

REGIONAL ACTIVE TRANSPORTATION PLAN

WHAT WE LEARNED FROM THE PUBLIC

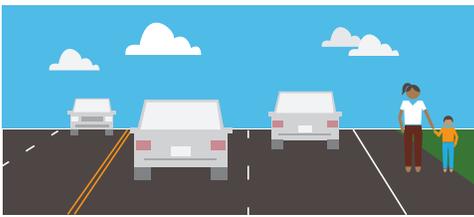
NEED INCREASED CONNECTIVITY BETWEEN EXISTING PEDESTRIAN & BICYCLE FACILITIES



"There are many paths that start and stop. I live in Clearwater and the path in town doesn't connect to St. Cloud or Monticello."

86% of project survey participants identified adding sidewalks and paths where they are currently missing as a top priority to improve conditions for people walking and biking in the Four County Region.

CONCERNS ABOUT INADEQUATE PEDESTRIAN & BICYCLE FACILITIES



"It would be great if the walk/bike path could be extended to the athletic fields. We see many children on this route without a sidewalk, and this road is a 55 mile per hour roadway."

Installing sidewalks is a proven safety strategy, and results in a 50 to 90% reduction in 'walking in roadway' pedestrian crashes.¹

PREFERENCE FOR GREATER SEPARATION FROM MOTOR VEHICLE TRAFFIC



"My family and I would love to walk or bike from our neighborhood into Big Lake. However the lack of path or separation from the road prohibits this."

On average, bike counts increased by 75% in the first year after separated bicycle lanes were installed on streets throughout the U.S.²

NAVIGATING INTERSECTIONS & ROADWAYS ARE A CONCERN FOR ALL



"Heavy traffic on Highway 23 makes it very difficult to cross at [Broadway Avenue North in Foley]. Crosswalk signs are in place but traffic does not stop."

Raised median islands are proven to be an effective technique to simplify crossing movements and improve pedestrian safety, especially on multi-lane arterials with traffic volumes greater than 10,000 vehicles/day.³

DESIRE FOR CONNECTIONS TO BUSINESSES AND NATURAL RESOURCES



"It would be great to be able to walk or bike a direct route to get groceries!"

A connected network opens up possibilities for practical, everyday walking and biking. In twenty minutes, an average adult can reach destinations within 1 mile by walking, and within 3 miles when biking.⁴

¹ MnDOT Report 2013-22, September 2013, Minnesota's Best Practices for Pedestrian/Bicycle Safety, p. ii; ² Monsere, C., et al., Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S., 2014; ³ MnDOT Report 2013-22, September 2013, Minnesota's Best Practices for Pedestrian/Bicycle Safety, p. 10; ⁴ An average adult can comfortably travel at a pace of 3 miles per hour on foot, and 10 miles per hour by bicycle.