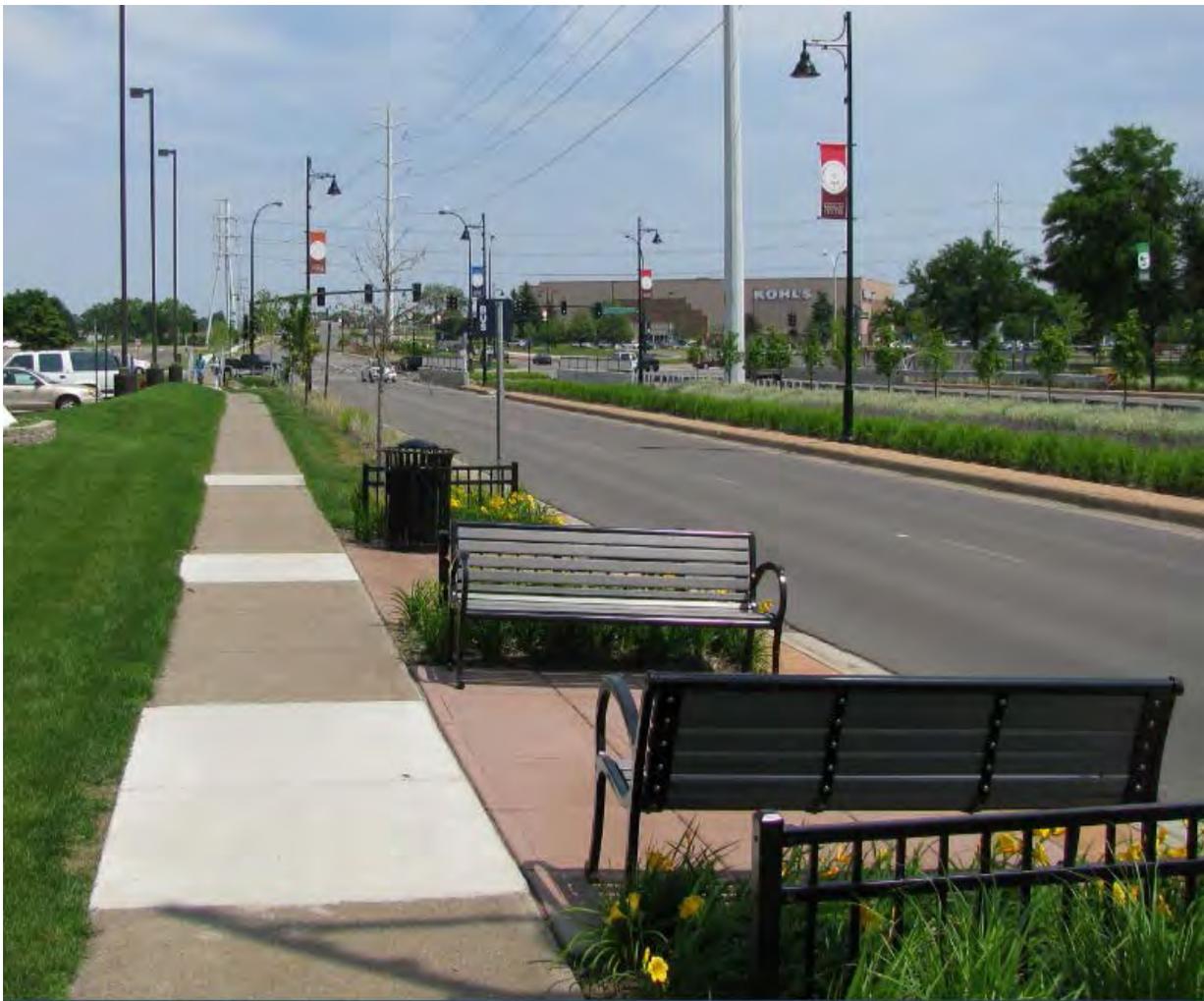


Complete Street Policy of the City of Brooklyn Center

Adopted by City Council on June 24, 2013



INTRODUCTION

During the past 50 years, road building has focused on moving as many cars as possible, as quickly as possible. Safety and accessibility for pedestrians, bicyclists, motorists and transit riders have too often been left out or addressed inadequately. “Complete Streets” is a term used to describe transportation planning and design policies and processes that emphasize safety and accessibility for all users. A Complete Streets policy ensures that the needs and safety of pedestrians, bicyclists, motorists, and transit riders of all ages and abilities are taken into account in the design and operation of roads.

The implementation of complete streets is an outgrowth of recent trends, such as the following:

- About 40 percent of Minnesotans do not drive, including children, seniors, people with disabilities, and people who cannot afford a vehicle. Complete streets helps to ensure that everyone has safe access to transportation options to lead active and independent lives.
- Minnesota has an aging population. As people age, their dependence on transportation modes beyond vehicles increases. Roads that can support biking and walking to community destinations and transit will help an aging population meet its transportation needs.
- The population of the United States is increasingly concentrated in urban areas with this trend projected to increase into the future, which will result in increased transportation demand that can be efficiently served through a multi-modal transportation system.
- Governmental agencies are required to bring the transportation system into compliance with the ADA to facilitate safe and convenient access for those with disabilities.
- An increased number of Minnesotans are overweight or obese. If left unchecked, obesity will add another \$3.7 billion in health care expenses for Minnesotans by 2020. By building infrastructure that support more walking and biking, communities can help create opportunities for people to be more physically active, while improving public health and reducing health care costs.
- Gas prices are increasing, causing people to move to alternative modes of transportation beyond the single occupancy vehicle.

- Government agencies need to do more with less. Roadways need to be planned and designed using a comprehensive process to ensure that costly future roadway retrofits are avoided.

In addition to providing transportation alternatives, complete street policies encourage the integration of physical activity into daily routines through activities such as biking, walking and/or taking transit. Such activities promote active living which has the following benefits:

- Improves physical and mental health
- Decreases risk of chronic disease
- Reduces medical costs associated with chronic disease
- Reduces transportation costs
- Reduces pollution and improves air quality
- Builds safer, stronger communities
- Increases quality of life

The City of Brooklyn Center joined Active Living Hennepin County (ALHC), a partnership of cities, businesses, state and local agencies, and the county. The goals of ALHC members are; increasing opportunities for active living in their communities through policy change, infrastructure planning, marketing and communications, mentoring new and potential organizations, and hosting workshop events. The funding provided by ALHC through Blue Cross Blue Shield of Minnesota and the State Health Improvement Program (SHIP) was instrumental in the development of this policy which was considered and adopted through City Council resolution on June 24, 2013.

BACKGROUND

History

Brooklyn Center was primarily developed in the 1950's, 1960s and 1970s during a time in which the personal automobile dominated land use and transportation planning practices and policies. As a result, the city is highly auto-oriented and some areas lack adequate connections to adjoining neighborhoods, parks, commercial areas and community institutions.

Since then, our economy, demographics and personal attitudes have changed drastically - we face rising gas prices, growing senior and immigrant populations, and large proportions of the population want to live in bicycle friendly and walkable neighborhoods. We must therefore ensure our design practices address the transportation needs of a changing world. Complete Streets is, in a sense, a return to the pedestrian-oriented streets of the past, while at the same time, a view into our future.

Benefits

The benefits to adopting and implementing a Complete Streets policy are immense, as well as measurable and immeasurable. Those benefits include:

- *Promotes Safety.* Currently, many Minnesotans do not feel safe walking or biking in their neighborhoods. In many neighborhoods, there is no dedicated space for pedestrians and bicyclists and cars travel too fast and too close. In the ten year period ending in 2008 more than 500 pedestrians and bicyclist have been killed in Minnesota (MnDOT office of Traffic Safety and Technology). Providing for adequate space for all users will reduce accidents and increase a sense of security.
- *Improves transportation equity.* Not everyone uses a personal vehicle as their means of transportation. In fact, 40% of Minnesotans do not drive because they are too young, too old, cannot afford a car, have a disability or choose not to drive (Minnesota Complete Streets Coalition, Blue Cross and Blue Shield of Minnesota). It is important to provide alternative and reasonable choices for everyone.
- *Improves public health and fitness.* As the reliance on the personal vehicle has increased, so has the rate of obesity. Currently, more than 60% of Minnesotans are overweight, which, if left unchecked will result in \$3.7 billion additional health care costs by 2020 (Blue Cross and Blue Shield of Minnesota and the Minnesota Department of Health). By providing residents and workers with options to bike and walk, more may be willing to do so, helping to reduce health care costs and obesity rates.

- Lessens oil dependence. Alternative transportation options include those which are more energy efficient.
- Improves environmental health. Reducing vehicle use consequently diminishes noise impacts and emission pollutants that negatively impact air and water quality.
- Supports an efficient transportation system. An integrated transportation system increases overall capacity and reduces congestion.
- Supports community and economic development. The desire to live and work in highly walkable neighborhoods, especially by both empty nesters and young professionals, is a highly documented phenomenon that occurred in the last two decades. In fact, now major real estate agencies provide “walkability scores” on home listings as this has become such an important aspect of finding a home to homebuyers. Homeowners are searching for neighborhoods with great accessibility, local amenities and attractions and exciting, lively commercial areas. In fact, a national study has shown that home values in more walkable neighborhoods have higher values. Additionally, businesses that provide access to all users and a safe design attract more business.
- Fosters strong communities. Neighborhood vibrancy is increased by opportunities for community residents to interact and reach community destinations such as schools and parks.
- Cost effectiveness. Complete Streets aims to design road projects with all users in mind from the beginning. This ensures that roads are built with pedestrians, bicyclists, and transit riders in mind the first time, rather than retrofitted after a tragedy has occurred and when costs will be much greater. Also, including amenities for pedestrians, bicyclists, and transit riders from the beginning of a design project, rather than mid-way or near the end of a project, reduces time and costs related to engineering design. There may also be ways to save costs through design of smaller roads.

Challenges

The implementation of complete streets must also address a number of challenges:

- Requiring public outreach and education to enhance user understanding and overcome resistance to change (e.g., construction of sidewalk in street right-of-way perceived as encroachment in residential front yards)
- Encouraging public participation during the planning process.
- Requiring staff training on new planning, design and operations approaches.
- Developing design solutions for locations with constrained conditions and/or right-of-way widths or natural barriers.
- Balancing the needs of multiple transportation modes safely and efficiently.

- Addressing variability within modes (e.g., commercial vehicles versus smart cars, commuter versus recreational bicyclists).
- Funding potential increases in associated operation and maintenance costs.
- Funding potential property acquisitions.
- Funding potential increased initial construction costs on select projects.
- Complying with design standards associated with roadway construction funding sources.
- Re-evaluating long established paradigms about transportation investment and design priorities.
- Resolving cross-jurisdictional issues. The implementation of complete streets is voluntary for many local governments and an agency cannot be “forced” to implement a complete streets approach.
- Re-evaluating multi-jurisdictional cost sharing and maintenance agreements. Effectively involving regional interests in project level public engagement processes.
- Overcoming the perception that a wider road is always a safer road.
- Maintaining adequate space for snow storage for all modes of transportation.

POLICY

This policy includes the following elements:

Vision. In order to create a Complete Streets network, all streets and trail projects, including design, planning, reconstruction, rehabilitation, maintenance, or operations by the City of Brooklyn Center shall be designed and executed in a responsible, equitable and financially reasonable way to accommodate and encourage travel by bicyclists, pedestrians, public transportation, emergency and commercial vehicles in a balanced manner. Additionally, the Brooklyn Center Complete Streets Policy is intended to:

- Benefit the community by improving safety, transportation options, public health, community and economic development, cost effectiveness, and the environment.
- Inspire the community to transform social norms and bring the community together.
- Prepare Brooklyn Center for the future with respect to changing demographics and economics.

All Modes, Purposes and Users. This Complete Streets policy recognizes the different transportation users, modes and purposes and encourages city leaders and staff, as well as residents and business owners, to consider the range of needs and recognize the importance of planning and designing transportation systems for all modes, purposes and users.

Connectivity. While it is important to create an interconnected transportation system in which users can easily and safely reach many potential destinations, this policy recognizes Complete Streets is not “all modes on all roads” but rather allows for the balancing of the needs of all users.

Jurisdiction. The transportation network within the city consists of transportation systems constructed, maintained and operated by different units of government including the city, Hennepin County, Three Rivers Park District, Metropolitan Council/Metro Transit, the State of Minnesota and the federal government. This policy applies only to the transportation systems under the jurisdiction of the City of Brooklyn Center and will be encouraged by the City on all other jurisdictional roadways within the city as feasible.

Both Hennepin County and the state of Minnesota have adopted Complete Streets resolutions. As a result, any funding for projects passing through either of these agencies to the city should follow a Complete Streets approach. Additionally, this policy commits the city to work closely and foster strong relationships with other jurisdictions, including the above referenced jurisdictions within the city and neighboring communities, particularly the cities of Brooklyn Park, Crystal, Robbinsdale, and Minneapolis in creating multimodal and interconnected transportation systems that serve the city and extend beyond its borders. Finally, in the event of development or redevelopment within the city, all private roads should aim to follow this Complete Streets policy.

Phasing. As Brooklyn Center is a fully developed community, constructing a Complete Streets network will not be easily accomplished. The existing transportation and land use framework will, in some instances, limit the extent to which Complete Streets can be immediately implemented. Therefore this policy acknowledges that planning recommendations shall be considered a valid step toward meeting this policy's goals. Planning efforts may include such elements as easements and development agreements to incorporate future complete street projects. Planning in this manner is intended to avoid costly retrofits.

Exceptions & Flexibility. While Complete Streets intends to make accommodations for all modes and users of the transportation network, it is acknowledged that it is not always possible to make such accommodations in every instance. Therefore, this policy allows for the following exceptions:

- a) The project involves a transportation system on which certain modes and users are prohibited, either by law or significant safety reasons. Examples include interstate freeways, bike and pedestrian trails, or malls. In the case that a particular use or mode is prohibited, an effort shall be made to accommodate that use or mode elsewhere nearby.
- b) The cost of accommodation is excessively disproportionate to the need or probable use.
- c) The corridor has severe topographic, environmental, historic or natural resource constraints.
- d) A well-documented absence of current and future need.
- e) Other exceptions are allowed when recommended by the Public Works, Building & Community Standards, Parks and Recreation, and Police and Fire departments, and approved by the City Council.

Exceptions granted to this policy should be approved at a senior level and be documented with supporting data that indicates the basis for the decision.

Design. When designing Complete Streets projects, the City of Brooklyn Center will utilize the wide variety of design resources which includes but are not limited to:

- National Complete Streets Coalition
- Safe Routes to Schools
- American Association of State Highway Officials (AASHTO)
- Minnesota Department of Transportation
- Institute of Transportation Engineers
- Americans with Disabilities Act
- Public Right-of-Way Accessibility Guidelines
- Hennepin County Complete Streets Policy
- Minnesota Manual on Uniform Traffic Control Devices (MMUTCD)

There are a number of design options and tools available to implement Complete Streets, each with a unique set of benefits and disadvantages. A Complete Street may include:

- Sidewalks
- Bike lanes (or wide paved shoulders)
- Special bus lanes
- Comfortable and accessible public transportation stops
- Frequent and safe crossing opportunities
- Median islands
- Accessible pedestrian signals
- Curb extensions/bump outs
- Narrower travel lanes/road diets
- Roundabouts
- Traffic calming improvements
- Improvements to create safer and more comfortable pedestrian spaces including buffer space, pedestrian-scaled lighting, street furniture, refuge islands, landscaping and public art
- Wayfinding signage
- Environmental improvements such as tree planting, storm water ponding and pervious space

The city will generally follow accepted or adopted design standards from the resources listed above when implementing improvements to fulfill this policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present. Considering innovative or new ideas is especially important when working within the context of a fully developed city. The city should consider adopting its own design guidelines as a way to reflect the unique needs of Brooklyn Center.

Context Sensitivity. The Minnesota Complete Streets legislation states Complete Streets should be designed “in a manner that is sensitive to the local context and recognizes that needs vary in urban, suburban, and rural settings.” This policy agrees with that statement. In the city’s case, the context is different at the neighborhood level, that is, Complete Streets may be designed different in residential, commercial, industrial and mixed use neighborhoods. Context sensitivity is to be considered alongside network connectivity, flexibility, innovation and the unique needs of various users.

Performance Standards. Complete Streets should be continuously evaluated for success and opportunities for improvement. This policy encourages the regular reporting of the implementation of Complete Streets through the following performance measures:

- User data – bike, pedestrian, transit and traffic
- Crash data
- Use of new projects by mode
- Compliments and complaints
- Linear feet of pedestrian accommodations built
- Number of ADA accommodations built
- Miles of bike lanes/trails built or striped
- Number of transit accessibility accommodations built
- Number of street trees planted
- Number of exemptions from this policy approved

Project Triggers The following projects types shall be reviewed for Complete street review and implementation types shall include:

- New construction
- Reconstruction
- Some types of rehabilitation
- Resurfacing and changes in the allocation of pavement space on an existing roadway (e.g., removal of on-street parking or reduction in the number of travel lanes).

Projects which are typically classified as routine maintenance project shall not be subject to the policy review process.

Implementation

Planning

Establishing plans and protocols is a critical step in creating a community-supported, safe, comfortable and convenient transportation network that serves all modes. Effective planning results in design guidance and implementation clarity that allows the community and project designers to efficiently move forward on individual complete streets projects in a collaborative and cost-efficient manner.

The culture of complete streets must be integrated throughout the City and institutionalized through planning documents, operations, and design manuals. Complete streets concepts should be incorporated into visioning and planning documents, including comprehensive plans, neighborhood plans, active living plans, and transportation plans. A community's zoning ordinance, subdivision ordinances, and/or design policies should be updated to reflect the community's complete streets approach as those documents are scheduled for updating. Ideally, all modes of transportation should be integrated into one design policy, as this will reinforce the complete streets methodology of considering all modes of transportation early in the design process.

Development Resources

The implementation of this Complete Streets policy will require city resources and staff time. A summary of anticipated activities along with their timing and frequency is present in the table below:

Process Element	Timing / Frequency
Staff training	Continuous
Adopt design standards	Update periodically
Amendments to the City Code & Comp Plan	Consider when updating code & plan
Implement and evaluate performance measures	Periodically
Coordinate with other jurisdictions	Continuous
Regularly apply for grants	Continuous
Review feasible funding sources and adopt revisions to city CIP	Annually with CIP update

Staff training. It is important for the city's staff to be up to date and aware of new laws, funding sources, best practices, trends and tools related to Complete Streets. Staff should be encouraged to attend topically related training and education events and opportunities.

Adopt design guidelines. The city should consider adopting its own design guidelines as a way to reflect the unique needs of Brooklyn Center and to provide a consistent baseline from which projects can be designed.

Amendments to the City Code and Comprehensive Plan. The City Code and Comprehensive Plan may require revisions to allow for Complete Streets or to make it easier to implement. In particular, the

Subdivision and Platting chapters should be reviewed for possible changes. This policy should be adopted as part of the Comprehensive Plan.

Implement and evaluate performance measures. Staff should periodically evaluate Complete Streets programs and provide updates and recommendations to the City Council and advisory committees.

Coordinate with other jurisdictions. Staff and Council should keep an open line of communication between other jurisdictions including the cities of Brooklyn Park, Crystal, Robbinsdale, Hennepin County, and Three Rivers Park District, Metropolitan Council/Metro Transit, the state of Minnesota, and the federal government toward the goal of implementing joint projects, creating network connections and maximizing grant opportunities.

Regularly apply for grants to implement this policy. Increasingly, transportation grant programs are requiring municipalities to have adopted Complete Streets policies. By adopting this policy, the city will be able to apply for a wider variety of grant programs and should do so as a means to fund new or expanded improvements.

Review feasible funding sources and adopt revisions to the Capital Improvement Program (CIP). As the city does routinely, staff should review the CIP for possible ways to implement Complete Streets. This will include a review of funding sources and prioritization of projects according to need and benefit. Staff recommendations shall be reviewed with Council and open to review by the public.

Public Engagement

Complete streets is an approach to design, which benefits from communication with project stakeholders. Effective public engagement is necessary throughout the entire implementation process, including both the planning phase and project phase. In the planning phase, public engagement ensures that community and agency stakeholders have a chance to participate in the development of broader policy and planning documents, such as comprehensive plans, transportation plans and modal network plans. In the project phase, public engagement allows stakeholders to provide feedback on specific complete streets projects. Whether planning documents are being developed or a specific project is being designed and constructed, there are typically three communication phases to a project:

- Informing stakeholders of the upcoming planning study or construction project.
- Active participation of stakeholders in planning or project design.
- Formalized public meetings and hearings.

Construction projects should also include a communication plan to keep stakeholders informed of construction issues that may impact them. The specific stakeholders and communication approaches will vary depending on the complexity of the planning study or project and anticipated impacts. Early identification of stakeholders and their concerns will aid in the development of an appropriate public engagement plan. Potential stakeholders include:

- Facility users (include all modes)
- Adjacent residents and neighborhood organizations
- Adjacent businesses and business associations
- Elected officials and local/county boards and commissions
- Other city/county departments
- Regional planning organizations
- Regional transit authorities
- State agencies (e.g., DNR, DOT, SHPO)
- Federal agencies (e.g., FHWA, NPS)
- Watershed districts/management organizations
- Advocacy and special interest groups (e.g., bicycling organizations, preservation organizations)
- Local emergency responders
- Utilities and railroads

Appendix A

Complete Streets Worksheet

This Complete Streets Worksheet is intended to serve as a guide when reviewing a roadway's ability to accommodate all modes of transportation (pedestrian, bicyclists, transit riders, freight, and automobiles) and people of all abilities in a cost-effective manner, while promoting safe operation for all users. Complete streets address the design of the entire street right-of-way to determine the best allocation of space between the various transportation modes. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. This worksheet was developed to facilitate implementing the complete streets process and to help sort through potentially conflicting modal priorities. The worksheet is also available in an electronic format that allows responses to be typed directly into the worksheet.

Please reference the following materials when filling out the checklist:

- City and/or County Comprehensive Plans that cover the project area
- Transportation Plans that cover the project area (e.g., City, County, and/or State)
- Bicycle or Pedestrian Master Plans that cover the project area (e.g., City, Park district, County, and/or State)
- City and/or County ADA Transition Plans that cover the project area
- Area specific studies
- A Policy on Geometric Design of Highways and Streets (AASHTO "Green Book")
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
- MnDOT Bikeway Facility Design Manual
- Minnesota Manual on Uniform Traffic Control Devices (MMUTCD)
- ADA Accessibility Guidelines (ADAAG)
- Proposed Rights-of-Way Accessibility Guidelines (PROWAG)
- Hennepin County Complete Street Policy
- State of Minnesota Complete Street Policy

Project Information	
Project Location (municipality):	
Roadway Jurisdiction:	
Project/Roadway Name:	
Project Start Point:	
Project End Point:	
Project Manager	

Define Existing and Future Land Use and Urban Design Context

1. Do any adopted plans call for the development of bicycle, pedestrian, transit or roadway facilities on, crossing, or adjacent to, the proposed project? If yes, list the applicable plan(s).
 Guidance: Possible sources of this information include Comprehensive Plans, Transportation Plans, Bicycle or Pedestrian Master Plans or area-specific studies developed by applicable City, County and/or State Agencies.

2. Are there any local, county, statewide or federal policies that call for incorporating multimodal facilities?
 Guidance: Policies at the state and federal level may impact a project due to funding sources.

3. Describe the study area.

Guidance: What are the predominant land uses along the corridor? What is the community character? (e.g., tree-lined streets, historic, new development) Are there any planned redevelopment areas in the project area?

4. What trip generators (existing and future) are in the vicinity of the project that might attract walkers, bikers or transit users?

Guidance: For example, large employers, downtown or shopping districts, schools, parks, community centers, medical centers, transit stations, government buildings and senior care facilities.

Define Existing and Future Transportation Context

5. Describe existing and projected modal volumes, if available.

Volumes (as available)	Existing	Projected (Year)
Average Daily Traffic		
Pedestrian Counts		
Bicycle Counts		
Truck Volumes		
Transit Volumes		

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6. Existing vehicle speed conditions.

- a. What is the posted speed limit for the project and associated intersecting streets?

- b. Provide speed data, if available.

- c. Are excessive speeds an issue in the project area?

7. Describe crash data, if available, and known conflict locations.

Guidance: Crash data will likely not be available for pedestrians and bicycles. Crash trends and known conflict points should include neighborhood input and antidotal data, such as areas of known "near misses", or areas where seasonal activities cause safety issues, such as sports arenas or fairgrounds.

Transportation Mode	Number of Crashes	Period Covered
Vehicles		
Pedestrians		
Bicycles		

- a. Are there any crash trends between specific modes?

- b. Are there known conflict points between specific modes?

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8. Describe Classifications.

a. What is the road functional classification?

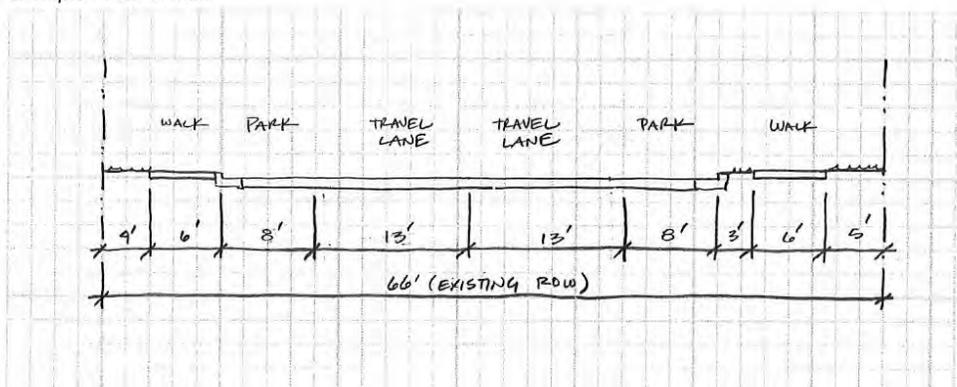
b. Does the street cross any high functional classification roads? (yes/no) If so, please list.

c. Does the roadway have other classifications (e.g., truck route, transit route, bicycle route, emergency vehicle route)? (yes/no) If so, please list.

9. Sketch in or attach the existing cross-section(s).

Guidance: The existing cross-section should include the full right-of-way and be clearly dimensioned. Additional cross-sections are advisable to illustrate specific situations or if corridor segments greatly vary.

Example Cross Section



10. What multimodal accommodations exist in the project and on streets that it intersects?

Guidance: Multimodal accommodations may include transit routes, sidewalks, trails, and designated on-street bicycle facilities, such as bike lanes, sharrows or signed bike routes.

11. If there are no multimodal accommodations, how far away are the closest parallel facilities?

Guidance: Designated transit routes or bikeways may not exist within the community, and therefore, may not be applicable.

12. What multimodal amenities exist in the project?

Guidance: multimodal amenities may include benches, bike racks/lockers, trash receptacles, crosswalks, traffic signals, mature tree canopy, transit stops/shelters, and wayfinding signage.

13. Describe any particular user needs/challenges along the project corridor that you have observed or have been informed of.

Guidance: User needs may consist of lack of facilities (worn dirt pathways), traffic congestion, difficulty accessing bus stops or sidewalks due to snow piles at intersections, at-grade crossings of railroads or high volume roadways, and steep terrain.

14. Are the existing facilities ADA and PROWAG compliant?

Guidance: Reference resources include the ADA Accessibility Guidelines (ADAAG), Proposed Rights-of-Way Accessibility Guidelines (PROWAG), and MnDOT Accessibility Design Tools website.

Identify Existing Deficiencies

15. Based on the land use and transportation context analysis, describe existing and anticipated future deficiencies to full multimodal transportation that the project could/should address.

Describe Future Objectives

16. Develop objectives regarding how multimodal facilities will be integrated into the project and how identified deficiencies will be addressed.

Guidance: The objectives will form the basis for the street design.

Recommend Area Typology/Street Typology and Test Cross-section(s)

17. Complete the following questions if your community has developed Area Typologies and Street Typologies (See page 21, "Roadway Classification versus Settings" for a description of area and street typologies.)

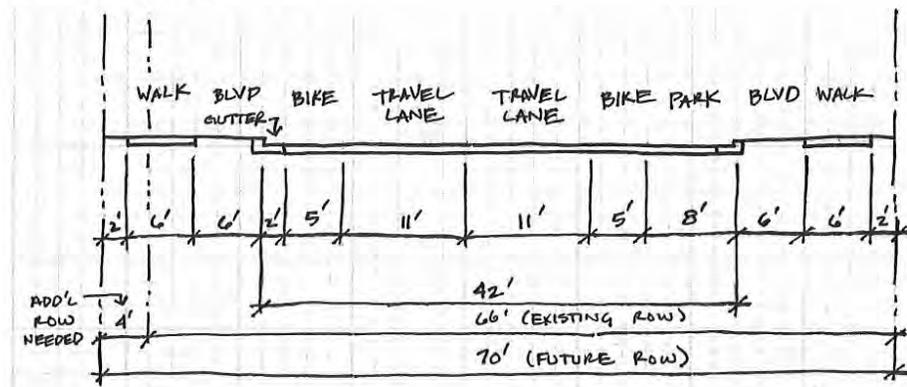
Guidance: If applicable, list document that contains your agency's Area Typologies and Street Typologies

- a. What is the recommended Area Typology?

- b. What is the recommended Street Typology?

18. Sketch in or attach the initial cross-section(s) that depicts desired street elements.
Guidance: Initial cross-section should be clearly dimensioned and indicate any additional right-of-way required. Additional cross-sections are advisable for specific situations or if corridor segments greatly vary.

Example Cross Section



19. Describe any constraints associated with the initial cross-section.
Guidance: Potential constraints include lack of right-of-way, existing structures, existing mature trees or environmental features, topography or number of driveways.

20. Sketch in or attach alternative cross-sections.
Guidance: Alternative cross-sections should be modifications of the initial cross-section that respond to identified constraints. All modes should receive equal consideration and accountability in the development of alternatives.

Describe Tradeoffs and Select Cross-section

21. Describe tradeoffs associated with the alternative cross-sections.

Guidance: Examples of tradeoffs include removal of mature vegetation, narrower travel lanes, removal of on-street parking (one or both sides), right-of-way acquisition costs, and provision of bikeway facility on an adjacent parallel street.

22. Sketch in or attach the selected cross-section(s).

Guidance: Selected cross-section should be clearly dimensioned and indicate any additional right-of-way required. Additional cross-sections are advisable for specific situations or if corridor segments greatly vary.

23. If the project does not accommodate all modes, list reasons why facilities for that mode are not provided.

Guidance: For example, the cost of the facility will be disproportionately high in relation to number of projected users; adequate right-of-way does not exist and acquisition of additional right-of-way would create adverse impacts to valued community assets; a bikeway facility is being planned on an adjacent parallel route that can service bicyclists' needs.

Implementation

24. Identify project milestones, roles and responsibilities for project implementation

25. How will access for all modes be maintained during project construction?

Guidance: Reference resource includes MnDOT Context Sensitive Solutions (CSS) Webinar, Maintaining Pedestrian Access Through Construction & Maintenance Work Zones

26. Facility Maintenance

a. What agency will be responsible for on-going maintenance for each mode?

b. What specific seasonal and long-term maintenance is needed for each mode?