

# REQUEST FOR COUNCIL ACTION

MEETING  
DATE: 3-2-2009

163

AGENDA SECTION: PUBLIC HEARING	ORIGINATING DEPT: PLANNING	ITEM NO. E-7
ITEM DESCRIPTION: Text Amendment 2009-003TA initiated by the City Council proposing to amend the Comprehensive Plan for the City of Rochester and the City Policy to add a Complete Streets Policy that supports a transportation system which provides for safe access for all users of all abilities, including motorists, bicyclists, transit users, pedestrians and the disabled.		PREPARED BY: Mitzi A. Baker, AICP, Senior Planner

February 25, 2009

Planning & Zoning Commission recommendation:

The Rochester Planning and Zoning Commission held a public hearing on February 11, 2009 to consider these amendments. Ms. Moe to recommend approval of Text Amendment 2009-003TA initiated by the City Council proposing to amend the Comprehensive Plan for the City of Rochester and the City Policy with staff recommendations and findings. Mr. Campion seconded the motion. The motion carried 3-2, with Mr. Pestka and Mr. McGuine voting nay.

**Council Action Needed:**

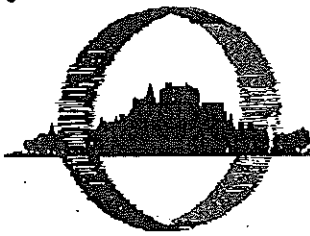
1. Hold a public hearing.
2. If the Council wishes to proceed with the Complete Streets Policy as proposed, it should instruct the City Attorney to prepare a resolution that can be adopted, supported by findings (see attached staff report). The City Attorney should be instructed to prepare a resolution for the Amendment to the Comprehensive Plan to include the Complete Streets Policy, and a resolution to adopt the Complete Streets Policy as a policy of the City of Rochester.

**Distribution:**

1. City Administrator
2. City Attorney
3. Planning Department File

**COUNCIL ACTION:** Motion by: \_\_\_\_\_ Second by: \_\_\_\_\_ to: \_\_\_\_\_

164



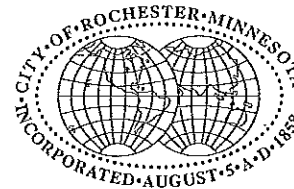
# ROCHESTER-OLMSTED PLANNING DEPARTMENT

2122 Campus Drive SE, Suite 100 • Rochester, MN 55904-4744

www.co.olmsted.mn.us/departments/planning

COUNTY OF

*Olmsted*



**DATE:** February 5, 2008

**TO:** Rochester Planning and Zoning Commission

**FROM:** Mitzi A. Baker, AICP, Senior Planner

**RE:** Text Amendment 2009-003TA initiated by the City Council proposing to amend the Comprehensive Plan for the City of Rochester and the City Policy to add a Complete Streets Policy that supports a transportation system which provides for safe access for all users of all abilities, including motorists, bicyclists, transit users, pedestrians and the disabled.

### Text Amendment:

The City Council initiated these text amendments on September 15, 2008 with a stipulation that staff would hold a roundtable discussion with the builders/developers, and others, and meet with the City Council at a Committee of the Whole meeting before scheduling any public hearings to consider the formal adoption of any proposed amendments. Staff followed through with the directive and presented follow up information to the City Council at a Committee of the Whole meeting on November 24, 2008. The Council then authorized proceeding with the formal text amendment process.

Attached to this report is a draft Resolution (p.1-2) for establishing a Complete Streets Policy for the City of Rochester, along with the proposed Policy (p.3-5). The Policy is proposed to be adopted as both a City Policy and as an amendment to the Comprehensive Plan for the City of Rochester. The draft resolution was prepared for adoption of the Policy. Should the City approve the recommendations, a second resolution will be drafted for the adoption of the Policy as an amendment to the Comprehensive Plan.

### FINDINGS & RECOMMENDATION:

*It is in the public interest to amend the Rochester City Policy and the Comprehensive Plan for the City of Rochester to incorporate a Complete Streets Policy. The draft resolution attached to this report provides broad support for the adoption of the Policy and Comprehensive Plan amendment. It also demonstrates public interest, public need and the furthering of local commitments, goals and priorities in the planning and development of the City's transportation infrastructure system which can be realized through the adoption and implementation of the Complete Streets Policy.*

***Staff recommends approval of the proposed amendments.***



1651

**City Planning & Zoning Commission Action Needed:**

The Planning Commission will need to hold a public hearing. Following the public hearing, Planning Commission will need to make a recommendation to the City Council to approve the amendments, approve the amendments with changes (specified), or deny the amendments.

A public hearing will then be scheduled with the City Council, who will hold a public hearing and make final decisions regarding the proposed amendments.

164

*D R A F T*

RESOLUTION ESTABLISHING A  
COMPLETE STREETS POLICY  
FOR  
ROCHESTER, MINNESOTA

WHEREAS, the mobility of freight and passengers and the safety, convenience, and comfort of motorists, cyclists, pedestrians - including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities should all be considered when planning and designing Rochester's streets; and

WHEREAS, integrating sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of street projects avoids the expense of retrofits later; and

WHEREAS, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development, and

WHEREAS, streets are a critical component of the success and vitality of adjoining private uses and neighborhoods, and

WHEREAS, Active Living integrates physical activity into daily routines and Active Living communities encourage individuals of all ages and abilities to be more physically active; and

WHEREAS, Active Living improves health by lowering risk for poor health conditions such as obesity, diabetes, and heart disease; and

WHEREAS, communities that support Active Living strive to create amenities that will enhance the quality of life of its residents, improve the physical and social environment in ways that attract businesses and workers, and contribute to economic development; and

WHEREAS, a Complete Streets policy supports implementation of the City Council's Resolution Affirming Activity-Friendly Commitments;

WHEREAS, City policy as stated in the adopted Long Range Transportation Plan includes the goal of creating a multi-modal transportation system that encourages walking, bicycling, and transit use as part of a safe, accessible, convenient transportation system that meets the needs of people of all abilities, whether they are pedestrians, bicyclists, transit riders, or motor vehicle occupants, including children, elderly or disabled; and

147-

WHEREAS, rights-of-way are constrained in many developed areas of the city, which limits the ability to expand roadways to accommodate continued growth in traffic volumes, suggesting that alternatives to single occupant vehicles must also be pursued; and

WHEREAS, a goal of Complete Streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation and transit, which will enhance the promotion of Active Living as a means to improve the health of the community residents, and improve environmental conditions, including air quality; and

WHEREAS, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete streets environment - where it would not be advisable to have non-motorized travel, but that the transportation system will support a comprehensive network of complete streets to serve all users;

168

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Rochester establishes a **Complete Streets Policy** as follows:

The City of Rochester will seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

Transportation improvements will include facilities and amenities that are recognized as contributing to Complete Streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to transit stops and bus shelters; bicycle accommodations including bicycle storage, bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities.

I. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicycle, pedestrian, and transit facilities from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).

II. Bicycle, pedestrian, and transit facilities shall be included in street construction, re-construction, re-paving, and re-habilitation projects, except under one or more of the following conditions:

- a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling , or when interim measures are implemented on temporary detour or haul routes;
- b. There is insufficient space to safely accommodate new facilities, as determined by the Public Works Director ;
- c. Where determined by the Public Works Director to have relatively high safety risks;

149 /

- d. Where the City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project;
- e. Where jointly determined by the directors of Public Works and Planning that the construction is not practically feasible or cost effective because of significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisition;

III. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

- a. whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping / commercial area, or an employment center;
- b. whether the corridor provides access across a natural or man-made barrier such as a river or freeway;
- c. whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
- d. whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
- e. whether nearby routes that provide a similar level of convenience and connectivity already exist.

IV. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. [For example, under most circumstances bridges (which last for 75 years or more) should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities].

V. The City has implemented a pedestrian facility program. Pursuant to that program, the City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with the Roadway Network Database and will carry out projects to eliminate gaps in the sidewalk and trail networks.

170

/

VI. Complete Streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.

VII. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.

VIII. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and tracking measures such as safety and modal shifts to gauge success.

BE IT FURTHER RESOLVED that the feasibility report prepared for a street project shall include documentation of compliance with this Policy.

BE IT FURTHER RESOLVED that this policy becomes effective as of \_\_\_\_\_, 2009.

PASSED AND ADOPTED BY THE COMMON COUNCIL OF THE CITY OF ROCHESTER, MINNESOTA, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2009.

M



February 27, 2009

Mitzi A. Baker  
City and County Planning Department  
Rochester, MN

Dear Mitzi:

This letter is to voice our strong support for the efforts of the Active Living Rochester Partnership to develop and implement new guidelines for healthy community design. In particular, we are excited about the potential beneficial impact of complete streets guidelines as well as other guidelines that promote physical activity throughout our community.

As you know, obesity is a major problem locally as well as nationally, and its costs are staggering—costs that are related to both financial as well as human health concerns.

In 1987, obesity-related health issues cost the United States approximately \$3.6 billion dollars. In 2002, that had risen to \$36.5 billion dollars (by one estimate in an article from the USA Today web site entitled, "Health Spending Source for Obesity", June 26, 2005). These costs continue to rise.

Obesity-related health concerns are likewise increasing. Diabetes rates continue to rise with staggering speed—a doubling of diabetes rates over the past decade. Heart disease rates—which are also related to obesity—are also showing signs of worsening. In fact, in Olmsted County, there is now evidence that coronary artery disease rates may be increasing, after having decreased for the past three decades.

While there are many causes of the rise in obesity, it is clear that the built environment has a significant impact on obesity. Multiple research studies have been published that show the association of obesity rates with the built environment. Those neighborhoods and cities that are built in a way to promote physical activity have generally the lowest rates of obesity reported. It is very encouraging to see the potential beneficial impact of healthy community design on reversing the troubling trends of the obesity epidemic.

Clearly, we are in the middle of severe economic times, locally as well as nationally. While the sources of financial strain are varied and multiple, it is clear that health care-related costs are among the most important sources of financial strain for most people, companies, and governments. If we do not address obesity-related problems more effectively, we are likely to see that obesity-related costs for our citizens and our nation will continue to rise significantly.

CardioVision 2020

1200 Waterloo Health  
Living Center  
Office of Health Promotion  
505 East Street SW  
Rochester, MN 55903

612.363.7500

[www.rolmsted.com/2020/09/](http://www.rolmsted.com/2020/09/)

N



We strongly support efforts to formalize guidelines that help promote a built environment in Rochester that will be supportive of physical activity and thereby help reduce the prevalence and impact of obesity in our community.

We at CardioVision 2020, along with other community partners, will continue to work on related activities that will be synergistic with the changes to the built environment, to help promote more physical activity and lower obesity rates in our community.

Thank you for your efforts. We support you 100% in those efforts.

Sincerely,

A handwritten signature in black ink, which appears to read "Randal J. Thomas".

Randal J. Thomas, M.D., M.S.

Project Director of CardioVision 2020

Mayo Clinic, Cardiovascular Diseases & Internal Medicine

500 First Street SW, Rochester, MN 55905

Phone: 507-255-1100

Fax: 507-255-1100

**CardioVision 2020**

Mayo Clinic Health  
Living Center  
Office of Health Promotion  
500 First Street SW  
Rochester, MN 55905

2020-2021  
www.mayoclinic.org/cv2020



COUNTY OF

*Olmsted*

Additional Info for

Items E-5, E-6 + E-7

PUBLIC HEALTH SERVICES  
 2100 CAMPUS DR SE  
 ROCHESTER MN 55904-4722  
 507/328-7500  
 FAX 507/328-7501  
 www.olmstedcounty.com

March 2, 2009

Dear President Hanson and Rochester City Council Members,

On a typical day in Minnesota, 70 people die from chronic diseases such as heart disease, diabetes and cancer. Chronic diseases are the most prevalent, costly and preventable of all health problems. Chronic diseases are responsible for the majority of deaths, years of potential life lost, disability and health care costs in Minnesota. In order to get a handle on chronic diseases we need to change our thinking from trying to "fix" or treat chronic diseases once they have occurred to focusing on preventing chronic diseases from occurring at all. Increased levels of physical activity, improved nutrition and decreased use of alcohol and tobacco can reduce an individual's risk for developing a chronic disease.

Healthy eating and increased daily physically activity are essential if we want a healthy population. Often we find walking and biking are not feasible transportation options in our neighborhoods because of safety concerns, poor lighting and unreasonable distances from residences to destinations. Neighborhoods where residents do not have access to high-quality, affordable, fresh produce and instead provide easy access to junk food and tobacco and alcohol products disproportionately impact those at the highest risk for chronic diseases.

Olmsted County Public Health supports of amendments to local development and infrastructure policies that encourage walking, biking and transit, and physical activity in daily routine. Environmental changes that foster and enable healthy lifestyle choices for Rochester residents would help combat the growing burden of chronic diseases. We support amendments to the Rochester Zoning Ordinance and Land Development Manual, the Comprehensive Plan for Rochester and City Policy, including a Complete Streets Policy, which supports road systems that provide safe access for all users, including motorists, bicyclists, transit users and pedestrians of all ages and abilities.

Sincerely,

Mary Wellik, MPH, B.S.N  
 Public Health Director  
 Olmsted County Public Health Services



# FAX

**Rochester-Olmsted Planning Department**  
**2122 Campus Drive SE, Suite 100**  
**Rochester, MN 55904**  
**Phone Number: 507-328-7100**

P

**Date:**

3-2-09

Number of pages being faxed  
(including this cover):

**TO:**

VAL

From:

**Fax Number:**

Phone Number:

**Phone Number:**

Fax Number: 507-328-7958

**Regarding:**

Public Hearing  
Items E5-7

- Confidential
- Urgent
- For Review
- Please Comment
- Please Reply
- Please Recycle

● **Comments:**

Q

Additional info for  
Items E-5, E-6 + E-7

**Spaeth, Terry**

---

**From:** Baker Mitzi [baker.mitzi@CO.OLMSTED.MN.US]  
**To:** Spaeth, Terry  
**Subject:** FW: Support

Please add this to the comments for the Active Living & Complete Streets public hearing items. Thank you,  
Mitzi

---

**From:** Flicek, Kristin M. [Flicek.Kristin@mayo.edu]  
**Sent:** Thursday, February 26, 2009 9:25 AM  
**To:** Baker Mitzi  
**Subject:** Support

Hello Ms. Baker,

I wanted to contact you to show my support for the "active community design" that is being proposed to the City Council. It's an amazing opportunity for the city to express it's concerns for the health, wellness, and safety of it's citizens and to give us more options to live a healthier life. Thank you for considering these policy changes.

Kristin Flicek  
Administrative Assistant  
Dan Abraham Healthy Living Center  
Mayo Clinic  
(53)8-6993

## Spaeth, Terry

---

**From:** Baker Mitzi [baker.mitzi@CO.OLMSTED.MN.US]  
**To:** Spaeth, Terry  
**Subject:** FW: Active Community Design

R

Please add this to the comments for the Active Living & Complete Streets public hearing items. Thank you,  
Mitzi

---

**From:** Soyring, Jason E. [Soyring.Jason@mayo.edu]  
**Sent:** Thursday, February 26, 2009 9:22 AM  
**To:** Baker Mitzi  
**Subject:** Active Community Design

Hello Ms. Baker,

I wanted to contact you to express my support for the "active community design" that is being proposed to the City Council on Monday evening. What a wonderful opportunity for the city to express it's concerns for the health, wellness, and safety of it's citizens. Thank you for considering these policy changes. It is much appreciated.

Jason

**Jason E. Soyring**

Wellness Coordinator

Dan Abraham Healthy Living Center

Phone: 507-538-7038

Email: [soyring.jason@mayo.edu](mailto:soyring.jason@mayo.edu)

**Mayo Clinic**

200 First Street SW

Rochester, MN 55905

[www.mayoclinic.org](http://www.mayoclinic.org)