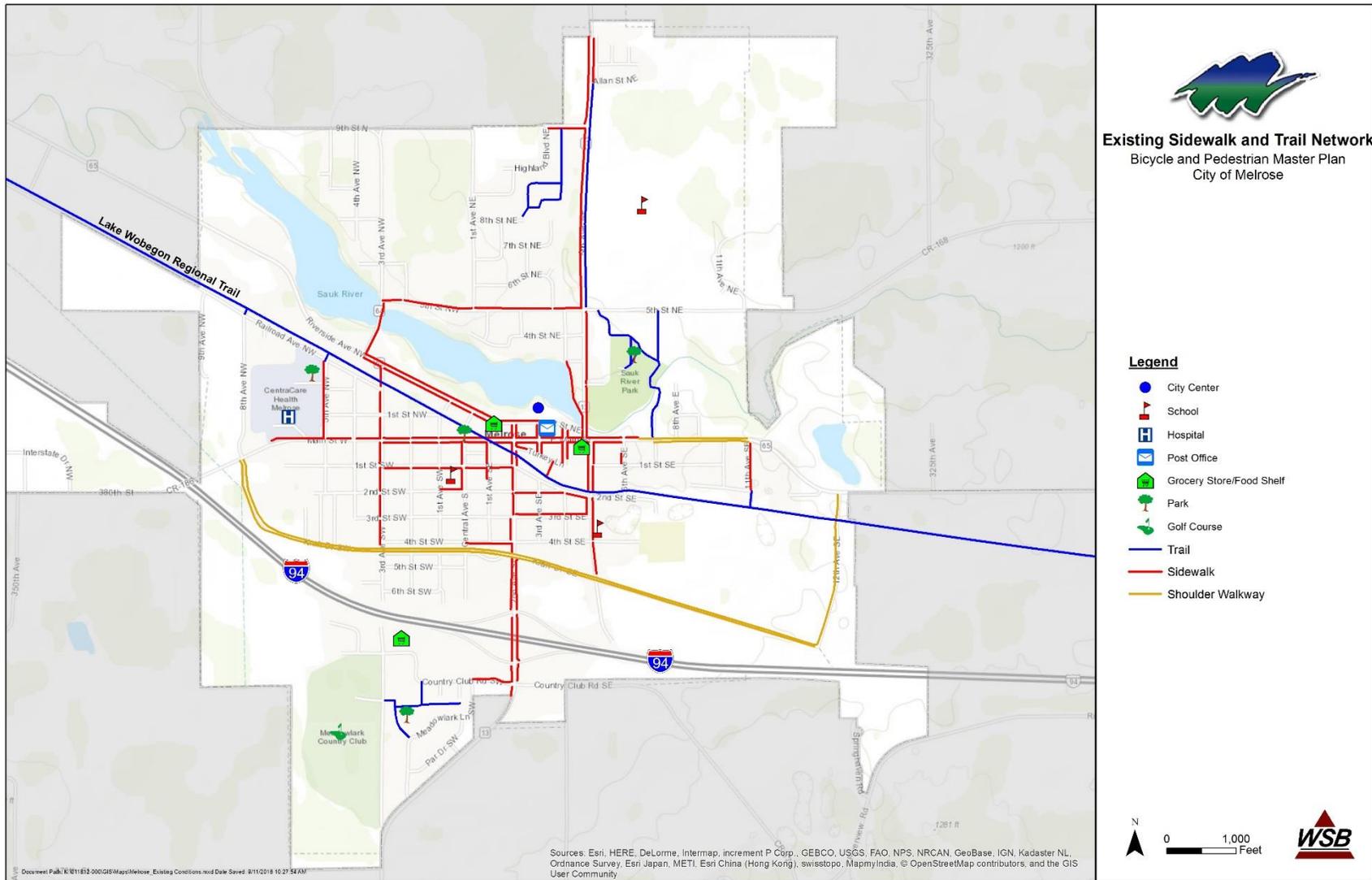


Figure 1: Existing Sidewalk and Trail Network

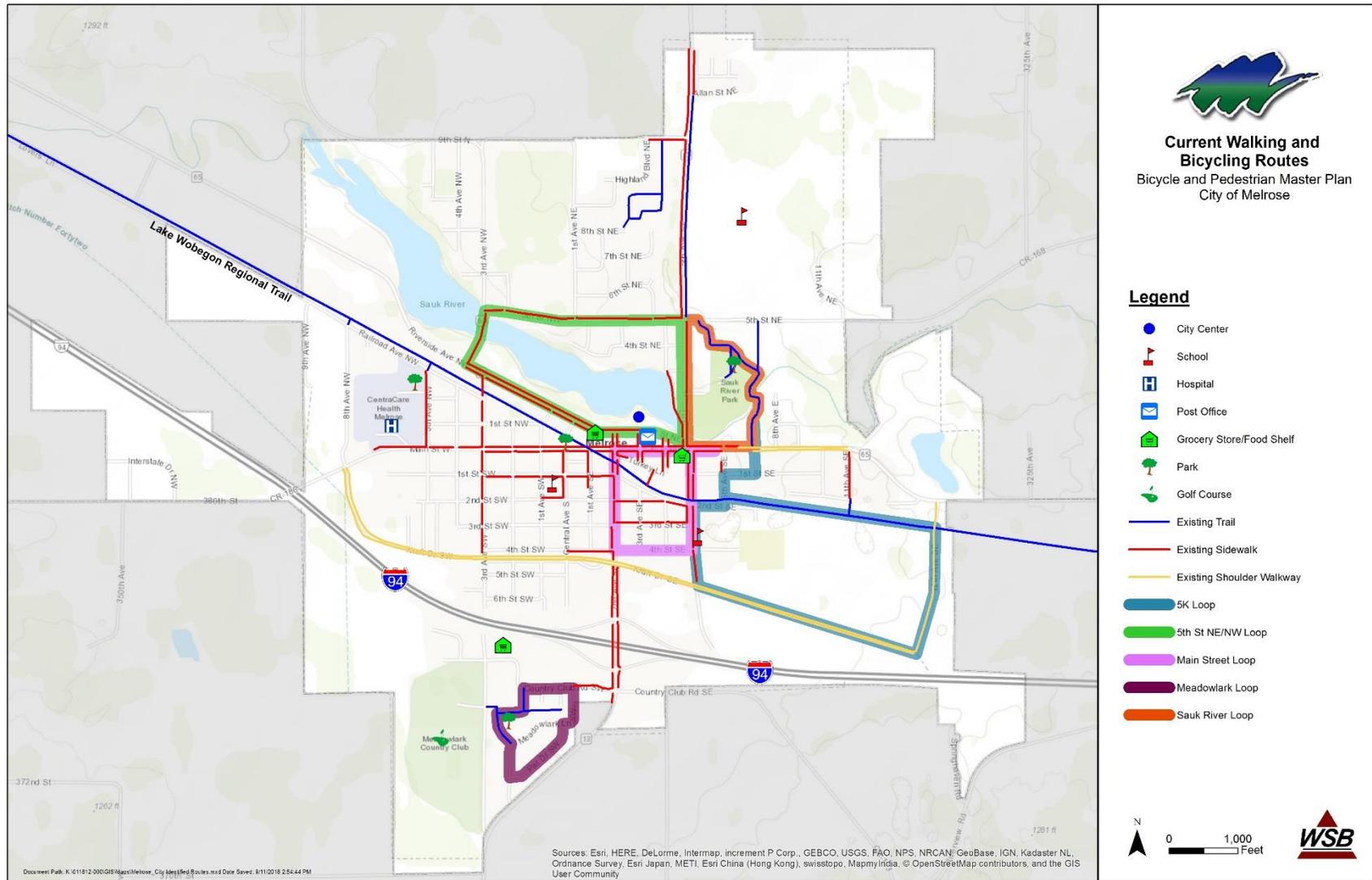


Figure 2: Current Walking and Biking Routes

## **B. EXISTING PLANS AND PROGRAMS**

Several plans and programs have been developed related to pedestrian and bicycle networks within Melrose, the region, and Minnesota. These plans are summarized below.

### ***City of Melrose 2030 Comprehensive Plan Update***

The 2030 Comprehensive Plan Update prioritizes the well-being of the community by working to improve access to open-spaces and trails for current and future residents. Parks, trails, and open spaces are community assets that can play an integral role in attracting new residents and developments. As the City of Melrose strives to improve quality of life, the City has listed the following potential benefits of park and trail planning:

- Provide opportunities for healthy lifestyles of all ages;
- Present attractive quality for new development/businesses and potential residents;
- Build community by giving residents a place to gather and interact;
- Protect key natural resources;
- Increase property values; and
- Increase the high quality of life.

The 2030 Comprehensive Plan Update identifies over six miles of proposed trails and sidewalks to connect existing pathways to future parks or complete pathway loops. These proposed trails and sidewalks are incorporated into this Plan and are shown in Figure 14.

The Transportation chapter of the 2030 Comprehensive Plan Update states that sidewalks and/or pedestrian/bike lanes should be provided along all Minor Arterials and Collector streets in developed residential and commercial areas. The Transportation chapter also has a policy to: “Integrate pedestrian and bicycle trails into the design of roadway facilities, where appropriate and feasible, that provides links to parks, cultural and historic resources, and public uses.

### ***Stearns County Bikeway Plan***

The Stearns County Bikeway plan is a guiding document that states the county’s goals related to bikeway planning. The Stearns County Bikeway Plan is designed to:

- Provide an integrated and interconnected bikeway system that conforms with local and regional plans and regulations;
- Continue to improve bicycle and pedestrian safety;
- Build a network of bicycle and pedestrian facilities that meets the need of people today and tomorrow;
- Create space for infrastructure for alternative modes of transportation;
- Promote non-motorized vehicle as a primary form of transportation and not just a form of leisure activity; and
- Develop a complete transportation system that is consistent and uniformed at the local and regional level.

Within the City of Melrose, the 2010 Bikeway Plan identifies County Roads 13 and 173 as potential bikeway routes to be evaluated when roadway improvements along these corridors are programmed. The 2010 Bikeway Plan also recognizes the importance and value of the Lake Wobegon Regional Trail as a major asset for recreation and tourism to the region.

### ***Regional Active Transportation Plan***

The Regional Active Transportation Plan (ATP) helps guide bicycle and pedestrian planning in Stearns, Benton, Sherburne, and Wright County. The ATP focuses on a set of strategies that thrives to improve regional connectivity, mobility, and community health. Addressing some of the key challenges and opportunities in the four counties, the ATP promotes biking and walking as an alternative mode of transportation. Stakeholders in the four counties have identified the following four key goals:

- Increase walking and bicycling trips by residents and visitors.
- Increase the quality and quantity of bicycling and walking infrastructure throughout the region.
- Improve health outcomes in the region through increased physical activity.
- Improve safety and comfort for pedestrians and bicyclists of all ages and abilities.

### ***Minnesota Bicycle System Plan***

As part of the Minnesota Department of Transportation's (MnDOT) goal to improve mobility and accessibility through non-motorized modes of transportation, MnDOT is dedicated to creating a reliable, convenient, and safe statewide bicycle network. The State Bicycle Route Network is a guide that helps identify corridors that would improve regional connectivity. Based on the corridor's usage and ability to service the region, each corridor is given a priority status of low, medium or high. The Minnesota Bicycle System Plan thrives to create a better regional and local bicycle network. The Lake Wobegon Regional Trail is located on one of the corridors that has been identified as "high priority" under the Minnesota Bicycle System Plan.

### ***Minnesota Walks***

Minnesota Walks, a collaboration between MnDOT and Minnesota Department of Health (MDH), is the first statewide effort to improve pedestrian facilities. Focused on creating a desirable environment that is safe and comfortable for pedestrians, Minnesota Walks plays an integral role in connecting people to places. By creating a built environment that encourages walking, MnDOT and MDH thrive to create a healthier community. Minnesota Walks also serves as a guide to help agencies and stakeholders get a better understanding of the needs and barriers to walking.

### ***Statewide Health Improvement Partnership (SHIP)***

The Statewide Health Improvement Partnership (SHIP) was established to promote better health in local communities. As part of the initiative to encourage community members to make healthy choices, walking and bicycling are important components of SHIP's local solutions when advocating for healthy lifestyles. Launched as part of Minnesota's Vision for a Better State of Health, SHIP works closely with communities in Stearns County to engage in efforts to develop and implement policies and practices that create active communities by increasing opportunities for walking and bicycling for recreation and transportation.

### ***Minnesota Department of Transportation (MnDOT) Resources and Programs***

MnDOT educates and provides resources regarding road safety for motorists, bicyclists, and pedestrians. These safety guidelines are important as everyone—regardless of whether one is a motorist, bicyclist, or pedestrian—is responsible for keeping others safe by abiding by the laws. As part of its statewide program, MnDOT also encourages bicycle and pedestrian traffic counts. Bicycle and pedestrian counts are important because they provide data to support improving or adopting new policies, programs, and regulations.

### **C. EXISTING REGULATIONS AND POLICIES**

Existing regulations and policies related to the use, operation, and development of walking and biking facilities are summarized in this section.

#### ***City Code***

The City Code states that the owner and occupant of property adjacent to a public sidewalk must keep it safe for pedestrians and cannot allow snow, ice, dirt or rubbish to remain on the walk longer than 24 hours. The City Code also states that sidewalk repairs are the responsibility of the adjoining property owner. The property owner has thirty days upon notice to make the necessary repairs. After thirty days, the City may make the necessary repairs at the expense of the property owner.

The City's sidewalk improvement program is also referenced with regards to the maintenance and repair of sidewalks within the City Code. The sidewalk improvement program guides maintenance and sidewalk development/repairs funded by the City. The Streets/Parks Department currently maintains approximately half of the city's sidewalks.

#### ***Zoning and Subdivision Ordinances***

The City of Melrose Subdivision Ordinance includes design standard widths and grades for sidewalks and trails. Sidewalks are identified to have a minimum right-of-way width of 10 feet and a minimum pavement width of 6 feet. Trails also have a minimum right-of-way width of 10 feet but the minimum pavement width for trails is 8 feet.

## CHAPTER 3: COMMUNITY OUTREACH AND ENGAGEMENT

As part of the Plan development process, members of the Melrose community were asked to take part in online and in-person surveys. The purpose of the surveys was to help understand current walking and biking activity and perceptions.

### A. MELROSE BICYCLE AND PEDESTRIAN PLAN COMMUNITY SURVEY

The Melrose Bicycle and Pedestrian Plan community survey was open June 2018 through July 2018. In-person surveys were provided at the food shelf, Farmers Market, and a community meal event. Versions of the survey were provided in English and Spanish. In total, there were 221 responses. A summary of survey responses is provided in this section.

Figures 3-6 display the frequency and purpose of trips for walking and biking. Recreation and exercise was identified as the primary purpose of trips. Walking trips are much more common than biking.

Figure 3: Typical Number of Days Walking More than One Block

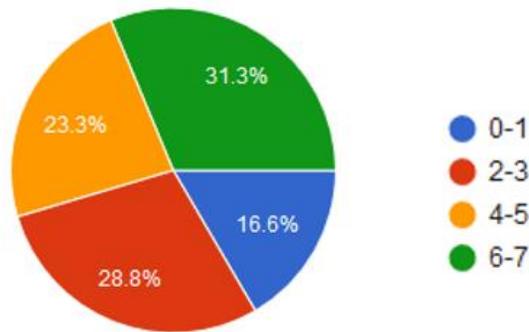


Figure 4: Typical Purpose of Walking Trip

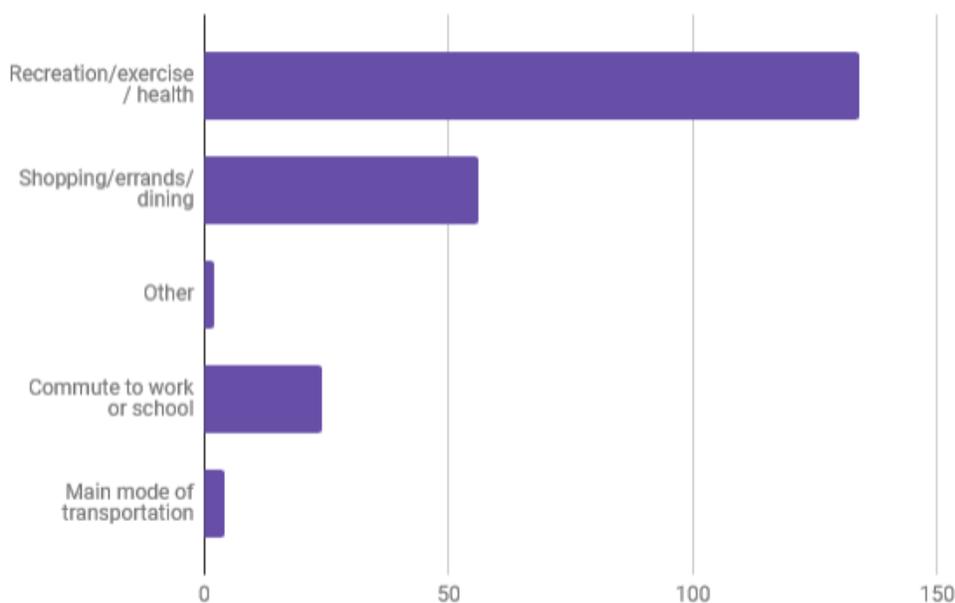


Figure 5: Typical Number of Days with Bike Ride

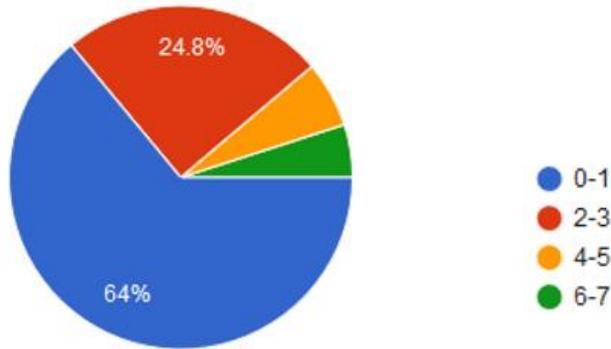


Figure 6: Typical Purpose of Bike Ride/Trip

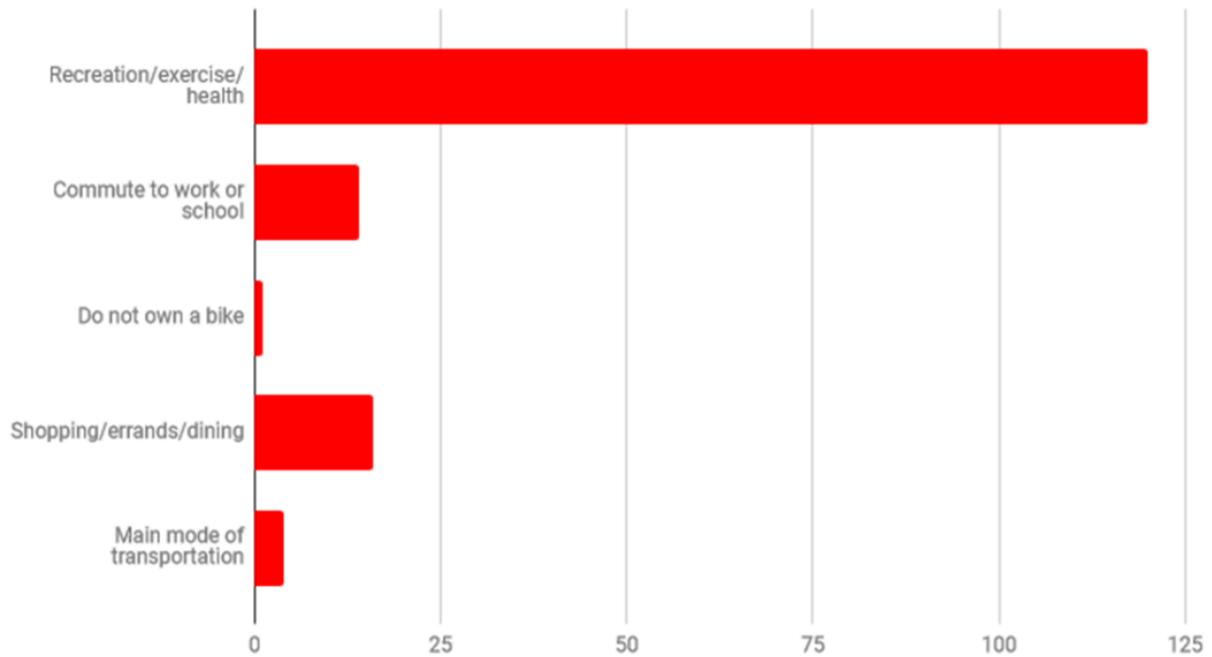
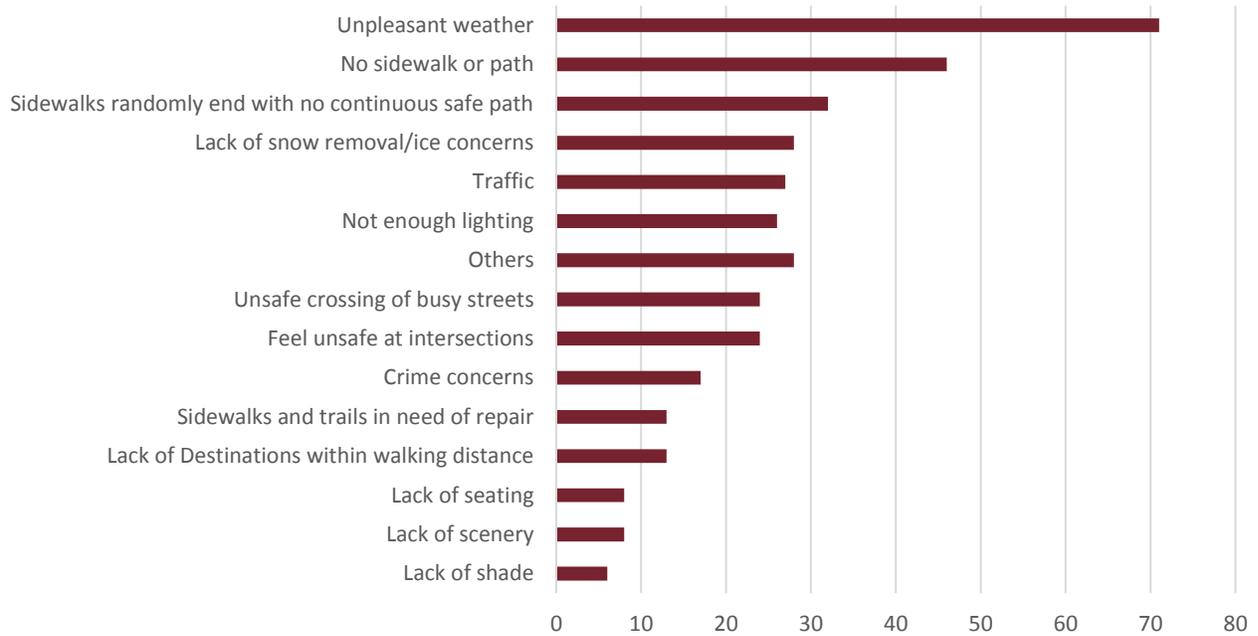


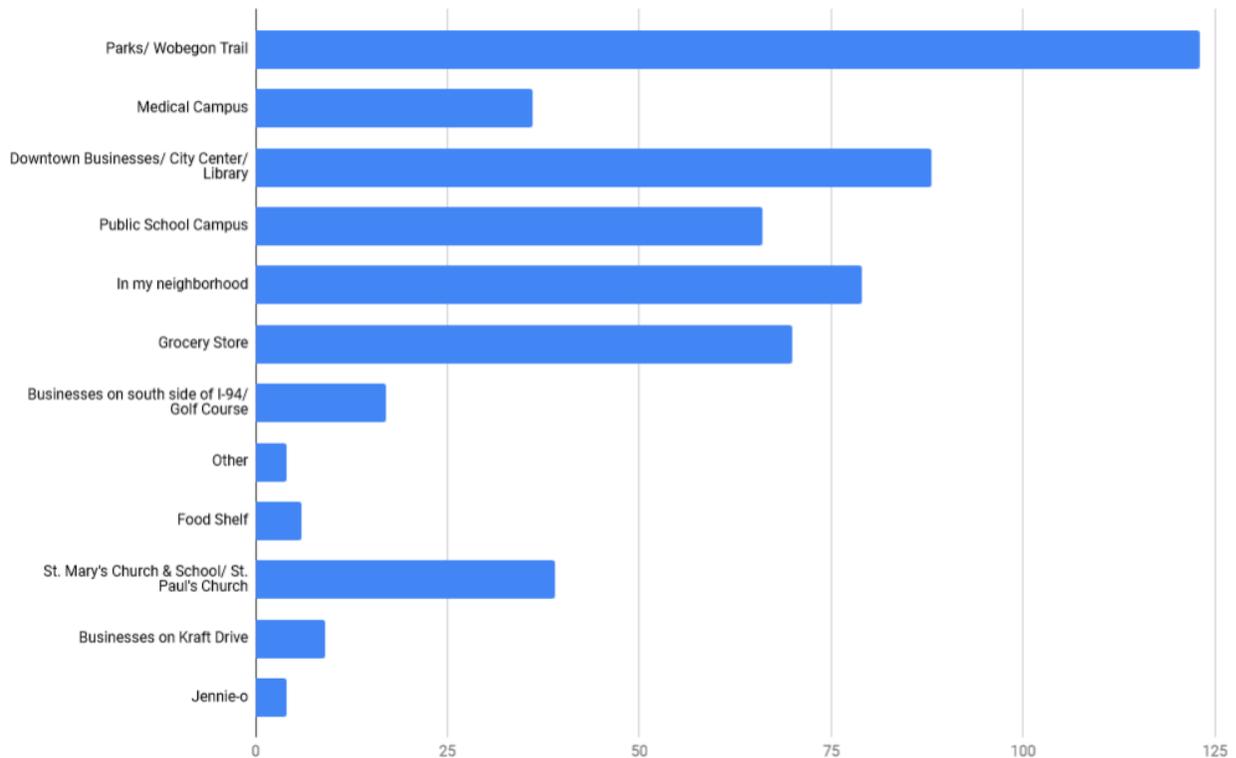
Figure 7 displays responses related to what issues or concerns prevent people from walking or biking. Unpleasant weather and lack of infrastructure were common themes. Issues related to comfort and safety were also identified.

Figure 7: Issues that Deter Respondents from Walking or Biking



Key community places to access on foot or bicycle include parks and the Lake Wobegon Regional Trail, CentraCare, Downtown, schools, and neighborhoods.

Figure 8: Important Destinations to Access via Biking and/or Walking



As shown in Figure 9, respondents suggested that an expanded walking and biking network and improved roadway crossings may encourage more walking and biking activity within Melrose.

Figure 9: How to Make Biking and Walking More Convenient, Desirable, and Safer

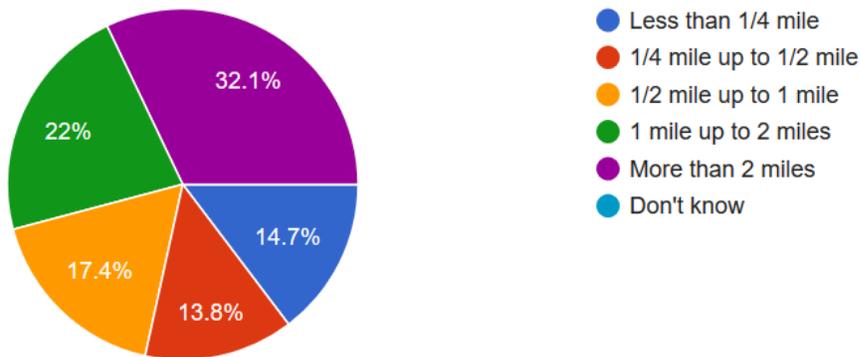


## B. SAFE ROUTES TO SCHOOL SURVEY

The Safe Routes to School Survey was designed to learn about children walking and biking to school. The survey was distributed to parents with children in Kindergarten through Grade 8 in the Spring of 2018. There was a total of 111 responses.

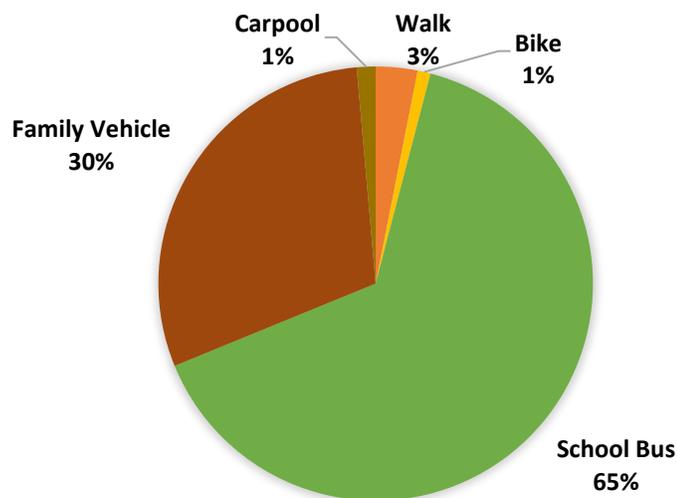
About half of the survey participants said that their child or children live one mile or less away from school (generally considered an acceptable length for walking). Figure 10 provides information on how far students commute every day between school and home.

Figure 10: Percent of Students Based on Distance from School and Home



More information on how children in Kindergarten through Grade 8 get to school was collected through a classroom tally over a period of two days in May 2018. A total average of 4 percent of the students either walked or bicycled to and from school. On average, 65 percent of the children commute to and from school on a school bus and about 31 percent get driven to and from school in a family car.

Figure 11: How Children Get to/from School



Participants noted the main reason why parents and caregivers do not allow their children to walk or bicycle to school is due to safety concerns: speed and amount of traffic along the roadways, lack of sidewalk facilities, crimes, etc. Participants were also asked if these concerns were addressed, would they then allow their children to walk or bike to school. If the safety concerns were addressed, more respondents generally said they would allow children to walk or bike to school.

Figure 12: Issues that Affect Parents and Caregivers' Decision Not to Walk or Bike to/from School

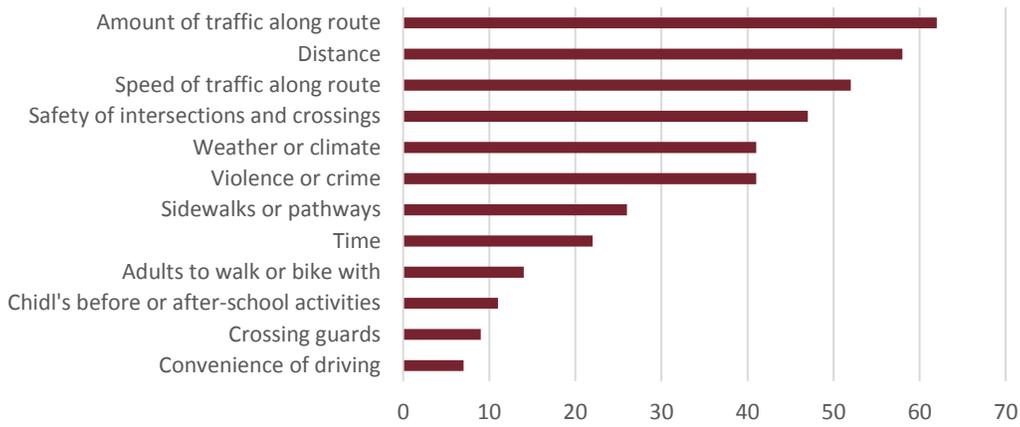
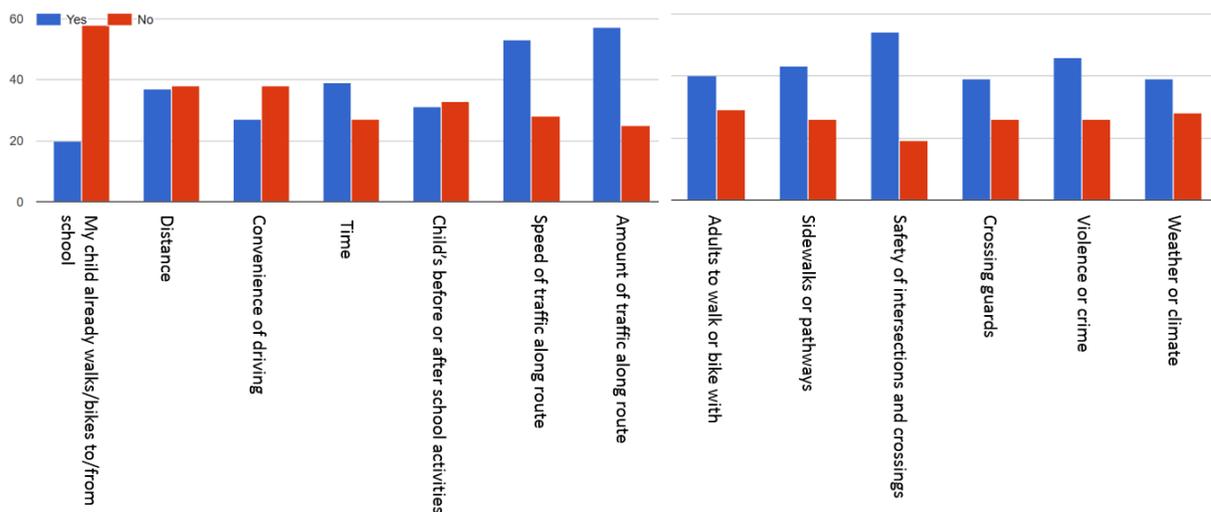


Figure 13: If Concern was Addressed, Would Parent Allow Child to Walk or Bike to School?



## **CHAPTER 4: THE 6E APPROACH**

The Plan focuses on the 6 E's of bicycle and pedestrian planning: Education, Engineering, Encouragement, Enforcement, Evaluation, and Equity. The 6E approach to bicycle and pedestrian planning is useful because it helps address issues related to walking and biking in a holistic manner, integrating existing transportation plans and providing recommendations that are specific to Melrose.

### **A. EDUCATION**

Emphasis on education is crucial to the success of any bicycle and pedestrian plan because it gives the community the opportunity to comprehend and respect the various roles each transportation user plays when driving, walking, or biking. People are encouraged to walk and bicycle more often when they are better informed because they feel confident and comfortable about sharing the road. And, it is the responsibility of each pedestrian, bicyclist, and motorist to abide by the rules of the road to ensure everyone's safety. The following list provides some education examples:

- Public health and the school district partnerships promoting healthy and active living
- Walk! Bike! Fun! Curriculum
- MnDOT Bicycle Safety Resources
- Education about winter sidewalk maintenance and responsibilities for residents
- Bike Rodeo
- Driver's Ed program focusing on road sharing for teenagers

### **B. ENGINEERING**

Engineering helps shape the built environment to be more suitable, comfortable, convenient, and safe for pedestrians and bicyclists. Therefore, design standards play an integral role in ensuring not only safety but mitigating traffic and congestion. Engineering improvements are identified through concerns regarding street designs, poor intersection control, and lack of streetlights, sidewalks, signage, crosswalks, etc. Because these physical barriers and issues impact people's willingness to walk or bike, engineering plays an important role in changing the built environment to meet the need of all users. The following is a list of best practice and design standard resources:

- MnDOT's Bikeway Facility Design Manual
- Americans with Disabilities Act (ADA) best practices
- Minnesota Manual on Uniform Traffic Control Devices (MMUTCD)
- FHWA Guidebook: Small Town and Rural Multimodal Networks
- FHWA Informational Brief: Treatments for Uncontrolled Marked Crosswalks
- Complete Streets Policies

### **Engineering Treatment Example: Pedestrian Activated Crossings**

Pedestrian activated crossings are a warning system used at crosswalks that flash a blinking light to oncoming motor vehicles to alert them of pedestrians or cyclists using the crosswalk. These types of systems are used at midblock and un-signalized intersections where warranted to notify drivers to yield to bicyclists and pedestrians using the crosswalk. The system is typically activated by pedestrians and bicyclists pushing a button but may also be designed to automatically detect users. By requiring pedestrians to activate the system or incorporating detection as part of the design, the system reduces the likelihood of drivers overlooking the beacon. If the beacon is always on – motorists tend to begin to ignore it and not pay attention to see if there are any pedestrians or bicyclists present. The most common pedestrian activated crossing used is the Rectangular Rapid Flashing Beacon (RRFB).



Standards and Guidelines for Pedestrian Activated Crossings:

- Pedestrian activated crossings should be installed on the sides of roadways.
- Beacons should not be lit unless being used by pedestrians and cyclists to cross the intersection.
- Pedestrian activated crossings should not be used at signalized intersections or intersections with a yield or stop sign.

### **C. ENCOURAGEMENT**

There are various encouragement programs that motivate people to walk and bike more regularly. Special events that incorporate walking or biking are popular forms of encouragement. For example, bicycle tours can be held in which people visit various key destinations on bicycles in one or more communities. Group events like bicycle tours often make people feel less intimidated but more confident to bike. However, encouragement does not always have to be a special event. Encouragement can be as simple as making maps easily available to pedestrians and bicyclists. The following are some examples of events/programs/ideas to encourage walking and bicycling:

- Celebrate Bike Month
- Wayfinding signage
- Open-Street events and pop-up projects
- Safe Routes to Parks
- Bicycle friendly community designations
- Partnerships with local businesses to promote walking and bicycling
- Walk and Bike to School Day
- Winter Walk to School Day

## **D. ENFORCEMENT**

Transportation users must abide by the rules of the road to ensure the safety of all individuals. It is the responsibility of each pedestrian, bicyclist, and motorist to practice good roadway behaviors. Without the mutual understanding of everybody's responsibility, it is impossible to improve roadway safety. Through enforcement, community members are more aware of their surrounding when walking, biking, and driving. When people are more alert and aware of their built environment, this can help reduce crashes and traffic violations. Local law enforcement should seek opportunities to educate community members not just about safe walking and biking, but also driving. In addition, targeted enforcement of pedestrian and bicycle-related traffic laws can promote compliance. The following are some enforcement examples:

- Targeted traffic enforcement around pedestrians and bicyclists
- Traffic law educational programs hosted by law enforcement officers at school and work
- Establish an orange flag program at intersections
- Pedestrian Safety Month sponsored by local police departments
- Stop for Me campaign

## **E. EVALUATION**

Evaluation is an important component of a bicycle and pedestrian plan as it helps measure progress and success. Data used to evaluate progress and success should be measurable—for example, miles of new sidewalks and trails, decrease in intersection crashes, increase in number of students walking to school, etc. Measurable outcomes help monitor programs and plans. By periodically assessing progress and success, agencies are able to redirect their resources when needed to make sure identified goals are met. The following is a list of ways to evaluate biking and walking conditions:

- Community surveys
- Analyze bicyclist and pedestrian related crash data
- Bicyclist and pedestrian counts
- Safe Routes to School Parent Surveys and Student Hand Tallies

## **F. EQUITY**

Equity in bicycle and pedestrian planning is important as it seeks to provide mobility and accessibility to all community members. The City of Melrose Comprehensive Plan addresses that it is the City's goal to "...provide safe, convenient, and coordinated trail facilities for a variety of users throughout the community." By developing a network that is easily accessible to all community members and communities, walking and biking can become more common modes of transportation. Especially for those who do not have access to a vehicle or are unable to drive, walking and biking can improve access to new opportunities and local amenities such as parks and businesses. It is also important to include all community members in the planning process. The following are ways equity can be addressed in a bicycle and pedestrian plan:

- Making sure information is available and accessible to all community members
- ADA compliance – facilities accessible to all users
- Hold events at locations and during periods of the day that are more accessible to all users

## **CHAPTER 5: NETWORK VISION AND IMPLEMENTATION**

This Plan envisions a future walking and biking network comprised of current and proposed trails, sidewalks, and shoulder walkways. Serving different areas within the city, the full network provides access to key destinations such as schools, businesses, parks, and neighborhoods. The network builds upon existing walking and biking routes, as well as proposed sidewalks and trails previously identified within the 2030 Comprehensive Plan Update.

### **A. PRIORITY WALKING AND BIKING NETWORK**

Figure 14 shows the future walking and biking network along with recommended priority walking and biking routes. Sidewalks and trails shown in solid lines represent facilities that exist today. The dashed lines are “proposed” facilities that will help eliminate gaps and expand the network. The recommended priority walking and biking network routes were identified to maximize existing infrastructure, connect current routes, enhance access between neighborhoods and along major roadways, promote access to community destinations, and to prioritize investments.

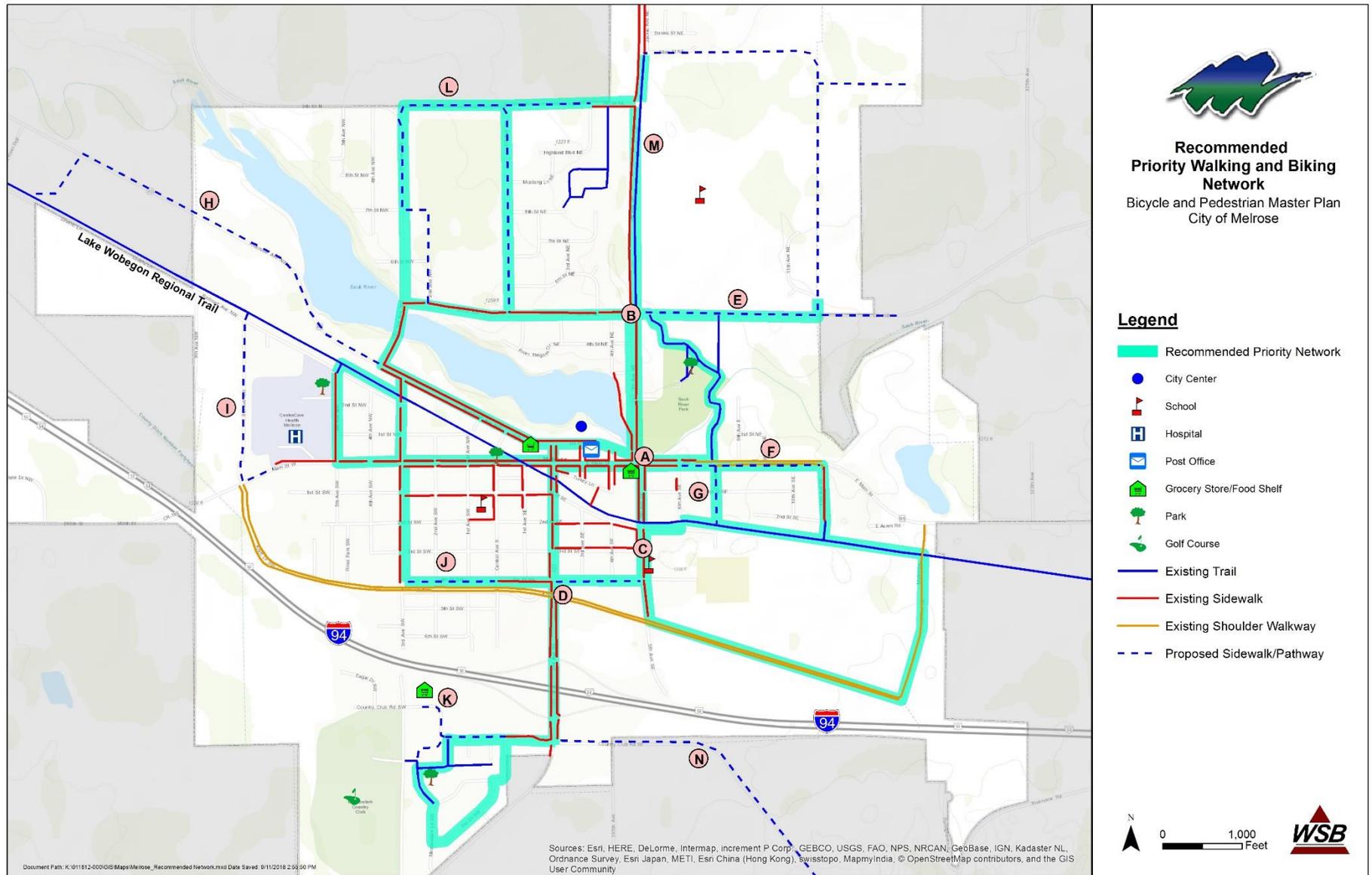


Figure 14: Recommended Priority Walking and Biking Network

## B. IMPLEMENTATION

The bicycle and pedestrian steering committee has identified the following sidewalks, trails, and facility improvements as the highest priority for short-, medium-, and long-term implementation of this plan. These projects have been prioritized based on community input, potential to improve safety, encourage healthy lifestyles, enhance connections to key destinations, and the ability to coordinate with currently funded projects. Short-term projects are identified to complete and/or enhance connectivity within the recommended priority walking and biking network. The map reference letters correspond with Figure 14.

Table 1: List of Priority Projects and Recommended Time Frames

Map Reference	Project Description	Timeframe in Years: Short 0-5, Mid 5-10, Long 10+
-	Install wayfinding signage along walking routes and loops	Short
-	Install bike racks and bike parking facilities at parks and city facilities	Short
-	Construct a trailhead facility within Melrose for the Lake Wobegon Regional Trail	Short
<b>A</b>	Incorporate enhanced pedestrian crossing features at 5th Avenue E and Main Street as part of the CSAH 13 bridge relocation and Sauk River Realignment project	Short
<b>B</b>	Install pedestrian activated crossing and/or enhanced intersection pedestrian crossing features at the intersection of 5th Avenue E and 5th Street N	Short
<b>C</b>	Install enhanced pedestrian crossing features at the intersection of 3rd Street S and 5th Avenue E near St. Mary's School	Short
<b>D</b>	Install additional crosswalks at intersection of Kraft Drive and 2nd Avenue E	Short
<b>E</b>	Sidewalk/Pathway construction along 5th Street N (County Road 168) from 5th Avenue E to 11th Avenue E	Short
<b>F</b>	Sidewalk/Pathway construction along Main Street from 7th Avenue E to 11th Avenue E to the new Jennie-O facility	Short
<b>G</b>	Sidewalk/Pathway construction along 6th Avenue E from Main Street to 1st Street S	Short
-	Explore purchasing a vacant lot in the downtown area for use as a mini-park/parklet and to provide a place for bike parking	Mid
<b>H</b>	Sidewalk/Pathway construction along Riverside Avenue west of 3rd Avenue W	Mid
<b>I</b>	Sidewalk/Pathway construction along 8th Avenue W from Railroad Avenue to Main Street	Mid
<b>J</b>	Sidewalk/Pathway construction along 4th Street S from 3rd Avenue W to Central Avenue and from 2nd Avenue E to 5th Avenue E	Mid
<b>K</b>	Sidewalk/Pathway construction along Country Club Road connecting to Melrose Area Food Shelf	Mid
<b>L</b>	Sidewalk/Pathway construction along 9th Street N (from 3rd Avenue W to Highland Blvd), 1st Avenue E (9th Street N to 5th Street N), and 3rd Avenue W (9th Street N to 5th Street N)	Long
<b>M</b>	Evaluate bikeway route along County Road 13 as future roadway improvements are programmed (per County's 2010 Bikeway Plan)	Long
<b>N</b>	Evaluate bikeway route along County Road 173 as future roadway improvements are programmed (per County's 2010 Bikeway Plan)	Long

## **CHAPTER 6: RECOMMENDATIONS**

The following recommendations support the goals and vision of the Plan and are organized by the 6E's: education, engineering, encouragement, enforcement, evaluation, and equity.

### **A. EDUCATION RECOMMENDATIONS**

- Regularly promote the City's pedestrian and bicycle system via City communication resources (newsletter, social media, website, etc.).
- Educate community members on safe walking, bicycling, and driving around pedestrians/bicyclists.
- Partner with the School District to hold annual bike safety seminars.
- Teach Walk! Bike! Fun! Curriculum annually.
- Establish network of recommended routes to school for students walking and biking.
- Promote trail loop cards that can be used to navigate trail routes in Melrose.
- Educate residents about snow removal requirements. Emphasize property owner responsibility to clear sidewalks within 24 hours of a snow event. Communications materials should highlight the importance of clear sidewalks for pedestrian mobility.

### **B. ENGINEERING RECOMMENDATIONS**

- Adopt a Complete Streets Policy.
- Follow best practices and design standards for all new sidewalk and trail facilities.
- Prioritize completing gaps within the Recommended Priority Walking and Biking Network routes identified in this Plan.
- Review the Capital Improvement Program (CIP) annually for opportunities to implement this Plan.
- Evaluate pedestrian and bicycle improvements as part of street improvement projects. Consult this Plan during the early stages of street improvement projects so that identified pedestrian and bicycle infrastructure can be included at the beginning of a project if feasible.
- Utilize sustainable practices to protect the public investment and ensure the safety and quality of sidewalks and trails through long-term management.
- Inspect and repair sidewalks on a rotating five-year basis to ensure that sidewalks are in good condition for residents of all ages and abilities.
- Maintain crosswalks annually so that they are in good condition throughout the summer and fall.

### **C. ENCOURAGEMENT RECOMMENDATIONS**

- Support healthy and active lifestyles through a pedestrian and bicycle infrastructure system that connects neighborhoods, schools, parks, community centers, and places of employment.
- The Lake Wobegon Regional Trail is a major asset to the City's pedestrian and bicycle network. Continue to enhance access to the trail from all parts of the City and provide opportunities such as signage or maps to connect users to Melrose attractions.
- Develop wayfinding signage for established walking and biking loops.
- Encourage businesses to participate in Bike to Work week.
- Encourage schools to participate in National Bike and Walk to School days.
- Partner with local businesses to encourage biking and walking.

- Incorporate sidewalk and trail maintenance funding and additional maintenance equipment needed into the CIP to ensure the system is preserved and to maximize the value of the initial investment.
- Actively pursue trail funding opportunities including, State, Federal and private sector grants to advance the implementation of trails and sidewalks identified in this Plan.

#### **D. ENFORCEMENT RECOMMENDATIONS**

- Partner with local law enforcement departments to ensure roadway safety for pedestrians, bicyclists, and motorists.

#### **E. EVALUATION RECOMMENDATIONS**

- Evaluate City Policies and Code related to winter maintenance of sidewalk and trail network.
- Monitor on-going walking and biking activity to measure the implementation of this Plan via bicycle and pedestrian counts, Safe Routes to School Hand Tallies, and Safe Routes to School Parent Surveys.

#### **F. EQUITY RECOMMENDATIONS**

- Ensure existing and future pedestrian and bicycle facilities serve all communities and neighborhoods.
- Make information available and accessible to all community members and in multiple formats and languages as appropriate.
- Use social media as a platform to distribute information to the public.

## CHAPTER 7: FUNDING SOURCES

There are several external funding opportunities for the City of Melrose to consider while developing its pedestrian and bicycle network. Table 2 lists the different funding opportunities for the City to explore.

Table 2: External Funding Opportunities

Program	Description	Award Amount	Application Timeframe
<b>Transportation Alternatives Program Solicitation (MnDOT)</b>	Funding opportunity for local and regional agencies for pedestrian and bicycle facilities and programs	Varies	Fall Annually
<b>Statewide Health Improvement Program (MDH)</b>	Funding available for programs that focus to improve health and decrease obesity in Minnesota (not available for infrastructure)	Up to 90 percent of project costs	On-going
<b>Local Trail Connections Program (MnDNR)</b>	Funding opportunity for non-motorized trails that connect to key regional recreation destinations	Up to 75 percent of the total cost; maximum of \$150,000	Spring Annually
<b>Highway Safety Improvement Program (US DOT)</b>	Intended to improve highway safety. Portion of funding can be allocated to finance bike and pedestrian safety and driver safety programs on highways	Up to 90 percent of the project cost	Fall Annually
<b>People for Bikes Community Grant</b>	Funding opportunity for pedestrian and bicycle facilities and corridor improvements	Up to \$10,000 but funding amount has to be 49 percent or less of the total project cost	April and September Annually
<b>Bernick Family Foundation</b>	Funding focused to support youth and education and health and fitness	Amount varies	On-going
<b>State Farm Good Neighbor Citizenship Company Grants</b>	Various funding opportunities (i.e. safety, community development, education, etc.)	Grant request must be \$5,000 or more	Varies
<b>Stearns Electric Grant</b>	Funding based on need and as long as the project will benefit the community as a whole	Varies	Varies
<b>Central Minnesota Community Foundation</b>	Various types of funding available for different projects	Varies	Varies
<b>Initiative Foundation</b>	Funding focuses to help local businesses and community development	Usually doesn't exceed \$5,000 and fund 50% or less of the total project cost	Application open every quarter of the year