Best Practices

For Active Living

A toolbox of approaches to support and expand community participation in Active Living

Draft for Review

February 9, 2015

Hennepin

a people-centered, asset-based approach to sustainable mobility and place

community design group

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This guide includes the following sections:

Introduction

Walking and biking are inexpensive, enjoyable activities that provide multiple benefits - both for individuals and communities.

Walking is a foundation for individuals' health, well-being and sense of connection. Walking is free and accessible for people through the widest range of ages, income levels and physical abilities. It is the most basic form of transportation - at some point during every trip, everyone is a pedestrian. Like walking, bicycling offers mobility and connectivity at a relatively low cost for residents young and old alike.

Communities that provide safe, comfortable and convenient facilities for Active Transportation enjoy increased levels of health and equity, as more people are able to access school, transit, employment, services, recreation, and everyday needs. Access to walking and biking options can be especially important for members of populations experiencing health disparities, for seniors, for youth, and for households who are transit dependent and who may not have easy access to a personal vehicle.

What is Active Transportation?

Active Transportation (where residents can easily incorporate physical activity into their everyday travel routines) is a key component for Active Living. Active Transportation investments, policies and initiatives seek to make walking or biking for transportation a useful, easy, fun and normal part of everyday life for a community's residents.

An Active Living approach is multi-disciplinary, and recognizes that policies and initiatives to foster and support active communities must occur in several policy spheres - from transportation to land use, from community and economic development to public health and beyond.

Active Living is important for a community because it can:

- Improve physical and mental health,
- Reduce traffic congestion, improve air quality, and reduce transportation costs for families,
- Build safer, stronger communities, and
- Decrease the risk and severity of chronic disease and medical costs.

Purpose of this Guide

This guide focuses on supporting Active Living through Active Transportation—making walking (and biking) a normal part of everyday life.

It offers information and guidance on strategies and approaches for improving infrastructure, policy, planning, and programming practices, and for piloting placemaking interventions.

In addition, it provides resources to find additional information and case studies highlighting successful experiences from other communities.

Access to walking and biking is healthy and beneficial for people of all ages and abilities.

1

Infrastructure

In this section

1.1 - Pedestrian Facilities

Purpose Invite more people to walk in the neighborhood and throughout their communities by providing safe, comfortable, and well-connected facilities for people traveling by foot

Leader City Staff and Public Works

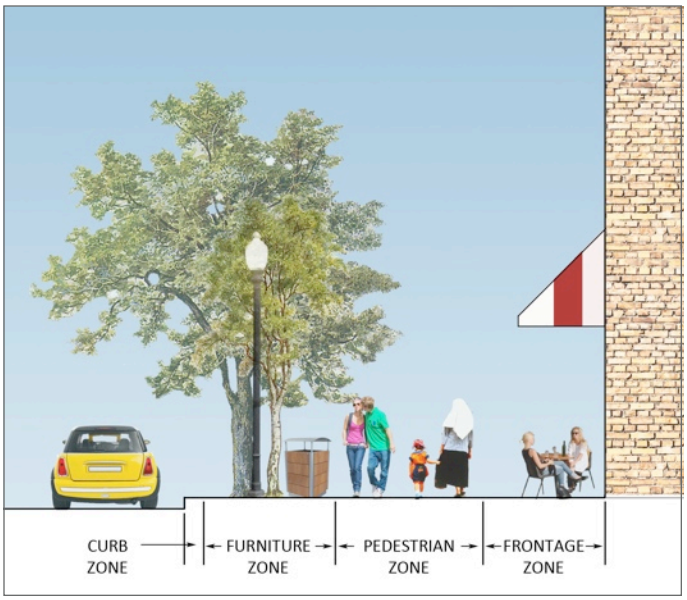
Walking is the most basic and accessible form of human mobility. Providing facilities that make walking inviting, comfortable, and safe for a wide range of users is a key step in supporting active transportation. The following facilities provide the foundation for a functional and inviting pedestrian network:

Sidewalks

Sidewalks designate space for the exclusive use of pedestrians, and are a foundational element for a system of pedestrian mobility. They are also a vital component of healthy commercial districts, providing access to businesses, space for street furniture and plantings, and for the casual interactions that support community interpersonal connections. Well-designed sidewalks provide four distinct "zones" (see illustration to the right) that allow them to function in different contexts, with dimensions that respond to the the land uses and locations they serve.

High-Visibility Marked Crosswalks

Marked crosswalks help to create a continuous route network for pedestrians. They improve visibility of pedestrians to motorists, and signal to pedestrians where they can most safely cross the street.



Sidewalk zones in a commercial district.

Imprinted thermoplastic crosswalk used to provide a high-visibility crosswalk for students near Creek Valley Elementary in Edina, MN. Imprinted thermoplastic crosswalks can be used to provide visible and durable decorative patterns in school zones and downtown areas, and can be used to support community identity and branding. Image courtesy of ennisflint.com.

Curb Extensions

Curb extensions are the extension of the sidewalk and curb into the corners of the roadway. These features (also known as bump-outs) improve pedestrian safety by increasing the visibility of pedestrians to motorists, by slowing down motorists, and by reducing crossing distance, thus decreasing a pedestrian's exposure to motor traffic.

Additionally, curb extensions can provide room for street furniture, landscaping or gathering space for pedestrians while waiting to cross the street. Curb extensions should be considered in areas where curbside parking exists.

Curb extension and marked crosswalks on Main Street in Downtown Hopkins, MN.

Median Crossing Island

Median crossing islands make pedestrian crossings safer and easier by dividing the crossing movement into two stages so that pedestrians only have to worry about crossing one direction of traffic at a time. Median crossing islands make high-volume roads safer and easier to cross, especially for slower walkers such as children and the elderly who might otherwise get stranded in the middle of the roadway. Space can sometimes be a constraint as crossing islands require the provision of a median in the center of the road.

Pedestrian Crossing Signals

Countdown Timer

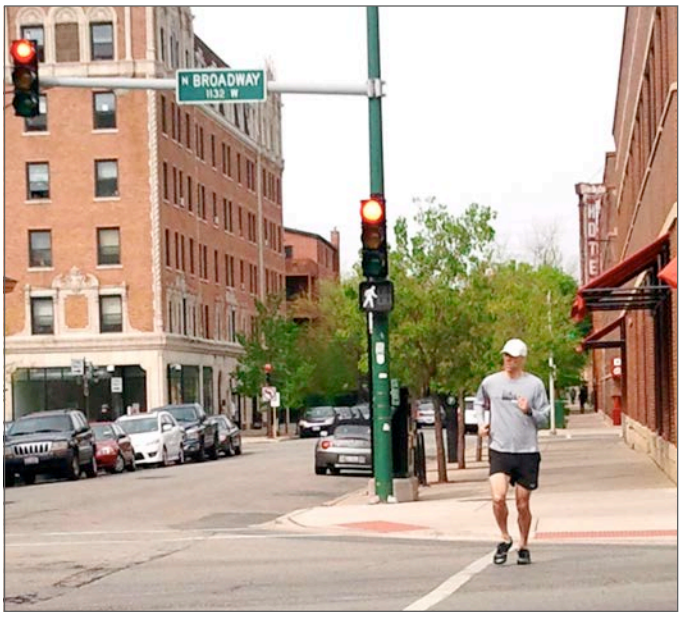
A countdown timer is a standard pedestrian crossing signal which works in conjunction with a timer that counts down during the period in which the 'red hand' symbol is normally blinking. The timer indicates exactly how much time is left until the traffic signal changes. Countdown timers are well understood, are relatively low-cost and easy to install, and effectively reduce the number of pedestrians in the crosswalk at the time of the light change. Push buttons can be used to activate countdown timers.

Pedestrian countdown timer at a pedestrian crossing at an intersection. Image courtesy of Bike Walk Lincoln Park.

Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) is a traffic signal programming practice that sets the pedestrian walk sign to occur several seconds before the 'green light' at the parallel street. This gives pedestrians a head start into the intersection so that they are more easily seen when cars begin to move forward.

The LPI is typically three to five seconds, and requires only reprogramming of the light sequence and no additional equipment, making it a low-cost solution.



A Leading Pedestrian Interval allows pedestrians to cross before cars are permitted to proceed. Image courtesy of bikeuptown.org.

Rectangular Rapid Flash Beacon (RRFB)

The Rectangular Rapid Flash Beacon (RRFB) is a high-intensity flashing sign assembly that is placed ahead of a crosswalk. The RRFB is pedestrian-activated, and uses an irregular "stutter" flash pattern with very bright amber lights (similar to those on emergency vehicles) to alert drivers to yield to pedestrians who wish to cross.

The RRFB offers a higher level of driver compliance than other flashing yellow beacons, but lower than the HAWK signal (see below). Installation cost typically ranges from $10,000 to $15,000 for two assemblies.

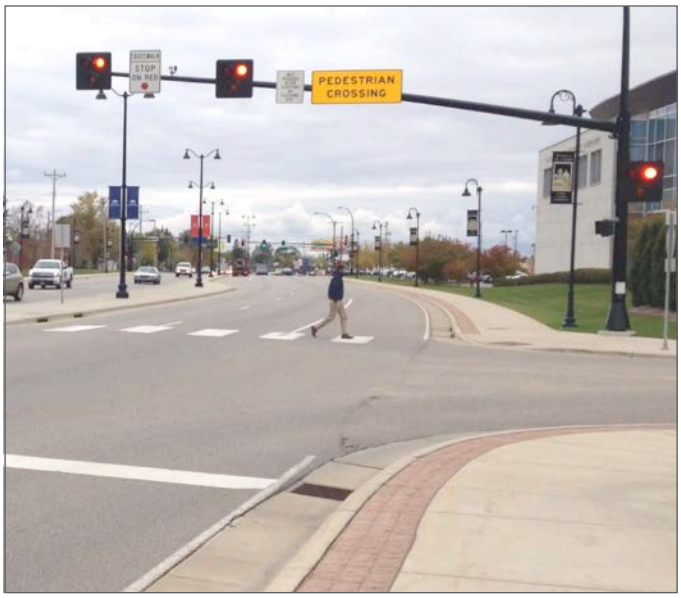
Solar-powered RRFB installation in St. Petersburg, FL. Image courtesy of pedbikeimages.org, Michael Frederick.

Pedestrian Hybrid Beacon or HAWK

The pedestrian hybrid beacon (PHB or HAWK) is a pedestrian-activated red-indication signal designed for locations where a standard traffic light does not meet traffic engineering warrants. The HAWK gives pedestrians a chance to comfortably cross busy roads at intersections or mid-block locations protected by an enforceable, red-indication signal for motorists.

The HAWK remains dark until activated by a pedestrian pressing the crossing button. Once activated, the signal responds immediately with a flashing yellow pattern that changes to a solid red light providing unequivocal

"Stop" guidance to motorists. Cost for installation of a HAWK typically ranges from $75,000 to $150,000.



Pedestrian Hybrid Beacon (PHB, or HAWK) at a crossing of Division Street in St. Cloud. HAWK signals have been shown to elicit very high rates of motorist compliance.

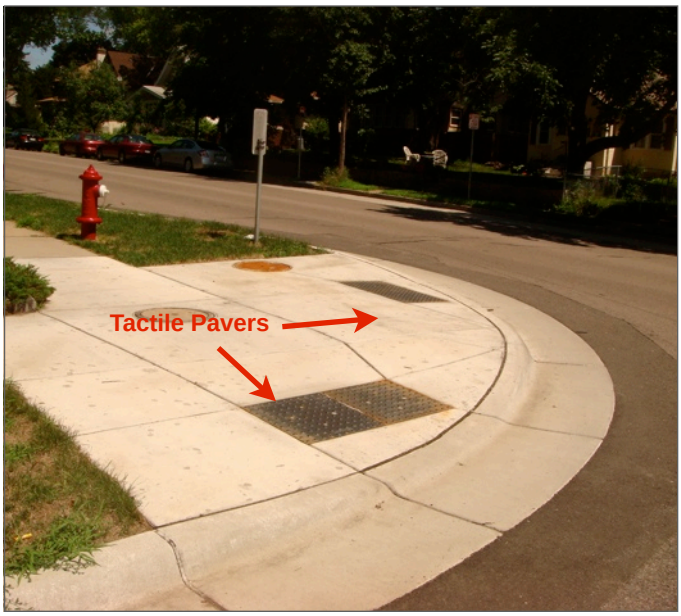
ADA Compliant Facilities

Curb Ramps

Curb ramps allow wheelchair users, people with sight or mobility impairments, and parents using strollers to easily enter and exit sidewalks and pedestrian crossings. They also make walking more comfortable and safer for all pedestrians. They shall be used anywhere a sidewalk or trail crosses a curb. The recommended practice is to provide two perpendicular ramps (rather than a single one at a corner) to better accommodate wheelchair users and reduce conflicts with motor-vehicle traffic.

Tactile Paving

Tactile pavers (or truncated domes) assist pedestrians with visual impairments to identify locations where walkways cross streets or other corridors.



Perpendicular curb ramps with tactile pavers make travel easier for people with movement and vision impairments.

Resources & Case Studies

- Pedestrian Safety Guide and Countermeasure Selection System: http://www.pedbikesafe.org/PEDSAFE/
- Pedestrian and Bicycle Information Center: http://www.pedbikeinfo.org/index.cfm

1.2 - Bicycle Facilities

Purpose Invite more people to incorporate bicycling into their travel habits by providing a network of safe, comfortable, and attractive facilities.

Leader City Staff and Public Works

There are a variety of facilities that can be implemented along travel ways and through intersections to make bicycling a safe and inviting transportation option. Some of these facilities include:

Bike Lanes

Bike lanes designate a portion of the roadway for preferential use by people on bicycles. Lanes should be a minimum of 5 feet wide, and defined by striping, pavement markings and signage. Bike lanes create separation between cyclists and motorists and increase cyclist comfort, visibility, and safety. On some roads, space availability may be a constraint; however, implementing a "road diet" (for example, by converting a four-lane roadway to three-lanes), or decreasing the width of travel lanes (down to 11 ft or 10 ft in urban settings) can often free up additional roadway space and provide a solution to this issue.

Buffered Bike Lanes

Buffered bike lanes provide cyclists with additional space between the bike lane and moving traffic, increasing their comfort. Buffer zones may also be provided between bicycle travel lanes and vehicle parking. Buffers can provide cyclists with adequate room to pass without having to merge into automobile traffic.

Lowering speed limits in Minnesota cities

Minnesota statutes currently allow cities and other jurisdictions to **lower speed limits to 25 miles per hour without need of any additional engineering or traffic study if a bicycle lane is provided.**

According to Minnesota Statute 160.263, Bicycle lanes and ways, Subdivision 4, Speed on street with bicycle lane:

- "Notwithstanding section 169.14, subdivision 5, the governing body of any political subdivision, by resolution or ordinance and without an engineering or traffic investigation, may designate a safe speed for any street or highway under its authority upon which it has established a bicycle lane; provided that such safe speed shall not be lower than 25 miles per hour. The ordinance or resolution designating a safe speed is effective when appropriate signs designating the speed are erected along the street or highway, as provided by the governing body."

Bicycle lanes designate a portion of the roadway for preferential use by bicycle riders.

Protected Bike Lane

A protected bike lane (or cycletrack) is an exclusive lane for cyclists separated from motor-vehicle traffic by a physical barrier (such as a curb, parked cars, or bollards), and separated and distinct from the sidewalk. Different forms of cycletracks include one-way protected cycletracks, raised cycletracks and two-way cycletracks. Cycletracks significantly increase bicycle ridership for people of all ages and experience levels because the significant separation from motorized vehicles greatly increases rider comfort.

Cycletracks also increase safety by reducing the likelihood of 'dooring' crashes. Cycletracks require more space and infrastructure than conventional bike lanes, and require special design attention at intersections. Cycletracks are a preferred on-street bicycle accommodation for high-demand locations and where right-of-way availability allows for installation.

A two-way cycletrack separates bicyclists from moving motor vehicles by a curb and vegetative buffer.

Neighborhood Slow Streets

A Neighborhood Slow Street (also sometimes known as a Neighborhood Greenway or Bicycle Boulevard) is a neighborhood residential street modified to calm automobile traffic and discourage cut-through traffic to make walking and bicycling on those streets more comfortable.

The Riverlake Greenway Bicycle Boulevard is a Neighborhood Slow Street in Minneapolis.

Multi-use Trail

Multi-use trails, often referred to as shared-use paths, offer segregated space away from the street for pedestrians, bicyclists, and other users of non-motorized transportation. These trails often link parks and other recreation destinations, and some serve broader regional connection purposes. Multi-use trails may exist as sidepaths, paralleling roadways throughout the city and offering off-road space for pedestrians and bicyclists. Multi-use trails are generally very

comfortable for users of all ages and abilities, but require special design attention at intersections.

Sharrows

Shared-lane markings (often called sharrows) are pavement markings used to communicate a bicyclist's right to use the full roadway space for his or her travel. Sharrows help bicyclists position themselves safely in travel lanes that are too narrow for a motor vehicle and a bicycle to comfortably travel side by side. Sharrows may be used in conjunction with Neighborhood Slow Streets. If ADT is 3,000 or greater, bike lanes or cycletracks should be used instead of sharrows.

Colored Bike Lanes

Colored pavement brings added attention to bike lanes. This treatment distinguishes the lane from the rest of the roadway, making cyclists more visible. It is recommended that high-friction surfacing be used instead of standard paint because it is more slip-resistant and it does not have to be reapplied as often (standard paint has to be reapplied every year or two). Colored bike lane treatments are recommended in corridors with heavy automobile and bicycle traffic, primarily through conflict zones including where bicycle lanes and turn lanes cross, and through intersections.

Multi-use trails are distinct from the roadway. Wider trails often designate travel lanes for different users.

Green painted bike lanes approaching an intersection in Minneapolis. At this location, motor vehicles travel across the bike lane to turn right.

Resources & Case Studies

- NACTO Urban Bikeway Design Guide: http://nacto.org/cities-for-cycling/design-guide/
- MnDOT Bikeway Facility Design Manual: http://www.dot.state.mn.us/bike/pdfs/manual/manual.pdf

1.3 - Wayfinding

Purpose Effectively communicate walking and biking routes through attractive wayfinding signage

Leader City Staff

Wayfinding provides visual identity to a place, and offers pedestrians and bicyclists useful information on nearby destinations. Wayfinding offers a medium for establishing a community identity and branding by adding certain city-specific visual elements or establishing unique routes highlighting certain city destinations.

Signage

Three main components are needed for an effective signage system. They can be thought of as the 3 "Ds":

Distance

- The distance and time component informs pedestrians and bicyclists how long their trips will be, adding a measure of certainty and convenience when planning trips. Distance should be communicated in miles and time for both pedestrians and bicyclists. Typical walking speed is 3 miles per hour, while typical biking speed is 10 miles per hour.

Direction

- The direction component of an effective wayfinding system guides pedestrians and bicyclists through to their destinations. The direction is indicated simply by using an arrow on the sign that directs users to proceed forward or to prepare to turn. Directional signage also gives motorists warning to expect cyclists on the road, and to anticipate cyclists' turning or crossing movements.

Wayfinding signage should have clear distance (in time and miles), direction, and destination information. Image courtesy of bikemichiana.org.

Wayfinding signage should be provided for pedestrians as well, and can help direct those walking around central business districts or other areas. Image courtesy of brushworksigns.com.

Destination

- The destination of a route sign is the main element. It tells someone where things are that he or she may not have already known. It helps to define the place and makes an area more inviting and inclusive.

Information Kiosks

Useful in core business areas, or near other destinations where people are likely to be walking and biking, information kiosks provide information to people about where they are standing and about nearby destinations.

Destinations highlighted on informational kiosks may include businesses, post offices, government buildings, museums and cultural attractions, transit services, walking and biking amenities, parks, and others. Informational kiosks may be designed to be consistent with the identity of the place and with other wayfinding elements.

Information kiosks located in Downtown Seattle offer visitors information about nearby destinations. Kiosks and other wayfinding elements can help increase sales at nearby businesses and commercial districts. Image courtesy of seattle.gov.

1.4 - Bicycle Parking

Purpose Bicycle parking provides a secure place for bicyclists to lock bicycles at their destination

Leader City Staff and Public Works; Business Owners

Provision of adequate bicycle parking cannot be overlooked—if bicycle parking spots are inadequate or difficult to find, then the next time bicyclists will choose a different mode for arriving or may choose another destination altogether.

Generally, there are three components to bicycle parking:

1) The type or design of the bike rack itself, which supports the bicycle;
2) The location of the rack area, including its relationship to the building entrance it serves and the cyclists' approach to that entrance; and
3) The design of the rack area (the "bike parking lot"), which may include several individual bike racks.

Bicycle racks (like those shown top right) and bicycle corrals are examples of short-term bicycle parking solutions. Short-term parking should be provided at destinations including schools, commercial areas, parks and recreation centers, and community destinations. Long-term parking solutions include bicycle lockers and bicycle stations, which offer greater levels of security and protection from the elements. Long-term bicycle parking is suggested at destinations including transit centers and employment centers.

Two of the preferred types of bicycle rack: the "Inverted U" (left) and the "Post and Loop" (right).

On-street bicycle corrals may be used in lieu of motor vehicle parking spaces where bicycle traffic is high. Corrals can park 10+ bicycles.

Resources & Case Studies

- Hennepin County bike parking standards: www.hennepin.us/bikeplan
- Bicycle parking guidelines: http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf
- Minneapolis' bicycle rack cost share program: http://www.ci.minneapolis.mn.us/bicycles/parking/bicycles_bikeparking

1.5 - Transit Integration and Support

Purpose Make it easier and more comfortable for people to make multi-modal trips, and access transit by foot or bike

Leader City Staff; Transit Agency

There are many different types of elements that make a transit station effective to its users, including bikers and walkers. Sidewalk and bicycle facility connections to and from transit stops are essential for integrating transit with active transportation. Bicycle parking should be provided at transit stations and major stops. In addition, bicycle racks should be provided on transit vehicles to accommodate riders traveling with bikes.

Having seating at transit stops allows people to rest while waiting for service. This is of particular importance at stops near commercial shopping centers or areas that serve seniors and families with young children.

Shelter is another important element in order to make transit stops inviting throughout the year. Transit shelters should not only protect from rain and snow, but from wind as well. Major stops may also include heaters to improve comfort, safety, and demonstrate that the transit system cares about people.

Wayfinding information—including route information, scheduling, and nearby destinations (including bicycle facilities)—aids in trip planning. Transit stops can also double as art installations that reflect neighborhood character, adding interest and character to the streetscape.

A full service bicycle station at an important transit center offers parking, tune-ups, and bicycle rentals. Image courtesy of WABA.

A North Minneapolis bus shelter doubles as an art installation. Image courtesy of Inhabitat.

Resources & Case Studies

- Linking pedestrians and bicyclists to transit: http://www.pedbikeinfo.org/planning/transit.cfm
- King County's bus shelter mural program turns bus shelters into public art: http://metro.kingcounty.gov/prog/sheltermural/

1.6 - Streetscape Design

Purpose Invite more people to walk and bike by designing streets for the comfort and safety of pedestrians and bicyclists.

Leader City Staff; Local Business Leaders

Active trips can be increased through thoughtful street and urban design that attracts more people to walk, bike, and socialize on the street. Examples of streetscape design improvements include:

Sidewalk width

Five feet is a standard minimum recommended width for sidewalks. However wider sidewalks of eight feet or greater are recommended in commercial areas (see discussion of sidewalk zones in Section 1.1).

Vegetation

Vegetation—including planters and street trees—brings nature and aesthetic beauty to streets.

Furnishings

Benches, waste receptacles, outdoor dining, newspaper stands, and other furnishings add interest to the street while meeting the needs of people who choose to walk.

Pedestrian-Scaled Lighting and Signage

Increased lighting along the sidewalk and storefronts improves comfort and safety for pedestrians. Signage, including commercial and wayfinding signage, can be scaled to accommodate the size and speed of pedestrians by appearing more frequently and at a smaller size.

Wide sidewalks, vegetation, density of uses, pedestrian-scale building heights, and active shop fronts make this street comfortable and interesting for pedestrians.

A wayfinding kiosk in downtown Minneapolis helps to direct pedestrians and bicyclists to nearby destinations.

Resources & Case Studies

- Smart Growth America and the American Society of Landscape Architects provide information on streetscape improvements at http://www.smartgrowthamerica.org/2010/04/12/streetscape-improvements-help-make-streets-complete/

2

Policy and Planning

In this section

2.1 - Complete Streets Policy

Purpose Establish a city policy that directs planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation

Leader City Staff and Elected Officials

Complete Streets policies ensure a community's roads and streets are designed and operated to provide safe space and access for all users, including pedestrians, bicyclists, transit users, and motorists. They are meant to ensure that streets are accessible and comfortable for people of all ages and abilities, including older people, children, and people with disabilities.

Adopting a city-wide Complete Streets design policy will help ensure that all street construction and street improvement projects in a city anticipate and address the needs of pedestrians, bicyclists, and other users. Typical policies will guide facility decisions, but operations, maintenance, and construction access are also important elements of a good Complete Streets policy. Additionally, land use policies, transit-oriented development, and parking management can be aspects of a city-wide Complete Streets policy.

Some benefits of Complete Streets policies may include:

- Helping prioritize infrastructure investments;
- Creating communities where residents can "age in place;"
- Reducing bicycle, pedestrian, and motor vehicle crashes;
- Increasing economic activity by strengthening connections to retail destinations; and
- Increasing biking and walking which can reduce vehicle use and emissions.

Complete Streets provide safe, comfortable, and convenient access for all users, regardless of mode, age or ability. Hennepin County was the first county in Minnesota to adopt a Complete Streets policy. Image courtesy of the National Complete Streets Coalition.

Resources & Case Studies

- National Complete Streets Coalition, http://www.smartgrowthamerica.org/complete-streets
- National Complete Streets Coalition Local Policy Handbook – http://www.smartgrowthamerica.org/documents/cs/cs-policyworkbook.pdf

Do all Complete Streets have Bike Lanes?

Complete streets don't all look the same. A "context sensitive" approach is required to design a street that works best for each location in a city.

What are Living Streets?

"Living Streets" is a term that incorporates the important transportation functions of Complete Streets and adds elements of nature including street trees, rainwater gardens, and other vegetation.

2.2 - Zoning Overlay Districts

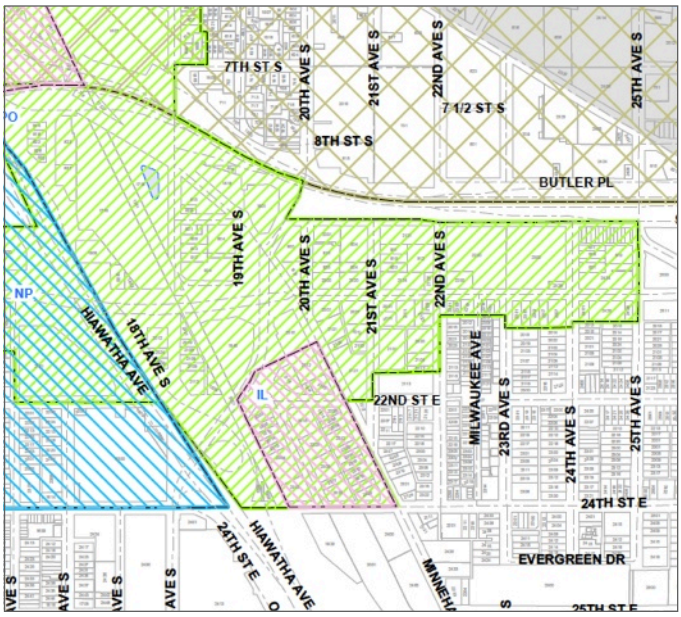
Purpose Require pedestrian and bicycle friendly development in select parts of the city

Leader City Staff and Elected Officials

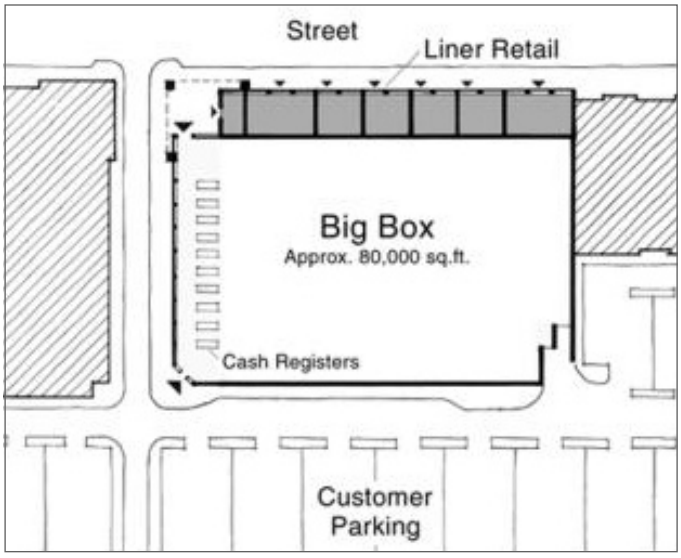
In order to protect or encourage development that facilitates walking, biking, and transit use, a zoning overlay district may be created in certain parts of a city. An overlay district is a specific area that is designated to have a zoning classification that is more (or less) restrictive than the underlying primary zoning district. These districts may be established in areas where the city wants to establish or improve connections and facilities for walking and biking, such as around transit stations. Common Overlay District types include Pedestrian Oriented Overlay Districts and Transit-Oriented Development (TOD) Overlay Districts.

Zoning overlay districts can be used to regulate building density, orientation and design, as well as require the provision of walking facilities and bicycle parking facilities on building sites.

Requirements may include traffic calming measures, provision of separated walking and biking facilities, connections to existing facilities, landscaping, and other strategies to enhance walking and biking comfort, access, and circulation.



The City of Minneapolis has Pedestrian Oriented Overlay Zones in areas around LRT stations.



An example of preferred building placement to improve pedestrian convenience and safety in a TOD zoning overlay in Phoenix, AZ. Courtesy of FHWA.

Resources & Case Studies

- National League of Cities, Sustainable Cities Institute – Transit-Oriented Development Overlay District Model Ordinance: http://www.sustainablecitiesinstitute.org/topics/land-use-and-planning/transit-oriented-development-(tod)/overlay-district-model-ordinance

2.3 - School Siting Policy

Purpose Establish a policy framework to site new schools in locations that are near existing neighborhoods and accessible by users of all types of transportation

Leader Public School Administrators; City Staff

When siting new schools, priority should be given to renovating existing schools or developing new schools on infill sites in close proximity to residential neighborhoods. Distance to school is a prominent factor influencing the mode of transportation chosen for travel to school.

Siting schools within existing neighborhoods that have established utility and transportation systems allows new schools to benefit from the services and facilities that already exist. It is important to choose school sites with convenient and safe connections not just for motor vehicles and school buses, but for public transit users, pedestrians, and bicyclists. Barriers to safe travel between schools and surrounding neighborhoods should be considered, such as roadways with heavy traffic, railroads, barren areas, or industrial areas.

Benefits to renovating or siting schools in established neighborhoods close to residences include reduced school capital and operating costs, revitalization of neighborhoods, reduced traffic congestion, and increased school accessibility for students walking and biking. Increased walking and biking to school helps to reduce household transportation costs, and has positive public health impacts.

Renovating or locating schools in established neighborhoods with sidewalks and bicycle infrastructure facilitates student walking and biking to school.

Being able to make trips to and from school via public transit greatly improves accessibility for everyone. Image courtesy of The Star Tribune.

Resources & Case Studies

- U.S. Environmental Protection Agency – http://www.epa.gov/schools/siting/downloads/About%20_the_School_Siting_Guidelines.pdf
- Safe Routes to School National Partnership – http://www.saferoutespartnership.org/state/bestpractices/schoolsiting

2.4 - Joint Use Agreements

Purpose Provide residents access to public facilities to increase physical activity

Leader Public School Administrators; City Staff

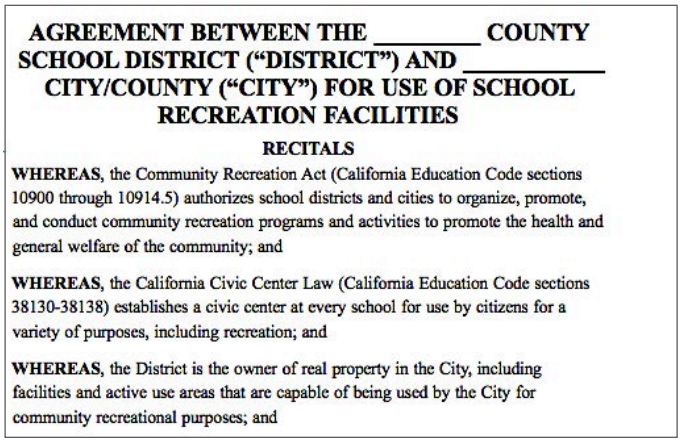
One way to efficiently use public facilities and resources while working to promote public health is through the joint use of school and other community facilities. Joint use agreements formally open sports and recreation facilities to the general public when these facilities would otherwise go unused, such as after the school day or on the weekend.

Joint use agreements:

- Outline and designate legal responsibilities;
- Clarify roles and specific facilities to be available for joint use;
- Address liability, maintenance, financial, and safety issues of joint use of facilities; and
- Provide a basis for reconciling conflicts that may arise between the organizations engaged in the agreement.

Joint use agreements address concerns that school districts, municipalities, non-profit organizations, and others involved in the agreement may have about issues like maintenance, liability, safety, property damage, costs, use of specific features (i.e. restrooms and parking), and others.

Joint use agreements expand community access to school playgrounds for play and physical activity. Image courtesy of well.blogs.nytimes.com.



AGREEMENT BETWEEN THE _____ COUNTY SCHOOL DISTRICT ("DISTRICT") AND _____ CITY/COUNTY ("CITY") FOR USE OF SCHOOL RECREATION FACILITIES

RECITALS

WHEREAS, the Community Recreation Act (California Education Code sections 10900 through 10914.5) authorizes school districts and cities to organize, promote, and conduct community recreation programs and activities to promote the health and general welfare of the community; and

WHEREAS, the California Civic Center Law (California Education Code sections 38130-38138) establishes a civic center at every school for use by citizens for a variety of purposes, including recreation; and

WHEREAS, the District is the owner of real property in the City, including facilities and active use areas that are capable of being used by the City for community recreational purposes; and

Joint use agreements come in many types, and help reconcile potential conflicts that may arise. Image courtesy of Change Lab Solutions.

Resources & Case Studies

- *Opening School Grounds to the Community After Hours: A Toolkit for Increasing Physical Activity Through Joint Use Agreements.* Change Lab Solutions, 2010. http://changelabsolutions.org/sites/default/files/CA_Joint_Use_Toolkit_FINAL_%28CLS_20120530%29_2010.01.28.pdf
- *Playing Smart: Maximizing the Potential of School and Community Property Through Joint Use Agreements.* Public Health Law and Policy, 2012. http://www.saferoutespartnership.org/sites/default/files/pdf/Lib_of_Res/JU-Playing-Smart-Joint-Use-Toolkit-KaBoom_2012.pdf

2.5 - City Pedestrian and Bicycle Advisory Committee

Purpose Directly advise city officials and staff on bicycle and pedestrian issues and resident concerns

Leader City Staff such as a Bicycle/Pedestrian Coordinator
Resident Volunteers

A Pedestrian and Bicycle Advisory Committee can promote walking and bicycling for transportation and recreation, advocate for infrastructure improvements, and disseminate information about safe travel behavior for users of all modes. The committee would consist of interested residents and city staff working on related issues, and serve as an advisory committee to the Mayor and City Council, and other related city departments in planning decisions.

It is recommended that one or more members of the Pedestrian and Bicycle Advisory Committee work closely with the Planning Commission and other related commissions. These members could have an active role in the development, updating, and implementation of area plans, transit station plans, comprehensive plans, and other planning efforts that affect transportation, parks, and the built environment.

The Pedestrian and Bicycle Advisory Committee may elect to create subcommittees to focus on specific issues such as engineering and design; safety and enforcement; pedestrian, bicyclist, and driver education; or measurement and evaluation.

Members of the Minneapolis Bicycle Advisory Committee at one of their regular meetings. Photo courtesy of Carroll, Franck and Associates.

One possible activity for an advisory committee is to do a walking audit to help understand how well existing walking infrastructure works.

Resources & Case Studies

- The Minneapolis Bicycle Advisory Committee meets monthly: http://www.ci.minneapolis.mn.us/bicycles/bac
- The Minneapolis Pedestrian Advisory Committee also meets monthly: http://www.minneapolismn.gov/pedestrian/pedestrian_committee

2.6 - Transportation Demand Management (TDM)

Purpose Encourage other transportation options to reduce single-occupancy vehicle trips

Leader City Staff; Developers; Businesses; Employers

Transportation Demand Management (also known as Mobility Management) is a set of options that seek to reduce auto trips (especially single-occupancy car trips) and improve the efficient use of transportation and parking systems and resources. TDM strategies include increasing travel options, providing incentives to use alternative modes, and promoting land use and other policies that reduce the need for making auto trips.

Commonly, TDM programs are implemented by employers, communities, and business districts. Numerous TDM strategies exist, including:

- Business associations providing discounts to shoppers who arrive by foot or bike;
- Apartment buildings providing transit passes to renters to encourage transit use so they can provide less on-site parking; and
- Creation of "bike stations" to provide secure bike storage and also access to maintenance facilities and other amenities.

TDM programs help address issues of insufficient parking at businesses and workplaces, and high levels of congestion that may sometimes hinder successful commercial areas.

TDM strategies that encourage employees to use alternative commuting options are particularly useful at businesses where car parking is limited.

Common Employer TDM Strategies

- Improve connections to the surrounding walking, biking and transit network
- Provide convenient bicycle parking
- Provide transit subsidies and incentive programs for using alternative transportation
- Parking cash-out program
- Car sharing/ride sharing programs
- Guaranteed Ride Home Program
- Flex work options/flex time
- Federal and state tax benefits are available to employers who provide commuting benefits. See http://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/ for more information.

Resources & Case Studies

- Victoria Transport Policy Institute Online TDM Encyclopedia – http://www.vtpi.org/tdm/index.php#TDM
- Arlington County, Virginia Commuter Services conducts a site plan review process which incorporates TDM strategies into final plans. TDM Plans are required for site plan approval. The County then tracks the implementation of TDM strategies. Please find more information http://www.commuterpage.com/pages/special-programs/tdm-for-site-plans/contact-tdm-for-site-plans/

2.7 - Operations and Maintenance

Purpose Maintain safe, comfortable, and accessible walking and biking facilities for pedestrians and bicyclists of all ages and abilities throughout the year

Leader City Staff and Public Works

Maintaining safe, comfortable, and accessible walking and biking facilities for all ages and abilities throughout all weather conditions is essential to promoting active living in any community. It is especially true in Minnesota where snow and ice can make travel difficult, and where cold temperatures and other elements can affect the integrity and lifespan of physical infrastructure.

Encouraging year-round Active Living requires year-round maintenance.

General Considerations

Important considerations related to operations, maintenance and accessibility for pedestrians and bicyclists include:

- Pay special attention to keeping roads, paths, sidewalks, and other facilities free of ice and snow in the winter, especially at curb ramps. Facilities should be cleared so that pavement markings are visible, if possible. Snow and ice removal should be prioritized in locations where walking and biking demand is highest, such as near transit stations, schools, and near shopping and employment destinations.
- Maintain bicycle lanes, paths, sidewalks, and other facilities so they are free of sand, dirt, and debris by establishing a regular sweeping schedule.
- Fix potholes, cracks, and other surface imperfections that may make travel by bicyclists, and pedestrians—especially those using wheelchairs or other assistance devices—difficult.
- Take care to ensure resurfacing and pavement overlays do not have negative effects on bicyclists. Loose gravel and sand make travel difficult.

Uneven pavement along roadways and paths and sidewalks can make walking and biking hazardous. Integrating the concerns and needs of walkers and bikers in a city's regular operations and maintenance will help support greater use of active transportation.

- Preserve visibility at intersections and ensure vegetation does not encroach on pedestrian and bicycle facilities.
- Ensure that pedestrian and bicycle-specific signage and markings are not worn or faded, and are not covered with snow and ice in the winter.
- During construction, adequate walking and biking routes should be maintained. The facility should be closed at a logical point providing safe exit, and a comparable detour should be provided and marked. Advance notification should happen at least two weeks before the closure if possible, and "closed ahead" signage should be placed ahead of the closure point. Additionally, signage indicating a completion date should be placed if possible.
- Keep sidewalks and other facilities free of obstructions such as utilities and power poles.
- Ensure adequate drainage of walking and biking facilities.

Maintenance is a year-round requirement for a comfortable and convenient network of walking and biking facilities.

User-Initiated Maintenance Requests

The users of a city's pedestrian and bicycle network will likely be the first parties to notice hazards, maintenance issues, or opportunities to bring improvement to the system. Establishing a formal mechanism for receiving requests for maintenance can help focus and prioritize investments, avert deterioration of the city's infrastructure investments, provide effective management, and reinforce resident-ownership of a city's non-motorized network assets. This could be done with a dedicated function on a city's website or a specific maintenance request app such as the City of Eden Prairie's See Click Fix installation (http://www.edenprairie.org/i-want-to/report/maintenance-issue) or the one included in the City of Minneapolis 311 Program (http://www.ci.minneapolis.mn.us/311/).

If at all possible, sidewalks should not be closed due to building construction. If they must be, obvious and well-marked alternate routes should be provided.

3

Programs

In this section

3.1 - Safe Routes to School (SRTS)

Purpose Increase student rates of walking and bicycling to school through educational and promotional programming and infrastructure improvements

Leader School Administrator / Principal; Teachers; Parents; City Elected Officials; Local Law Enforcement; Public Health Officials

SRTS programs aim to make walking and biking to and from school safe and convenient through a combination of programming and infrastructure approaches. SRTS programs can increase student physical activity (which is documented to improve academic performance among students and lead to better health outcomes) and enhance the livability and sustainability of local communities. School staff are also encouraged to walk and/or bike more often—in additional to the personal health benefits, this sets a positive example for students. SRTS programs use a "Five Es" approach to evaluate existing conditions and make recommendations for improvements to encourage active trips to school.

A Walking School Bus is a group of students, led by a parent, who walk together and follow a designated route, picking up students from their homes.

The Five Es include:

- **Evaluation** – Monitoring and documenting outcomes, attitudes and trends through the collection of data before and after the intervention(s);
- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways;
- **Education** – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills and launching driver safety campaigns in the vicinity of schools;
- **Encouragement** – Using events and activities to promote walking and bicycling and to generate enthusiasm for the program with students, parents, staff and surrounding community; and
- **Enforcement** – Partnering with local law enforcement to ensure that traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crosswalks and proper walking and bicycling behaviors) and initiating community enforcement such as crossing guard programs and student safety patrols.

Resources & Case Studies

- National Center for Safe Routes to School: http://www.saferoutesinfo.org/
- Minnesota Safe Routes to School: http://www.dot.state.mn.us/saferoutes/

3.2 - Law Enforcement Bike Patrol

Purpose Improve community relations with law enforcement, especially among young children and others out walking and biking; improve compliance with traffic laws

Leader Local Law Enforcement; City Staff

A bike patrol unit can help law enforcement interact with the public, especially in large crowds. Many cities utilize training courses offered by the International Police Mountain Bike Association (IPMBA). The target audiences include EMS (Emergency Medical Services) personnel and law enforcement officers. Police participants are trained in patrol procedures, and upon successful completion of the course are certified bike patrol officers.

As community role models, especially for young people, law enforcement officers can play a critical role in encouraging more people to walk and bike.

There are many different encouragement and education programs that can benefit from the involvement of law enforcement, especially when there are youth participants. More information about each of these can be found elsewhere in this guide. The programs include:

- Pedestrian and Bicycle Advisory Committee (police can provide insight on enforcement issues);
- Earn-A-Bike programs;
- Safe Routes to School / Bike Rodeo programs;
- Open Streets events;
- Police Activities League (youth mentorship program, usually with sports activities); and
- Giveaways of bike helmets, locks, and lights.

Bicycle patrol officers can help the larger Police Department engage with the public.

Bike patrol officers interacting with parents and children at a bike rodeo in Edina.

3.3 - Bicycle Friendly Community Designation

Purpose Evaluate and expand efforts to improve a community's bicycle image

Leader City Staff; Local Residents and Businesses

The Bicycle Friendly Community (BFC) Program is a national program to which communities can apply based on their commitment to the Five Es of bike planning: Education, Encouragement, Engineering, Enforcement, and Evaluation. The League of American Bicyclists (LAB) evaluates communities and makes the designations. Designations include: Platinum, Gold, Silver, and Bronze. Feedback is provided with the application so that applicants can understand how to improve their standing.

Becoming a BFC has important benefits, including recognition, promotion of community facilities, increased eligibility for technical assistance and implementation grants, and inspiration for further improvements for cycling. A city can also partner with local businesses as a part of the Bicycle Friendly Business program. Additionally, there is a Bicycle Friendly University program.

Currently, Minnesota is ranked as the #2 Bike Friendly State in the US with 11 Bicycle Friendly Communities, 55 Bicycle Friendly Businesses, and two Bicycle Friendly Universities. BFC Communities in the Twin Cities include: Richfield, Edina, St. Paul, and Minneapolis. Application deadlines are February and August.

Indianapolis representatives receiving their designation as a Bicycle Friendly Community. Photo courtesy of The League of American Bicyclists.

Las Cruces, New Mexico has a bronze designation. Promoting the rules of the road is an important component of becoming a Bicycle Friendly Community. Photo courtesy of The League of American Bicyclists.

Resources & Case Studies

- Application information can be found on the LAB website: http://bikeleague.org/content/communities
- Hennepin County Active Living staff may be able to assist with a BFC application. More information can be found at http://www.hennepin.us/activeliving

3.4 - Bicycle/Pedestrian Advocacy Group

Purpose Grassroots support for bicycling events and infrastructure improvements.

Leader Local Residents

A local bicycle or bicycle and pedestrian advocacy group can help a city generate grassroots support for implementation of infrastructure improvements and events. They can also generate volunteers that are needed for various activities, such as pedestrian and bicyclist counts. An active advocacy group can ensure a high level of participation in a city's Pedestrian and Bicycle Advisory Committee (see Section 2.5 for discussion of a City Pedestrian and Bicycle Advisory Committee).

In addition to an initial group of motivated advocates, there are two resources that can help support the development of an advocacy group.

The first is the Alliance for Biking and Walking, which is a national network of bicycle and pedestrian advocacy groups. Member advocacy groups gain access to trainings and potential grant funding. The Alliance also runs the Advocate Mentorship Program, where new advocacy organizations are mentored by more established organizations.

The second resource is the statewide advocacy organization, the Bicycle Alliance of Minnesota. The Bike Alliance can help develop connections with local events and bicycle safety education classes, which are offered by League of American Bicyclists Cycling Instructors. The Bicycle Alliance of Minnesota has contact information for local League Cycling Instructors, and regularly holds meetings for instructors to share "lessons learned."

Members of the Minneapolis Bicycle Coalition on the Lowry Avenue Bridge, which received improved bicycle accommodations as a result of their efforts. Photo courtesy of the Minneapolis Bicycle Coalition.

Resources & Case Studies

- A very active local advocacy group is the Minneapolis Bicycle Coalition. Learn more about them online: http://mplsbike.org
- Alliance for Walking and Biking: http://www.bikewalkalliance.org/
- Bicycle Alliance of Minnesota: http://www.bikemn.org/
- Another local advocacy group is SPOKES. SPOKES has expertise in working with diverse populations: http://spokesconnect.org/

3.5 - Earn-A-Bike Program

Purpose Overcome economic barriers to bicycle ownership

Leader Local Businesses; Community Members; Bicycle Advocates

The lack of a bicycle is a primary barrier to bicycling for many individuals. Earn-A-Bike programs and their host organizations expand opportunities for all people, regardless of age or income, to experience bicycling for both recreation and transportation. Generally, Earn-A-Bike programs help expand access to active transportation to the wider community.

Earn-A-Bike programs aim to overcome economic barriers to bicycle access by directly connecting low-income families and individuals with bicycles and bicycle education. Many programs include volunteer requirements or classes that cover topics like bicycle safety and repairs. In addition, organizations who offer Earn-A-Bike programs also typically offer learn-to-ride classes for young people and adults who are new to bicycling. These can include instruction for those who have never ridden a bicycle (teaching skills like balance) as well as how to ride comfortably and confidently in traffic (teaching skills like signaling, scanning, and lane placement).

In the Twin Cities there are two major Earn-A-Bike program operators. The first is Cycles for Change, located in St. Paul. The second is SPOKES Bike Walk Connect, located in Minneapolis. Earn-A-Bike programs can be found throughout the nation.

Cycles for Change in St. Paul provides bicycle maintenance classes as part of their Earn-A-Bike program. Image courtesy of Cycles for Change.

Youth participating in Earn-A-Bike program at Cycles for Change in St. Paul. Image courtesy of Cycles for Change.

Resources & Case Studies

- St. Paul's Cycles for Change Earn-A-Bike program: http://www.cyclesforchange.org/programs/earn-bike
- SPOKES Bike Walk Connect: http://spokesconnect.org/

3.6 - Safety and Education Programs for Pedestrians, Bicyclists, and Motorists

Purpose Educate all road users and encourage people to walk and ride a bike more frequently

Leader City Staff; Community Members; Police Department

Pedestrian and bicyclist safety programs can help reduce the risk of crashes and injuries and give new users the confidence needed to walk and bike more often. Safety training has been shown to be an effective and cost-efficient way of reducing collisions and encouraging walking and bicycling. Components may include:

- Teaching adults and children how to ride a bicycle;
- Developing safe bicycling skills in children;
- Teaching adult bicyclists their rights and responsibilities; and
- Increasing motorists' awareness of bicyclists' rights on the road, and teaching them how to safely share the road with bicycles.

More information about youth education can be found in the Safe Routes to School section of this toolkit. For adult bicyclists, key messages include being predictable, being visible, and riding with the flow of vehicle traffic. Some adults are comfortable riding on busy streets and mixing with traffic while others prefer quieter streets or off-street paths. There are adults who ride a bicycle only a few times a year and those who ride often but primarily for recreation. Different adults may have different concerns about bicycling - effective education programs recognize these differences and tailor their messages appropriately.

Providing education to potential bike commuters can help improve safety and encourage more bicycling. Photo courtesy of Bike Commute Tips.

MnDOT's Walk! Bike! Fun! Curriculum offers walking and biking safety training lessons for children. For more information: http://www.dot.state.mn.us/newsrels/14/04/23walkbikefun.html

Resources & Case Studies

- In Minnesota, visit the Bicycle Alliance of Minnesota's Education webpage to learn more about upcoming bicycle safety education programs for adults and children: http://www.bikemn.org/education/courses
- NHTSA's website provides more information about English Language Learner safety materials: http://www.nhtsa.gov/ESL

3.7 - Safety Gear Donation

Purpose Improve safety for all residents

Leader Local Law Enforcement; City Staff

Providing free safety gear increases user safety, promotes walking and biking, and provides positive reinforcement. Gear may include bicycle lights, reflectors, pant straps, reflective backpacks or jackets, bicycle helmets, U-locks, and pedometers. Bicycle lights should include front (white) lights and rear (red) lights. As part of the gear giveaway, city staff or law enforcement officers should have a conversation with the recipient to ensure proper use of the gear and to discuss walking and/or bicycling safety. These interactions can improve community-police relations.

Some cities have combined safety gear giveaways with target enforcement of bicyclists, where "warning" tickets are issued along with free gear, or coupons for reduced price gear at a local bicycle shop. Other programs like "I Got Caught" give a "ticket" to youth that are biking with their helmet on. The "ticket" includes a coupon for free ice cream at local stores.

Bicycle helmet donations should be accompanied by instruction on proper helmet fit. When donating helmets to children it is best to actually fit the helmet to their head, including adjusting the straps. Similarly, bicycle lights should be installed directly on a user's bicycle; otherwise, there is a risk that the light will never get installed. This also provides time for instructions on how to use the bike lights.

Officer Mike Kirchen of the Minneapolis Bike Cops for Kids program ensures proper fit for a young girl's new free helmet. Photo courtesy of Bike Cops for Kids.

The Minneapolis Bike Cops for Kids program works with children in the Cedar-Riverside neighborhood. Photo courtesy of Bike Cops for Kids.

Resources & Case Studies

- The Minneapolis Police Department is increasing their outreach to the Somali-American community, including a program called "Bike Cops for Kids." Learn more at their Facebook page "Bike Cops for Kids" at https://www.facebook.com/pages/Bike-Cops-for-Kids/112010872164984

3.8 - Police Activities League (PAL)

Purpose Improve youth-police relations, and reduce crime by youth

Leader Local Law Enforcement

In Police Activities Leagues (PAL), law enforcement officers mentor young people, often serving as coaches in sports activities. Other activities can include field trips and educational camps. The goal of the PAL program is to improve youth-police relations and to reduce crime and violence among young people. Typically the police officer is not in uniform during the youth activities.

Officers serving as coaches provide positive adult role models for the youth in the PAL program. Camps include the Police Explorers Camp and Youth Leadership Academy Camp. These camps provide additional training for youth, and are typically held for one week.

Physical activity is often a key component of PAL programs, whether it is in an organized sport, a general summer camp, or a more-intensive leadership program.

Members of a Minneapolis PAL soccer team with their coach (on the left). Courtesy of the Minneapolis Police Activities League.

PAL program students go on a fishing trip. Courtesy of the Minneapolis Police Activities League.

Resources & Case Studies

- The Minneapolis Police Activities League offers a variety of programs for youth. Learn more at: http://www.minneapolispal.org/. A brief video describing the program can be found online: https://www.youtube.com/watch?v=WtpOJl5qRCU.

3.9 - Ridesharing

Purpose Allow people to share vehicles (including cars and bikes) to increase transportation options and overall mobility.

Leader City Staff; Carshare or Bikeshare Staff; Metro Transit Staff

Ridesharing includes carpooling, vanpooling, car sharing, and bike sharing. Ridesharing reduces congestion, frees up parking spaces during the day, and encourages active transportation choices.

Bicycle share ("bikeshare") programs make a fleet of bicycles available for convenient rental throughout a city and/or region. By offering access to a well-maintained fleet of bicycles for a small rental fee, they remove ownership barriers to cycling, and provide a convenient travel option that also increases physical activity. Nice Ride Minnesota allows members and daily subscribers to actively reach destinations in Minneapolis and St Paul.

Commuter carpool programs connect people who travel along a similar route so they ride in a single vehicle rather than individually, encouraging higher-occupancy trips and reducing rush hour traffic volumes.

Car sharing programs such as Car2Go, HourCar, and ZipCar allow individuals to rent vehicles from a shared fleet by the minute, hour, or day to meet their transportation needs. Carshare programs reduce the number of personal vehicles on the road by allowing multiple people to use the same vehicle over the course of a day.

Nice Ride Mn allows members and daily subscribers to access destinations in Minneapolis and Saint Paul.

Car2Go Twin Cities is a car sharing program that offers small cars for trips around the cities. Image courtesy of Southwest Journal.

Resources & Case Studies

- MetroTransit offers ridematching for interested carpoolers and vanpoolers: http://www.metrotransit.org/carpool and http://www.metrotransit.org/vanpool.
- Nice Ride bikeshare program: https://www.niceridemn.org/

Courtesy parkingday502.org

4

Placemaking and Pilot Projects

In this section

Placemaking and Pilot Projects

Introduction

Placemaking—or re-imagining and enlivening public places as vibrant, healthy, interactive community centers, with a focus on accessibility for visitors on foot and bike—is a central tenet of active living. Effective placemaking is achieved through collaborative efforts rooted in community-based participation and involving the planning, design, management, and programming of public spaces. Interactive community involvement—such as a Block Party Design Charrette (see Section 4.6)—acts as the driver to understanding how and what type of placemaking and pilot projects are to be implemented.

Successful places connect people to their communities, and create opportunities for people to engage in a wide range of activities in a shared space. Public spaces that attract social interaction provide a strong sense of community identity and pride.

Many placemaking improvements can be done inexpensively and quickly by using "DIY" ("Do-It-Yourself") or "tactical urbanism" techniques to quickly set up dynamic, accessible and customizable public places. Tactical urbanism can include temporary pedestrian and bicycle improvements that may lead to long-term change. These treatments can be created at minimal cost, and a city can make them available for residents to try out for a limited period in order to see if they should become more permanent.

Welcoming people-places support a range of activities, from sitting, to people-watching, to socializing. Image courtesy of Project for Public Spaces.

A temporary traffic circle installed on a neighborhood street is an example of a "tactical urbanism" approach. Image courtesy of Santa Monica NEXT.

Resources & Case Studies

- Project for Public Spaces: http://www.pps.org/reference/reference-categories/placemaking-tools/.
- Tactical Urbanism 2: https://www.cnu.org/sites/www.cnu.org/files/tacticalurbanismvol2final.pdf

4.1 - Re-Imagining Walking and Biking Infrastructure

Purpose Create temporary infrastructure treatments as a way to experience a street in a new way and experiment with walking and biking infrastructure

Leader City Staff; Local Residents

Re-imagining how people on foot and bike travel along and across a street is possible with physical "pop-up" interventions that include walking and biking infrastructure. With minimal city investment, residents are able to experience streets in a new way, and gain an opportunity to learn about and try innovative infrastructure for walking and biking.

Pop-up interventions also allow the city to evaluate the effects of the treatment on pedestrian and bicycle use, motor vehicle traffic, safety, and other measures. Installations can be available for a specific one-day event, or for a defined period of time. Measurement before and after the intervention gives city staff and residents a basis for evaluating potential long-term infrastructure improvements.

Possible interventions include crosswalks, sidewalks, curb extensions, roadway narrowing, intersection improvements, pedestrian refuge islands, and new bikeways such as bicycle lanes, cycletracks, and multi-use paths. Physical treatments allow for direct experience by users, and provide an opportunity to more deeply understand the proposal than any photograph or rendering could.

A young bicyclist tries out a "pop-up" cycletrack at an Open Streets Minneapolis event.

With minimal investment, temporary pop-up infrastructure can be piloted as a way to re-imagine how a street functions for pedestrians and bicyclists. Above, residents and visitors experience what a residential greenway might be like during a temporary installation at an Open Streets Minneapolis event.

Resources & Case Studies

- The City of Minneapolis has a webpage with more information about the North Minneapolis Greenway: http://www.minneapolismn.gov/health/living/northminneapolisgreenway.

4.2 - Pop-Up Parklets and Streetscape Installations

Purpose Install pop-up parklet structures as a way to re-imagine a street or public space

Leader City Staff; Local Artists; Community Leaders; Local Businesses

Pop-up parks and parklets are a way of re-imagining a street's human environment. Parklets act as an extension of the sidewalk, using existing road space or parking spaces, and provide amenities and green space for pedestrians.

Parklets add more vegetation to the streetscape, and provide additional public space for visitors to sit, interact, and enjoy the street. A parklet might be especially useful in locations where public space or seating may otherwise be lacking. Parklets may incorporate trees, hedges, planters and flower boxes, seating, tables, public art, and other elements.

The implementation of parklets may range from a temporary pop-up installation over a single day (such as those that occur on Park(ing) Day), or may occur in one or more locations for many weeks or months. The City of Minneapolis, for instance, began a pilot program that installed three temporary parklets throughout the city in the summer of 2014. The parklets were disassembled at the end of October 2014 and the program will be evaluated for implementation on an ongoing basis.

Parklets (like this one in San Francisco), transform curbside parking spaces into people-centered public places.

Parklets may include planters, furniture, and artistic elements. Image courtesy of futurecapetown.org.

Resources & Case Studies

- Park(ing) Day: http://parkingday.org/
- The City of San Francisco has a manual useful in understanding how to design and implement parklets. It can be found at http://pavementtoparks.sfplanning.org/docs/SF_P2P_Parklet_Manual_1.0_FULL.pdf

4.3 - Temporary Public Art Installations

Purpose Enliven and re-imagine public spaces

Leader Local Artists; Community and Business Leaders; City Staff

Temporary art installations can be used to activate public spaces that have been ignored or are changing. They create interesting and colorful spaces that attract attention and contribute community pride and sense of place. They are a form of tactical urbanism that can aid in economic and community vitality by attracting the public to commercial districts, or they can be used to provide wayfinding to transit stations, parks or trails.

Installations can be created by a variety of artists, and can be seasonal and include a variety of different media. Depending on the community's goals, the art works can address an issue in the community or be free-form artistic expression.

Community partnerships can help visualize the best approach for temporary installations. This may begin with a one-day event at a local farmers market and grow into something more permanent based on what is successful. Business districts have a great interest in attracting the public to and from public transportation and may be a source of funding along with other community partners. The making of art also serves as a means of community building and allows for a variety of people to participate and feel connected to a space.

This simple shadow art changes with the season, and its image can easily be changed over time. Courtesy of Street Art Utopia.

Simple grassy mounds in a public park allow the space to be used in a new and interesting way. Courtesy of NYC Parks.

Resources & Case Studies

- National Endowment for the Arts – Our Town Grant Program Description: http://arts.gov/grants-organizations/our-town/introduction
- *Austin Art in Public Spaces*, City of Austin, Texas: http://www.austintexas.gov/tempo

4.4 - Paint the Pavement

Purpose Builds neighborhood relationships and slows traffic on residential streets.

Leader Local Artists; Community and Business Leaders; City Staff

Paint the Pavement projects promote community-building, placemaking, and traffic calming. These street murals can be implemented at minimal cost and allow residents to be involved in the art-making process.

Projects tend to be located in the middle of intersections on low-traffic residential streets and usually fill the entire space. Professional artists are often selected to create the design and the community is invited to an event to help complete the work.

Project visioning and community participation help foster relationship-building among residents and create community pride. Business owners are likely partners in the process and are often interested in sponsoring projects that build community and beautify the neighborhood.

Paint the Pavement projects are considered temporary public art projects and can either be maintained by the community or painted over when they become worn. This allows for different intersections to be selected and a variety of community members the opportunity to participate.

Paint the Pavement projects bring neighbors together, calm traffic, and help develop sense of place at neighborhood intersections. Image courtesy of tcdailyplanet.net.

Residents of all ages can participate in Paint the Pavement projects. Image courtesy of 3 Quarks Daily.

Resources & Case Studies

- Paint the Pavement – Building Community Through Neighborhood Art: http://paintthepavement.org/
- The City of Minneapolis – Paint the Pavement program application: http://www.minneapolismn.gov/www/groups/public/@cped/documents/webcontent/wcms1p-121719.pdf

4.5 - Open Streets Events

Purpose Close streets to cars and open them to non-motorized uses for a one day community event

Leader City Staff; Local Residents; Community and Business Leaders

Open Streets events offer a chance for residents to be active and to experience their city streets in a new way. During an Open Streets event, a designated roadway becomes car-free and the street is open for all other users. Information booths, food, and fun activities are provided along the Open Streets route, which is typically several miles long. These free events are family-friendly and welcoming for all. There are also multiple opportunities for shopping at local businesses and for active spontaneous play activities, such as jump rope and hopscotch.

Pedestrians and bicyclists enjoy an Open Streets Minneapolis event.

Open Streets events were popularized in Latin America, where they are known as "Ciclovías." They have gained in popularity in the U.S. over the past several years. Large-scale events regularly take place in Los Angeles, New York City, Minneapolis, Cleveland, and Chicago. Common activities that are part of these Open Streets events include yoga, basketball, zumba dance, roller skating, performance art, chalk art, martial arts demonstrations, rock-climbing, bike repair, and musical performances.

The process of organizing the event offers opportunities to be active, build community, and collectively imagine possible changes to the community.

Local residents take part in active fun and experience streets in a whole new way at a Open Streets Minneapolis.

Resources & Case Studies

- Since 2011, Minneapolis has had numerous Open Streets events. Learn more at http://openstreetsmpls.com/
- The Open Streets Project is an online resource to learn more about events all across the U.S.: http://openstreetsproject.org/

4.6 - Block Party Design Charrettes

Purpose Engage local residents in the visioning and design of a space.

Leader City Staff; Local Residents; Community Leaders

Numerous block parties were held in the Midway and Frogtown neighborhoods of St. Paul to obtain resident guidance on infrastructure changes for Charles Avenue, an east-west roadway that was identified as a potential walking and biking route in Saint Paul. By hosting a fun event, planners were able to reach more residents than at a traditional "public input" meeting held in an office building for a limited time period.

A gallery of images explained different options for the street, including placemaking, public art, and traffic calming techniques. Residents could vote on these images, as well as take a more formal paper survey. Art activities were also held to allow residents to imagine the future of the street. The results of public guidance received at block parties were summarized in a report that helped to guide the design of the street.

The images used were approachable and technical planning language was not used. The environment mirrored that of a community gathering, and there was not a set agenda. This allowed for residents to spontaneously speak to one another about other community issues, such as crime and safety. The free-flowing nature of this type of event attracts more participation and builds trust within the community.

A gallery of images explains design options for Charles Avenue, including placemaking, public art, and traffic calming techniques. Courtesy of the Friendly Streets Initiative.

Residents discuss different options at a block party near Charles Avenue. Courtesy of the Friendly Streets Initiative.

Resources & Case Studies

- The Friendly Streets Initiative webpage has more information about the Charles Avenue project: http://friendlystreetsinitiative.org/projects/charles-bikeway/