

Active Transportation Plan

2nd Edition

Adopted by the Fridley Council
February 11, 2020

Engineering Department
Community Development Department
February 2020

Introduction

The City of Fridley is committed to providing residents with safe opportunities for walking, biking, and other non-automobile transportation. The Active Transportation Plan (the Plan) guides the City's planning and construction of infrastructure needed for a well-maintained sidewalk and trail system.

The 1st edition of the Plan was written in 2013 based on the City's 2030 Comprehensive Plan. In the following years, many of the Plan's original goals have been achieved and a new 2040 Comprehensive Plan has been developed. This 2nd edition reflects the progress that has been made as well as the new Comprehensive Plan goals related to Active Transportation.

Purpose

This plan's purpose is to guide the City's installation and maintenance of infrastructure needed to achieve mobility equity and support opportunities for active transportation (walking, biking, assisted mobility, transit, etc.). It is well documented that increased walking and biking improves health and quality of life. Additionally, improved active transportation infrastructure can increase a community's desirability, encourage higher spending at commercial establishments, and reduce crime. Shifting travel from vehicles to transit, bikes, and walkways also decreases the greenhouse gas emissions associated with transportation, which is the largest contributor of greenhouse gas emissions in the United States according to the Environmental Protection Agency. In a city such as Fridley, where residents face many barriers to movement due to high-volume roadways and railways, a well-developed trail and sidewalk network is particularly important to increasing sense of place and community connection.

- 2.1% of Fridley residents walk to work compared to 2.8% on average; 0.4% of Fridley residents bicycle to work; 4.8% of Fridley residents take public transportation to work (*2013-2017 American Community Survey 5-Year Estimates*).
- 4.6% of working age Fridley residents do not have a car (*2013-2017 American Community Survey 5-Year Estimates*).
- 62% of millennials, currently the largest generation of home buyers, prefer living in walkable communities that have short commutes (*National Association of Realtors, 2017 National Community and Transportation Preference Survey*).
- People under 35 are more likely to use a park or trail for commuting than for recreation (*2017 Minnesota Statewide Health Assessment*).
- Only 52% of Minnesotans meet physical activity recommendations; of these, 62% do so by including walking as part of their regular physical activity (*Minnesota Walks, 2016*).
- The percentage of children walking and biking to school had dropped significantly within one generation- 48% in 1969 compared to 13% in 2009 (*Hayes Elementary Safe Routes to Schools*).

When engaging in active transportation planning, it is important to consider and account for the causes and consequences of disparities related to racial and economic inequity. Populations of color use parks half as often as white populations. Furthermore, populations of color experience higher rates of poverty, which may limit transportation opportunities or ability to take time to

visit parks and trails. Age and disabilities are also factors that may lead to limited mobility. According to *Minnesota Walks*, prevalence of inactivity is highest in rural areas, among people of color, older adults, persons with disabilities, those with less education, women and lower-income groups. These demographic trends are relevant, because they can help the City 1) identify priority areas for needed trails and sidewalks and 2) address historical inequalities that prevent full participation of different groups.

Vision

The vision for this plan is that *Fridley residents and visitors of all ages, abilities, and socio-economic status will feel safe and comfortable using the city's active transportation infrastructure to walk, bike, and roll for transportation and outdoor recreation.*

All Ages and Abilities = Triple AAA infrastructure

"All ages" means planning and designing infrastructure for independent users ranging from school-aged children to seniors.

"All abilities" means planning and designing for independent users utilizing mobility devices such as motorized wheelchairs, as well as those with other impairments that may require special accommodations.

Goals

The goals of the Plan are to:

- 1) Improve the connectivity of the city by constructing active transportation infrastructure
- 2) Design active transportation infrastructure to provide a comfortable experience for users of all ages, abilities, and socio-economic status
- 3) Integrate living streets concepts into reconstruction and development projects
- 4) Maintain trails and sidewalks to allow for satisfactory, year-round use

Supporting Documents

Increasing multi-modal options throughout the City was frequently identified throughout the 2040 Comprehensive Plan as a strategy to enhance Fridley as a safe, vibrant, friendly, and stable community. Relevant objectives of the Comprehensive Plan to the Active Transportation Plan include:

- Plan for safe transportation routes for all modes of transportation
- Incorporate Living Streets design and operations principles during road reconstruction and redevelopment
- Provide a variety of transportation options to enable people to get to jobs, shopping, and recreational opportunities in the community
- Encourage increased car sharing, biking, walking, and transit usage to reduce traffic congestion in the community

The 2040 Comprehensive Plan directed staff to update the Active Transportation Plan once every five years to prioritize current needs for sidewalk and trail connections, and to incorporate newly adopted Safe Routes to Schools Plans. In addition to the 2040 Comprehensive Plan, the following approved plans inform and support this document:

- 1) [City of Fridley Americans with Disabilities Act \(ADA\) Transition Plan](#)
- 2) [University Avenue and Highway 65 Corridor Study](#)
- 3) [East River Road Corridor Study](#)
- 4) [NorthStar TOD Master Plan](#)
- 5) [Regional Bike Barriers Study](#)
- 6) Safe Routes to School Plans for [Stevenson Elementary](#), [Hayes Elementary](#), [North Park Elementary](#), and [Fridley Middle School](#)

[City of Fridley ADA Transition Plan](#)

The ADA transition plan was approved by the Fridley City Council on February 11, 2019. This plan guides the City in its efforts to ensure that pedestrian facilities within the public right-of-way are compliant with the American Disabilities Act and meet the accessibility needs of all residents. New facilities are presumed and required by the ADA transition plan to be ADA compliant. This plan recognizes the ADA Transition Plan as the guiding document related to ADA compliance within the city.

[Parks Master Plan](#)

The City's first Parks Master Plan was in the development process during the drafting of this Plan. Both plans recognize the importance of trails for increasing opportunities for outdoor recreation and exercise as well as improved community engagement through enhanced connectivity. This plan recognizes the Parks Master Plan as the guiding document on trails and sidewalks within the parks as well as wayfinding between parks and trails. The Active Transportation Plan will serve as the guiding document for trails and sidewalks along roadways.

Community Outreach

In addition to the community outreach that was performed in conjunction with the above plans, the City conducted community surveys related to trails and sidewalks as part of the Finding Your Fun in Fridley campaign. This campaign was used to gather feedback on the Fridley Parks and Trails systems to be used for the Parks Master Plan and Active Transportation Plan. Feedback was gathered using the Polco platform, a survey tool, and the Social Pinpoint platform, a mapping and survey tool. 503 unique users visited the Social Pinpoint site 1488 times. 103 of those users left comments on the map (see **Appendix A, Figure 1**). A total of 223 comments were left on the map and 78 surveys were completed. An identical survey was posted on Polco and received 24 responses. An example of the survey is included in **Appendix B**. A list of all comments related to trails is included in **Appendix C**. Common themes throughout the survey were:

- An overall desire for increased connectivity throughout the City

- Difficulty and feeling of unsafety at certain crossings (e.g. along University Avenue, Highway 65, and 53rd)
- Increased maintenance of existing trails
- Need for improved wayfinding signage
- Increased lighting along trails

When asked where they preferred to ride their bike, residents indicated:

Where do you prefer to ride your bike?	
On the road	9%
Striped on road bike lane	22%
Protected on road bike lane (i.e. separated by posts)	25%
Off road bike trail	58%

Table 1. Preferred bike location

Additionally, surveys were distributed amongst the Fridley Senior Center in February of 2019; 14 surveys were completed. Respondents indicated that they wanted more trails closer to home; increased maintenance of trails; more benches; more fountains, and more wayfinding signage.

Specific content related to plan development, outreach, and implementation was solicited from the Environmental Quality and Energy Commission, which served as the steering committee for this Plan.

Existing Conditions

While Fridley began growing in the 1940s, the city’s population rapidly increased during the 1950s through 1960s before leveling off. Fridley is once again experiencing a period of growth with an expected population increase from current levels of approximately 27,500 to an estimated 32,500 residents by 2040. This growth is driven in large part by a transition from single family to multi-family housing. As the city has grown, it has become a younger and more diverse community. While Fridley was 96% white in 1990, the most current data indicates that Fridley is 67% white (*Fridley 2040 Comprehensive Plan*). The average age of the population has decreased from 37.1 years old in 2010 to 35.4 old in 2015.

Race	2000 Percent	2015 Percent
White	88.7	67.2
Black or African American	3.4	14.0
American Indian/Alaskan Native	0.8	1.1

Race	2000 Percent	2015 Percent
Asian	3.0	7.1
Two or more races	2.9	3.4
Hispanic or Latino	2.6	7.2
Other	1.2	0.0

Table 2. Fridley demographics

Like many first-ring suburbs, Fridley’s developed during a time when land use planning and travel modes were shifting away from walking and mass transit to auto-focused design. Highway 65, Trunk Highway 47, and Interstate 694 carry cars at high volumes and speeds through Fridley, presenting many barriers to free movement throughout the city. Other arterial roads, like East River Road, Osborne Rd, and Mississippi St, can also create safety issues for pedestrians and bicyclists. Railways and natural features, like Rice Creek present further barriers, dividing the city into a grid. The Regional Bikeways Barriers Study identified several Tier 1- Tier 3 freeway and railroad barrier crossing areas in the City including East River Road and TH 47.

Fridley’s existing trail system provides residents with opportunities to walk and bike to key locations (see **Appendix A, Figure 2**). The primary regional trail corridors through Fridley include the Mississippi River Trail and the Rice Creek West Regional Trail which continues from the Fridley border with New Brighton to its intersection with the Mississippi River Trail near Locke Lake. The Mississippi River Trail is a route through ten states along the Mississippi River, and includes both on-road, unstriped sections and off-road trail in Fridley.

As part of the Plan development, the Environmental Quality and Energy Commission completed a Strengths Weaknesses Opportunities and Threats (SWOT) analysis of the city’s active transportation system:

<u>Strengths</u>	<u>Opportunities</u>
<ul style="list-style-type: none"> • Strong regional employment • Net gain of commuters • NorthStar Train stop • Public Works/engineering departments that are open to trails • Strong partnerships with watershed districts • More awareness of benefits of trails and their ability to connect people to the city’s amenities 	<ul style="list-style-type: none"> • Prioritize regional connections and destinations, new campus, new residents, and community groups/volunteers • Many county roads are up for resurfacing (goal trail one side, sidewalk other side) • Residents have new needs, ability to beautify/regreen/placemaking • ADA Transition Plan

<u>Weakness</u>	<u>Threats</u>
<ul style="list-style-type: none"> • Many roads are outside city control • City is bisected by transit corridors • Financial conditions, • City originally formatted without walks 	<ul style="list-style-type: none"> • Development may increase numbers of automobiles • Plans to increase active transportation opportunities can be sidelined by lack of easements or a few vocal residents • Increased infrastructure requires increased maintenance • University Ave and TH 65 crossings are dangerous

Table 3. SWOT analysis of Fridley's Active Transportation Network

The Fridley trail system is not on a regular maintenance schedule. Patching of the trails is performed on a complaint driven basis. A condition rating of the trail was last performed in 2013 (see **Appendix A, Figure 3**).

Future Improvements

While there are options for walking and biking in Fridley, significant gaps in the network still exist. A list of streets designated for trails and sidewalks was developed for the 1st edition of the Active Transportation Plan (see **Appendix D**). Many of the priority connections from this map that were identified in the original version of the Plan have since been completed (Main Street, West Moore Lake Drive). However, some of the identified connections have yet to be completed, and other segments have risen or fallen in priority. Based on resident feedback, staff analysis, and best practices, the following routes were identified as focus areas for this planning cycle:

- 1) Roads shown in the 2040 Comprehensive Plan as existing or planned "major collector and "other arterial roads," and "minor expander streets" (see **Appendix A, Figure 4**).
- 2) Sidewalks adjacent to high density residential or employment areas, including along Fireside Drive, 83rd Avenue, and Main Street (see **Appendix A, Figure 5, 6, and 7**).
- 3) Sidewalks and trails identified in Safe Routes to Schools plans or other destinations of interest
- 4) Sidewalks within the Transit-Overlay District

These routes were evaluated for bi-directional walking and bike facilities, and then prioritized based on the following categories (**Appendix E**):

- The service level along the existing route
- The number of connections made within the active transportation network

- Destinations of interest along the route including employment centers, transit stops, high density housing, commercial areas

Based on each route’s attributes, it was assigned a point score on a 0-3 scale for each of the categories (see **Table 3**). Segments with a total of 6-9 points were deemed highest priority during this plan cycle and are bolded. However, other routes within this list or identified in **Appendix D** may be pursued based on factors such as new development or road construction.

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
<u>East-West Routes</u>					
83rd Avenue (Springbrook Apartments to University)	Walk	3	1	2	6
Osborne Rd (Central Ave to City border)	Walk	1	1	1	3
Fireside	Walk	3	1	2	6

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
73rd avenue; northside	Bike (or expand southside trail) and walk	1	3	3	7
Mississippi St	Bike	3	3	3	9
East Moore Lake (Highway 65 to Old Central)	Walk	1	1	2	4
Rice Creek Rd	Bike and walk	2	3	1	6
61st Avenue	Bike	3	3	3	9
Gardena Avenue	Bike and walk	2	1	3	6
60 th Avenue (Main St to 3 rd St)	Walk	1	1	2	4
59 th Avenue (Main St to 3 rd St)	Walk	1	1	2	4
58 th Avenue (Main St to 3 rd St)	Walk	1	1	2	4
57 th Place (Main St to 3 rd St)	Walk	1	1	2	4

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
57th Avenue	Bike and walk except where existing	3	3	3	9
North Park Elementary Sidewalks (Lynde, Filmore and Regis)	Walk	3	1	2	6
53rd Avenue	Bike and walk except where existing	3	3	3	9
49th Avenue	Bike and walk	3	2	1	6
44th Avenue	Bike and walk	3	3	2	8
<i>North- South routes*</i>					
East River Road (Osborne Rd to Manomin Park)	Walk	1	2	3	6
East River Road (Manomin Park to Mississippi St)	Bike and Walk	3	3	3	9

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
East River Rd Mississippi St to River Edgeway)	Bike and walk	3	1	3	7
Main Street (83 rd Avenue to Osborne Rd)	Bike and walk	2	2	2	6
Main Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
2 nd Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
2 1/2 Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
3 rd Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
University Ave (Osborne Rd to 69th); eastside	Walk	1	3	3	7
University Ave (69th to Mississippi St); westside	Bike and walk	1	2	2	5

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
University Ave (Mississippi St to 57th); westside	Bike and walk	3	3	3	9
7th St (Mississippi to 53rd)	Bike and walk except where existing	3	3	3	9
Central Ave (Osborne Rd to Highway 65); eastside	walk	1	2	2	5
Matterhorn Drive	Bike and walk	2	1	2	5
*references to University Avenue refer to University Avenue and/or associated service road and/or associated service road					

Table 3. Identification and prioritization of focus areas

Transit Overlay District

The Transit Overlay District (TOD) is an overlay zoning district surrounding the NorthStar Commuter Rail Station. The purpose of this zoning district is to encourage dense, mixed use, pedestrian-friendly development, increase multi-modal connections, and decrease automobile use. In order to achieve these goals, this zoning overlay district has different requirements related to active transportation infrastructure including:

- Decreased setbacks
- Reduced parking
- Improved lighting
- Required installation of minimum six-foot sidewalks by developer

Sidewalk installation is a necessary component to achieving the goal of the Transit Overlay District; however, a patchwork of sidewalks creates an unsafe walking experience. When a property is developed within the Transit Overlay District in a manner that would require installation of minimum six-foot sidewalks, the City will require the installation of sidewalks at the property if there will be a connection formed with an existing sidewalk or imminently planned sidewalk. If there is no existing sidewalk or imminently planned sidewalk, the property owner shall grant the City an easement sufficient for installation of the six-foot sidewalk as well as a fee equal to the cost of installation of that sidewalk based on standard square footage rates. This fee shall be kept in a separate TOD fund and used exclusively on sidewalk installation within the Transit Overlay District.

Highway 65

While Highway 65 is currently not identified as a focus area route, opportunities may arise as a result of land use changes to make the roadway safer for pedestrians and bicyclists. Long range planning of this corridor should incorporate active transportation and living streets principles.

Design Options


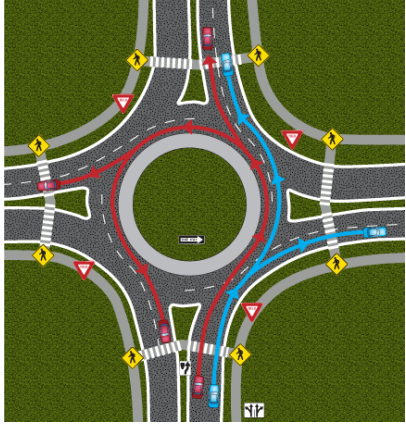
It is the City's intent to provide adequate infrastructure to accommodate walking and biking on both sides of a given roadway in order to reduce unsafe crossings and provide convenient access to destinations. However, occasions may arise where it is not feasible either financially, logistically, or spatially to accommodate infrastructure on both sides. In these cases, the City will seek to provide infrastructure of sufficient width to accommodate users in both directions as well as provide adequately spaced crossing facilities.




Providing active transportation infrastructure that allows users of all ages and abilities to feel safe and comfortable extends beyond simple installation of a trail or sidewalk. The experience of the user must be incorporated into the design in order to avoid non-functional facilities. Examples of undesirable design flaws include conflicts with other modes or users, barriers in the travel path, or unsafe/nonexistent termini and connections. When trails and roadways are designed or reconstructed, these barriers should be reduced and eliminated to the extent feasible. Examples of such design features include:




- Pedestrian crosswalks that require crossing more than two lanes of traffic at a time
- Lack of facilities on one side of the road, without sufficient crossing facilities
- Narrow sidewalks (less than 5 feet in width)
- Narrow shared-use paths (less than 8 feet for one-way traffic or less than 10 feet for two-way traffic)
- Roundabouts without designated crosswalks
- Short signal times without pedestrian refuges
- Lack of buffer zones between sidewalks and fast-moving street traffic
- Obstruction of walkways due to telephone poles, signage, etc.
- Trails or sidewalks that terminate with unsafe landings or subsequent connections.
- Bike lanes with insufficient bicyclist protection on high traffic streets (i.e. sharrows only)

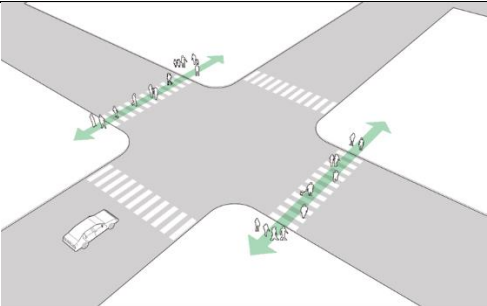

Infrastructure Design

Additionally, the following types of design options may be employed to improve the pedestrian or bicyclist experience.

Type	Photo	Advantages/Disadvantages	Use
Curb extensions: a method of physically narrowing the roadway at a crossing	 <p>(nacto.org)</p>	Advantages: <ul style="list-style-type: none"> • Increases pedestrian visibility • Decreases crossing distance • Creates additional public space that can be used for stormwater management or landscaping • Prevents parking near intersections • Pavement reduction Disadvantages <ul style="list-style-type: none"> • Cost of new curbing • Conflicts with turn lanes • Increased green space to maintain • Challenges snowplowing 	<ul style="list-style-type: none"> • High pedestrian traffic intersections • Areas with high speed issues
Roundabout	 <p>(MnDOT.org)</p>	Advantages: <ul style="list-style-type: none"> • Improved flow of traffic • Decreased wait times at intersections • Creates additional public space that can be used for stormwater management or landscaping Disadvantages <ul style="list-style-type: none"> • Cost of new curbing • Increased space requirement • Pedestrian barrier if crosswalks are not installed • Challenges snow plowing 	<ul style="list-style-type: none"> • High traffic intersections • Roundabouts in Fridley will follow accepted practices for installing pedestrian facilities

<p>Chicane: offset curb extensions</p>	 <p>(nacto.org)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Decreased driving speeds • Increased public space • Creates additional public space that can be used for stormwater management or landscaping <p>Disadvantages</p> <ul style="list-style-type: none"> • Cost of new curbing • Conflicts with turn lanes • Increased green space to maintain • Challenges snow plowing 	<ul style="list-style-type: none"> • Residential or low volume streets that need traffic calming • Can be created using temporary measures such as bollards or traffic control
<p>Islands/Medians</p>	 <p>(nacto.org)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Decreased exposure time for pedestrian in the intersection • Creates additional public space that can be used for stormwater management or landscaping <p>Disadvantages</p> <ul style="list-style-type: none"> • Cost of new curbing • Use of space • Maneuverability of plows 	<ul style="list-style-type: none"> • Intersections where pedestrians must cross more than two lanes of traffic or adjacent to schools. • Medians should have a “nose” which extends past the cross walk
<p>Decreased lane width</p>	 <p>(nacto.org)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Decreased driving speeds • Increased available space for alternative modes • Low cost to re-stripe • Reduced crossing distances • Potential for less impervious surface <p>Disadvantages</p> <ul style="list-style-type: none"> • Accommodation of emergency vehicles or heavy-duty vehicles 	<ul style="list-style-type: none"> • Areas with excessive road widths

		<ul style="list-style-type: none"> • Potential for decreased driver comfort 	
Raised crossing/speed tables	 <p>(nacto.org)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Increased pedestrian visibility • Decreased speed <p>Disadvantages</p> <ul style="list-style-type: none"> • Interrupted trail flow • Difficulty plowing • Increased signage 	<ul style="list-style-type: none"> • High traffic cross walks • Roads where target speeds can't be achieved using conventional calming method
Colored bike facilities	 <p>(nacto.org)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Increased visibility • Increased awareness of illegal parking <p>Disadvantages</p> <ul style="list-style-type: none"> • Increased cost and maintenance 	<ul style="list-style-type: none"> • Mixed use areas such as on-road bike lanes
Protected bike lane	 <p>(dezipline.com)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Increased visibility and protection • Decreased speeds <p>Disadvantages</p> <ul style="list-style-type: none"> • Installation/uninstallation time or conflict with snowplows and snow storage 	<ul style="list-style-type: none"> • Mixed use areas such as on-road bike lanes

<p>Leading pedestrian interval (Lpi): A 3-7 second head start for pedestrians entering an intersection</p>	 <p>(nacto.org)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Increases visibility • Gives pedestrian priority • Low cost • Shown to reduce collisions as much as 60% (nacto.org) <p>Disadvantages</p> <ul style="list-style-type: none"> • Requires retiming other signals • Increased delay for cars 	<ul style="list-style-type: none"> • Signalized intersections with heavy amounts of pedestrian traffic and turning traffic (i.e. University Ave; Highway 65)
<p>Rectangular Rapid Flashing Beacon (i.e. HAWK system)</p>	 <p>(fhwa.dot.gov)</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Increases visibility • Advanced warning for cars • May substitute for stop signs where warranted by traffic counts <p>Disadvantages</p> <ul style="list-style-type: none"> • Increased cost • Requires driver education 	<ul style="list-style-type: none"> • High traffic crosswalks

Living Streets

Often, the most cost-effective time to install pedestrian and bike facilities and other supporting infrastructure, is during road reconstruction. Many of Fridley's roads were designed over-wide rendering them suitable candidates for updates. For this reason, the City has adopted the following Living Streets Policy to guide the City in road-redesign.

Living Streets refers to streets designed to be safe, efficient, balanced, and environmentally sound. Living Streets create more livable communities by promoting the mobility, accessibility and convenience of all modes, purposes, and users while also mitigating the environmental impacts of impervious surface.

Components of a Living Street

The components of Living Streets include infrastructure that allows for the safe transportation of all modes, purposes, and users as well as the accompanying landscaping and stormwater management facilities. Within the City of Fridley, there is no singular design prescription for Living Streets. Each Living Street will be designed based upon the unique characteristics of the project area. Examples of the components of a Living Street include:

- Trails, sidewalks, and on-street, striped bike lanes
- Median islands
- Accessible pedestrian signals
- Curb extensions/bump outs
- Narrower travel lanes/road diets
- Speed limits and other traffic calming improvements
- Safe crossing facilities, including pavement markings
- Safe and effective lighting
- Diverse tree plantings
- Stormwater management
- Pollinator-friendly/water efficient landscaping
- Bike racks
- Benches
- Water fountains
- Waste receptacles
- Public art
- Other components as determined based on latest and best "Living Streets" standards

Project Triggers

The City will incorporate Living Streets components into the City's transportation network during new construction, reconstruction, rehabilitation, and changes in allocation of pavement space on an existing roadway or following a corridor study.

Factors for analysis

The City will use the Policy and the attached Living Streets worksheet included in **Appendix F** to determine if incorporation of Living Streets components is practical and feasible for each project. The worksheet will be presented to Council and included with the project file.

Exceptions

The City will incorporate Living Streets Components in all projects except for the following reasons:

- A) The project involves a transportation system on which certain modes and users are prohibited either by law or significant safety reasons
- B) The street jurisdiction (Anoka County of the State of Minnesota for non-city streets) refuses suggested plans
- C) The cost of accommodation is excessively disproportionate to the need or probable use
- D) The corridor has severe topographic, environmental, historic or natural resource constraints
- E) There is a well-documented absence of current and future need
- F) Other exceptions are allowed when recommended by the Public Works, Building & Community Standards, Parks and Recreation, and Police and Fire departments, and approved by the City Council

Where segregated facilities cannot be provided for pedestrians and cyclists, the constructed roadway shall reflect the character of shared space, with appropriate mechanisms to calm vehicular traffic and provide a safe, reliable, integrated, and interconnected surface transportation network.

Jurisdiction:

Where projects involve other jurisdictions, such as Anoka County or the State of Minnesota, the City will fully work with those jurisdictions to ensure compliance with this policy.

Private Development

Private development is an important component of creating a comfortable experience for bikers and pedestrians. In some situations, a biker or pedestrian may reach their destination safely, only to encounter significant obstacles between the public right-of-way and front door. Design guidelines such as the Hennepin County Active Living Design Checklist (**Appendix G**) have been created as tools to make the built environment more conducive to active transportation.

Winter Maintenance

Maintaining passable sidewalks and bus stops in the winter is essential to ensuring that residents can live car free and pursue active lifestyles year-round. Additionally, Americans with Disabilities Act (ADA) Title II Regulation §35.133 requires maintaining ADA-compliant access to walkways year-round, which includes snow and ice clearing.

As sidewalks and trails directly benefit public users rather than just the immediate property owner, and as passable sidewalks require a continuously cleared path, it is the City’s policy to undertake a municipality-led snow removal program. Under this program, the City takes responsibility for clearing snow and ice from all City-owned sidewalks and trails using municipal staff.

The City prioritizes snow removal in the following order:

- 1) Collector streets (red lines)
- 2) Local streets and priority sidewalks and trails (i.e. trail leading to schools)
- 3) Remaining sidewalks and trails
- 4) Bus stops

A map of the City’s 2020 plowing policy is included in **Appendix H**. As new trails and sidewalks are constructed, they will be incorporated into this policy.

Infrastructure Maintenance

Trails, sidewalks, and bike lanes require regularly scheduled maintenance to remain functional. Potential trail maintenance includes repainting, seal coating, crack sealing, pavement patching, resurfacing, reconstruction, vegetation removal, etc. The City has developed the following maintenance schedule for active transportation infrastructure:

Activity	Description	Frequency
Trail and bike lane sweeping	Physical removal of debris in trails and bike lanes that can pose safety hazards; bike lanes positioned next to the gutter line frequently accumulate gravel and other debris	Three times a year minimum and in response to known issue
Vegetation removal	Physical removal of vegetation that overhangs onto the sidewalk poses a safety hazard	Two times per year and response to known issue; in cases in which vegetation originates from private property will be referred to the Neighborhood Preservation Specialist
Restriping	Striping of bike lanes and crosswalks can deteriorate overtime, reducing visibility	Every year for latex; for other materials as identified by inspection

Pavement condition inspection and rating	Inspection of pavement and striping using a standardized inspection method to determine needed maintenance	Bi-annually
Seal coating	Seals the surface and small cracks of existing asphalt pavement to prolong pavement life	Based on pavement condition rating and programming
Crack sealing	Material application to seal cracks in order to prevent intrusion of water and debris and create a smooth riding surface	Based on pavement condition rating and programming
Pavement patching	Material application to patch potholes in order to prevent intrusion of water and debris and create a smooth riding surface	Following staff inspection or reported issues
Resurfacing	Removal and replacement of the top layer of asphalt	Based on pavement condition rating and programming
Reconstruction	Full removal and replacement of asphalt or concrete	Based on pavement condition rating and programming

Based on the bi-annual pavement condition rating, trails and sidewalks will be placed on a schedule for sealing, resurfacing, and reconstruction.

Implementation

During this plan cycle, the City will implement the following activities:

- 1) Install active transportation infrastructure in conformance with the Plan’s goals
 - o Provide funding through the Capital Investment Program
 - o Pursue grant funding to support the construction of active transportation infrastructure
- 2) Evaluate zoning code language to ensure conformity with Plan
- 3) Implement Living Streets policy within street reconstruction projects

- 4) Coordinate with other agencies maintaining jurisdiction over roads in Fridley to align their projects with the purpose and goals of the Active Transportation Plan
- 5) Develop and fund pavement maintenance plan to program trail and sidewalk maintenance
- 6) Perform winter maintenance of trails and sidewalks in conformance with the goals outlined in this plan
- 7) Conduct education, outreach, and engagement to pedestrians, cyclists, and drivers related to active transportation and safety

Sources

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Appendix A. Figures

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Figure 1: Map of Social Pinpoint Comments

- Leave a Comment
- Something I Like
- Ideas and Suggestions
- Something I Dislike
- Trail/Sidewalk Needed
- Safety Concern

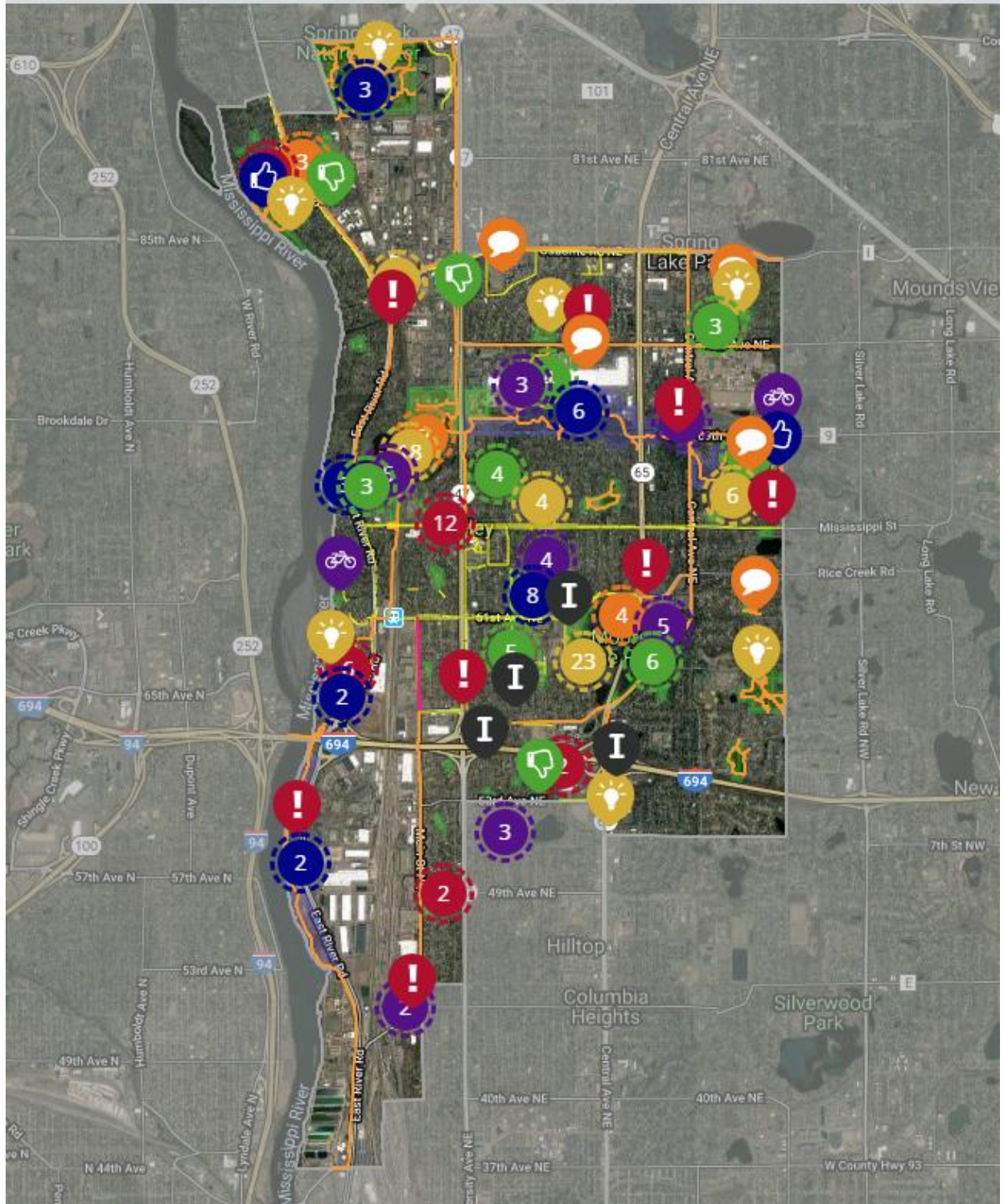


Figure 2. Map of existing active transportation network

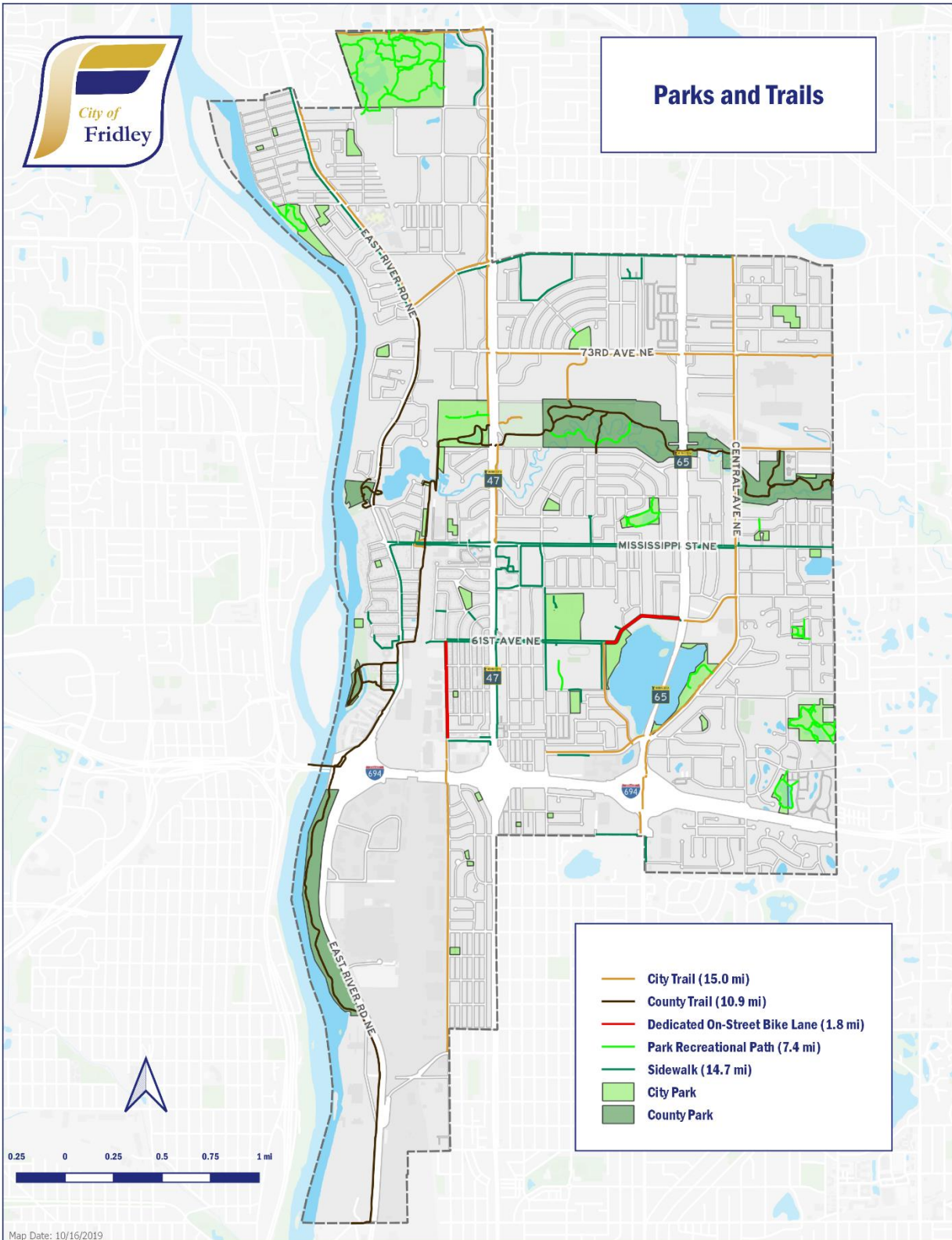


Figure 3. Trail conditions

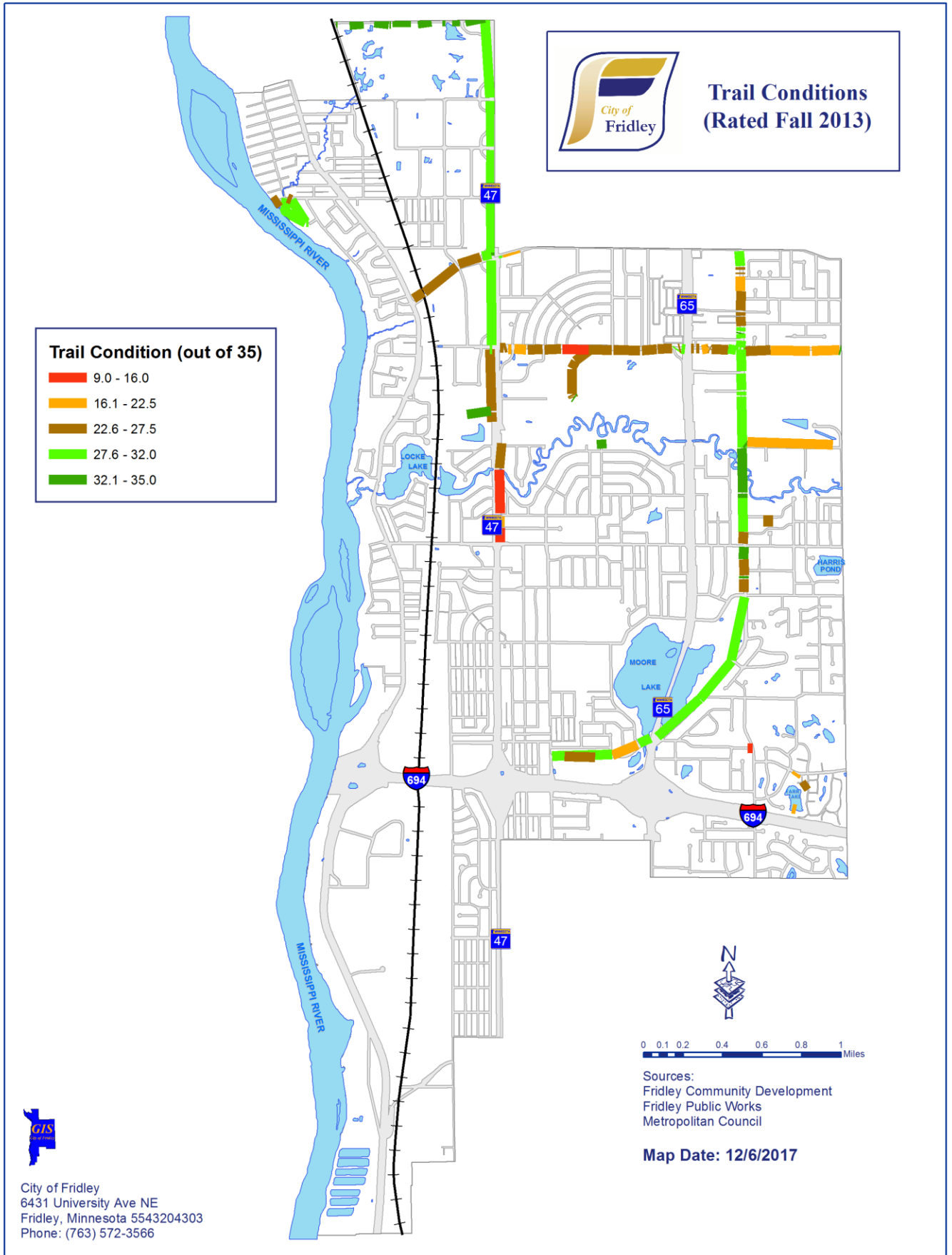


Figure 4. Existing and Planned Functional Class Roads

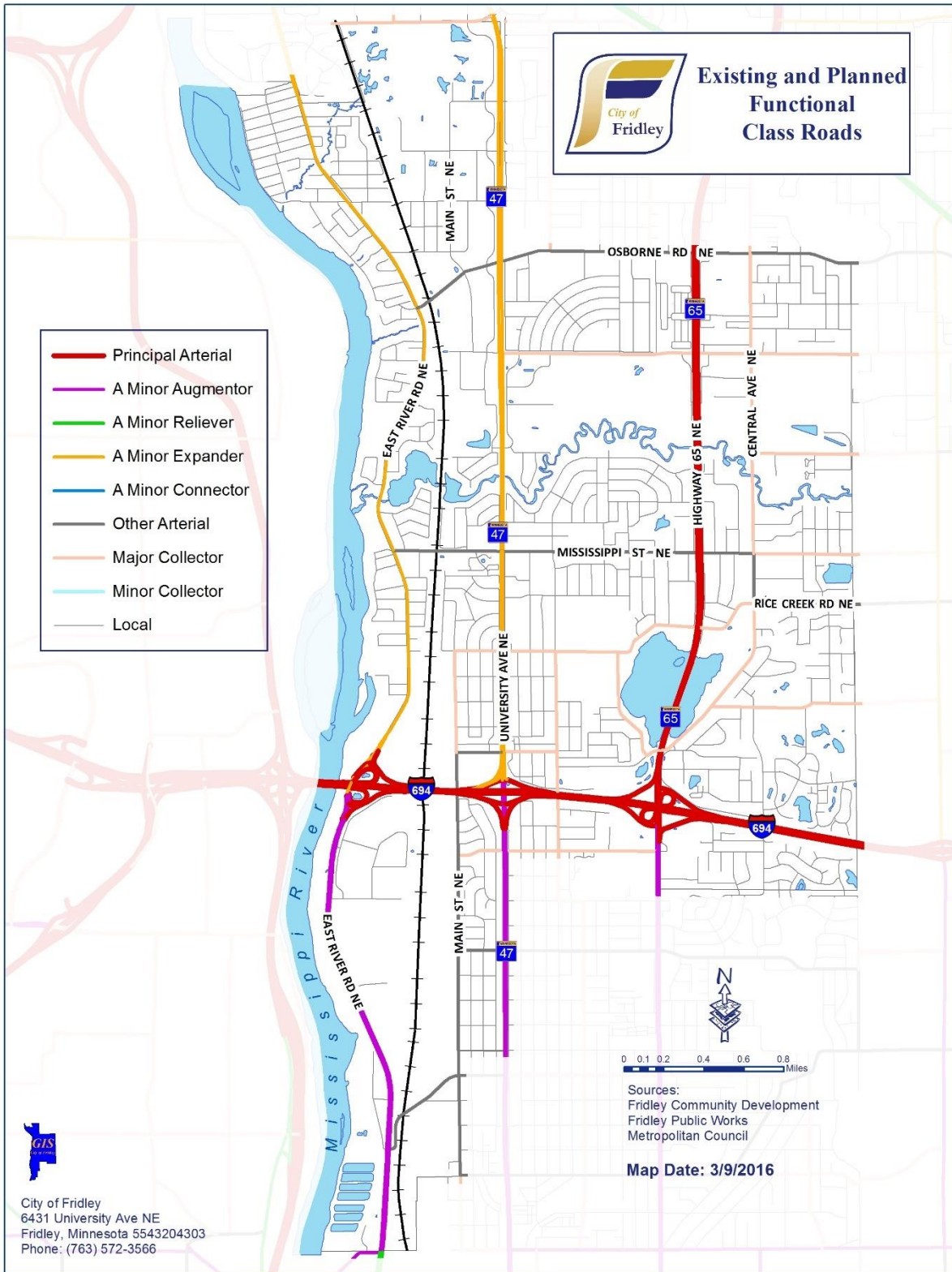


Figure 5. Relative Employment Density

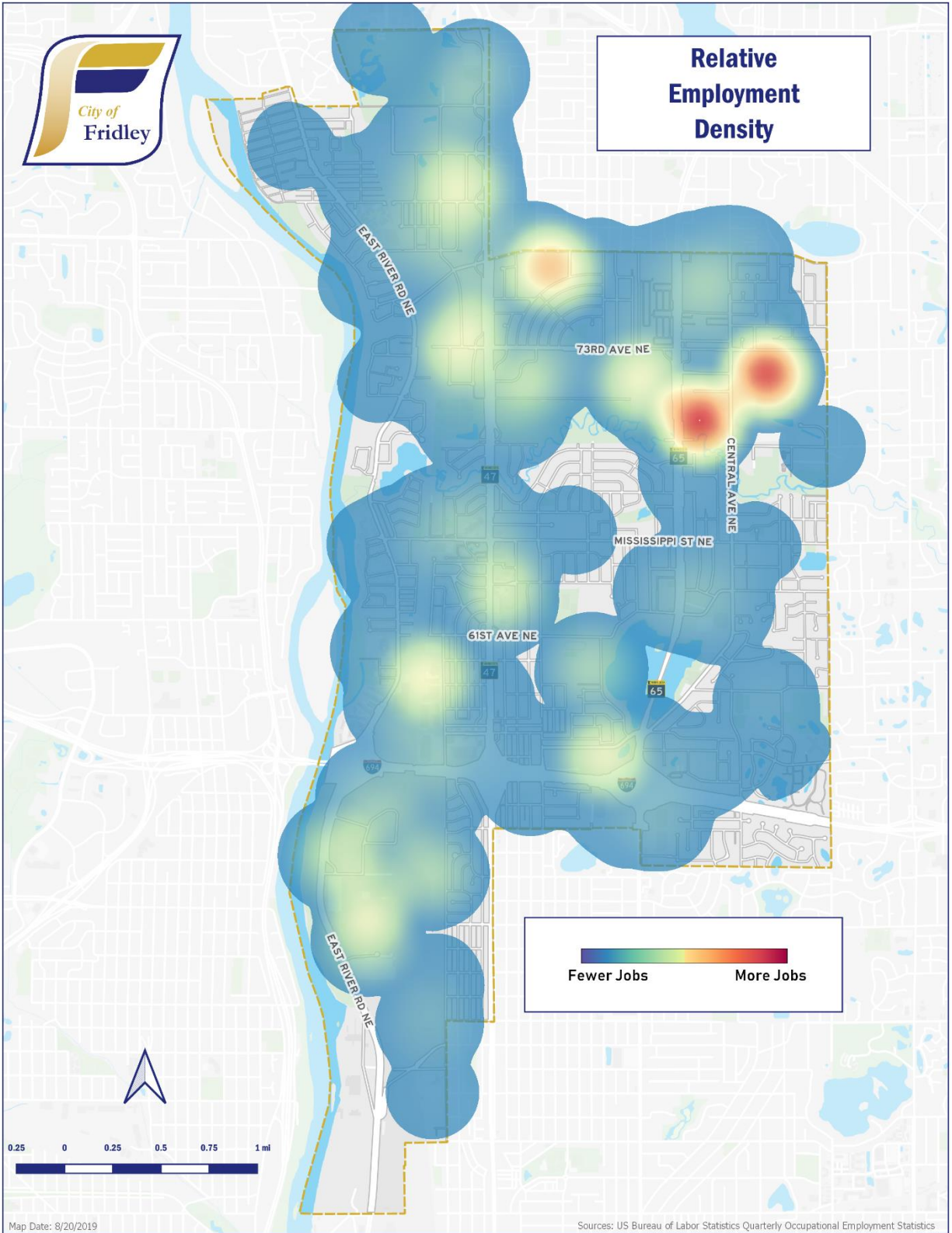


Figure 6. Relative Transit Ridership

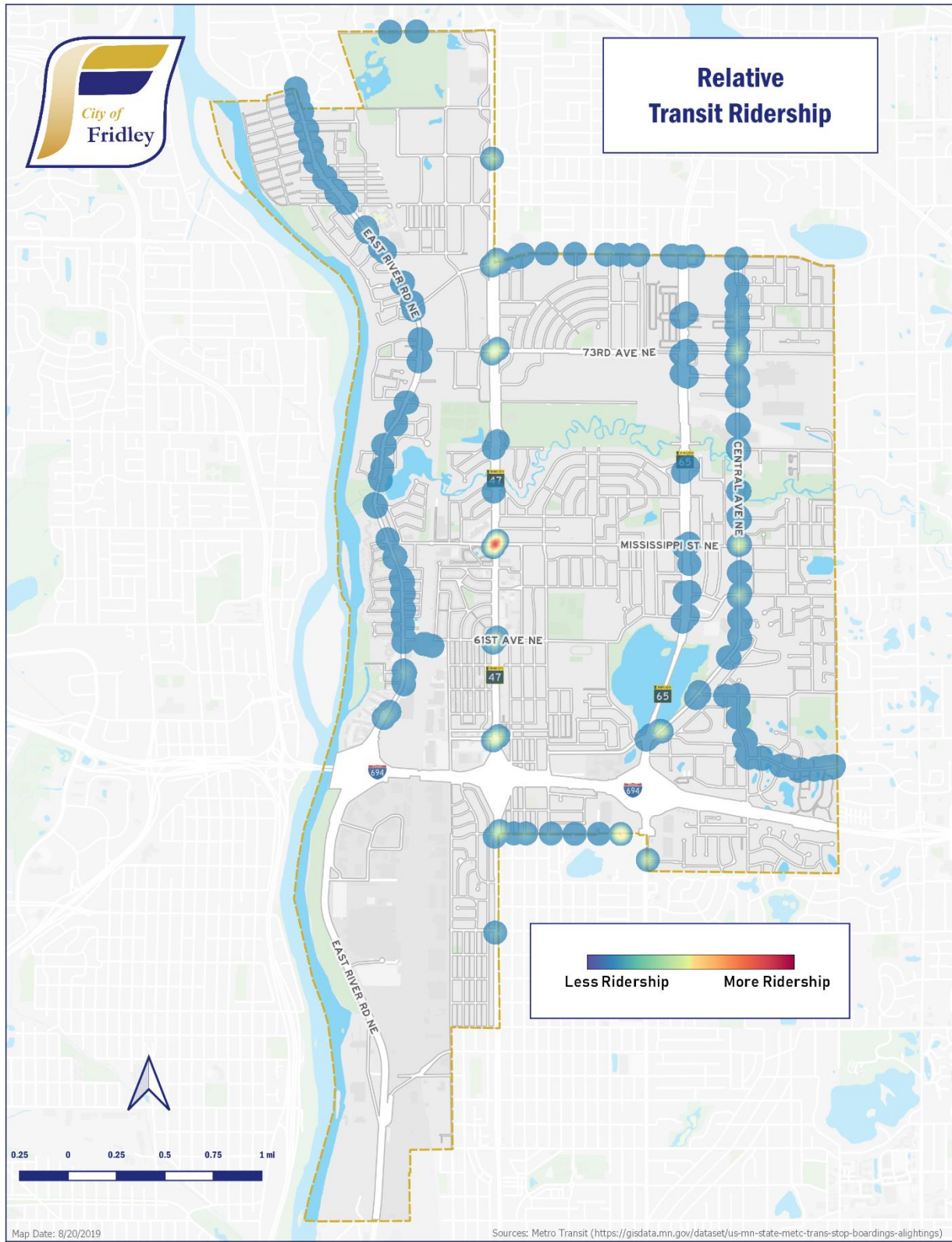
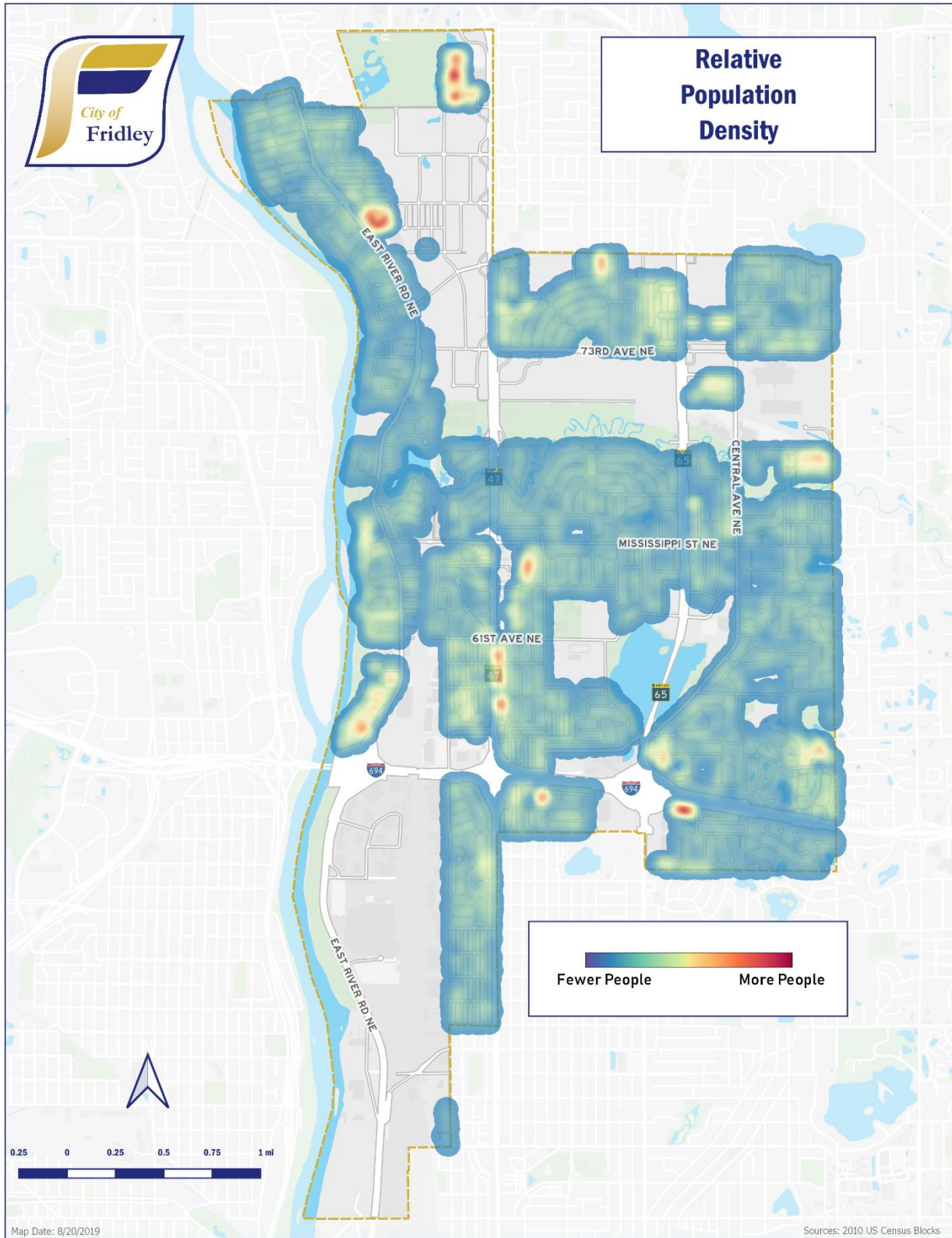


Figure 7. Relative Population Density



Appendix B. Social Pinpoint and Polco Survey

The City of Fridley is taking a close look at our parks and trails as part of a new campaign—Finding Your Fun in Fridley. We want to know more about how and where you find your fun in Fridley parks, trails and other outdoor spaces. We are asking for feedback through an optional survey. We want to hear what you like, don't like, and would like to see in our outdoor recreation areas. Your feedback will be used to help guide our programming, amenities, and future development make sure parks and trails meet the needs of all residents. Thank you!

How often do you/your family visit a Fridley Park?

Daily Weekly Monthly A few times a year Never

Where are your favorite parks and trails outside Fridley? What do you love to do there?

What improvements or additions to existing parks and amenities would you/your family support in Fridley parks? Circle all.

Improve playgrounds

Improve wayfinding signage

Expand/improve walking loops in parks

Add/improve picnic shelters and benches

Provide shared equipment/ability to check out recreation equipment (lawn games, paddle boards, canoes, sports equipment, kick sleds, ice skates, sleds)

Add park buildings with community gathering rooms and bathrooms

Add dog park

Add splash pad

Add wading pool

Add community gardens

Add pickleball

Add multi-use fields/courts for all sports

Add frisbee golf

Other: _____

How you you/your family like to utilize Fridley parks in the wintertime? Circle all.

Ice Skating

Hockey

Sledding

Cross-County Skiing

Warming House

Hiking/waling/snowshoeing

Broomball

Other: _____

Where do you/your family prefer to ride your bikes in Fridley? Circle all.

On the road

Striped on-road bike lane

Protected on-road bike lane (separated from cars with posts)

Off road bike lane (separated from road by boulevard)

What recreation and community programs would you like to see in Fridley parks and facilities?

Looking ahead 10-15 years, how would you like to be using Fridley's parks, programs, and facilities?

What other comments, ideas, concerns, or suggestions do you have regarding Fridley parks, trails, and recreation programs?

Do you live and/or work in Fridley? Circle all.

I live in Fridley

I do not live in Fridley

I work in Fridley

I do not work in Fridley

Please circle all the age groups that include your you/your family.

5 and younger

6-9

10-13

14-17

18-24

25-34

35-44

45-54

55-64

65-74

75 and older

Appendix C. Social Pinpoint and Polco Comments

Social Pinpoint Demographics

Age Group in Family (76 responses)	Percentage
5 and under	17.9%
6-9	11.1%
10-13	6.8%
14-17	8.0%
18-24	4.9%
25-34	13.6%
35-44	17.9%
45-54	5.6%
55-64	5.6%
65-74	6.8%
75 and older	1.9%

Social Pinpoint and Polco Trail Comments

Location	Comment
44th Ave bridge	A protected bike path over the 44th Ave bridge would be a great connector between Main and the River Road.
44th Ave bridge	This bridge has too wide of lanes for 30MPH cars - it also has too narrow a sidewalk for *anyone*. Reduce the lane sizes and increase the sidewalk and/or add a bike lane. Also, there's consistently a huge pile of sand on the east side of the bridge where the sidewalk begins.
49th Ave	HORRIBLE CROSSING UNIVERSITY
53rd Ave	53rd desperately needs a sidewalk to connect the bus route with retail between university and central.
53rd Ave	Bus stops along 53rd are an embarrassment prioritizing car to the safety of those who take the bus is an equity issue. Putting a sign on the side of the road without any place to stand but in the street is awful and keeps people from getting out of their cars to take public transit.
53rd Ave	Crossing the street from Sullivan Lake to Target is extremely dangerous.
57th Ave	Dedicated bike/walking paths along 57th would help connect the neighborhoods to the new shopping at Fridley Market

57th Ave	This is a statement from this website. It appears that the city agrees with you on this issue. The City has received grant funding for a future trail on the east side of 7th Street from 53rd Avenue to 61st Avenue, and on the north side of 57th Avenue from 7th Street to University Avenue. This construction is currently planned for 2021. Open houses will occur during the design phase of the project prior to construction.
61st Ave	A dedicated set of bike trails between the NorthStar line and shopping off 65 would benefit all the new housing at 61st and University.
61st Way by Tri-Star Insulation	I know this isn't the city directly but the section of the trail directly North of this business was not plowed at all for the last 2 or so months of snowfall this year. How is anyone supposed to safely use the Fridley Station/Run/Park and walk their children across to Stevenson from the park and ride lot?
69th Ave trail at Shamrock Lane	I know it's not a "park" area, but Shamrock Lane is a deadend that is hidden from view and has frequent... issues....at the end of the road after dark. Needs to be either closed completely off, better patrolled, or developed. Is it city-owned land? Could housing go here? At the very least, some street lighting could go a long way.
69th Ave trails at Shamrock Lane	The trail on the north side of 69th ends right before the tracks at the edge of the city. Would be great if it extended all the way to Shamrock and could connect with the Moundsview sidewalk on the other side. Really unsafe for pedestrians that get squeezed into oncoming traffic at the RR crossing here, especially in winter.
69th Ave trails at Shamrock Lane	The sign here needs to be much better to indicate which direction is for the rice creek trail and which is for the southbound trail.
73rd Ave	Bike path/trail in poor shape, needs improvement/resurfacing.
73rd Ave	I bike-commute to work and agree: this trail is in poor shape. I'd bike in the road, but right east-bound lane is almost as bad as the trail.
73rd Ave	Idea: create a "neckdown" here on 73rd where traffic temporarily reduces to two lanes using bollards. People using this trail could travel directly to Madsen Park which is about to get a shiny new basketball court.
73rd Ave	If you ever see bicyclists (including kids) riding in the road instead of on the trail that is immediately adjacent - it is

	likely because the road is like glass - kept in pristine shape, but the trail is sadly neglected.
7th St	7th could use a dedicated, and separated bike/walking lane on its entire length.
7th St	I wish Columbia Heights would change the curbing here to make it clear to cyclists that it's OK to continue 7th St.
Central Avenue Trail	Would be awesome if the Old Central trail could be a "raised path" - one that eliminates the "whoops" of going up and down through the driveways and intersections. The trail itself would act as a wide speedbump. There is only one stoplight along its entire stretch, and it wouldn't interfere. All other intersections are 4-way stops.
City-wide	Add more sidewalks between parks
City-wide	I wish there were safer ways to cross the roads that the bike trails are on. Cars frequently ignore the crosswalk signs and drive right through as our family is preparing to cross.
City-wide	Install Emergency Call Boxes in appropriate parks/places around town (picture is from UMN Campus).
City-wide	Work with Columbia Heights/Minneapolis to connect us to the downtown skyway system. Central Ave would never need plowing again.

L1: Vehicles/Rail/Bike/Peds
L1.5: Bike Expressway (optional)
L2: Bikes/Pedestrians
Roof: Walkway/Park/Gardens

Or, go all out on an artery and push rail underground with parking/utilities/water storage/emergency shelter. We should build underground more in MN...

	Construct it all in logical phases. Plan a hyperloop phase, and Elon might be onboard...haha!
City-wide	As the transportation department does road renovation, I would like to see more parks and neighborhoods being connected to the Rice Creek and Mississippi trail systems.
City-wide	Please plow the trails in the winter. A lot of people use them year around, but they get very dangerous in the winter.
City-wide	Add accessible spaces, and perhaps electric vehicles, on a rental basis if needed, to convey people without mobility, or who have no ability to walk so far to enjoy what others can enjoy, at community gardens, docks to fish, paths to

enjoy (even if those path times are restricted with vehicles with wheels).

City-wide	Connect the parks to one another via improved or additional trails so we can bike further as a family. I would like to bike from where we live (near Fridley high school) to the Mississippi River but crossing University is dangerous.
City-wide	More dedicated bike paths that connect all of the parks, including Anoka County Locke Park
City-wide	Keep bikes off the road
City-wide	just keep the trails maintained
City-wide	Add lighting through the trails so our community feels safe.
Community Park	Continue the trail north to connect to spring brook and continue the flow of bike/pedestrian traffic off of East River Road and University.
Connection between Rice Creek Trail and 73rd Ave Trail	Trail is in need of maintenance
East River Rd	This section of the trail along E. River Road (from Ironton Street to Osborne Rd is never cleaned in the winter. Why? I noticed that other parts of the trail further south are kept open and cleared.
East River Rd	finish the trail or sidewalk down to Mississippi St.
East River Rd	We really need to connect this area to Manomin Park along the west side of ERR as well without the need to cross ERR and then back over again. Actually, this is a problem all along the western side of ERR going north to Osborne. Walking in general in this part of Fridley is frustrating at best.
East River Road	Trees and brush need to be trimmed. Trees have dead branches hanging from them and could fall on somebody using the Mississippi River trail. Brush is growing out into the trail.
East River Road	Bush growing through someone's fence on the west side of East River road and Glencoe street. Blocks the sidewalk and makes it unsafe.
East River Road	There is a stretch with no sidewalk from Mississippi Street to Rice Creek Way. It's extremely dangerous walking on East River Road with traffic.
East River Road	While I would dance a happy dance if a sidewalk was put in here (on the western side of EER), I'm sure that's unlikely. So how about a segregated walking / biking lane to keep traffic and pedestrians / bikers safe? People do it anyway, so some safety features would be amazing.

East River Road	Bike trail along East River Rd
East River Road north of Mississippi St	No sidewalk on this stretch of East River Road.
Edgewater Gardens	Connect trail to the street with a paved path
Edgewater Gardens	Connect trail to street with a paved path
Flanery Park	Perimeter paved trail, as there are no sidewalks or shoulders for passing walkers to travel safely on.
Fridley High School	This asphalt path needs to be replaced. We use this quite often for biking and walking and it is in really bad condition.
Harris Park	Harris Park would really benefit by having a crossing area on Mississippi St. This park doesn't have a parking area and the sidewalk on Mississippi is across the street. It would be much safer for walking/biking families if a crosswalk existed here.
Highway 65	Could there be sign telling drivers on Hwy 65 to yield to pedestrians in crosswalk? I have seen someone hit when a driver didn't stop behind the crosswalk.
Innsbruck Nature Center	The signage within the park needs repair. Would suggest that local schools field trip here to learn more about the local ecosystem, and possibly to facilitate a clean up effort.
Innsbruck Nature Center	Too hidden.
Ironton Street NE to 85th Ave	We need a path from end of Ironton Street NE to 85th Ave so this neighborhood can safely access the nature center and cross the railroad properly. Clear out the woods/homeless at the end of Ironton Street. Alcohol usage and drug sales is very apparent at Ruth circle and in the woods. Making a bike / walking path for children is very necessary. Bringing more people outside will help keep this activity down.
Islands of Peace Regional Park	IT's too secluded for me to feel comfortable there alone.
Islands of Peace Regional Park	Enjoy walking the paths at Islands of Peace
Islands of Peace Regional Park	Great access over River for biking and Is of Peace Park offers a unique water level view of River, which makes you feel one with the River at the shoreline. City should promote the unique access/views for the handicapped at this park. Group homes for the handicapped would love to come here if there were accessible restrooms.
Islands of Peace Regional Park	I don't feel safe walking here.
Lifetime Fitness	Would like to create a shortcut trail here to connect Old Central and East Moore Lake for walkers and cyclists that don't want to go all the way around Moore Lake Commons.
Locke County Park	This is another part of the trails that can be quite secluded, maybe a few blue posts in the more secluded areas?

Locke County Park	Enjoy the access to both paved and dirt trails, dirt trails were kept well groomed last year. Keep it up!
Locke County Park	Really like these trails
Locke County Park	I parked here once to access the Rice Creek trail (had to jump through the woods to get to the trail). Felt very unsafe - it feels secluded and not well cared for. Noticed a car loitering when I got back. Might have been nothing but felt like an unsafe situation for sure.
Locke County Park	This parking area is closed. There is also no parking along either Old Central or 69th Ave. This makes it pretty difficult to find and get to an entrance to these trails if you don't live in the neighborhood. I know the parking area is Anoka Cty and that it is closed due to dumping. But I'd like to think there is a better solution than just closing it.
Locke County Park	I did notice some homeless men at this point in the woods 30 Apr 19. They didn't seemed to be causing issues but still i would keep an eye open for them if you have Kids.
Locke County Park	The entrance to the trails here could be clearer
Locke County Park	Definitely agree it would be nice to be cleared of ice in the winter
Locke County Park	I would like it if the trail in Locke Park was cleared in the winter. However I realize that it is a county park and is also not heavily used.
Locke County Park	Locke Park needs more lighting and less vangrences.
Locke Lake	Strongly agree! This is the perfect place to add a bridge over the tracks and create a loop walk for Locke Lake
Locke Lake	Circular path around Locke Lake
Locke Lake neighborhood	Neighborhood does not have a safe way to connect to the trail and park on the other side of the train tracks.
Main St trail	Please continue the great new bike path on Main further south.
Main St Trail	Right now on the walking path along the side of main street. Looking to expand that area
Main St trail at 49th Ave	trail does not connect with street.
Main St trail at 49th Ave	Would be nice to connect the new trail on Main with some other major roads. 49th between is very dangerous with cars and semis.
Manomin Regional Park	I love the trails at Manomin.
Medtronic Parkway	This bike path along Medtronic pkwy needs repair/repaving. Maybe Medtronic \$\$\$ can "adopt" it and fix it up with a grant/donation to the city?
Mississippi St	Sidewalks on Mississippi are so close to the road! They can feel very unsafe when walking or running, especially with small children. Lower the speed limit, make a 2 lane with

the shared center turn lane or widen the boulevard between the sidewalk and the road.

- Mississippi Regional Trail at 694 Trail under the bridge and just before and after could use some attention, The mirror that was on the north side of the bridge was great for seeing around the bend, I would love to see that replaced (recently disappeared.)
- Mississippi Regional Trail along East River Road The Mississippi River Regional Trail is poorly lit and can be creepy. Tonight from my house, I saw a woman walking strictly on the center median down East River Road; I assume she felt unsafe on the trail.
- Mississippi St Would be nice to see blinking lights around the stop signs for drivers on Mississippi. Recently I saw a driver run this stop sign. They were approaching fast, and I believe they did not see the sign in time to stop.
- Mississippi St I agree, the water needs to run under the sidewalk and the sidewalks should be cleaned often.
- Mississippi St I rode my bike here several times a week and these sidewalks are narrow and right next to the road. I'm™m always nervous about being hit even though I'm™m on the sidewalk.
- Mississippi St With dense residential, several N/S crossings, the library and Hayes, Mississippi is heavily used by pedestrians. Sidewalks are narrow and deteriorated. They are unfit for bikes. It's terrifying to ride a bike E/W on Mississippi for the entirety of the 4-lane part, there is no where to go except in the right traffic lane. Widen the north sidewalk (Hayes school side) to a full shared-use bike path from E River Rd to Old Central or reduce Miss St. to 2 lane with center L/R turn lane + bike path.
- Mississippi St The sidewalk under the railroad bridge is so dangerous. It is slippery with algae all summer and super icy in the winter.
- Mississippi St Many of us agree with this statement. These are some of the most heavily used sidewalks in Fridley.
- Mississippi St I agree with this as do many others. The sidewalk is very narrow and old. The traffic on Mississippi Street is traveling too fast and drivers aren't looking for pedestrians or bikers. I have noticed a lot more people walking, running and biking on this street and the sidewalk than had been using it in years past.
- Mississippi St Mississippi Street feels very unsafe as a biker. Please consider changing it to a single lane each direction, with a center shared turn lane, and adding protected bike paths along it to connect with the River Road

Mississippi St	Sidewalks on Mississippi are so narrow and traffic is so fast!
Mississippi Regional Trail under East River Rd between Locke Lake and Manomin Regional Park	The walking path, under the road, looks like a spook house. Any chance it could be hosed down? Thank you for painting over the graffiti.
Mississippi Regional Trail under East River Rd between Locke Lake and Manomin Regional Park	I'd prefer an over-the-road option here anyway. I won't use this area for safety reasons.
Mississippi St	Take Mississippi Ave down to 3 lanes (center turn lane) the entire stretch from East River Road to Old Central.
Mississippi St at Monroe St	Possibly a sign for drivers saying "yield to pedestrian in crosswalk". I recently was walking in the crosswalk across Mississippi when a driver essentially tried to beat me through the intersection instead of let me finish crossing.
Mississippi St	It also has a small pebble problem which is quite dangerous esp. when I'm running with my double wide stroller. I would also like to emphasize the MAJOR ice/snow build up problem besides for my selfish running reasons there is NO WAY anyone in a wheelchair would be able to use this entire section from 2nd St to Hickory St during the winter, I often have to run ON Mississippi for that entire section during the winter.
Mississippi St	On Mississippi - traffic is 4 lanes which seems unnecessary and encourages higher speeds, yet leaves little room for peds and bikes.
Moore Lake Dr trails	I agree with the other commenter - this trail is in terrible condition. My son (age 10) and I ride in the road on E Moore Lake as it's smooth as glass compared to the trail. Also this small section of road DOES NOT need to be 4 lanes - two would be just fine.
Moore Lake Dr trails	The trail along this road seems to be old and the asphalt is really starting to disintegrate.
Moore Lake Park	There is not sufficient lighting to make the park safe for evening walks.
Moore Lake Park Moore Lake Sand Dunes	I would like to see a full walking loop around Moore Lake I'd love to see more science or historical info here (what are we protecting? Why?)
Moore Lake Sand Dunes North of Little League Fields	Add pathways, signage, historical info, and parking This asphalt path needs to be replaced. We use this quite often for biking and walking and it is in really bad condition.

North of Little League Fields	The asphalt sidewalk along the north side of the Little League fields is crumbling and badly needs repair. This sidewalk connects 59th Ave. with the road on the south side of the High School, and is frequently used by bikers, joggers, and students walking to FMS & FHS. It is also frequently used by Little League baseball & High School softball fans.
Old Central Ave at Moore Lake Park Osborne	Need a trail here - it's a busy interchange We enjoy walking and biking a lot. The trail along Osborne is abysmal, and really needs improving, and I'm disappointed with the lack of sidewalks and paved paths in general.
Plaza Park	This is the one and only place I've experienced an event where I felt threatened, ONE TIME ONLY. This is a place I run 3x a week and I'm confident on the trail overall but having a 'blue post' light/emergency button/camera in this secluded of an area would be great!
Plaza Park Railroad	Connect trail to street with a paved path In general, I'd like to see more and safer railroad crossings for bikes. There are only a few and using the underground situation at the station with a bike is both annoying and creepy when there are few other people around. Seems like an assault waiting to happen.
Rice Creek	The Rice Creek Water Trail is a beautiful asset, but be warned: it is treacherous in spots with downed trees.
Rice Creek	Rice Creek Water Trail needs some attention. Two of us tried kayaking it from Long Lake to Locke Lake in May (yes, the water is much higher than most years), but it is really treacherous. This is where we both were dumped out of our boats by 3 downed trees spanning the creek (picture shows a tree that was maneuverable).
Rice Creek Trail between Edgewater Gardens and Community Park	Trail from Edgewater Gardens Park to Community Park is very scary the way it is designed with chainlink fence on both sides of trail - no where to escape an attacker/secluded.
Rice Creek Trail underpass under 65	The lights haven't been on for a few years now. Vandals broke them and no one seems to realize how important they are to the safety of the users. I have gone through this wet and dark tunnel many times passing other people who would also appreciate some lighting to see what we are stepping in.

Rice Creek Trail underpass under 65	As a female who walks alone, I don't feel safe using the underpass. The only other option is crossing the road. Traffic speeds horribly here, so I would prefer a crosswalk (even just a painted one with flashing warning lights).
Rice Creek Trail underpass under 65	The tunnel under 65 needs lighting turned back on. Additionally, with a bus stop located on either side of 65, the tunnel need to be cleared and maintained throughout the winter. I've seen people trying to cross 65 through the median, and it's horribly unsafe.
Rice Creek Trails Rice Creek Trails	I enjoy running on these trails Like hiking here and it is supposed to end up at MS river. Signage is very poor, confusing which way to go or no directions. No clearing during winter which is very dangerous when icy.
Rice Creek Trails	Like hiking here, but is should be connected to other trails. Signage is very poor, confusing which way to go. No clearing during winter which is very dangerous when icy.
Rice Creek Trails	Need regular police patrol. A kid swung a branch at me while biking through the trail one Saturday morning.
Rice Creek Trails	One time I biked there, I met up with a bunch of kids walking there. One of the kid made some racial gesture at me and one of the kid swung a branch at me. Fortunately, he missed. I am a trained 5th Degree Black Belt so I was not afraid. However, after that incident, I feel safety is an issue. Law enforcement should regularly patrol the area. It's just a matter of time before a crime occur.
Rice Creek Trails	Lack of parking to trail seen from central/69th ave near Medtronics. I drive by there daily, see there is a trail and would like to walk, but never have because I don't know where to park.
Rice Creek Trails	The trail along the train tracks is nice but needs to be repacked and needs more lighting.
Rice Creek Trails in Community Park	Or a pedestrian bridge over the tracks to the Mississippi River Regional Trail (there are city-owned parcels to the west side of the tracks where a non-existent road was planned).
Rice Creek Way and 66 1/2 Ave	Wayfinding for Mississippi River Trail when it leaves the path and follows the road (like here) is not easy to see or follow. Perhaps something right under the street sign with clear north/south direction markings would be better.
River corridor	It would be AWESOME if there were bike trail along the whole river corridor through Fridley. The lack of connectivity seems really limiting for anyone looking for a long ride.

River Edge Way	How do you get here? Only by boat, or along the shoreline from the Islands of Peace? I didn't even know the park existed until this map illuminated it.
Riverfront Regional Park	I like Riverfront Park, but sometimes I feel safety can be a concern.
Ruth Circle Park	We need to have Ruth Circle Park updated and added a walking/bike path around the Green space for children to be safe. These business's trucks drive fast. No place for kids to ride bikes safely. A lot of drug and alcohol usage and sales at Ruth Circle. We need a safe path from Ruth Circle to Springbrook Nature Center. Please clear out homelessness and trash at the end of Ironton St NE by Ruth Circle. Doesn't feel safe here. We need to bring up the value and safety of this neighborhood!
Springbrook Nature Center	love walking the boardwalk loop
Sylvan Hills Park	Traffic always speeds by park and runs stop sign. Dangerous for children who wander to close to road. Nearby neighbors trying to help to no avail
University Ave at 57th Ave	Very dangerous pedestrian intersection
University Avenue at 57th Ave	Agreed to "Very Dangerous Pedestrian Intersection"
University Ave at 69th Ave	I would like to see a safer crossing here for bikers and walkers
University Avenue at Mississippi	Seems either the move of the fire station the service road could be closed and turns on red allowed.
University Ave Trail	Looks like there are some signs in place and there is some progress on the new road and trail! As someone that is in the new housing, I hope people will use the trails instead of cutting through our back yard like they have been.
University Ave Trail	Trail or sidewalk on both sides of university so you don't need to cross back and forth as you walk or bike.
University Ave Trail	This trail is in poor condition
University Ave Trail	Agreed especially currently as it is the only way to get into the Locke park trail system unless you want to run/walk along 71st Ave
University Ave Trail	Maybe it is already in the works but adding the last stretch of trail to be able to walk to city hall - not really sure what to do in the roundabout when I am on foot.
University Ave Trail	The trail is pretty bad. Tree roots are pushing up through the path and the asphalt is crumbling.
University Ave Trail	I have seen a lot of families and individual bikers, walkers, and runners trying to get use this trail that has been closed for quite a while now. It seems that it could be reopened a lot sooner if the city chose to make it happen. It is a vital

link between University, Locke Park, and points east and west.

University Ave Trail	Excited to see how this trail gets repaired/replaced as the new housing goes in and city hall is completing. Hoping it is well-integrated with existing trails! In the meantime, it would be nice to have some "trail closed ahead" signs as a courtesy.
University Ave Trail	Trail is in need of maintenance and repaving
University Ave Trail	Trail is in need to maintenance
University Ave Trail	Trail is in horrible condition and needs to be resurfaced.
University Ave Trail	The university trail could use some trees to provide shade and also maybe block some wind.
University Ave Trail	The bike trail that is along University Avenue around Rice Creek and Mississippi is in bad shape. I would like to see the black top kept free of mud, sand, small branches, leaves. Maybe sweep once in awhile because it's a great bike path system.
University Avenue	On the walking trails... from Peace Islands all the way to Medtronic park and beyond. Love the walking and biking trails. WOULD LOVE to have biking trails that go over/under University Ave. Very dangerous intersection to go with families
University Avenue	General Comment: I realize this may fall under Metro Transit, but as a former transit-user, it would be great to make the crosswalks on University safer for transit users at the bus stop locations.
University Avenue Trail in Community Park	Send this section of University Ave underground to connect the Fridley Civic Complex to the Community Park.

Survey Results- Where do you wish you could walk/ride your bike but don't feel safe

- Sidewalk by Park Plaza Cooperative
- 7th St south of where the sidewalk ends
- Drainage under Highway 65 underpass
- 49th between Main and University
- Anywhere near Cub foods
- Around Flanery Park
- Gardena, Old Central Ave corridor
- East River Road
- Under pass under ERR to Manomin
- A route over railroad not shared by cars on Mississippi and Manomin
- Crossing 73rd to walk on the trail between University and 65
- The underground tunnel at the North Star.

Crossing University

The grocery store (57th ave).

We enjoy biking and would like to see more bike amenities

Crossing university to continue on the Rice creek trail - I wish there was a pedestrian/bike bridge

Osborne Rd, trails to coon rapids dam regional park

Moving north and south across Rice Creek and 694 requires biking in traffic or following a winding route

We don't feel safe anywhere in the city. We do not want to walk or bike anywhere we have a automobile!

Crossing Hwy 65 and University.

The trail through the woods by Locke Park is secluded with no lights and can be unnerving even during the day

Crossing University at 61st is very dangerous. I would love to go to the other side and walk but I usually stay on one side because it is safer not to cross University.

Springbrook - The bike path along University is unpleasant and has too many busy crossings to be usable by families. Ideally, the bike path that enters the SW corner of Community park would continue to follow the train track to the SW corner of Springbrook. But that is maybe a long term pipe-dream. Also, the bike path from Riverfront Regional Park connects well to the 694 bridge but needs to continue North to Chase Island and Manomin Park. The existing connections are embarrassments and basically unusable by anyone not intimately familiar with the neighborhood. From 61st (Northstar) north to Manomin the only options are to bike on University (not safe for adults let alone kids) or have enough knowledge to be cross to the station, use the bike path to Rice Creek Way, and be able to bike through the neighborhood. There are few sidewalks/paths in almost any area that are good for running/biking. We run around the community center in the winter and while the path near Medtronic is good, everything else is mostly on the streets. The path on Osborne is terrible, we tried to bike to Bob's Produce last summer and the potholes made it not worth it to use the path, even with little kids with us. Rice Creek Trail is wonderful, but I don't always feel safe in that area due to a lot of questionable characters around. I hope the new center in place of the arena will help with that, and I'm happy to see patrol cars going through there every so often.

The bike tunnel under Hwy 65 needs lighting and is almost always flooded, especially in the Spring. I can't ride thru there without getting splattered and dirty.

I feel safe throughout Fridley.

Nowhere

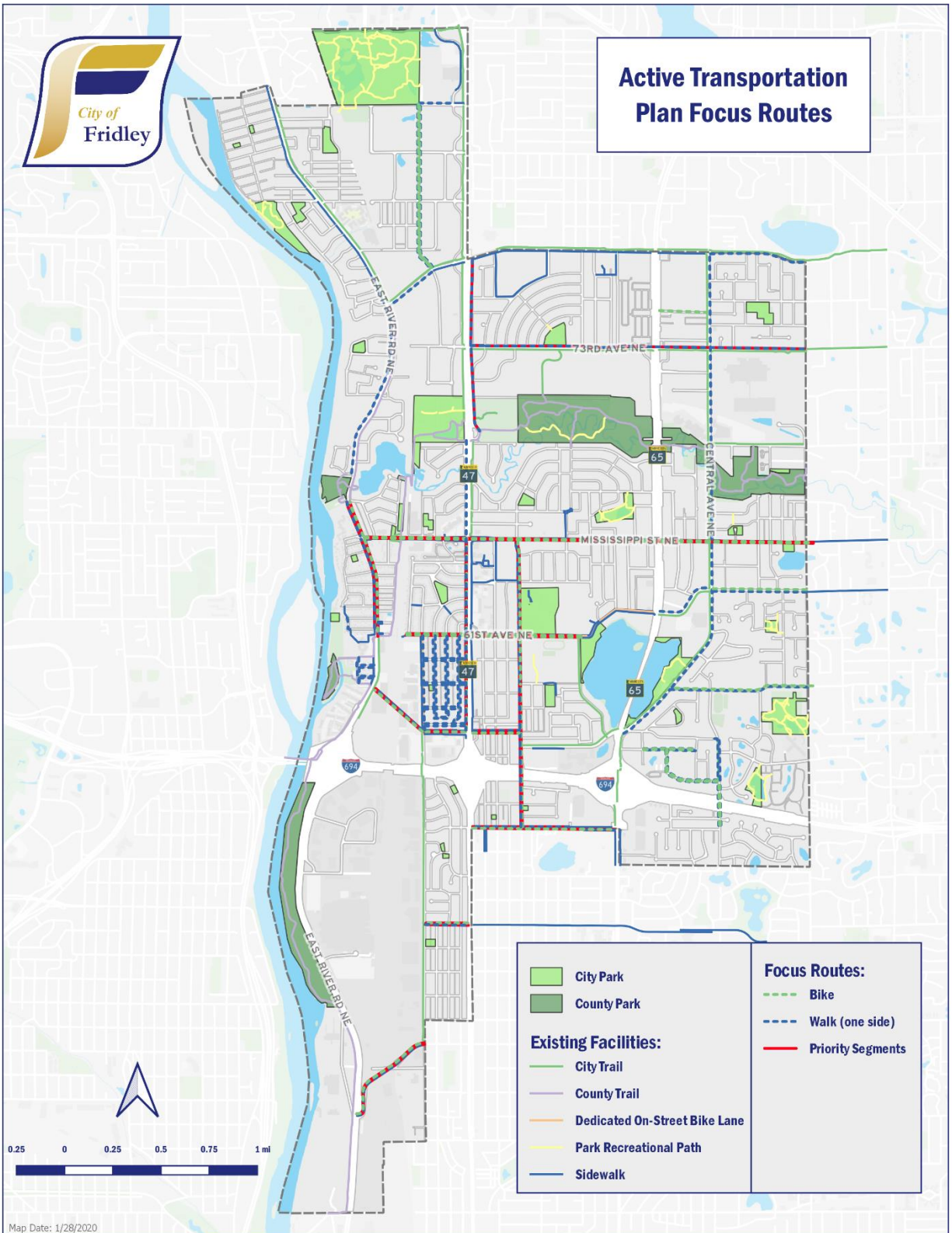
The bike tunnel under Hwy 65 needs lighting and is almost always flooded, especially in the Spring. I can't ride thru there without getting splattered and dirty.

On the Mississippi River trail, but it's so dark.. Not many street lights and trees are over grown

Appendix D. Streets Designated for Trails/Sidewalks



Appendix E. Focus and Priority Areas



Appendix F. Living Streets Worksheet

Project Narrative

- 1) Project Name:
- 2) Roadway Jurisdiction:
- 3) Project Boundaries:
- 4) Project Manager
- 5) Is the project area, or streets it intersects, referenced in any of the following plans?
City's Active Transportation Plan
City's ADA Transition Plan
Safe Routes to School Plan (Hayes, North Park, Stevenson, Fridley Middle)
Roadway Corridor Study (ex: East River Road corridor study, TH 47/65 corridor study)
Transit Overlay District
Parks Master Plan
Local Water Management Plan
Watershed Management Plans
Emerald Ash Borer Mitigation Plan
Other
- 6) If so, how does the plan reference Living Street components within the project area or streets it intersects?

Existing Conditions

- 7) Describe existing and projected modal volumes, if available:

Volumes	Existing	Projected (Year)
Average Daily Traffic		
Pedestrian Counts		
Bicycle Counts		
Truck Volumes		
Transit Volumes		
Speed Conditions		

- 8) Detail crash data, if available, and known conflict locations:
 - a. Do crashes tend to be between certain modes?
 - b. Are there known conflict points between specific modes?
- 9) Who are the users of the project area and through what mode do they travel?

10) How does the existing area accommodate different modes travelling north-south and/or east-west?

11) Describe any public transit facilities along the project area:

12) Describe any significant destinations along the routes or for which the project area is a connector (schools, parks, libraries, Civic Campus, commercial corridors):

13) Are there areas of identified speeding or other dangerous driving?

14) Describe any barriers to pedestrian/bicyclist movement in the project area:

15) How does the existing area manage stormwater?

16) Are there known water quality or quantity concern in the project area or downstream of the project area?

17) Describe the existing landscaping:

18) Mark any Living Streets components that exist in the project area and on intersecting streets:

- Trails, sidewalks, and on-street, striped bike lanes
- Median islands
- Accessible pedestrian signals
- Curb extensions/bump outs
- Narrower travel lanes/road diets
- Speed limits and other traffic calming improvements
- Safe crossing facilities, including pavement markings
- Safe and effective lighting
- Diverse tree plantings
- Stormwater management
- Pollinator-friendly/water efficient landscaping
- Bike racks
- Benches
- Water fountains
- Waste receptacles
- Public art
- Other components as determined based on latest and best "Living Streets" standards

19) Are there any areas that are "under-lit"?

20) Describe any user needs/challenges along the project corridor that you have observed or been informed of:

Proposed Conditions:

- 1) What public engagement has been done or is planned related to Living Streets components?
- 2) What additional bike/pedestrian connections does the proposed facility accommodate?
- 3) How does the proposed facility accommodate different modes north-south and/or east-west?
- 4) How does the proposed facility assist different modes in reaching significant destinations?
- 5) How does the proposed conditions align with any applicable long-term plans?
- 6) How does the proposed conditions address any areas of identified speeding or driving?
- 7) Does the project propose any tree removal? How does the proposed landscaping enhance the urban forest or promote pollinator habitat/water-efficient landscaping?
- 8) How does the proposed project improve any identified water quality or quantity concerns within or downstream of the project area?
- 9) Does the proposed project remediate any design challenges that prevent pedestrian/bicyclist movement?
- 10) Provide an alternative cross section that was considered, list trade-offs associated with alternative cross-section:
- 11) If Living Streets components are not included, what is the reason for exception:
 - ___ The project involves a transportation system on which certain modes and users are prohibited either by law or significant safety reasons.
 - ___ The street jurisdiction (Anoka County of the State of Minnesota for non-city streets) refuses suggested plans.
 - ___ The cost of accommodation is excessively disproportionate to the need or probable use.
 - ___ The corridor has severe topographic, environmental, historic or natural resource constraints.
 - ___ There is a well-documented absence of current and future need.

____ Other exceptions are allowed when recommended by the Public Works, Building & Community Standards, Parks and Recreation, and Police and Fire departments, and approved by the City Council.

Please explain and provide supporting evidence why this project meets [should be allowed?] the above exception:

Appendix G. Hennepin County Active Design Checklist

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Active Living Design Checklist



Maple Grove, MN

January 2012



Active Living Hennepin County

Active Living Design Checklist

January 2012

Introduction and Overview

The majority of people get their daily exercise by incorporating activities such as walking, biking, and gardening into their routines, not by a workout at a health club. The ease or difficulty of doing these activities plays a significant role in how active and subsequently how healthy a person is.

It is now recognized that how a community is designed, from land uses to site layout, impacts the health of its residents. Because of this, land use planning and transportation are evolving to incorporate design elements that improve community health.

The goal is to make the built environment conducive – and perhaps even seductive – to exercise. The principles are simple. Locate a mix of uses in close proximity to encourage fewer automobile trips. Build the pedestrian and bicycle infrastructure that accommodates these forms of transportation. Assure that residents have access to recreational areas and mass transit.

It is essential to not just answer the question, “Can you walk there?” but, “Will you walk there?” When you are forced to walk across a parking lot full of vehicles to reach a business, the message is being sent that this is a place for cars rather than people. When the elevator is the first thing you see when you enter a building, but you have to search for the staircase, which are you likely to choose? Is the sidewalk well-lit and designed at a pedestrian scale, or does it feel dangerous?

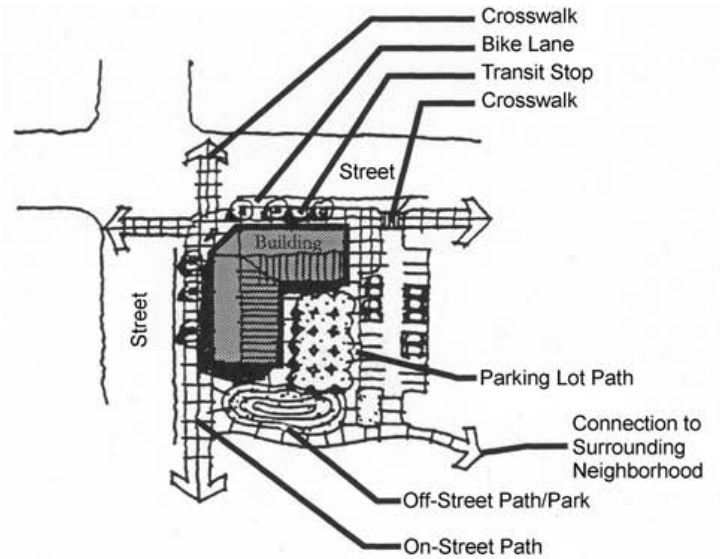
This holistic approach has benefits beyond those of improved health. Reduced automobile emissions, less congestion, prevention of sprawl, life-cycle communities, and social interaction are just some of the additional benefits of active living design.

These guidelines are intended to be used to start the conversation. They may be used by a developer to evaluate how supportive their proposed development is of active living principles. They may be used by planning commission members to identify opportunities to improve a project. Cities may elect to make certain elements requirements or incorporate a point system. These guidelines are intended to be flexible, thought-provoking and exciting.

Each community is unique, and some elements will be influenced by the context (rural vs. urban) and values of the residents. Use this tool as a starting point to identify how future land use, infrastructure, and development decisions can reap long-term health benefits for your residents.

BUILDING LOCATION AND SITING

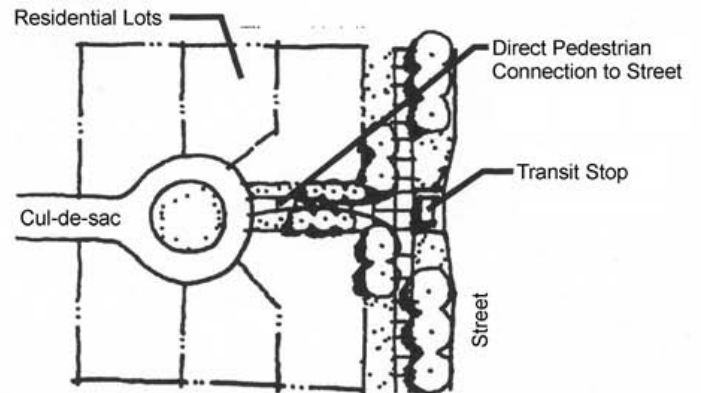
- 1. Buildings are sited in ways to make the entries or intended uses clear to and convenient for pedestrians.
- 2. Buildings are connected to public streets via sidewalks.
- 3. Public safety is considered during building location and site connectivity decisions using CPTED (Crime Prevention Through Environmental Design) principles, including connection to well-lit sidewalks that are buffered by street trees or other amenities.
- 4. Pedestrian level building windows front the street, and entrances are well-lit for user security.
- 5. Locate buildings near or at the lot line and orient them to the street.



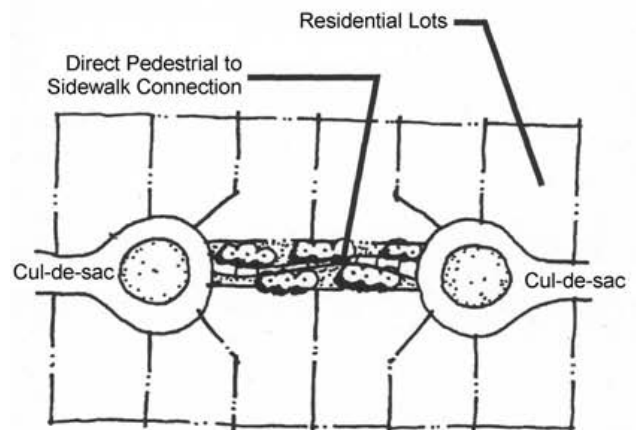
Pedestrian-oriented Commercial Design

ACCESS TO TRANSIT

- 1. Locate main building entrances so they are oriented to public transit stops and higher density buildings along transit corridors.
- 2. Provide signage that includes a map with nearby destinations and the distance, time, route, and calories burned to the nearest or next transit stop.
- 3. If project has transit stop, encourage transit use by furnishing pedestrian conveniences.
 - a. Design sidewalks to comfortably accommodate pedestrians, including those with disabilities: a minimum of five feet wide in all areas, and 8-12 feet in walkable areas such as town centers and mixed use developments.
 - b. Consider incorporating transit benches and shelter into the side of the building.



Sidewalk cut-through to street



Sidewalk cut-through to street

PARKS, OPEN SPACES, AND RECREATION FACILITIES

- 1. When planning a new development, use cluster development principles to aggregate open space in one common area rather than dispersing open space among private lots. Where possible, provide residents with access to open space within a ten-minute walk.
- 2. Locate new projects near existing public and private recreational facilities and encourage development of new facilities, including indoor activity spaces.
- 3. Use site design to orient development towards nearby parks and recreation facilities.
- 4. Locate buildings near parks or other public open spaces.
- 5. Design parks, open spaces, and recreational facilities to complement the cultural preferences of the local population, and to accommodate a range of age groups.
- 6. Create partnerships with organizations to sponsor and maintain green spaces and gardens.
- 7. Provide paths, running tracks, playgrounds, sports courts, and drinking fountains.
- 8. When designing offices and commercial spaces, provide exercise facilities or walking paths nearby.
- 9. Make green spaces available for use as community gardens or meeting areas.
- 10. Consider adjacent trails and opportunities to complete, enhance, and promote one mile circuits.
- 11. Design courtyards, gardens, terraces, and roofs that can serve as outdoor spaces for recreation for children and adults
- 12. When designing playgrounds, provide flexible space by including ground markings indicating dedicated areas for sports and multiple use.
- 13. Preserve or create natural terrain in children's outdoor play areas.
- 14. Provide appropriate lighting for sidewalks and active play areas to extend opportunities for physical activity into the evening.
- 15. In the design of parks and playgrounds, create a variety of climate environments to facilitate activity in different seasons and weather conditions.

VEHICLE AND BICYCLE PARKING MANAGEMENT

- 1. Design parking facilities to safely accommodate pedestrian, bicycle, and transit access to the building. Consider installing sidewalks and crosswalks to connect parking to allow for safe pedestrian movement through the parking lot.
- 2. Design parking lots to facilitate shared parking between businesses. Consider designing parking lots as multi-use spaces for off-hour activities, such as

farmer's markets or recreational spaces.





Bicycle corral

- 3. Provide a majority of auto parking behind or under the building.
- 4. Install secure bicycle parking in multi-family residential sites at a ratio of one parking space for every 1 – 5 residential units. Indoor bicycle racks, controlled-access bicycle storage room, bicycle lockers, and bicycle corrals are secure parking options. Provide secured bicycle parking in a safe environment that is weather protected.

- 5. Install one bicycle parking space for every 10 - 20 non-residential off-street vehicle parking spaces.
- 6. Install short-term bicycle parking adjacent to building entrances so it is visible to all guests.



On-street bicycle parking
www.pedbikeimages.org / Dustin White



Bicycle parking near building entrance

STREETSCAPING / PLAZAS

- 1. Create attractive sidewalks and plaza spaces that meet or exceed ADA requirements and are well-maintained.
- 2. Seek partnerships with community groups to maintain and program plazas to maximize types of uses.
- 3. Locate public plazas along popular pedestrian streets and near transit stops.
- 4. Make plazas accessible to bicyclists.
- 5. Create plazas that are level with the sidewalk.
- 6. Design plazas that allow for diverse functions.



Jamison Square: Portland, OR

- 7. Design plazas to accommodate use in a variety of weather conditions.
- 8. Utilize tree canopy over sidewalks and streets.
- 9. Utilize pedestrian level lighting.
- 10. Utilize benches along walkways.
- 11. Create a buffer to separate pedestrians from moving vehicles using street furniture, trees, and other sidewalk infrastructure.
- 12. Provide seating, drinking fountains, restrooms, and other infrastructure that support increased frequency and duration of walking.

- 13. Provide pedestrian level lighting along streets and outdoor paths.
- 14. Include trees and objects of visual interest on streets and sidewalks.
- 15. Make sidewalk widths consistent with their use (see Transit 3. a.).
- 16. Provide enhanced pedestrian crossings at intersections such as countdown timers, medians or additional signage, and at any mid-block crossings as well.



Pedestrian refuge median



Countdown timer

- 17. If development includes roadway construction, design curb extensions along sections of the sidewalk that tend to attract greater pedestrian congestion.

- 18. When designing large urban-scale developments, create on-site pathways as extensions to public sidewalks.
- 19. Create or orient paths and sidewalks toward interesting views.
- 20. Provide marked, measured walking paths on sites as part of a wayfinding system targeted to pedestrians and bicyclists.
- 21. Make streets and paths universally accessible. Create:
 - a. Paths that are smooth, sufficiently wide, and that have curb cuts and turning radii adequate for a wheelchair or walker. <http://www.access-board.gov/prowac/alterations/guide.htm>
 - b. Paths with auditory crossing signals, adequate crossing times, clear signage, visible access ramps, and connections to walking, cycling, and public transit routes.

STREET CONNECTIVITY

- 1. In large-scale developments, design well-connected streets with sidewalks and keep block sizes between 500 – 800 feet. Provide mid-block pedestrian connections approximately every 300 feet.
- 2. On arterials, provide potentially signalized, full-movement intersections for connections with collector or local streets. Locate these approximately every one-quarter (¼) mile along arterial streets.
- 3. On arterials, place non-signalized, potentially limited movement, collector or local street intersections at intervals of about one-eighth (1/8) mile between full movement collector or local street intersections.
- 4. Align new streets to safely connect with planned or existing streets. Especially consider the needs of pedestrians, bicyclists and potential transit riders.
- 5. Include only through streets (no dead-end/cul de sacs) except in cases where such streets are clearly designed to connect with future streets on abutting land
- 6. Avoid creating pedestrian over- and underpasses that force pedestrians to change levels.
- 7. Design dedicated pedestrian and bicycle paths that continue beyond dead-end streets to provide access to destinations even where cars cannot pass.
- 8. Minimize addition of mid-block vehicular curb cuts on streets with heavy foot traffic.
- 9. Provide signage and warning systems where sidewalks cross driveways and parking access.



Midblock pedestrian crossing

BIKEWAYS

- 1. Ensure sightlines are not adversely impacted at intersections with bikeways and other points where the street form changes, in order to mitigate potential visibility issues and turning conflicts.
- 2. Avoid potential conflicts between cyclists and opening car doors—for example, by widening parking lanes or creating buffered bike lanes where appropriate.



Wide parking lane near bike lane

- 6. Consider bicycle sharing programs to increase access to bicycles for employees, residents, and visitors.
- 7. Use on-street markings or signage to visually reinforce the separation of areas for bicyclists and motorists.
- 8. Expand existing bikeways where use has exceeded capacity.



National Complete Streets Coalition,
<http://www.completestreets.org/>



Bicycle stair ramp

- 3. Design Greenways into development so that residents can commute to work and also recreate. Connect them to the regional park system.
- 4. Consider shared-use paths in areas with viewing attractions.
- 5. Construct bicycle ramps along outdoor stairways, such as those on “step streets” so that those on bicycles can roll their bikes up/down stairs to continue their journey.

TRAVEL DEMAND MANAGEMENT

- 1. Travel Demand Management (TDM) Plan has been prepared with the following Active Living considerations:
 - a. Provide education and encouragement for walking, bicycling, and transit.
 - b. Provide secure bicycle parking.
 - c. Provide locker and shower facilities for employees.
 - d. Design complete streets to encourage walking, bicycling, and transit

INTERNAL BUILDING FEATURES AND BUILDING OPERATION

- 1. Locate community rooms and centers of activity near stairs rather than elevators to encourage stair use.
- 2. Place stairs in visible, convenient and well-traveled areas to encourage their use.
- 3. Integrate stair design features that are colorful, inviting and provide users with the perception of safety.



Photo courtesy of Paulsen Architects, Mankato, MN



Blue Cross Blue Shield "Do" Campaign

- 4. Locate point-of-decision prompts near elevators, at stairs, and in stairwells to encourage stair use.
- 5. Provide brochures such as walking route maps, health information, local park locations and recreation programs via kiosks or other educational methods.

LARGE-SCALE DEVELOPMENTS

- 1. Incorporate a mix of uses, for example: residences, offices, schools, retail stores, cultural and community spaces, and recreational facilities.
- 2. Develop a policy so that building space is available to walkers, exercise groups, and community members during off hours.
- 3. Design public open spaces as part of large-scale developments.
- 4. Design roads to have the minimum number of lanes and minimum lane width as practicable. Use additional right of way to provide bicycle and pedestrian facilities.



- 5. Incorporate Complete Streets principles.
- 6. Incorporate traffic calming street additions such as curb extensions, medians, and speed bumps.
- 7. Consider other physical design measures where appropriate, for example:
 - a. Horizontal deflections such as curved roadway alignments
 - b. Vertical deflections such as raised intersections or crossings
 - c. Traffic diverters, roundabouts, and mini-traffic circles
 - d. Signal phasing plan with a protected left-turn lag phase
 - e. Signage (e.g. “Yield to Pedestrian,” “Stop for Pedestrian in Crosswalk,” and “Share the Road”)
 - f. Avoidance of right turn slip lanes and wide curb radii
- 8. Provide safe walking and bicycle paths between densely populated areas and destinations such as grocery stores and farmers’ markets.
- 9. Design commercial sites to accommodate pedestrians, bicyclists, vehicles, and trucks safely and conveniently. Provide infrastructure such as bike racks and drinking fountains.



SCHOOLS

- 1. Design school sports and physical activity facilities to allow for public use outside of school hours.
- 2. Encourage schools to participate in a Safe Routes to School program.
- 3. Locate new schools to allow/promote walkability.



This document was created by the Development Policy Committee of Active Living Hennepin County with contributions from numerous individuals and sources.

Special thanks and recognition goes to the New York City (NYC) Active Design Guidelines. For more information on the NYC guidelines please visit: www.nyc.gov/adg

Photo Credits: Unless otherwise noted, all photos are courtesy of www.pedbikeimages.org / Dan Burden

Appendix H. Winter Maintenance Policy

