TO: **HONORABLE MAYOR AND CITY COUNCIL**

FROM: **LAURA QUALEY, ECONOMIC DEVELOPMENT**

SUBJECT: MNDOT ACTIVE TRANSPORTATION PLAN ADOPTION

DATE: **FEBRUARY 18, 2025**

BACKGROUND.

MnDOT awarded the City of Cannon Falls the Active Transportation Planning Assistance Grant in late 2023. Over the course of 2024, community surveys, walking/biking audits, community engagement sessions and a committee workshop were conducted with consultants to create this comprehensive plan. This plan identifies areas of concern, barriers, opportunities, and existing routes in our community that will assist our leaders to make decisions in the future when it comes to future planning and projects. This plan also identifies a safer way for our residents to walk and bicycle to destinations where they live, work and play. The goal of the active transportation plan:

- Analyzes existing conditions
- Engaged the community and includes their feedback
- Identifies ways to improve infrastructure
- Identifies ways to encourage active transportation throughout the community

This grant is a non-monetary award, but a team of consultants led by a consulting firm contracted with MnDOT. There were no match requirements for this Planning Assistance Grant other than a time commitment from some public works staff and EDA staff time.
The Project Manager conducted audits, interviews and analyzed safer ways for our students and residents to walk and bike to and from school and identify ways to improve infrastructure or increase visibility for cross walks such as flashing lights or striping in areas around the community.

This Active Transportation Plan also includes a demonstration project which will be set up in the spring to test one or two of the areas that were deemed most critical for change. 1.) Along Highway 19 between County 24/Hardwood Way and Highway 19 and Almond Street; 2.) A crosswalk near John Burch Park Bandshell and the Park and Ride lot or at the Trailhead and Main Street Bridge by Family Fare. These will be semi-permanent changes to determine whether permanent change is warranted in these areas; if so, funding can be sought via MnDOTs Infrastructure Grant programs. This AT Plan is merely a first step toward applying for any Safe Routes to School Infrastructure Grants that the City or the School District may be eligible to apply for in the future.

This plan was presented to the Public Works and Park Board on February 6th, 2025 and the Board recommended approval of the final draft of the plan to be adopted by the City Council.

REQUESTED COUNCIL ACTION.

Staff respectfully requests a motion from the City Council to adopt the Final Active Transportation Plan for the City of Cannon Falls.

Active Transportation ACTION PLAN

Cannon Falls, MN

December 2024

Acknowledgement

Active Transportation Committee:

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Community & Economic Development Associates

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Cannon Falls Area Chamber of Commerce

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Cannon Falls Area Schools

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DEPARTMENT OF TRANSPORTATION

The Action Plan was funded through the Minnesota Department of Transportation's (MnDOT) Active Transportation Program.

Learn more:

www.dot.state.mn.us/active-transportation-program

terra soma
WISE MOVES.

HDR

Contents

Executive Summary

The Active Transportation Action Plan is the result of ten-month planning process from February to December 2024. A diverse Active Transportation Committee came together to set direction, co-create strategy, lead a local Active Transportation Summit (which included walking audits, a bicycle audit and network planning workshop) and host an online survey and interactive map to collect broader input.

The Action Plan serves as a living guide. It establishes clear, evidence-based and action-oriented priorities to guide future investments in making walking and bicycling safer and more accessible. The Plan identifies priority routes within Cannon Falls that are most in need of improvements.

Building sidewalks, trails and marked crosswalks is a good foundation, but a truly walkable and bikeable community depends on people. People create the policies that build infrastructure and enforce safety. People educate themselves and their neighbors about how and why active transportation leads to healthy communities. People are the stewards of their communities, notice areas for improvement and recruit other people to address those improvements.

The Plan builds on existing plans, conversations with residents, lessons learned from other cities and careful observation to establish recommendations that can help Cannon Falls become a place to live, learn and walk and bike daily.

Introduction

SECTION 1

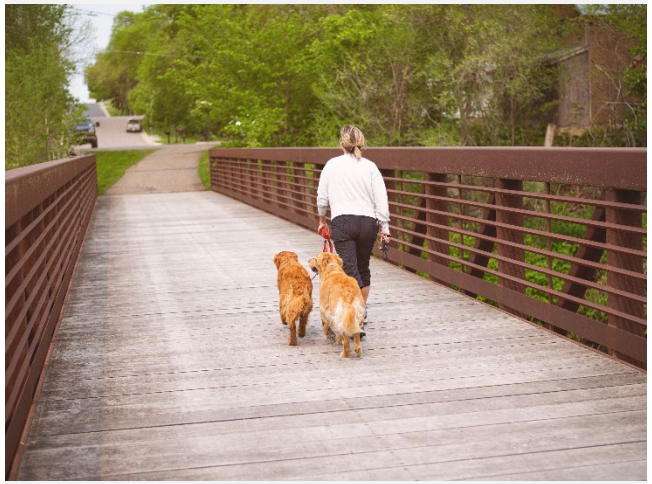
What is an Active Transportation Action Plan?

WALK . BIKE . ROLL .

The City of Cannon Falls Active Transportation Action Plan serves as a roadmap for implementing the City's Sidewalks and Trails Ordinance (§151.110) to create a safe and convenient network for people walking and biking.

The Plan uses the term ***walking*** and ***pedestrian*** broadly to include people of all ages and abilities walking or rolling, including people who travel by foot or use a wheelchair, stroller or other assisted mobility device. The term ***bicycling, biking*** and ***bicyclist*** broadly refer to people of all ages and abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

By centering active transportation users—the most vulnerable users—in street design it ensures streets provide safe options for everyone, regardless of transportation choice. **A connected, safe and comfortable active transportation network means all people have equitable access and opportunity to contribute to a vibrant, age-friendly and healthy city.**



Why Active Transportation Matters?

EQUITY

Owning a new car costs roughly **$12, 182 per year** (AAA, 2023). This is a sharp increase from 2022 when the average yearly cost was $10,728. Car ownership should not be a requirement for getting around safely and efficiently.

AAA Newsroom. (2023, August 30). *Annual new car ownership costs boil over $12K*. AAA. https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/

ENVIRONMENT

Minnesota must **reduce** transportation related greenhouse gas emissions by **80%** and vehicle miles travelled by **20%** by 2050 to reach its climate goals.

Cycling networks reduce dependence on driving to get around. Less driving provides a two-fold benefit – cleaner air and reduced impact on our global climate.

Minnesota Department of Transportation. (n.d.). *Minnesota Walks: Statewide Pedestrian System Plan*. https://www.dot.state.mn.us/minnesotawalks/index.html

ECONOMY

Active transportation means business; it stimulates local economies through job creation, tourism and economic development.

People biking make **more frequent trips** than people driving, spending more money at local businesses.

Cortright, J. (2009). *Walking the walk: How walkability raises home values in U.S. cities*. CEOs for Cities. https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf

Schmitt, A. (2012, December 5). *Cyclists and pedestrians can end up spending more each month than drivers*. Bloomberg. https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers

Why Active Transportation Matters?

HEALTH & WELLBEING

Active transportation **as part of everyday travel** is as effective as structured workouts for improving health. Active commuting is associated with a **11% reduction** in cardiovascular risk.

American Public Health Association. (2010). *The hidden health costs of transportation*. https://www.apha.org/-/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.pdf

SOCIAL CONNECTION

"**Humans are social creatures**—we live within communities. Individual health and wellbeing is intricately tied to the health of our communities and our interactions with others."

Active transportation provides us more opportunity to interact with our neighbors and community.

Taking Charge of Your Health & Wellbeing. (n.d.). *How do our social networks affect wellbeing?* University of Minnesota. https://www.takingcharge.csh.umn.edu/how-do-our-social-networks-affect-wellbeing

HAPPINESS

Researchers at the University of Minnesota have found **bicycling** to be the **happiest form of transportation.**

University of Minnesota. (2018, August 20). *The happiest mode of transportation? That would be cycling*. University of Minnesota. https://twin-cities.umn.edu/news-events/happiest-mode-transportation-would-be-cycling

How the Plan was Developed

The Active Transportation Action Plan is the result of a collaborative process led by Cannon Falls Active Transportation Committee. The committee came together to host and participate in:

- **Walking and bicycle audits to assess existing conditions**
- **Walk to school day event**
- **Network mapping workshop to define active transportation routes and connections**
- **Online engagement through virtual meetings and use of interactive mapping tools and survey to collect community input**

The Plan builds on existing plans and policies, community and committee participation and evidence-based state and national best practices to identify an active transportation network and action steps to guide future investments in making walking and bicycling safer and more accessible for all.

Cannon Falls received planning assistance to develop this Plan, which was funded by the Minnesota Department of Transportation (MnDOT) Active Transportation Program. The Active Transportation Program aim is to increase the use and safety of walking, bicycling and rolling across the state in partnership with local communities.

Plan Guiding Concepts

Foundational to the Plan are several interrelated concepts and approaches:

- **Complete Streets:** A guiding policy and approach to planning, designing, implementing and maintaining streets so they are safe, comfortable and inviting for all transportation users, especially the most vulnerable – people who walk or bike for any reason, including people with disabilities or low incomes, children, older adults and people of color.
- **Safe System Approach:** Traffic-related serious injuries and deaths can be reduced and eliminated. A Safe System Approach focuses on efforts to effectively design for all people and manage vehicle speeds by design using proactive and proven street safety treatments.
- **Active Transportation Principles:** The principles of safety, comfort, coherence, directness and attractiveness and the unique needs of active transportation users informs approaches to network and street design.
- **Transportation Equity:** Policy, design and practices in the built environment and transportation system have led to inequities for underserved communities, especially low-income, people with disabilities and those who are Black, Indigenous and People of Color. Advancing transportation equity requires having a better understanding of how the transportation system, services and decision-making processes help or hinder the lives of people in underserved communities. It also requires underserved communities share in the power of decision-making through engagement and design processes.

Complete Streets

Complete Streets is an approach that integrates people and place in the planning, design, construction, operation and maintenance of streets. A Complete Streets policy helps ensure a comprehensive and connected multimodal transportation system that prioritizes safety over speed, more equitably balances the needs of different modes and supports local land uses, economies, cultures and natural environments.

Complete Streets look different from street to street, place to place. There is no "standard," rather a holistic and context sensitive approach is taken to address the unique needs of users and characteristics of place. For example, to make biking safer, more accessible and inviting, a "collector" or "arterial" street might include buffered or separated bike lanes to account for higher traffic speeds and volumes. While on a neighborhood residential street people biking and driving might share the lane and mix due to the low traffic speeds and volumes. Over 40 cities and counties in Minnesota have adopted Complete Streets policies as of 2023.

Cannon Falls Sidewalks and Trails Ordinance:

"…Sidewalks not less than five feet in width and/or bituminous trails not less than eight feet in width shall be provided in accordance with the following [street types]…to promote pedestrian safety and reassurance."

MnDOT's Complete Streets Policy

"MnDOT must follow a complete streets approach in all phases of planning, project development, operation and maintenance activities."

One of the four policy goals is to **"increase bicycling and walking as a percentage of all trips."**

The policy states districts should give higher priority to opportunities to address identified user needs on projects that meet the following criteria:

- **Equity:** Have a higher proportion of people with disabilities, people of color, older adults, children or low-income
- **Mode Shift:** Have a higher probability of increasing the number of people walking, biking or taking transit
- **Safety**: Addresses a significant safety issue for vulnerable users
- **Connectivity:** Addresses a gap or barrier created by prior transportation investments
- **Plan Alignment:** Are identified in a local or regional plan

Transportation Users and Vulnerability

Transportation users risk level, or vulnerability, for serious injury or death when involved in a motor-vehicle related collision.

User	Description	Relative Vulnerability
	**Pedestrian.** People of all ages and abilities who walk or use assisted mobility devices like wheelchairs, scooters, skateboards or strollers.	**High.** Due to the speed and mass of vehicles, people walking are the most vulnerable. Safety of the most vulnerable users must be a priority as they are most at risk.
	**Bicyclist.** People of all ages and abilities who ride bicycles or tricycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.	**Medium-High.** Less vulnerable than people walking, but more vulnerable than people driving. There is a broad range of age, comfort, experience and speed among bicyclists, which affects the needs and designs for projects.
	**Transit.** People who ride transit. Transit users often walk or bike to/from transit stops.	**High.** People taking transit have a similar level of vulnerability as people walking or biking.
	**Drivers.** People who drive personal vehicles, inclusive of all drivers and trip types.	**Low.** People driving are less vulnerable than people walking and biking because of the relative safety provided by a vehicle (e.g., seatbelts, airbags).
	**Freight.** People who drive freight/delivery vehicles.	**Low.** People driving freight vehicles are less vulnerable than people walking and biking because of the relative safety provided by a vehicle.

Table adapted from *MnDOT Complete Streets Handbook*

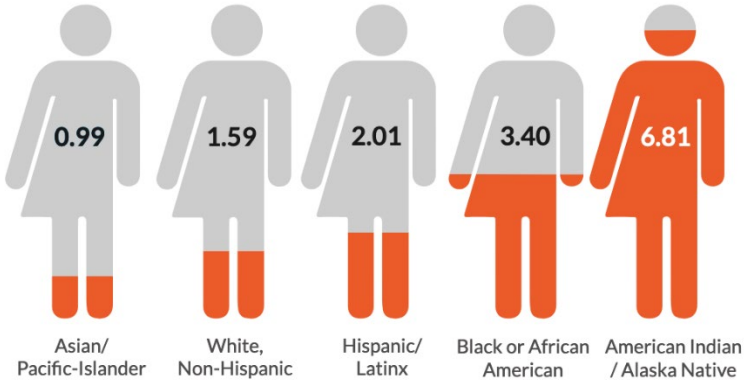
Safety is Not Shared Equally

Traffic-related crashes that kill and injure people are a serious transportation equity and public health concern. Minnesota is seeing a rising share of crashes involving people walking and biking that result in fatal and serious injuries. Nationwide, the number of people struck and killed by drivers while walking increased 45% over the last decade (2010-2019) (MnDOT 2020 Sustainability and Public Health Report).

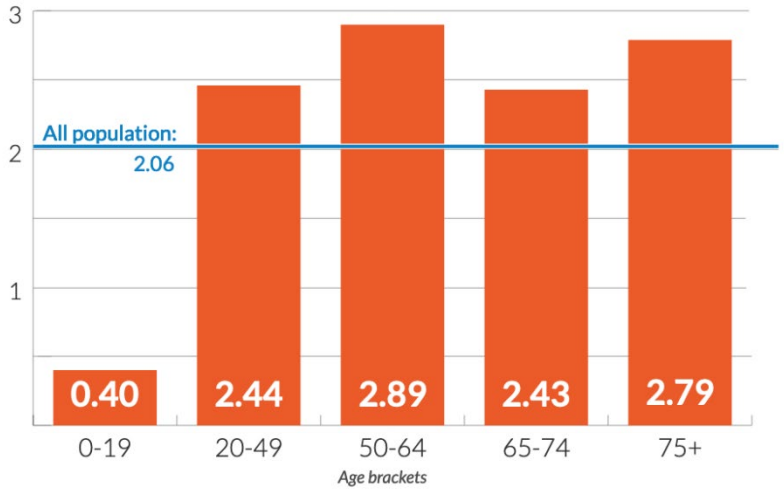
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities, and American Indian/Alaskan Native, Black/African American, and Hispanic people are at greater risk of being severely injured or killed due to a motor vehicle while walking.

Complete Streets and Safe System approach can help calm traffic, reduce speeds and improve predictability of movement of all transportation users, especially at crossings and intersections. As a result, streets become safer for all.

U.S. Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



U.S. Pedestrian fatalities per 100,000 by age (2018-2022)



Source: Dangerous by Design, Smart Growth America, 2024

Safe System Approach

More communities and agencies, including Minnesota Department of Transportation (MnDOT) and U.S. Department of Transportation/Federal Highway Administration (USDOT/FHWA), are following a Safe System approach to traffic safety, which aims to eliminate fatal and serious injuries for all road users, especially the most vulnerable users – people walking, bicycling and rolling.

Safe System focuses roadway safety efforts on ways to effectively:

1. **Design for the people in the system**
2. **Manage vehicle speeds by design**
3. **Employ proactive tools to manage risks across an entire roadway network, especially for the most vulnerable users**
4. **Foster integrated, collaborative and coordinated action**

> "[MnDOT] can prevent traumatic life-altering, costly crashes by focusing on creating low-speed environments in population centers and around other destinations where people are likely to walk [and bike]."
>
> - Statewide Pedestrian Systems Plan

Learn more about Safe System approach:
https://www.transportation.gov/NRSS/SafeSystem

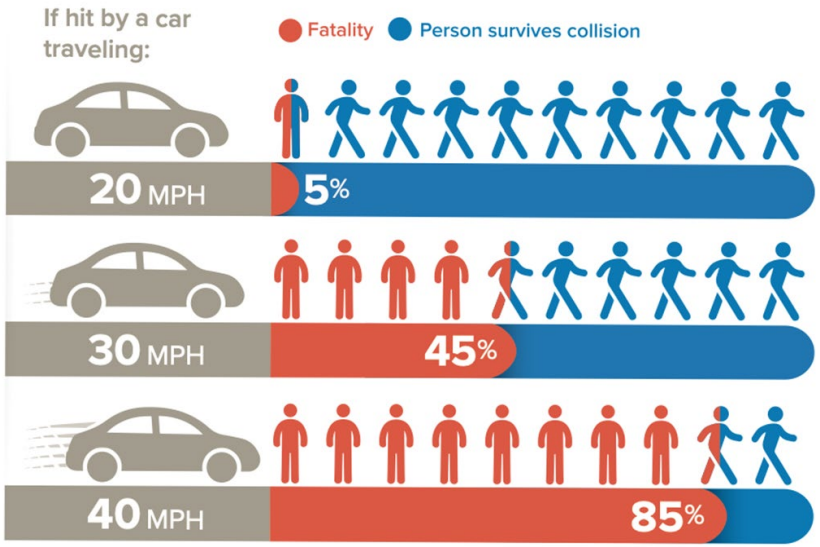
Making Safety a Priority Over Speed

Active transportation users are the most vulnerable transportation user. Reducing driver speeds directly improves the safety of streets and sense of place.

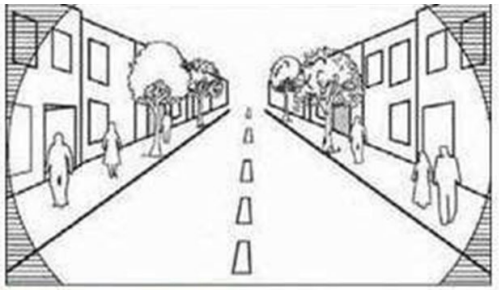
Why Speed Matters

Safety: The negative impact of motor vehicle travel speed on crashes that involve people walking and biking is well documented. For example, a person walking has a 95-percent chance of surviving the crash if struck by a person driving at 20 miles per hour (mph). The chances of survival decrease by almost 50 percent when the person driving is traveling only 10 mph faster at 30 mph. **Communities throughout Minnesota are working Toward Zero Deaths as part of the statewide initiative to achieve zero traffic-related serious injuries and deaths, believing they are unacceptable and preventable.**

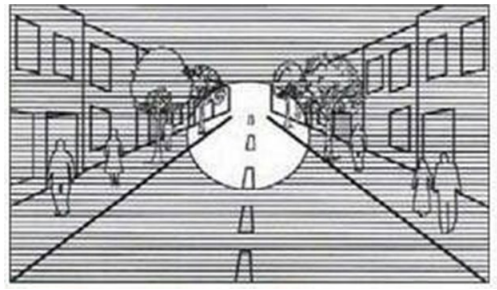
Sense of Place: Lower speed streets better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react, stop for people crossing, yield to people parking and unparking and to avoid potentially fatal crashes.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

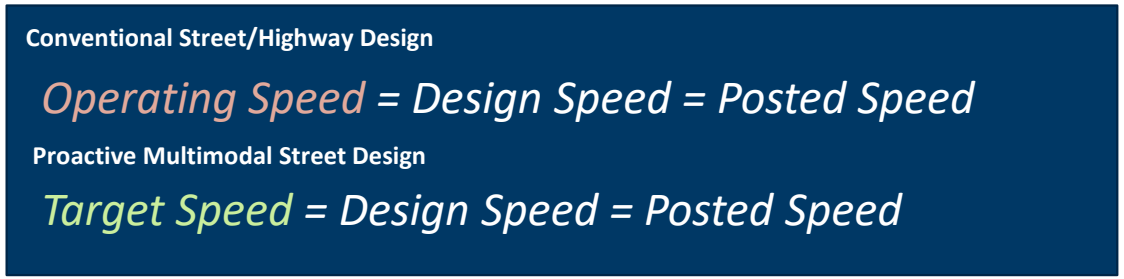
Designing for Safe Speeds

Street Design Influences Behavior

The design of streets directly influences behavior. Most motorists drive to match the "design speed" of the road, using cues such as lane width, street texture, the distance between buildings, street trees (see page 76), other edge features and sight-line distances rather than solely relying on the posted speed limit. In turn, **streets should be designed to promote safety by taking a proactive design approach to ensure lower "target" speeds—the speed drivers *should* be going.**

Historically, roadways have been designed by observing the operating speed of the majority of drivers and designing the street for that speed. This has resulted in design speeds that are often higher than the posted speed due to wide turn radii, wider travel lanes, clear zones and more.

Today, more communities are using "target speed," a proactive approach to multimodal street design, by first identifying the speed they would like drivers to go and then implementing street design treatments to ensure the operating speed of motorists is the target speed. This convention **helps ensure vulnerable users like people walking and biking are considered equitably with motorists in the design of the roadway**.



Adapted from NACTO.org

A lower target speed, and thus posted speed, is a key characteristic of streets in walkable, bikeable, mixed use, neighborhoods and commercial areas.

This Action Plan provides starter recommendations on how to start to bring the design speed more in line with safer target speeds of 20-25 mph through narrower lane widths, streetside landscaping, modern roundabouts and other traffic calming tools to create a safer and higher quality environment for all.

Read more on target speed: https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/.

Level of Quality

In the past, streets were designed to meet a certain level of service for people driving, often prioritizing higher traffic speeds. It's time to focus on a different value: level of quality.

Streets designed to support the safety and comfort of people walking and biking, not only create places where people want to be, they also more safely and efficiently manage vehicle traffic. The pictures (on right) are all the same by functional classification, arterials.

A people and place focused street design that supports all transportation users are a win-win for all.

AUTO FOCUSED

PEOPLE & PLACE FOCUSED

Active Transportation Principles

To provide transportation choice, equity and encourage active trips, routes must be:

SAFE
Does the route minimize risk of injury and danger (related to both traffic and personal safety)?

COMFORTABLE
Does the route appeal to a broad range of age and ability levels and are there user amenities (e.g., places to sit, protection from the weather)?

COHERENT
How easy is it to understand where to go? How to navigate a crossing or an intersection? How connected is the network?

DIRECT
Does the route provide direct and convenient access to destinations?

ATTRACTIVE
Is the route green, well-maintained and celebrate local identity?

These Active Transportation Principles are founded in a Safe System approach. The significance of each principle may vary from route to route and from person to person. For example, people walking or biking to the grocery store often prioritize directness whereas people out for a recreational bike ride value attractiveness and comfort more than a direct route. Regardless of trip type, safety is critical for all users, especially when providing children and elders have safe routes to school, parks and other places they want to go.

Who Are We Designing For?

People walking and biking have unique needs. This Plan seeks to center active transportations users and their needs in future street improvements to ensure all people have safe and reliable access to the places they want and need to go.

People Walking: Everyone is a pedestrian at some point in their day because every trip begins and ends with walking. Walking is a key component of successful public transit, supports vibrant business districts and healthy people, reduces carbon footprint and contributes to safer neighborhoods by putting more eyes on the street.

An average of **22% of all trips** taken within communities are **less than one mile** – a distance that takes the typical person 15 to 20 minutes walking (National Housing Travel Survey, 2017) . To encourage more walking trips, it is critical that pedestrians are prioritized in transportation projects and streets are made more welcoming, accessible and safer.

Basic Movement: People in motion require 3-4 feet for strolling width. This accounts for movement such as arm or baggage swing, swaying, pushing a stroller or using a walker. It does not account for people passing one another, moving around or over obstacles.

Who Are We Designing For?

Social Movement: Two people in motion require more strolling width for walking with others and socializing (6 feet).

A 6-foot sidewalk provides minimum space for children to walk in a group.

The landscape boulevard or strip (grass) provides added comfort by creating greater separation between children walking and people driving. The added benefit: kids can be kids, spilling over into a protected space.

Graphic by Terra Soma, LLC

Who Are We Designing For?

People Biking: Biking is a key component of successful business districts, healthy people, carbon reduction, economic vitality and safer neighborhoods.

An average of **46% of all trips** taken within communities are **less than three miles** – a distance that takes the typical person 18 to 20 minutes biking (National Housing Travel Survey, 2017). The Active Transportation Survey, conducted with this Plan, found approximately **60% of Cannon Falls residents** say they are **"interested but concerned"** or **"enthused and somewhat confident"** in biking, but still face barriers that prevent them from biking more often.

Lack of bike lanes and physical separation from motor vehicles, challenging intersection crossings and snow and ice are just some of the reasons why people do not feel comfortable biking today. Today, most of the city's on-street bike network caters to the "highly confident" bicyclist who will ride regardless of roadway conditions and bicycle facility. Highly confident riders represent the smallest category of people willing to bike. To make biking, in all its forms, a real option for more people, the Plan establishes the need and incremental steps to prioritize the "interested but concerned" type of bicyclist to create a low stress, all ages and abilities network.

Many improvements that prioritize bicyclists also do the same for people walking. The strategies and actions in this Plan often support or are linked to each other.

Low volume, low speed residential streets become nice shared walking and biking streets with traffic calming tools such as neighborhood traffic circles.

INTERESTED BUT CONCERNED BICYCLIST

"This is the bicyclist user profile that MnDOT typically considers when selecting a bicycle facility type."

- Minnesota Bicycle Facility Design Guide

Comfort Types of Bicyclists

Low stress tolerance

High stress tolerance

NO WAY NO HOW

33%

People will not bike out of disinterest or inability to do so.

INTERESTED BUT CONCERNED

51-56%

People in this group would like to bike more, but do not feel safe on busy streets with fast moving traffic nearby. Biking on streets with fewer and slower-moving cars, or a space separated from vehicles, would help them feel more comfortable. National research and local survey data (page 40) confirm **over half of the population are interested in bicycling more often** but are **concerned about having to share the road with motor vehicles. They would like lower stress street environments to bike.**

ENTHUSED & SOMEWHAT CONFIDENT

5-9%

People who have been biking for transportation for some time. They are sometimes comfortable sharing the street with drivers but would prefer to ride on streets with bike lanes or separated paths.

HIGHLY CONFIDENT

4-7%

People who will ride regardless of roadway conditions and bicycle facility. Highly confident riders represent the smallest category of people willing to bike.

Graphic adapted from *AASHTO Guide for the Development of Bicycle Facilities*

Comfort Types of Bicyclists

Low stress tolerance

High stress tolerance

INTERESTED BUT CONCERNED

ENTHUSED & SOMEWHAT CONFIDENT

HIGHLY CONFIDENT

WHAT IS TRAFFIC STRESS?

Bicycle Level of Traffic Stress (LTS) is a way to evaluate the stress a person bicycling may feel when they ride on a road close to traffic. It assigns a stress level to streets and bikeways based on factors such as:

- Traffic speed
- Number of travel lanes
- Number of vehicles
- Frequency of on-street parking turnover
- Ease of intersection crossings
- Presence of bike lanes
- Presence of physical barrier to bike lanes

LTS 1	Most children will feel safe bicycling on these streets.
LTS 2	The “interested but concerned” adult population will feel safe bicycling on these streets.
LTS 3	Streets that are tolerable to “enthused and confident” riders who still prefer having their own dedicated space.
LTS 4	High stress streets with high-speed limits, multiple travel lanes and limited or non-existent marked bikeways.

Safe System: When to Mix, When to Separate?

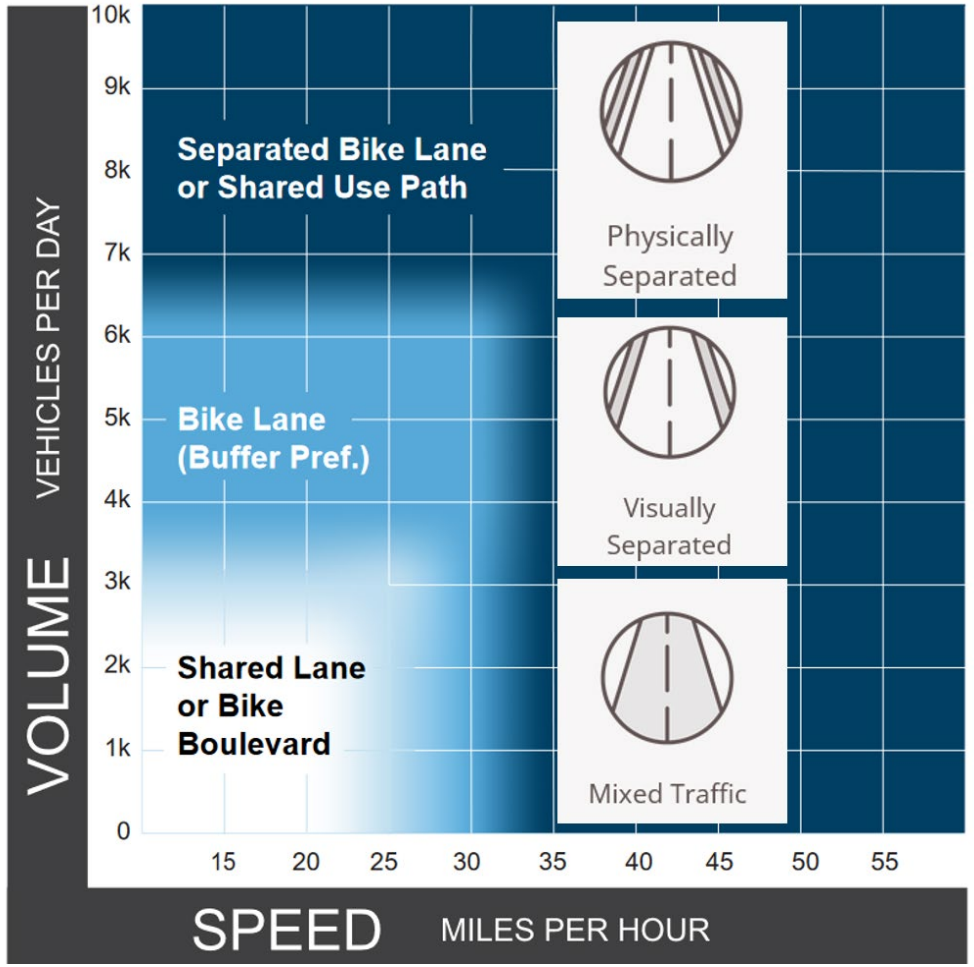


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

SELECTING BIKEWAY FACILITIES

A key aspect to ensure safer roads by design is **separating users in the street space**.

The **greater the vehicle speed** and the **higher the vehicle traffic,** the **greater the physical separation** needs to be between people driving and people biking (and walking).

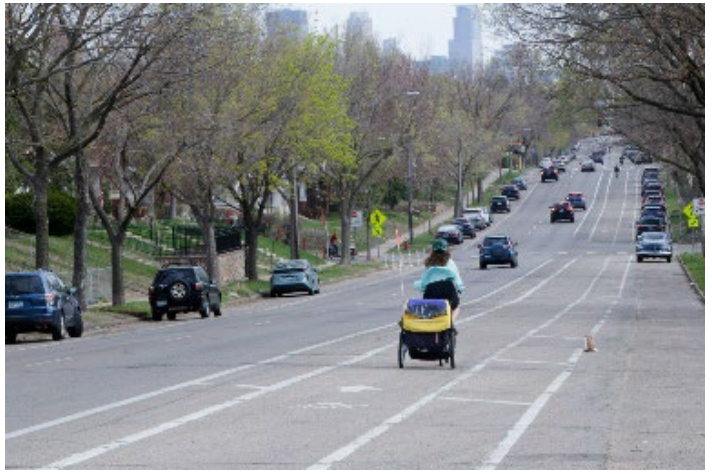
Separate and **protect people** from moving traffic when **vehicle speeds are above 20 mph**. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

A **shared street environment**, where users are mixed, can be created for **people biking and driving** when **target speeds are at or below 20 mph and vehicle volumes are relatively low**. This can be true for people walking, especially in smaller cities or rural communities. This is a common environment on neighborhood residential streets.

Types of Bike Facilities

Bicycle Boulevard (traffic calmed local streets that prioritize bicycle travel)

Conventional Bike Lane



Painted Buffered Bike Lane (buffer can be on parked car side, travel lane side or both)

Low-cost Two-Way Cycle Track (also called protected bike lane or separated bikeway)

One-Way Cycle Track

Shared Use Path

Putting it Together: It's Context Sensitive

A roundabout creates a safer, lower speed intersection for all, while helping to better manage corridor speeds. People walking only need to cross one direction of travel at a time.

Where grade challenges exist or there is not enough room for a landscape boulevard/strip, a bike lane provides added comfort for people walking by creating more separation between sidewalk users and moving vehicles. It also provides designated space for people biking, adding to a person's sense of comfort.

Putting it Together: High Quality Streets for All

Mixed-use building with residential units setback after the first story help create human scale.

Building provides "eyes on the street" supporting natural surveillance and making people feel watched over. Lighting also adds to a person's sense of security.

Potential space for café style chairs and tables or benches to further activate the sidewalk.

Wide commercial sidewalk (8-10 feet) allows for social walking.

Landscape buffer zone separates people walking and biking. It provides space to better absorb rain water, store snow and access the street edge.

Cycle track is a different concrete color to further differentiate space.

Curb space buffer (3 feet) gives space to people getting in/out of parked cars.

On-street parking provides a traffic-calming effect.

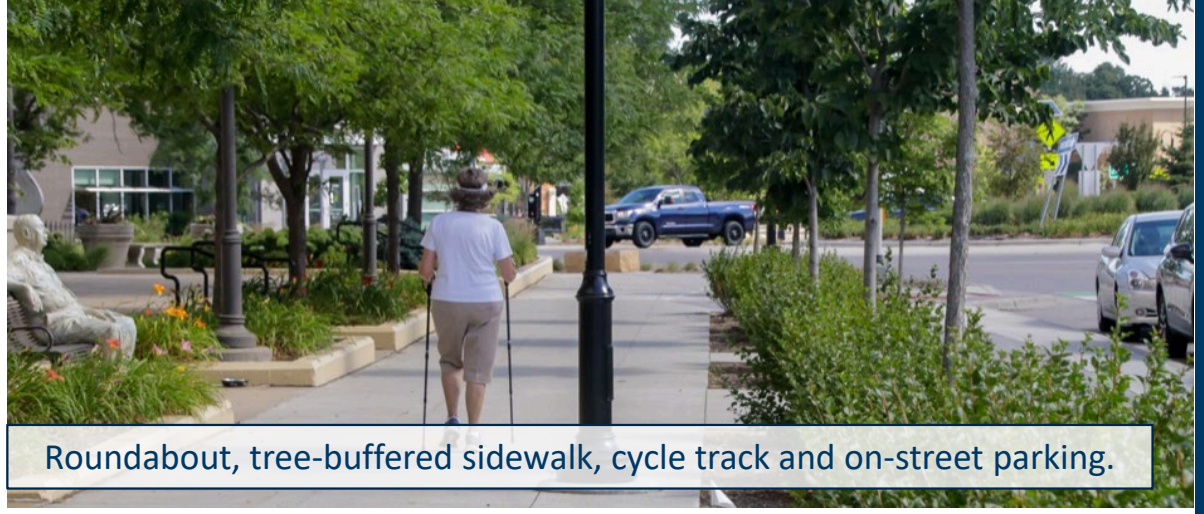
Landscape median and edge lane markings help to further manage vehicle speeds.

Putting It Together

Successful streets that are safe for people walking and biking reduce the frequency and severity of crashes and minimize conflicts between users.

How street space is allocated plays a large part in managing speeds and ensuring streets are safe for all users, especially the most vulnerable. For example, narrowing, removing travel lanes and/or adding curb extensions reduces the amount of time people walking are exposed to potential conflict while crossing the street. Minimizing the crossing distance reduces the amount of time a motorist must stop while waiting for someone to cross. Narrowing and/or removing travel lanes also allows space to be reallocated for bike lanes, buffered bike lanes, fully separated paths or wider sidewalks. Installing intersection treatments like modern roundabouts or neighborhood traffic circles help manage speeds and are proven safety countermeasures, reducing the occurrence and severity of crashes.

Streets that are complete put people first and become even greater community assets. They are places where people want to walk and bike, rather than places where people can walk and bike if they must. In turn, more people choose to walk and bike.



Roundabout, tree-buffered sidewalk, cycle track and on-street parking.

Chicanes provide traffic calming and space for native vegetation.

Neighborhood traffic circle in winter.

Our Streets Today

SECTION 2

What is it Like to Walk and Bike? Policy Framework

COMMUNITY SNAPSHOT

Located at the western end of the Cannon Valley Trail, Cannon Falls is a regional destination for bike tourists. Recreational bikers and walkers can experience the beauty of the Cannon River Valley and easily make their way to dining and entertainment destinations in downtown Cannon Falls.

For bikers and walkers navigating off the trail and outside of downtown, transportation barriers start to appear. Minnesota State Highways 19 and 20 divide the city north-to-south and east-to-west, respectively. The city's topography can make biking uphill a challenge.

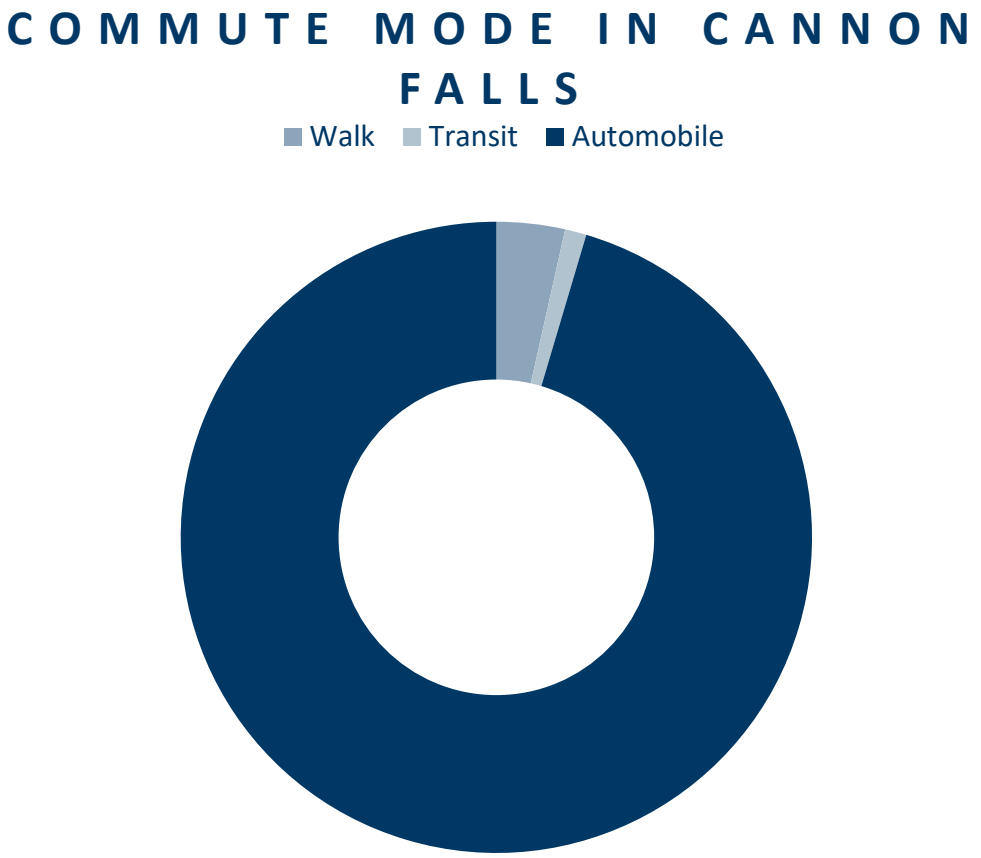
Despite these challenges, the core of Cannon Falls, downtown and surrounding neighborhoods, has a well-connected street network with short blocks, which creates the "bone structure" for a more walkable and bikeable environment.

EXISTING PLANS & POLICIES

The **Active Transportation Action Plan** supports and is informed by the following existing plans and policies:

- **Cannon Falls Comprehensive Plan, 2003:** Though the Comprehensive Plan is due for an update, it expresses support for improvement and maintenance of key active transportation infrastructure like pedestrian routes to the high school and additional sidewalks where new development occurs. The 3rd Street Bridge was recently renovated in accordance with the Comprehensive Plan to provide safe passage for pedestrians across the Cannon River.
- **Sidewalks and Trails Ordinance:** Cannon Falls has encoded a requirement similar to Complete Streets policies found in other cities committed to active transportation. Cannon Falls' policy requires sidewalks or trails on both sides of arterial and major collector streets and one side of most other streets.
- **Cannon Valley Trail (CVT) Comprehensive Plan, updated 2017:** The CVT Comprehensive Plan commits to the maintenance of the CVT as a high-quality outdoor recreational experience. It describes the City of Cannon Falls' role in the maintenance of trailheads, parks, signage and linking trails located in Cannon Falls.

How are we moving today?



3.5% Walk

In Cannon Falls, 3.5% of commuters walk to work compared to 2.2% statewide. ACS. 2022 5-year estimates

0% Bike

In Cannon Falls, less than 1% of commuters bike to work compared to 1.7% statewide. ACS. 2022 5-year estimates

1.1% Transit

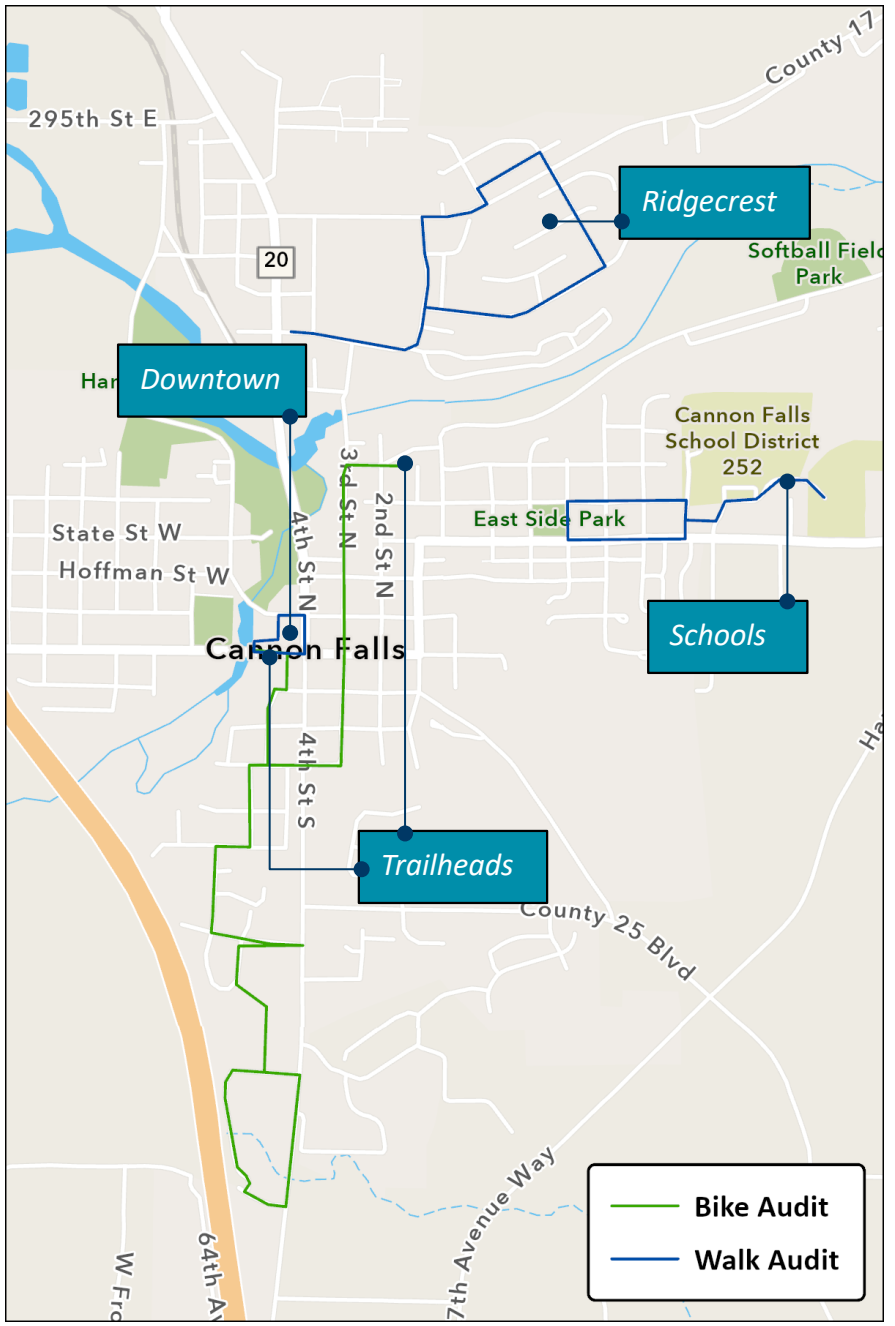
In Cannon Falls, 1.1% of commuters take transit to work compared to 1.5% statewide. ACS. 2022 5-year estimates

Walk, Bike, Roll Audits

Members of the Cannon Falls Active Transportation Committee were joined by Cannon Falls residents for four walk and bike audits held June 25 – 26, 2024. The audits explored the walking and biking environments in downtown Cannon Falls, the school campus, the Ridgecrest neighborhood and the routes between Cannon Valley Trailheads and city neighborhoods.

Walk and bike audits bringing together people with diverse perspectives and experiences — from city staff and elected leaders to community members — to:

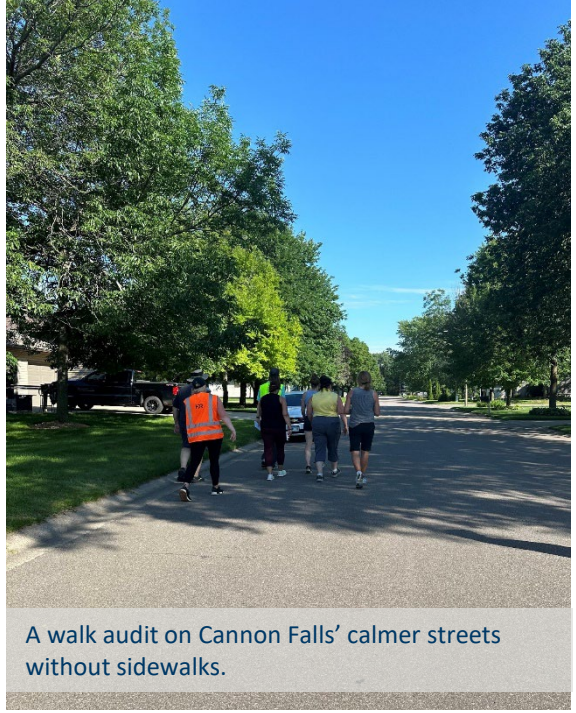
- Observe and deepen understanding of how active transportation users experience a street
- Tap into people's knowledge of place
- Learn from the physical built environment
- Engage in meaningful dialogue

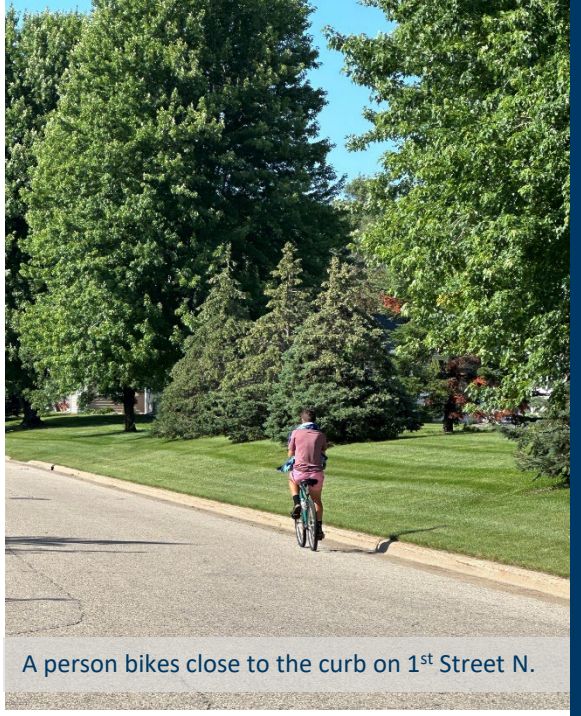


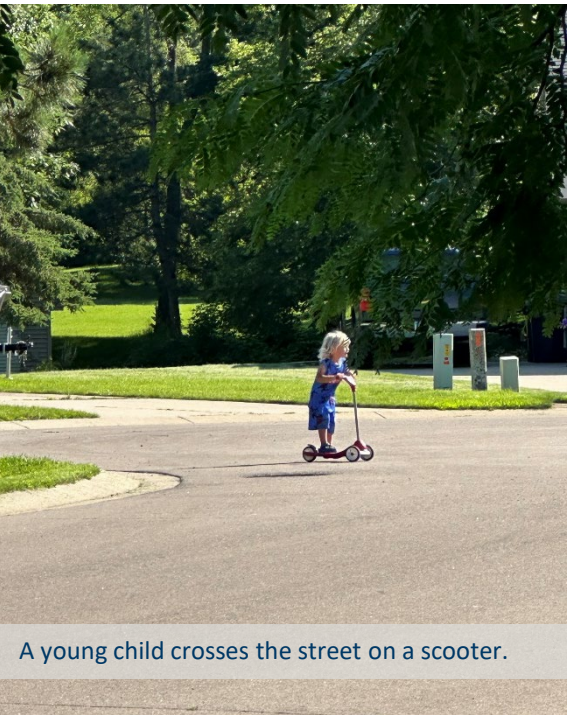
ILLUSTRATING CORE CONCEPTS

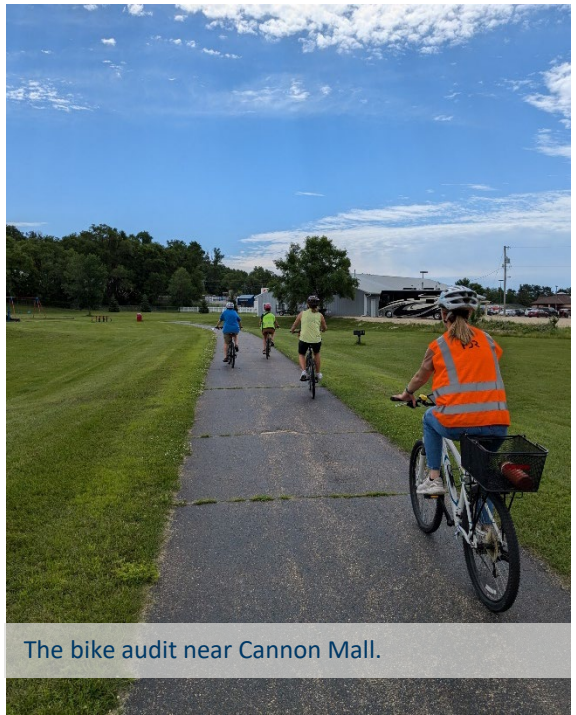
Walk & Bike Audits

Participants perform a walk audit in downtown Cannon Falls.


A walk audit on Cannon Falls' calmer streets without sidewalks.


A person bikes close to the curb on 1st Street N.


A young child crosses the street on a scooter.


The bike audit near Cannon Mall.


Cannon Falls school summer camper students investigate the crosswalk at State Street E and Almond Street.

Key Observations: Walking Audit

WALKING AUDIT

Cannon Falls has made strides in providing space for people walking on important routes throughout the city. Multi-use trails link downtown, major parks and the Cannon Valley Trail. Sidewalks are continually added to one or both sides of existing streets, like along State Street East (Highway 20) leading to the schools. New development features multi-use trails throughout the neighborhood.

The biggest challenges to walking in Cannon Falls are comfortable and safe environments along and across highways 19 and 20, safe and coherent routes to school and continued implementation of the Sidewalks and Trails Ordinance, which requires construction of sidewalk on at least one side of city streets.

KEY FINDINGS

Crossing highways

Highway 20 is a high-speed, high-volume road that makes east-west pedestrian crossings difficult. Highway 19 creates a similar barrier for north-south crossings.

Connecting vulnerable residents

There is an imperative need for children to walk along and across Highway 19 in front of the school campus and for seniors to walk along and across Highway 19 near John Burch Park.

Key Observations: Walking Audit

WALKING AUDIT KEY FINDINGS, CONTINUED

Keep investing in downtown

Downtown Cannon Falls is a destination for shopping and entertainment. AT-focused infrastructure like curb extensions and bike parking could create additional space and comfort for the existing downtown attractions.

Many routes work today

Minnesota Street is a great example of a quality neighborhood street. Sidewalks are adequate width and set back from the street with tree-lined boulevards or landscaping zones, making a very comfortable place for people to walk.

Comfort is important

Walking routes with trees between the sidewalk and street create a sense of comfort by providing shade, shelter and separation from moving vehicles. Buildings and awnings over the street add a feeling of protection by providing “eyes on the street” or the feeling of being watched over.

Link to and from parking

Everyone becomes a pedestrian after they park their vehicle. The parking lot downtown and the lot across from John Burch Park are used by people who walk (and bike) to destinations. Safer crossings of Highway 19 are key to link people.

Key Observations: Biking Audit

BIKING AUDIT

Cannon Falls is a bicycling destination! The Cannon Valley Trail brings thousands of riders to the city every year. A good trail system lets those riders access downtown and several parks. However, many on-street bike connections for residents biking from their homes to businesses, parks, schools or restaurants are uncomfortable due to lack of facilities and need to share the street space with vehicles. Where space allows, separation of fast-moving vehicles and slower-moving bikes improves cyclists perception of safety and comfort. On narrower roads where cyclists must share space with vehicles, treatments like neighborhood traffic circles can slow vehicle speeds to more closely match speeds that cyclists will be traveling.

Wayfinding signage can help people find and navigate cycling infrastructure that has been designed for them.

KEY FINDINGS

Connect to the trailhead

The downtown gazebo trailhead is not very accessible by bike from the surrounding neighborhoods. Cyclists may choose to drive to the trailhead instead of riding a short distance from their homes.

Route through Cannon Mall

South of the Cannon Mall, Highway 20 has no bikeable shoulder and steep drop-offs from the roadway. The only alternate route is the little-known 64th Avenue path to the west. Residents of the new Cannonball apartment building need a way to bike downtown.

Key Observations: Biking Audit

BIKING AUDIT KEY FINDINGS, CONTINUED

Lack of wayfinding

Residents and visitors encounter confusion when navigating to and between the multiple Cannon Valley Trail trailheads. Additional signage and pavement markings could clear things up.

Creative routing

Some of the most comfortable biking routes through Cannon Falls are through alleyways, parking lots or little-known streets. Painting or signing these routes would make them more coherent and make cyclists more visible.

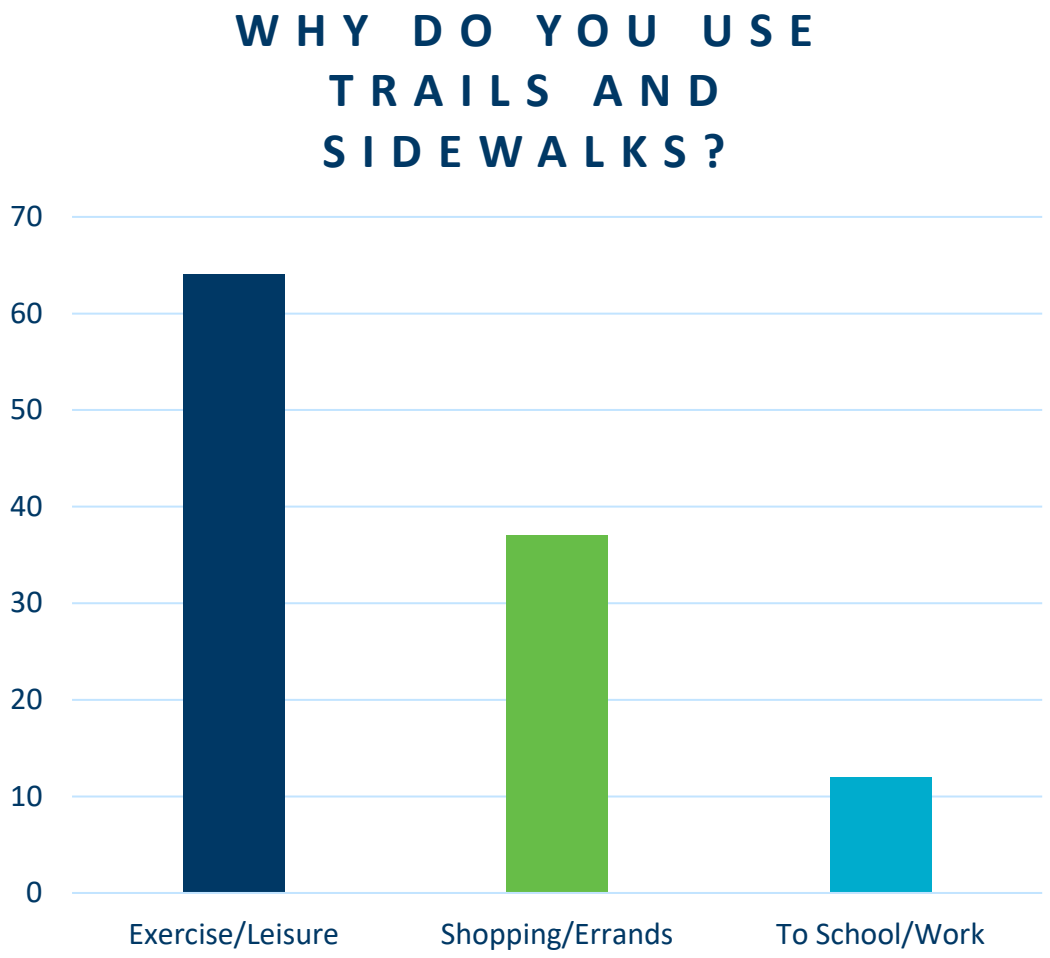
Small gaps have big consequences

Some good cycling routes are broken up by just one busy road crossing or segment. An example is the 6th Street Bridge, where a painted walk/bike lane ends, forcing users to share a busier street with vehicles before reaching downtown.

Dealing with topography

Riders require more protection on hilly sections of the network, where they need to reduce speed or even “switch-back” their way up a steep incline.

Purpose of Walking, Biking and Rolling | **Survey**



91%

of survey respondents said they bike or walk for exercise and recreation

An online survey hosted on the project website received 70 responses from community members. Of the 70 respondents, 64 said they used Cannon Falls' trails and sidewalks for recreation, 38 said they used them for errand trips and 12 said they use them to commute to school or work. Two respondents said they use them for other reasons.

Frequency of Walking, Biking and Rolling | **Survey**

HOW OFTEN DO YOU WALK OR BIKE?

Survey respondents were asked how often they walk or bike in Cannon Falls. Out of 70 respondents, 44 said they do so multiple times per week, 13 said they do so several times per year and another 13 said they never walk or bike.

- ***63%*** *Multiple times a week*
- ***19%*** *Several times a year*
- ***19%*** *Never*

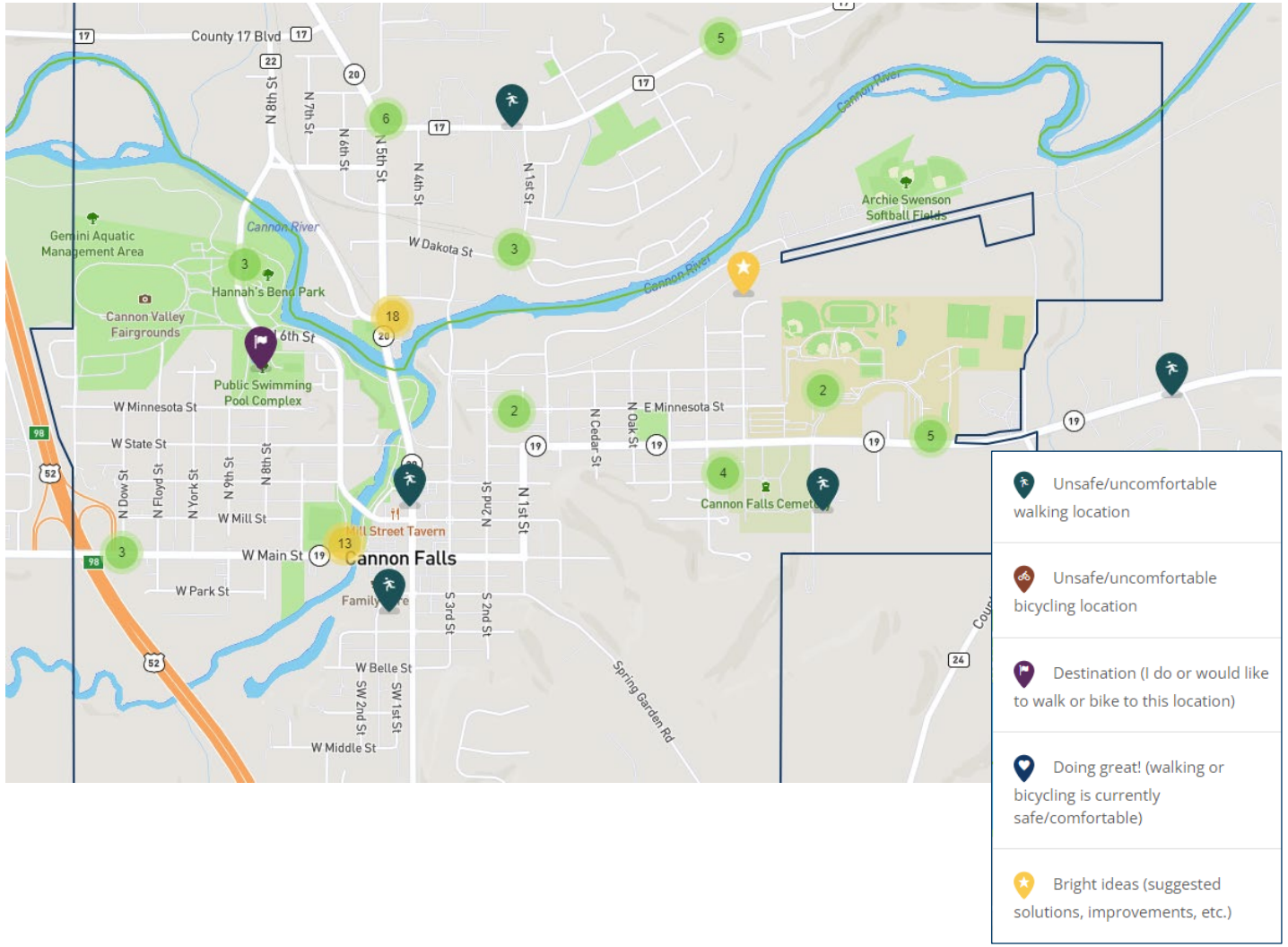
Level of Comfort While Biking | **Survey**

WHICH DESCRIBES YOUR COMFORT LEVEL WHILE BIKING?

Bicyclists fall into four categories based on their willingness to ride under different conditions: strong and fearless riders who bike anywhere, enthusiastic and confident riders who prefer bike-specific infrastructure, interested but concerned riders who need high-quality lanes and trails and those unwilling to bike at all. Of the 70 survey respondents, over **60% identified themselves as either enthusiastic and confident or interested but concerned, indicating they would bike more with improved infrastructure**.

- ***11%*** *Strong and fearless*
- ***31%*** *Enthused and confident*
- ***29%*** *Interested but concerned*
- ***29%*** *No way, no how*

What We Heard, Observed, Learned | **Interactive Map**



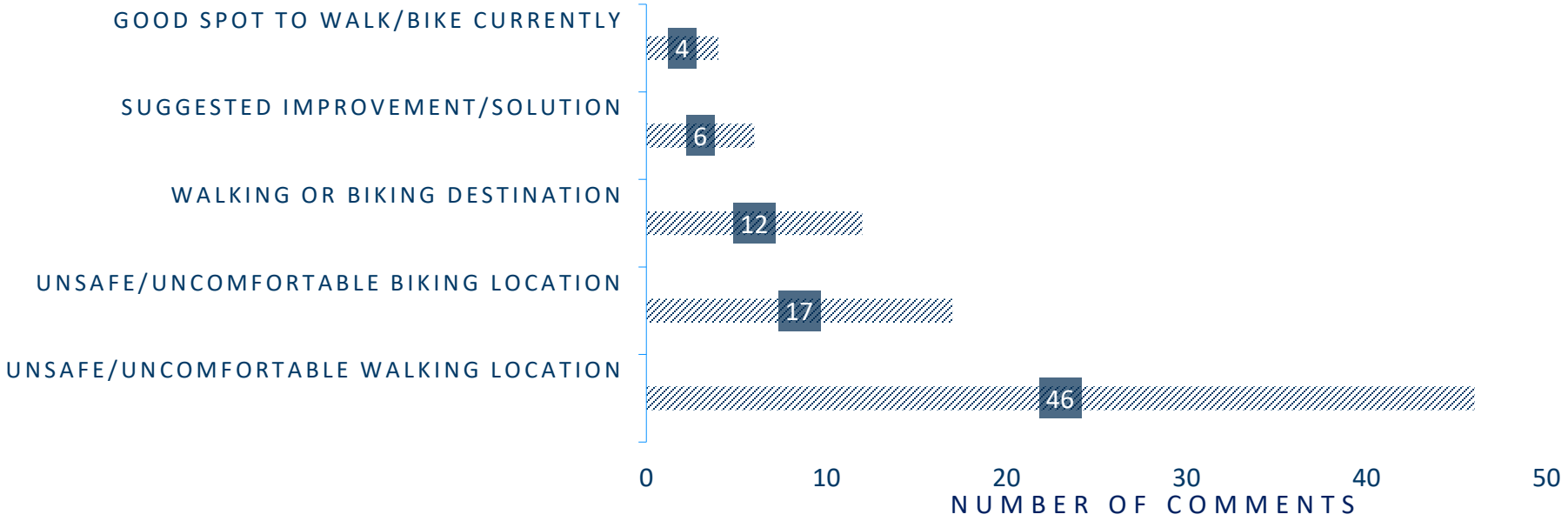
An interactive comment map was hosted on the project website from May 7 – June 24. The map generated 85 comments.

Community members were asked to provide pins and comments on the interactive map in the following categories:

- Currently unsafe/uncomfortable walking location
- Currently unsafe/uncomfortable biking location
- Currently comfortable walking or biking location
- Walking and biking destination
- Suggested improvement or solution

Interactive Comment Map

- Highest concentrations of comments around downtown and along Highway 20 on north side of Cannon Falls
- Most comments describe unsafe walking locations:
  - Missing sidewalks
  - Uncontrolled pedestrian crossings
  - High vehicle speeds in unsafe locations
- Many comments about safety on routes to school
- Commenters appreciate access to parks and trails
- Popular destinations include:
  - Campground
  - City pool
  - Dairy Inn Ice Cream



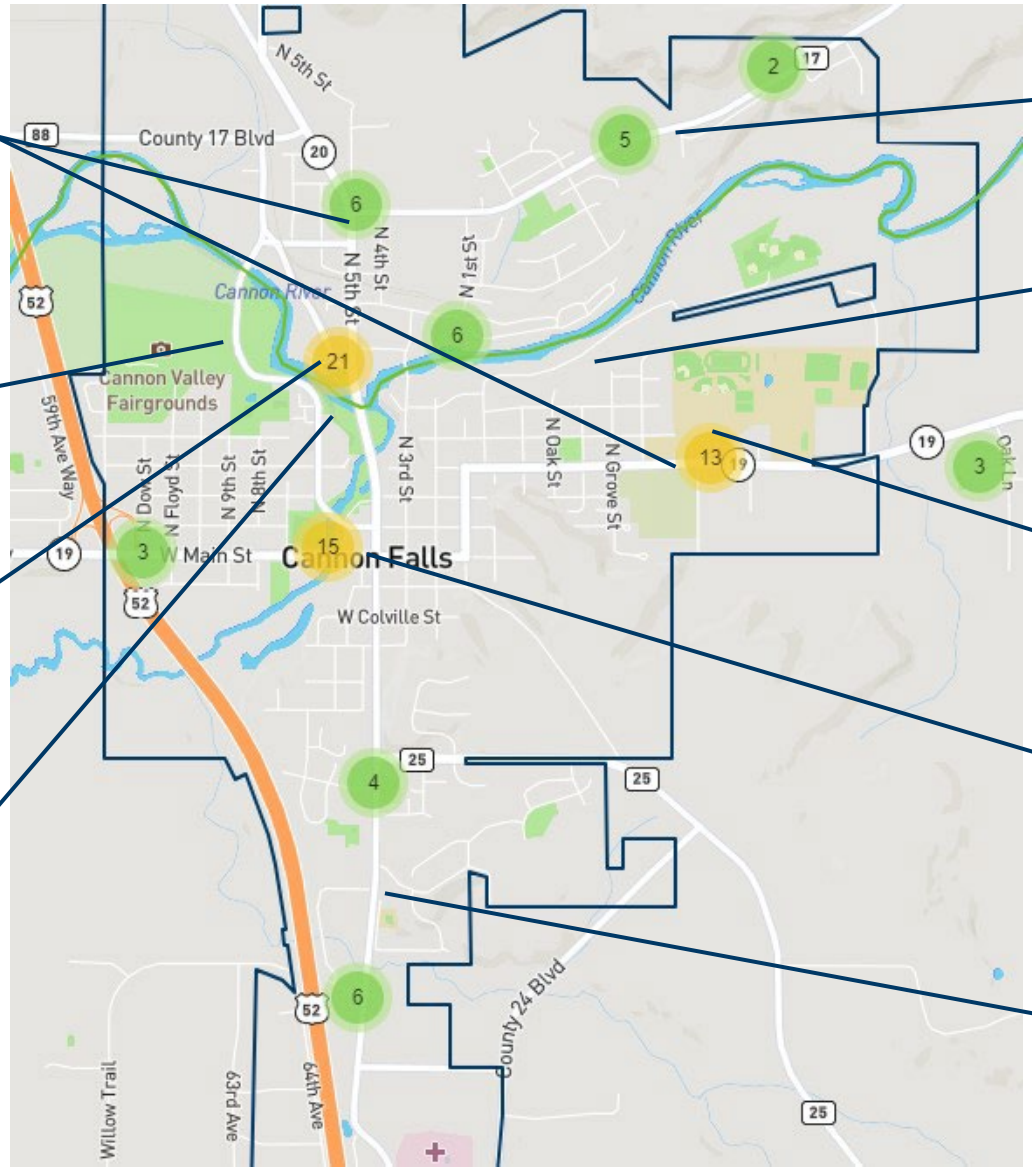
What We Heard, Observed, Learned | **Interactive Map**

Traffic moves very fast — uncomfortable to walk or bike nearby.

“This location of trail is gravel and on a steep hill…people fall and/or wipe out on their bikes.” - Concerned Grandma

Difficult to walk to ice cream along Highway 20!

“The Mill Towns Trail connecting this network of parks is fantastic. I love walking this trail no matter the time of year.”



No good way to walk or bike along County Highway 17.

"The Cannon Valley Trail is phenomenal! Talk about an asset for Cannon Falls."

"Highway 19 going to the elementary school from our house is very unsafe. My son is not allowed to cross 19, which is unfortunate because of Eastside Parks location."

Many missing connections and unsafe crossings downtown.

“We just added a large housing complex on this end of town from which you cannot safely walk anywhere!”

Overarching Findings from Engagement

Continue adding sidewalks

Many interactive map comments identified places where sidewalks would enhance pedestrian safety and comfort. The City's Sidewalks and Trails Ordinance should continue to fill sidewalk gaps as streets are reconstructed.

Install pedestrian crossings

The need for high-visibility crossings of Highways 19 and 20 and County 17 were a major discussion point of the interactive map and walking and biking audits.

Verify safe routes for all

People emphasized that Highway 19 near the school, 6th Street near the city pool and Highway 19 west of downtown as key walking and biking routes used by children and seniors.

Residents bike too

Cannon Falls serves bike tourists and recreational riders well, but there are barriers for community members to bike from their home to a destination outside their neighborhood.

Document best biking practices

Experienced bike riders in Cannon Falls often know safer routes, but those routes are not intuitive. There is an opportunity to knowledge-share and make best biking practices more widely known.

Re-imagine downtown parking lots

The space occupied by the large parking lot between Main Street and Mill Street could be better utilized as a trailhead and public space that showcases the Little Cannon River and John Burch Park.

Building the Network

SECTION 3

Cannon Falls, MN

Plan Vision

WHAT DOES CANNON FALLS LOOK LIKE IN 20 YEARS?

Cannon Falls is a great place to live, work and earn an education with safe streets to bike, walk and roll around the community from one end to the other.

Plan Goals

GOALS

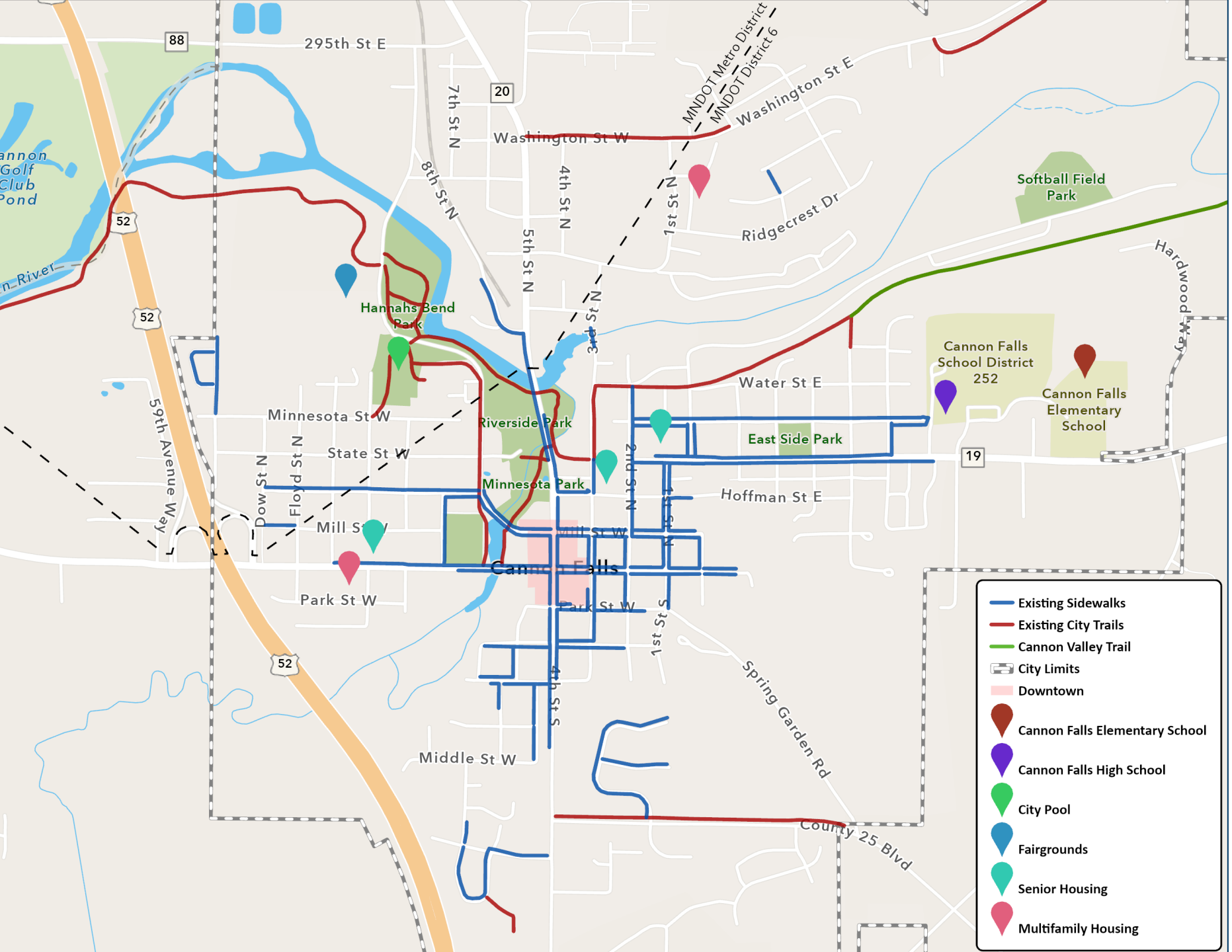
- Connect new and existing neighborhoods to downtown
- Develop safe and coherent routes to school
- Address barriers to biking and walking along and across highways 19 and 20

Existing Network

Cannon Falls has a quality network of recreational trails that allows people to bike into the city. Traveling between the Cannon Valley Trail, Lake Byllesby Dam and Cannon Falls pool is possible completely off-street using trails.

Sidewalks allow people walking to circulate within their neighborhoods.

Major roads create barriers for people walking or biking from their homes to school, commercial or recreation centers.



Existing Network | **Trails and Sidewalks**

Bikeway type	Existing mileage
Separated bikeways and multiuse trails*	7.25
Bike lanes	.25
Sidewalks	9.5
Total	**17**

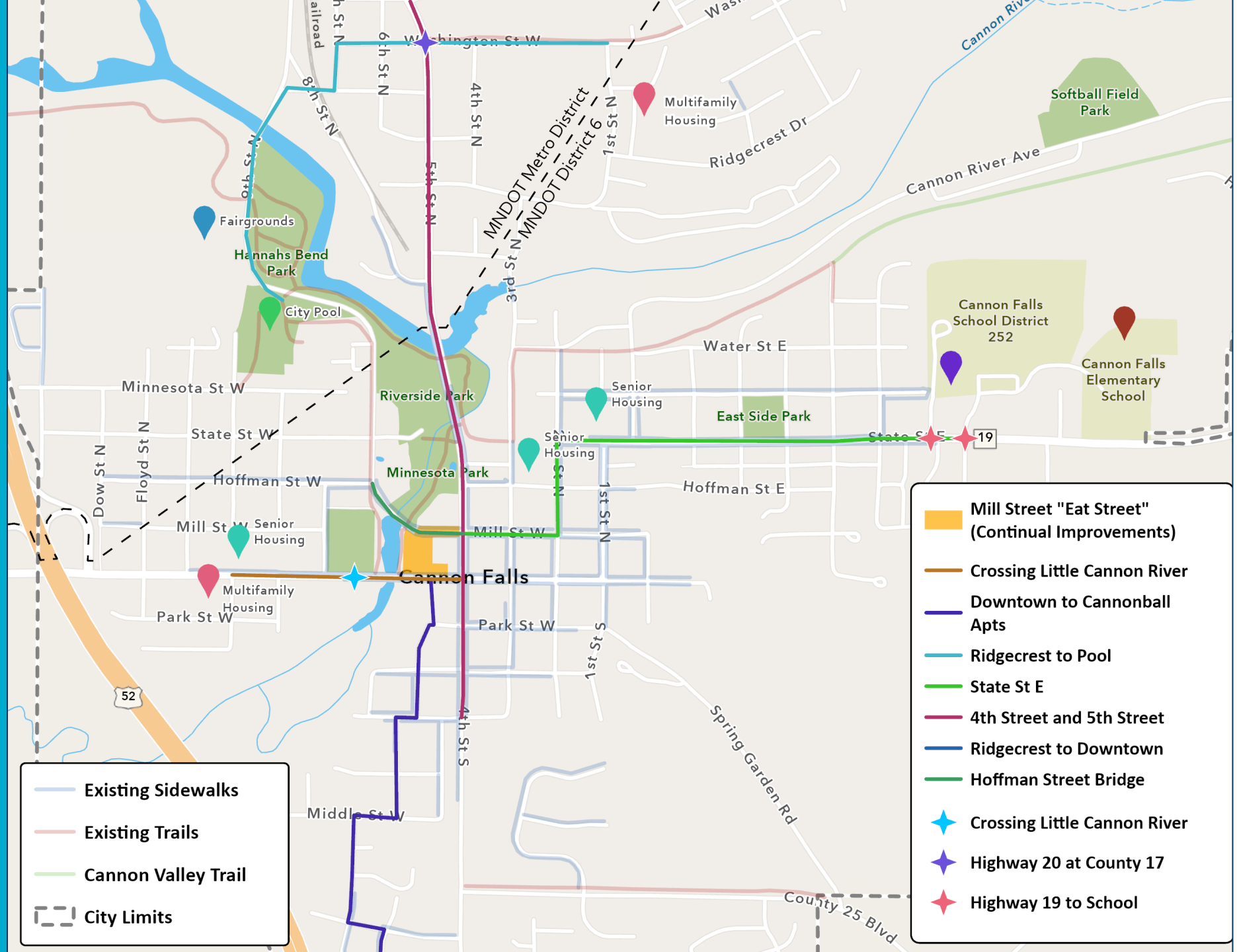
*Within city limits

Future Network

A long-term vision of active transportation in Cannon Falls

These routes propel Cannon Falls towards a complete network of walking and biking routes to serve current and future residents in the next 20 years and beyond.

Numbers on the map refer to rows in the tables on pages 61-68.



Catalyst Projects

Near-term connections to enhance already-used routes

These eight projects comprise the most actionable and urgent connections in Cannon Falls to link residents and neighborhoods to key community destinations.

These routes aim to serve children and seniors to create safer, more age-friendly connections to schools, parks and downtown.

Catalyst Projects

Using feedback from the interactive web map, walking and biking audits and network workshop, eight potential catalyst projects in Cannon Falls were identified and refined through discussions with city staff and the Active Transportation Committee. These projects are high priorities for early action and funding opportunities because of their potential to significantly improve active transportation and multi-modal connectivity in Cannon Falls. The recommendations included are starter ideas, developed through preliminary discussions and analysis and are subject to change. Each of the catalyst projects will require additional engagement and analysis to successfully design and implement.

- **Crossing Highway 19** at Almond Street and 71st Avenue Way
- **State Street E (Highway 19)**, 1st Street to 71st Avenue
- **4th and 5th Street N (Highway 20)**, Washington Street to downtown
- **Ridgecrest to city pool,** Hoffman Street, 9th Street N, Saint Claire Street, Washington Street
- **County 17 (Washington Street)** at 5th Street N (Highway 20)
- **Downtown to Cannonball Apartments**, 64th Avenue Path, Pine Street, 3rd Street SW, 2nd Street SW, 5th Street S
- **Crossing Little Cannon River** at Main Street
- **Mill Street "Eat Street" and public space**, Hoffman Street to 4th Street and city parking lot

CONTEXT

High-volume

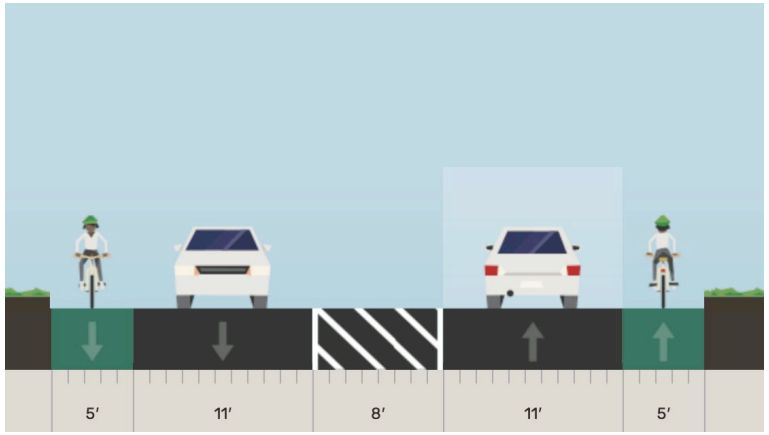
Children

Crossing Highway 19 to School

ALMOND STREET & 71st AVENUE WAY

All Cannon Falls schools are located near the east edge of town, separated from the majority of Cannon Falls neighborhoods by Highway 19. Vehicles are still at high speeds from the rural highway context, making it hazardous to cross for people walking, especially children.

These crossings are an essential link for children and their families to be able to get to school and other community events. New housing developments being built near the school campus will increase this need.



The focus of this location

Support people walking and biking, especially unaccompanied children, to safely cross Highway 19 to get to school.

Provide an eastern “gateway” to Cannon Falls, calming traffic as people enter town and the school zone.

Challenges

Highway 19 is a state highway, so alterations to the road will require coordination with MnDOT. It is also a route for trucks and large farm vehicles.

Treatments should increase the visibility of people walking and be easily navigable by children.

Possible treatments

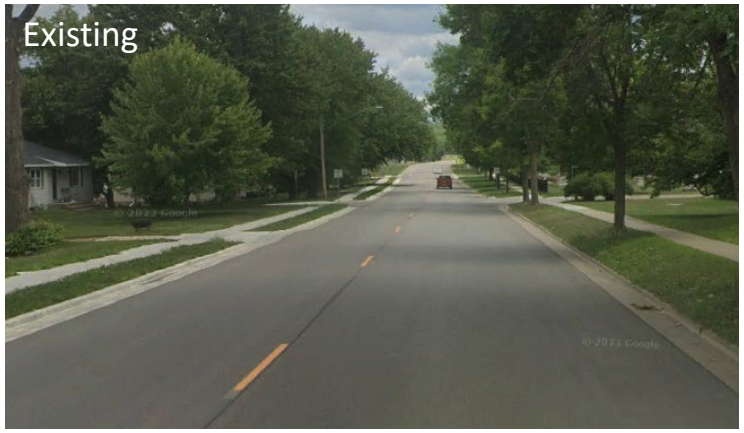
- Double-sided pedestrian warning signs
- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian crossing island (or refuge)
- School Zone signage and speed limit changes
- Narrower lane widths
- Crossing guard program

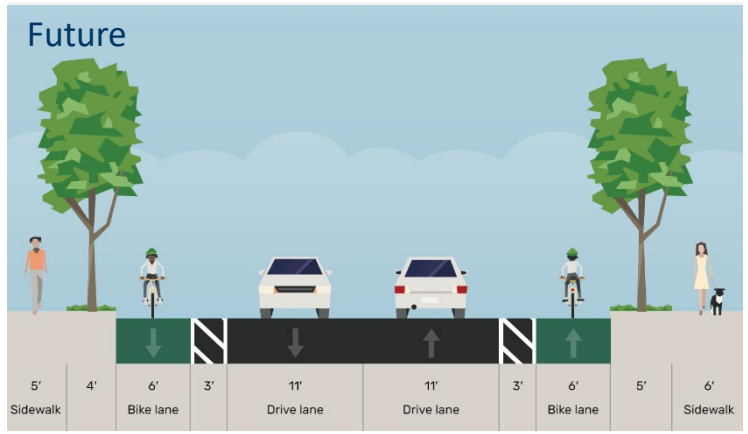
State Street East (Highway 19)

1ST STREET TO 71ST AVENUE

State Street East (Highway 19) is a key route to downtown. This is an important route for both residents and through-travelers, but the wide lane widths and long sightlines allow for higher vehicle speeds than posted speed.

While recent improvements have been made, including the addition of sidewalks on both sides of State Street, the lack of marked space for people biking and the high vehicle speeds make this route less attractive and comfortable. State Street is part of most residents' route to school or downtown. East Side Park and the cemetery are also located on State Street. The Cannon Falls Campground and a future trail along Hardwood Way are also destinations that attract people walking and biking. These destinations are reasons to make State Street East into a more Complete Street for all transportation modes.





The focus of this location

Create a more comfortable environment for people to walk or bike with bike lanes and well-marked crossings.

Reinforce this roadway as a "gateway" into Cannon Falls.

Challenges

State Street (Highway 19) is a state highway, so alterations to the road will require coordination with MnDOT.

Possible treatments

- Buffered bike lanes
- High-visibility (continental or ladder style) marked crossings at cross-streets
- 11-foot-wide lanes to help manage vehicle speed and allow space for bike lanes

CONTEXT

High-volume

All ages

4th and 5th Street N (Highway 20)

WASHINGTON STREET TO DOWNTOWN

Highway 20, locally referred to as 5th and 4th Streets, runs through downtown Cannon Falls, serving as its main street. This route is used by workers, through-travelers and residents going for ice cream in the summer. Long crossing distance, lack of marked crossings and sidewalk or trail gaps combined with higher vehicle speeds and volumes make it an uncomfortable journey for people walking and biking. The sidewalk gap between River Road and County 17 is especially critical, as this is the most direct route to downtown.

Work is already underway: a 2024 resurfacing project installed curb extensions to enhance pedestrian safety at several downtown intersections.

The focus of this location

Create a more comfortable environment for people to walk or bike from downtown Cannon Falls to destinations on either end of 4th and 5th Street (Highway 20). Reinforce this roadway as a "gateway" into Cannon Falls.

Action steps

4th and 5th Streets are a state highway. Coordinate safety priorities with MnDOT.

Target possible treatments for 2032 reconstruction. Explore expedited schedules for 11-foot lanes and painted crossing islands at County 17 or other crossing treatments with the 2025 mill and overlay.

Possible short-term treatments

- 11-foot-wide lanes
- Continental style marked crossings
- Pedestrian crossing island (or refuge)
- Curb extensions at downtown intersections
- Remove turn lanes at downtown intersections

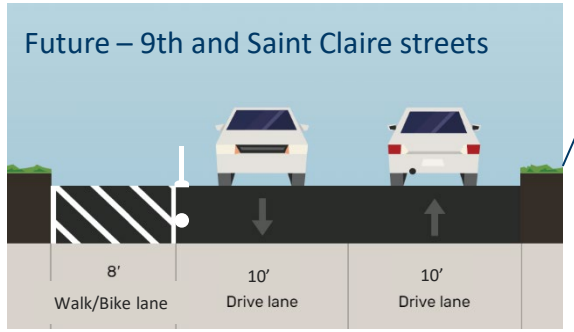
Long-term treatments (2032 project)

- Separated bike facilities
- 8-foot-wide minimum sidewalks
- Roundabout (County 17)

Ridgecrest Neighborhood to pool

6TH STREET, 9TH STREET, SAINT CLAIRE STREET

Cannon Falls' public pool is a major destination during the summer months. The fairgrounds, park and nearby trailhead to Lake Byllesby are all-year destinations. Off-street trails and a bike/walk lane connect this area to central Cannon Falls, but for residents on the north side of town, getting to the pool involves a less comfortable trip through Cannon Falls' industrial areas.



The focus of this location

Identify and create a clear route for residents north of the Cannon River, especially children, to comfortably get to the pool, parks and fairgrounds.

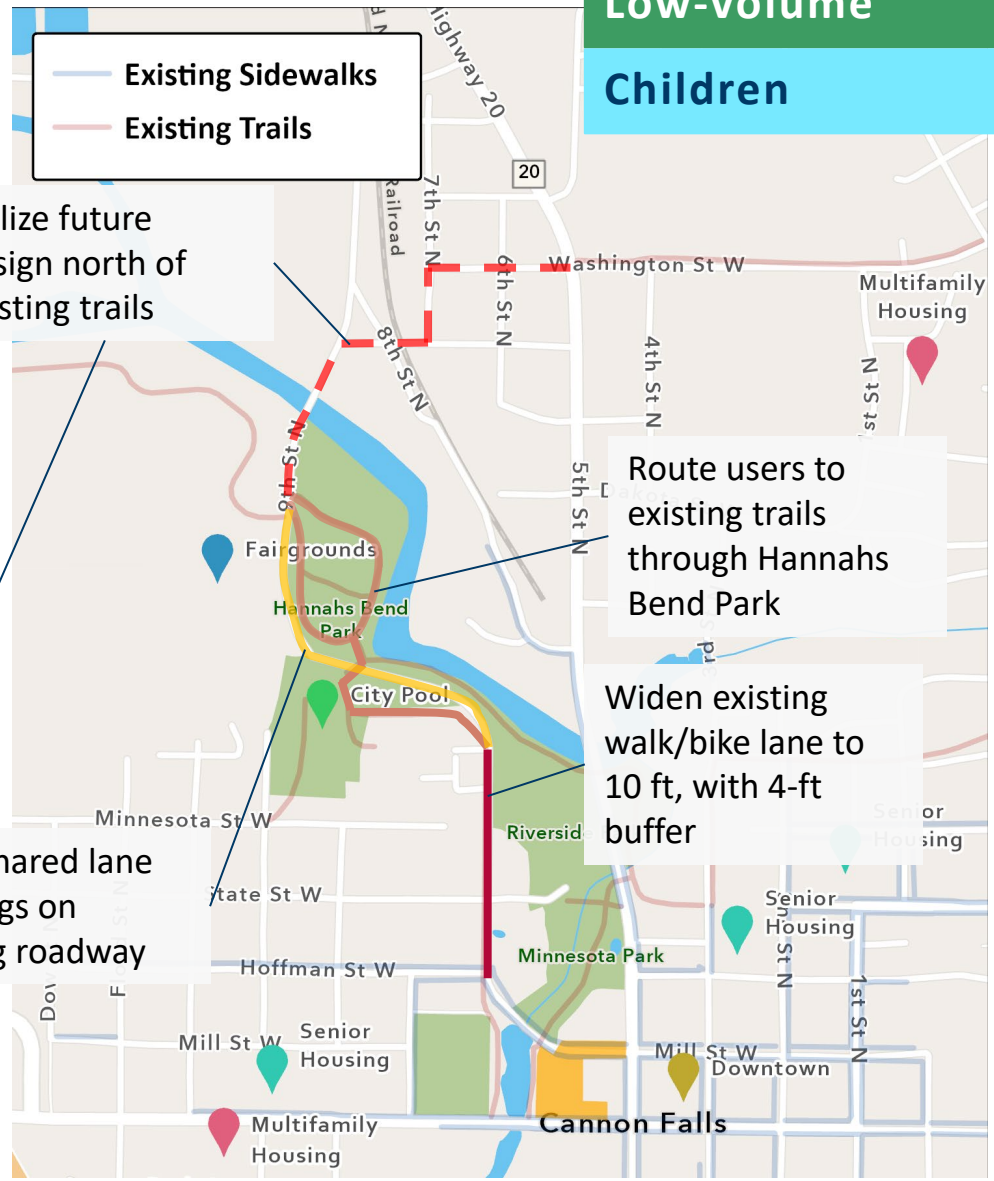
Challenges

This route leads to a challenging crossing of Highway 20 at Washington Street (County 17). Crossing improvements will be needed to extend this route towards the Ridgecrest neighborhood.

CONTEXT

Low-volume

Children



Crossing Highway 20 at County 17

Highway 20 creates a major barrier for people walking or biking east-to-west across town. The intersection at County 17 and Washington Street is a popular place to cross today due to the off-street trail on the north side of County 17 and the proximity to two gas stations and an ice cream store.

However, high vehicle speeds, sight distance issues and a lack of marked crossing make this intersection a challenging place to cross for people walking and biking, especially children.

Highway 20 at this location is scheduled to be resurfaced in 2025, and some improvements could be incorporated at that time.

The focus of this location

Create a safer crossing of Highway 20 at County 17. Improving this crossing will link the east and west sides of Cannon Falls at an already-used location and will provide better connectivity for other catalyst projects in this Plan.

Challenges

Highway 20 is a state highway and County 17 is a Goodhue County road, so alterations will require coordination with other agencies.

Higher volume of truck and farm traffic requires design that accommodates large vehicles, pedestrians and bikes.

Possible 2025 resurfacing treatments

- Pedestrian crossing island (or refuge)
- 11-foot-wide lanes
- High-visibility crosswalk markings
- Rectangular Rapid Flashing Beacon (RRFB)

Full reconstruction treatments

- Roundabout

Downtown to Cannonball Apartments

64TH AVENUE PATH, HICKORY DRIVE TO PINE STREET

New development at the south end of Cannon Falls includes the Cannonball Apartment complex, which provides multifamily housing that can be very attractive to young adults and seniors. The only obvious route from there to downtown, however, requires people to use 4th Street (Highway 20), which has only one vehicle lane each direction, no paved shoulders or sidewalks and is surrounded by steep slopes. A less obvious route exists today but is circuitous and passes through an uncomfortable parking lot.

The focus of this location

Create an "Active Transportation Route" between the Cannonball Apartments and downtown, utilizing neighborhood slow streets and paths. Make this route clear to users with signage and pavement markings.

Challenges

Traversing the Cannon Mall parking lot requires coordination with private landowners to designate a walking and biking route.

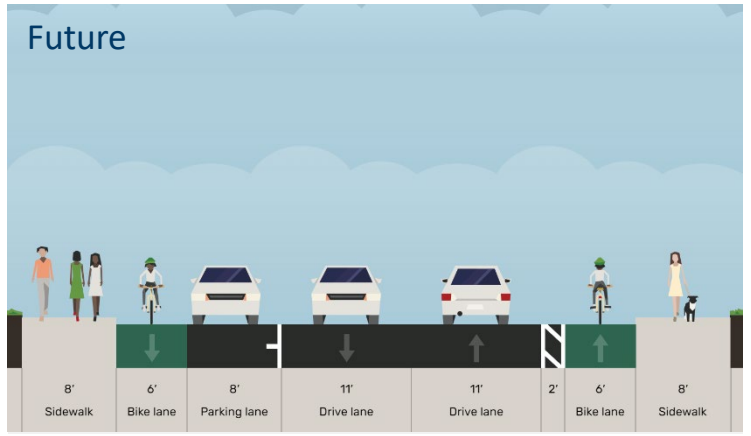
Possible treatments

- Sign bike route to downtown
- Stripe walk/bikeway through Cannon Mall parking lot

Crossing Little Cannon River to Downtown

Another major east-west link in Cannon Falls is Highway 19 as it follows Main Street across the Little Cannon River into downtown. Main Street provides access for residents west of the river, including people in senior homes and income-controlled housing, to access the grocery store downtown. This stretch of road also contains John Burch Park and two off-street trailheads.

Crossing the road on this segment is difficult due to the high speeds of vehicles leaving or entering the downtown street context. People frequently cross away from marked crossings during evening games at John Burch Park.



The focus of this location

Slow vehicle traffic near the bridge over the Little Cannon River. Provide a designated crossing for people using the bike trails, visiting the park or coming to patronize downtown businesses.

Action steps

Highway 19 is a state highway, so discussion with MnDOT is the first step in proposing alterations to the roadway.

The location of a crosswalk must be determined. Two different crosswalks may eventually be needed to serve all users in this area.

Possible treatments

- Narrower lanes
- Striped parking stalls
- Bike facilities on Main Street (Highway 19)
- High-visibility crosswalk markings at John Burch Park and Trailhead Pavilion

Mill Street "Eat Street" and Public Space

The block of Mill Street between 4th Street North and the Hoffman Street bridge has several notable restaurants and is a centerpiece of downtown Cannon Falls – a destination for visitors and residents alike.

The adjacent public parking lot serves downtown visitors and Cannon Valley Trailhead users. The parking lot disconnects the downtown from the Little Cannon River and the great views it provides.

The focus of this location

The street and parking lot offer an opportunity to create a flexible public space that can host weekend festivals, markets and special events that showcase Cannon Falls' incredible downtown.

Action steps

Treatments here can be on a continual timeline. Initiate conversations with the Chamber of Commerce and downtown businesses to create a shared vision for the area and establish a timeline for changes.

Possible treatments

- Temporary street closure to vehicle traffic
- Enhanced lighting, seating, public art, restroom and trash receptacles
- Creative paint the pavement treatments in parking lot to create outdoor sitting space
- Festival street: eliminate curbs on Mill Street (long-term)

Future Network Recommendations

The following pages provide additional recommendations and action steps to guide the implementation of the Future Active Transportation Network of Cannon Falls. Reference the Future Network Map on page 50.

Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[1] State Street E (Highway 19) from Hardwood Way to 4th Street (Highway 20)	Complete the street by marking on-street bike lanes from Almond Street to the intersection of 4th Street (Highway 20). *(Identified as catalyst project — See page 54)*	High, Short-term	❑ Work with MnDOT District 6 to include bike lanes as part of the 2025 demonstration project.
	Enhance key school and park crossings at: • Almond Street *(identified as catalyst project intersection — See page 53)* • 71st Avenue Way *(identified as catalyst project intersection — See page 53)* • Vine Street (add crosswalk location on west leg of intersection at Vine Street and State Street) Possible treatments include high visibility crosswalk markings (ladder or continental style), pedestrian crossing islands (refuge), ADA curb cuts, raised table crossings, curb extensions and additional signage (e.g., double signing pedestrian signposts or RRFB).	High, Short-term	❑ Work with MnDOT District 6 to enhance catalyst project intersections (Almond Street and 71st Avenue Way) as part of the 2025 demonstration project. ❑ Work with MnDOT District 6 to identify other crossing measures to improve park access (to East Side Park) and slow motorists' speeds at key crossing locations.

Future Network Recommendations

Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[1] State Street E (Highway 19) from Hardwood Way to 4th Street (Highway 20), CONT'D	Address the need for lower vehicle speeds within school zone (between Hardwood Way and Almond Street). • Lower speed limits to 25 mph (15-20 mph during school hours) and ensure roadway design achieves the target speed of 25 mph with additional traffic calming measures, as needed. • Consider a roundabout at Hardwood Way and Highway 19 to create a gateway effect and better manage vehicle speeds as motorists' approach the school zone. • Add sidewalks or shared use paths to provide a safer connection to the school and new housing development (across the street from the school). • Explore the feasibility of a trail underpass to connect the new housing development directly and more safely to the elementary school.	Medium-high priority, Mid-term	❑ Work with MnDOT District 6, school district and housing developer to take a comprehensive Complete Streets and Safe Routes to School approach to this section of Highway 19. ❑ Continue to work with housing developer to ensure safer, more direct connections to the school campus (potential trail and trail underpass) and that land use decisions are not adding to or perpetuating transportation challenges. Access to trails and proximity to places to walk and bike (e.g., school, parks, downtown) increases home values.
	Create a trail or shared use path connection to Cannon Falls Campground.	Medium priority, mid-term	❑ Coordinate with MnDOT District 6 and Goodhue County on vision and funding strategies.

Future Network Recommendations

Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[2] Main Street W (Highway 19)	Complete the street and strengthen active transportation connections to/from senior housing and multifamily housing located along this route to downtown, especially the grocery store. • Reallocate lane space to stripe an on-street bike lane with painted buffer, as space is available. Clearly mark on-street parking areas. • Fill sidewalk gaps. Maximize the green space between sidewalk and street to allow for street trees, benches, snow storage and increased comfort for people walking.	High priority, Mid-term	❑ Work with MnDOT District 6 on vision and funding strategies. Adding bike lanes can be done with just paint. Identify opportunities to make these lower-cost, but impactful changes, in upcoming roadway maintenance work such as restriping or mill and overly projects.
	Enhance crossing of Main Street (Highway 19) between the public parking lot to John Burch Park. Ensure crossing is wide enough to accommodate people on bikes. *(Identified as catalyst project crossing.)* Possible treatments include high visibility crosswalk markings (ladder or continental style), pedestrian crossing islands (refuge), raised table crossings, curb extensions and additional signage (e.g., double signing pedestrian signposts, RRFB).	High priority, Short-term	❑ Work with MnDOT District 6 on short-term crossing treatments as a future demonstration or pilot project.

Future Network Recommendations

Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[3] 4th Street / 5th Street N (Highway 20)	Address short term pedestrian and bicyclist crossing needs at the intersection of 5th Street North (Highway 20) and Washington Street (County 17) with: • High-visibility crosswalks • Painted pedestrian crossing refuges (islands) • Signage (e.g., double signing pedestrian signposts, RRFB) • Paint buffered bike lanes on existing shoulders of 4th and 5th Street North (Highway 20) between Pendleton Street and Main Street	High Priority, Short-term	❑ Work with MnDOT Metro District to determine which of these recommendations could be incorporated as part of their 2025 roadway resurfacing.
	Complete the street and strengthen active transportation connections to/from downtown along Highway 20. • Fill sidewalk gaps. Maximize the green space between sidewalk and street to allow for street trees, benches, snow storage and increased comfort for people walking. • Explore left turn lane removal at Mill Street to further shorten crossing distance. • Install separated bikeway or multiuse path along Highway 20	High priority, Mid-term	❑ Work with MnDOT Metro District and District 6 to incorporate recommendations as part of their 2032 roadway reconstruction.
	Create a gateway, improve safety for all users, allow more comfortable crossings for people biking and walking and calm traffic with a roundabout at the intersection of 5th Street North (Highway 20) and Washington Street (County 17)	High priority, Mid-term	❑ Partner with MnDOT Metro District, Goodhue County and adjacent property owners to evaluate intersection for a roundabout, develop concept and funding strategy as part of the 2032 road reconstruction.

Future Network Recommendations

Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[4] 4th Street S (Highway 20)	Fill sidewalk gap between Belle Street and Sunrise Court. Maximize the green space between sidewalk and street, as possible.	High priority, Long-term	❑ Work with MnDOT District 6 to secure funds for sidewalk infill.
	Complete the street and strengthen active transportation connections to/from new developments (e.g., Cannonball Apartments) and downtown with a multi-use trail or shared path. Significant topographic challenges exist on either side of the road, making the development of a trail more complex thus a lower priority and longer-term project.	Low priority, Long-term	❑ Partner with MnDOT District 6 and adjacent property owners to evaluate trail feasibility and funding strategies.
[5] Downtown to Cannonball Apartments (5th Street -> Belle Street -> 2nd Street -> Middle Street -> 3rd Street / Pine Street -> South Park Trail -> 64th Avenue Path -> Hickory Drive)	Establish a neighborhood bicycle route, a quieter and safer alternative to 4th Street South (Highway 20), that connects Cannonball Apartments and neighborhood residents to downtown. Use signage and pavement markings to designate route, including through Cannon Mall parking lot.	High priority, Short-term	❑ Start with paint. Paint the pavement with bicycle shared lane markings (or sharrows) to mark route. ❑ Work with Cannon Mall property owners to mark walk/bike zone through parking lot. ❑ Host a neighborhood bike ride to raise awareness of the route.

Future Network Recommendations

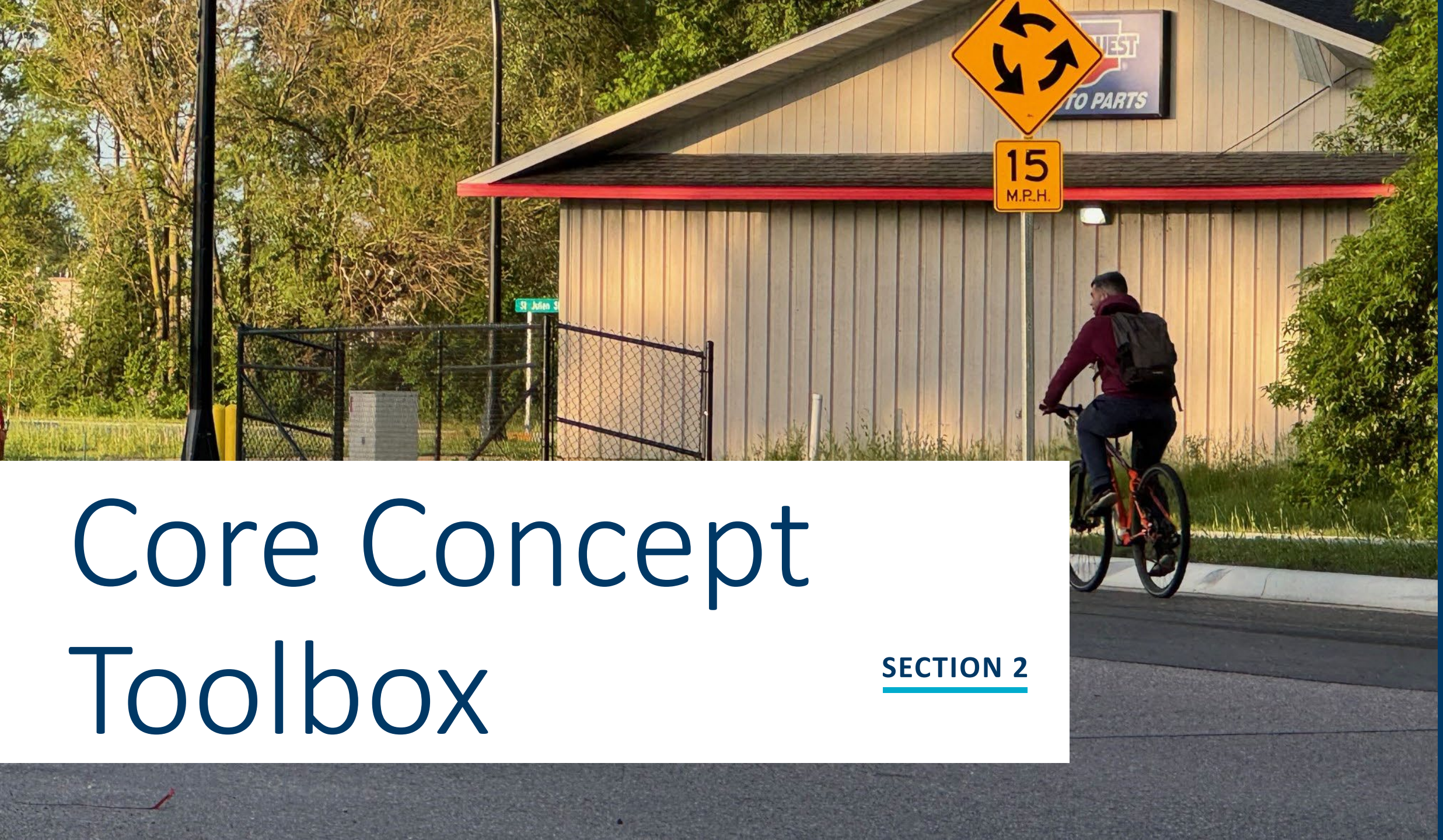
Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[6] 6th Street N	Widen existing painted walk/bike lane on 6th Street between Hoffman Street and the trail at Northwest Court to 12-feet. This can include a painted buffer (2-4 feet). 6th Street is 40 feet from curb-to-curb, narrowing travel lanes (to two 10-foot lanes) allows for the additional space for the walk/bike shared lane. Add painted buffered bike lanes from Hoffman Street to Mill Street to connect people biking into the downtown.	High priority, Short-term	❑ Use paint to create a low-cost community-led demonstration project.
[7] Pool to Ridgecrest Neighborhood	Create a shared-use walking and biking connection along North 9th Street to Saint Clair Street to Washington Street/County 17 to 1st Street North with painted pathways, as space allows, and wayfinding. Addressing the crossing of Washington Street/County 17 and 5th Street North/Highway 20 will be critical.	High priority, Short-term	❑ Start with paint. Paint the pavement with bicycle shared lane markings (or sharrows) to mark route. As space allows, mark on-street bike lanes. ❑ Work with Goodhue County and MnDOT to ensure safe routes and crossings along their respective roads.
	Expand walking and biking connection from 1st Street North to Primrose Lane (Cannon Bluffs) with a multi-use trail along County 17. Cautionary road markings and signage and clearer speed limit signage could be short-term safety improvements.	Medium priority, Mid-term	❑ Work with Goodhue County to start to explore ways to add a trail and address right-of-way and topographic challenges.

Future Network Recommendations

Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[8] N 3rd Street, Dakota Street and 1st Street N	Create a safe and direct route for residents on the northeast side of Cannon Falls to cross the river and connect to downtown, Cannon Falls city trail and school. • Fill sidewalk gap from the 3rd Street bridge to Water Street • Paint pavement markings and use signage to mark walking and biking route from 1st Street North to 3rd Street bridge. Where space exists mark 5–7-foot bike lanes.	High priority, Short-term	❑ Use paint to mark walk/bike space along this route. ❑ Identify funding strategies for sidewalk infill.
[9] Mill Street between 6th Street Bridge and 4th Street N (Highway 20)	Consider converting the head-in angled parking into back-in (or "head out") angled parking to increase bicyclist safety. Back-in angled parking is the first step to parallel parking.	Medium priority, Short-term	❑ Start with a pilot project to test and build community awareness and support.
	Continue to activate Mill Street by occasionally closing the street to vehicles and opening it up for people to walk, bike, roll, sit and dine or creating parklets or streateries in place of several parking spots.	Medium priority, Short-term	❑ Work with businesses and Cannon Falls Area Chamber of Commerce on place activation strategies to create more opportunities for outdoor seating and dining.
	Re-envision Mill Street as a downtown people street – the central place for gathering, Cannon Fall's "eat street"– by rebuilding the street as a curbless, flexible street for festivals and other events.	Medium priority, Long-term	❑ Work with businesses and Cannon Falls Area Chamber of Commerce to establish a long-term downtown vision.

Future Network Recommendations

Route/Location	Recommendation: What is being suggested?	Priority, Timeframe	Action Step: What is a next step(s) to take?
[10] Downtown parking lot between Mill Street and Main Street (Highway 19)	Activate the parking lot to strengthen connection to/from Cannon Falls city trail and the river to downtown businesses: • Mark pedestrian and bike path through parking lot. This can be done with creative pavement markings. • Create spaces for people to enjoy the river by designating portions of the parking lot adjacent to Mill Street as flexible space that can host outdoor seating, cafes and events in warmer months and provide parking space in winter.	Medium priority, Short-term	❑ Use paint to mark walk/bike space through parking lot. Consider partnering with a local artist to make it fun! ❑ Work with downtown businesses and Cannon Falls Area Chamber of Commerce on place activation strategies to create more opportunities for outdoor seating, dining and ways to engage with the river.
[11] Minnesota Street	Continue to enhance this Safe Routes to School (SRTS) route: • Fill sidewalk gap between Bridge Street and Almond Street on the south side of the street. • Add traffic calming tools such as neighborhood traffic circles, curb extensions (or bump-outs) to slow vehicle speeds and improve visibility of kids walking and biking to school.	High priority, Long-term	❑ Prioritize sidewalk infill along this route. ❑ Seek funding opportunities for sidewalks and traffic calming measures, such as MnDOT SRTS Infrastructure Grant.
[12] Hardwood Way Trail	As future development occurs along County 25 Boulevard (i.e., Timber Ridge), verify multi-use trails and safe routes to school are created along County 25 and County 24 boulevards.	Low priority, Long-term	❑ Share this route with Goodhue County, asking them to incorporate it into their long-term planning. Most of the route is on Goodhue County right-of-way.
[13] Cannon Bluffs to Cannon Valley Trail	Create a long-term trail and river crossing from Softball Field Park to Cannon Valley Trail to more directly connection Cannon Bluff residents to the trail and school.	Low priority, Long-term	❑ Start conversations with adjacent landowners to share vision for the trail and learn what might be possible.

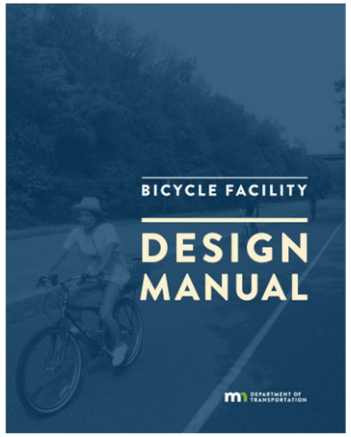


Core Concept Toolbox

SECTION 2

Best Practices

The recommendations presented in this Plan are based on state and national evidence-based best practices in active transportation design. The Core Concepts (following pages) start to illustrate key concepts, tools and treatments discussed in this Plan. Consider this a starting point. Use, adopt or endorse design guides such as:

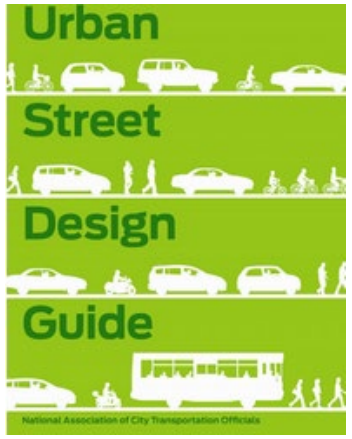


[Bicycle Facility Design Manual]

Minnesota Depart of Transportation (MnDOT), 2020

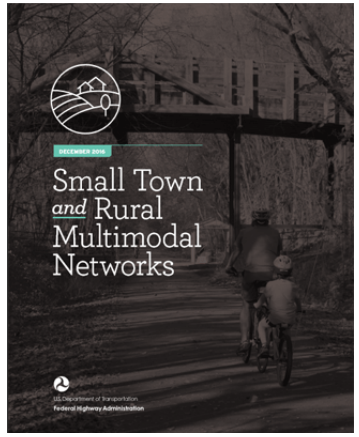
[Minnesota's Best Practices for Pedestrian and Bicycle Safety]

MnDOT, 2021



[Urban Street Design Guide]

National Association of City Transportation Officials (NACTO)



[Small Town and Rural Multimodal Networks]

FHWA, 2016

Core Concepts

RIGHT-SIZING STREETS

More communities are prioritizing a people-first approach to street design. To make streets safer for people walking, biking and driving, street space is being reallocated by reducing vehicle lane widths and removing lanes altogether. The gained space is reallocated towards wider sidewalks, bike lanes, separated bike lanes (or cycle tracks), street trees, on-street parking and more.

Right-sizing 5 or 4-lane streets to 3 or 2-lane streets works best on streets that have daily traffic volumes of 8,000 to 20,000 vehicles. As streets reach the higher traffic volumes additional intersection treatments, such as the modern roundabout, might be needed to more effectively mange vehicle traffic.

High-Volume

All Ages | **Children**

Photo (above): Main Street in Hamburg, NY is a major state truck route carrying 12,000 vehicles per day. The town of Hamburg and NYDOT replaced four intersections with single-lane modern roundabouts, removed two travel lanes and narrowed the remaining lanes to 10-feet, allowing wider sidewalks, park assist lanes and additional street trees.

Core Concepts

RIGHT-SIZING STREETS

> Travel lanes could be as narrow as 10 feet. Narrower lanes and narrower street width are associated with fewer crashes."
>
> *MnDOT Technical Memorandum No. 17-12-TS-05 and No. 18-09-TS-06*
>
> "Ten-foot lanes do not result in an increase in crashes or reduce vehicle capacity on roads with speeds of 45 mph or less. Narrower lane widths can contribute to lower vehicle operating speeds, which can increase safety for all roadway users."
>
> *FHWA Bicycle Selection Guide, 2019*

Travel Lane Width: Narrowing lanes can reduce the operating speed of traffic while also providing the additional space needed for bikeways. Ten-foot-wide lanes have a positive impact on a street's safety without impacting traffic operations. To support vulnerable users like pedestrians and bicyclists, streets should maximize buffer space and work to manage safe speeds for all by design.

National Association of Transportation Officials (NACTO): https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/

Context Sensitive: AASHTO's *A Policy on Geometric Design of Highways and Streets,* commonly referred to as the "Green Book," provides flexibility to use 10-foot-wide travel lanes in a variety of situations depending on operating speeds, volumes, traffic mix, design vehicle[1], horizontal curvature, use of on-street parking and land use context.

Minnesota State Aid Standards (Part 8820.9941) note minimum lane width of 10 feet may be allowed on streets with bike lanes when design speeds are less than 35 mph and when all street factors are taken into account (e.g. bus route, traffic mix, land use). It also notes engineering judgment should be used.

[1]*The design vehicle is the least maneuverable vehicle expected to regularly use the intersection; it informs what vehicular operations need to be accommodated regularly in the geometric design of the intersection.*

Core Concepts

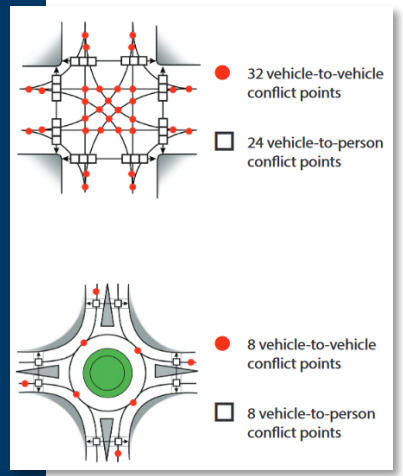
MODERN ROUNDABOUTS

A SAFER CHOICE BY DESIGN

Modern roundabouts, including mini or compact roundabouts, are a Federal Highway Administration (FHWA) **Proven Safety Counter-Measure**, creating a safer intersection for all users:

- 90% reduction in fatal crashes
- 75% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 10% reduction in bicycle crashes
- 30-50% increase in traffic capacity

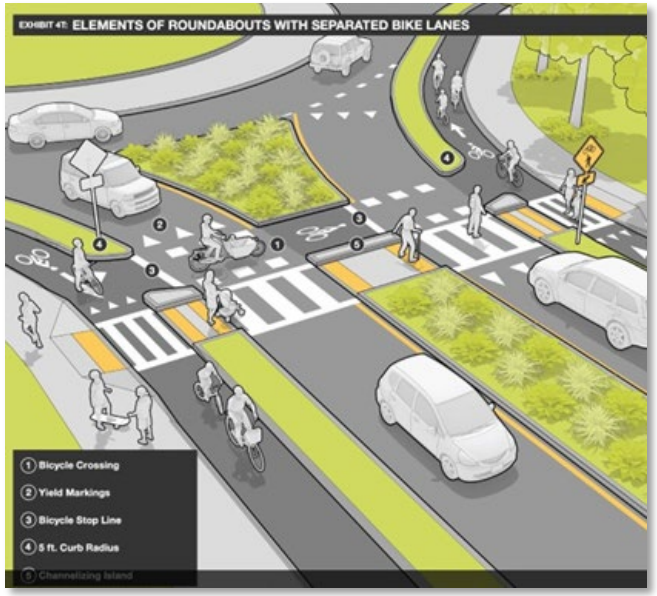
A single-lane modern roundabout can handle up to 25,000 vehicles per day (a compact roundabout slightly less); a double-lane roundabout can handle up to 43,000 vehicles per day. When designed properly, roundabouts ensure motorists speeds of 15-23 mph, which increases drivers' ability to judge and react to other people driving, walking and biking. Roundabouts also create gateway treatments, providing space for landscaping, local art and signage.



High-Volume **Low-Volume**

Photos (top to bottom right):

- Domed mini or compact roundabout with curb extensions in winter (Detroit Lakes, MN).
- Compact roundabout with a painted rainbow creates a sense of arrival and welcome (Richfield, MN).
- Single (and double) lane roundabouts have fewer vehicle-to-vehicle conflict points and vehicle-to-person conflict points than a signalized intersection.
- Massachusetts DOT diagram showing guidance for roundabouts with protected bike lanes and crossings.



Core Concepts

PROTECTED INTERCETIONS

DEDICATED SPACE FOR EACH MODE

Protected intersections provide dedicated space for each mode of travel: walking, biking and driving. They can be implemented at stop-controlled or signalized intersections and are most often used with separated bike lanes, but may be used with conventional bike lanes, paved shoulders or even shared lanes. A variation on the standard protected intersection can also be designed for two-way bicycle traffic on one side of the road.

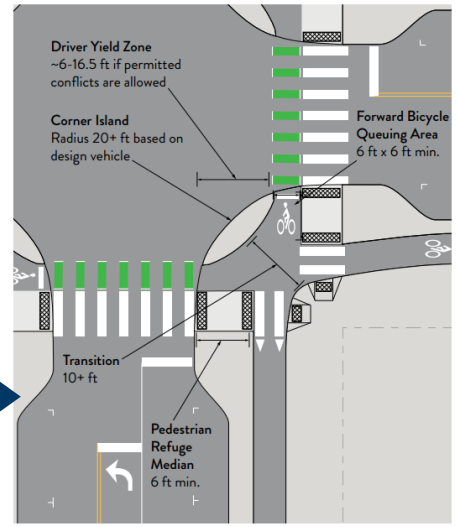
Protect intersection benefits:

- Provide clear right-of-way assignment between modes
- Maintain physical separation between bicyclists and motor vehicles through an intersection
- Place queued bicyclists in front of and in clear view of drivers
- Improve visibility of bicyclists for motorists' while turning
- Clearly define pedestrian and bicycle operating spaces
- Reduce pedestrian and bicycle crossing distance
- Reduce motor vehicle turning speed

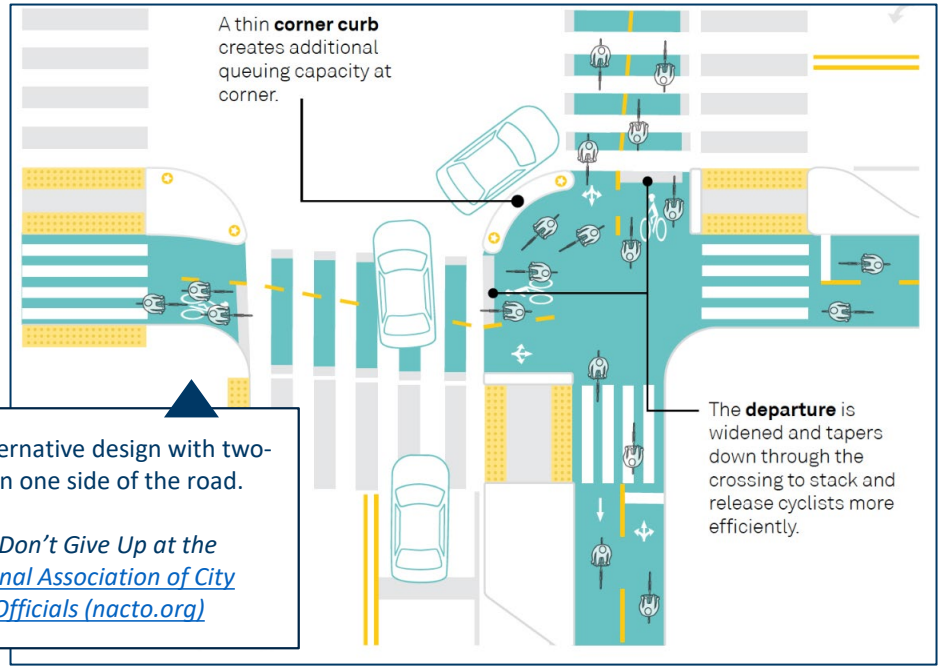
Source: MnDOT Bicycle Facility Design Manual, 5-37 and 5-38.

High-Volume

All Ages | **Children**



- People using a protected bike intersection. (Davis, CA) (above photo)
- Graphic illustrates key features: a corner island, bicycle queueing area, driver yield zone and pedestrian refuge median. *Source: MnDOT Bicycle Facility Design Manual*



Graphic illustrating alternative design with two-way bicycle traffic on one side of the road.

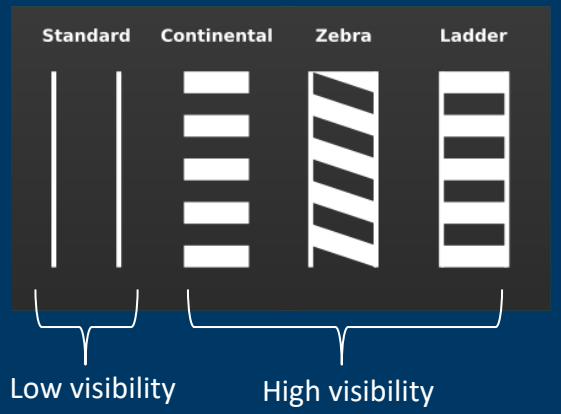
Source: NACTO, "Don't Give Up at the Intersection" National Association of City Transportation Officials (nacto.org)

Core Concepts

CROSSINGS

CLEARLY MARK CROSSWALKS

High-visibility marked crossings are needed to help mark potential conflict zones and ensure all users understand how to safely yield and stop for each other. There are different levels of treatments depending on the crossing context and complexity (e.g., motorist speeds, volume of traffic, number of lanes, signal control). See more crossing guidance: Minnesota's Best Practices for Pedestrian and Bicycle Safety



High-visibility crosswalks should be marked using the continental pattern of crosswalk striping, which consists of a series of wide stripes parallel to the curb for the length of the crossing as they are the most visible and easiest to maintain. The white bars can be spaced to minimize wear from vehicle wheels.

High-Volume	Low-Volume
All Ages	Children

A **z-median crossing** breaks complex crossings midblock into two crossings segments. An angle in the island positions people to face oncoming traffic before crossing. It also provides storage space for bikes.

Raised table crosswalks work well at side streets or driveways to give people walking or biking priority, reinforce motorist stop location, slow motorist turning speeds and increase motorist yielding behavior.

Core Concepts

STREET TREES

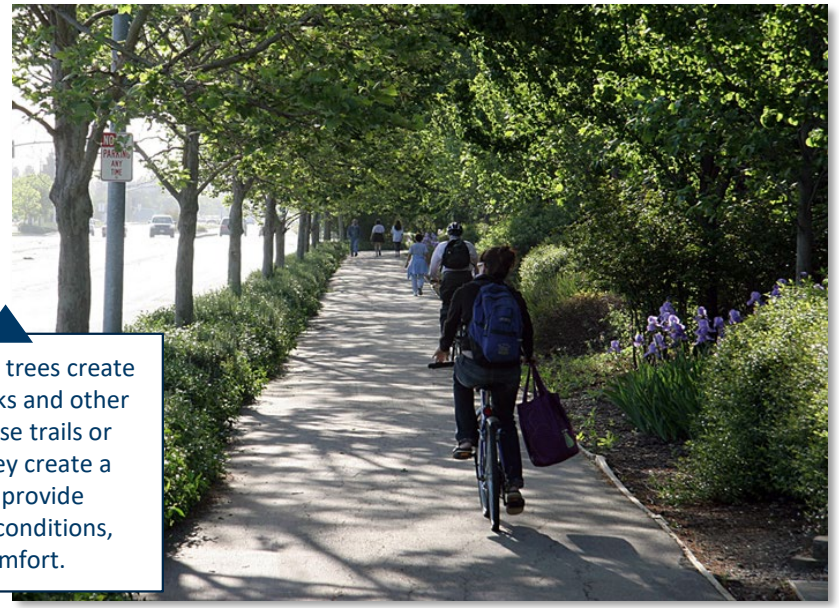
High-Volume	Low-Volume
All Ages	Children

GREEN THE STREET

Street trees greatly improve active transportation users' level of quality. They also provide traffic calming and environmental benefit:

- **Improve Safety:** A well-developed tree canopy can reduce traffic speeds by 5 to 15 mph
- **Reduce storm water runoff:** Trees absorb 30% of precipitation through their leaves and another 30% through their roots
- **Cool Environment:** Pavement can increase temperatures by 3 to 7 degrees, which increases energy costs and urban heat gain. Tree shade can reduce energy bills by up to 35%

Source: Street Trees | A Livability Fact Sheet. AARP, 2014. https://www.aarp.org/livable-communities/info-2014/street-trees-fact-sheet.html)



Photos (top-bottom): Street trees create a powerful edge to sidewalks and other pathways, such as multi-use trails or shared use side paths. They create a sense of enclosure and provide protection from weather conditions, adding to people's comfort.

Core Concepts

BICYCLE BOULEVARD

PRIORITIZE NEIGHBORHOOD ROUTES FOR PEOPLE BIKING

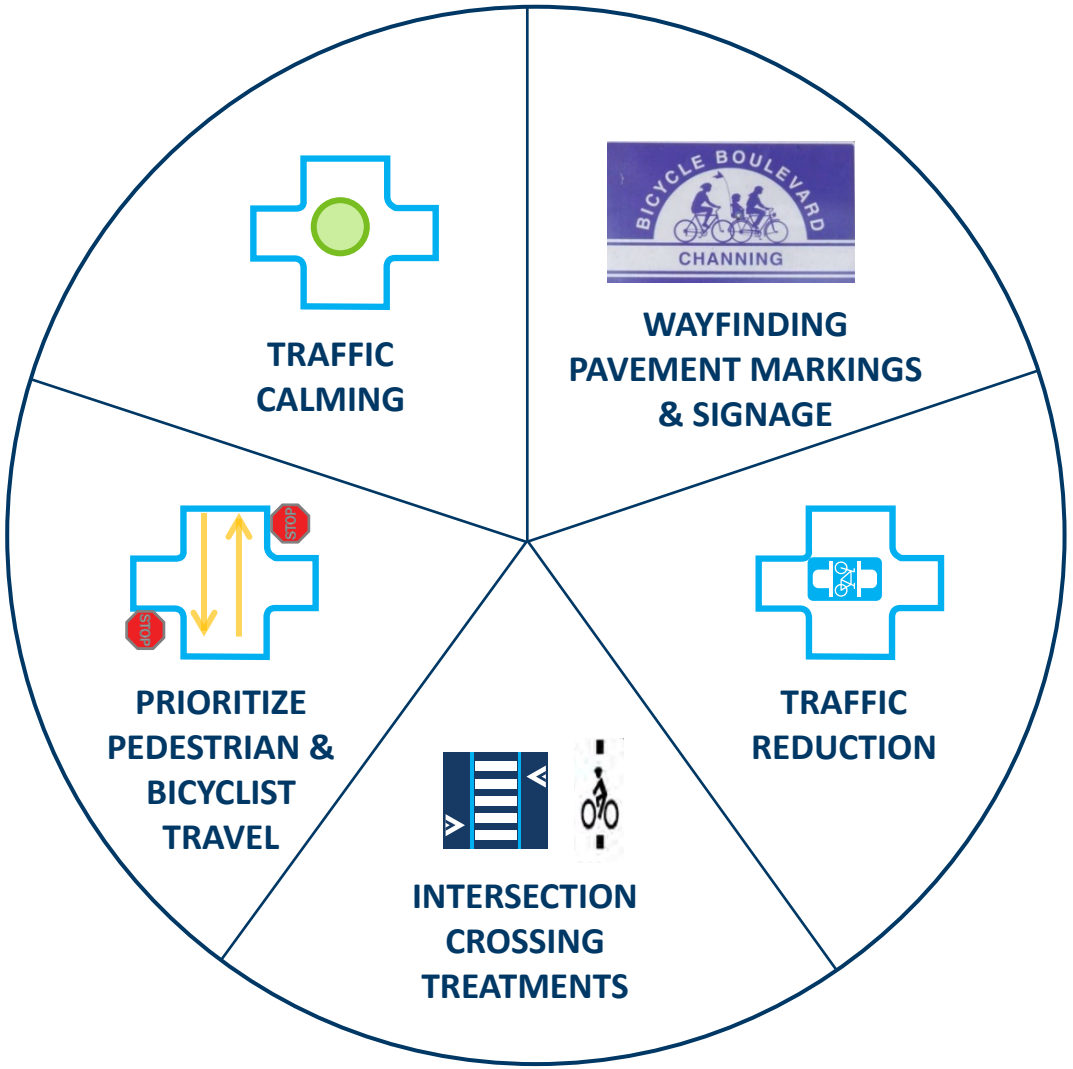
Bicycle boulevards (also called neighborways or neighborhood greenways) are **low-volume** and **low-speed residential streets** that **prioritize people walking** and **bicycling** and discourage motor vehicle through traffic. Street design elements are mixed and matched along the corridor to:

- Reduce or maintain low motor vehicle volumes
- Reduce or maintain low motor vehicle speeds
- Create a direct, coherent (logical) and continuous route
- Create access to key community destinations
- Create comfortable and safe intersection crossings
- Give priority to people walking and biking, reducing delay

Combined, these treatments create an **attractive, convenient and comfortable shared street environment** that is welcoming to people of all ages and abilities.

Low-Volume

All Ages



Adapted from Portland Bicycle Boulevard Guide: PortlandBicycleBoulevardGuidebook.pdf

Core Concepts

BIKE LANES

SAFER STREETS FOR ALL

Cities investing in bicycling infrastructure—from bike lanes to fully separated or protected bike lanes (or cycle tracks)– achieve environmental and safety advantages through the increase of bicycle use. Bike lanes are one of FHWA's **Proven Safety Countermeasures.** Conventional (or painted) bike lanes designate an exclusive space for people biking with pavement markings and signage. Many benefits of bike lanes go beyond the bicyclist:

- Increases bicyclist comfort
- Creates visual separation between people biking and driving
- Increases predictability of bicyclist and motorist positioning and interaction
- Visually reminds motorists of bicyclists' right to the street
- Improves comfort for pedestrians by providing additional buffer space to the sidewalk
- Improves emergency response by providing space for motorists to pull over
- Supports more compact intersections as bike lanes provide an effective turning radius for large vehicles, allowing for other tools such as curb extensions to support people on foot

High-Volume | **Low-Volume**

All Ages

BIKE LANE SAFETY BENEFITS

49% ↓ in total crashes decreased on 4-lane undivided collectors and local roads due to marked space and lane reduction.

30% ↓ in total crashes decreased on 2-lane undivided collectors and local roads due to marked space.

Buffered bike lanes are almost always higher comfort than conventional bike lanes. Fully separated bicycle lanes provide further safety benefits and are more comfortable to people of all ages and abilities due to the greater separation between people biking and driving.

Sources:
https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes
https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/
https://www.aarp.org/content/dam/aarp/livable-communities/livable-documents/documents-2014/Livability%20Fact%20Sheets/Bicycling-Fact-Sheet.pdf

Core Concepts

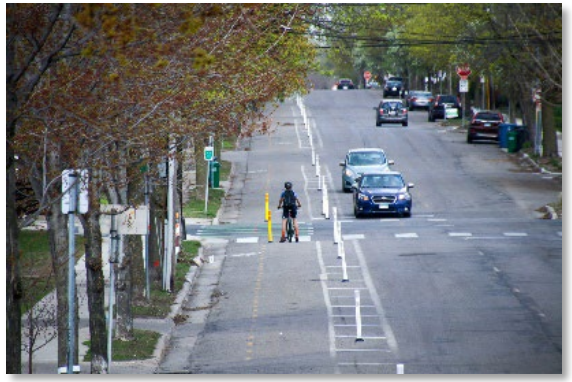
PROTECTED BIKE LANES OR CYCLE TRACKS

ALL AGES & ABILITIES BICYCLE FACILITY

Protected bike lanes (also known as separated bike lanes or cycle tracks) use a combination of horizontal separation (buffer) and vertical separation (e.g., delineators or flex posts, parked cars or curbs) to separate and protect people bicycling from motor vehicle traffic. The combination of buffer distance and vertical separation can significantly improve and reduce the stressors of on-street bicycling, creating inviting space for all ages and abilities.

Protected bike lanes should be considered where motor vehicle speeds consistently exceed 25 mph, where daily motor vehicle traffic volume is higher than approximately 6,000 vehicles per day, where there is higher complexity and risk of conflicts at intersections and along curbsides (e.g., transit), or wherever there is more than one motor vehicle lane per direction.

High-Volume	Low-Volume
All Ages	Children



▲ Temporary two-way protected bike lane using a painted buffer space and flex posts to create vertical separation. (Minneapolis, MN)

▲ Curb separated directional (one way) cycle track adjacent to sidewalk. (Richfield, MN)

▲ Curb separated cycle track with landscaped buffer space between the protected bike lane and sidewalk. (Richfield, MN)

▲ Curb separated cycle track along a downtown Main Street. (Missoula, MT)

Core Concepts

PLACEMAKING

ACTIVATING PUBLIC SPACES

Great public spaces, including streets, parks and plazas, are places where people of all ages, abilities socio-economic backgrounds can access and enjoy. Placemaking is both an overarching idea and a hands-on approach to actively ignite the creativity and leadership of the community. To activate public spaces communities are adding moveable chairs, games and other amenities to support active transportation use by improving aesthetics and attractiveness, in turn increasing the use and social life of a street, public space. Afterall, people attract people. Learn more: Project for Public Spaces | www.pps.org

▲ Rain gardens, murals and bi-lingual signage (Spanish-English) along a trail. (Richmond, CA)

▲ Trash receptacle angled to allow a passing biker to toss in trash. (Copenhagen, Denmark)

High-Volume	Low-Volume
All Ages	Children

▲ Temporary curb extensions create space for community to paint the pavement, adding visual interest. (Duluth, MN)

▲ Neighborhood traffic circles often are adopted (formally and informally) by residents who add acts of love and care through plants and decorations. (Minneapolis, MN)

▲ Excess street pavement is reallocated to plaza space for people to sit using paint, moveable chairs and tables and planters. (Seattle, WA)

▲ Parklets or streateries on a commercial street create outdoor seating or dining in a space that was previously dedicated to vehicles (e.g., parking spot). (Louisville, CO)

Core Concepts

WINTER MAINTENANCE

ALL YEAR, ALL SEASON ACCESS

The design and maintenance of streets and pedestrian and bike facilities directly impact people's decision to walk or bike, especially in winter. People biking, walking or using a mobility aid device are susceptible to the negative impacts of delayed maintenance. They are discouraged from venturing outdoors when snow and ice impede their ability to access their destination.

Many street treatments that improve conditions for active transportation users, also support greening and winter storage space needs, such as curb extensions, median islands and protected bike lanes.

Winter maintenance is a factor for the design of active transportation improvements. All season maintenance requires that cities prioritize the clearing (of snow, leaves and other debris) from sidewalks, trails and bikeways. Winter can be the most challenging, therefore it calls for creative solutions and partnerships among local governments, residents and business owners.

Resource: Winter Maintenance, Toole Design (2019)

▲ A two-way protected bike lane in Edmonton, Canada provides space for snow storage while increasing the sense of comfort for people biking even in winter. (Photo source: globalnews.ca)

Setting Our Wheels in Motion

SECTION 4

Shifting the Culture

Policy, Practice and Program Recommendations to Support Active Transportation

While infrastructure changes provide visual cues that a community supports active transportation, these changes can only be achieved and sustained when the city's policies and practices also change to allow implementation, maintenance and operation in a safe, equitable manner. This requires city council and departments, along with other county and state agencies, to collaborate on planning, funding, design and maintenance needs. Policy, practice and program recommendations can be found on the following pages.

Policy Recommendations

The following are policy recommendations that will support the implementation of active transportation.

Policy	Recommendation	Description	Action Step
Sidewalks and Trails Ordinance	Expand enforcement of the Sidewalks and Trails Ordinance	Every time a street is scheduled for reconstruction, sidewalks and trails should be part of the design by default in accordance with the street's classification as defined in the current Sidewalks and Trails ordinance.	❑ Identify staff to review the process of enforcement of the Sidewalks and Trails Ordinance.
Complete Streets Policy	Add consideration for bicycles to the Sidewalks and Trails Ordinance	Expand the Sidewalks and Trails Ordinance into a full Complete Streets Policy by adding the consideration of bicycle facilities on a street when it is scheduled for maintenance, construction or reconstruction.	❑ Start conversations between public works, the Resident Bicycling Committee (see page 88) and city council to draft language for the policy.

Policy Recommendations

Policy	Recommendation	Description	Action Step
Toward Zero Deaths Policy	Make an official and public commitment to a Toward Zero Deaths goal to achieve zero traffic fatalities or severe injuries among all road users within a set timeframe.	Toward Zero Deaths (and similar programs like Vision Zero) are a strategy to eliminate all traffic fatalities and severe injuries. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all. Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. *Learn more and join the Minnesota TZD network.*	❑ Educate and advance a Toward Zero Deaths goal for all road users within a set timeframe with the mayor, city council and city manager. ❑ Set a target timeframe for achieving zero traffic deaths.

Practice Recommendations

The following are practice or agency procedure recommendations that will support the implementation of active transportation.

Practice	Recommendation	Action Step
Resident Walking and Bicycling Committee	Develop a committee of residents who walk or cycle for transportation. The group should be representative of Cannon Falls residents and members should have a range of perspective across age, gender, background and cycling experience. Utilize the knowledge the committee has for walking and biking in Cannon Falls to guide the development and implementation of policies and practices in this plan.	❑ Identify and connect with interested individuals to fill such a committee. ❑ Establish the group as a City Advisory Commission.
Identify and sign bike routes	Utilize the Resident Walking and Bicycling Committee's local knowledge in identifying bicycling routes that are included in this plan. Consult with the group to determine necessary wayfinding signage, pavement markings and public communications.	❑ Append to this plan any recommendations the Resident Walking and Bicycling Committee makes concerning the routes in this plan.
Walk and bike audits	Walk and bike audits were instrumental in development of this plan. It is imperative that elected officials, city staff and partner agency staff understand the experience of community members walking and biking in Cannon Falls. Develop a regular schedule (e.g., annual or bi-annual) on which to organize walk and bike audits to continue building empathy and dialogue around active transportation in Cannon Falls and build support for future projects.	❑ Plan walk and bike audits for 2025 in an area of the city not included in audits described in this plan.

Practice Recommendations

Practice	Recommendation	Action Step
Regular safety meetings with agency partners	Establish a quarterly meeting cadence with Goodhue County, MnDOT Metro District, MnDOT District 6 and the MnDOT Active Transportation Coordinator. An ongoing relationship with these agencies will be important in identifying common safety goals for Highways 19 and 20 and County 17 Boulevard.	❑ Identify Goodhue County and MnDOT staff to invite to meeting group. ❑ Establish frequency of meetings and set up meetings.

Program Recommendations

The following are program recommendations that will support the implementation of active transportation.

Program	Recommendation	Description	Action Step
Safe Routes to School (SRTS)	Continue to support local Safe Routes to School program efforts.	Safe Routes to School programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the "6 Es." These are evaluation, education, encouragement, equity, engagement and engineering. Cities can continue to support by leading engineering efforts by prioritizing active transportation investments along key routes to school. Related to education, in 2023 state legislation was passed that requires all public-school students receive instruction in safe walking and bicycling skills at the beginning of the school year. *Resource: Walk and Bike Safety Education for K-8 Students, MnDOT*	❑ Work with school partners to apply for MnDOT planning, boost or infrastructure grants to enact this Action Plan and a SRTS Plan. *See MnDOT's Safe Routes to School Grant Funding page for opportunities.*
School Streets and Park & Walk Programs	Pilot School Streets and/or Park & Walk in partnership with neighborhood schools.	School Streets are temporary car-free zones adjacent to or leading up to a school. School Streets help manage traffic and improve safety during school arrival and dismissal by eliminating vehicle congestion in front of schools. This creates an environment that encourages children and caregivers to walk, bike, roll, play and learn before, during and after school. Often School Streets are paired with Park & Walk zones where school buses and/or caregivers drop students at an established location(s) a few blocks from school. School staff, parents and other volunteers walk the kids to/from school.	❑ Collaborate with school partners and neighborhood residents on a School Street pilot. *See Minnesota Safe Routes to School Guide on School Streets and Park & Walk.*

Program Recommendations

The following are program recommendations that will support the implementation of active transportation.

Program	Recommendation	Description	Action Step
Open Streets	Pilot an Open Streets event on Mill Street to test its potential as a flexible event space (*See page 68*)	Open Streets are programs that temporarily open streets to people walking, biking, scooting and rolling by closing them to cars. These transformations allow for a range of activities that promote economic development, facilitate active transportation and provide new ways for community members to enjoy cultural programing and build community. *Resource: Open Streets Toolkit, 8-80 Cities and Street Plans*	❑ Form an Open Streets coalition or team to lead the effort, with the assistance of the Cannon Falls Area Chamber of Commerce.
Bicycle-Friendly Businesses	Pilot a Bicycle-Friendly Business recognition program	Businesses can benefit from more people biking and walking. A "Bicycle-Friendly Business" designation can indicate where active transportation users might find water, food, restroom, or even bike repair tools and supplies. *Resource: Business | League of American Bicyclists*	❑ Work with the Cannon Falls Area Chamber of Commerce to create criteria for recognizing businesses.

Program Recommendations

The following are program recommendations that will support the implementation of active transportation.

Program	Recommendation	Description	Action Step
Bike parking	Update bicycle parking practices to expand bicycle racks in the right of way to accommodate the diversity of bike types (e.g., adaptive and cargo bikes, e-bikes, scooters).	Cities have been providing on-street parking, often for free, for vehicles for decades. To help encourage and achieve local mode shift goals and ensure biking is a viable transportation option, future capital street projects should include an approach to reserving curbside or furnishing zone of sidewalks for bike racks. These spaces should include covered, weather protected, options, support electric charging needs and accommodate larger bikes (e.g., cargo or adaptive). Bike racks can be customized to reflect the character of the community and serve as a public art element.	❑ Complete a citywide evaluation of bike rack installations and develop a process to identify locations to add bike racks across the city. ❑ Install bicycle parking with street projects. ❑ Explore a cost-sharing program with local businesses to jointly fund bicycle parking.

State and Federal Funding for Active Transportation

In addition to local Capital Improvement Program funds, local jurisdictions may seek state and federal funding to assist with development of the active transportation network. Most programs involve applying through one of these agencies:

- Federal Highway Administration (FHWA)
- Minnesota Department of Transportation (MnDOT)
- Minnesota Department of Natural Resources (MNDNR)
- Greater Minnesota Regional Parks and Trails Commission (GMRPTC)
- Legislative-Citizen Commission on Minnesota Resources (LCCMR)

Grants are sometimes also available through organizations that support economic development and tourism, public health and conservation and the natural environment. Private donations are popular for projects that support community recreation and well-being.

Source	Funds	Purpose
FHWA	Safe Streets and Roads for All (SS4A)	Low-cost infrastructure; education; monitoring and evaluation
FHWA Reconnecting Communities Pilot	Reconnecting Communities Pilot (RCP)	Creating connections across highways
MnDOT Active Transportation Program	Infrastructure Grants, Planning Assistance, Quick Build/Demonstration Projects	Support active transportation capacity building and facilities
MnDOT Safe Routes to School	Planning Assistance and Boost grants	Support current SRTS plans and programs
MnDOT Safe Routes to School	Infrastructure Funds	Construct sidewalks; improve crossings
MnDOT (Federal funding)	Transportation Alternatives (TAP)	New pedestrian and bike facilities
MnDOT	State Aid for Local Transportation (SALT)	Highway projects

Funding for Active Transportation, Continued

Source	Funds	Purpose
MnDOT	Local Partnership Program	Improvements on state highways at locations not currently programmed
MNDNR	Regional Trail Grant	Motorized, non-motorized and joint trail usage
MNDNR	Outdoor Recreation Grant Program	Matching grant for the cost of acquisition, development and/or redevelopment of local parks and recreation area
MNDNR	Local Trail Connections Program	Supports acquisition and development of trail linkages
MNDNR (Federal funding)	Federal Recreational Trail Program	New trails, trail maintenance and trailhead construction
Greater Minnesota Regional Parks and Trails Commission	Parks and Trails Legacy Grant Program	“Regionally Designated” parks and trails can be funded
Legislative-Citizen Commission on Minnesota Resources (LCCMR)	Environment and Natural Resources Trust Fund (ENRTF)	Activities that protect, conserve, preserve and enhances Minnesota's air, water, land, fish, wildlife and other natural resources
AARP	Community Challenge Placemaking Grants	Annual "quick-action" grant program that funds local projects that help make communities more livable for people of all ages
Blandin Foundation	Small Communities & Rural Placemaking Grants	Support small communities in rural Minnesota (population 5,000 or less) to create, improve or enhance outdoor public gathering spaces and community planning initiatives
Southern Minnesota Initiative Foundation	Paint the Town Grants	Paint for community mural, welcome signs or public art/creative placemaking projects

Next Steps

1) Build momentum and participation by doing low-cost, quick build projects or events to raise awareness.

Taking incremental steps to demonstrate change helps projects get realized much faster than the typical street design process allows. This saves money and time in the long run and builds momentum and public appetite for permanent change.

- Use paint and temporary devices! Work together to turn one of the catalyst projects into a demonstration project.
- Continue to partner with the Cannon Falls Area Chamber of Commerce and downtown businesses to active public places (such as Mill Street) for people to walk, bike, roll, stroll and sit to enjoy the heart of Cannon Falls.
- Strengthen connections to existing trails through wayfinding. This might include on-street pavement markings and other creative placemaking features.

2) Continue to organize and advocate for this plan.

- Adopt the Plan.
- Share it with partners.
- Continue to coordinate with Goodhue County, MnDOT and other agencies to further corridor and street design in support of active transportation.

3) Put the plan into action!

Actively use this plan as a living guide and start to program studies (e.g. State Street Eeast, Main Street West, Mill Street), update practices and implement other low-cost action items to advance Cannon Falls' active transportation network for all ages and abilities.

Moving Forward

SECTION 5

Cannon Falls, MN

A Call to Action

COMMUNITY CHARGE

Creating a well-connected active transportation network within the City of Cannon Falls offers a range of benefits that enhance both the livability and resilience of our community. By developing a network of trails and safe pathways that accommodate walking and biking, we make it easier for residents and visitors to live, learn, work, play and age in place — while fostering a stronger connection to nature and the outdoors. This plan will help people feel more comfortable and confident while biking or walking, whether they're commuting to work, running errands or enjoying recreational opportunities.

Active transportation, such as walking and biking, not only improves mental health and well-being but also promotes greater safety and inclusivity. When our streets and trails are designed to be safe, accessible and inviting for all users — regardless of age or ability — our entire community benefits. Residents, recreationalists and visitors alike can enjoy a more connected, equitable and sustainable environment so getting to work, school, parks, stores and other community attractions is easier and safer. By encouraging active transportation, we build a more vibrant, resilient city where everyone can thrive.

Additionally, public input from those who use our trails — whether on foot, by bike or through other forms of active transportation — will be instrumental in creating a park and trail system that meets the needs of all. By considering first-hand experiences, we can ensure that our trail network continues to evolve in ways that protect and enhance our health and the quality of life for all.

> *"[Through this process] I am much more conscious of the areas that are in need of improvement. These projects will all help to **make our community more attractive and accessible** to biking and walking."*
>
> - Active Transportation Committee Member

> *"We were able to identify areas within our downtown business community that have the **potential to be made more accessible and inviting.** As a Chamber it is our goal to increase foot and bike traffic to local businesses. Sharing thoughts and brainstorming new ideas on how to make businesses more accessible benefits both our Chamber members and the residents of Cannon Falls."*
>
> - Cannon Falls Area Chamber of Commerce

CITY OF CANNON FALLS
GOODHUE COUNTY, MINNESOTA

RESOLUTION NUMBER 2805

A RESOLUTION ADOPTING THE ACTIVE TRANSPORATION PLAN FOR THE CITY OF CANNON FALLS

WHEREAS, the Minnesota Department of Transportation (MnDOT) awarded the City of Cannon Falls the Active Transportation Planning Assistance Grant in late 2023; and

WHEREAS, throughout 2024, the City conducted community surveys, walking and biking audits, community engagement sessions, and a committee workshop in collaboration with consultants to develop a comprehensive Active Transportation Plan; and

WHEREAS, this plan identifies areas of concern, barriers, opportunities, and existing routes within the community, providing a framework for future planning and projects to enhance pedestrian and bicycle infrastructure; and

WHEREAS, this Active Transportation Plan serves as a foundation for future applications to Safe Routes to School Infrastructure Grants by the City and the School District and also other improvements throughout the city; and

WHEREAS, the Public Works and Park Board reviewed the final draft of the Active Transportation Plan on February 6, 2025, and recommended its approval for adoption by the City Council;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Cannon Falls, Minnesota, that the Final Active Transportation Plan is hereby adopted.

ADOPTED by the City Council of Cannon Falls, Minnesota, this 18th day of February, 2025.

_____
Matt Montgomery, Mayor

ATTEST: _____
Jon Radermacher, City Administrator