

# REGIONAL ACTIVE TRANSPORTATION PLAN

## WHAT WE LEARNED FROM THE PUBLIC

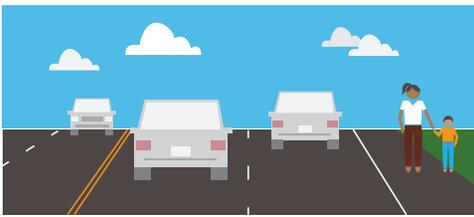
### NEED INCREASED CONNECTIVITY BETWEEN EXISTING PEDESTRIAN & BICYCLE FACILITIES



*"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.<sup>1</sup>

### 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.<sup>2</sup>

### 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.<sup>3</sup>

### 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.<sup>4</sup>

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