



ROCHESTER COMPREHENSIVE PLAN 2040

Peer City Policy Review

April 2015



Introduction

This section provides a comparison of transportation policies in Rochester with those of like peer cities. The peer cities reviewed include Boulder CO, Ann Arbor MI, Iowa City IA, Madison WI, and Sioux Falls SD. Because many of these policies relate to the provision of a multimodal transportation system, a summary of findings from this review are provided in the Review of City Programs and Policies section of the Non-Motorized Transportation Analysis memo. Generally speaking, Rochester policies compare very favorably with those of its peers, indicative of the strong foundation Rochester has established to support the continued development of a multimodal transportation system. The review confirms the appropriateness of actions such as the adoption of a Complete Streets policy and the plowing of trails, while offering potential opportunities to incorporate practices from other cities such as developing policies to share the cost with property owners of maintaining sidewalks or developing a document to guide the selection of the appropriate pedestrian crossing treatment. This review will inform policy recommendations later in the comprehensive planning process.

Table 1 – Comparison of Select Transportation Policies with Peer Cities

Topic	Rochester	Boulder	Ann Arbor	Iowa City	Madison	Sioux Falls
Responsibility for Sidewalk Maintenance / Repairs	<p>Rochester city ordinance indicates owners of property abutting a public sidewalk are responsible for keeping the sidewalk safe for pedestrians and in a state of good repair.</p> <p>Each year, the City inspects sidewalks in a particular geographic area to determine if sidewalk repairs are necessary. Property owners with deteriorated sidewalks are notified and given the option of repairing it themselves or having the city repair and assess them for the cost. The annual budget for sidewalk repair (50% privately funded) is \$500,000.</p> <p>The city is in the process of establishing its first Sidewalk Improvement District (SID), which would treat sidewalk repair and replacement as a utility.</p>	<p>Private property owners are responsible for maintaining the sidewalks adjacent to their property. Under certain conditions, the city will share the cost of repairs with a property owner for a sidewalk in the right of way.</p> <p>For example, the Annual Sidewalk Repair Program targets specific areas of the city to repair sidewalks. The costs of the repairs are shared with property owners, with property owners paying 50% of the cost or \$450, whichever is less.</p>	<p>Before 2012, property owners were required to repair or replace deficient sidewalks. City voters approved a five-year tax increase in 2011 to fund city conducted repairs to existing sidewalks in the public right-of-way through 2016. These repairs will focus on areas of severe ponding/icing, slabs that have settled or been lifted out of place, and sidewalks that are displaced by more than ½ inch. Only sidewalks that adjoin properties on the tax roll will be repaired.</p>	<p>Iowa state law and city code both require maintenance and repairs of public sidewalks by the adjoining property owner.</p> <p>Each year, the City thoroughly inspects sidewalks in one of the city’s ten geographic areas to determine if sidewalk repairs are necessary.</p> <p>The City will share half the cost of repairs with property owners when the sidewalk is at least 8 feet in width. If the property owner is repairing the sidewalk themselves, they must receive approval from the City prior to commencement of repairs.</p>	<p>The City of Madison Engineering Division partners with property owners to make repairs to sidewalks. Wisconsin law requires property owners to pay the entire cost of sidewalk improvements, but Madison has a 50-50 cost sharing policy with property owners.</p>	<p>South Dakota law requires property owners to maintain and repair deteriorated sidewalks.</p>
Pedestrian crossing standards	<p>Rochester does not have a formal document that guides the selection of the appropriate type of pedestrian crossing treatment based on the roadway context.</p>	<p>The City of Boulder first adopted policy for the installation of pedestrian crossing treatments in 1996. The 2011 Pedestrian Crossing Treatment Installation Guidelines (PCTIG) assists staff with determining where it is appropriate to install marked crossings, and where to add crossing enhancements based on roadway characteristics.</p>	<p>Information not available online.</p>	<p>Information not available online.</p>	<p>Information not available online.</p>	<p>Information not available online.</p>

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Bicycle parking and other end of trip facility (e.g. showers) requirements for new developments	Rochester has bicycle parking requirements in its Lot Development Standards (Chapter 63) for medium scale and large scale developments only. Rochester requires one bicycle parking space for every 10 car parking spaces, with a minimum of 10. The parking should be located within 100 feet of a primary building entrance.	Boulder requires off-street bicycle parking for various land use categories. Unique minimum space requirements and allocation of long-term versus short-term parking apply.	The City of Ann Arbor requires that bicycle parking be included in all new construction projects.	Iowa City requires different land uses provide different amounts of bicycle parking spaces.	Bicycle parking is required for each new development. The amount of bicycle parking is based on the type of land use.	Sioux Falls allows a reduction of the required automobile parking by up to 5% through the replacement of auto parking spaces with bicycle parking spaces, with a 1:2 ratio. Information about bicycle parking requirements for new developments is not available online.
Sidewalk infill program	The city has a budget of approximately \$20,000/yr for sidewalk infill where there are no existing sidewalks. Abutting property owners must agree to participate in funding a project at a 3:1 ratio of private to public funding.	Boulder's Missing Sidewalks Links Program aims to provide a continuous pedestrian network for safe walking routes. The Program is responsible for identifying, prioritizing and constructing the segments. Projects are funded through the city's Pedestrian Facilities budget, a 2011 voter-approved bond, and some projects receive funding through the Safe Routes to School Program.	No infill program exists. Residents can petition for a new sidewalk to be added through the City's petition process. If successful, residents adjacent to the new sidewalk would pay the cost of the new sidewalk.	Iowa City spends about \$50,000 every two years on sidewalk infill projects.	Areas of the city that do not have sidewalks require a Common Council order or a petition signed by at least 50 percent of abutting property owners for sidewalks to be installed. The costs are fully assessed on abutting property owners.	Information not available online.

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Curb ramp installation program	A Pedestrian Ramp program is funded at \$25,000 per year to provide for the installation of ADA compliant curb ramps at intersections primarily in new development areas; ramps have been installed at all intersections in existing areas.	Boulder's Annual Sidewalk Repair Program also repairs and installs pedestrian access ramps.	The City of Ann Arbor is responsible for bringing pedestrian facilities into compliance with ADA requirements when it is adjacent to a public project. The City is fulfilling a consent decree to bring all corner ramps on streets that were resurfaced or reconstructed between 1992 and 2004 into compliance with ADA by 2018. All curb ramps will be brought into ADA compliance with future street resurfacing projects.	The City is responsible for the maintenance and repair of curb ramps across public streets. The City recently doubled the annual curb ramp replacement budget to \$100,000. Additionally, property owners must update curb ramps to current standards when the land or buildings are constructed or redeveloped.	Information not available online.	The City of Sioux Falls typically repairs curbs and gutters in conjunction with other street projects.
Trail maintenance and snow removal practices	The City of Rochester removes snow from certain segments of the trail system in the winter, as it is not practical to maintain the entire network. Property owners that have a trail in front of their property in lieu of a sidewalk are required to clear five feet of the trail.	Bike and pedestrian paths are cleared of snow and ice after snow starts to fall. The Broadway Path is plowed first, followed by the Foothills Parkway Path, and then the other paths. On-street bike lanes are cleared during street snow removal operations. The Boulder Creek Path is cleared by the city Parks and Recreation Department.	Information not available online.	In winter 2014-15, the City of Iowa City began a pilot program to clear snow from trails used by commuters, and trails that connect to schools and essential service areas. This is a change from previous years when snow was removed from most of the trails in the city.	Bike paths are plowed "as needed" following a snow event. On street bike lanes are cleared of snow only if there is a significant narrowing of the street, as snow is not removed strictly to clear the bike lanes.	Information not available online.
Complete Streets Policy	Rochester adopted a complete streets resolution which indicates Rochester will enhance the safety, access, convenience and comfort of all users.	Boulder is in the process of developing three action plans to address complete streets for pedestrians, bicyclists and transit.	The City of Ann Arbor passed an ordinance in support of Complete Streets policies in 2011.	The 2030 Comprehensive Plan includes a goal to accommodate all modes on the street system, and cites complete streets as a strategy.	Madison adopted its Complete Streets Policy in 2009.	Information not available online, though the recent Main Avenue Road Diet pilot project which repurposed one traffic lane to increase safety for pedestrians and bicyclists (among other goals) was deemed a success and is being made permanent.

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Specialized transit services (BRT, streetcar, high-frequency circulators, etc.)	The Destination Medical Center (DMC) Development Plan includes consideration for a high frequency circulator in downtown Rochester.	Boulder is developing a transit vision, which includes several scenarios which include dedicated transit facilities. Boulder has several high-frequency circulators that travel through central Boulder, connecting downtown with the University of Colorado. These have recognizable names, such as Hop, Skip and Jump.	An Ann Arbor Connector Feasibility study indicates a need for an advanced transit system to connect key destinations in Ann Arbor, including potentially bus rapid transit, light rail or an elevated system.	A Cedar-Iowa River Rail Transit Project Feasibility Study was conducted in 2006. The metropolitan planning association continues to consider opportunities for rail transit in the future.	A 2013 BRT study for Madison indicates a desire to implement transit priority as a part of a future high capacity bus system.	Information not available online.
Integrated land use/transportation policies	City of Rochester Land Use and Long Range Transportation policies support integrated land use and transportation. For example, supporting energy conservation through compact development supporting alternative transportation modes; addressing energy conservation through encouraging compact, mixed use, transit-friendly development; and encouraging complete street design.	The Boulder Transportation Master Plan cites land use as an important part of developing a high-quality transit system. The Boulder Valley Comprehensive Plan outlines the desired land use pattern for the Boulder Valley, including location, type and intensity of development. Boulder also has an urban growth boundary which focuses growth within the city and preserves land outside, which improves multi-modal transportation choices.	The 2009 Transportation Plan Update considers links between land use and transportation and has recommendations related to enabling people to reach destinations, regardless of mode of travel. The Transit Master Plan Implementation Strategy includes recommendations for the local transit agency to support land use and transportation integration.	Information not available online.	The Transportation Master Plan is being developed to support a city where land use and transportation are integrated.	Information not available online.
Parking Management Policies	The City of Rochester provides for on and off street parking through its municipal parking program . Short term parking is provided through 90-minute on-street spaces while longer trips are supported by a number of parking ramps. Monthly parking spaces are leased in the municipal ramps and lots. Park & Ride lots allow users to park and board a city bus to their final destination.	Boulder is currently undergoing the creation of an Access Management and Parking Strategy , some of which has already been implemented. This includes changes to parking codes, new charging stations, pay by mobile device, and variable message signs.	Ann Arbor has a parking program for eight residential areas where residents of the neighborhood may purchase on-street parking permits for particular streets. Permits are \$50 each year.	Information not available online.	Parking in Madison is controlled by the Madison Parking Utility which provides over 5,000 public parking spaces through 5 parking garages, 7 parking lots and more than 1300 on-street, metered, parking spaces. It also administers the sale of a variety of daily, monthly and annual permits including an extensive residential parking permit program .	Sioux Falls Public Parking manages the parking garages and on-street meters in Downtown Sioux Falls. Drivers may pay by the hour or purchase a monthly parking permit. The rates and services at the garages and parking lots vary.

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Comprehensive TDM strategy or program	<p>The Destination Medical Center (DMC) Development Plan calls for the creation of a transportation management association that will manage access and parking for the downtown area. The results of the DMC plan aims to ensure alternatives to single occupancy vehicle access to downtown that are competitive in terms of travel time.</p> <p>The Mayo Clinic provides transit subsidies for employees, a shuttle system, and a guaranteed ride home program.</p>	<p>As part of the Access Management and Parking Strategy (AMPS), Boulder developed a TDM tool kit for developers, changed the short-term parking code for cars and bikes, and installed variable message signs in downtown garages. Over the next several months AMPS will review specific programs or projects to improve Boulder's transportation network, including code changes, parking management, and ways technology can support TDM strategies</p>	<p>The Ann Arbor Downtown Development Authority provides an online map of where downtown visitors can find parking, bike parking, car share locations and charging station.</p>	<p>Information not available online.</p>	<p>The Madison Area Transportation Planning Board has a program which provides information and support to commuters and employers in the Madison area.</p>	<p>Information not available online.</p>