

MINNESOTA WALKS

August 2016



A pathway to safe, convenient
and desirable walking and rolling for all.





Minnesota Walks is a tool to create walkable communities that are safe, convenient and desirable for all.

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Challenges and strategies were identified through an extensive community engagement process, a variety of sources, expert advice, research review, and related literature. While not necessarily an exhaustive list, these strategies offer a first look at the physical, social and cultural environment for walking and first steps to be taken as an avenue for change, according to the thousands of people in Minnesota who provided feedback.

READING MINNESOTA WALKS

From a local advocacy organization to a state agency, Minnesota Walks offers concrete ways to build, design and plan walkable communities through policies, programs, projects, processes, partnerships and placemaking at all scales.

1. Each theme defines a key part of the overarching theme: **Design for all.**
2. Challenges heard from community engagement are listed on each theme's left page.
3. Strategies for addressing challenges heard from community engagement and for creating walkable communities are listed on each section's right page.
4. Next to each strategy there is a table that identifies if the strategy could be implemented by local, regional or statewide agencies and organizations.



WHAT IS WALKING & WHAT DOES WALKING MEAN TO YOU

Walking means different things to different people. Some people walk while others wheelchair roll or use other mobility assistance devices. Many people walk for transportation and recreation. For the purposes of this document, walking is defined as a person moving on foot or rolling with the use of an assistive device as a substitute for walking.

The walking environment varies across the state – from main streets to rural areas, people have different ideas about walking and walkable communities. This is a snapshot of what people throughout Minnesota thought was important to address in this first plan for walking and what walking means to them.



Some areas of Minneapolis, due to the focus on cars and not pedestrians...really don't feel friendly to walkers because they are missing some key features such as buffers and bike lanes. Crossing some of these streets can be a challenge because drivers are not aware of pedestrians.

Emilio, Minneapolis, MN

I hope #mnwalks will talk about walking first and foremost as a priority form of transportation for #4to104

@happifydesign

I like to walk on paths that have things to look for or look at. Usually anywhere in a state park I like to walk and enjoy nature.

Matthew, Stanchfield, MN

I like to walk around the Mississippi River because it is so beautiful and how the sun goes through the tree or how the sunlight hits the river, the birds chirping, its peace and quiet and also the leaves changing colors, it's just incredible.

Somya, Minneapolis, MN

WHAT IS MINNESOTA WALKS

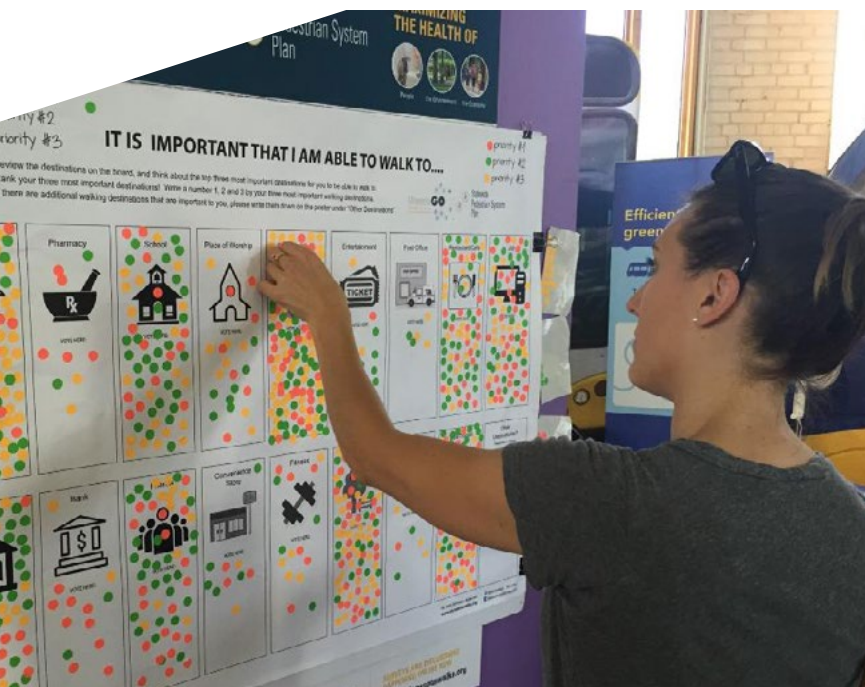
Minnesota Walks was co-led by the Minnesota departments of health and transportation and is intended to guide planning, decision-making, and collaboration for agencies, organizations, policy-makers, and public and private entities across the state.

DEVELOPING MINNESOTA WALKS

This document was developed through robust community engagement process and guidance from the project advisory committee (PAC), which consisted of 25 members representing various perspectives and fields of interest such as engineering, planning, public health, public safety, design, etc. who met consistently over the course of a year. Minnesota Walks offers a shared roadmap for how all Minnesotans can have a safe, desirable and convenient places to walk and roll. The contents within describe the many challenges and barriers to walking that were discovered during community engagement, as well as opportunities to enhance walking by implementing strategies at the state, regional and local levels. A [toolkit](#) was developed for the purpose of bringing the meeting to community gathering events.

Thousands of people from Minnesota communities and organizations helped develop Minnesota Walks. They attended events, contributed their ideas online, attended meetings, and provided leadership, identifying challenges and solutions related to walking. In addition to this input, the most current research and points from the U.S. Surgeon General's call to action on effective strategies for overcoming barriers to safe, convenient and desirable walking were added.

Partners did 48% of the community gathering events





PARK(ing) Day
what is it?
9 SIMPLE practices
FOR MORE PARKING FOR ALL

PARK(ing) Day now
what is it?
9 SIMPLE practices
FOR MORE PARKING FOR ALL

How to
PARK(ing) Day

Falling Up

WHAT IS MINNESOTA WALKS

WHO DID WE ENGAGE

- ✓ **Persons with disabilities**
- ✓ **Health practitioners**
- ✓ **American Indians**
- ✓ **Children and youth**
- ✓ **Older adults**
- ✓ **Small rural communities**
- ✓ **Low income urban**
- ✓ **Transportation professionals**
- ✓ **Minnesota Walks advisory committee**

1,573

Online Survey Responses

6,000+

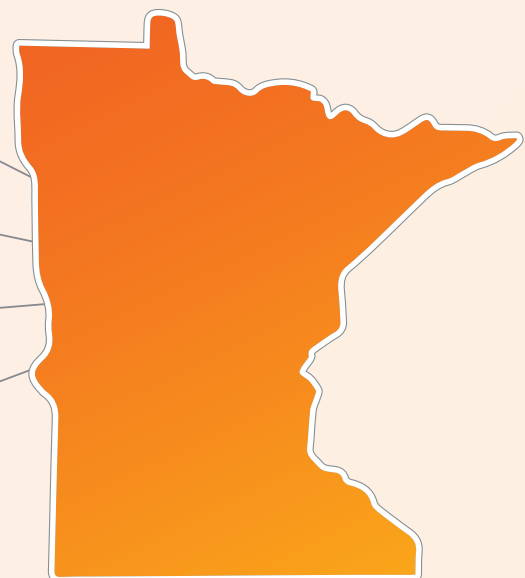
People Engaged

33 Community Gatherings

14 Focus Groups

8 Walking Workshops

2 Teen Workshops



**TOP FIVE ELEMENTS
THAT POSITIVELY
CONTRIBUTE
TO A WALKING
EXPERIENCE**

- Presence of other people**
- Quiet street & low traffic**
- Good snow & ice removal**
- Good sidewalks or trails**
- Shade**

**TOP FIVE WALKING
DESTINATIONS**

-  **Grocery**
-  **Bus/Transit**
-  **Home**
-  **Park**
-  **School**

“This information and toolkit are very helpful for some of our local plans within the region. It was a great and fun way to engage community members who would possibly not participate in other traditional outreach settings.”

Jarrett Valdez, Associate Planner, Arrowhead RDC.

WHO IS MINNESOTA WALKS FOR

There have been many efforts to improve walking conditions in Minnesota, but this document represents the first comprehensive statewide effort to address the needs and challenges of people who walk and roll. The document provides a foundation for future actions to address walking needs throughout all parts of the state, with a focus on the priority populations identified in [Minnesota Walks: Current & Future Steps Towards a Walkable Minnesota](#).

Furthermore, this document will help:

- Engage all of Minnesota on a journey to improve walking for all purposes
- Describe the current perceptions of walking
- Define common language
- Sort out opportunities
- Address walking beyond project need

This 5-year framework was guided by diverse perspectives from a PAC, and the strategies in this document are meant to work at the local, regional and state levels.

Many groups have a role to play in making Minnesota a safe, convenient and desirable state to walk and roll. **We are all pedestrians.** By working together across sectors of society at local, regional and state levels, we can achieve the goals of:

- More people walking
- Improving walking for all purposes
- Healthier people
- Improving accessibility and encouraging connections
- Improving safety
- Stronger communities



What sectors are needed to help implement



Transportation, Land Use and Community Design

This sector includes transportation engineers, transportation and community planners, architects, and other design professionals, as well as members of planning commissions and planning boards.



Parks and Recreational and Fitness Facilities

Evidence shows that people who have more access to green environments, such as parks, tend to walk more than those with limited access.



Volunteer and Nonprofit Organizations

Because of their reach and the trusted relationships, these organizations can serve as messengers to share information about the benefits of walking and walking programs and ways to improve walkability.



Schools

There are 54.8 million students who travel to K-12 schools each day, as community hubs, schools should encourage walking by promoting Safe Routes to School programs and other efforts have contributed to increases in children walking to and from school.



Colleges and Universities

Colleges and universities can promote a campus walking culture by creating pedestrian-friendly campuses, adopting and implementing policies that support walking, promoting walking clubs and group events, and providing classroom instruction.



Worksites

Almost 150 million U.S. adults participate in the labor force. Many adults spend a significant amount of the day at a workplace—an average of 7.6 hours on a workday in 2013. Employers can encourage physical activity and walking through many different approaches.



Health Care

Health care professionals include people working in medicine, nursing, chiropractic, social work, mental health, nutrition, occupational therapy, and physical therapy, as well as allied health personnel, such as community health workers. They have a role to play in counseling their patients about physical activity.



Media

Media outlets include mass media (e.g., television, radio, outdoor advertising), small media (e.g., brochures, posters), and social media (e.g., Facebook, Twitter, Pinterest, blogs). Each month 287 million people watch television and 204 million use a computer to access the Internet. The media can be effective in influencing attitudes and changing behaviors, including health behaviors.



Public Health

Public health focuses on protecting the health of entire populations and population sectors in locations ranging from local neighborhoods to entire countries and regions of the world.

WHY DO WE NEED MINNESOTA WALKS

Walking is essential for transportation



2.9%

In Minnesota, 2.9 percent of commuters reported walking to work. *ACS, 2014*



7.0%

reported walking, biking and taking transit to work. *Bikewalkalliance.org, 2016*



In Minnesota, about 8 percent of the people who commute to work reported using, transit, walking and other means, according to the 2013 American Community Survey compared to 5 percent nationally.

Walking is good for health

52%

52 percent of Minnesotans meet physical activity recommendations.

62%

Of Minnesota adults that meet aerobic physical activity guidelines, 62 percent do so by including walking as part of their regular physical activity.



Walking is good for business

People who live in more walkable neighborhoods tend to be more familiar with their surroundings, engaged in their community and walk more for day-to-day activities such as walking to the local store and to complete errands.

Walking connects the social, economic and physical environments

Research indicates that 40 percent of community health outcomes are related to features in the local environment. Pedestrian facilities connect people to schools, jobs, recreation, goods and services.

Ross C.E., Mirowsky, J., 2008

WALKING SHOULD BE EASIER

SEVERAL FACTORS AFFECT HOW EASY IT IS FOR PEOPLE TO WALK IN MINNESOTA, INCLUDING WHAT IS SOCIALLY OR CULTURALLY NORMAL, AS WELL AS HOW THE ENVIRONMENT IS BUILT.

HEALTH: Generally, occurrences of obesity and diabetes prevalence has increased between 2004 and 2011. Nearly half of Minnesota adults do not meet physical activity recommendations. The prevalence of inactivity is highest in rural areas, among people of color, older adults, persons with disabilities, those with less education, women and lower-income groups.

CAR-CENTRIC AMERICA: Beginning into the 1950s, federal policy encouraged a shift away from walkability. Like many other states, Minnesota started building its highway transportation network during the post-World War II era following the enactment of the Federal Highway Act. The resulting urban exodus resulted in a major increase in vehicle miles traveled and the conversion of downtown streets to one-ways in order to quickly and efficiently move motor vehicles in and out of the city.

SAFETY: Safety concerns can be a barrier to walking. Nationally, pedestrian crashes accounted for 13 percent of fatal crashes between 2008 and 2012. During the same period in Minnesota, pedestrians accounted for approximately 9 percent of fatal crashes.

In 2015, there were 911 crashes in which at least one pedestrian was injured or killed by a motor vehicle in Minnesota. 41 pedestrians were killed total. In addition, 904 pedestrians were injured.

PROXIMITY: When destinations are within one mile, 40 percent of people walk to work, school, shopping and other destinations.

CHANGING DEMOGRAPHICS: Almost all of us are going to experience some type of short-term or long-term disability in our lives. Although many people with disabilities are able to be physically active, additional barriers exist that may limit their participation in some activities.

Older adults tend to have more challenges in keeping physically active and populations of color are more likely to be burdened by poverty, which limits their transportation options and necessitates walking as a viable mode of transportation. The number of Minnesotans who are 65 and older are expected to double from 12 percent to 24 percent between 2000 and 2030. From 1970 to 2030, the 65 and older group is projected to increase by 220 percent, which is a general population increase of 63 percent. The percentage of Minnesota's population that is African-American or Latino is projected to rise from 14 percent in 2005 to 25 percent in 2035.

Demographic trends are relevant to Minnesota Walks because they identify potential priority areas. For example, older adults often find it more difficult to be physically active. Populations of color are also less likely to be regularly physically active and more likely to have lower household incomes, which may limit transportation options. The changing population of Minnesota is an important factor to consider when developing goals and strategies for a more walkable Minnesota.

IT'S HARDER FOR SOME PEOPLE TO WALK

Imagine standing in the middle of a four-lane roadway over a solid double yellow line waiting to cross as cars whiz by. The existing transportation system has created an unequal burden of negative impacts on walking. As a result, the ones who suffer most are the disadvantaged populations and communities that rely on walking for everyday needs. Ensuring equal share of the costs and benefits of transportation investments amongst all populations has been and still is a challenge for transportation planning. *Karner and Niemeier, 2013*

The background document, [Minnesota Walks: Current & Future Steps Towards a Walkable Minnesota](#), identified priority populations for pedestrian-level improvements because they are more likely to rely on pedestrian infrastructure: Small Rural Core Communities, American Indian Populations, Low-Income Urban Populations, Older Adults, Persons with Disabilities, Children and Youth.

SMALL RURAL CORE COMMUNITY POPULATIONS

In rural areas, residents with low-incomes and older adults rely on walking 58-80 percent more than urban residents do because they lack the alternatives that urban areas may have such as bikeways, transit, taxis, or otherwise. *Puncher, 2005* However, communities in rural areas frequently lack land use policies that support the needs of older adults and those with low incomes.

YOUTH

Safety while walking to and from school is cited as the highest concern for parents and their children. *Timperio, 2004* This is because schools often have barriers for children walking including high speed roads and a lack of pedestrian infrastructure to guarantee safety. In many places there are no sidewalks or shared use paths connecting their homes to their schools. Even where crosswalks or other pedestrian infrastructure may exist, they often occur in illogical places for walking paths, making the trip longer, and children will create their own, more direct "desire paths". *Safe Routes to School, 2015*

NATIVE AMERICAN POPULATIONS

Minnesota is home to 11 Tribal Nations. Seven of them are Anishinaabe (Chippewa, Ojibwe) Reservations and four are Dakota (Sioux) Reservations. Ho-Chunk nation also owns lands in Minnesota. Native Americans experience a higher pedestrian fatality rate on Reservations compared to other Minnesota rural populations. This is likely because there is little, if any, dedicated pedestrian infrastructure within reservations. People must walk along the roadways and may not have obvious or safe road crossings, which create safety concerns.

LOW-INCOME URBAN POPULATIONS

Traffic safety, crime and availability of resources are all factors that create barriers for low-income and minority access to street networks.

Cutts, et. all, 2009 In urban networks, low-income and minority populations face the consequences of decisions to route highways and other high-traffic roads through their neighborhoods. These choices have created unsafe conditions for walking due to high speeds and dense traffic.

Low-income communities and urban minorities are more likely to use public transit, and use walking as their first/last mile connections. However, due to a lack of safe street crossings or sidewalk access at every bus stop makes the first/last mile hazardous, uncomfortable or difficult for these communities. *Transit for Livable Communities, 2015* Lighting is another important safety factor in low-income urban areas due to a higher likelihood for crime.

OLDER ADULTS

Older adults are faced with many different safety concerns when walking in their communities. Crosswalk signals can be too short for the elderly to cross safely at their slower speeds and high traffic speeds pose a greater risk to older adults who have a slower reaction time to respond in a conflict. *Susman, 2011*

Seniors are also restricted with distance when traveling, and walking may not be a viable option if destinations are not within that radius. *Rosenberg, et. all, 2012* Sidewalk clearance and maintenance in the winter also has an impact on senior walkability throughout the year. There are 20 percent more injuries due to falling in winter than there are during good weather. *Mondor et. all, 2014*

PEOPLE WITH DISABILITIES

Many environmental factors play into a place's walkability for people living with disabilities. Narrow sidewalks and sidewalks that are in disrepair create dangerous situations for people with assisted mobility devices and for pedestrians who are blind. Curb ramp availability and condition are critical for people in wheelchairs to be able to cross streets.

Rosenberg, et. all, 2012

When roadside snow builds-up blocking the crosswalks, people in wheel chairs are forced to use the road, creating a hazard for the pedestrians and drivers. Poorly aligned crosswalk ramps makes it hard for blind people to independently cross. *Barlow, Bentzen and Bond, 2005* People who are blind may not be able to find the pedestrian push button and have to wait long periods to cross. Leading pedestrian intervals may also pose a risk to blind people because they use the sound of traffic as an indicator, and may start to walk when traffic is not expecting it. *Barlow, Bentzen and Bond, 2005*

MINNESOTA IS ON TRACK TO IMPROVE WALKING

CALL TO ACTION: STEP IT UP! WE CAN DO IT TOGETHER

Minnesota Walks was created in support of STEP IT UP! Surgeon General's Call to Action to Promote Walking and Walkable Communities

In 2015, Step It Up! the U.S. Surgeon General's Call to Action to Promote Walking and Walkable Communities was released recognizing the importance of physical activity for people of all ages and abilities. It calls on Americans to be more physically active through walking and asks the nation to better support walking and walkability. The purpose of the Call to Action is to increase walking across the United States through improved access to safe and convenient places to walk and wheelchair roll and by creating a culture that supports these activities for people of all ages and abilities.

The Call to Action includes five strategic goals to promote walking and walkable communities in the United States:

- Make walking a national priority;
- Design communities that make it safe and easy to walk for people of all ages and abilities;
- Promote programs and policies to support walking where people live, learn, work, and play;
- Provide information to encourage walking and improve walkability;
- Fill surveillance, research, and evaluation gaps related to walking and walkability.

Action by multiple sectors of society, as well as by families and individuals, will be needed to achieve these goals.

The Minnesota departments of transportation and health recently entered an interagency agreement to promote health and are releasing this first statewide document for walking.



Minnesota Walks was created so that people can work together on walking and walkable communities. Our health, social and economic well-being depend on it! Here's what you can do to become a Minnesota Walks Champion:

READ & SHARE

Go to www.minnesotawalks.org for a copy of Minnesota Walks.

TAKE ACTION

- Join with others to implement Minnesota Walks strategies.
- Contact your local, regional and state elected officials to share the strategies from this resource.
- Walk more!

LISTEN & LEARN

Stay informed about Minnesota Walks by following the hashtag [#mnwalks](https://twitter.com/mnwalks) on social media. Learn about the benefits of walking and take small steps to ensure your own well-being.

MINNESOTA IS ALREADY TAKING ACTION.

Here is what some communities around the state have already done:

RED WING TEMPORARY CROSSWALK

Reflective tape and planters with evergreens to create a sidewalk extension that lets pedestrians and drivers see each other more easily, increasing visibility and safety. Chalkboard for instant comments – would you like something more permanent here in the future or not?



COMPLETE STREET POLICY

The City of Rochester was the first city in Minnesota to pass a complete streets policy in 2009.

The City of Big Lake passed a complete streets policy in 2010 to create transportation corridors that are safe, functional and aesthetically attractive.

The City of Northfield established a complete streets policy recognizing that walkable neighborhoods lead more interactions, increased community pride and improved quality of life.





Photo Courtesy of Katherine O'Neil

OVERARCHING THEME: DESIGN FOR ALL

Plan and design streets so that all people are able to safely and comfortably walk or roll to their desired destinations.

Minnesota Walks strategies are divided into the following themes, with Design for All being the overarching theme

- Roadway & street design
- Land use & the built environment
- Fostering creativity & partnerships
- Listening & planning
- Minnesota winter and year round upkeep
- Building a culture of walking

The strategies listed within each of the themes are broken down into policies, projects, programs, processes, placemaking, partnerships and building skills. Each strategy is also marked for local, regional or state level action.

- The local level includes individuals, city staff and elected officials, local businesses and organizations, Metropolitan Planning Organizations and other entities that operate on a similar local scale.
- The regional level includes county staff and elected officials, Regional Development Commissions, Community Health Boards and other entities that operate on a regional scale.
- The state level includes state agencies, statewide businesses and organizations, state elected officials and other entities that operate on a statewide scale.

1 Roadway and Street Design

GOALS

The hierarchy of planning roadways and streets places walking as the first and most important mode.

Roadways and streets are designed to slow down the speed of people driving cars where people are walking.

CHALLENGES

- Lack of existing compliance with ADA guidelines and the need for increased training for construction inspectors to ensure ADA compliance.
- Street and roadway designs are not always accessible for people with limited physical mobility and other disabilities such as blindness or vision impairment, this includes people walking and rolling along and across streets and roadways.
- It is hard to cross multiple lanes of traffic.
- Busy highway crossings are barriers to walking.
- Highways that pass through town are difficult and potentially dangerous to cross. Specific barriers are short signal cycle lengths, not enough signalized crossings, fast car speeds, and lack of benches.
- Long crossing distances and short signal timing to get across intersections are major barriers for people, especially those who use wheelchairs, other mobility devices, and for seniors.
- Lack of buffer zone between sidewalk and fast moving street traffic.
- Fast vehicle speeds.
- Obstructions along the walkway such as light posts and phone lines.
- Lack of public seating on sidewalks and walking paths.
- Many destinations are frequently inaccessible or unfriendly for walking.
- Gaps in sidewalk networks and sidewalks only being on one side of the street.



Photo Courtesy of Transit for Livable Communities

STRATEGIES

Projects	Local	Regional	State
Design intersections, sidewalks, trails and crossings to maximize accessibility, safety and comfort for people who walk.	◆	◆	◆
Establish specific design standards that go beyond ADA compliance for consistency in signal timing, crosswalk design, wayfinding, signage, connectivity and comfort.			◆
The standard for any future development should include sidewalks. Professionals involved in planning and design efforts should have to justify not including sidewalks, instead of the other way around.	◆	◆	◆
Policies	Local	Regional	State
Establish a hierarchy of modal planning that prioritizes people walking.	◆	◆	◆
Increase and prioritize funding on roadway design features such as sidewalk buffers, trees, lighting, benches and other elements that enhance pedestrian safety and comfort.	◆	◆	◆
Reevaluate the design of roads to identify and accommodate lower speeds in areas where current and planned land use is conducive to walking.	◆	◆	◆
Prioritize pedestrian improvements in projects where priority populations are present. (See page 14 for description of priority populations)	◆	◆	◆
Identify priority networks for walking based on location of everyday destinations, prevalence of people that rely on walking for transportation and the connectivity of the network.	◆	◆	◆
Building Skills	Local	Regional	State
Provide technical resources and training around the importance of meeting or surpassing ADA guidelines and provide case studies and visual examples.	◆	◆	◆
Integrate best practices for walking infrastructure into established design manuals.			◆

Roadway and Street Design

(continued)



CHALLENGES cont.

- There is concern about the safety of children walking to school, the park or to a friend's house because they are forced into the roadway in areas where there are no sidewalks.
- Discrepancy between design speed and desired speed.
- Unable to reach push button to trigger the crosswalk signal due to disability or winter condition.
- Absence of trees, especially along high speed roadways.
- Lack of shade.
- Transportation professionals may not have the technical knowledge needed to improve the transportation system in regard to walking and rolling.
- Lack of guidance on the design of crosswalks and crossing islands.
- Lack of statewide direction for prioritizing use of funding for walking infrastructure.

STRATEGIES cont.

Building Skills	Local	Regional	State
Review whether State Aid Standards are supportive of or conflicting with safety needs of people walking.			◆
Develop and adopt Level of Service ratings for pedestrian infrastructure that incorporates safety, mobility, demand, equity and cost, among other things, into ratings.	◆	◆	◆
Enhance the role of enforcement in addressing ADA violations.	◆	◆	◆
Continue to provide technical assistance to communities by offering local workshops for engineers, law enforcement, planners, public health practitioners, school administrators, elected officials and advocates around planning and implementing walk friendly designs.	◆	◆	◆
Develop an understanding of how highways and county roads can be barriers for walking and strategies to address this issue.	◆	◆	◆

2 | Land Use and The Built Environment

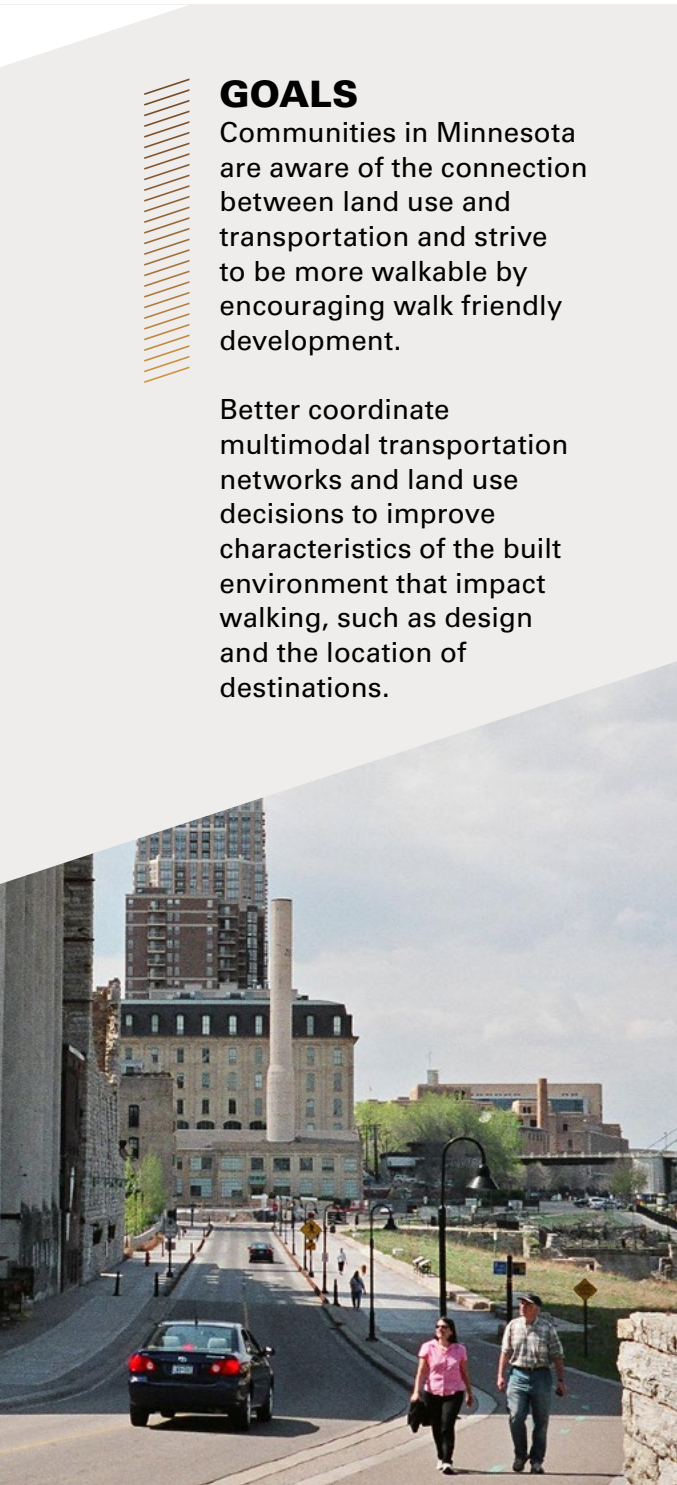
GOALS

Communities in Minnesota are aware of the connection between land use and transportation and strive to be more walkable by encouraging walk friendly development.

Better coordinate multimodal transportation networks and land use decisions to improve characteristics of the built environment that impact walking, such as design and the location of destinations.

CHALLENGES

- Long distances between destinations.
- Locating schools, worksites and grocery stores far from residential neighborhoods limits the ability to walk there.
- Inconvenience and unpleasantness of walking from a bus stop to a storefront through and along large parking lots. Parking lots that are in front of buildings give the impression that a space is meant for cars, not for people.
- Transit stops are often at the edge of a parking lot, requiring those who take transit to cross through a large asphalt parking lot with no sidewalk to get to the front door of the business.
- Transportation professionals and agencies do not always have a voice in land use matters, even though the two are closely linked.
- Developments near the outside of towns don't have connections for people who want to walk along or across the road to reach their destinations.
- Businesses should see the space in front of their business as a place to promote their business.
- Students are sometimes required to take the bus to school even when they live within a walkable distance.
- Transit stops are not always located in walkable locations or they are hard or impossible to access for people with disabilities.
- Seniors are forced to move out of their homes when they can no longer drive because their neighborhoods are not conducive to walking.
- People who rely on walking for transportation are often left out of community planning and development processes. Many destinations are frequently inaccessible or unfriendly for walking.



STRATEGIES

Projects	Local	Regional	State
Encourage development that locates schools, grocery stores, businesses, parks, and other places that people regularly use within walkable distance of each other.	◆	◆	◆
Consider how students will be able to walk and bike safely and conveniently to school when siting a new building and address who will pay for construction and maintenance of pedestrian infrastructure.	◆	◆	◆
Revise school siting policies so that distances between residential areas and schools are walkable for more students.			◆
Adopt community planning, land use, development, and zoning policies and plans that support walking for people of all ages and abilities.	◆	◆	◆
Encourage policies that limit busing of students that live within a walkable distance of their school.	◆	◆	◆
Consider walkability and access to public transit when selecting new worksite locations.	◆	◆	◆
Employers should be encouraged to use policies and incentives to encourage walking and should to provide access to facilities, locations, and programs to support walking.	◆	◆	◆
Encourage local communities with commercial districts to locate parking behind the building to encourage walking between shops.	◆	◆	
Policies	Local	Regional	State
Create further restrictions on drive-through establishments, as well as expanded zoning districts that encourage walkable design.	◆	◆	
Develop and adopt parking lot standards that account for pedestrian and transit access.	◆	◆	
Develop guidelines for access to transit, including bus stop siting, connecting sidewalks to bus stops, providing the proper amount of sidewalk space at bus shelters and coordinating transit improvements.		◆	◆
Support aging in place by identifying locations with high senior populations and developing best practices for design and land use patterns for seniors.	◆	◆	◆
Support safe, efficient, and easy-to-use public transit systems and transit-oriented development.	◆	◆	◆
Process	Local	Regional	State
Invest resources in pedestrian environments near frequent destinations that people walk to, such as schools, grocery stores, parks, residential areas, transit stations, restaurants and other entertainment.	◆	◆	◆
Invest resources in pedestrian environments in priority population areas where people are more likely to rely on walking for transportation and areas where people experience the greatest health inequities and disparities.	◆	◆	◆

3 Fostering Creativity and Partnerships

GOALS

Streets are vital public spaces that not only serve a purpose for travel but that can foster social and economic activity.

Partners work together across agencies, geographic boundaries and professional fields to find unique, effective and efficient ways to overcome barriers to walking.

CHALLENGES

- The walking environment should be more than interaction with cars, but about being in a place that is attractive and inviting so that people want to be there
- There are not always other people walking, which potentially makes spaces feel unsafe or uninviting for walking.
- Discouraging driving is rarely considered for the betterment of the walking environment.
- The walking environment needs to be attractive to draw people out of their cars but improvements to lighting, vegetation and other design elements are often the first to be removed when funding is tight.
- Transportation professionals do not always have the design expertise to include place-making features in walking projects.
- Highways that run through neighborhoods have a multitude of negative impacts and encourage people to go through these areas quickly instead of stopping, lessening the sense of place.
- It can be hard to find Minnesota-specific resources for improving walking.
- Research around walking and transportation is sometimes conducted in silos.
- There are a number of potential partners that are not always involved in transportation planning discussions, such as law enforcement, local businesses and tourism agencies.



STRATEGIES

Placemaking	Local	Regional	State
Implement, support, provide training and encourage place-making for future transportation projects.	◆	◆	◆
Implement place-making strategies in neighborhoods that have been impacted by highway development.	◆	◆	◆
Explore use of temporary pop-up installations to engage communities around specific projects.	◆	◆	◆
Utilize creative traffic calming methods to slow down the speed of the street.	◆	◆	◆
Provide transportation grants for street placemaking.		◆	◆

Projects	Local	Regional	State
Investigate and research the viability and potential health, economic and social benefits of capping parts of the highway system around the state wherever a barrier has been introduced.	◆	◆	◆

Building Skills	Local	Regional	State
Research and consider creative funding mechanisms, such as cost-sharing between agencies or public-private partnerships, to address pedestrian improvements in public and private projects.	◆	◆	◆
Continue and expand educational opportunities around place-making to include state, regional and local agencies and consider holding regional training sessions across the state.	◆	◆	◆
Create a resource and knowledge sharing portal for practitioners, professionals and advocates, similar to the Minnesota Safe Routes to School Resource Center.			◆
Develop a collaborative research agenda with partners across sectors.	◆	◆	◆

Process	Local	Regional	State
Partner with agencies and organizations who are involved in improving personal safety, such as community police models like Bike Cops for Kids.	◆	◆	◆
Recreate the model for Safe Routes to School to include other every day destinations such as parks and transit stops.	◆	◆	◆
Partner with law enforcement agencies to educate drivers when administering citations for traffic violations.	◆	◆	◆
Work with local and regional level partners such as chambers of commerce and tourism organizations to provide funding for programs that address walkability.	◆	◆	

4 | Listening and Planning

GOALS

Everyone in our communities, regardless of age, sex, gender, race or ethnicity, income or other demographic differences, is given a range of accessible opportunities to engage in all planning processes.

Planning efforts accurately reflect the needs and desires of the residents that make up their community.

Integrate walking needs into comprehensive and land use planning, transit planning, safe routes to school, good access initiatives, social services, etc. at the local, regional, and state levels.

CHALLENGES

- Lack of clarity and communication about how and when to get involved in transportation planning processes.
- Public meetings and online surveys don't reach the people who have limited access to the internet, lack of time, or no knowledge about opportunities to provide input.
- Every community has unique characteristics and values that need to be addressed in all planning processes.
- Poor network connections for walking and rolling to transit stops.
- Many cities and counties do not have pedestrian plans or other planning efforts that specifically consider walking.
- Data collection systems at local, regional and state levels collect data in different ways, making comparisons difficult.
- Transportation decisions are typically made separately from decisions about community health.
- Transportation efforts are not always coordinated on a regional scale.
- Priority populations often do not have a say in planning efforts that impact their communities.
- People feel like they need to be experts to get involved with planning efforts.
- Lack of guidance and resources for effectively engaging all members of a community in planning efforts.
- Good data are not always available for elected officials and other decision makers.
- People cross mid-block if it is convenient, regardless of whether or not there are crosswalks.



STRATEGIES

Policies and Plans	Local	Regional	State
Cities and counties should develop and adopt local pedestrian plans or incorporate pedestrian recommendations within master plans, comprehensive plans or other planning processes.	◆	◆	
Implement a Health in All Policies approach where health is incorporated into all aspects of decision making and planning across all sectors, especially transportation.	◆	◆	◆
Include healthy food access as an important component of local governments' overall infrastructure and transportation planning.	◆	◆	◆
Cities and counties should adopt complete streets policies.	◆	◆	
Good connected networks where people can choose to make short community trips as referred to in Minnesota's Olmstead Plan .			
Community engagement tools and Partnerships	Local	Regional	State
Coordinate regional meetings to look at upcoming projects and potential alignment of projects between local, regional and state entities.		◆	◆
Continue to engage and build relationships with priority populations and partners in meaningful conversations about the transportation system, built environment, and health of communities.	◆	◆	◆
Provide meals, child care and other services at public meetings and open houses.	◆	◆	◆
Use plain language when engaging communities.	◆	◆	◆
Improve transparency in project and planning processes at the state, regional, and local level and encourage community partners and individuals to engage early in the planning process.	◆	◆	◆
Transportation planners and project managers should bring the meeting to the people, host open houses at community gatherings, use other innovative community engagement strategies and educating people about the long timeline of projects and when to get involved.	◆	◆	◆
Utilize walking audits to engage community members and practitioners.	◆	◆	◆
Modify the engagement toolkit used for Minnesota Walks and make it available for local use.			◆

Listening and Planning

(continued)



STRATEGIES cont.

Technical Assistance	Local	Regional	State
Provide guidance and recommendations on the development and implementation of local pedestrian plans.		◆	◆
Provide funding to communities to develop pedestrian plans.		◆	◆
Establish a main street revitalization program that focuses on creating walkable downtowns in communities where main streets are highways.			◆
Building Skills	Local	Regional	State
Expand and standardize data collection capacity involving crash data, sidewalk inventory and count programs.	◆	◆	◆
Expand awareness of ongoing data collection efforts for local, regional and state organizations. Provide training around these efforts for the purpose of coordinating with local and regional partners.	◆	◆	◆
Research regional and local partnerships in Minnesota that are successful in community engagement, planning and design and provide these as best practices examples.			◆
Develop and use feasible surveillance tools and methods to measure supports for walking in various settings, such as the community, worksites, and schools and expand their use in health, transportation, and other relevant surveillance systems.	◆	◆	◆
Make user-friendly data easily available to decision makers.	◆	◆	◆
Develop, improve, and use tools, such as audit tools, health impact assessments, and economic assessments, to enhance planning and evaluation processes.	◆	◆	◆
When planning streets look for areas where people are consistently crossing mid-block and use that information to design crossings to accommodate the need.	◆	◆	

5

Minnesota Winter and Year Round Upkeep

GOALS

Maintain year round walking infrastructure by making necessary ongoing repairs and clearing snow and ice in a timely fashion.

People of all ages and abilities are able to walk in their communities year round without suffering mobility limitations from weather conditions or degraded infrastructure.

CHALLENGES

- Sidewalks and pathways that are not properly cleared of snow and ice in winter months.
- It is seen as less important to clear sidewalks compared to roads, even though many people do not drive.
- Sidewalks and pathways that are not maintained properly, leading to cracks, uneven ground and other issues.
- Inconsistent snow removal practices makes it harder to report issues to the responsible party.
- Sidewalks are part of the right-of-way, yet it is the only part of the transportation system that adjacent property owners typically need to fund and regularly maintain.
- Getting maintenance plans in place to decide who will pay for maintaining infrastructure can be a barrier to building sidewalks in the first place.
- Some people are physically unable to clear their own sidewalks of snow and ice or do not have the time for reasons such as being a single parent, working multiple jobs or other constraints.
- Many communities do not enforce snow removal policies.
- Signs on the sidewalk and other barriers limit walking access around many construction sites and temporary ADA compliant alternatives are not always provided.
- Snow is often piled up around crosswalks buttons and transit stops.
- It can be difficult to alert public officials of unclear walkways and uneven pavement conditions.



STRATEGIES

Policies	Local	Regional	State
Consider an approach to sidewalk maintenance that requires towns and cities to clear snow and ice from roads, bridges, and sidewalks and also requires sidewalks and public roads to be maintained by municipalities at no additional cost to adjacent land owners.	◆		
Allocate funding for sidewalk snow plowing equipment, labor and training opportunities.	◆	◆	◆
Have a maintenance plan in place before a project is completed, that identifies who is responsible for maintenance and accounts for cost, timing and partners.	◆	◆	
Enact snow removal practices and policies that treat sidewalks to the same standards as roads, allowing pedestrians full access to all sidewalks, crosswalks buttons, transit stops and destinations.	◆	◆	
Establish and enforce policies to maintain pedestrian access during construction projects.	◆	◆	
Programs	Local	Regional	State
Create a hot line similar to 311 for people to submit maintenance issues such as broken sidewalk panels, overgrown vegetation and snow and ice removal. Incorporate technology that allows people to submit photos of problem areas. Establish a hierarchy of modal planning that prioritizes people walking.	◆		
Provide alternative snow and ice clearance options, such as a volunteer service, for people that do not have the time, money or physical ability to do it themselves.	◆		
Process	Local	Regional	State
Investigate the effectiveness of local enforcement and communication around requiring adjacent property owners to clear snow and ice.	◆	◆	◆
Compile a list of best practices, policies, and methodologies for prioritizing snow clearance on sidewalks.			◆
Develop priority walking routes to identify funding priorities for maintenance activities such as pavement preservation, snow and ice removal, and other activities that contribute to the accessibility of sidewalks.	◆	◆	

6 Building a Culture of Walking

GOALS

Walking for transportation and recreation is integrated into the culture of Minnesota communities and people who walk are treated with respect and not seen as second class citizens.

Communities and elected officials understand and promote the many benefits of making walking safe, convenient and desirable for all.

CHALLENGES

- Many cars do not stop for people trying to cross intersections, whether marked or unmarked.
- Vehicles turn corners at high speeds without looking for people walking.
- Distracted driving.
- People walking often feel a sense of invisibility to drivers.
- Personal safety issues stemming from lack of lighting and areas devoid of other people.
- People who walk for necessity may experience poor conditions in areas where they regularly walk to jobs, grocery stores, transit stops or other places, but they still walk there because they have no other means of transportation.
- Lack of organized pedestrian advocacy on a statewide level and in individual communities to highlight desires for walkable communities.
- Lack of funding and resources allocated to pedestrian improvements and maintenance.
- Pedestrians are often thought of and treated as second class citizens.



Photo Courtesy of Toole Design Group

STRATEGIES

Partnerships and Coordination

	Local	Regional	State
Create and provide necessary tools to a Pedestrian Task Force to carry out implementation of the strategies within this plan and to coordinate walking-related efforts across the state.			◆
Collaborate with driver education agencies to address continued education about driver behavior and pedestrian safety.	◆	◆	◆
Coordinate with local, regional and state tourism agencies and organizations to promote and highlight walk friendly communities in Minnesota.	◆	◆	◆
Explore opportunities to better coordinate and leverage resources for walking.	◆	◆	◆
Explore partnerships with youth serving organizations and programs to address safety concerns about walking in a multi-generational way.	◆	◆	◆
Form pedestrian advocacy groups to encourage communities to be more walk friendly.	◆	◆	◆
Align state, regional and local efforts with national efforts that already support walking, physical activity, and improved places to walk and be active, including the National Physical Activity Plan, Designed to Move, Partnership for Active Transportation, Convergence Partnership, Every Body Walk!, and the Surgeon General’s Report: A Call to Action to Support Walking.	◆	◆	◆
Add measures of walkability to state and local surveillance systems.	◆	◆	◆

Programs

	Local	Regional	State
Increase awareness, visibility and effectiveness of Towards Zero Deaths with a stronger emphasis on people walking.			◆
Apply for Walk Friendly designations.	◆		
Provide technical assistance to communities to help them complete the Walk Friendly Community application.		◆	◆
Generate public education and awareness campaigns to promote walking and walkability and link these campaigns with other activities meant to increase walking.	◆	◆	◆
Create consistent statewide pedestrian safety messages for communities and organizations, targeted at people who walk and people who drive.			◆
Educate pedestrians about how to walk safely and the risks of alcohol-impaired and distracted walking.	◆	◆	
Encourage local law enforcement to patrol by foot in communities.	◆	◆	◆
Join or help mobilize a cleanup effort to make places where people walk safe and attractive.	◆	◆	◆
Link organizations and programs to ensure that underserved groups and people with disabilities have opportunities to walk.	◆	◆	◆

Building a Culture of Walking

(continued)



CHALLENGES cont.

- Lack of tools and resources that could be used for quantifying the benefits of investment in pedestrian infrastructure, identifying the top investment priorities (by type and location), and a summary and collection of research on effective walking treatments and amenities.
- Health care has a stronger focus on treatment than prevention through healthy community design.
- Walking mode share is not tracked as closely as automobile mode share.
- Transportation safety campaigns tend to focus on people who drive cars.
- There are not enough examples shared of communities in Minnesota that have benefited economically from becoming more walkable.

STRATEGIES cont.

Programs (continued)	Local	Regional	State
Support crime and violence prevention through environmental design and maintenance.	◆	◆	◆
Encourage walking opportunities for students and staff as part of the regular and extended day in schools.	◆		
Make gyms, fields, and tracks available before, during, and after school for students and staff and encourage their use through activities such as walking and fitness clubs or other school-related events.	◆	◆	
Offer evidence-based walking programs that are free or low cost.		◆	◆
Set up walking groups, buddy systems, and other forms of social support for walking that provide multiple opportunities to walk each week.	◆		
Provide signs and maps to help people find safe places to walk and provide information on accessibility for people with mobility or other limitations.	◆	◆	
Building Skills	Local	Regional	State
Research and provide materials with return on investment information to showcase the benefit of pedestrian-related projects in Minnesota.		◆	◆
Encourage partnerships across agencies and organizations to create road safety education that has a broader reach in terms of content and audience.	◆	◆	◆
Explore differences between Minnesota's Towards Zero Deaths campaign and other states, regions and cities with similar efforts, such as vision zero.			◆
Encourage health care professionals to offer physical activity counseling to their patients, with a focus on walking as the most accessible and popular form of exercise.		◆	◆
Provide training to administrators and classroom teachers on ways to incorporate walking throughout the school day.		◆	◆
Offer continuing education opportunities that promote walking and walkability for relevant professionals.			◆
Replicate the model of the 'Stop for Me' campaign and provide educational opportunities to city attorney offices, hearing officers and judges on what the law says and include them in events that raise driver education and awareness.	◆	◆	

WHAT DOES SUCCESS LOOK LIKE?

Success can be measured at various levels - local, regional and state. This chapter offers a number of measures to help track progress towards reaching the goals outlined in Minnesota Walks.



More people walking

Walking is important to the everyday lives of people in Minnesota and has numerous benefits, ranging from individual health to economic and development for a community's bottom line. Improved walkability can decrease the risk of injuries and some health conditions and improve air quality.

Pedestrians on Shared-use Paths and Sidewalks

Measure: Annual Average daily pedestrian (AADP) traffic volumes at permanent index monitoring sites statewide.

Current: The Minnesota Department of Transportation is establishing a network of permanent automated traffic monitoring sites on shared use paths in each MnDOT District. Although data from these sites will not be representative of pedestrians traffic on all sidewalks or paths in Minnesota, these data provide useful examples of pedestrian traffic volumes and patterns on shared use paths and how patterns and volumes change over time.

Walking commuters

Measure: Percent of commuters who primarily walk to work.

Current: 2.8% (Source: Transportation and Health Tool <https://www.transportation.gov/transportation-health-tool/indicators/detail/mn/state/minnesota#indicators>)

Walking frequency

Measure: Percent of Minnesotans who walked outside in their community for more than 10 minutes at a time at least daily

Current: This is new to the 2016 MnDOT Omnibus Survey so baseline data is not yet available.

Adults who walk for transportation, fun, or exercise went up 6 percent in 5 years.

<http://www.cdc.gov/vitalsigns/walking/>

Improving walking for all purposes

Walking, whether for leisure, recreation or transportation, improves health and our social, economic and built environment. Many people depend on modes of travel other than driving, whether due to age, disability, economic circumstances or personal preference. Providing adequate pedestrian facilities is essential to ensure people can walk safely and conveniently to their destinations.

Share of sidewalk network meeting specified level of service

Measure: Share of sidewalk system meeting levels of service A-D, E, and F via the 2010 Highway Capacity Manual's bicycle and pedestrian level of service evaluations, which quantify perceived safety and comfort based on geometric and traffic conditions.

Current: Data is not currently available for this indicator at a statewide level. However, in the northeast part of the state Arrowhead Development Commission has conducted a full sidewalk inventory of all the cities within their region. If this model can be replicated across the state, then we could put together a statewide picture for the quality of our sidewalk network.

Number of municipalities and campuses designated as walk friendly

Measure: Cities, businesses, and universities designated as Walk Friendly by the Highway Safety Research Center.

Current:

- Minneapolis, Gold
- Rochester, Bronze
- Grand Marais, Honorable Mention
- Grand Rapids, Honorable Mention

“Walking started with a larger share in 2000 (4.5 percent) and grew by a larger amount to 6.6 percent of trips in 2010—a 44 percent increase.”

“We estimate about 12 million daily trips across the metro area, which means that on an average day people are making 190,000 bike trips and 735,000 walking trips.”

www.cts.umn.edu/publications/catalyst/2015/may/bikingandwalking

Healthier people

Walking is the most common and accessible form of physical activity. Improving the walkability of Minnesota's transportation system in communities also means improving the health of Minnesotans. Regular physical activity reduces the risk of many chronic diseases, including cardiovascular disease, diabetes and some cancers. Walking has also been shown to lead to improved mental well-being and reductions in rates of depression and feelings of isolation.

Obesity-related chronic disease

Measure: Percentage of residents with obesity-related chronic disease.

Current: 7.4% of adults in Minnesota have diabetes; 3.8 % of adults in Minnesota reported having had a heart attack in their lifetime - over 150,000 people (2014). More than 18% of all deaths in Minnesota are due to heart disease.

Physical activity from transportation

Measure: Percentage of all trips made by foot or by bicycle that are at least 10 minutes long.

Current: 12.11%

Walking is the most popular aerobic physical activity. About 6 in 10 adults reported walking for at least 10 minutes in the previous week.

<http://www.cdc.gov/vitalsigns/walking/>

According to the Center for Disease Control and Prevention (CDC), more than 2,600 Americans die every day from some form of cardiovascular disease, costing over \$300 billion in health expenditures and lost productivity. Cardiovascular disease is the leading cause of death in the U.S., with diabetes ranking 7th.

http://www.pedbikeinfo.org/data/factsheet_health.cfm

Improving accessibility and encouraging connections

Minnesota is working hard to make sure that the transportation system is compliant with ADA standards. This is important, but we also need to push beyond ADA compliance to identify and fill critical walking connections that are missing in local networks.

MnDOT, Metropolitan Planning Organizations and many city and county transportation agencies across Minnesota monitor their own ADA compliance rates, however, that data is not currently gathered into one place to provide statewide information. Here are some measures that would be helpful to track on a statewide basis:

Sidewalk ADA compliance

Measure: Percent of sidewalks meeting 2010 ADA Standard and Public Right of Way (PROW) guidance.

APS signal ADA compliance

Measure: Percent of eligible intersections with accessible pedestrian signals (APS) installed.

ADA remediation efforts

Measure: Percent of existing facilities brought into compliance with ADA requirements annually.

Percent of urban roadway miles with walking facilities

Measure: Percent of roadway miles with adjacent sidewalks or shared-use paths within urban context zones.

Percent reduction in sidewalk gaps along priority corridors

Measure: Percent reduction in sidewalk gaps along priority corridors.

Access to walking facilities near transit stops

Measure: Percent of streets within 1/2 mile of transit stop that have sidewalks.



Improving safety

People who walk are the most vulnerable users of the transportation system. Many factors impact possibility and severity of pedestrian crashes, including design of the roadway and surrounding environment, weather conditions, lighting, time of day and speed. To get more people walking we need to create safe places for people to walk along and across roadways.

Number of pedestrian-vehicle crashes, fatalities, and serious injuries

Measure: Annual number of pedestrian-vehicle crashes, fatalities and serious injuries.

Current: 911 pedestrian crashes, 41 pedestrians killed and 904 pedestrians injured, (2015).

Perception of pedestrian safety

Measure: Percent of Minnesotans who perceived their community as safe (somewhat safe or very safe) for pedestrians.

Current: 2016 MnDOT Omnibus Survey

Stronger communities

The average household cost to own and operate one car in the U.S. is \$9,000 per year – walkable neighborhoods allow families to own fewer cars and save money. <http://americawalks.org/learning-center/benefits-of-walking-2/economy/>

Increase in retail sales at locally-based businesses

Measure: Sales tax receipts, commercial vacancies, number of visitors

Current: Although this measure is not feasible at a state level, it is encouraged for local entities

Walk Score

Measure: Walk Score rating at local and regional level

A pedestrian struck by a vehicle traveling 40 mph has an 85 percent chance of being killed while a pedestrian struck by a vehicle traveling at 20 mph has only a 5 percent chance of being killed.

In 2013, 16.4 percent of adults had some type of disability, including cognitive, mobility, vision, self-care, or independent living disability.

<http://dhds.cdc.gov/profiles/profile?profileId=25&geoTypeId=1&geolds=27>



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LEFT TURNS
MUST USE
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MINNESOTA WALKS CASE STUDY:

PEDESTRIAN
ENVIRONMENT
IMPROVEMENT



ESTABLISH A HIERARCHY OF MODAL PLANNING THAT PRIORITIZES PEOPLE WALKING.

Minneapolis just passed complete streets policy

“The City establishes a modal priority framework that prioritizes people as they walk, bicycle, and take transit over people when they drive. The modal priority framework will inform City transportation related decision-making.”



IMPLEMENT PLACE- MAKING STRATEGIES IN NEIGHBORHOODS THAT HAVE BEEN IMPACTED BY HIGHWAY DEVELOPMENT.

Lego Bridge

In 2011, artist Martin Heuwold was inspired to paint one of the bridges along the Wuppertal Northern Railway which had been decommissioned in 1991. He thought of Lego bricks as a theme, commenting the districts of Elberfeld (Ostersbaum neighborhood) and Barmen (Clausen neighborhood).

EXPLORE USE OF TEMPORARY POP-UP INSTALLATIONS TO ENGAGE COMMUNITIES AROUND SPECIFIC PROJECTS.

Red Wing temporary crosswalk. Reflective tape and planters with evergreens to create a sidewalk extension that lets pedestrians and drivers see each other more easily, increasing visibility and safety. Chalkboard for instant comments – would you like something more permanent here in the future or not?





UTILIZE CREATIVE TRAFFIC CALMING METHODS TO SLOW DOWN THE SPEED OF THE STREET.

As part of the Plan4Health St. Louis project, the HEAL Partnership is working with local experts to create a variety of tools that can be used in temporary demonstrations for traffic calming. The pop-up demonstrations offer possible solutions and provide fun and safe social spaces to St. Louis residents while also encouraging healthy, active living.

CONSIDER AN APPROACH TO SIDEWALK MAINTENANCE THAT REQUIRES TOWNS AND CITIES TO CLEAR SNOW AND ICE

FROM ROADS, BRIDGES, AND SIDEWALKS
AND ALSO REQUIRES SIDEWALKS AND
PUBLIC ROADS TO BE MAINTAINED BY
MUNICIPALITIES AT NO ADDITIONAL
COST TO ADJACENT LAND OWNERS.

This is New Hampshire's policy. Similarly, the City of Richfield, Minnesota plows all city-owned sidewalks and parking lots. Roseville, MN also has a similar policy to New Hampshire.

PROVIDE GUIDANCE AND RECOMMENDATIONS ON THE DEVELOPMENT AND IMPLEMENTATION OF LOCAL PEDESTRIAN PLANS.

Kentucky sets detailed guidance for the community to develop a pedestrian plan. They list sound steps from engaging groups of beneficiaries, identifying potential projects in focus area, assessing the feasibility, to getting approval by local officials.



SHOVEL

DILWORTH

Let's keep our walkways clear this winter.

- **Shovel a neighbor's sidewalk**
- **Sidewalks used by youth to get to school**
- **A MATBUS stop**
- **A fire hydrant**
- **Or any neglected sidewalk**

The Dilworth Active Living Committee and PartnerSHIP 4 Health are looking for warm-hearted volunteers willing to adopt a sidewalk, shovel a neighbor's walkway, or offer assistance. Help shovel for:

- 1) **A chance to win a cash prize**
- 2) **Community support**
- 3) **Good karma**



We Serve

Care to volunteer? Want to adopt a sidewalk or help a neighbor? Call Will Mackaman at **218-299-7839** or register yourself through our Eventbrite link at <https://www.eventbrite.com/e/shovel-dilworth-tickets-14949751108> for a chance to win a \$25 gift card generously donated by the Dilworth Lions Club and the Dilworth Park Board.

ENCOURAGE COMMUNITIES TO PROVIDE ALTERNATIVE SNOW AND ICE CLEARANCE OPTIONS, SUCH AS A VOLUNTEER SERVICE, FOR PEOPLE THAT DO NOT HAVE THE TIME, MONEY OR PHYSICAL ABILITY TO DO IT THEMSELVES.

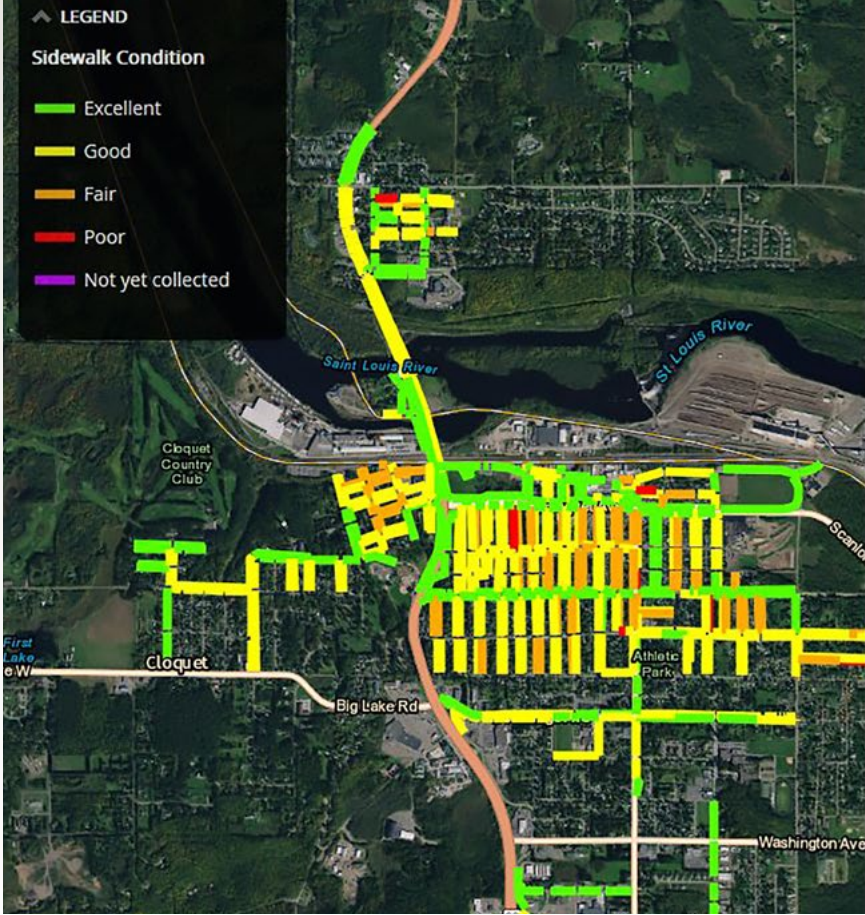
Shovel Dilworth is a campaign run by the City of Dilworth, Minnesota, GreenCorps, and PartnerSHIP 4 Health to encourage shoveling sidewalks, being physically active in the wintertime, and Good Samaritan behavior. In an interview with Fargo-Moorhead KVRR, Mayor of Dilworth Chad Olson said, "It is a way to not only help out your neighbor's sidewalk but help the greater community, in terms of allowing students a safer route to get to school." The DGF National Honor Society and Dilworth Boy Scouts have both produced youth group volunteers over the winter. Other Dilworth residents were encouraged to participate with the possibility of winning a \$25 gift card at the end of the campaign.

INCLUDE HEALTHY FOOD ACCESS AS AN IMPORTANT COMPONENT OF LOCAL GOVERNMENTS' OVERALL INFRASTRUCTURE AND TRANSPORTATION PLANNING.



Minnesota
FOOD CHARTER
For Our Healthy Future

Thousands of Minnesotans helped develop the Minnesota Food Charter. This publicly created document is a shared roadmap for how all Minnesotans can have reliable access to healthy, affordable, and safe food in the places they work learn, live and play. Through the public input process, five key areas of change were identified. Food accessibility is one of those priorities. Minnesotans have asked that healthy food be easy to get to at a manageable distance from home or work, using affordable and convenient personal or public transportation. They have identified several changes that are needed to make this a reality such as the “inclusion of food access as an important component of local governments overall infrastructure and transportation planning” and the maintenances of sidewalks and other pedestrian friendly resources to provide access to stores, hunger relief programs, farmers markets, community gardens and other food sources.
www.mnfoodcharter.com



Sidewalks in the Arrowhead Region

Cloquet Sidewalk Conditions

Totals:
205,663 feet of sidewalk (39 miles)

- 63,683 feet of Excellent sidewalk (31%)
- 105,793 feet of Good sidewalk (51%)
- 33,086 feet of Fair sidewalk (16%)
- 3,100 feet of Poor sidewalk (2%)

EXPAND AND STANDARDIZE DATA COLLECTION CAPACITY INVOLVING CRASH DATA, SIDEWALK INVENTORY AND COUNT PROGRAMS.

“The Regional Sidewalk Inventory has been established to serve as a universal database of sidewalk information that is easily accessible and available for anyone to use that is curious about their community’s sidewalk conditions. ARDC has taken inventory of 19 cities and towns within the Arrowhead Region – including all major cities in Carlton County and Iron Range cities. Information was collected regarding existing sidewalk conditions in order to identify aspects including areas that require improvement and missing connections. This inventory will lend useful data for projects that concern sidewalk connectivity such as Safe Routes to School, public utilities work, comprehensive plans, and general sidewalk improvements.”

PROVIDE PUBLIC EDUCATION AND AWARENESS CAMPAIGNS TO PROMOTE WALKING AND WALKABILITY AND LINK THESE CAMPAIGNS WITH OTHER ACTIVITIES MEANT TO INCREASE WALKING.



Utilize encouragement campaigns to increase walking, such as Walk and Bike to School Day. International Walk to School Day began in 1997 as one day event intended to remind parents, children, community members and elected officials of the joys of walking in and around their neighborhoods. Most communities take it further than one day, leveraging momentum to launch programs, advance infrastructure and create community through other Safe Routes to School improvements.

STOP  **FOR ME**

EVERY CORNER • EVERY TIME

**REPLICATE THE MODEL OF THE
'STOP FOR ME' CAMPAIGN
AND PROVIDE EDUCATIONAL
OPPORTUNITIES TO CITY ATTORNEY
OFFICES, HEARING OFFICERS AND
JUDGES ON WHAT THE LAW SAYS AND
INCLUDE THEM IN EVENTS THAT RAISE
DRIVER EDUCATION AND AWARENESS.**

Stop For Me is a yearlong campaign to improve safety for people who use St. Paul's sidewalks and cross our streets. The campaign is organized by St. Paul's 17 district councils, St. Paul Smart Trips and the St. Paul Police. Pedestrians are 10 times more likely to die in a collision with a car than drivers or passengers are likely to die in a collision between two cars. In 2015, 40 pedestrians died in Minnesota after being hit by a motor vehicle; 900 were injured. In January 2016 alone, 22 pedestrians were hit on St. Paul streets, police statistics show. To reverse this trend, Stop for Me intends to:

- Engage drivers and pedestrians to be more aware at intersections, crosswalks, and parking lots
- Educate drivers about how stopping for pedestrians is both common courtesy and the law
- Enforce the law when necessary"

WHAT'S NEXT?



FUTURE STEPS & IMPLEMENTATION

The Minnesota Department of Health and Minnesota Department of Transportation have co-lead the process to create Minnesota Walks by conducting background research, assembling a project advisory committee of statewide partners, conducting extensive community engagement, and by producing this document. These two agencies will continue to lead this effort as we begin to implement the action items from Minnesota Walks. That said, throughout the development of Minnesota Walks we have relied heavily on partners and hope that they are ready and willing to continue this effort with us. If we did our job correctly, then the general public and our partners throughout the state will recognize shared concerns and priorities for action in the content within Minnesota Walks.

In order to continue moving this work forward the Minnesota Department of Transportation and Minnesota Department of Health plan to convene a coalition of partners that will carry out the vision outlined within this document.

For the Minnesota Department of Transportation specifically, the next step is to create district-level pedestrian plans. This process will begin in the summer of 2017 and build off of the Minnesota Walks community engagement process. These plans will cover pedestrian planning on MnDOT-owned facilities, as opposed to Minnesota Walks, which identifies action items for all local, regional and state-level partners in Minnesota that are working to enhance the environment for people walking.

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Minnesota Walks: A pathway to safe, convenient and desirable walking and rolling for all.

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Julie Myhre, Chair, Minnesota Department of Health

Mitzi Baker, Rochester/Olmsted Planning

Steve Brisendine, State Nonmotorized Transportation Advisory Committee

Gretchen Camp, American Institute of Architects

Candace Dow, Minnesota Public Health Association

Lisa Firth, City of Bloomington, Division of Public Health

Tom Fisher, University of Minnesota College of Design

Heidi Hamilton, Minnesota Department of Human Services

Jim Heilig, Duluth Transit Authority

Samantha Henningson, City of St. Paul

Mary Hertel, DHS Area Agencies on Aging

Patrick Hollister, PartnerSHIP 4 Health

Matthew Johnson, Mid-Minnesota Development Commission

Mike Mechtenberg, Metro Transit

Jessica Treat & Pam Moore, Transit for Livable Communities

Philipp Muessig, Minnesota Pollution Control Agency

Matt Rentsch, American Society of Landscape Architects

Heidi Schallberg, Metropolitan Council

Leslie Seymore, Minnesota Department of Health, Safety & Injury Prevention

Michelle Snider, Minnesota Recreation and Park Association

Eric Weiss, Blue Cross Blue Shield of Minnesota

Joan Willshire & David Fenley, Minnesota State Council on Disability

Bob Worthington, American Association of Retired Persons Minnesota

Susan Youngs, Minnesota Department of Public Safety

CONSULTANT TEAM FOR COMMUNITY ENGAGEMENT

Toole Design Group

Citizens League

COMMUNITY ENGAGEMENT PARTNERS AND CATALYSTS

Live Well Winona

Minneapolis Pedestrian Advisory Committee

Upper Minnesota Valley Regional Development Commission

Wright County Public Health

Minnesota Department of Health

Minnesota Department of Transportation

Arrowhead Regional Development Commission

BLEND, CentraCare

Horizon Public Health

Headwaters Regional Development Commission

Transit for Livable Communities

West Central Initiative

MnDOT and MDH would also like to thank everyone who provided input during community engagement – via events, surveys, focus groups, social media and during the release period of Minnesota Walks.



Taking action together to build a culture of walking and rolling is our surest path to a safe, convenient and desirable future for all

