



These survey responses are not endorsements by the collaborating organizations. Rather, the questionnaire prompts candidates with issues that are significant to our members and clients and meant to educate the community on how candidates may address the issues if elected.

Candidate Name:

Mark Schleusner

Candidacy:

Ward 6 - City Councilor

Questions & Responses:

1. What mode(s) of transportation do you most often use within Rochester and why?

I use both my car and my bike. I use my car simply because of convenience and my bike for enjoyment.

2. Do you feel safe walking, using a motorized wheelchair or other mobility device (such as a scooter), or even bicycling to make short and medium-length trips within the community? Why or why not?

Yes, I do feel safe walking and using my bike for any distance trip in Rochester. For walking the sidewalks are well kept and while they may not be in perfect condition, they are pretty good. I will admit though that I have the fortunate nature of being without disabilities that would make me look much closer at all intersections (typically where accessibility issues arise first). For biking, I've been biking for over 40 years and have biked in all conditions. When I was younger (much younger) it was my primary mode of transportation year round. Now I typically bike for the exercise and pleasure. So for me, biking on the roads and the bike trails is comfortable.

3. How could the city better promote and incentivize alternatives to driving, thereby increasing accessibility for people of all ages and abilities? This encompasses walking, bicycling, public transportation options, scooters, etc.

Great question and I will admit I am no expert in transportation but I do think I've responded in pieces in some of the other questions.

- 4. About 30% of the US population cannot or do not drive motor vehicles for a number of reasons. How could the city make it safer and more accessible for individuals to utilize alternative modes of transportation throughout Rochester and downtown?**

As stated in other answers similar to this question, traffic calming techniques when road maintenance is performed, lane separation between bikes and car traffic where possible, etc.

- 5. What do you think the city's policy should be on shared micromobility devices such as electric scooters and bicycle fleets, including e-bikes?**

I think the city should be supportive of companies that want to provide the micromobility devices in Rochester such as Lime. When I am out on the bike trails I often see people of all ages using the scooters. I also see people using the scooters as a mode of transportation around town.

- 6. We often hear that neighbors feel unsafe walking, rolling and riding through their own neighborhoods. What can the City do to make streets safer?**

There are a number of things that the city could do in neighborhoods to make the families that live there feel safer. There are traffic calming techniques that the city could use within neighborhoods to reduce the speed of cars traveling thru the neighborhood. One example is reducing the size of the road since a wider road gives a driver a false sense of safety and generally results in higher speeds than what are posted. Another example for biking is a separation, or physical barrier between the car traffic and the bike traffic. But again, I am no transportation expert so ultimately, I would meet with people that are and hear what their idea are.

- 7. What could the city of Rochester do to increase the number of parents who feel safe letting their children walk, bike or roll to school?**

Having served on the School Board for Rochester Public Schools I heard numerous times where there is a major shortage of people willing to work as safety guards on busy roads. That is something where the city and the school district would work together collaboratively to help find a solution to that problem. Another thing the city could do is when road maintenance is performed near schools is to implement road calming enhancements such as a narrower set of lanes of traffic where students / parents / people in general need to cross the street to get to

the school. If the road is a heavily used road, perhaps the city should consider a crossing light as well to stop traffic when people need to cross.

8. **How could the city improve access throughout the community year-round and especially during the winter months for people with disabilities who require the use of wheelchairs or other mobility devices, as well as for those who walk, bike or roll?**

The city could work more closely with the local organizations that provide access services to people with disabilities. One of the Rochester Area Chamber of Commerce events I attended was at PossAbilities of Southern Minnesota and a topic similar to this question came up. I remember it as I sat there listening to the question as I looked outside at their fleet of vehicles. The answer provided wasn't as positive as I would have hoped for. So while I don't remember the specifics of the answer my take away from that event was the city needs to do better when it comes with working with the community and organizations to improve access for people with disabilities. Other ideas are that the city could make sure that when new busses are purchased they work well for people with disabilities. Also when the city looks at bus routes, ensuring common locations where people with disabilities attend are included on those routes. Lastly, when bus stops are designated, making sure that location is accessible to all people.

9. **What are your thoughts on creating a pedestrian (walk/roll) access bridge and multi-use trail connections under the bridge at Broadway near Silver Lake? See links for more information:**
<https://storymaps.arcgis.com/collections/61ce2d6bcd2442c1a3960b060695f98d&sa=D&source=docs&ust=1719358516520934&usg=AOvVaw2cgGfCjJ8kBZeenoZ0rChx>,
<https://www.rochestermn.gov/government/departments/administration/city-projects/-item-11639/-seltag-20>

I think it is a great idea. Many times as I have ridden my bike thru that trail and have thought that a connection under the bridge would be great. I noticed when the city recently reconstructed Broadway there near Silver Lake it failed at the road crossing of W Silver Lake drive and 13th ST NW. The access ramp on the east side of Broadway has a curb in the middle of the access ramp to the bike trail yet the access ramp on the west side of Broadway does not. Also, as far as people not feeling safe using the sidewalk on the bridge and the city saying that the bridge is not scheduled to have maintenance work for a number of years, I think the city will be performing maintenance sooner than expected. Just

drive across the bridge and look at the condition of the existing sidewalk on the east side of the bridge. Rebar is exposed and the concrete is already failing in sizable amount. When the needed maintenance is performed perhaps a barrier could be added to help separate the car traffic better from the pedestrian traffic. Ideally though, the pedestrian bridge is the best solution to that problem.

10. **What are your thoughts on the 6th Street Bridge options and their impact to improve human-scale connectivity while providing safe routes to travel? See link for more information:**

<https://storymaps.arcgis.com/stories/398253201757432cacb97a22893fb8bc>

I have to admit, I had to look up what "human-scale connectivity" was. After reading a nice article from the website "Global Platform for Sustainable Cities" I'm left wondering how a single road project (6th Street) leads to the goals outlined in order to improve human-scale connectivity. I think the ideas behind the philosophy are solid and the end results look good too, but in terms of this project, I am not certain. It's the thru an existing neighborhood and the street is already somewhat narrow. At the location near the school as previously mentioned, a traffic calming technique of narrowing the road more at the cross walks to the school would be helpful. Reference:

https://www.thegpsc.org/sites/gpsc/files/globalsprawl_11_principle_6_humanscalestsmallblocks_1.pdf