



SUSTAINABILITY COMMISSION AGENDA

Thursday, February 20, 2025

6:30 p.m.

Coon Rapids City Center

Civic A

Call to Order

Roll Call

Adopt Agenda

1. Approval of Minutes

New Business

2. Review the Draft Active Transportation Action Plan

Old Business

3. Tree Health and Safety: Next Steps
4. Earth Month: Next Steps

Other Business

5. Staff Updates
6. Chair and Commissioner Comments

Adjourn



Sustainability Commission - Regular

1.

Meeting Date: 02/20/2025

SUBJECT: Approval of Minutes

Approve Minutes of the January 16 meeting.

Attachments

January 16 Minutes

COON RAPIDS SUSTAINABILITY COMMISSION MEETING MINUTES FOR JANUARY 16, 2025

The January 16, 2025 meeting of the Sustainability Commission was called to order at 6:31 p.m.

Commission Members Present: Kate Anderson, Chris Backes, Kelsey Brodt, Elzaki Ishag, Keygan McClellan, Emily Neuharth, Lynne Riley, Josh Zeller

Commission Members Absent:

Staff Present: Olivia Dorow Hovland, Tom Schibilla

1. Adopt Agenda & Approve Minutes

Motion by Commissioner Backes, seconded by Commissioner Anderson to adopt agenda. The motion passed unanimously.

Motion by Commissioner Riley, seconded by Commissioner Anderson to approve minutes of the December 19, 2024 Sustainability Commission meeting, as presented. The motion passed unanimously.

2. Presentation from the City Forester

Mr. Schibilla gave a presentation to the Commissioners on current forestry work, concerns, and best practices.

Commissioners asked questions about oak wilt and what to do about it. There is Oak Wilt in the areas of the Oaks of Shenandoah and in Wilderness Park.

Commissioners also asked about the treatment of ash trees. The city has 6,716 boulevard ash trees and is treating 886 of them with pesticide injections. In order for treatment to be effective, it needs to be caught early on. Treating some trees buys the city time to conduct removal of the other trees. There are currently 2,466 trees still to be removed.

The city is focused on urban canopy restoration. When they remove a boulevard tree, they aim to replant it within a year.

Future city forestry goals include instituting a tree reimbursement program for homeowners who don't want to wait for the city to plant a replacement tree. The city also wants to focus on tree species diversity.

The city will pick up your buckthorn that is placed at the curb, free of charge. Residents can also borrow a weed wrench at no cost from the city public works department when removing buckthorn from their property. The city forester will also visit your property to help you identify buckthorn and establish an eradication plan.

The city keeps a list of licensed tree services on the city website. A license means they have shown proof of public liability insurance. It does not guarantee competency. The city requires certain professional affiliations like ISA and TCIA.

Commissioner Riley asked if Mr. Schibilla had thought about doing a tree planting workshop for residents. She also asked if there are additional materials that he could have available when he tables at the Public Works Open House.

Commissioner Brodt asked about the kind of information people get when they buy from the tree sale. Mr. Schibilla talked about the educational materials purchasers are required to watch when they purchase. There is a tree planting manual on the purchase page and a video on how to properly plant the tree.

Commissioners talked about planting events and Mr. Schibilla shared that the biggest challenge with planting events is the aftercare.

Commissioner Brodt talked about Minneapolis' adopt-a-tree program. Commissioner Riley brainstormed having neighborhoods adopt trees in areas where the city is focusing on planting.

Mr. Schibilla shared that one of the biggest needs is a tree planting campaign, focusing on getting more trees out there. The tree sale usually sells out of 150 trees.

Commissioner Riley talked about giving people awards or certifications for taking care of trees.

One of the big questions he gets is whether or not a tree in someone's yard is a boulevard tree. The right-of-way typically extends 14.5' from the curbline.

Commissioner McClellan asked if the city does buckthorn removal. Mr. Schibilla said that the city has done removal along Erlandson trail and at Lions Coon Creek Park. There is not a formal plan or prioritization. Buckthorn removal is typically done in the fall.

3. Native Plant Sale Offerings

The Commission decided to replicate the 2024 Native Plant Sale offerings, including:

- Shade Garden Kit
- Short and Tidy
- Monarch Special
- Bee Lawn

4. Earth Month Planning

Commissioners discussed plans for Earth Month 2025.

They would like to replicate the City Council proclamation of Earth Month.

For awards, Ms. Dorow Hovland will bring notable permitted projects to the next meeting.

Commissioner Riley asked about what types of groups count as organizations.

Commissioners decided on the following weekly communications themes:

1. Tree-related

- a. Plant, care for, buy a tree
 - b. Types of trees recommended
2. Renewable energy/electrification
 - a. Subscribe to renewable energy
 - b. Smart thermostat giveaway
3. Repair/mending, zero waste, buy nothing
4. Water quality – lawn care
 - a. Buy a smart irrigation controller

Commissioners would like to host another park clean-up event. They would like to hold it on Saturday, April 19 at Lions Coon Creek Park again.

5. Staff Updates

Ms. Dorow Hovland shared the following list of updates:

- The solar construction agreements will be at the next council meeting.
- The city council had a work session for the active transportation plan and will conduct another round of edits.
- The city was formally awarded EECBG funding for the LED project and was one of the first Minnesota cities to complete the process.
- The city will run the Smart Irrigation Program again in the spring.
- There will be a puzzle and game swap on February 8 at the Civic Center.
- The organics program is going well. The Recycling Center added a third dumpster for organics.

6. Chair and Commissioner Comments

Commissioner Neuharth asked about CRHS having an Earth Club. Ms. Dorow Hovland will reach out to them about the earth month awards.

Motion by Commissioner Backes, seconded by Commissioner Anderson to adjourn the meeting at 8:01 pm. The motion passed unanimously.



Sustainability Commission - Regular

2.

Meeting Date: 02/20/2025

Subject: Review the Draft Active Transportation Action Plan

From: Olivia Dorow Hovland, Sustainability Planner

INTRODUCTION

In early 2024, the Council adopted a resolution accepting an Active Transportation Planning Assistance Grant to help the City create an active transportation plan. The Minnesota Department of Transportation's Active Transportation Planning Assistance Grant Program covers an estimated \$100,000 cost of technical assistance for future sidewalk and trail planning with a focus on low-cost, incremental projects to improve conditions for pedestrians and bicyclists. This initiative was taken on for several reasons, including updating the City's outdated long-range Sidewalk and Trail Plan, as well as establishing policies to qualify for future transportation-related funding opportunities.

DISCUSSION

The planning process has involved monthly meetings with an internal staff team and consultants, and a series of five meetings with technical experts including state, school district, and county staff. Public engagement, including a survey and online mapping activity, occurred over the course of the past year and provided a framework for recommendations. Using that input, Staff has worked with the consultant on the attached Active Transportation Plan document. The document essentially updates the City's Sidewalk and Trail Plan, while also identifying incremental safety improvements that can be implemented with minimal cost using existing roadway sections. A second component of the grant, which was implemented in August, involved restriping portions of 121st Avenue near Sand Creek Elementary School to improve safety for pedestrians and bicyclists.

The Sustainability Commission provided input on the plan in 2024.

RECOMMENDATION

Staff recommends the Commission review the draft plan.

Attachments

Draft Active Transportation Action Plan

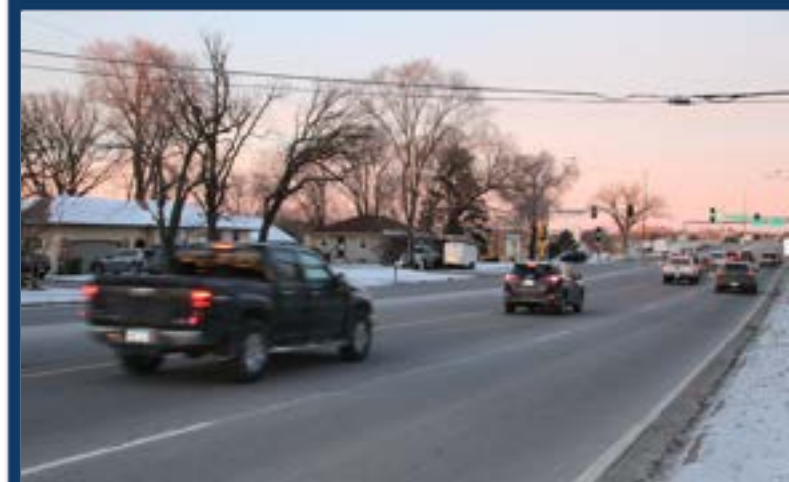


Active Transportation ACTION PLAN

City of Coon Rapids



January 2025



Acknowledgement

Active Transportation Committee:

City of Coon Rapids

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Community
Development Director

Dakota Crowell
City Planner

Olivia Dorow Hovland
Sustainability Planner

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Jeff Mueller
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Manager

Bike Minnesota

Ilse Griffin
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Angela Olson
Deputy Executive
Director

Other

Neil Livermore
Parks and Recreation
Commission



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

Learn more:

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



Contents

1. Introduction

Why an Active Transportation Action Plan; how the Plan was developed; guiding principles

2. Our Streets Today

Existing conditions, current plans and policies, and key insights from the process

3. Building the Network

Vision and goals; priority routes and catalyst projects; core concepts illustrated

4. Setting Our Wheels In Motion

Action steps: from quick wins to longer-term projects, policies, programs and practice recommendations

5. Demonstration Project

About the project, key insights, incremental steps to implement future projects

6. Moving Forward

A call to action

Executive Summary

The Active Transportation Action Plan is the result of an 11-month collaboration from February 2024 to December 2024. A Local Planning Team came together to set direction, co-create strategy and lead numerous listening sessions, a mini-charrette (which included a walking audit, bicycle audit, and network planning workshop) and hosted interactive mapping to collect broader input.

The Action Plan builds on existing plans, input from residents, lessons learned from other cities and observation to establish recommendations that can help Coon Rapids construct a network that safely connects the City for active users.

The Action Plan identifies routes within the City of Coon Rapids that connect people to places they want to go and provides a toolbox of strategies for the City to begin implementation. The Action Plan is a living document that the City can use as a guide for future investments in making walking and bicycling safer and more accessible.

Taking the steps towards a more walkable and bikeable city takes more than simply building sidewalks, trails and marked crosswalks. Implementation of the Plan also requires education programs to inform residents about how to safely use new infrastructure, evaluations to assess the effectiveness of infrastructure improvements and policies, and regular maintenance to enable these facilities to remain safe, accessible and inviting for all users.





Introduction

SECTION 1

What is an Active Transportation Action Plan?

WALK . BIKE . ROLL .

Active Transportation Terminology

The Plan uses the terms *walking* and *pedestrian* broadly to include people of all ages and abilities walking or rolling, including people who travel by foot, or use wheelchair, stroller or other assisted mobility device.

The terms *bicycling*, *bike*, *biking* and *bicyclist* broadly refer to people of all ages and abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

The City of Coon Rapids Active Transportation Action Plan lays out a proposed network of biking and walking routes to better facilitate active transportation for all types of trips – commuting to work, running errands, going to school or for recreation around Coon Rapids. The intent is to develop a network that allows people to safely walk and bike to community destinations and reduce reliance on cars for short trips.

Ultimately, this is a network-level planning document. It identifies active transportation network priorities and recommendations, policies and programs and serves as a roadmap for implementing the City's Living Streets Policy to create a safe and convenient network for people walking, biking and rolling.

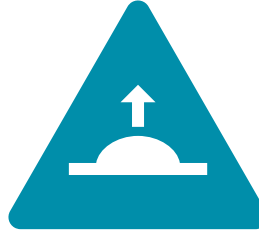
By centering active transportation users – the most vulnerable users – in street design, it designs streets to provide safe options for everyone, regardless of transportation choice. **A connected, safe and comfortable active transportation network means all people have equitable access and opportunity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



Why an Active Transportation Plan for Coon Rapids?



Create safer streets to encourage people to walk, bike and roll for all short trips.



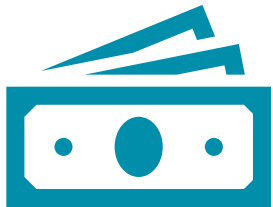
Apply context appropriate pedestrian and bicycle safety elements on planned projects.



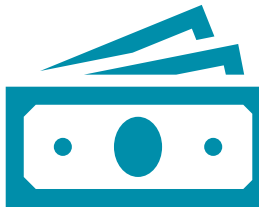
Develop a comprehensive pedestrian and bicycle network in coordination with future public and private projects.



Encourage coordination and collaboration with other agencies including Anoka County and MnDOT.



Adopt a network and policy framework that would enable Coon Rapids to apply for funding.



Identify low-cost, high-impact, easy-to-install improvements.

How the Plan was Developed

The Active Transportation Action Plan was a collaborative effort between Coon Rapids's Community Development and Public Works departments. The planning process involved as follows:

- **Monthly meetings with City staff and consultant team**
- **Four meetings with a technical advisory group (staff from MnDOT, Anoka County, local school district and advocacy groups)**
- **Walking and bicycle audits and a network mapping workshop**
- **Community engagement through an interactive map and survey accessed both online and at community events**

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

The City of Coon Rapids received planning assistance to develop this Plan, which was funded by the Minnesota Department of Transportation (MnDOT) Active Transportation Program. The Active Transportation Program aims to increase the number of people walking and biking to destinations.

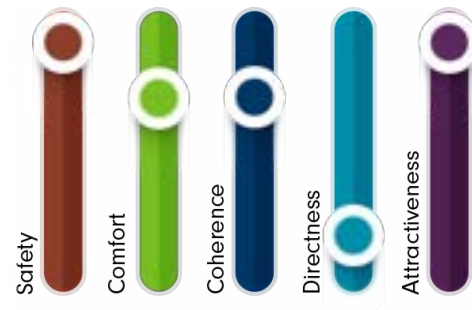


Plan Guiding Concepts



Foundational to the Plan are several interrelated concepts and approaches:

- **Living Streets Policy:** The City of Coon Rapids guiding policy and approach to planning, designing, implementing and maintaining streets so they are safe, comfortable and inviting for all transportation users.
- **Safe System Approach:** Traffic-related serious injuries and deaths can be reduced and eliminated. A Safe System Approach focuses on efforts to effectively design for all people and manage vehicle speeds by design through proactive and proven street safety treatments.
- **Active Transportation Principles:** The principals of safety, comfort, coherence, directness and attractiveness and the unique needs of active transportation users informs approaches to street network and design.
- **Transportation Engagement:** Coon Rapids wants to better understand how the transportation system, services and decision-making processes help or hinder the lives of its residents. This requires actively engaging all residents and communities through the planning and design processes.



Living Streets

Living Streets (also commonly known as Complete Streets) is an approach that integrates people and places in the planning, design, construction, operation and maintenance of streets. Coon Rapids' Living Streets Policy helps enable a comprehensive and connected multimodal transportation system that puts safety over speed as well as more equitably balances the needs of different modes and supports local land uses, economies, cultures and natural environments. The primary difference between a Living Streets Policy and Complete Streets Policy is the additional emphasis on the environmental impacts of transportation infrastructure.

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

Coon Rapids' Living Streets Policy

"The City of Coon Rapids will integrate a Living Streets approach into its transportation practices and decision-making processes."

The policy outlines 15 principles that fall into three areas: **Connectivity, Sustainability and Design Guidance**. Key principles include as follows:

- Living Streets are high-quality transportation facilities that meet the needs of all users, including the most vulnerable.
- Living Streets shall provide access, mobility and safety for all modes of transportation.
- Living Streets provide pedestrian and bicycle accessibility to public facilities, transit corridors and transit facilities and other major activity, commercial and employment centers.
- The City will design projects with the needs of vulnerable users in mind. Projects can make travel safer for pedestrians and bicyclists.
- Living Streets will incorporate trail and sidewalk development with street reconstruction, where possible, and the trail/sidewalk should be detached and separate from the roadway.

Safe System Approach

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

The Safe System Approach focuses roadway safety efforts on ways to effectively accomplish the following:

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

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

- Statewide Pedestrian System Plan



Learn more about the Safe System Approach:

<https://www.transportation.gov/NRSS/SafeSystem>

Transportation Users and Vulnerability

Transportation users who are most at risk for serious injury or death when involved in a motor-vehicle related collision include, but are not limited to, people bicycling and pedestrians of all ages, types and abilities.

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

Table adapted from *MnDOT Complete Streets Handbook*

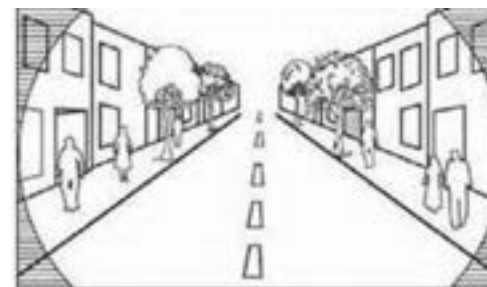
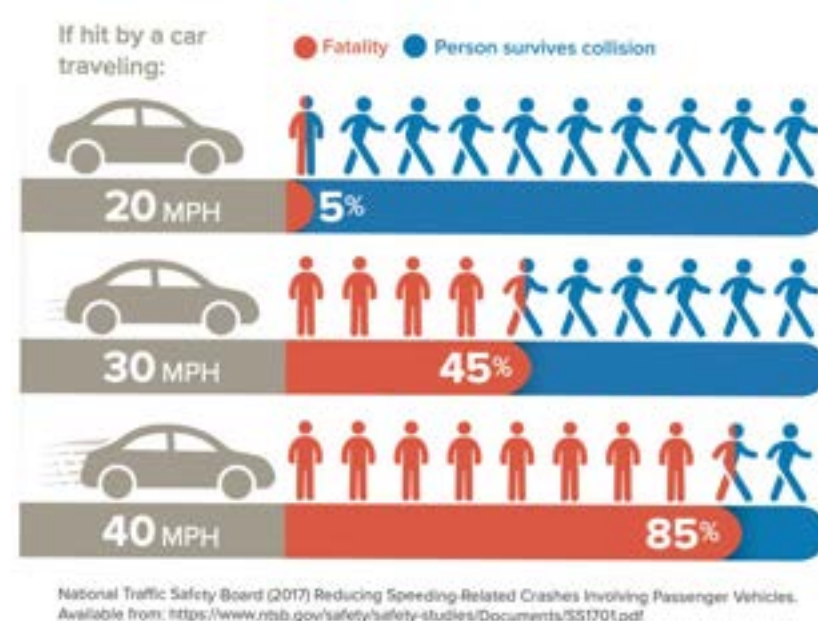
Making Safety a Priority Over Speed

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

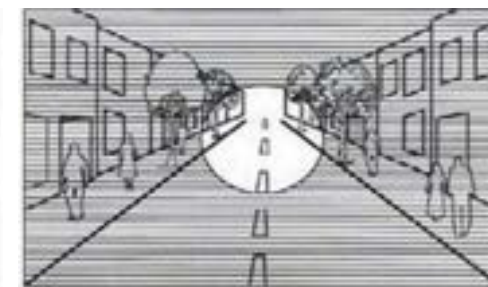
Why Speed Matters?

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

Lower speed streets also better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react from stopping for people crossing to choosing to park and make a trip to a local business.



Field of vision at 15 mph



Field of vision at 30 to 40 mph

Designing for Safe Speeds

Street Design Influences Behavior

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

Historically, roadways have been designed by observing the operating speed of the majority of drivers (85th percentile) and designing the street for that speed. This has resulted in design speeds that are often higher than the posted speed and feature wide turn radii, wider travel lanes, clear zones and more.

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

This Action Plan provides recommendations on how to start to bring the design speed more in line with safer target speeds through narrower lane widths, streetside landscaping, modern roundabouts and other traffic calming tools to create a safer and higher quality environment for all. Read more on target speed: <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>.



Who is This Plan Centering?

WALK . BIKE . ROLL .

Transportation Considerations

Policy, design and practices in our transportation system have led to differences on how street space has been allocated and shared among street users, disproportionately affecting people with limited access to vehicles. Advancing safety and connectivity requires a shift in transportation design and decision-making processes. For example, it might mean shifting priorities from motorist speed and efficiency to a tolerance for lower speeds to achieve pedestrian safety.

To provide alternative options to driving and encourage walking and biking, Coon Rapids' street network must **accommodate people walking and biking of all levels, ages, abilities and preferences and prioritize less confident and more vulnerable people (e.g., people walking, biking, children) in the street design.** The network must also accommodate people in all seasons.

People walk and bike for different trip purposes. Transportation-related trips are categorized as trips to work, school, for errands (such as groceries) or connecting to transit. Recreational trips are considered trips for physical activity or leisure.

Depending on trip purpose, people have different preferences. For example, people commuting or running errands prioritize directness as time is important; whereas, people out for a recreational bike ride value attractiveness more than a direct route. People's preferences and comfort for walking and biking also may change by time of day, who they are traveling with (e.g., children) or weather conditions. Regardless of trip type, safety is critical for all people, especially children accessing schools, parks and other community destinations.

Understanding the diversity and nuance of trip purpose and preferences is an important part of planning for primary active transportation routes throughout Coon Rapids. This Plan intentionally avoids designating a route for a particular trip purpose. Often, the same active transportation route is used for both transportation and recreation trips. **To make walking and biking, in all its forms, a real option for more people, the Plan establishes the need, and incremental steps, to prioritize people walking and biking in street design. Taking a people-first approach to active transportation network and facility design will create a connected and safer street network that supports people of all ages and abilities, regardless of mode of travel.**

Active Transportation Principles

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

SAFE

Does the route minimize risk of injury and danger (traffic and personal safety)?

COMFORTABLE

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

COHERENT

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

DIRECT

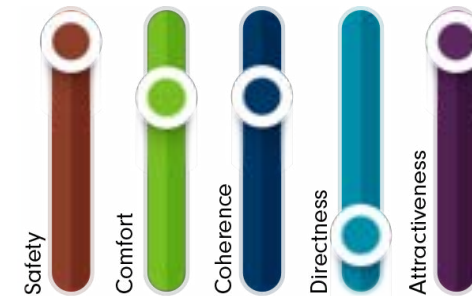
Does the route provide direct and convenient access to destinations?

ATTRACTIVE

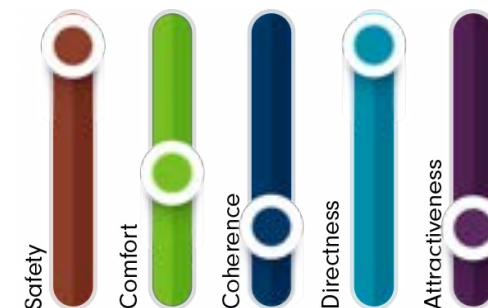
Is the route green, well-maintained and celebrates local identity?

These Active Transportation Principles are founded in a Safe System Approach. How someone may prioritize them varies from route to route, from person to person and trip to trip. Below are two examples of how different trip types may prioritize each principle.

Leisure Trips



Commuter Trips



Designing Streets for People

People walking and biking have unique needs. This Plan seeks to center active transportation users and their needs in future street improvements to allow all people safe and reliable access to the places they want and need to go. Roughly 85 percent of survey respondents say they walk, bike or use a mobility device to move around Coon Rapids multiple times a week. Survey respondents also reported that the primary barriers to active mobility included narrow or missing sidewalks, limited protected crossings and no on-street bike lanes.

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

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



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

Designing Streets for People



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



- A 6-foot sidewalk provides minimum space for children to walk in a group.
- The landscape boulevard or strip (grass) provides added comfort by creating greater separation between children walking and people driving. The added benefit includes kids can be kids, spilling over into a protected space.

Designing Streets for People

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

An average of 46 percent of all trips taken within communities are less than three miles, a distance that takes the typical person 18 to 20 minutes biking (National Housing Travel Survey, 2017). Roughly 23 percent of survey respondents reported that they bicycle, scooter or skateboard to work or school at least once a month, compared to 74 percent who regularly ride for recreation. This presents an opportunity to convert recreational riders to commuters by adding comfortable and safe bicycle facilities that connect trail to community destinations.

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

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



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

INTERESTED BUT CONCERNED BICYCLIST



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

- Minnesota Bicycle Facility Design Guide

Comfort Types of Bicyclists

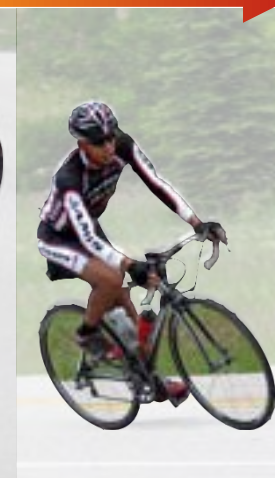
Low Stress Tolerance

High Stress Tolerance

NO WAY
NO HOW

33%

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



INTERESTED BUT CONCERNED

51-56%

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

ENTHUSED &
SOMEWHAT CONFIDENT

5-9%

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

HIGHLY
CONFIDENT

4-7%

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

Comfort Types of Bicyclists

Low Stress Tolerance

High Stress Tolerance



WHAT IS TRAFFIC STRESS?

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

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

LTS 1

Physical separation from traffic. Suitable facility for children.

LTS 2

Dedicated and buffered space for bicyclists from traffic. Most adults will feel safe cycling on these streets.

LTS 3

More interaction with higher speed and multilane traffic. Suited for “enthused and confident” riders who prefer dedicated space.

LTS 4

Mixed interaction with higher speed and multilane traffic. Suited for highly confident riders.

LTS LEVEL	DESCRIPTION				HIGHLY CONFIDENT BICYCLIST WILL RIDE	ENTHUSED & SOMEWHAT CONFIDENT BICYCLIST WILL RIDE	INTERESTED BUT CONCERNED BICYCLIST WILL RIDE
LTS 1					YES	YES	YES
LTS 2					YES	YES	Inviting to most adults, but demands more attention than might be expected from children
LTS 3					YES	Often, but more variability in level of comfort	NO
LTS 4					YES	NO	NO

Safe System: When to Mix, When to Separate?

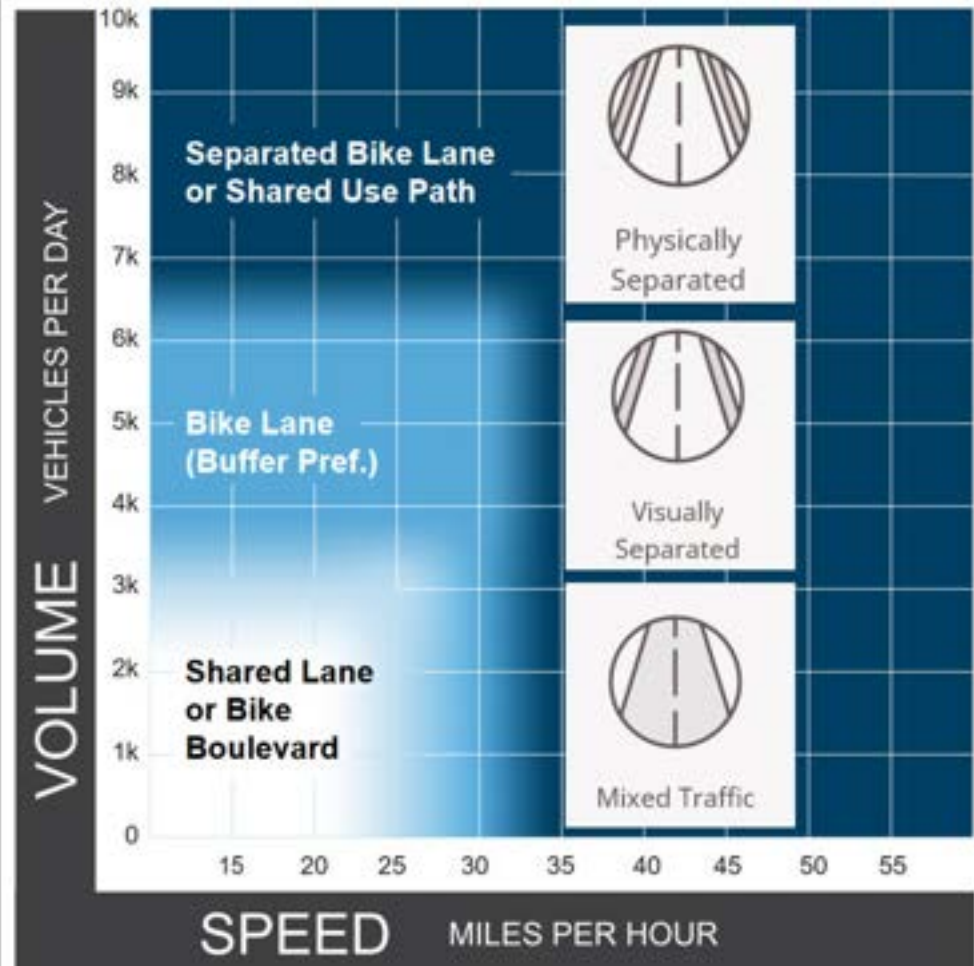


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

SELECTING BIKEWAY FACILITIES

A key aspect to ensure safer roads by design is **separating users in the street space**. The **greater the vehicle speed** and the **higher the vehicle traffic**, the **greater the physical separation** needs to be between people driving and people biking (and walking). This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

Motor Speed	Traffic Volume (ADT)	Bicycle Facility Type
Less than 10 mph		Shared Street
Less than 20 mph	Less than 1,000 – 2,000	Bicycle Boulevard
Less than 25 mph	Less than 1,500 – 3,000	Bike Lane
	Less than 3,000 – 6,000	Buffered or Protected Bike Lane
	Greater than 6,000	Buffered or Protected Bike Lane
Greater than 25 mph	Greater than 6,000	Protected Bike Lane

Table adapted from NACTO Urban Bikeway Design Guide (2011)

Types of Bike Facilities



Bicycle Boulevard (traffic calmed residential street that prioritizes bicycle travel)



Bike Lane (conventional)



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



Lower-Cost Protected Bike Lane (also called separated bikeway)



Two-Way Cycle Track



Shared Use Path (also called a paved multi-use trail, some may also be a sidepath)

Putting It Together

Designing streets that prioritize safety for all users over vehicle efficiency reduces the frequency and severity of crashes, specifically for vulnerable roadway users.

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

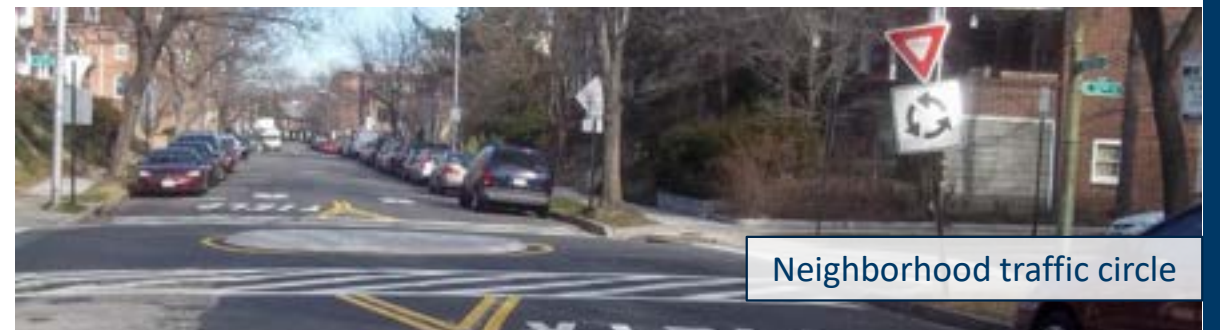
Streets that are complete put people first and become even greater community assets. They are places where people want to walk and bike, rather than places where people can walk and bike if they must. In turn, more people choose to walk and bike.



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



Chicanes provide traffic calming and space for native vegetation



Neighborhood traffic circle



Our Streets Today

SECTION 2

What is it Like to Walk and Bike? Policy Framework

COMMUNITY SNAPSHOT

The City of Coon Rapids has invested in establishing a robust sidewalk and trail system to connect residents and visitors to parks and open space around the region. Recent plans and policies place a greater emphasis on improving multimodal travel around the City, specifically, to key commercial areas, transit stations and schools.

EXISTING PLANS & POLICIES

City of Coon Rapids: 2040 Comprehensive Plan – The Comprehensive Plan provides a long-term vision for growth and development. A chapter of the plan is dedicated to transportation and provides a framework for how the City can achieve a safe, efficient and multimodal network.

City of Coon Rapids: Living Streets Policy (2022) – The living streets policy is a framework to guide transportation infrastructure projects and investment within the City of Coon Rapids. The policy promotes the idea that the transportation network should be designed and built out to serve all modes so that all people can travel to and from their destinations in a safe, reliable, convenient, accessible, and affordable manner.

The policy identifies 15 principles organized into three categories, Connectivity, Sustainability and Design Guidance, that are aligned with the City's comprehensive plan.

City of Coon Rapids: ADA Transition Plan (2018) – The ADA Transition Plan evaluates the City's existing policies, practices and programs through an accessibility lens and identifies opportunities for changes or modifications to not adversely affect the full participation of individuals with disabilities. The City has identified and implemented accessibility design features through its capital improvement projects and has established ADA design standards and procedures.

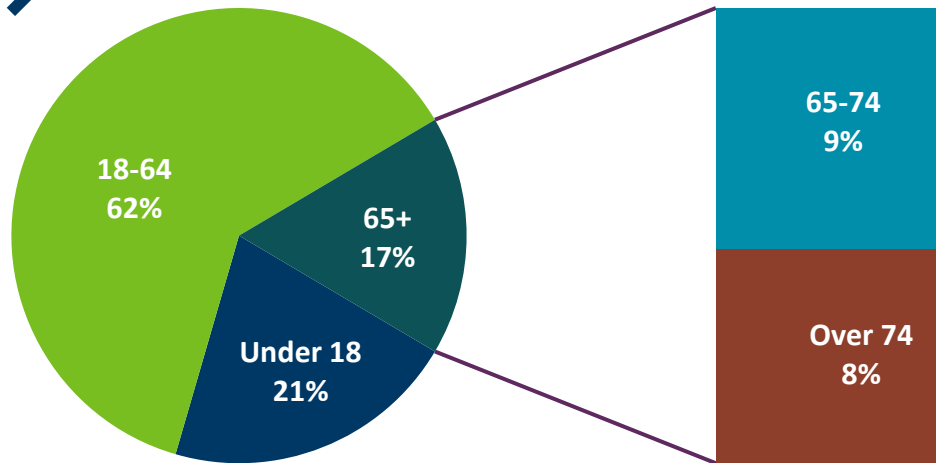
Parks, Trails and Open Space System Plan Update (2012) – The plan includes an assessment of the facilities (at the time of the plan) and recommendations for expanding and enhancing the trails and open space network.

- Principle #1: Incrementally fill in gaps and otherwise improve the pedestrian-level public infrastructure to enhance safety and encourage the use of alternative forms of transportation within neighborhoods and along routes to school.
- Principle #2: Focus on interconnections between local and regional trails as the trail system continues to expand.
- Principle #3: Improving the overall quality of experience trail users have.

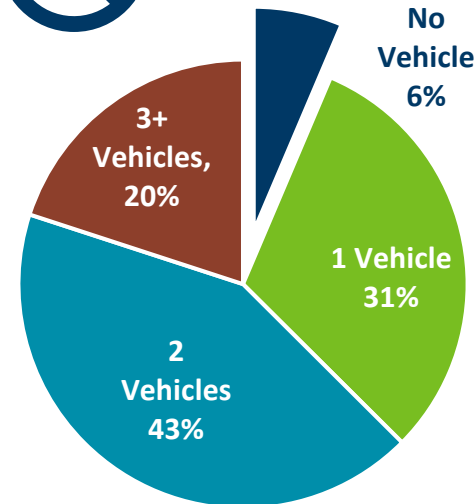
Who Lives in Coon Rapids?



Age Distribution



Vehicle Access



Over 6% of Coon Rapids' residents do not have access to a personal vehicle.

Poverty

20%

With income below 200% of poverty

AAA reports found that fatal crashes increase per mile traveled after age 75.

Transportation to Work

Most residents typically commute by personal vehicle to get to work.



85%

Car, truck, or van (including passengers)



2%

Public Transportation



13%

Walk, Bike, Work From Home, Other

Disability

12%

Population with a disability

Walk, Bike, Roll Audits

- July 23-24, 2024
- 5 walk audit locations
- 1 bike audit location with four stops

A powerful tool for engagement, bringing together people with diverse perspectives and experiences— from City staff and elected leaders to community members— to the following:

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



What We Heard | Walk & Bike Audits

1

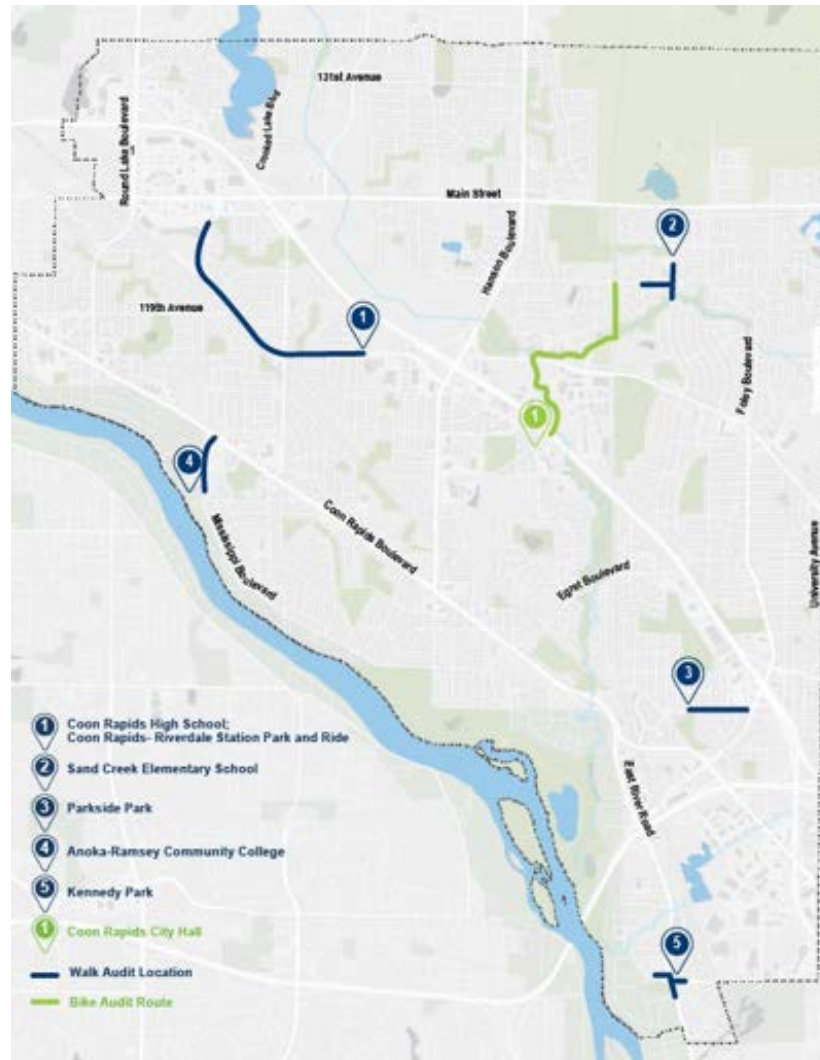
Uncomfortable conditions for cyclists and pedestrians including difficult crossings, narrow sidewalks and limited visibility. Also noted is a dangerous trail crossing and an opportunity to build on pedestrian signage.

2

Desire for mode separated facilities, improved north-south connectivity of Sand Creek Trail, and observed drivers not yielding for pedestrians at crossings.

3

Residents often complain of speeding vehicles in this area. Safety is also a concern at Woodcrest/99th due to visibility and turning movements. Opportunity to enhance connectivity.



4

Discussion around use of right-of-way (ROW) for parking, shoulders, bike lanes and sidewalks. There is potential opportunity for adding and/or improving the bicycle and pedestrian facilities

5

There is a missing trail connection between the railroad tracks and East River Road. And need for intersection improvements.

1

People mention wanting to see more trail connectivity, as several gaps currently exist, as well as better wayfinding, crossings and warning signs. There is opportunity for modal separation.

Learning From Our Environment

Walk Audit



Key Observations: Walking Audit

WALKING AUDIT

The City has made strides in closing gaps in the sidewalk and trail network. The community is generally satisfied with the existing sidewalks and trail system and mainly highlighted the need for ongoing maintenance.

Generally, the main concerns include closing all the gaps and widening sidewalks along major, high-speed roadways, finishing the proposed trail system and enhancing safety of crossings at busy and complex intersections.

KEY FINDINGS



Gaps in Sidewalk and Trails Network

There are over 2.5 miles of missing sidewalks in Coon Rapids. Additionally, gaps in the trail network make it difficult to safely navigate the community. The City has already identified roughly 4 miles of future trail segments to enhance connectivity.

Lack of East/West Connectivity

Survey respondents and City staff noted the need for additional east-west connectivity across Coon Rapids.

Key Observations: Walking Audit

WALKING AUDIT KEY FINDINGS, CONTINUED



Complex Intersection Crossings

There are safety challenges at major intersections. Intersection design needs to increase comfort and reduce conflict for vulnerable roadway users.



High Vehicular Speeds

Many of Coon Rapids' arterials are high speed facilities while also functioning as corridors for bikes and pedestrians.



Narrow Sidewalks

Participants noted several roadway segments with narrow sidewalks adjacent to fast moving traffic. Additionally, there are sidewalks that are often shared by bicyclists and pedestrians, creating conflict between the two modes.



Lack of Modal Separation

Concern about bikes, pedestrians and other mobility devices all using the same facilities, causing high potential for conflicts.

ILLUSTRATING CORE CONCEPTS

Bike Audit



Key Observations: Biking Audit

BIKING AUDIT

The City has made strides in building out its off-street trail network over the past 10 years, including the Wilderness Trail and new sections of the Coon Creek Trail.

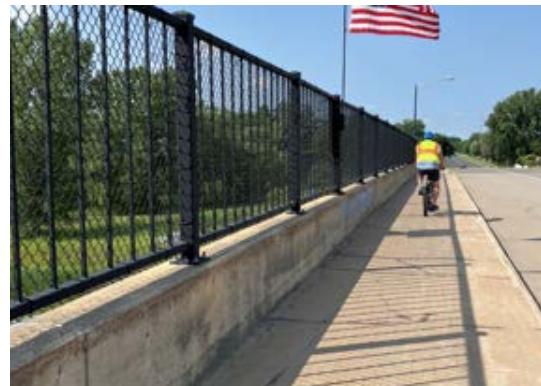
Common biking challenges in Coon Rapids include visibility and speed for both bicyclists and vehicles (especially around curves), gaps in trails, trail crossings and crosswalks, and some opportunity for improved wayfinding and signage. Specifically, a trail crossing at Northdale Boulevard was flagged as particularly dangerous for trail users.

KEY FINDINGS



High Vehicular Speeds and Poor Visibility

Signs notifying drivers of bicyclist activity is limited around the City. Participants also noted poor driver visibility due to road geometry and high speeds causing safety issues.



Gaps in Trail Coverage

There are several gaps in trails and some locations with unclear trail connections across roads leading to a lack of connectivity and safety concerns.

Key Observations: Biking Audit

BIKING AUDIT KEY FINDINGS, CONTINUED



Unsafe Crossings

There are numerous street crossings along the trail network that do not warn drivers about the presence of trail users using signage or markings, creating hazardous crossing conditions.



Lack of Curb Cuts

Cyclists indicated several areas lacking curb cuts requiring cyclists to “hop the curb” or go around.



Lack of Modal Separation

The trail system does not separate bicyclists from pedestrians causing potential conflict. Additionally, the roadway network does not alert drivers of bicyclists on the roadway.



Need for Better Wayfinding

While the City has added some wayfinding, additional signage, markings and maps would increase understanding of safe routes for cyclists to access community destinations and better alert drivers.

Engagement Activity Overview

Survey Engagement

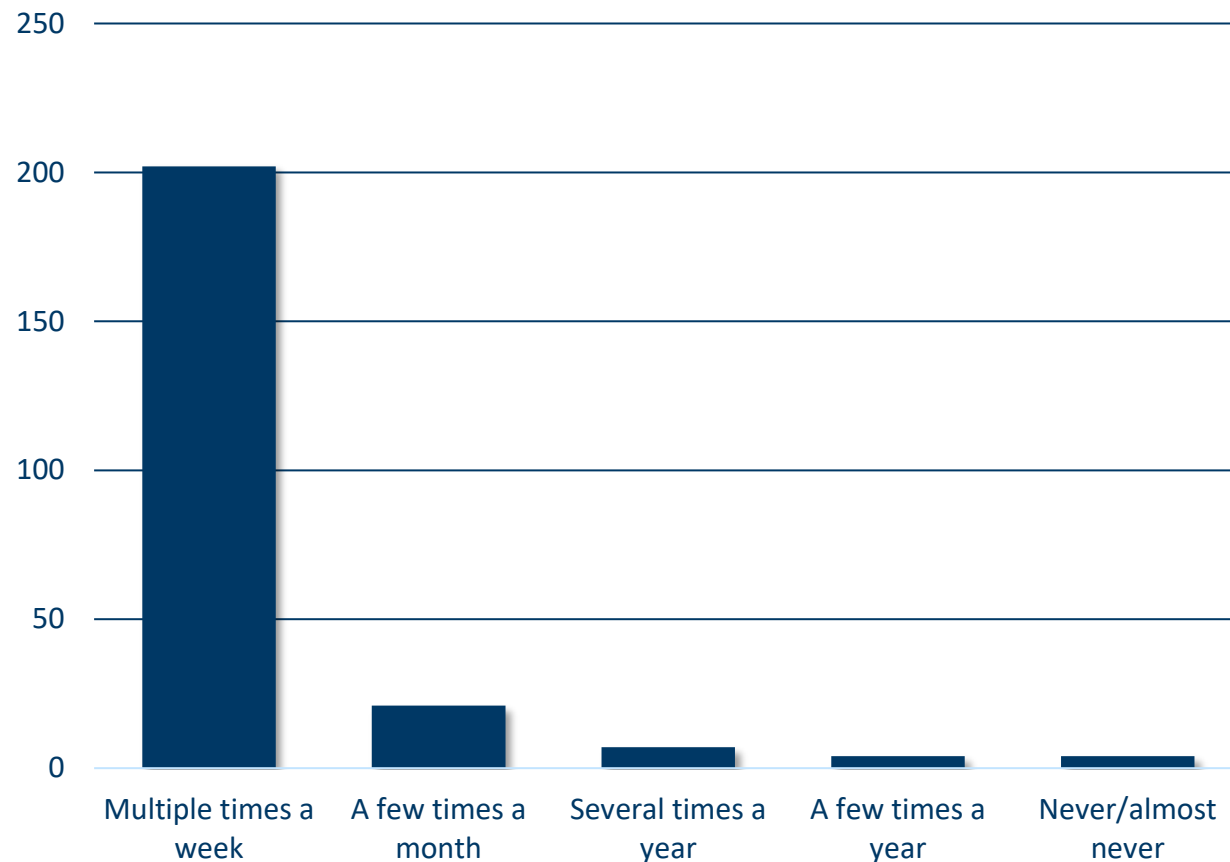
There were 27 questions, a mix of multiple choice and short answer

477 people visited the page

240 people responded to the survey

Survey Results | How often people move

QUESTION: How often do you walk, bike or use a mobility device for any reason around Coon Rapids?



85%

of participants walk, bike or use a mobility device to get around Coon Rapids multiple times a week.

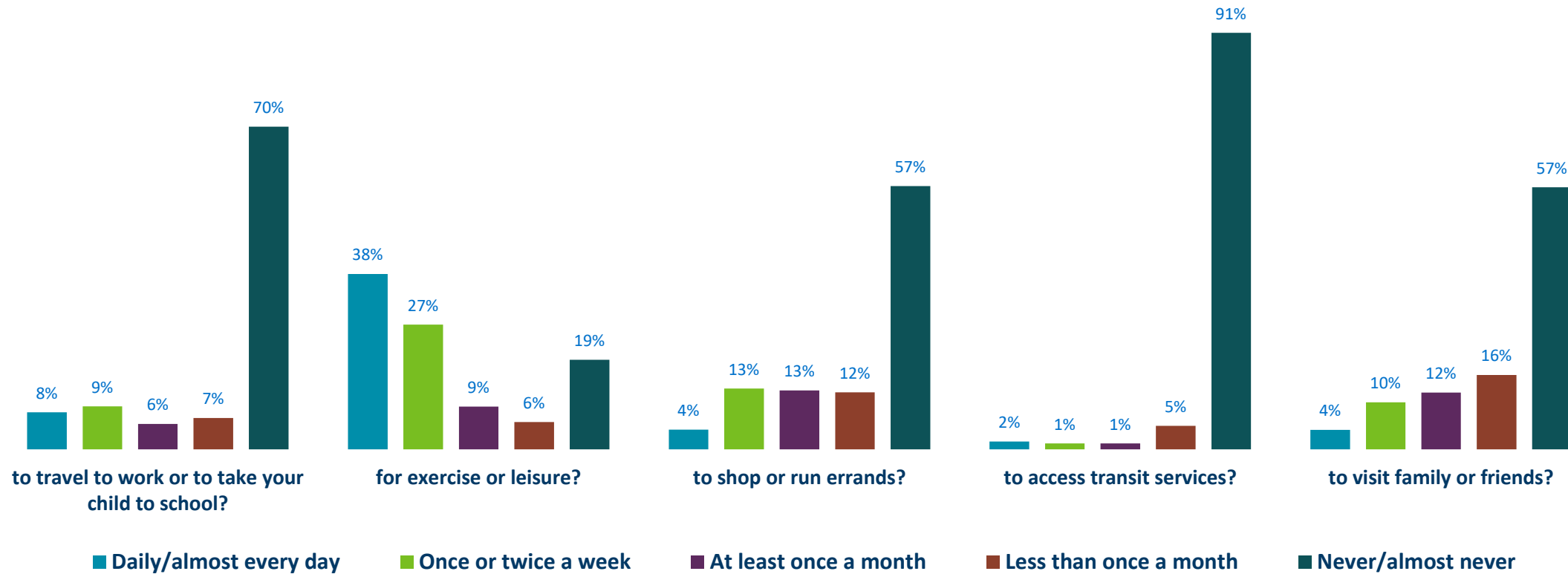
Only **2%** of respondents noted never or almost never walk, bike or use a mobility device.

This indicates that the survey respondents frequently rely on the ability to move around Coon Rapids via bike, walking or other mobility device.

Survey Results | Trips by Wheels

QUESTION: How often do you use a bike, scooter or skateboard to. . .

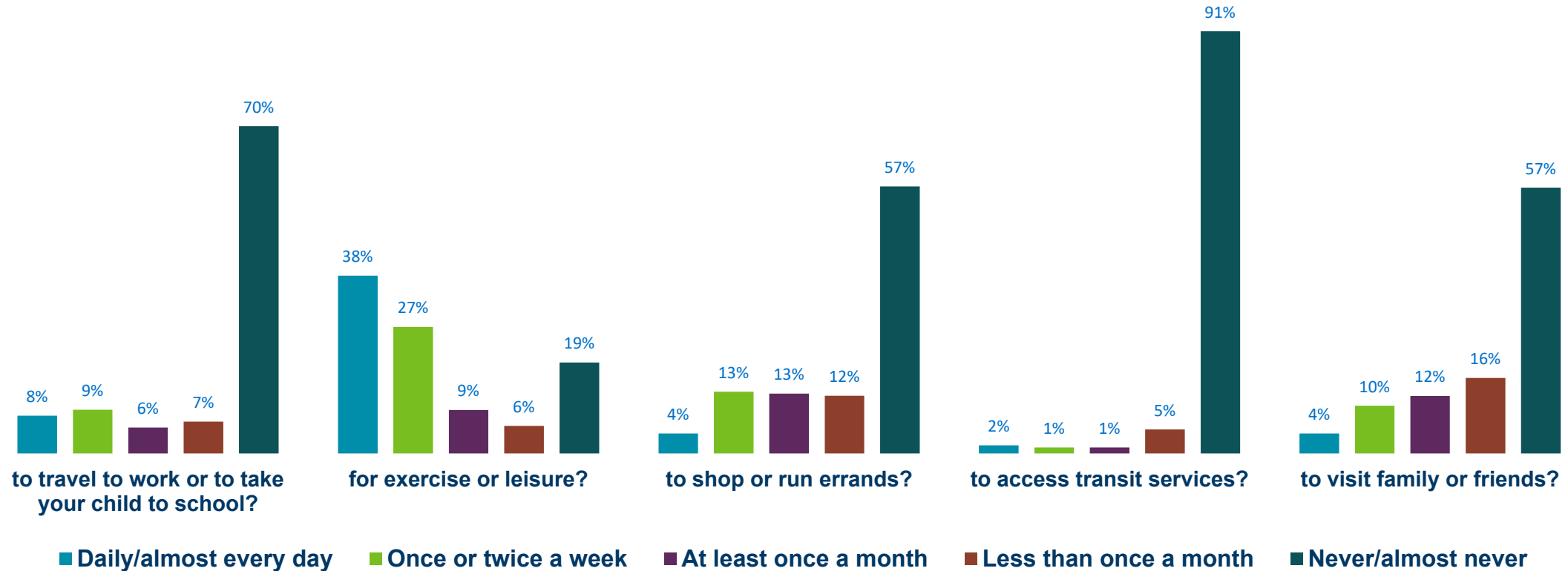
With the exception of exercise and leisure, most survey respondents report rarely using a bike, scooter or skateboard to move through Coon Rapids.



Survey Results | Trips by Foot

QUESTION: How often do you walk or use a mobility device to. . .

Similarly, apart from exercise and leisure, most participants report rarely walking or using a mobility device to move through Coon Rapids.



Survey Results | Safety

QUESTION: How safe (related to traffic safety) do you feel doing the following activities in Coon Rapids:

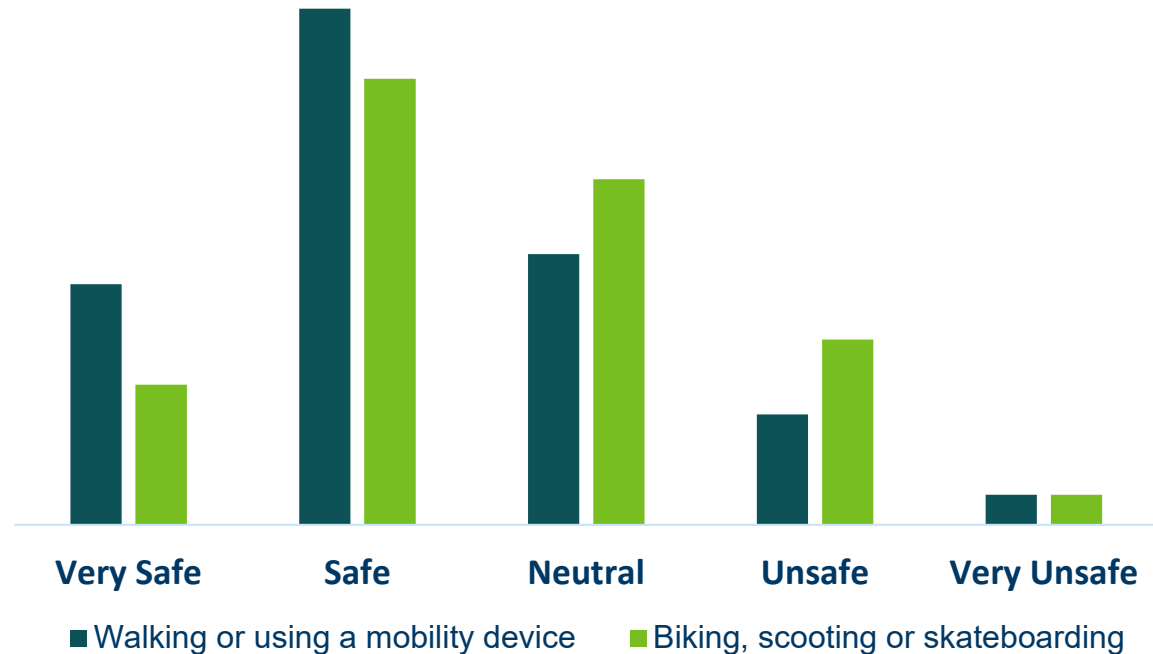
While most respondents, over half, feel safe walking and biking around Coon Rapids, it is important to note that this likely reflects the current preference towards recreational trips. Meaning, most respondents feel safe using the existing trail network because that is the only type of trip they take via bike or foot.

- **Biking, Scooting or Skateboarding:**

- 3% felt very unsafe
- 16% felt unsafe
- 30% were neutral
- 39% felt safe
- 12% felt very safe

- **Walking or using a mobility device:**

- 3% felt very unsafe
- 9% felt unsafe
- 23% were neutral
- 44% felt safe
- 21% felt very safe

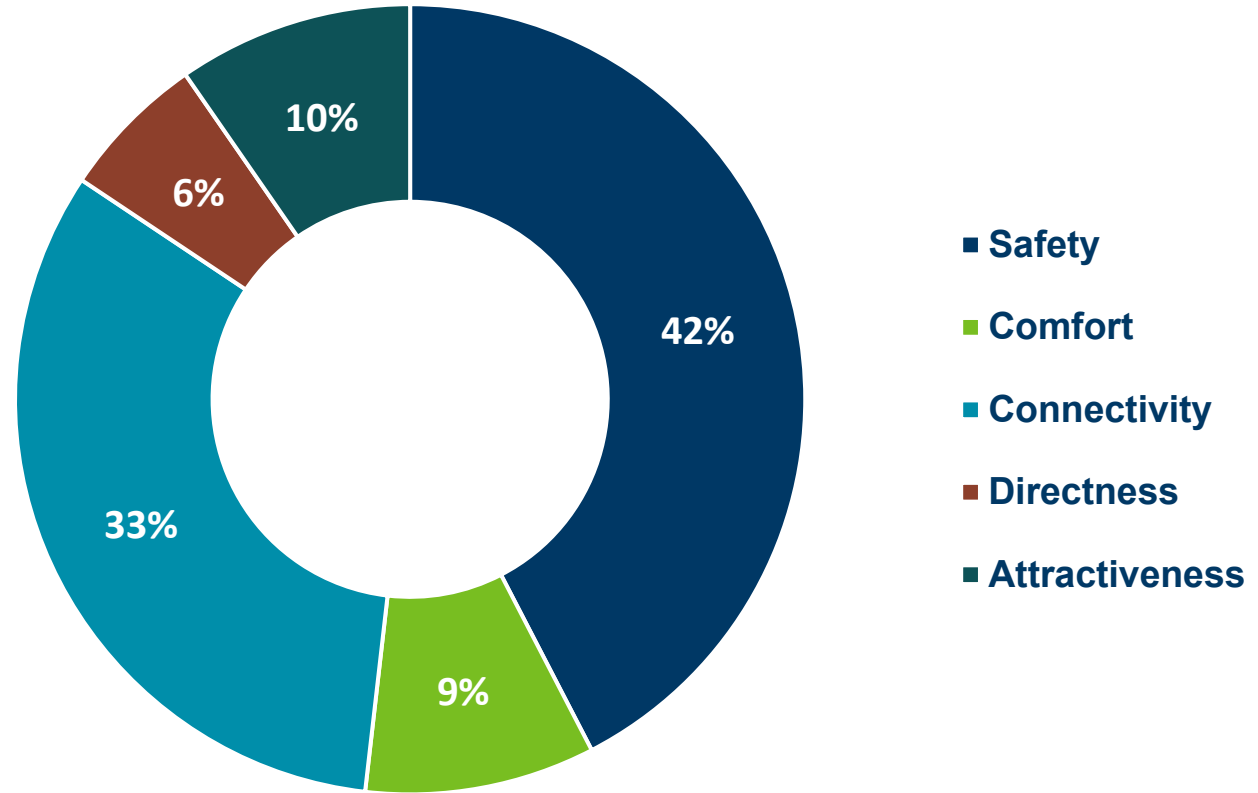


Survey Results | Top Priorities

QUESTION: Responders' top 2 priorities for bicycle/pedestrian infrastructure.

Safety was ranked as the highest priority with **42%** of participants indicating this as one of their top two priorities.

Connectivity was also ranked high with **33%** of participants including it in their top two priorities.



Survey Results | Favorite Places

QUESTION: Where in Coon Rapids is your favorite place to walk, bike or roll—and why?

Most locations respondents prefer to walk, bike or roll are natural areas around Coon Rapids. This is likely because most respondents are using active transportation for recreation and leisure and not commuter type trips.

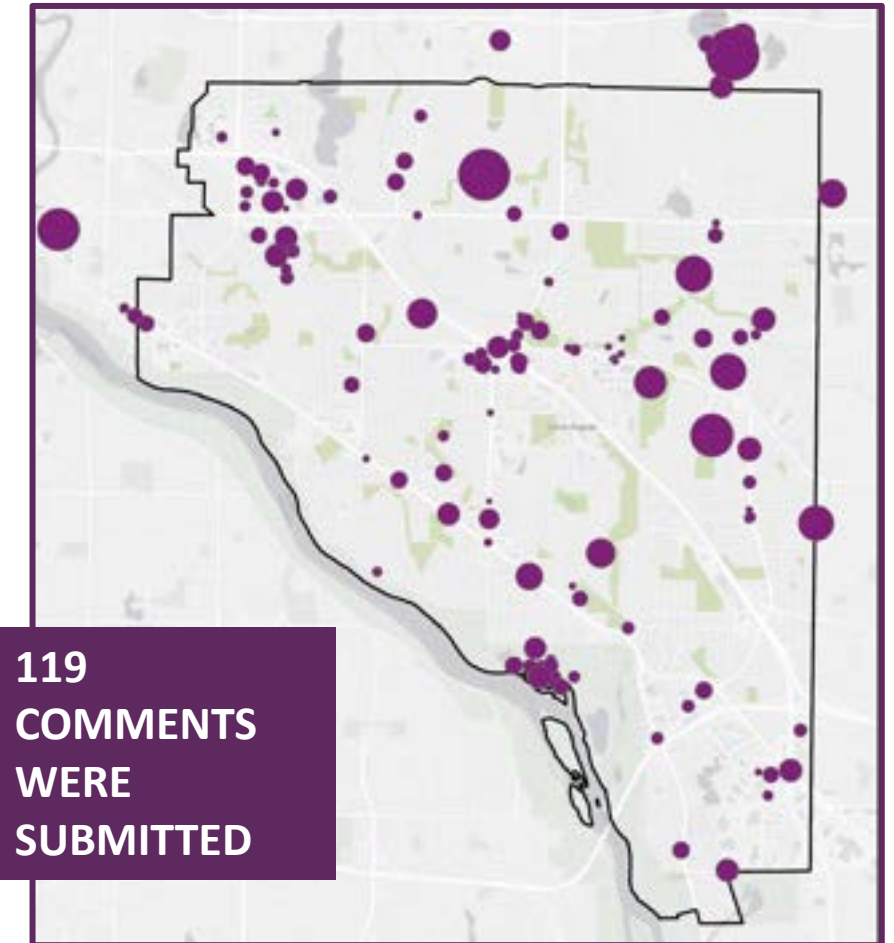
- Coon Creek
- Coon Rapids Dam
- Bunker Hills
- Erlandson Trail
- Sand Creek Trail
- Marshland Trail
- Mississippi Blvd./Mississippi Regional Trail
- Lions Park

Several comments also noted enjoying walking or biking in/around their neighborhood and that any trails connecting to their neighborhood is a plus.

Survey Results | Desired Locations

QUESTION: Locations that you would like to walk, bike or roll to but are currently unable to.

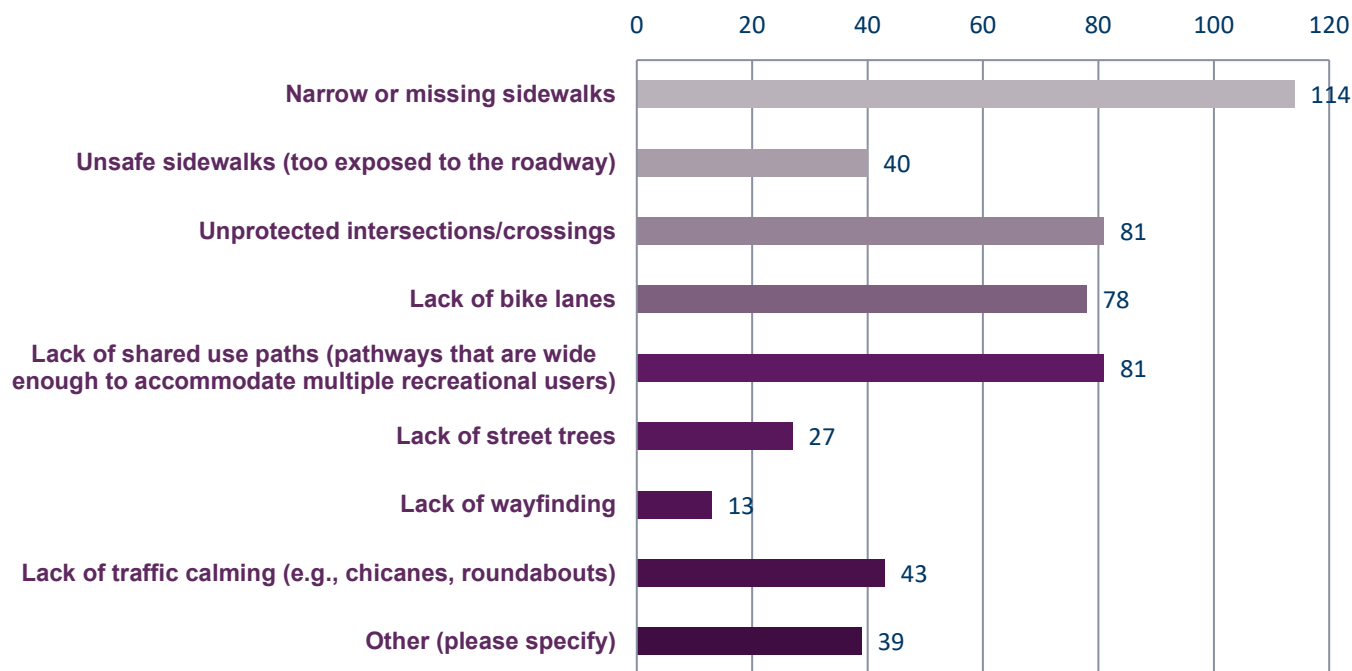
- Many respondents reported that they would like to walk or bike from their homes to destinations such as the Riverdale Shopping Center, grocery stores, and schools; however, many noted that lack of safe connections or facilities made it challenging to do so.
- The following roadways were described as barriers and unsafe to moving by walking, biking or rolling.
 - Coon Rapids Blvd.
 - Foley Blvd.
 - Northdale Crossings especially at Hanson and Xeon
 - Egret Blvd.
 - Hanson Blvd.
 - US Hwy 10
- Coon Rapids Dam was noted as needing improvements or needing better access from many areas of the City.
- Respondents shared that trails would benefit from ongoing maintenance such as trimming back foliage and repairing asphalt.



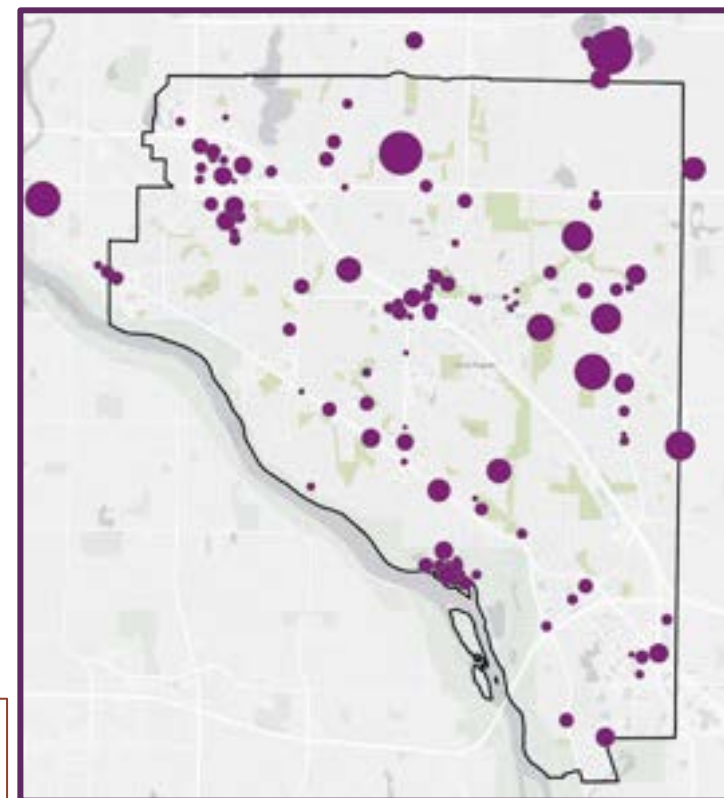
Survey Results |

QUESTION: What makes this location(s) difficult to walk, bike or roll to? (Check all that apply)

Narrow or missing sidewalks were reported as the biggest concern followed by lack of shared use paths, unsignalized intersections and crossings and lack of bike lanes.



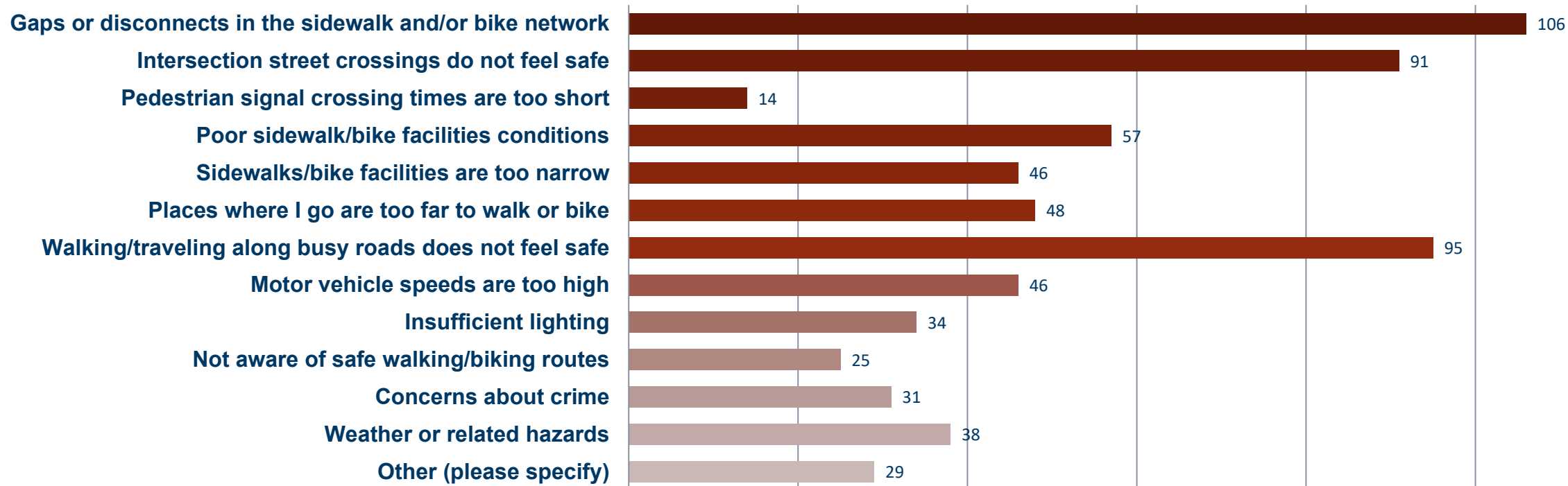
Those who noted "other" report poor facility conditions (both roadway and sidewalk/bike lanes), lack of separation of modes, dangerous drivers, speeding, lack of accessible facilities and amenities.



Survey Results |

QUESTION: What prevents or discourages you from walking, biking or using a mobility device in Coon Rapids?

Gaps/disconnects in the sidewalk/bike network, feeling unsafe walking or traveling along busy roads and feeling unsafe at intersections and street crossings were the top three ranked factors discouraging people from walking, biking or using a mobility device



Survey Results |

QUESTION: If you could choose one road in Coon Rapids to improve for bicycle/pedestrian travel, which would it be?

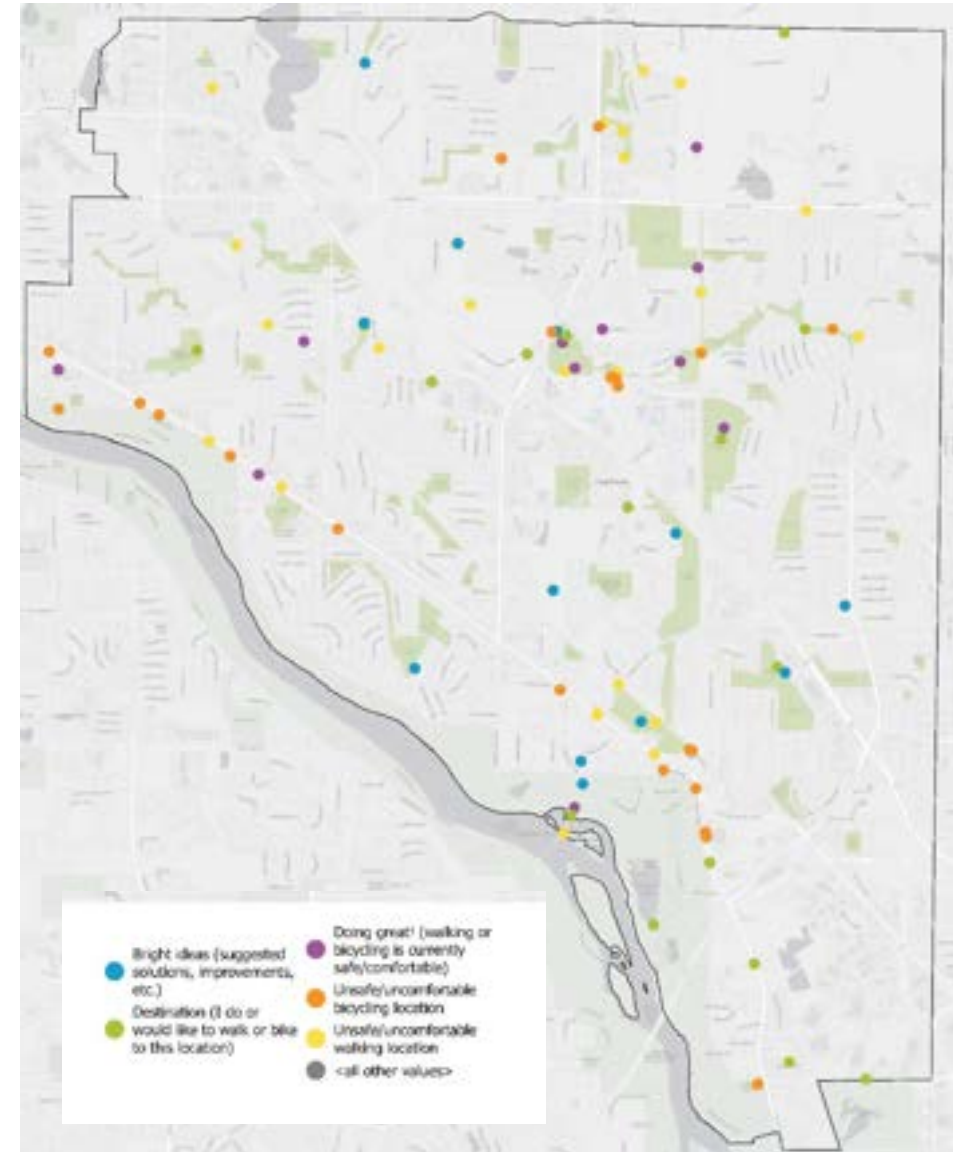
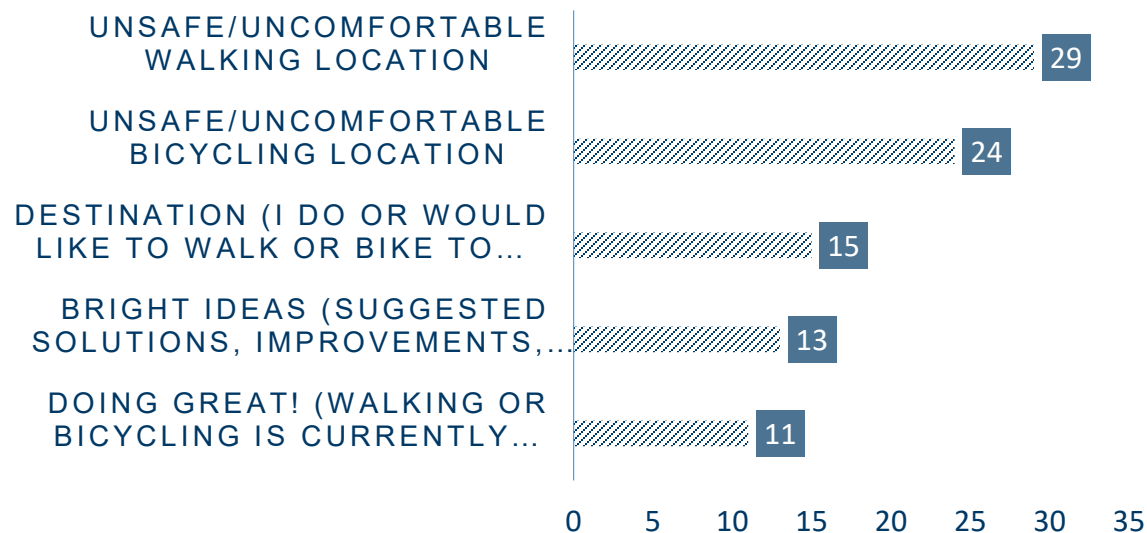
Coon Rapids Blvd., Northdale Blvd., Hanson Blvd., and Xeon St. were among the most frequently cited roadways in Coon Rapids in need of improvements for bike and pedestrian travel with numerous intersections flagged as dangerous for pedestrians and bicyclists. Sections of Egret Blvd. and Foley Blvd. were also mentioned.

QUESTION: Is there anything you would like to note about the City's existing sidewalks, bike routes or trails?

- Many people noted appreciating the existing trail system but would like to see better connections to/from those trails and more updated amenities such as lighting, trash receptacles, enhanced landscaping, and benches.
- Many comments indicated wanting safer crossings at many of the trail crossings and busy intersections.
- Narrow or missing sidewalks along key routes and in neighborhoods.
- More bike lanes and shared use paths.
- Need more education and safety measures around e-bikes.
- There were several comments regarding the need for better lighting in several areas.

Map Tool Comments

- 131 visitors
- 92 comments
- Most of the comments were related to feeling unsafe/uncomfortable walking or biking
- High concentration of comments along Coon Rapids Blvd. and Coon Creek/Sand Creek trail



Overarching Findings from Engagement



Enhancing Safety

While most respondents feel safe when using the trail network for recreation, they noted safety concerns at several crossings at major roadways and along on-street facilities. Some shared that the lack of sidewalks on local neighborhood roadways made it difficult to walk around the City and access services like shopping and dining.

Active Transportation Priorities

Safety
Connectivity

Shifting Trip Types

Coon Rapids has a great trail network that people appreciate and actively use for recreation and leisure. However, there is an interest in on-street facilities to grow the network to promote other trip types like running errands or commuting to/from school.

Connecting People to Places

Respondents expressed support for adding more comfortable bike and pedestrian facilities that better connect people to community destinations.

A photograph of four students walking away from the camera on a paved sidewalk. They are wearing backpacks and are in a residential area with trees and houses in the background. The student on the far left is a Black girl with a blue backpack, looking back over her shoulder. The other three students are white girls with backpacks of various colors (grey, black, and blue).

Building the Network

SECTION 3

Plan Vision



VISION

Walking, biking and rolling in Coon Rapids is a safe, enjoyable and easy choice for all.

Plan Goals



GOALS

- Improve safety for all roadway users
- Increase share of walkers, bikers and transit riders
- Implement cost-effective solutions
- Enhance accessibility
- Educate the community about design treatments
- Strengthen and expand partnerships

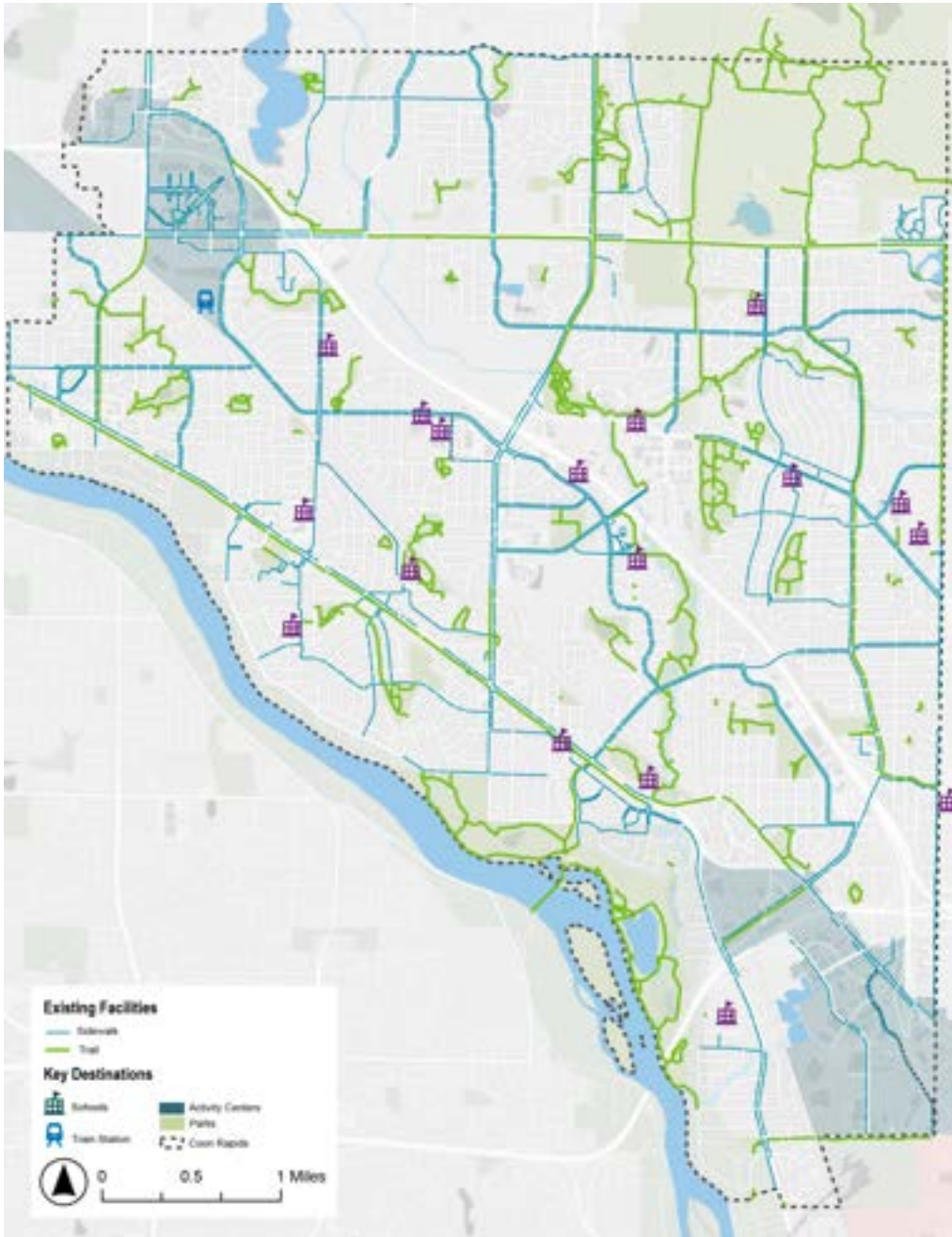
Existing Network

Coon Rapids has invested in its trail system, enabling people to access parks and natural areas across the City. However, there are opportunities to close gaps and create a more connected network.

The City currently lacks dedicated on-street bike facilities that would help expand the existing trail network and help facilitate more non-recreational bike trips.

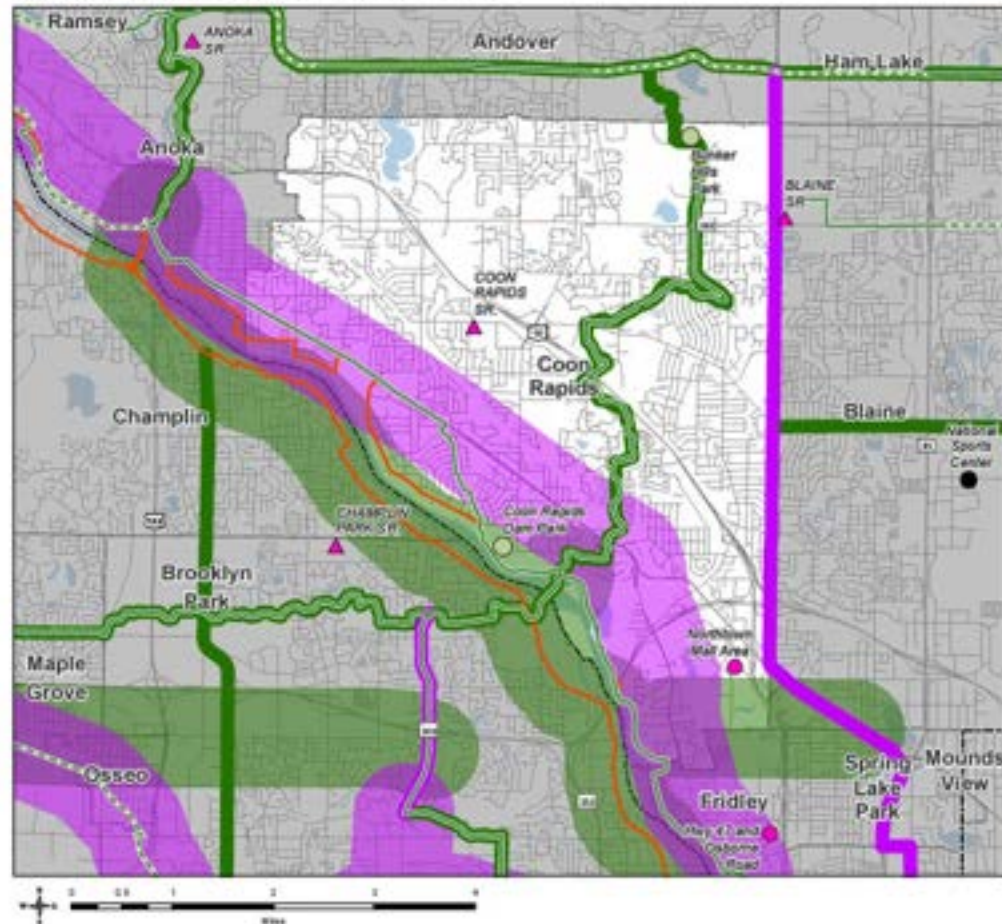
There are several sidewalk gaps along major roadways in the City creating unsafe conditions and barriers to access. Additionally, most local neighborhood streets lack sidewalks; however, these low volume, low speed streets pose less of a risk to pedestrians compared to major roadways.

While major roadways provide direct access to destinations for vehicles, they can also be barriers for people walking and biking from their homes to commercial areas, schools and recreational centers.



MAP 3-9: Regional Bicycle Transportation Network (RBTN)

City of Coon Rapids, Anoka County



Regional Bicycle Transportation Network

Coon Rapids has several trails that are part of the greater Regional Bicycle Transportation Network (RBTN). The RBTN sets the region's vision for planning and investing in bike trails and prioritized corridors based on trip demand and connectivity to activity centers and transit.

Within Coon Rapids, Coon Rapids Blvd. and University Blvd. are identified as a Tier 1 alignments, as they provide connectivity to high-capacity transit and key destinations. Tier 1 alignments should be given the highest priority for funding.

A north-south Tier 2 alignment was created by combining several parks and trail segments extending from Bunker Lake Blvd. in Andover to West River Rd. Tier 2 alignments should be given the second highest priority for transportation funding.



Future Network | corridors

ID	Corridor	Start	End	Improvement
1	Crooked Lake Blvd.	Coon Rapids Blvd.	Thorpe Park	Bike Facility
2	Northdale Blvd. NW	123rd Ave. NW	Raven Street	Bike Facility
3	99th Ave. NW	Foley Blvd. NW	Coon Rapids Blvd. Ext	Bike Facility
4	East River Rd.	85th Ave. NW	Zilla St. NW	Shared Use Path
5	Egret Blvd. NW	Coon Rapids Blvd.	Foley Blvd. NW	Bike Facility
6	Northdale Blvd.	University Ave.	Redwood St.	Bike Facility
7	Springbrook Dr.	Coon Rapids Blvd.	85th Ave.	Bike Facility
8	Neighborhood Bikeway	University Ave.	Round Lake Blvd.	Bike Facility; Neighborhood Bikeway
9	Mississippi Blvd.	Hanson Blvd.	Coon Rapids Blvd.	Bike Facility
10	131st Ave.	Hanson Blvd.	Crooked Lake Blvd.	Neighborhood Bikeway
11	Round Lake Blvd.	Main Street	Northdale Blvd.	Shared Use Path
12	Foley Blvd. NW	Coon Rapids Blvd.	101st Ave. NW	Shared Use Path (Southside)
13	121st Ave. NW & Shenandoah	133rd Ave.	University Ave. NW	Bike Facility
14	Northdale Blvd. NW	Main Street	Round Lake Blvd.	Shared Use Path (Southside)
15	119th Ave.	Northdale Blvd.	Coon Rapids Blvd.	Bike Facility
16	Hanson Blvd.	119th Ave.	Coon Rapids Blvd.	Trail

Future Network | site Specific

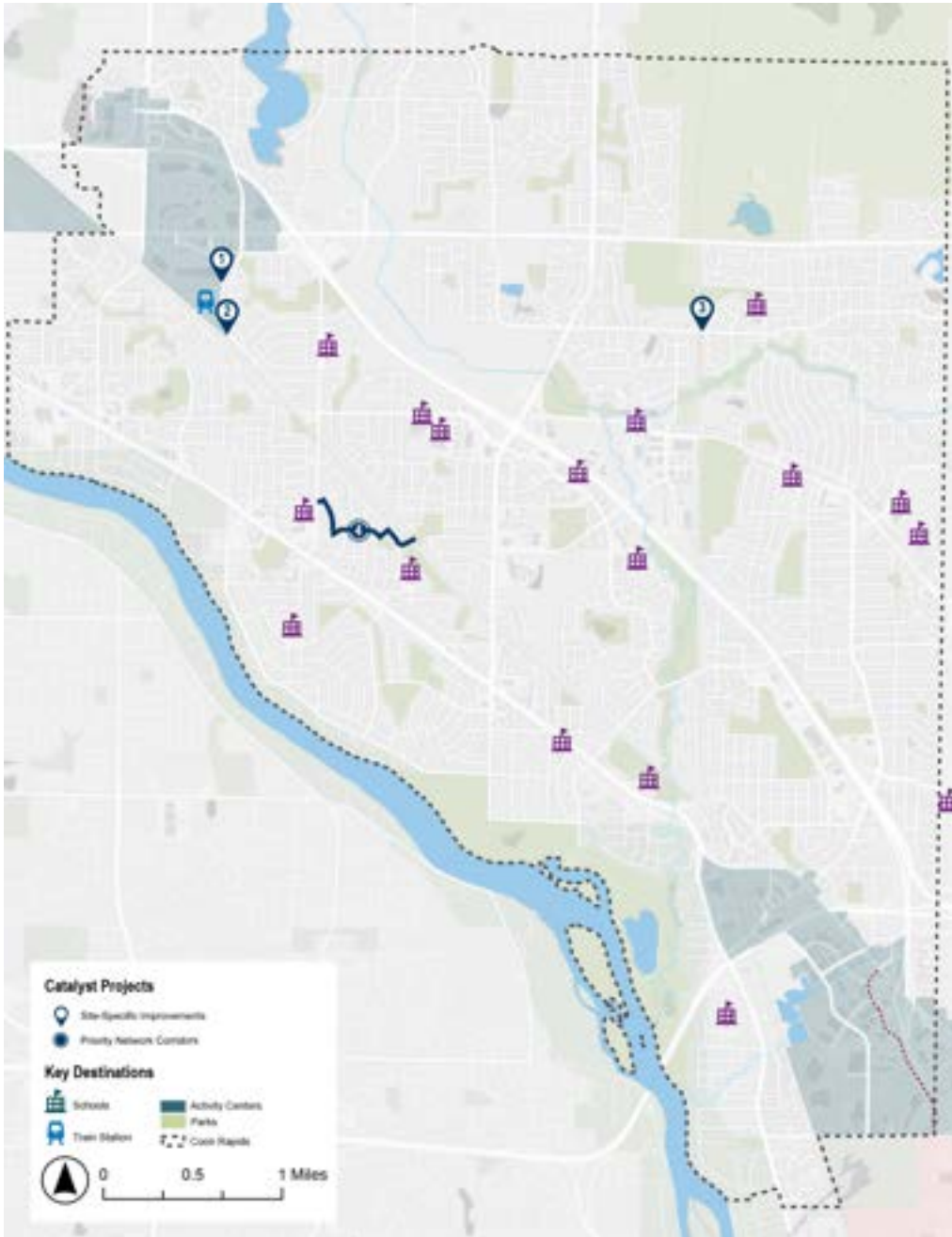
ID	Location	Improvement
1	123rd Ave. NW & Northdale Blvd. NW	Pedestrian Crossing
2	124th Ave. NW & Northdale Blvd. NW	Intersection Improvements
3	Xeon Blvd. & Northdale Blvd. NW	Interim: Protected Ped Crossing Long Term: Pedestrian Underpass/Overpass
4	121st Ave. & Wilderness Trail	Pedestrian Crossing Improvements & Wayfinding
5	Crooked Lake Blvd. & BNSF RR	Sidewalk Installation
6	Marigold St. and Northdale Blvd.	Pedestrian Crossing
7	US Hwy 10 & Wren St.	Bike/Ped Overpass
8	Coon Creek Trail	Trail/Tunnel Improvements
9	121st Ln. & Northdale Blvd.	Pedestrian Crossing
10	111th Ave.	Construct Sidewalk
11	115th Ave.	Trail Connection from Dakota St. NW to Blackfoot St. NW
12	Northdale Blvd. & US Hwy 10 Overpass	Bike/Ped Improvements
13	Foley Blvd. & US Hwy 10 Overpass	Bike/Ped Improvements
14	East River Rd. & 85th Ave.	Intersection Improvements



Catalyst Projects

Using feedback from the interactive web map, walking and biking audits and network workshop, four potential Catalyst Projects in Coon Rapids were identified and refined through discussions with City staff. These projects were selected to both demonstrate how active transportation treatments can be applied in Coon Rapids and because of their potential to significantly improve pedestrian safety and multi-modal connectivity in Coon Rapids.

The recommendations included are starter ideas, developed through preliminary discussions and analysis and are subject to change. Each of the Catalyst Projects will require additional engagement and analysis to successfully design and implement.



(1) Northdale Blvd. & 123rd Ave.
Pedestrian crossing improvements

(2) Northdale Blvd. & 121st Ln.
Pedestrian crossing improvements

(3) 121st Ave. & Wilderness Trail
Pedestrian crossing improvements

(4) Neighborhood Bikeway
Hoover Park to Crooked Lake Blvd.
Wayfinding and on-street markings to improve neighborhood bike connectivity.

Safety Treatments

Below highlights various strategies and roadway design treatments that may be applied across Coon Rapids to enhance safety for active transportation.



PEDESTRIAN BEACONS

Rectangular Rapid Flashing Beacon (RRFB) and Pedestrian Hybrid Beacon (PHB) enhance safety for pedestrians and bicyclists at intersections by increasing visibility and reducing conflict.

RRFBs are best suited on 40 mph or less multi-lane roads. PHBs should be used on multi-lane roads exceeding 35 mph and daily traffic volumes above 9,000.



CROSSWALK VISIBILITY ENHANCEMENTS

High-visibility crosswalks, lighting, signing and pavement markings are effective treatments at unsignalized intersections to funnel users and notify drivers.

- High Visibility Crosswalks: **40-percent reduction** in pedestrian injury crashes.
- Intersection Lighting: **42-percent reduction** in pedestrian crashes.



NEIGHBORHOOD BIKEWAY

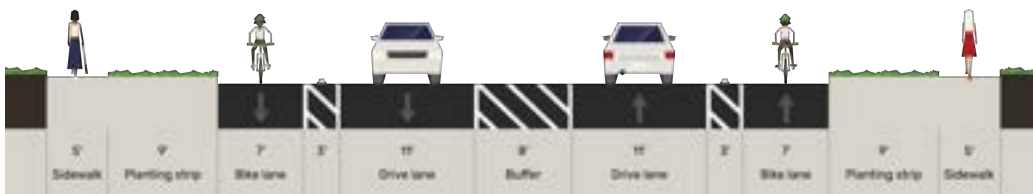
Provides comfortable bike facilities using existing, low volume neighborhood streets. Traffic calming treatments may be applied to manage speeds and minimize conflict points with vehicles. Elements may include signage, pavement markings and neighborhood traffic circles (also called mini-circles).

Northdale Boulevard | 124th Avenue to Raven Street

Existing Cross Section | 78' Right of Way



Interim Cross Section | 78' Right of Way



Full Build Cross Section | 78' Right of Way



Treatment Function

Northdale Blvd. is an arterial managed by the City that provides important neighborhood access to shopping and schools. The existing street cross-section features wide shoulders and lanes as well as medians to manage turn movements. There are interim steps the City may take to vastly improve safety and comfort for pedestrians and bicyclists and meet its Living Streets Policy.

The typical width for Northdale Blvd. is roughly 78 feet. Using cost effective treatments such as re-striping, buffered or protected bicycle facilities could be added with minimal impact to vehicle traffic and capacity. These improvements could occur as an interim step to full reconstruction of the corridor to improve bicycle and pedestrian access to the high school, shopping centers and homes.

These proposed cross-sections and intersection design treatments should continue to be explored as part of the upcoming Northdale Corridor Study.

Northdale Boulevard | Interim Crossing Improvements

123rd Avenue

Existing



Source: Google Earth

Proposed



Source: Remix Streets

Treatment Function

Adding high visibility crossing treatments at Northdale Blvd. and 123rd Ave. will increase driver awareness of pedestrians and bicyclists and funnel active transportation users to a safer crossing. 121st Lane and 133rd Avenue were identified due to their connectivity to the transit station and shopping center. Crossings would increase directness for adjacent residents to transit.

Actions

As the City manages Northdale Blvd., the proposed treatments are easily implementable and cost-effective. The City can restripe the roadway to narrow travel lanes and add buffered bike lanes. At non-marked intersections, the City can paint high-visibility crossing and add signage as needed.

121st Lane

Existing



Source: Google Earth

Proposed



Source: Remix Streets

Proposed Treatments

1. **Median islands** and **high visibility crosswalks** signals to drivers to slow down and watch for pedestrians. Space for median islands can be created by reconfiguring and narrowing lanes.
2. **RRFBs** at unsignalized intersection alert drivers of pedestrians or cyclists crossing the roadway. Additional

- signage may be added to provide advance warning to drivers.
3. **Advance stop bars** signals drivers to stop at the crossing, reducing forward creep into the intersection.
 4. **Reducing the vehicle travel lane widths** and repurposing the shoulder for buffered bike lanes both calms traffic and provides dedicated space for cyclists.

Northdale Boulevard | Crooked Lake Blvd.



Source: Denver, CO; Google Earth



Source: Olympia, WA; NACTO

Treatment Function

Crooked Lake Blvd. and Northdale Blvd. are high traffic intersections. To maintain capacity, the City may explore ramping the proposed bike lanes to the sidewalk and widening the sidewalks at the intersection to accommodate bicycle traffic. Bicyclists then could cross safely without mixing with traffic or requiring a lane removal.



Source: FHWA

Proposed Treatments

1. **Vertical Separation.** Elevate bike lanes to sidewalk level before entering the intersection.
2. **Widen Sidewalk.** Expand the sidewalk to comfortably accommodate bicycle and pedestrian traffic.
3. **Shorten Crossing Distances.** Reduce the

width that pedestrians and bicyclists must cross to reduce the amount of time required to cross and potential conflict with vehicles.

4. **Markings and Signage.** Add markings and signage to indicate to bicyclists desired crossing pattern and pedestrian of shared space.

Wilderness Trail Crossing | 121st Avenue



Source: Rails to Trails, Anthony Le



Source: Kut, Patricia Lim

Treatment Function

A new marked crossing was added at Unity St. for Wilderness Trail users. While a more direct crossing is preferred, modifications cannot be made to the Quiet Zone median. To improve user experience and navigation, additional wayfinding should be added including but not limited to signage and markings.

Actions

Develop specific branding and wayfinding standards for Coon Rapids Trail system for consistency across the City.

Coordinate with Anoka County and State on regional trail connections. Improvements may require coordination with BNSF, the track owners and operators.



Source: WalkMass



Source: Indianapolis Cultural Trail; Greg Raisman

Proposed Treatments

- Add additional signage indicating to trail users the desired crossing route and regulatory signage to notify users of crossing dangers.
- Add vertical wayfinding signs at intersections. Features may include mileage to key destinations and/or a map of the route and connections.
- Apply specialty pavers and/or pavement markings to clearly mark trail and key route connections.

Neighborhood Bikeway | Hoover Elementary to Crooked Lake Blvd.

Treatment Function

A neighborhood bikeway could provide better east-west connectivity across the City and define safe bicycle routes for residents. This project would demonstrate how these bike facilities may operate in the Coon Rapids.

Actions

Most neighborhood bikeways would use local streets; however, coordination with Anoka County will be required for county crossings and intersections.



Source: Google Earth

Existing trail underpass between Rockslide Park and Hoover School Park. Connection to greater trail network.

Potential Treatments

There are numerous treatments that could be applied along neighborhood bikeways to slow or divert vehicle traffic, provide a comfortable shared space for people of all ages and abilities and help people navigate Coon Rapids by bike or by foot.

Treatments applied along the route include **wayfinding signage** and **pavement markings**. Stop control treatments at intersections should be explored and give priority to neighborhood bikeway routes.

Sample Traffic Calming Treatments

1. **Mini Traffic Circle:** Slows drivers through local roadway intersections.
2. **Medians:** Creates pinch-points for vehicles and shortens crossing distances for pedestrians and cyclists.
3. **Curb Extension:** Extends the curb at intersections to slow drivers and shorten crossing distances.
4. **Chicanes:** Helps reduce vehicle speeds by requiring motorists to shift side to side around the features.

Best Practices

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



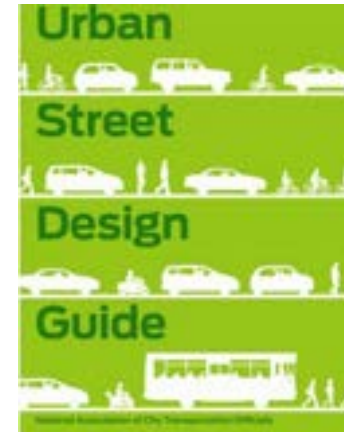
[Bicycle Facility Design Manual](#)

Minnesota Department of Transportation (MnDOT), 2020



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

MnDOT, 2021



[Urban Street Design Guide](#)

National Association of City Transportation Officials (NACTO)



[Urban Bikeway Design Guide](#)

NACTO, 2025

Toolbox of Core Concepts

The next pages demonstrate different concepts that can be applied in Coon Rapids to achieve its active transportation goals and implement the Living Streets Policy. While not an exhaustive list of treatments, it provides a starting point for Coon Rapids and a toolbox of strategies that are best-suited for the existing context.



Core Concepts

RIGHT-SIZING STREETS

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

Travel Lane Width: Narrowing lanes can reduce the operating speed of traffic while also providing the additional space needed for bikeways. Ten-foot-wide lanes do not result in an increase in crashes or reduce vehicle capacity on roads with speeds of 45 mph or less. Narrower lane widths can contribute to lower vehicle operating speeds, which can increase safety for all roadway users. (*FHWA Bicycle Selection Guide, 2019*)

To support vulnerable users like pedestrians and bicyclists, streets should maximize buffer space and work to manage safe speeds for all by design.

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



Parking /
curb zone

“park
assist” lane

10-ft travel lane

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

Context Sensitive:

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

Core Concepts

CROSSING RETROFITS

PEDESTRIAN CROSSING IMPROVEMENTS

There are two primary treatments used to protect pedestrians and bicyclists at unsignalized crossings: rectangular rapid flashing beacon (RRFB) and pedestrian hybrid beacon (PHB).

Rectangular Rapid Flashing Beacon

RRFBs are active warning beacons that use an irregular flashing pattern when activated to alert drivers to yield to bicyclists and pedestrians present.

Pedestrian Hybrid Beacon

PHBs assist pedestrians in safely crossing high speed roadways at unsignalized intersections or mid block. According to FHWA, 74 percent of pedestrian facilities occur at non-intersections. PHBs are best used at locations where it is difficult for pedestrians to cross (insufficient gaps between vehicles and speed limits greater than 35 mph).

Leading Pedestrian Interval

Leading pedestrian intervals (LPIs) give pedestrians a crossing advantage at signalized intersections with an opportunity to enter the crosswalk before vehicles, roughly 3 to 7 seconds. Benefits included increased visibility while crossing and reducing potential conflicts.

[Leading Pedestrian Interval | FHWA](#)



Graphic illustrating design of RRFB intersections
Source: NACTO, "Urban Bikeway Design Guide"
[National Association of City Transportation Officials](#)



Graphic illustrating design of PHB intersections
Source: NACTO, "Urban Bikeway Design Guide"
[National Association of City Transportation Officials](#)

Core Concepts

CROSSINGS

CLEARLY MARK CROSSWALKS

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



Where bicyclists need to stop, a lean bar is a helpful amenity.

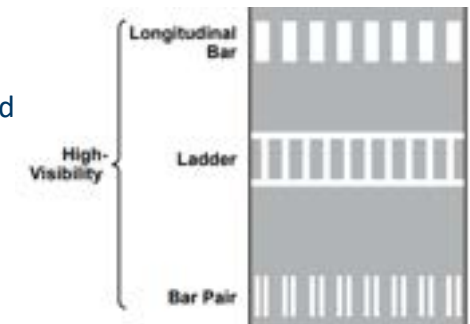


A **z-median crossing** breaks complex crossings into two simpler crossings. An angle in the island positions people to face oncoming traffic before crossing. It also provides storage space for bikes.



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

MUTCD Tools: High-visibility crosswalks and warning signs should be installed at all non-intersection locations. Transverse lines should be limited to STOP or signal-controlled crossings. See MUTCD, Chapter 3C.



Core Concepts

CURB EXTENSIONS

SHORTEN CROSSING DISTANCES, IMPROVE SIGHTLINES FOR ALL

The ideal crossing distance for a person on foot in a downtown environment is 22-24 feet for a two-way street and 12-14 feet for a one-way street. Curb extensions (or bump-outs) are a proven safety treatment by the following:

- reducing the crossing distance and exposure (potential threat to vehicle traffic) for people walking;
- promoting slower motorist turning speeds and thus stopping or yielding behavior by reducing the corner (or turning) radii;
- reducing motorist wait time and
- improving sight lines for both drivers and walkers.

Implementation Considerations

While effective at increasing safety for pedestrians, they may impact turning movements for larger vehicles. Design considerations to mitigate include sufficient corner radii, mountable curb aprons (if permanent), and appropriate street context.



Temporary curb extensions with paint and planters are a great way to test this tool and create a safer, more inviting walking environment.



Curb extensions inset on-street parking and provide space for trees, landscaping, rain gardens and other signage and street furniture. They can also be built so that they do not interrupt existing drainage, reducing construction costs.

Core Concepts

BICYCLE BOULEVARD

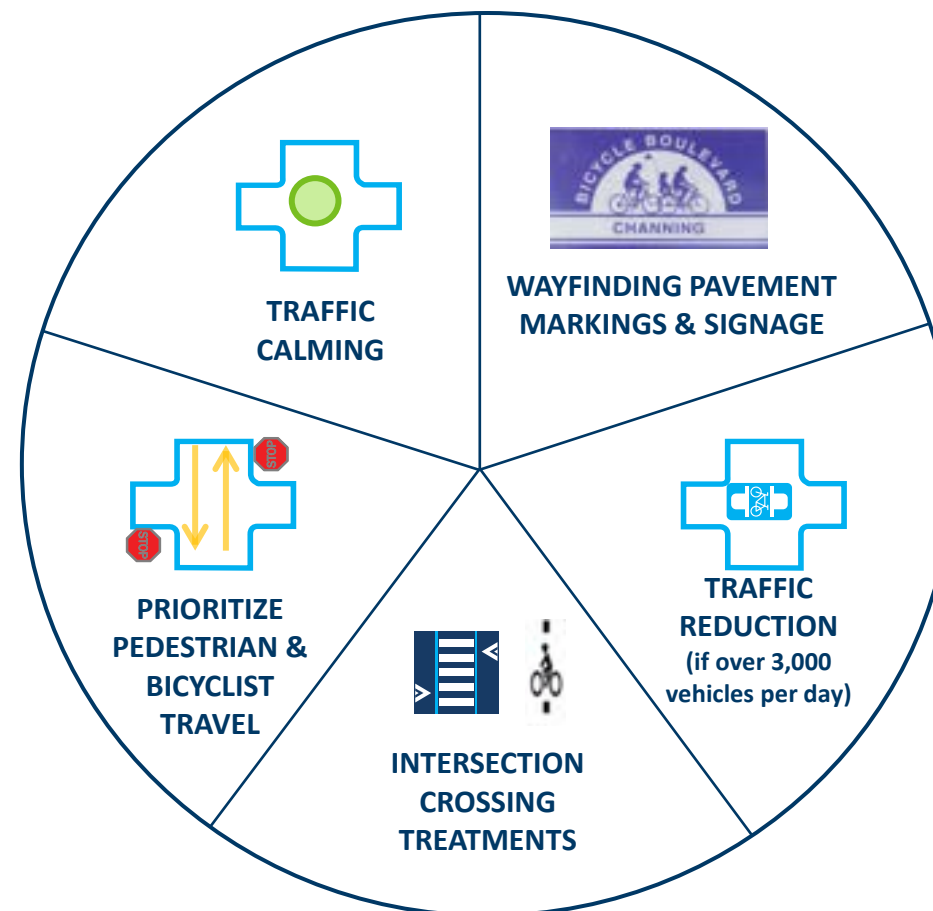
INCREASE PRIORITY NEIGHBORHOOD ROUTES FOR PEOPLE BIKING

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

- Reduce or maintain low motor vehicle volumes, preferably under 3,000 vehicles per day
- Reduce or maintain low motor vehicle speeds, preferably under 20 mph
- Create a direct, coherent (logical) and continuous route (STOP signs, if present, are oriented toward cross streets)
- Create access to key community destinations
- Create comfortable and safe intersection crossings
- Give priority to people walking and biking, reducing delay (STOP signs, if present, are oriented toward cross streets)

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

A MIX OF DESIGN ELEMENTS



Adapted from Portland Bicycle Boulevard Guide:
[PortlandBicycleBoulevardGuidebook.pdf](https://www.portland.gov/bike/bicycleboulevardguidebook.pdf)

MUTCD Tools: Shared Lane Markings (bicycle and chevron) on pavement and Bikes Allowed Use of Full Lane R9-20 sign. See Chapter 9A, MUTCD. Green paint can be added in the bike lane to enhance visibility.



R9-20

Core Concepts

CONVENTIONAL OR BUFFERED BIKE LANES

SAFER STREETS FOR ALL

Cities investing in bicycling infrastructure—from bike lanes to fully separated or protected bike lanes (or cycle tracks)—achieve environmental and safety advantages through the increase of bicycle use. Bike lanes are one of FHWA's **Proven Safety Countermeasures**. Conventional (or painted) bike lanes designate an exclusive space for people biking, typically 5 to 7 feet wide, with pavement markings and signage. Painted buffers of 2 to 3 feet provide additional comfort between the people in the bike lane and the travel lane and/or parked cars to reduce “dooring” of bicyclists. Many benefits of bike lanes go beyond the bicyclist:

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

BIKE LANE SAFETY BENEFITS

49% ↓

Decrease in crashes on 4-lane roads due to presence of marked bike lanes and lane reduction

30% ↓

Decrease in crashes on 2-lane roads due to presence of marked bike lanes

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

Sources:

<https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes>

<https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/>

<https://www.aarp.org/content/dam/aarp/livable-communities/livable-documents/documents-2014/Livability%20Fact%20Sheets/Bicycling-Fact-Sheet.pdf>

MUTCD Tools: Bike Lane symbols (bicycle and arrow) and optional painted buffer (diagonal or chevron) on pavement and Bike Lane R3-17 sign. Green paint can be added in the bike lane to enhance visibility.



R3-17

Core Concepts

PROTECTED BIKE LANES OR CYCLE TRACKS

ALL AGES & ABILITIES BICYCLE FACILITY

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

Protected bike lanes should be considered where motor vehicle speeds consistently exceed 30 mph, where daily motor vehicle traffic volume is higher than approximately 6,000 vehicles per day, where there is higher complexity and risk of conflicts at intersections and along curbsides (e.g., transit) or wherever there is more than one motor vehicle lane per direction.

MUTCD Tools: Bike Lane symbols (bicycle and arrow) and painted buffer (diagonal or chevron) on pavement (vertical element is placed in the buffer area), may be one-way or two-way, and Bike Lane R3-17 sign.



▲ Temporary two-way protected bike lane using a painted buffer space and armadillos to create vertical separation.



▲ Curb separated directional (one way) cycle track adjacent to sidewalk. (Richfield, MN)
When placed adjacent to the sidewalk, a detectable surface should be placed at the edge of the bike lane for people with vision impairment.



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



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

Core Concepts

NEIGHBORHOOD TRAFFIC CIRCLE

Traffic circles (also called mini-circles) work to reduce vehicle speeds in a few ways.

First, they interrupt the “straightaway” feel of many residential streets that can signal to drivers to go a faster speed than the posted speed. Second, traffic circles narrow the intersection, slowing drivers’ through and turning movements. Slower intersection speeds increases motorists’ yielding behavior to people walking and biking.

Traffic circles are a proven safety treatment, reducing all types of intersection crashes by 90 percent and injury crashes by 97 percent (Seattle Department of Transportation). They are most effective when installed as a series at multiple intersections along a corridor.



▲ Traffic circles help achieve neighborhood-friendly speeds of 15-20 mph by design. (Saint Paul, MN)



▲ Traffic circles can be tested using low-cost materials. They keep people safely in motion, which is beneficial to people biking. (Edgewater, CO)



▲ Street trees in traffic circles adds to the traffic calming effect while also helping to better manage stormwater. (Seattle, WA)



▲ Traffic circles can be designed to create gateways into key neighborhoods or districts, like downtown, with features such as sculptures or artwork. (Holland, MI)

Core Concepts

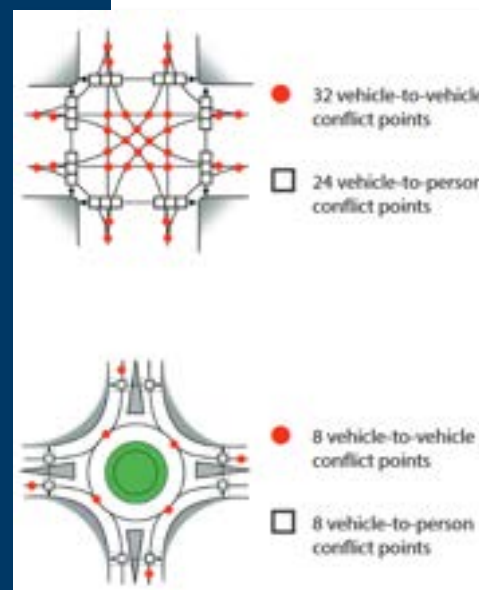
MODERN ROUNDABOUTS

A SAFER CHOICE BY DESIGN

Modern roundabouts, including mini or compact roundabouts, are a FHWA **Proven Safety Countermeasure**, creating a safer intersection for all users:

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

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



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



Core Concepts

STREET TREES

GREEN THE STREET

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

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

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



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

Core Concepts

PLACEMAKING

ACTIVATING PUBLIC SPACES

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



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



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



▲ Curb extensions create space for plantings, seating, and public art.



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



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



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

Core Concepts

WINTER MAINTENANCE

ALL YEAR, ALL SEASON ACCESS

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

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

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

Resource: [Winter Maintenance](#), Toole Design (2019)



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



Making the Shift

SECTION 4

Shifting the Culture

Administrative Functions Support Active Transportation Engineering

While infrastructure changes provide visual cues that a community supports active transportation, these changes can only be achieved and sustained when the City's policies and practices also change to allow implementation, maintenance and operation in a safe manner. This requires City departments to collaborate on planning, funding, design and maintenance needs. Several departments are likely to be involved including City Management, Community Development, Public Works/Engineering and Recreation. Administrative recommendations can be found on the following pages.

Public Education and Encouragement

Educational programs and special events can also show that a community supports active transportation. From maps and marketing to bike rides and celebrations, these elements of a bike- and walk-friendly community can be led by the City as well as private groups such as non-profit organizations or community activists. Education and encouragement recommendations can be found on the following pages. A strong active transportation culture fosters community support for more projects to build physical infrastructure, which in turn allows more people to walk and bike and participate in and expand the culture. Such a feedback loop makes active transportation a part of everyday life in a community.



Policy Recommendations

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

Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Toward Zero Deaths	Make an official and public commitment to a Toward Zero Deaths goal to achieve zero traffic fatalities or severe injuries among all road users within a set timeframe.	Toward Zero Deaths (and similar programs like Vision Zero) is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all. Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. <i>Learn more and join the Minnesota TZD network.</i>	☐ Educate and advance a Toward Zero Deaths goal for all road users within a set timeframe with the mayor, City council and City manager. ☐ Host council work session on speed setting and design principles. ☐ Partner with law enforcement to collect and analyze speed data on local streets and identify additional enforcement approaches.
Neighborhood Traffic Calming Program	Research how other communities have implemented traffic calming programs. What are the steps required to build a successful program?	Cities of all sizes are creating neighborhood traffic calming programs to create a more fair, equitable, transparent and efficient process to support neighborhood safety, citywide speed limit reductions, Toward Zero Deaths traffic safety goals, Complete Streets and/or active transportation plans. Programs typically include: (1) clear guidance on how residents can apply, often with 60% or greater block support; (2) criteria that guides Public Works data collection, design recommendation and project ranking; (3) annual funding to allocate funds based on project ranking; (4) process for public works to implement and keep the neighborhood involved in all the steps; and (5) post-installation data collection and evaluation process.	☐ Assign staff to review other communities' traffic calming programs and draft program recommendations.

Policy Recommendations

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

Policy	Recommendation: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?
Trail Design Standards	Review trail design standards and update to improve safety for all trail users.	Establishing a trail design standard based on guidance from FHWA and NACTO to enhance the safety, accessibility and user experience of all trail users. Considerations for trail design include user separation standards, speed management (gentle curves and pinch points to naturally slow speeds), signage and wayfinding, amenities and maintenance. A policy would help address public concern around speeding and e-devices on trails.	☐ Update trail design standards to encourage safe speeds and separate trail users. ☐ Evaluate existing trails and determine locations that would benefit from additional markings or signage to slow down bicyclists.
Land Use, Development Code	Review land use code to support human scale, mixed use development where appropriate.	Land use is a big factor in supporting active trips. Mixed-use development with short blocks, pedestrian and bike-only links or trails, buildings that front the street and ample bike parking supports active transportation (including transit). Increasing housing density near town centers and commercial areas is key to addressing local housing needs and mode shift. Density can be done well. Many cities are incentivizing Accessory Dwelling Units (ADUs) on residential, single family zoned lots as an incremental development strategy.	☐ Conduct a comprehensive review of existing land use and zoning codes. ☐ Adjust zoning to allow for mixed use where appropriate. ☐ Introduce flexibility in land use codes to encourage innovation.

Program Recommendations

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

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Safe Routes to School (SRTS)	Continue to support local Safe Routes to School program efforts.	Safe Routes to School programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the “6 Es.” These are evaluation, education, encouragement, equity, engagement and engineering. Cities can continue to support by leading engineering efforts by prioritizing active transportation investments along key routes to school. Related to education, state legislation was passed in 2023 that requires all public-school students receive instruction in safe walking and bicycling skills at the beginning of the school year. <i>Resource:</i> Walk and Bike Safety Education for K-8 Students, MnDOT	☐ Work with school partners to apply for MnDOT planning, boost or infrastructure grants to enact this Action Plan and a SRTS Plan. See MnDOT’s Safe Routes to School Grant Funding page for opportunities.
School Streets and Park & Walk Programs	Pilot School Streets and/or Park & Walk in partnership with neighborhood schools. Support school district in implementing K-8 bike/walk education initiative.	School Streets are temporary car-free zones adjacent to or leading up to a school. They help manage traffic and improve safety during arrival and dismissal by eliminating vehicle congestion in front of schools. This creates a safe and inviting space for children and caregivers to walk, bike or roll. School Streets can be paired with Park & Walk zones where caregivers drop students at an established location(s) near the school, then walk the final distance with staff or volunteers. In 2023, Minnesota mandated that all students from kindergarten through eighth grade receive age-appropriate education on safe walking and biking practices. Education should be paired with street design and programs.	☐ Collaborate with school partners and neighborhood residents on a School Street pilot. See Minnesota Safe Routes to School Guide on School Streets and Park & Walk.
Trail Etiquette Program	Create educational campaign on trail user etiquette.	Promote responsible use and awareness of trail rules through signage, outreach and online materials. As the use of e-bikes increases, specialized education and programming should be developed for e-bike users on how to safely operate and share spaces with other users.	☐ Coordinate with key stakeholders (local advocacy groups, schools and businesses) to develop goals and outreach strategy.

Program Recommendations

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

Program	Recommendation: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?
Enhance Wayfinding Program	Expand the Wayfinding Program to improve navigation and accessibility by foot or bicycle.	Develop and maintain a Wayfinding Program that helps existing and new cyclists identify bike routes they can use, either now or as the Priority Network is implemented. Wayfinding can consist of virtual or print maps, signage and pavement markings.	☐ Assess current navigation challenges and opportunities. ☐ Identify needed wayfinding elements (signs, maps, etc.). ☐ Create branding and design standards for wayfinding elements.
Bike Parking Program	Update bicycle parking practices to expand bicycle racks in the right of way to accommodate the diversity of bike types (e.g., adaptive and cargo bikes, e-bikes, scooters).	Cities have been providing on-street parking, often for free, for vehicles for decades. To help encourage and achieve local mode shift goals and make certain biking is a viable transportation option, future capital street projects should include an approach to reserving curbside or the furnishing zone of sidewalks for bike racks. These spaces should include covered, weather protected options, support electric charging needs and accommodate larger bikes such as cargo or adaptive bicycles. Bike racks can be customized to reflect the character of the community and serve as a public art element.	☐ Complete a citywide evaluation of bike rack installations and develop a process to identify locations to add bike racks across the city. ☐ Install bicycle parking with all capital trail and sidewalk projects.
Bike Counting Program	Develop a bike count program to understand ridership across the City.	Bike Count Programs can help cities better understand when and where people are riding. In Making Bikes Count , NACTO provides guidance on how to develop a more intentional program that captures the full range of biking activities.	☐ Determine foundational goal for bike count program.

Practice Recommendations

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

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Enforce the Living Streets Policy	Continue to enforce the Living Streets Policy.	The Living Streets Policy should continue to guide the City's street reconstruction projects. Every time a street is scheduled for reconstruction, sidewalks and trails should be part of the design by default in accordance with the street's classification as defined in the current Sidewalks and Trails ordinance.	☐ Identify staff or office that is responsible for enforcement of Living Streets Policy.
Design Guidance	Adopt or endorse national or state street design guides.	Rewriting street design guides can be time intensive and cost prohibitive for many communities. To support implementation of Complete Streets and this Action Plan, adopt or endorse state and national design guides to enable the use of best practices and design flexibility. Such as: • National Association of City Transportation Officials (NACTO) Urban Street Design Guide • NACTO Urban Bikeway Design Guide and Designing for Small Things with Wheels (guidance on e-bikes) • Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks • MnDOT Bicycle Facility Design Manual	☐ Review and adopt or endorse design guide(s) to be used by City staff and consultants on street projects.

Practice Recommendations

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

Practice	Recommendation: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?
Winter Maintenance	Review Snow and Ice Control Policy to prioritize removal of pedestrian and bicycle facilities in a timely manner.	Maintaining winter access for people walking and biking in the City is critically important. Winter maintenance often requires many people and institutions throughout the City help ensure paths are kept clear and passable. The City of Coon Rapids' Snow and Ice Control Policy outlines responsibilities for snow removal on streets, sidewalks and pathways. Key points include prioritizing major roads for plowing, commencing operations after three inches of snowfall, using City and contracted resources and maintaining accessibility for emergency services. Salt and chemicals are used sparingly due to environmental concerns, and property owners are responsible for clearing driveways and ensuring mail delivery access. The City also enforces winter parking restrictions to facilitate snow removal. For more details, see the full policy here.	☐ Expand education and awareness efforts for residents and businesses on City's sidewalk snow and ice removal ordinance, related standards and responsibilities. ☐ Update timeframe of snow and ice clearing of trails and protected bikeways. Likely will require additional City resources. ☐ Determine best way to make certain existing and future on-street bike lanes and neighborhood bikeways have the same quality of snow and ice clearance as trails and bikeways.
Maintenance Procedures	Make certain annual budget provides for regular maintenance and minor repairs of active transportation facilities.	Shared use paths, on-street bicycle facilities and sidewalks require regular maintenance. People walking and biking are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass and gravel. Establishing an annual process for assessing conditions and determining where repairs are needed is an important practice to maintaining active transportation network.	☐ Continue implementation of the ADA Transition Plan (2018). ☐ Complete a condition inventory of sidewalks, multi-use trails or paths. ☐ Establish and prioritize repair locations using a data driven approach based on inventory data. ☐ Confirm location of and fill gaps in the sidewalk network, prioritizing gaps near parks and other public destinations.

State and Federal Funding for Active Transportation

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

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

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

Source	Funding Program	Purpose
FHWA	Safe Streets and Roads for All (SS4A)	Funds development of safety action plans and infrastructure projects
FHWA Reconnecting Communities Pilot	Reconnecting Communities Pilot (RCP)	Creates connections across highways for communities that were historically impacted by highway development
MnDOT Active Transportation Program	Infrastructure Grants, Planning Assistance, Quick Build/Demonstration Projects	Support active transportation capacity building and facilities
MnDOT Safe Routes to School (SRTS)	Planning Assistance and Boost grants	Support current SRTS plans and programs
MnDOT SRTS	Infrastructure Funds	Construct sidewalks; improve crossings on routes to schools
MnDOT (Federal funding)	Transportation Alternatives (TAP)	New pedestrian and bike facilities
MnDOT	State Aid for Local Transportation (SALT)	Funding for highway bridge design, construction and maintenance

State and Federal Funding for Active Transportation

Source	Funds	Purpose
Metropolitan Council	Regional Solicitation	Multi-modal infrastructure projects that focus on outcomes like moving people more effectively, managing congestion, safer streets for people walking and biking and improving air quality
MN DNR	Regional Trail Grant	Motorized, non-motorized and joint trail usage on regionally significant or statewide trails
MN DNR	Outdoor Recreation Grant Program	Matching grant for the cost of acquisition, development and/or redevelopment of local parks and recreation area; only applies to internal park trails
MN DNR	Local Trail Connections Program	Supports acquisition and development of local trail linkages
MN DNR (Federal funding)	Federal Recreational Trail Program	New trails, trail maintenance and trailhead construction
Greater Minnesota Regional Parks and Trails Commission	Parks and Trails Legacy Grant Program	“Regionally Designated” parks and trails can be funded
Legislative-Citizen Commission on Minnesota Resources (LCCMR)	Environment and Natural Resources Trust Fund (ENRTF)	Activities that protect, conserve, preserve and enhances Minnesota's air, water, land, fish, wildlife and other natural resources

Next Steps

1) Build momentum and participation by doing cost-effective projects paired with community education.

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

- Use paint or temporary devices. When and where possible, test curb extensions to tighten curb radii to slow turning motorists and shorten crossing distances. Or test narrower travel lanes (10- to 11-feet) to paint a buffer to bike lanes, providing more visual separation between people biking and driving.
- Sign and use pavement markings to mark on-street bike lanes.
- Identify a priority project from this plan that is a candidate for a demonstration project. Work with community members to further test and refine ideas.

2) Continue to organize and advocate for this plan.

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

3) Put the plan into action!

Actively use this plan as a living guide and start to program studies along Northdale Blvd., Coon Rapids Blvd. and East River Road. Update practices and implement other low-cost action items to advance Coon Rapids active transportation network for all ages and abilities.

Demonstration Project

SECTION 5



What is a Quick Build Demonstration Project?

Test . Evaluate . Refine

QUICK BUILD DEMONSTRATION PROJECTS

Active transportation demonstration projects are temporary street projects that use low-cost materials to pilot and evaluate design changes to improve walking, bicycling and rolling before potentially investing in more long-term solutions. They are as follows:

- ➔ **Fast** – Projects go from idea to installation in months, not years.
- ➔ **Temporary** – All projects have a beginning, middle and end. They are installed, evaluated, adjusted, maintained and un-installed on a defined, transparent timeline.
- ➔ **Cost-Effective** – Projects use low-cost materials to test street treatments.
- ➔ **Iterative** – Given the use of temporary and flexible materials, quick adjustments can be made real time, if needed. Data and feedback are collected both formally and informally at several points of the project.

Defining the Project

PROJECT CONTEXT



11-foot
parking lane
(both sides)

14-foot
travel lane

14-foot
travel lane

Curb-to-Curb Width	50 feet
Posted Speed	30 mph
Average Daily Traffic (ADT)	3,850 vehicles

PROJECT GOALS

- ✓ Prioritize children walking, biking and rolling to school at crossings
- ✓ Slow motorists' speeds
- ✓ Create a safer route for people biking to school, parks and trails by providing clearly marked space on-street



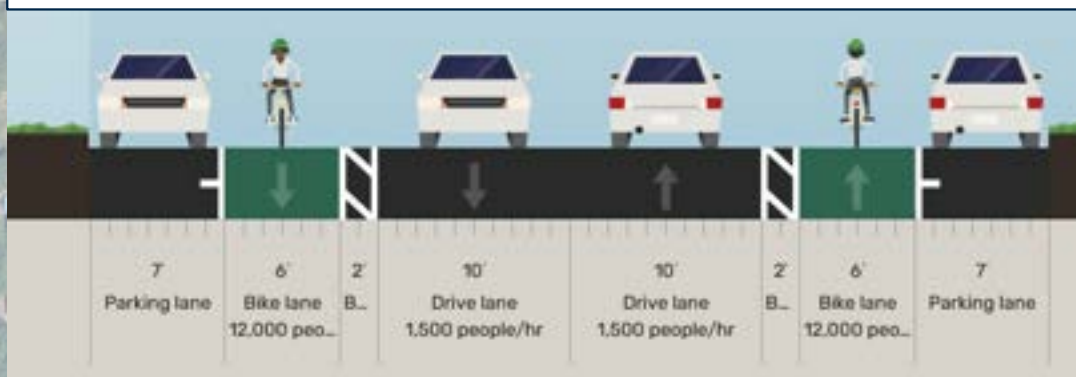
121st Avenue NW is a key route to school, trails and other neighborhood destinations for people on foot, bike and other wheeled devices.

What Design Will Help Us Achieve Our Goals?

Median crossing island and curb extensions at Sycamore St. to shorten crossing distance, slow motorists' speeds and improve motorists' yielding behavior.



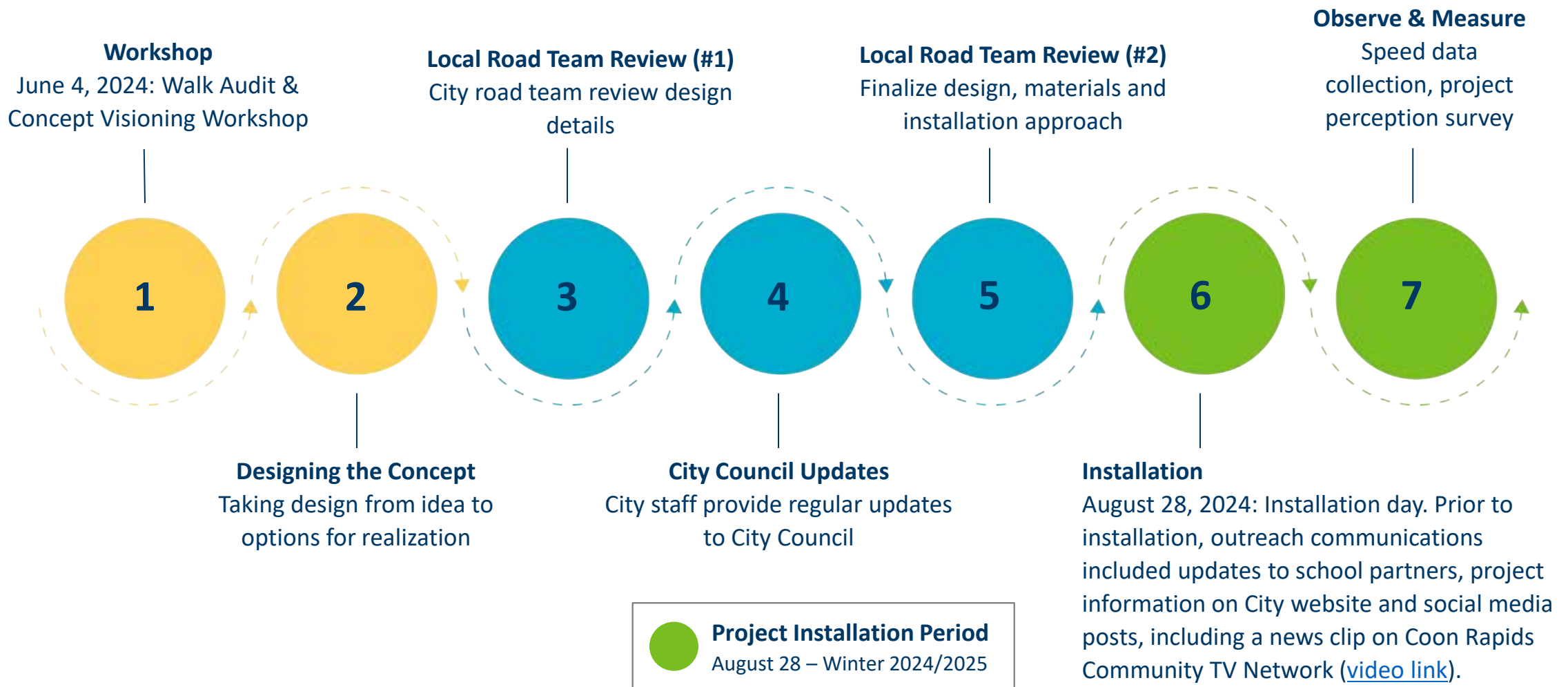
Reallocate street space to make certain all users have a clearly defined space to travel; maintain on-street parking needs near school.



Curb extensions at Olive St. to shorten crossing distance, improve sight-lines and motorists' stopping behavior.



Project Process | Steps for Creating Demonstration Project



Project Process | Installation Photos

Before Project: 121st Ave. NW & Olive St.



- People walking experienced a crossing distance over 50-feet. The longer the crossing distance, the more exposure a person walking has to a potential conflict.

After



- Curb extensions reduce the crossing distance. In this case to about 32 feet. Curb extensions also help improve sight-lines by inseting on-street parking.
- Painted buffered bike lanes provide a clear space for people biking to stage and cross at intersections.
- Combined, curb extensions and bike lanes help slow motorists' turning speeds. Curb extensions create a tighter turn radius, and the bike lane provides the effective turn radius (space) for larger turning vehicles.

Project Process | Installation Photos

Before: 121st Ave. NW & Sycamore St.



- A long crossing distance (50-feet). The longer the crossing distance, the more exposure a person walking has to a potential conflict.
- The road reads wide due to overly wide travel lanes and parking lane which has low parking utilization. These visual cues, or lack thereof, contribute to higher motorist speeds.

After



- Crossing distance is shortened with curb extensions and median crossing island.
- A median crossing island breaks the crossing into two segments, which supports a more walkable, age-friendly environment.
- A median crossing island also creates a traffic calming effect, encouraging motorists to slow down.

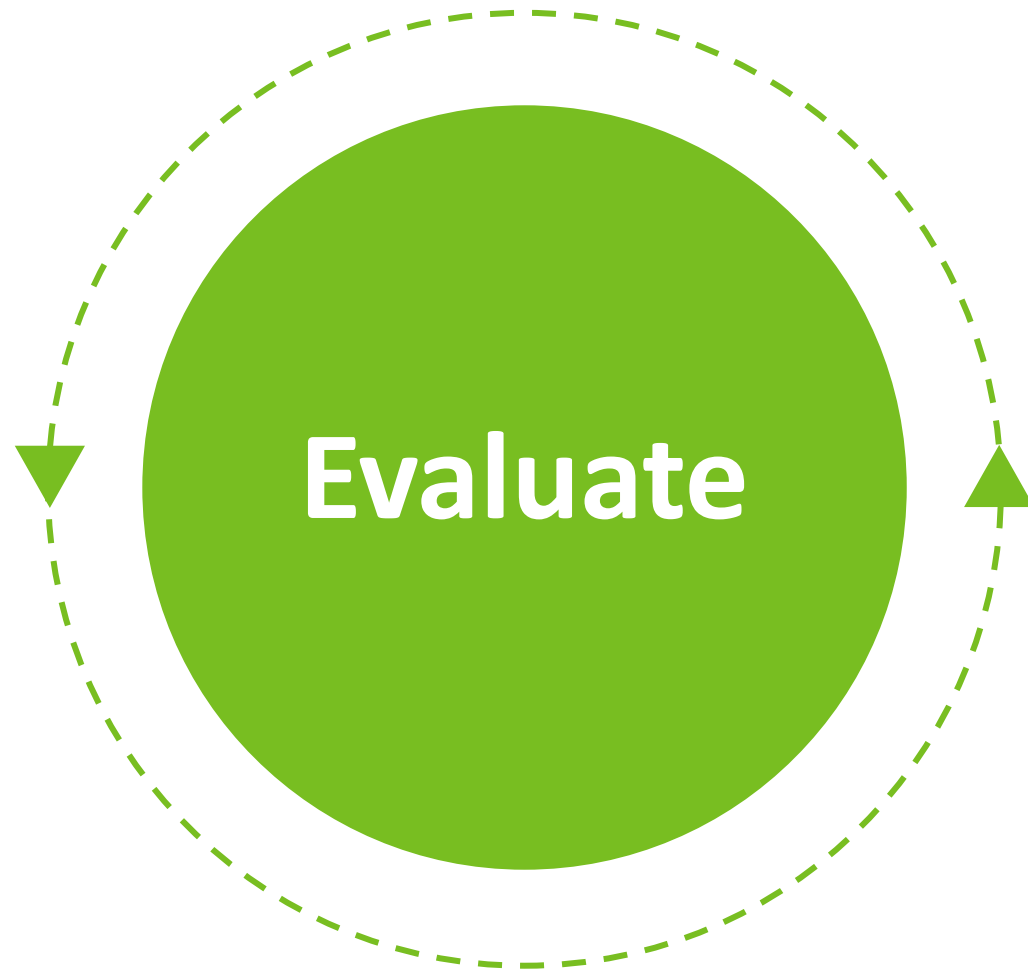
Project Process | Installation Photos

After Install: 121st Ave. NW & Norway St.



- The painted buffer to the bike lane provides additional separation between a person biking and someone driving, adding to a cyclist's sense of comfort.
- Median islands are a traffic calming safety measure, encouraging motorists to slow down. Median islands can be permanently designed to include landscaping and street trees, adding to the visual quality of the street. They also provide space for snow storage.

Project Process | How Did We Measure?



- Traffic speed data collected pre and post installation
- Community perception survey open from August 30 – October 10, 2024
- 124 survey respondents
- Survey respondents shared perspectives based on what mode of travel (walk, bike, drive) they experienced the demonstration project. Most survey respondents experienced the project using multiple modes – 17% walked, biked and drove; 26% walked and drove; and 10% biked and drove. A total of 33% of respondents only drove. Lastly, 5% of respondents only walked and 4% only biked.

Evaluate | What Did We Learn?



Slower Motorists' Speeds

The project had a **positive impact on slowing motorists' speeds**. This was a **project goal**, highlighting the combined treatments of narrower travel lanes, buffered bike lanes and traffic calming features like curb extensions and median islands positively contributed to slower speeds.

- There was a **6% decrease** in average motorist speed, per before and after speed data collected.
- **Almost half** (46%) of survey respondents who drove felt their **driving speed decreased**.



Safer for People Biking

The project had a **positive impact on the perception of safety for people who biked**. This was a **key project goal**, highlighting on-street painted buffered bike lanes positively contributed to helping people who bike feel safer, more seen and comfortable.

- **75.5%** of people who **biked** felt the project **maintained or improved safety**.
 - **56%** felt **safety improved** (rating 4-safer and 5-much safer).
- **77.5% of bikers** felt the project **maintained or improved** drivers' awareness of them.
 - **45%** perceived a positive **improvement in drivers' awareness** (4,5).
- **40%** of bikers said they are **more likely to bike** with the addition of the **painted buffered bike lanes**.

A portion of survey respondents, including people who drove, felt more separation for people biking is preferred (e.g., with a trail or curb), especially when thinking about creating a safer route for children to bike to school (project goal).

Evaluate | What Did We Learn?



Slight Improvement to Motorists' Yielding Behavior

Most survey respondents who walked and biked felt motorists' yielding or stopping behavior at crossings **stayed the same** or **slightly improved**.

- Curb extensions (red paint, delineators) were viewed positively in terms of supporting safer crossings for youth, particularly at Olive St. intersection: a key **project goal**.

A portion of respondents felt motorists' yielding behavior did not improve. Speed data reveals that while speeds decreased, average speeds still are 4 mph over the posted speed (30 mph), and 85th percentile speeds are 9.6 mph over posted speed. Speed is directly related to a person driving ability to comfortably stop/yield for a person waiting to cross the street.

This indicates additional measures may be needed, from design to enforcement, to bring speeds closer to the posted speed.



Aesthetics is Important to People

The lower-cost and temporary nature of project materials, like the flexible delineator posts, were described as unattractive, visually overwhelming, districting and cluttering the area.

This is common feedback received in demonstration projects. As the City pursues other temporary to semi-permanent projects, consider ways to prioritize aesthetics by using materials such as planters, community-led artistic paint treatments and more attractive delineators such as wave delineators.

Evaluate | What Did We Learn?



Education & Engagement with the Community is Key

Further community education may be needed to help people better understand the proven safety benefits of the street treatments and the City's Living Streets Policy.

Demonstration projects are meant to be iterative. Additional engagement with the community will help address concerns and refine the project for greater acceptance, especially as the City works towards more permanent change and the shift to bring streets more in balance for all users.

Future projects will benefit from ongoing community education and engagement.



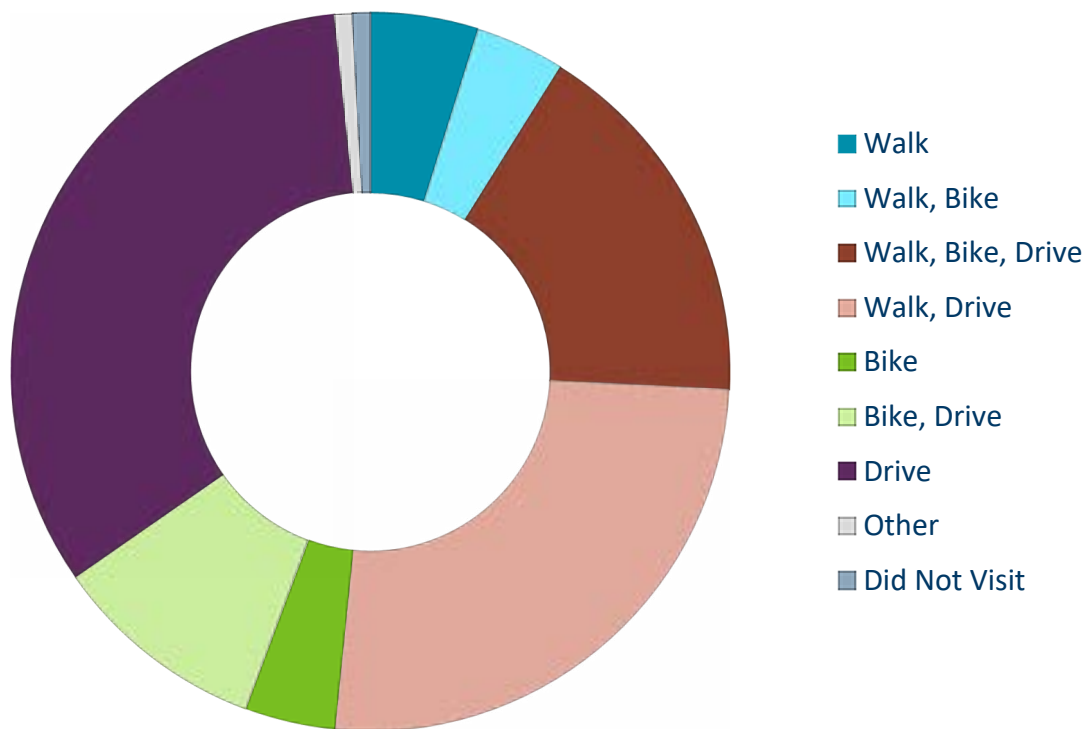
Data Collection is Critical to Evaluating Demonstration Projects

Develop and refine a data gathering process that includes meaningful observations of the dynamics of street space and connections with a variety of users of space, especially those who are most impacted (e.g., people who walk and bike). Future projects should consider other data and evaluation measures such as the following:

- On-street intercept surveys of people walking and biking
- Focus group conversations to understand how community perception to change might evolve over time
- Yield rate studies
- Pedestrian and bicycle counts to understand how treatments might be changing mode use
- Winter and seasonal maintenance reports

Mode of Travel | Demonstration Project Survey Respondents

Q: How did you travel through the demonstration project
(check all that apply)?



Total Survey Respondents: 124

5% Walk

5 percent of survey respondents only walked.

4% Walk, Bike

4 percent of survey respondents walked and biked.

17% Walk, Bike, Drive

17 percent of survey respondents walked, biked and drove.

26% Walk, Drive

26 percent of survey respondents walked and drove.

4% Bike

4 percent of survey respondents only biked.

10% Bike, Drive

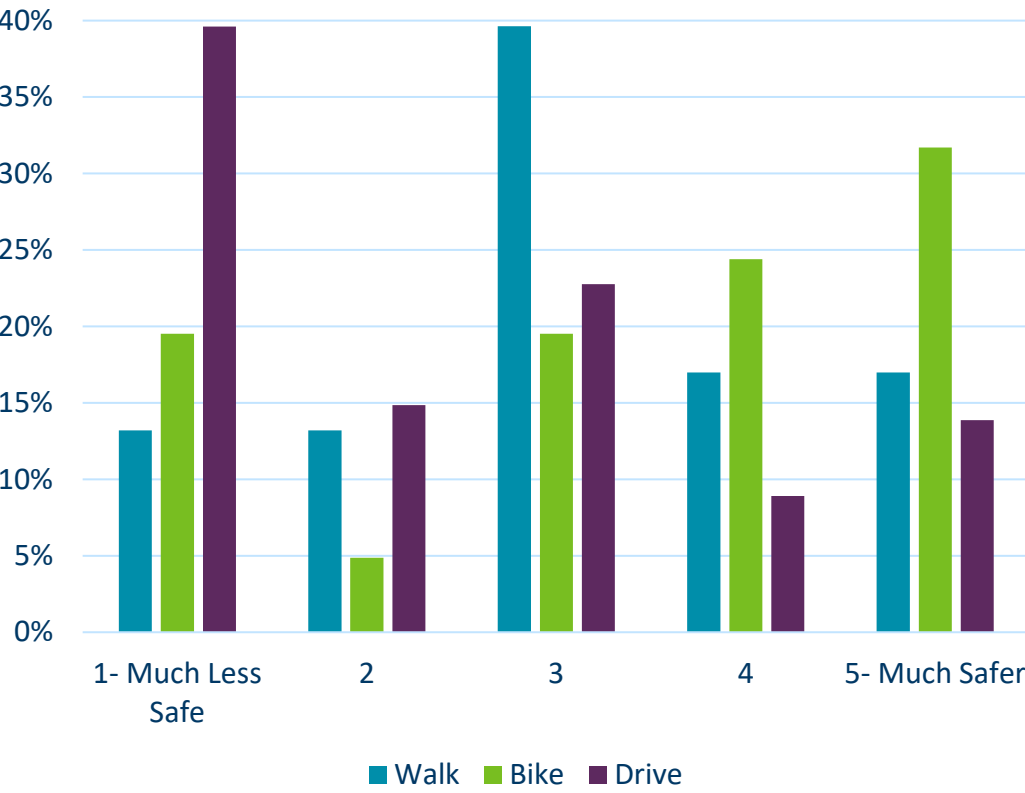
10 percent of survey respondents biked and drove.

33% Drive

33 percent of survey respondents only drove.

Perceived Safety | While Walking, Biking or Driving

Q: Compared to how walking/biking/driving on 121st felt before, with this demonstration project installed, walking/biking/driving on this street felt:



Each mode includes all survey responses for that mode. Note, some respondents experienced the corridor from multiple modes of travel.



Increase in perceived safety for people walking & biking

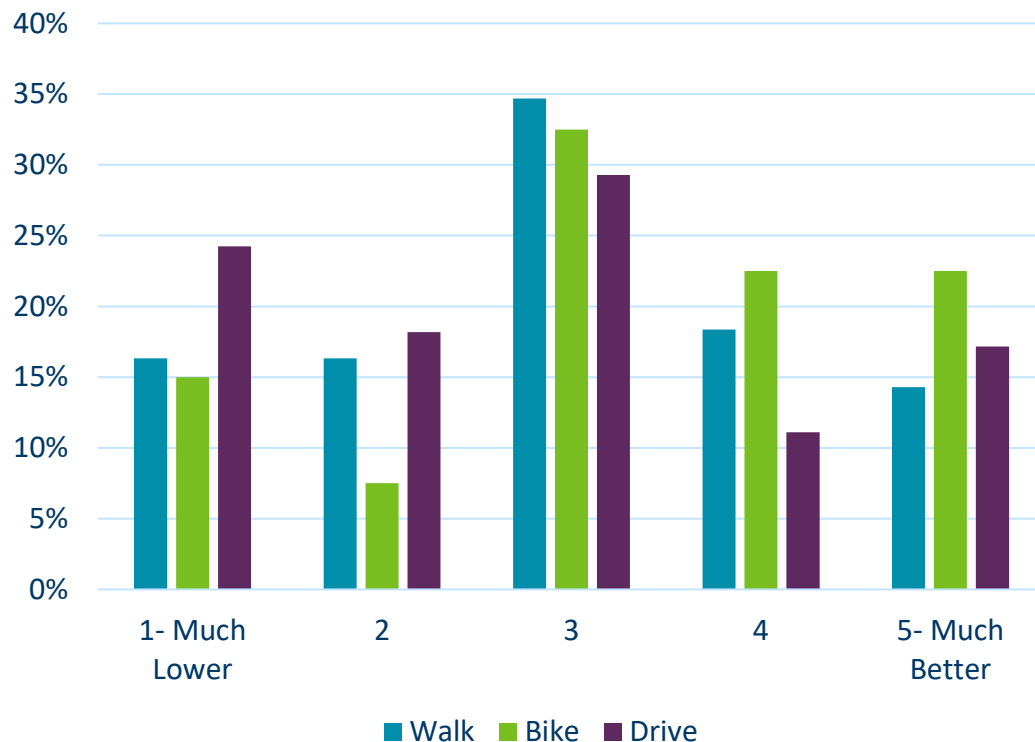
*74% of people who **walked** felt the project **maintained or improved safety**, rating the project a 3 - as safe (40%), 4 - safer (17%) or 5 - much safer (17%).*

*75.5% of people who **biked** felt the project **maintained or improved safety**, rating the project a 3 - as safe (19.5%), 4 - safer (24%) or 5 - much safer (32%).*

*54% of people who **drove** felt the project **decreased safety**, rating the project a 1 - much less safe (39%) or 2 - less safe (15%). 46% of drivers felt the project maintained or improved safety.*

Perceived Awareness | While Walking, Biking or Driving

Q: Compared to how walking/biking/driving on 121st felt before, with this demonstration project installed, drivers' awareness of me is/ my awareness of people walking/biking is:



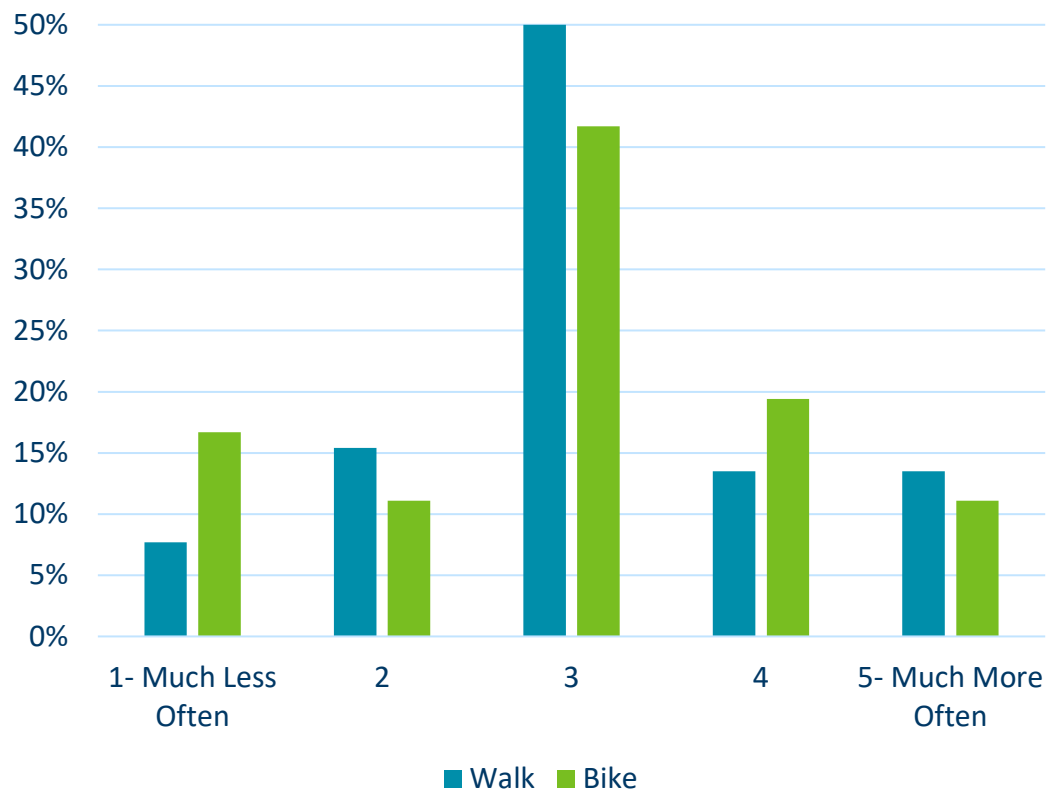
77.5% of bikers felt the project ***maintained*** or ***improved*** drivers' awareness of them (3,4,5)

67% of people who walked felt the project ***maintained*** (3) or ***improved*** (4,5) drivers' awareness of them.

58% of people who drove felt the project ***maintained*** (3) or ***improved*** (4,5) their awareness of people walking and biking. 42% of drivers felt the project reduced their awareness of people walking and biking.

Perceived Driver Yield Rate | At Crossings

Q: Compared to how walking/biking on 121st felt before, with this demonstration project installed, drivers yielded to me:



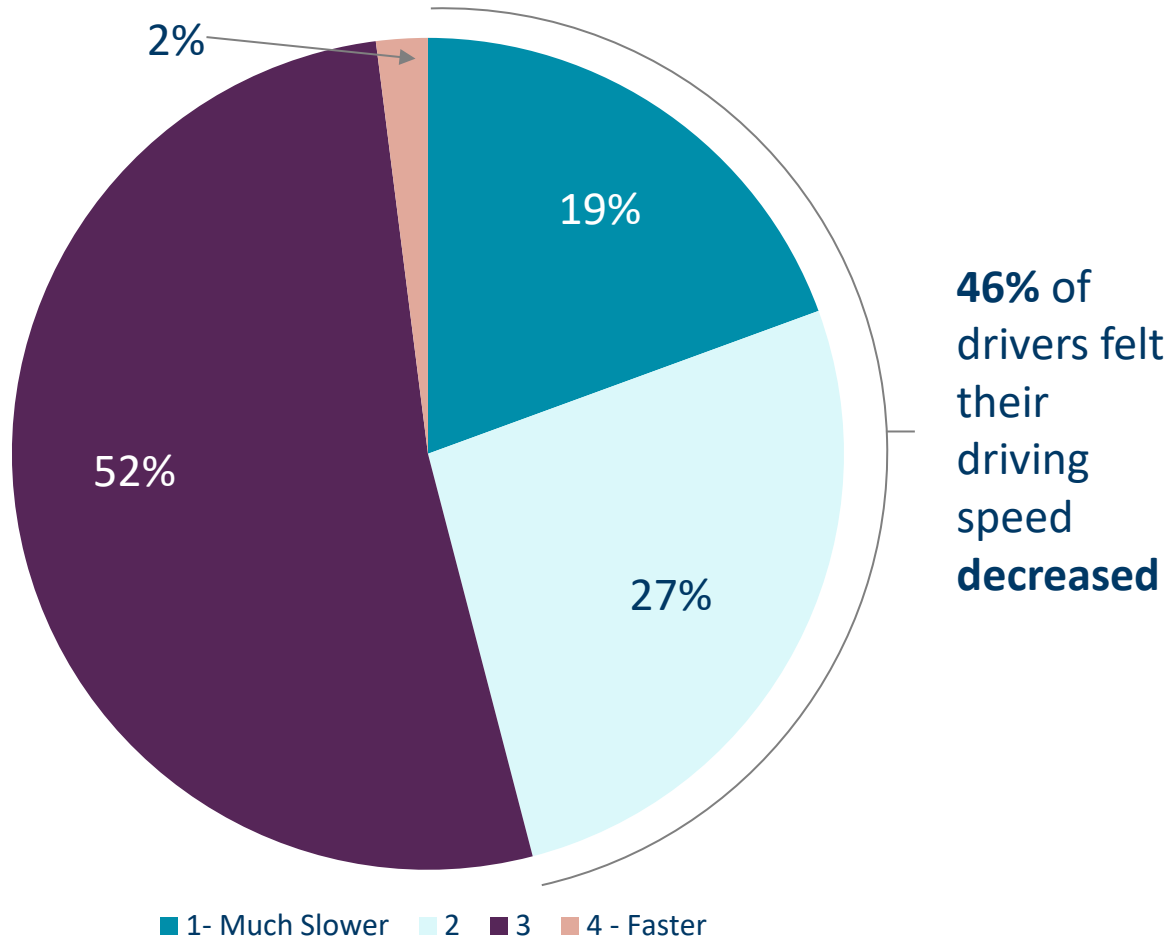
People walking and biking felt the project ***maintained*** or ***slightly improved*** drivers' yielding behavior.

77% of people who **walked** felt the project ***maintained*** or ***improved*** drivers' yielding behavior, rating the project a 3 - same (50%), 4 - more often (13.5%) and 5 - much more often (13.5%).

72% of people who **biked** felt the project ***maintained*** or ***improved*** drivers' yielding behavior, rating the project a 3 - same (42%), 4 - more often (19%) and 5 - much more often (11%).

Driver's Speed | Survey & Speed Data

Q: Compared to how driving on 121st Ave. NW felt before, with this demonstration project installed, I drove:



	Before Demo. Project	After Demo. Project
Posted Speed	30 mph	30 mph
Average Speed	36.4 mph	34.2 mph
85th Percentile Speed	42.0 mph	39.6 mph
Average Daily Traffic	3,102 vehicles per day	3,436* vehicles per day

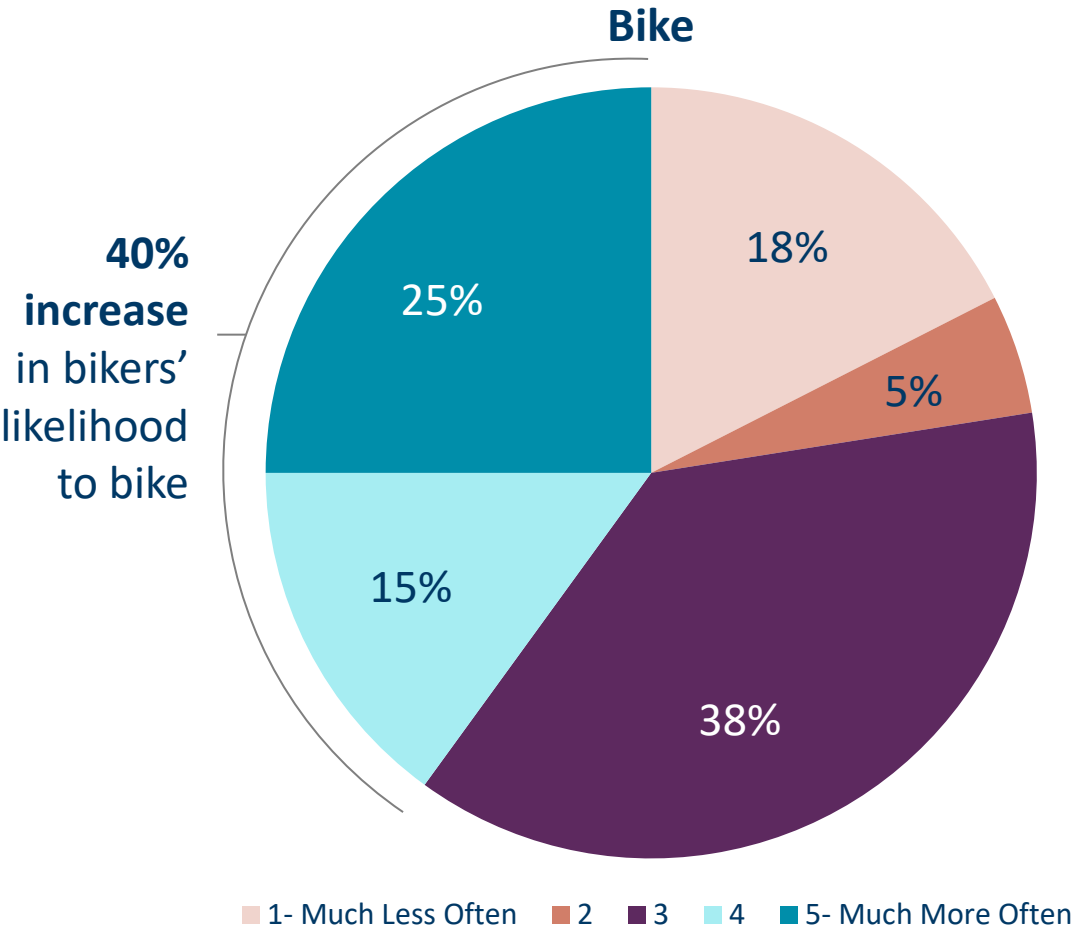
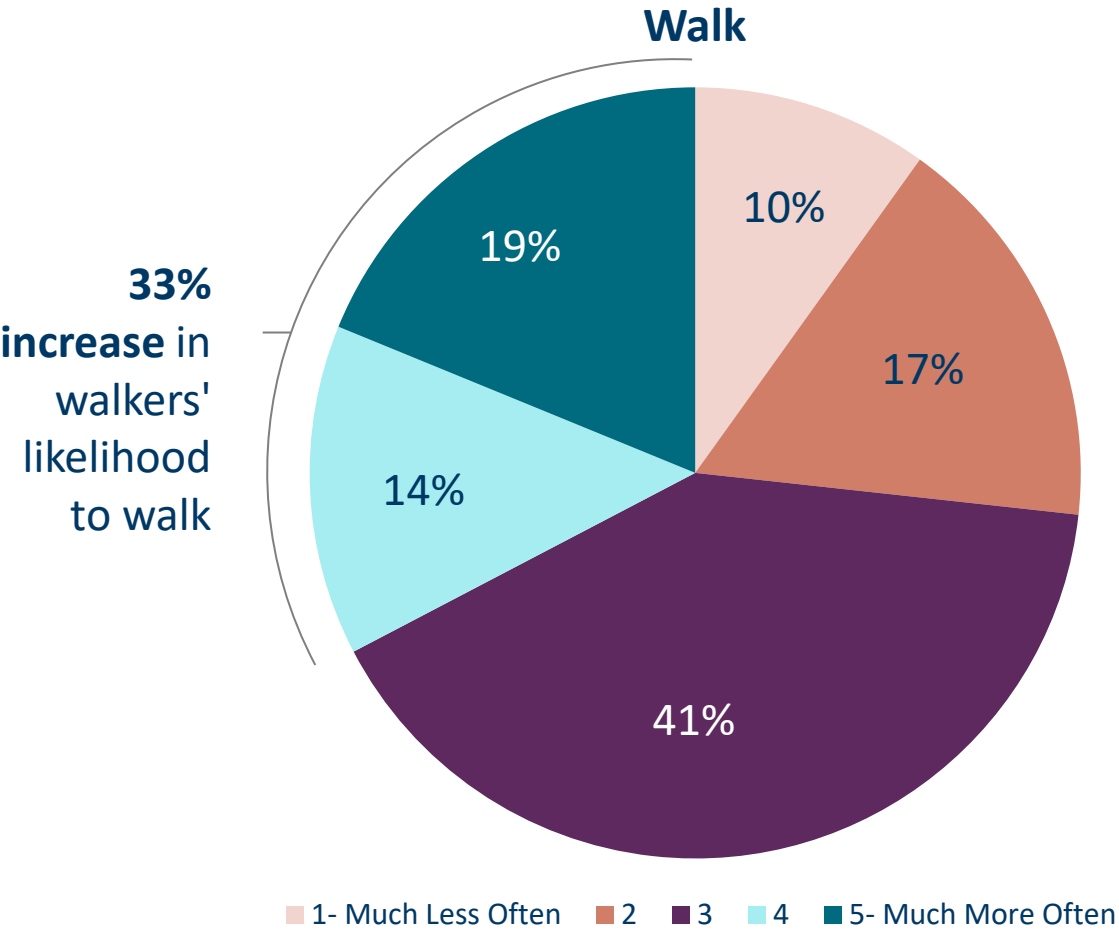
*The slight increase in traffic is likely due to school being back in session.

↓ **6% decrease in average motorist speed.**

↓ **5.7% decrease in 85th percentile motorist speed.**

Likelihood to Walk or Bike

Q: Compared to how often I walked/biked on 121st Avenue NW before, with this demonstration project installed, I'm likely to walk/bike here:



Additional Survey Findings

Street Look and Feel:

Q: This project makes the street feel more calm and pleasant to travel along (1- strongly disagree - 5- strongly agree)

- 62% of respondents did not find the street feels more calm or pleasant (rating of 1 and 2).
- 38% of respondents felt the street maintained or improved in its level of quality (rating of 3, 4, and 5).
- Based on the comments shared, this is possibly due to the aesthetics (and dislike) of the low-cost and temporary treatments used like the flexible delineator posts. There were many comments also concerning winter maintenance and how the project would be maintained.

Permanent Installation:

Q: If there was a proposal to install part or all of this project more permanently, I would be (1- strongly opposed - 5- strongly in favor)

- Survey respondents are mixed about making this project permanent.

- 61% of respondents do not want to see this more permanently (1, 2).
- 39% of survey respondents are in favor of keeping some change more permanently (3,4,5).
- People commented about how they would like to see fully separated bike lanes or trails over on-street bike lanes, suggesting people might have a different long-term vision.

Interest in Similar Projects:

Q: I'd like to see more demonstration projects in my community (1- strongly disagree - 5- strongly agree)

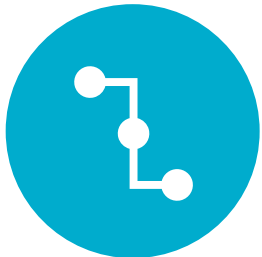
- Survey respondents are divided.
- 53% of respondents do not want to see more demonstration projects (1,2).
- 47% would like to see more demonstration projects (3,4,5).
- 33% of respondents who agree (4) and strongly agree (5) with seeing more projects like this suggest that a subset of the community is open to new ideas.

Survey Open Comments | Summary of Feedback



Safety & Comfort for Walkers & Bikers

- Enthusiasm for bike lane additions, with a desire to see these expanded citywide.
- Slower traffic speeds and increased driver attentiveness were noted as benefits to bicyclists and pedestrians.
- Previous use of road shoulder/parking lane for passing and turning was highlighted as unsafe; changes have mitigated this.
- Positive feedback was given on red-painted curb extensions for visibility.



Connectivity, Safe Routes to School & Trails

- Curb extensions (red paint, delineators) were viewed positively in terms of supporting safer crossings for youth, particularly at Olive St. intersection.
- Suggestions were made to expand bike lanes to connect trails and improve access and use.
- Recommendations for further physical separation between bike lane and roadway to better protect kids riding bikes.
- Trail markings for the Wilderness Trail made navigation easier.

“

I like that it connects residents to the school. Coon Rapids needs to consider expanding more trails and connecting them to important locations with bike lanes.

I love the change, especially for the kids. I would like to see it permanently.

Change is good. Focus on safety. Protect all who travel our streets.

Survey Quotes | Open-ended Feedback

“

Curb separated bike lanes would be an even bigger improvement!

It makes walking seem safer (especially the intersection by the school for kids). It feels busy and the changes are a little distracting while driving but does make you think more about people not in cars. The bike lanes are nice because I always felt nervous for bikers on the road who weren't using sidewalks.

Thanks for trying this out! I like that it draws more attention to bikers and pedestrians and slows traffic.

I think the entire project is silly. I've driven that road for 30 years and I can't remember the last time I saw a bicycle on that road. Kids are there at the beginning and end of the school day, and that's always been handled very well with school crossing guards. The bump outs are also ridiculous. They force the cars closer to the bike lanes.

Driving lanes are too narrow. Trucks/trailers need wider lanes especially for turning.

This is a total waste of taxpayer dollars! It is distracting to drivers and a hazard to semi drivers trying to squeeze through.

Survey Open Comments | Summary of Feedback



Snow Removal

- Winter functionality and plowing feasibility were questioned repeatedly. Concerns were raised about how snow would be cleared with the current design, especially around flexible delineator posts and medians.



Aesthetics of Low-Cost, Temporary Materials

- Flexible delineator posts were described as unattractive and cluttering the area.
- Some drivers found the new street layout, narrow lanes, reflective delineators and painted areas, visually overwhelming and distracting.



Lane Narrowing & Allocation of Street Space

- Narrowing lanes was seen as a good decision to reduce road width and improve safety for all users.
- Narrow driving lanes was perceived as less safe, particularly for larger vehicles like buses, trucks and those with trailers, including at intersections.
- Perceived lack of use of bike lanes by bicyclists was highlighted, noting sidewalks were adequate.



How is snow removal to occur on at the intersections with the posts? Buses are having a harder time turning. I do like the red painted areas.

Looks terrible and is confusing.

It's NOT driver friendly and I don't understand the corner situation and how you're going to handle snow with it. It feels very confusing and doesn't seem safer.

Moving Forward

SECTION 5



A Call to Action

COMMUNITY CHARGE

Turning this Plan into action requires community buy-in and support. It takes everyone to advance safety on our streets for **all users**. The Living Streets Policy along with this Plan begins to make Coon Rapids more livable by providing space for all people to safely get where they need to go – work, school, stores and parks.

Building a transportation network that encourages active transportation benefits not only the users, but the cost is low. Facilities that support people walking, biking and rolling make certain our streets are safe, accessible and inviting to all transportation users, regardless of mode choice. This creates a complete street, a more equitable and resilient community by design. Coon Rapids has already taken steps to build a connected trail system but is ready to build on those efforts and take action on its roadways. Low-cost incremental changes such as narrowing lanes, striping bike lanes and adding leading pedestrian intervals at signals can go a long way to improving key routes identified in this Plan to encourage active trips. These types of improvements better support all ages and abilities, creating fun and safe ways for families to be outside and enjoy all the community has to offer.

Active transportation is a mind shift for many. While most people may be car-centric as their primary transportation mode, we must consider other perspectives...Pay attention, walk in their shoes, and develop an understanding of the other modes – that alone will increase awareness and opportunities (and hopefully safety).

- Tim Himmer, Public Works Director





Sustainability Commission - Regular

3.

Meeting Date: 02/20/2025

Subject: Tree Health and Safety: Next Steps

From: Olivia Dorow Hovland, Sustainability Planner

INTRODUCTION

Initiative #6 on the 2025 Sustainability Commission work plan is "Tree Health and Safety". Commissioners have expressed interest in learning about the city's forestry program and how they can help with engagement on best practices.

DISCUSSION

The City Forester, Tom Schibilla, attended the January 16 Sustainability Commission meeting and gave a presentation about his work. Commissioners talked to Mr. Schibilla about a variety of initiatives that could help advance their work plan goals.

RECOMMENDATION

Staff recommends the Commission discuss next steps for this work plan item.

Attachments

Initiative #6

Initiative #6 Initiative Type: ☒ Project ☐ Ongoing/Annual ☐ Event Council Charge: ☐ Study & Report (council requested) ☐ Review & Comment (council requested)			
Initiative Title Tree Health and Safety	Deliverable • Presentation from City Forester • Collaborate with forester on engagement and communications materials for residents	Leads	Target Completion Date Q3 2025
Budget Required: NA			
Staff Support Required: Organize presentation from City Forester			
Progress Q1:			
Progress Q2:			
Progress Q3:			
Progress Q4:			



Sustainability Commission - Regular

4.

Meeting Date: 02/20/2025

Subject: Earth Month: Next Steps

From: Olivia Dorow Hovland, Sustainability Planner

INTRODUCTION

Initiative #2 in the Sustainability Commission's 2025 Work Plan is "Earth Month". The initiative calls for the Commission to:

- Create awards for residents, businesses, and institutions undertaking sustainable actions
- Work with City Council to do an Earth Month proclamation
- Outline weekly communications topics
- Organize a planting or clean-up event

DISCUSSION

At their January meeting, Commissioners decided on the following weekly communications topics:

1. Tree care
2. Renewable energy and energy efficiency
3. Zero waste
4. Lawn care

The Parks Department has agreed to support the April 19 clean up event at Lions Coon Creek Park. Commissioners should discuss potential outreach activities to add to the event this year.

Staff will present a list of notable projects to be considered for Earth Month awards. Commissioners should also share nomination ideas. Staff will present a potential voting process.

RECOMMENDATION

Staff recommendations are included in the notes above.

Attachments

Initiative #2

Initiative #2 Initiative Type: ☒ Project ☐ Ongoing/Annual ☐ Event Council Charge: ☐ Study & Report (council requested) ☐ Review & Comment (council requested)			
Initiative Title Earth Month	Deliverable • Create awards for residents, businesses, and institutions undertaking sustainable actions • Work with City Council to do an Earth Month proclamation • Outline weekly communications topics • Organize a planting or clean-up event	Leads	Target Completion Date Q2 2025
Budget Required: \$200 for award printing and clean-up day supplies			
Staff Support Required: Coordinate with City Council on Earth Month proclamation and awards presentation, collaborate with communications group on messaging, coordinate with Parks Department on clean-up event			
Progress Q1:			
Progress Q2:			
Progress Q3:			
Progress Q4:			



Sustainability Commission - Regular

5.

Meeting Date: 02/20/2025

Subject: Staff Updates

From: Olivia Dorow Hovland, Sustainability Planner

INTRODUCTION

Staff will provide an update on sustainability-related work going on at the city.

DISCUSSION

NA

RECOMMENDATION

Receive the update.



Sustainability Commission - Regular

6.

Meeting Date: 02/20/2025

Subject: Chair and Commissioner Comments

From: Olivia Dorow Hovland, Sustainability Planner

INTRODUCTION

Commissioners are invited to share any new or relevant sustainability-related information with the group.

DISCUSSION

NA

RECOMMENDATION

Receive the comments.
