

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Pioneer Road** Segment: Between Perlich Avenue and Hay Creek Valley Road

Traffic Volume (ADT): 6849

85th Percentile Speed: 45.7 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	15
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commerical, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		25
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	35
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	45
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commerical existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		80
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		115
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Hallquist Avenue** Segment: At 2380 Hallquist Avenue

Traffic Volume (ADT): 899

85th Percentile Speed: 34.4 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	20
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commerical, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		25
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	10
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commerical existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		25
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		60
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **North Service Drive** Segment: Near Arby's

Traffic Volume (ADT): 3425

85th Percentile Speed: 29.1 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commerical, High Density Residential, or Medium Density Residential existing land use district.	10	10
CONNECTIVITY SUBTOTAL:		20
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	10
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	30
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commerical existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		40
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		70
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **South Service Drive** Segment: Near Pennzoil

Traffic Volume (ADT): 849

85th Percentile Speed: 34.7 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	10
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commerical, High Density Residential, or Medium Density Residential existing land use district.	10	10
CONNECTIVITY SUBTOTAL:		30
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	10
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commerical existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		25
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		65
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Old West Main St.** Segment: Behind pottery building

Traffic Volume (ADT): 2724

85th Percentile Speed: 33.4 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	10
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commerical, High Density Residential, or Medium Density Residential existing land use district.	10	10
CONNECTIVITY SUBTOTAL:		35
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	25
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commerical existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		40
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		85
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Bench Street** Segment: Between TH 61 and Old West Main Street

Traffic Volume (ADT): 2725

85th Percentile Speed: 28.6 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	10
CONNECTIVITY SUBTOTAL:		20
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	10
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	25
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		35
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		65
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Sturtevant Street** Segment: West of Prairia Street (1133 Sturtevant Street)

Traffic Volume (ADT): 112

85th Percentile Speed: 20.0 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	20
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		30
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	5
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	0
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commerical existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		5
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		45
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Grace Street** Segment: West of Central Avenue (638 Grace Street)

Traffic Volume (ADT): 160

85th Percentile Speed: 19.9 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	20
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		35
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	0
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	0
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		0
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		45
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Tile Drive** Segment: North of Brick Avenue (957 Tile Drive)

Traffic Volume (ADT): 3344

85th Percentile Speed: 32.1 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	10
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		15
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	30
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		45
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		70
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Bush Street** Segment: Between 17th Street and South Park Street (1805 Bush Street)

Traffic Volume (ADT): 6260

85th Percentile Speed: 35.5 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	10
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		25
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	25
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	45
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	5
SAFETY SUBTOTAL:		75
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		110
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Alvina Street** Segment: East of Featherstone Road (1707 Alvina Street)

Traffic Volume (ADT): 202

85th Percentile Speed: 29.4 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		15
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	10
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	0
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		10
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		35
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Hennings Avenue** Segment: Between Pioneer Road and Hi Park Avenue

Traffic Volume (ADT): 627

85th Percentile Speed: 32.7 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	20
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		20
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	10
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		25
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		55
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Bush Street** Segment: Between 22nd and 23rd Streets (2246 Bush Street)

Traffic Volume (ADT): 900

85th Percentile Speed: 33.9 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	10
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		15
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	10
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		25
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		50
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Eunice Avenue** Segment: Between Hallquist Avenue and Clover Lane (2559 Eunice Avenue)

Traffic Volume (ADT): 494

85th Percentile Speed: 31.8 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	20
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		25
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	5
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		20
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		55
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Hallstrom Drive** Segment: Near Greenhouse

Traffic Volume (ADT): 249

85th Percentile Speed: 31.9 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	20
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		30
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	5
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		20
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		60
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Pheasant Run** Segment: Between Malmquist Avenue and Frenn Avenue

Traffic Volume (ADT): 219

85th Percentile Speed: 25.6 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	25
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		50
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	10
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	0
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		10
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		70
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **South Park Street** Segment: Between 17th Street and 18th Street (1717 South Park Street)

Traffic Volume (ADT): 506

85th Percentile Speed: 27.6 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	10
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		25
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	10
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	5
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		15
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		50
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Launa Avenue** Segment: Between Pioneer Road and Burton Street (2031 Launa Avenue)

Traffic Volume (ADT): 127

85th Percentile Speed: 30.8 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	25
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		50
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	0
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		15
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		75
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Malmquist Avenue** Segment: Between Pioneer Road and Pheasant Run (Water Tank Driveway)

Traffic Volume (ADT): 633

85th Percentile Speed: 29.1 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	25
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	10
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	0
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		45
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	10
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	10
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		20
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		75
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Neal Street** Segment: Hill between Hay Creek Valley Road and Hillside Drive

Traffic Volume (ADT): 1730

85th Percentile Speed: 34.2 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	15
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	0
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	10
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		30
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	15
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	15
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		30
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		70
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		

Scoring Criteria for Engineer Reporting on Complete Streets Policy

Roadway: **Carol Lane** Segment: Hill between Forrest Lane and Martha Lane

Traffic Volume (ADT): 1112

85th Percentile Speed: 35.5 mph

Criteria	Possible Score	Score
Planning		
1. Sidewalk segment is identified in the Red Wing Bicycle and Pedestrian Master Plan, Safe Routes to School Plan, or other adopted city plan.	10	10
2. Sidewalk segment is within a designated historic district or downtown.	10	0
PLANNING SUBTOTAL:		10
Connectivity		
3. Sidewalk segment is within the school walking zone (1 mile of an elementary school, 1.5 miles of a middle school, 2 miles of a high school, 0.25 miles of a community college or other educational institution).	15 for first school zone Add 5 per addl. zone	0
4. Sidewalk segment is within a quarter mile of a neighborhood school bus stop AND outside of the school walking zone.	10	10
5. Sidewalk segment is within a quarter mile of a city bus stop.	10	0
6. Sidewalk segment is within a quarter mile of a city park or within a half mile of a community park.	5	5
7. Sidewalk segment fills a gap in an existing sidewalk along a continuous roadway segment between two intersections.	10	0
8. Sidewalk segment is on property that is being developed or redeveloped.	5	0
9. Sidewalk segment is part of a street reconstruction project.	10	0
10. Sidewalk segment is within a Commercial, High Density Residential, or Medium Density Residential existing land use district.	10	0
CONNECTIVITY SUBTOTAL:		15
Safety		
11. Adjacent roadway traveling speed <i>(City to conduct 85th percentile speed study on roads with 30 mph speed limits)</i>	Less than 20 mph: 0 >20-25 mph: 5 >25-30 mph: 10 >30-35 mph: 15 >35-40 mph: 25 Above 40 mph: 35	25
12. Adjacent roadway traffic volume	Less than 240 ADT: 0 240-600 ADT: 5 600-1200 ADT: 10 Each addl. 600 ADT: 5 Max Points: 45	10
13. Sidewalk segment is inside of residential or commercial existing land use district and sidewalk exists only on one side of the street. OR Sidewalk segment is outside of residential or commercial existing land use district and no sidewalk exists on either side of the street.	5	0
SAFETY SUBTOTAL:		35
Point Adjustments		
14. Sidewalk segment is on developed property & right-of-way is not publicly owned.	-10	0
SCORE		60
Sidewalk Segment Comparisons:		
Lowest Score of Analyzed Segments: 35 Highest Score of Analyzed Segments: 125		