

Crookston, MN

Active Transportation ACTION PLAN

THE CITY OF CROOKSTON

DRAFT 1/14/2026



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DEPARTMENT OF TRANSPORTATION

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Learn more:

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

Contents

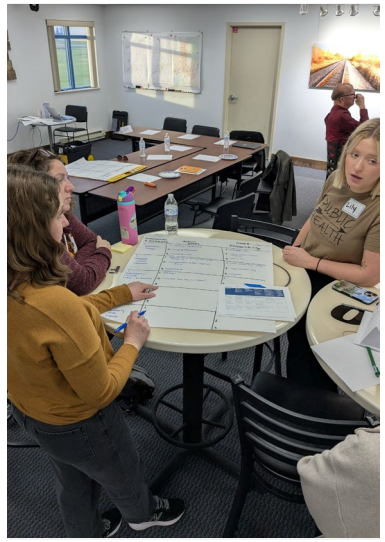
Executive Summary

The Active Transportation Action Plan is the result of a seven-month collaboration from June 2025 to January 2026. A diverse Local Planning Team came together to set direction, co-create strategy, and lead numerous listening sessions, a walking audit, bicycle audit, and action planning workshop, and gather public input via an online map and survey.

The Action Plan serves as a living guide. It establishes clear, evidence-based, and action-oriented priorities to guide future investments in making walking and bicycling safer and more accessible. The Plan identifies priority routes within Crookston that are most in need of improvements.

Taking the steps towards a more walkable and bikeable city takes more than simply building sidewalks, trails, and marked crosswalks. It depends on sustained and coordinated changes to programs, policies, and everyday practices. Education, encouragement, enforcement, and ongoing evaluation are essential to improving safety and increasing walking and biking for people of all ages and abilities.

This Plan builds on existing plans, community input, observed conditions, and lessons learned from peer communities. Together, these elements inform as set of practical recommendations that help Crookston strengthen implementation, align internal processes, and support a long-term shift toward safer, more welcoming streets.



Introduction

SECTION 1

Why an Active Transportation Action Plan?

WALK . BIKE . ROLL .

What is active transportation?

Why is an Active Transportation Action Plan important?

What is the community context for undertaking this work?

The City of Crookston's Active Transportation Action Plan serves as a roadmap for implementing the sections of the City's Comprehensive Plan advocating Complete Streets throughout Crookston that provide safe and convenient transportation for people walking and biking.

The Plan uses the term ***walking*** and ***pedestrian*** broadly to include people of all ages and abilities walking or rolling, including people who travel by foot, use wheelchair, stroller, or other assisted mobility device. The term ***bicycling, biking*** and ***bicyclist*** broadly refer to people of all ages and abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

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

Why Active Transportation Matters?

EQUITY

Owning a new car costs roughly **$12,182 per year** (AAA, 2023). This is a sharp increase from 2022 when the average yearly cost was $10,728. Car ownership should not be a requirement for getting around safely and efficiently.

AAA Newsroom. (2023, August 30). *Annual new car ownership costs boil over $12K*. AAA. https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/

ENVIRONMENT

Minnesota must **reduce** transportation related greenhouse gas emissions by **80%** and vehicle miles travelled by **20%** by 2050 to reach its climate goals.

Cycling networks reduce dependence on driving to get around. Less driving provides two-fold benefit – cleaner air and reduced impact on our global climate.

Minnesota Department of Transportation. (n.d.). *Minnesota Walks: Statewide Pedestrian System Plan*. https://www.dot.state.mn.us/minnesotawalks/index.html

ECONOMY

Active transportation means business; it stimulates local economies through job creation, tourism and business development.

People biking make **more frequent trips** than people driving, spending more money at local businesses.

Cortright, J. (2009). *Walking the walk: How walkability raises home values in U.S. cities*. CEOs for Cities. https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf

Schmitt, A. (2012, December 5). *Cyclists and pedestrians can end up spending more each month than drivers*. Bloomberg. https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers

Why Active Transportation Matters?

HEALTH & WELLBEING

Active transportation **as part of everyday travel** is as effective as structured workouts for improving health. Active commuting is associated with a **11% reduction** in cardiovascular risk.

American Public Health Association. (2010). *The hidden health costs of transportation*. https://www.apha.org/-/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.pdf

SOCIAL CONNECTION

"**Humans are social creatures**—we live in community. Individual health and wellbeing is intricately tied to the health of our communities and our interactions with others."

Active transportation provides us more opportunity to interact with our neighbours and community.

Taking Charge of Your Health & Wellbeing. (n.d.). *How do our social networks affect wellbeing?* University of Minnesota. https://www.takingcharge.csh.umn.edu/how-do-our-social-networks-affect-wellbeing

HAPPINESS

Researchers at the University of Minnesota have found **bicycling** to be the **happiest form of transportation.**

University of Minnesota. (2018, August 20). *The happiest mode of transportation? That would be cycling*. University of Minnesota. https://twin-cities.umn.edu/news-events/happiest-mode-transportation-would-be-cycling

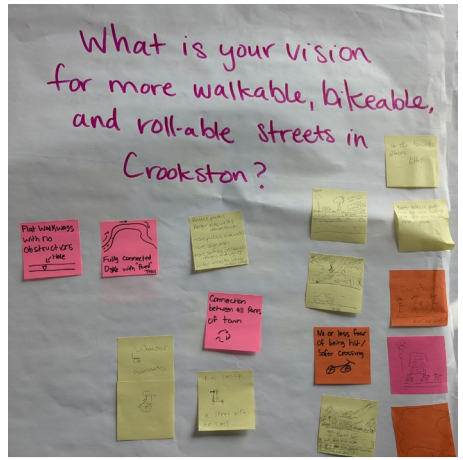
How the Plan was Developed

The Active Transportation Action Plan is the result of a collaborative process led by the Crookston Active Transportation Committee. The committee came together to host and participate in:

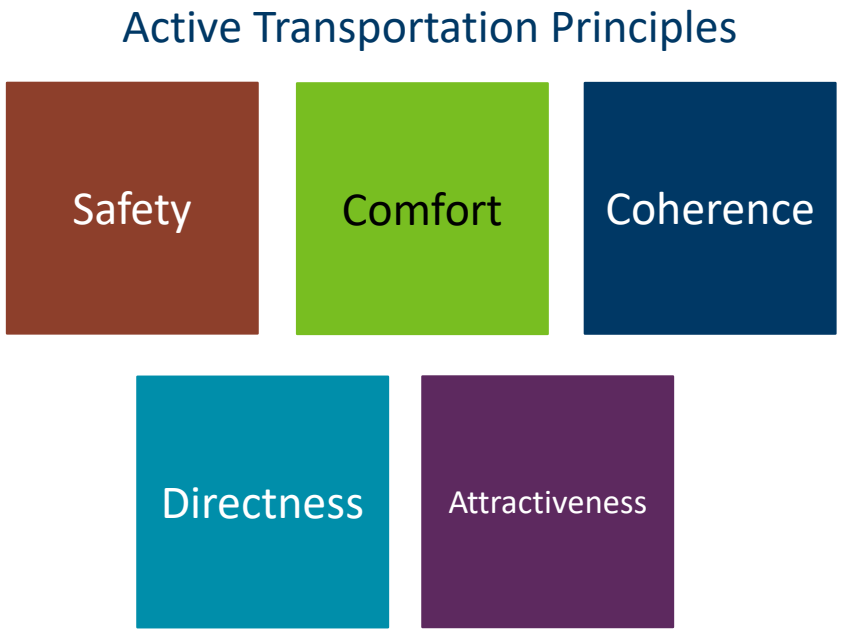
- **Walking and bicycle audits to assess existing conditions**
- **An Action Planning Workshop to define priority active transportation routes and connections**
- **Online engagement through virtual meetings and use of interactive mapping tools and survey to collect community input**

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

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



Plan Guiding Concepts



Foundational to the Plan are several interrelated concepts and approaches:

- **Complete Streets:** A guiding policy and approach to planning, designing implementing and maintaining streets so they are safe, comfortable and inviting for all transportation users, especially the most vulnerable– people who walk or bike for any reason, including people with disabilities or low incomes, children, older adults and people of color.
- **Safe System Approach:** Traffic-related serious injuries and deaths can be reduced and eliminated. A Safe System Approach focuses on efforts to effectively design for all people and manage vehicle speeds by design through proactive and proven street safety treatments.
- **Active Transportation Principles:** The principles of safety, comfort, coherence, directness and attractiveness and the unique needs of active transportation users informs approaches to network and street design.
- **Transportation Equity:** Policy, design and practices in the built environment and transportation system have led to inequities for underserved communities, especially low-income, people with disabilities and Black, Indigenous and People of Color. Advancing transportation equity requires having a better understanding of how the transportation system, services and decision-making processes help or hinder the lives of people in underserved communities. It also requires underserved communities share in the power of decision-making through engagement and design processes.

Complete Streets

Complete Streets is an approach that integrates people and place in the planning, design, construction, operation and maintenance of streets. A Complete Streets policy helps ensure a comprehensive and connected multimodal transportation system that prioritizes safety over speed, more equitably balances the needs of different modes and supports local land uses, economies, cultures and natural environments.

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

Crookston does not currently have a Complete Streets policy, but does reference the importance of Complete Streets in their **Crookston Tomorrow Comprehensive Plan:**

"Complete Streets is not about special projects; it is about changing the way we approach transportation projects to all streets."

MnDOT's Complete Streets Policy

"MnDOT must follow a complete streets approach in all phases of planning, project development, operation and maintenance activities."

One of the four policy goals is to **"increase bicycling and walking as a percentage of all trips."**

The policy states districts should give higher priority to opportunities to address identified user needs on projects that meet the following criteria:

- **Equity:** Have a higher proportion of people with disabilities, people of color, older adults, children or low-income
- **Mode Shift:** Have a higher probability of increasing the number of people walking, biking or taking transit
- **Safety**: Addresses a significant safety issue for vulnerable users
- **Connectivity:** Addresses a gap or barrier created by prior transportation investments
- **Plan Alignment:** Are identified in a local or regional plan

Transportation Users and Vulnerability

Transportation user's risk level, or vulnerability, for serious injury or death when involved in a motor-vehicle related collision.

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

Table adapted from *MnDOT Complete Streets Handbook*

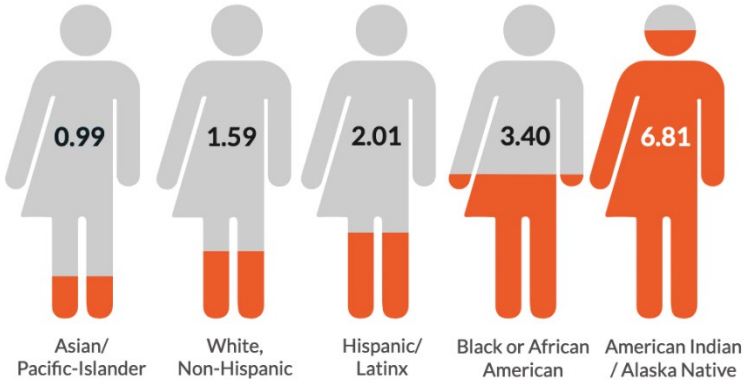
Safety is Not Shared Equally

Traffic-related crashes that kill and injure people are a serious transportation equity and public health concern. Minnesota is seeing a rising share of crashes involving people walking and biking that result in fatal and serious injuries. Nationwide, the number of people struck and killed by drivers while walking increased 45% over the last decade (2010-2019) (MnDOT 2020 Sustainability and Public Health Report).

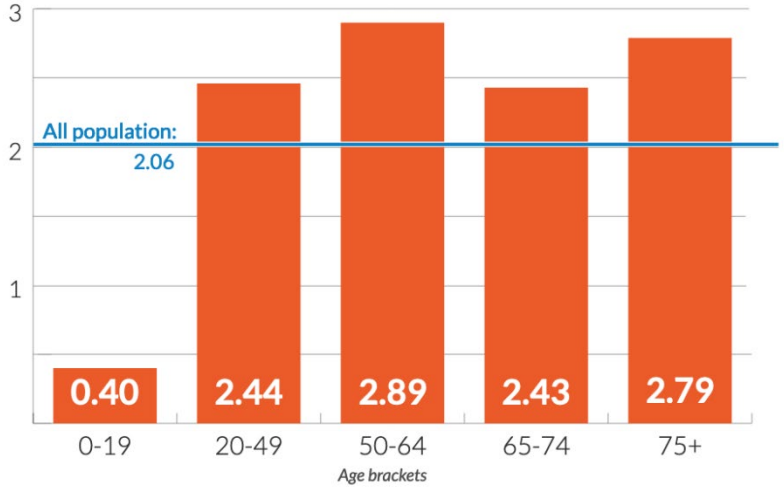
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities, and American Indian/Alaskan Native, Black/African American, and Hispanic people are at greater risk of being severely injured or killed due to a motor vehicle while walking.

Complete Streets and Safe System Approach can help calm traffic, reduce speeds and improve predictability of movement of all transportation users, especially at crossings and intersections. As a result, streets become safer for all.

U.S. Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



U.S. Pedestrian fatalities per 100,000 by age (2018-2022)



Source: Dangerous by Design, Smart Growth America, 2024

Safe System Approach

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

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

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

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

Learn more about the Safe System Approach:
https://www.transportation.gov/NRSS/SafeSystem

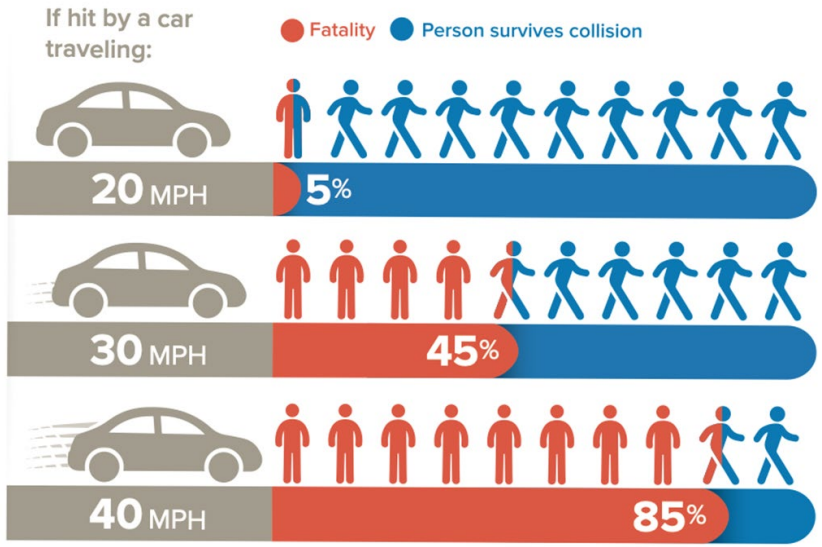
Making Safety a Priority Over Speed

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

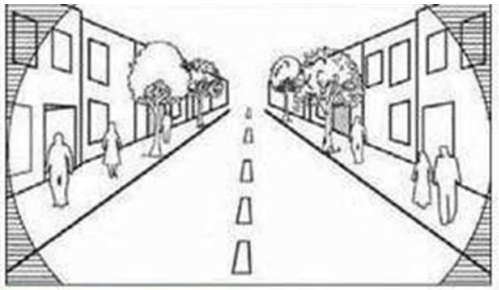
Why Speed Matters

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

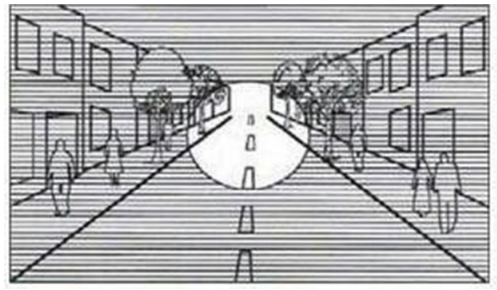
Lower speed streets better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react, stop for people crossing, yield to people parking and unparking and to avoid potentially fatal crashes.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

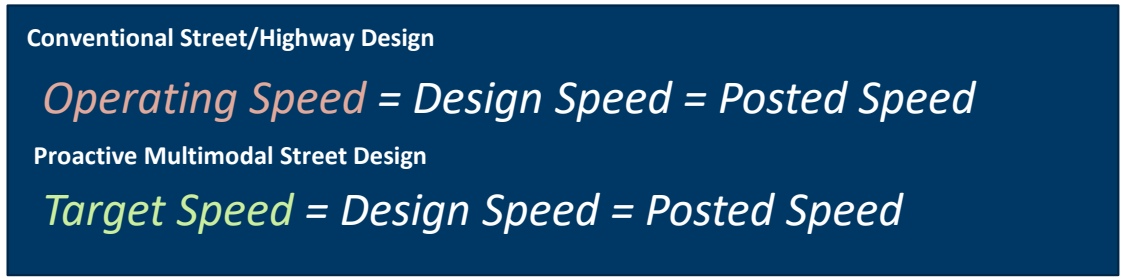
Designing for Safe Speeds

Street Design Influences Behavior

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

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

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



Adapted from NACTO.org

A lower target speed, and thus posted speed, is a key characteristic of streets in walkable, bikeable, mixed use, neighborhoods and commercial areas.

This Action Plan provides starter recommendations on how to start to bring the design speed more in line with safer target speeds of 20-25 mph through narrower lane widths, streetside landscaping, modern roundabouts and other traffic calming tools to create a safer and higher quality environment for all.

Read more on target speed: https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/.

Level of Quality

In the past, streets were designed to meet a certain level of service for people driving, often prioritizing higher traffic speeds. It's time to focus on a different value: level of quality.

Streets designed to support the safety and comfort of people walking and biking, not only create places where people want to be, they also more safely and efficiently manage vehicle traffic. The pictures (on right) are all the same by functional classification, arterials, but provide very different experiences for people walking and biking.

People and place focused street design that supports all transportation users are a win-win for all.

AUTO FOCUSED

PEOPLE & PLACE FOCUSED

Active Transportation Principles

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

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

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

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

DIRECT
Does the route provide direct and convenient access to destinations?

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

These Active Transportation Principles are founded in a Safe System approach. The significance of each principle may vary from route to route and from person to person. For example, people walking or biking to the grocery store often prioritize directness whereas people out for a recreational bike ride value attractiveness and comfort more than a direct route. Regardless of trip type, safety is critical for all users, especially when ensuring children and elders have safe routes to school, parks and other places they want to go.

Who Are We Designing For?

People walking and biking have unique needs. This Plan seeks to center active transportations users and their needs in future street improvements to ensure all people have safe and reliable access to the places they want and need to go.

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

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

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

Who Are We Designing For?

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

A 6-foot sidewalk provides minimum space for children to walk in a group.

The landscape boulevard or strip (grass) provides added comfort by creating greater separation between children walking and people driving. The added benefit: kids can be kids, spilling over into a protected space.

Graphic by Terra Soma, LLC

Who Are We Designing For?

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

An average of 46% of all trips taken within communities are less than three miles – a distance that takes the typical person 18 to 20 minutes biking (National Housing Travel Survey, 2017). And people in Crookston are already biking: Over 60% of surveyed Crookston residents say they walk or bike multiple times per week to get to school, for recreation or run errands. 28% of residents say they are "interested but concerned" in biking.

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

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

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

INTERESTED BUT CONCERNED BICYCLIST

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

- Minnesota Bicycle Facility Design Guide

Comfort Types of Bicyclists

Low Stress Tolerance → High Stress Tolerance

NO WAY NO HOW

33%

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

INTERESTED BUT CONCERNED

51-56%

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

ENTHUSED & SOMEWHAT CONFIDENT

5-9%

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

HIGHLY CONFIDENT

4-7%

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

Graphic adapted from *AASHTO Guide for the Development of Bicycle Facilities*

Comfort Types of Bicyclists

Low Stress Tolerance

High Stress Tolerance

INTERESTED BUT CONCERNED

ENTHUSED & SOMEWHAT CONFIDENT

HIGHLY CONFIDENT

WHAT IS TRAFFIC STRESS?

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

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

LTS 1	Most children will feel safe bicycling on these streets.
LTS 2	The “interested but concerned” adult population will feel safe bicycling on these streets.
LTS 3	Streets that are tolerable to “enthused and confident” riders who still prefer having their own dedicated space.
LTS 4	High stress streets with high-speed limits, multiple travel lanes and limited or non-existent marked bikeways.

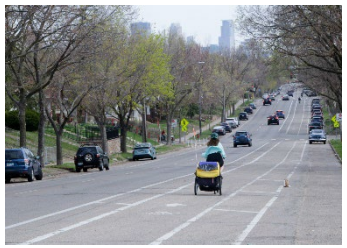
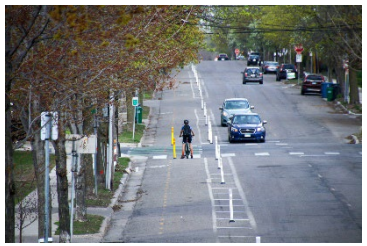
LTS LEVEL	DESCRIPTION	HIGHLY CONFIDENT BICYCLIST WILL RIDE	ENTHUSED & SOMEWHAT CONFIDENT BICYCLIST WILL RIDE	INTERESTED BUT CONCERNED BICYCLIST WILL RIDE
LTS 1	   	YES	YES	YES
LTS 2	  	YES	YES	Inviting to most adults, but demands more attention than might be expected from children
LTS 3	 	YES	Often,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

Chart adapted from *MnDOT Bicycle Facility Design Guide*

Safe System: When to Mix, When to Separate?

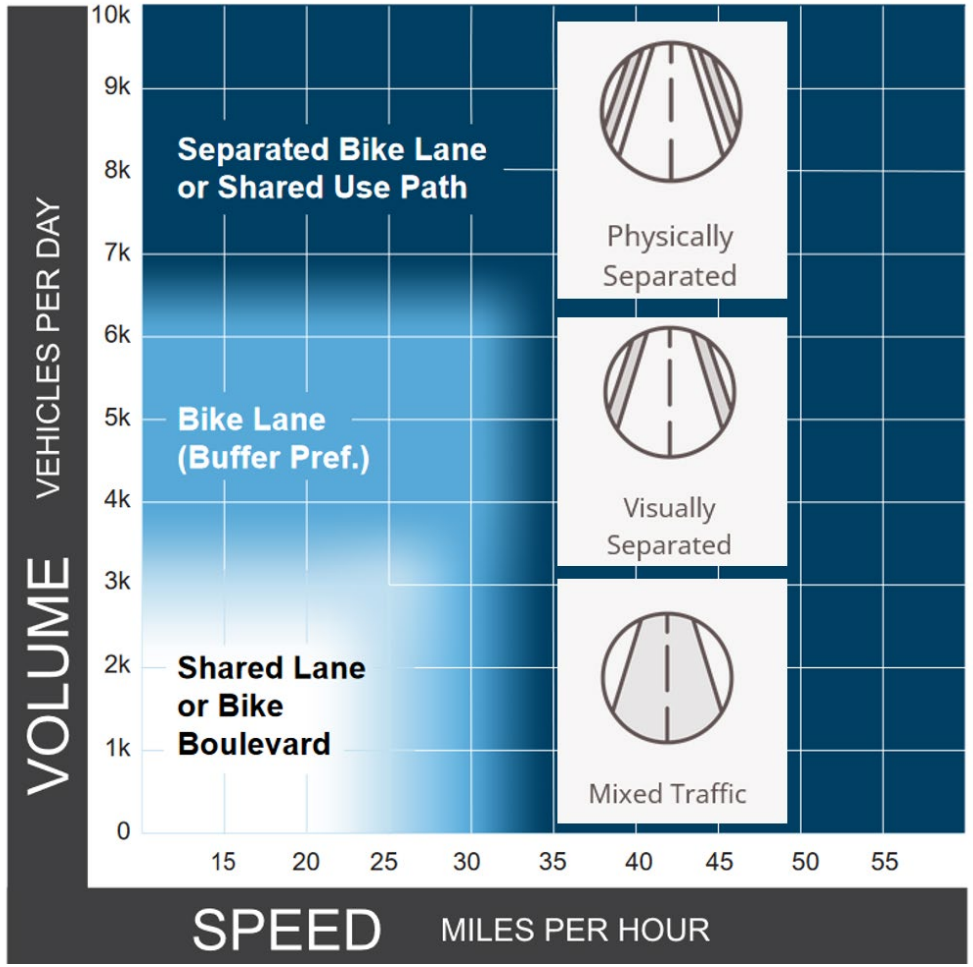


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

SELECTING BIKEWAY FACILITIES

A key aspect to provide safer roads by design is **separating users in the street space**.

The **greater the vehicle speed** and the **higher the vehicle traffic,** the **greater the physical separation** needs to be between people driving and people biking (and walking).

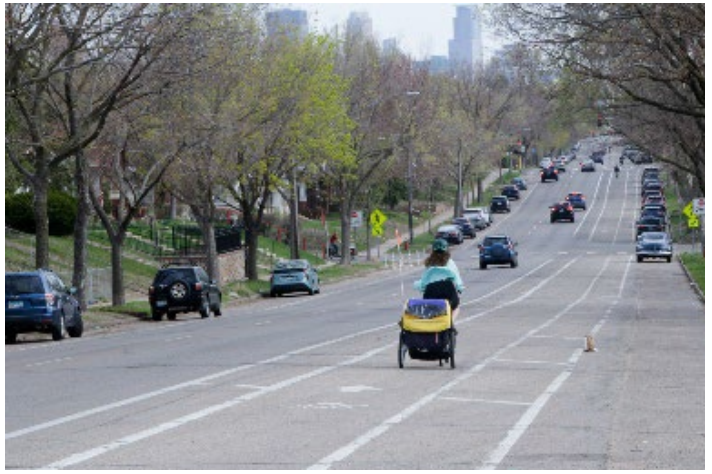
Separate and **protect people** from moving traffic when **vehicle speeds are above 20 mph**. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

A **shared street environment**, where users are mixed, can be created for **people biking and driving** when **target speeds are at or below 20 mph and vehicle volumes are relatively low**. This can be true for people walking, especially in smaller cities or rural communities. This is a common environment on neighborhood residential streets.

Types of Bike Facilities

Bicycle Boulevard (traffic calmed local streets that prioritize bicycle travel)

Conventional Bike Lane



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

Two-Way Cycle Track (also called protected bike lane or separated bikeway)

One-Way Cycle Track

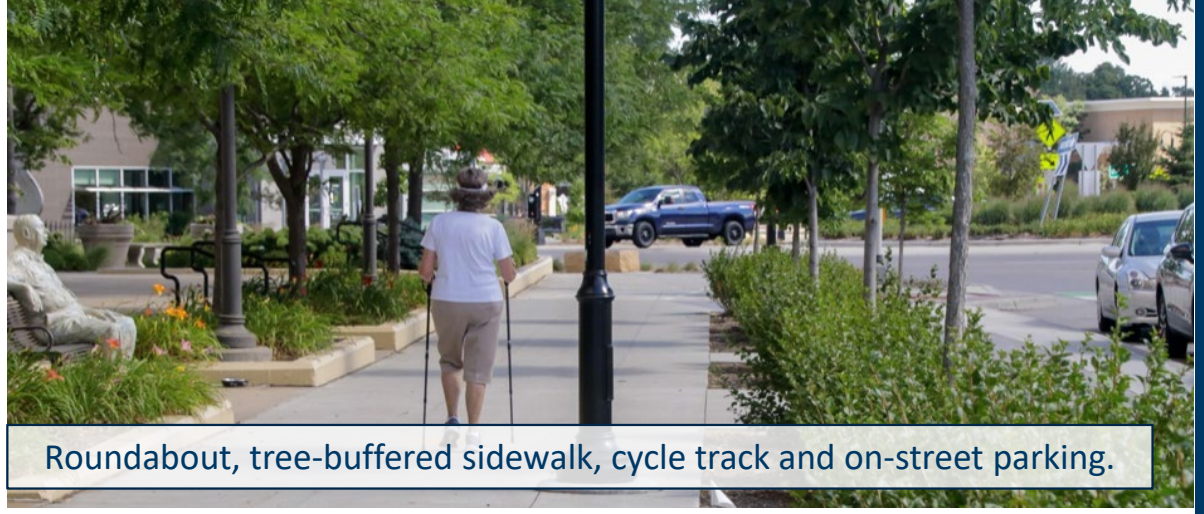
Shared Use Path (also called a paved multiuse trail, some may also be a sidepath)

Putting It Together

Successful streets that are safe for people walking and biking reduce the frequency and severity of crashes and minimize conflicts between users.

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

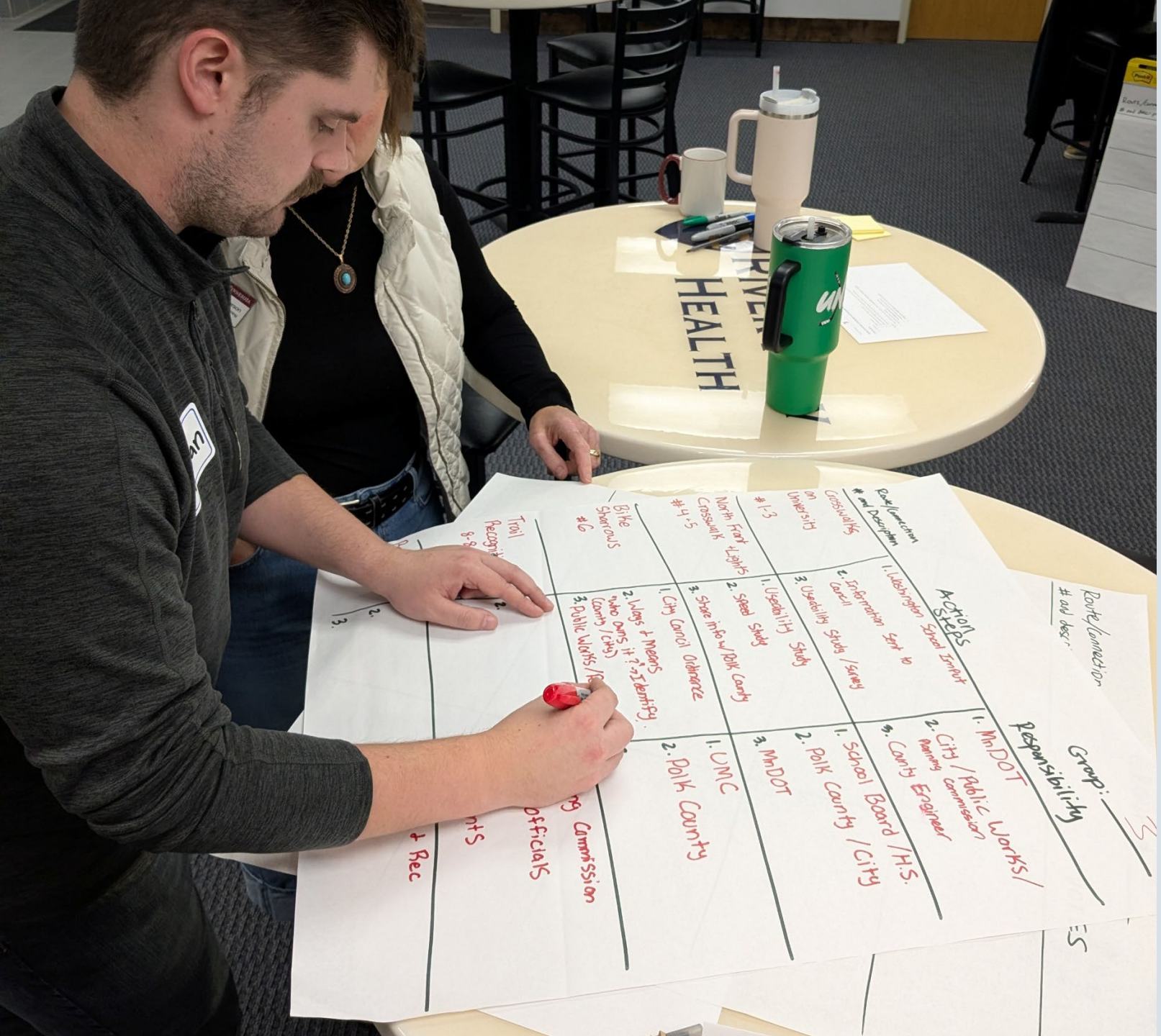
Streets that are complete put people first and become even greater community assets. They are places where people want to walk and bike, rather than places where people can walk and bike if they must. In turn, more people choose to walk and bike.



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

Chicanes provide traffic calming and space for native vegetation.

Neighborhood traffic circle in winter.



Vision, Goals

SECTION 2

Plan Vision

VISION

Crookston will create a safe, inclusive, and connected network of pedestrian and bicycle facilities that improve accessibility for all community members regardless of age, ability, or economic status

Plan Goals

GOALS

- A direct and coherent network that invites people to access jobs, school and recreation without needing a vehicle
- Enjoyable streets foster healthy lifestyles, encourage physical activity and connect residents to resources, services and each other
- Safe and comfortable crossings and alternate routes to barriers, like Hwy 2 and 75, exist for people walking, biking and rolling
- Users of all ages and abilities such as youth, elderly and those with limited mobility, are prioritized in active transportation projects, programs and policies

Our Streets Today

SECTION 3

What is it Like to Walk and Bike? Policy Framework

COMMUNITY SNAPSHOT

Crookston has created several recreational walking and biking paths through its city parks and has constructed multiuse paths along some high traffic streets: the Fisher Avenue path and the Veterans Memorial Walkway.

Recent policy, planning, and studies have identified the need and potential benefits of infrastructure that promotes and enables active transportation. These documents reveal that people walking, biking, and rolling to work, school, and to Crookston's downtown destinations can improve individual safety, public health, and the economic vitality of the entire community.

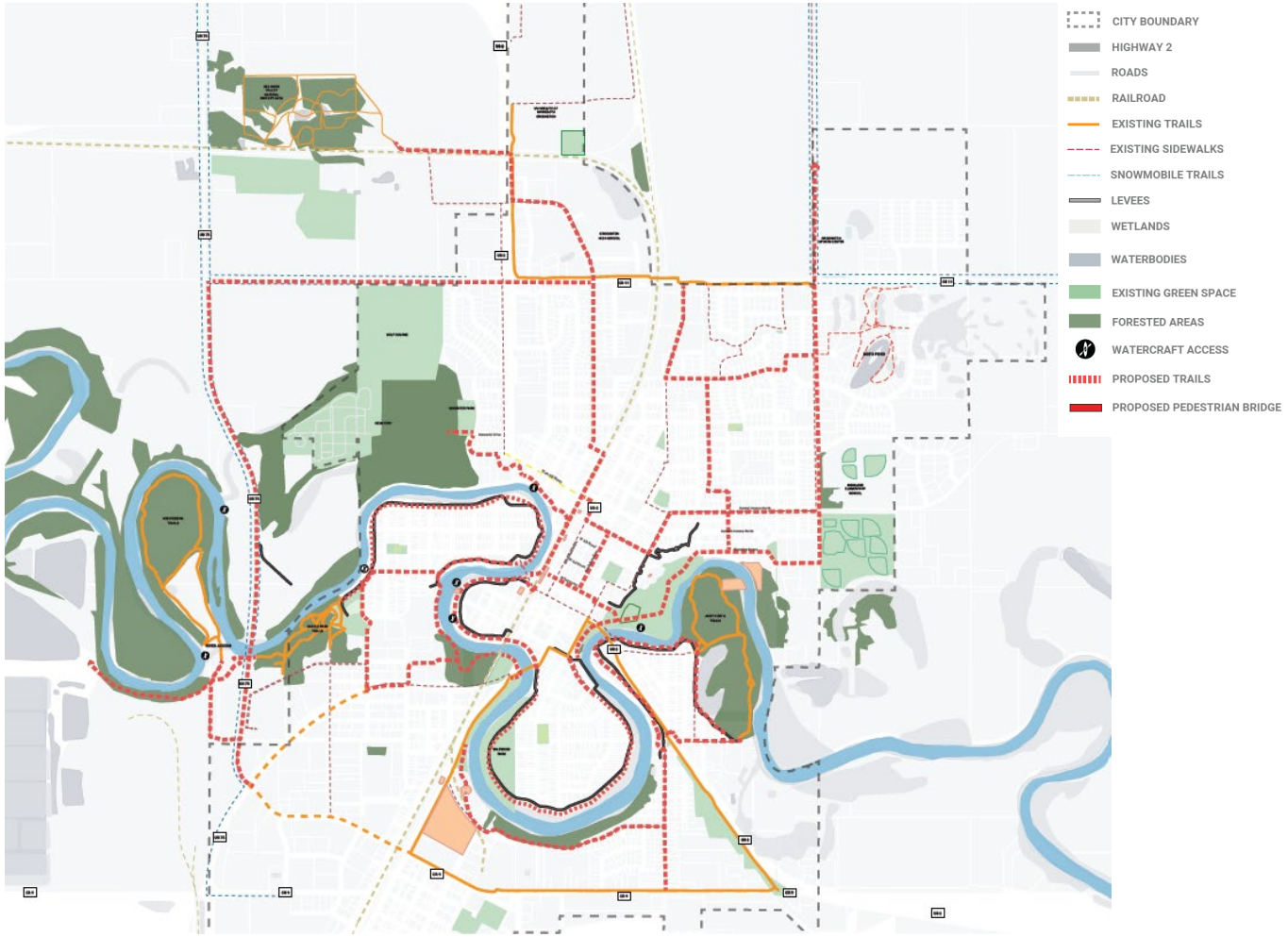
EXISTING PLANS & POLICIES

The **Active Transportation Action Plan** supports and is informed by the following existing plans and policies:

- Crookston Tomorrow Comprehensive Plan 2035 (2016) – identifies opportunities for pedestrian comfort, bicycle facilities, Complete Streets, and allowing residents the freedom to choose transportation other than cars.
- Polk-Norman-Mahnomen Community Health Improvement Plan (2024) – identifies active transportation as a contributor to public and economic health.
- Highland Elementary Safe Routes to School Plan (2024) – Recommends routes, infrastructure, and programs to make walking and biking to school safer for children and parents.
- Crookston Comprehensive Plan 2045 (anticipated 2025) – Builds on the 2035 Comprehensive plan and discusses the value of Crookston's multi-use path network, safe routes to school, and an activated downtown that encourages active transportation.

Empowering Small Minnesota Communities

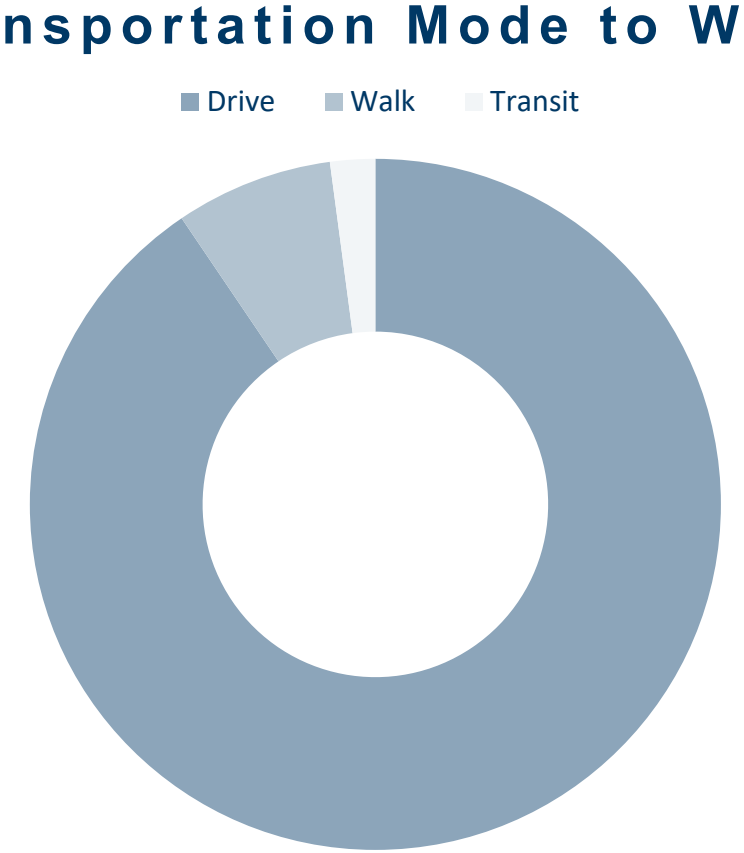
Draft trail network



Crookston is receiving assistance through the Empowering Small Minnesota Communities (ESMC) program – *"a community-centered collaboration with the University of Minnesota to support small communities in becoming well-positioned to benefit from federal, state, and local investments"*.

As a part of this assistance, the Minnesota Design Center (MDC) is developing a trail plan for the city. This effort has occurred simultaneously with the development of this Plan and will be complete in 2026. Parts of the ESMC-developed draft trail plan are reflected in this plan in Section 4 – Active Transportation Priority Network and Projects (Page X).

How are we moving today?



7% Walk

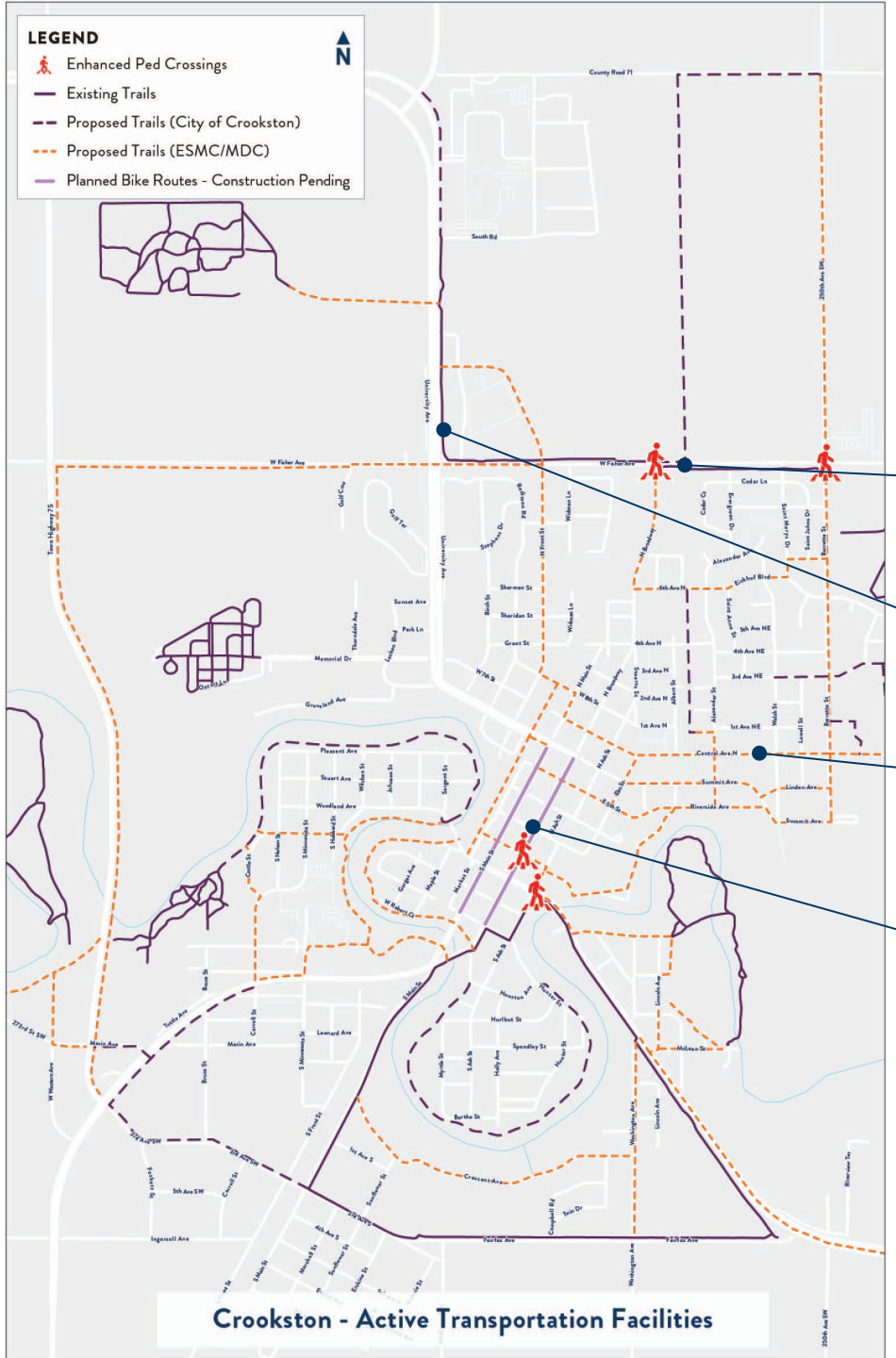
In Crookston, 7 percent of commuters walk to work compared to 13 percent statewide. American Community Survey, 2023

0% Bike

In Crookston, 0 percent of commuters bike to work compared to 1 percent statewide. American Community Survey, 2023

2% Take Transit

In Crookston, 2 percent of commuters take transit to work compared to 2 percent statewide. American Community Survey, 2023



Existing Network/ Facilities Map | **Crookston**

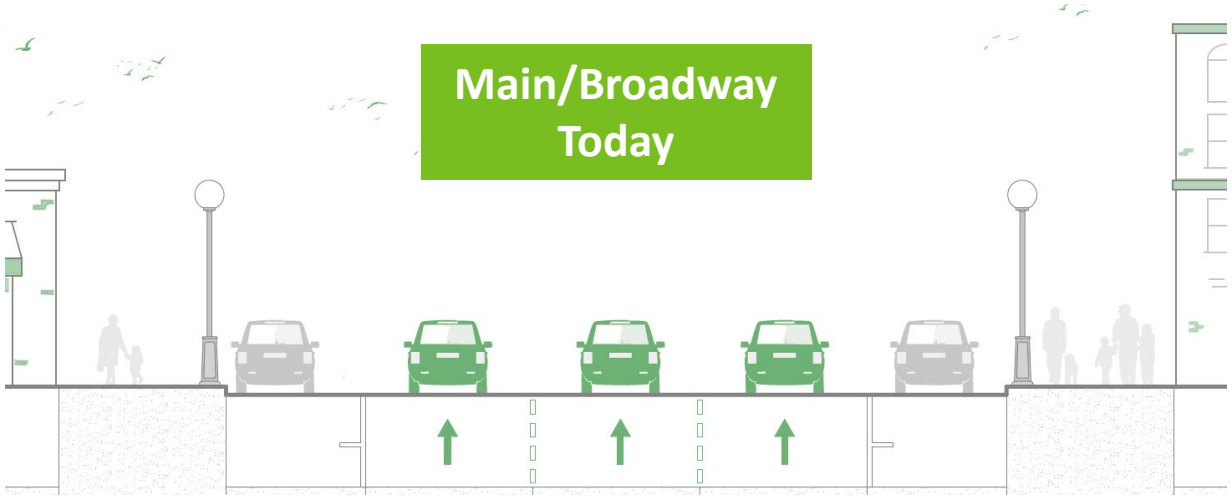
Two crossings on Fisher Ave are enhanced with flashing pedestrian warning beacons. Residents say the beacons help with crossing, but many drivers still don't yield to pedestrians and path users.

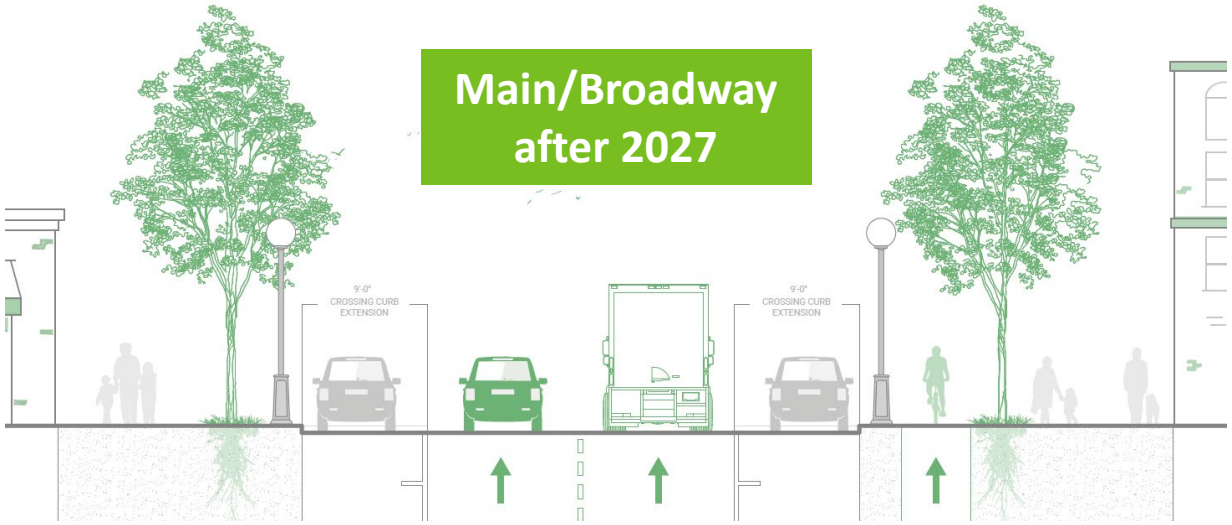
Existing trails throughout Crookston (purple) are disconnected. Residents say they don't know how to bike or walk between the existing trails and paths.

Dashed lines are routes that have been proposed by past plans but not yet constructed.

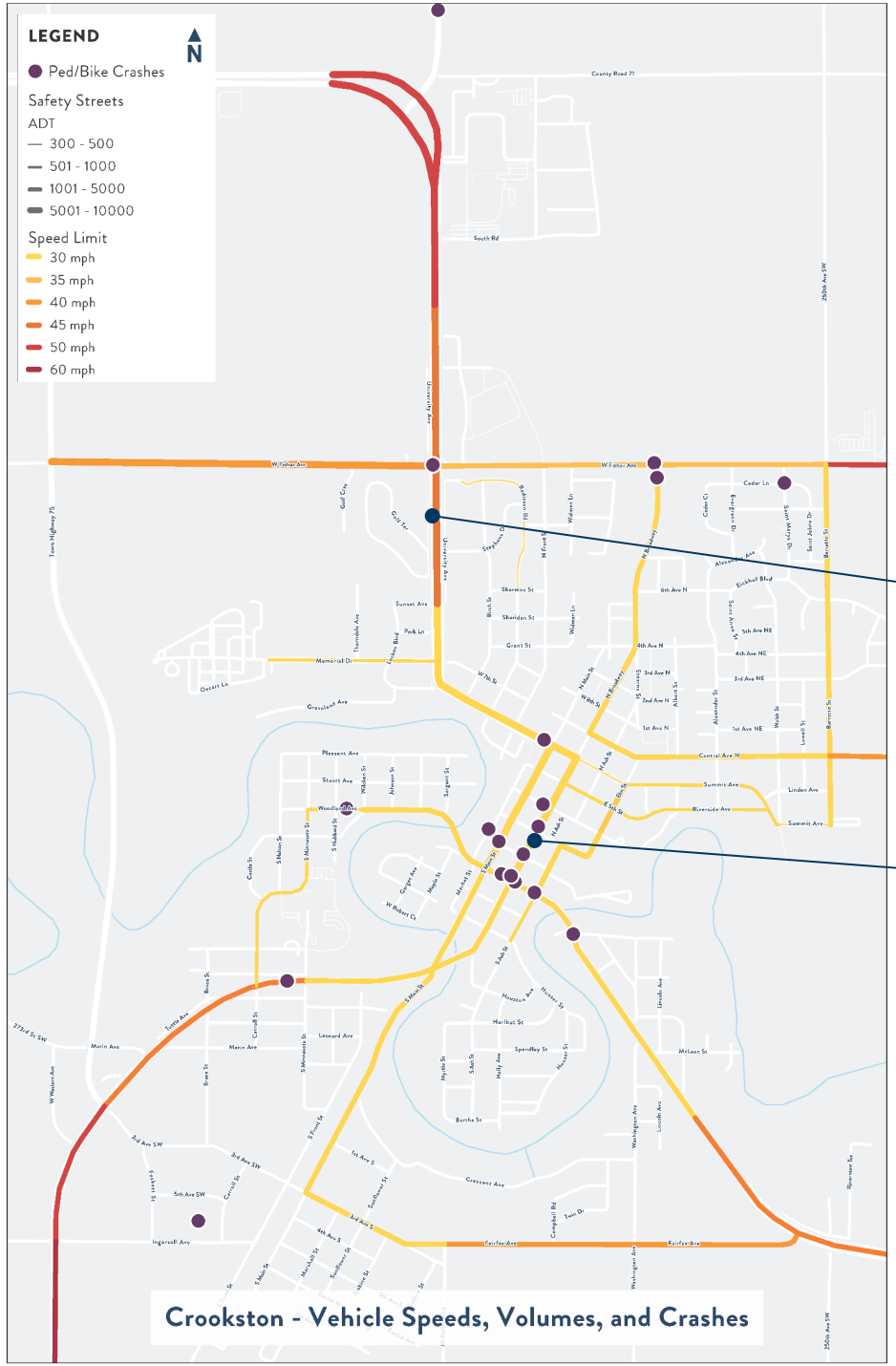
In 2027, MnDOT will reconstruct Broadway and Main St (Hwy 2) downtown, reducing vehicle lanes, adding bike lanes, more flashing pedestrian beacons and traffic calming infrastructure.

Upcoming Hwy 2 Project





Graphics credit: Minnesota Design Center

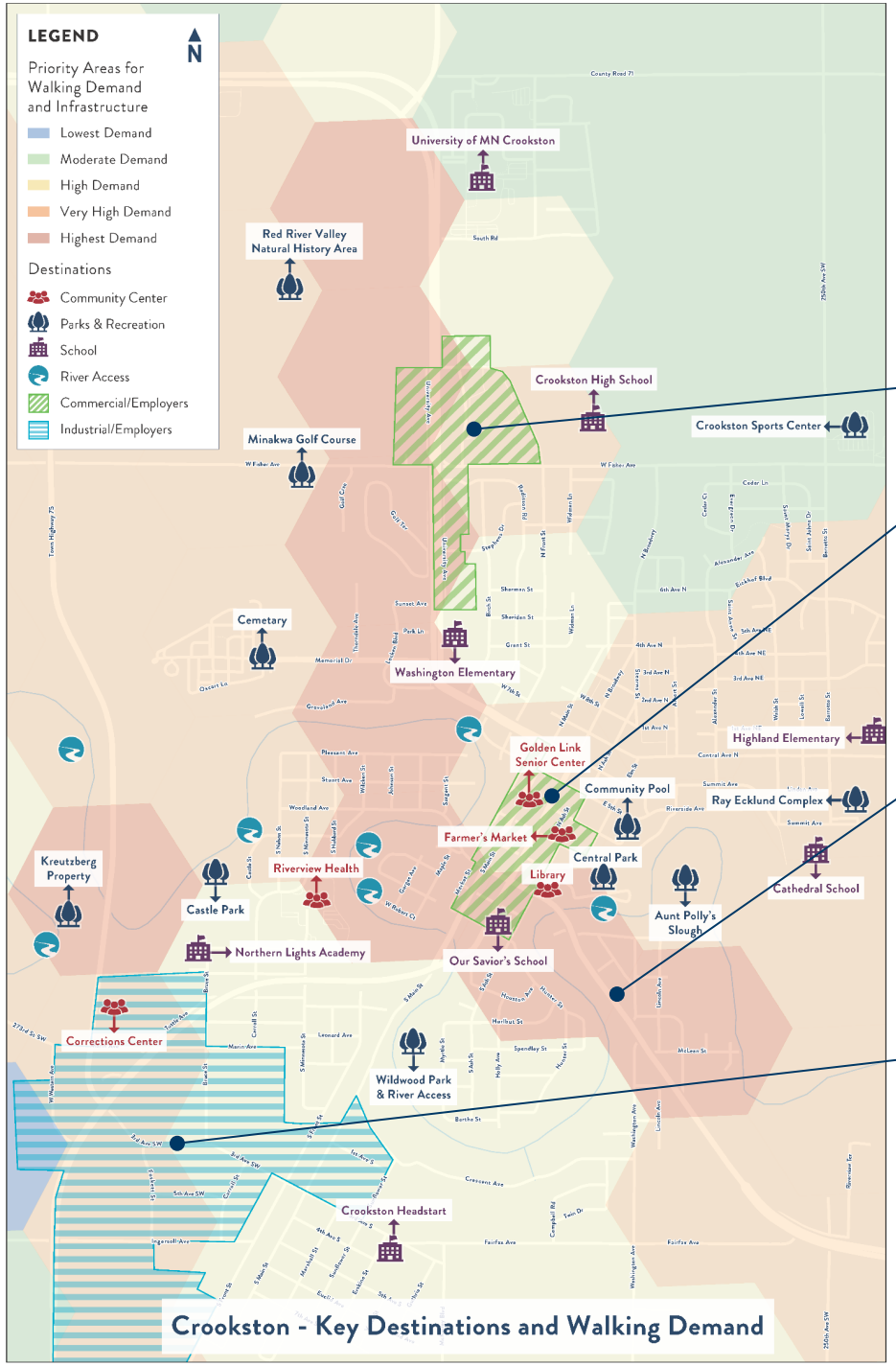


Safety Map | **Crookston**

Throughout the engagement process for this plan, residents reported that pedestrian/driver conflicts happen along University Ave as well.

The highest number of crashes occurred downtown or on higher-volume streets.

The MnDOT reconstruction should make the Broadway and Main St corridors safer.



Transportation Equity and Key Community Destinations Map | **Crookston**

Connecting Crookston's two major commercial areas—downtown and the University Ave corridor—would be a key link for people walking and biking.

The hexagons represent MnDOT's Priority Areas for Walking (PAWS) dataset which considers equity, safety, health, infrastructure, and land use factors to highlight areas that are important for walking.

The entirety of the Hwy 2 corridor is an extremely high priority area for walking.

Opportunities for better walking infrastructure exist on the south side of town. The need to walk to industrial employers is not reflected in the MnDOT PAWS dataset.

Walk, Bike, Roll Audits

Key Biking Audit Destinations Included:

- *Ray Ecklund Park*
- *Fisher Ave*
- *Highland Elementary*

Key Walking Audit Destinations Included:

- *The Cove Youth Center*
- *W Robert St*
- *Woodland Ave*

- August 14, 2025
- 1 walking audit (morning)
- 1 biking audit (afternoon)

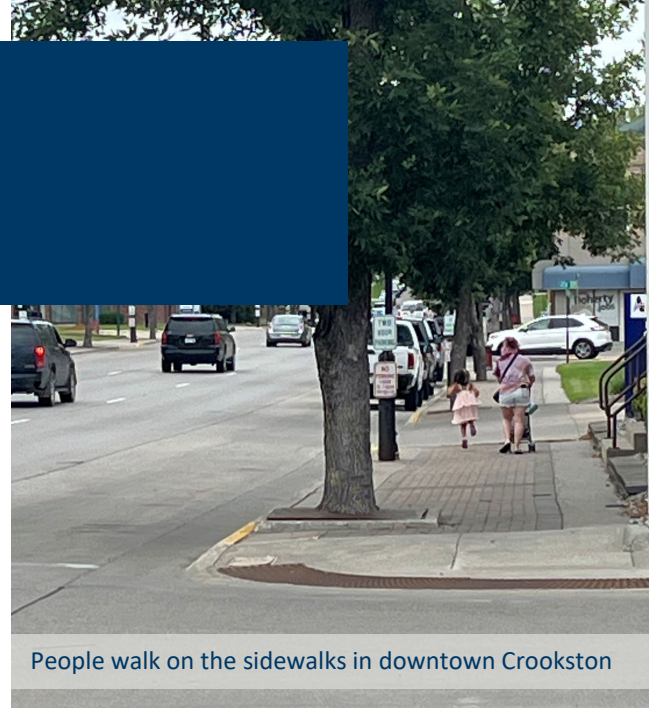
Walking and biking audits are powerful tool for engagement, bringing together people with diverse perspectives and experiences—from city staff and elected leaders to community members— to:

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

KEY OBSERVATIONS

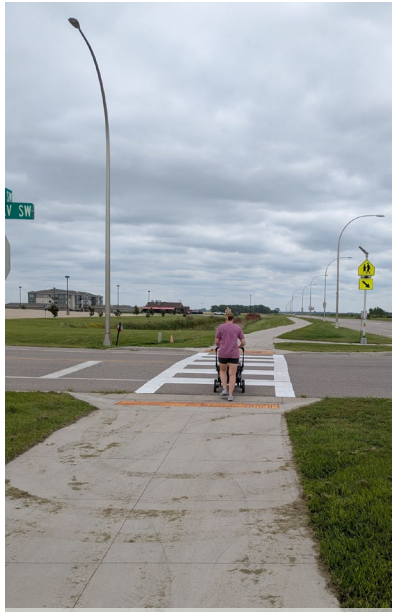
Walking Audit

Audit participants walk and roll on a low-traffic street in Crookston



People walk on the sidewalks in downtown Crookston

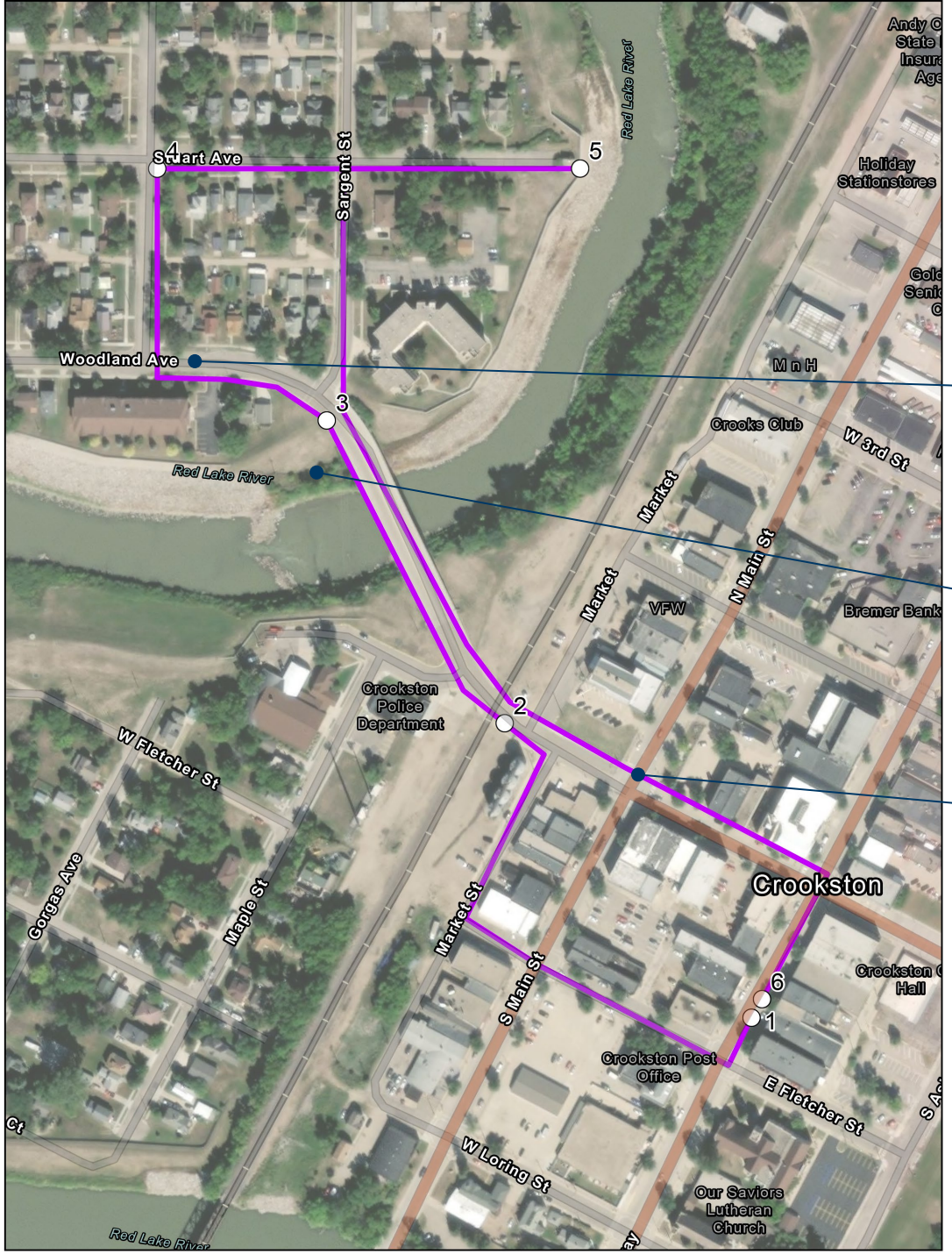
Audit participants navigate a busy intersection



Someone pushes a stroller on Crookston's multiuse paths

Audit participants navigate crumbling sidewalks

People use a neighborhood multi-use path in Crookston



Walk Audit Summary

Where should sidewalks be prioritized? On Woodland Ave, sidewalks are cracked and narrow, but necessary because of car traffic.

On Stuart Ave, it is comfortable to walk in the roadway.

Noted river access points near the walk audit route are not very accessible—not easily found and not connected with an ADA-compliant route.

Sidewalks on cross-streets downtown are narrow with very short pedestrian crossing phases. The small park on Main St and Robert St is a nice oasis!

Key Observations: Walking Audit

WALKING AUDIT

Crookston recognizes the need for sidewalks that provide access to places people want to go. Crookston's work with MnDOT on redesigning Broadway and Main St will result in a more accessible and pedestrian-friendly downtown. Connections to the improved downtown streets continue to need planning and build-out.

Many neighborhoods lack sidewalks, and in some places sidewalks require repair to keep them accessible to people with adaptive mobility needs. Crookston also needs to make sure projects are equitably distributed throughout the city, as generally the neighborhoods on the south side of town have less pedestrian access to parks, and are separated from downtown by the Red Lake River.

KEY FINDINGS

Obstructions and Sidewalk Widths

Several sidewalks are 5 feet wide or less, difficult for people with mobility devices, strollers, or people walking side-by-side

Faded Crossing Markings

Crosswalk markings indicate that pedestrians may be present, enhancing safety for all

Key Observations: Walking Audit

WALKING AUDIT KEY FINDINGS, CONTINUED

Sidewalks in Poor Repair

Crumbling and spalling sidewalks are difficult to navigate for people with mobility devices or strollers. They also make it harder to clear snow and debris from the sidewalk

Wide Streets and Large Intersections

Wide streets necessitate long crossing distances for pedestrians at intersections

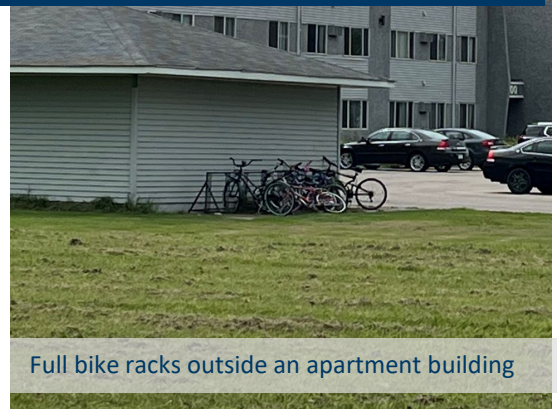
Short Pedestrian Crossing Timers

Short pedestrian crossing timers make it difficult for children, seniors, or people in groups to safely cross in the allotted time

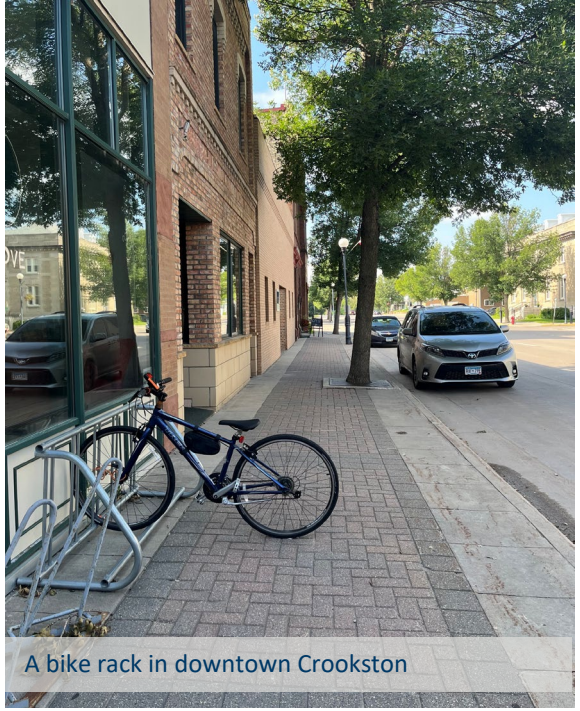
KEY OBSERVATIONS

Biking Audit

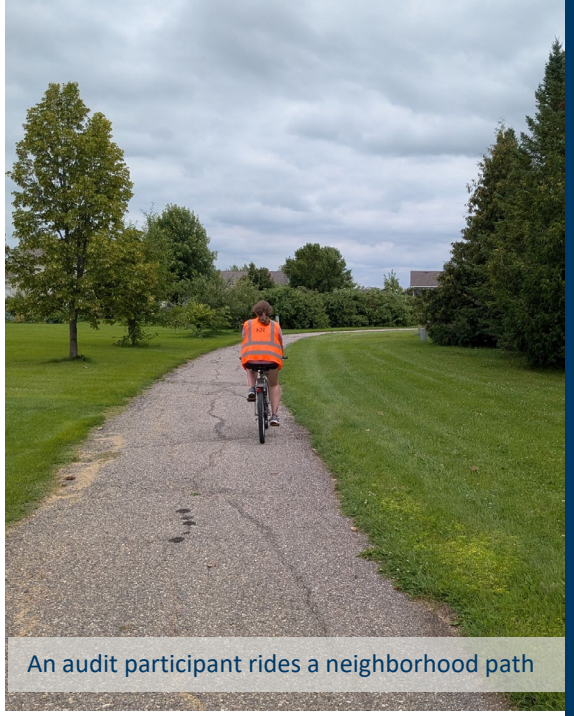
A person rides a bike in the street gutter



Full bike racks outside an apartment building



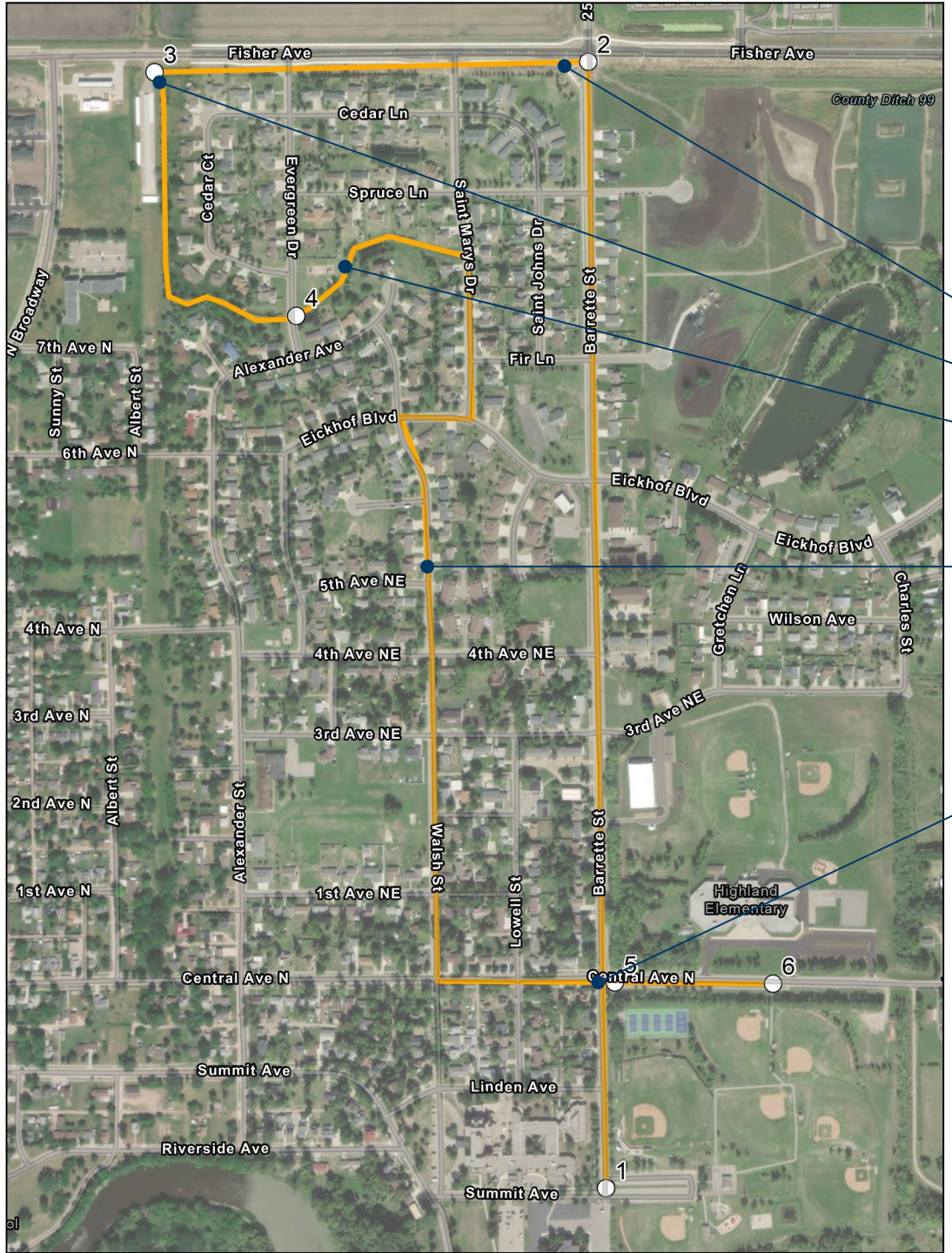
A bike rack in downtown Crookston



An audit participant rides a neighborhood path

Audit participants stop for a water break

Audit participants use an enhanced path crossing near the Crookston Sports Center



Bike Audit Summary

Multi-use path on Fisher Ave, crossing lights, and the trail through the neighborhood make great connections to a variety of destinations!

Local, low-traffic streets provide adequate width for people biking and driving to share space—as long as vehicle speeds and volumes stay low.

Barrette St and Central Ave don't feel very comfortable to bike on and are used by children getting to school and parks.

Key Observations: Biking Audit

BIKING AUDIT

Crookston has already constructed several multiuse paths along major streets: notably, the path along N University Avenue/Highway 2 near the University of Minnesota – Crookston, along Fisher Avenue, and around Evergreen Park. In addition, many low-speed, low volume streets exist where people can bike in relative comfort.

Crookston residents still desire biking connections between the already existing routes. Major priorities for future development are routes between UMC and downtown Crookston, routes to schools and parks, and routes connecting residents and employment centers on the south side of the city.

KEY FINDINGS

Bike Parking

Secure bike parking provides peace of mind to riders and encourages people to ride more places. However, good parking shouldn't interfere with pedestrian access ways

Gaps in Bike Network

There is no place on most streets marked for people biking. Where traffic volumes are low, this is acceptable, but on busier streets it makes it difficult for people biking and driving to share the road.

Existing Conditions

Barrette St between Central Ave and 3rd Ave looking north
Image: Google

Conditions observed

Barrette St represents a typical cross section in Crookston for streets outside of the downtown core that have sidewalks. Sidewalks are typically 5 ft wide, which makes it challenging for two people to walk side by side or to pass an oncoming pedestrian without stepping into the grass or snow. The boulevard, typically around 5 ft wide, provides some separation between pedestrians and vehicle traffic and is sometimes wide enough to support trees which provide additional buffer and comfort for pedestrians. The total curb to curb width is around 43 ft which allows for two 13 ft vehicle lanes and two 8 ft parking lanes. Parking lanes were observed to be sparsely utilized. Removal of parking lanes and reduction of vehicle lane width could create space for added walking and biking facilities.

Existing Conditions

Castle St looking south
Image: Google

Conditions observed

Crookston's city streets typically range from 30 to 32 feet in width from curb to curb. Many city streets in Crookston lack continuous sidewalks, only have sidewalks on one side of the street, lack sidewalks entirely, and don't have separate facilities for biking. Under existing conditions, these local streets typically allow parking on both sides along with two-way vehicle traffic. To create space for people walking and biking within existing curb-to-curb space, Crookston could consider restricting parking on some local streets or work to reduce driver speeds on local streets to under 20 mph through traffic calming treatments to allow for a safer shared space for people walking, biking, and driving.

Online Survey Summary

Open: 7/29/2025 – 10/15/2025

11 Questions

47 Participants

Frequency of Walking, Biking and Rolling

Approximately 63 percent of people walk, bike, or roll multiple times a week.

Reasons for Walking, Biking, and Rolling

Nearly all respondents said they walk, bike, or roll for exercise/leisure.

Bicyclist Comfort Level

Approximately 30 percent of respondents categorize themselves as an enthused and confident rider.

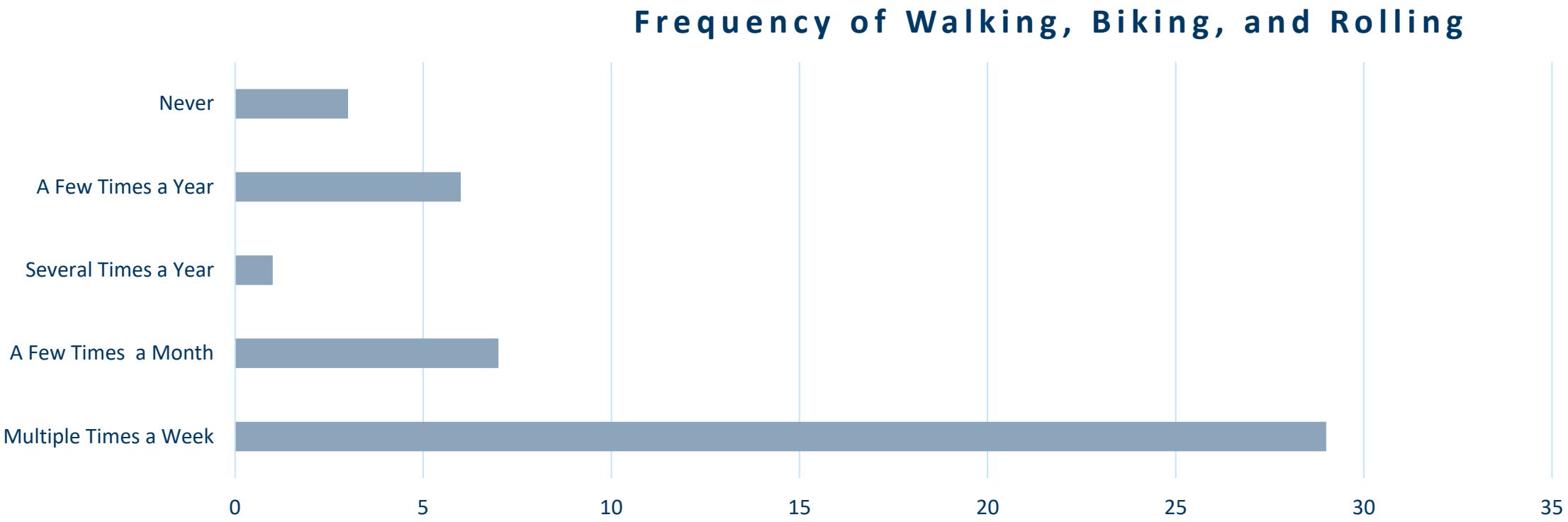
Most Important Factor for Routes

Approximately 59 percent of responders said the most important factor for routes is safety to minimize injury and danger.

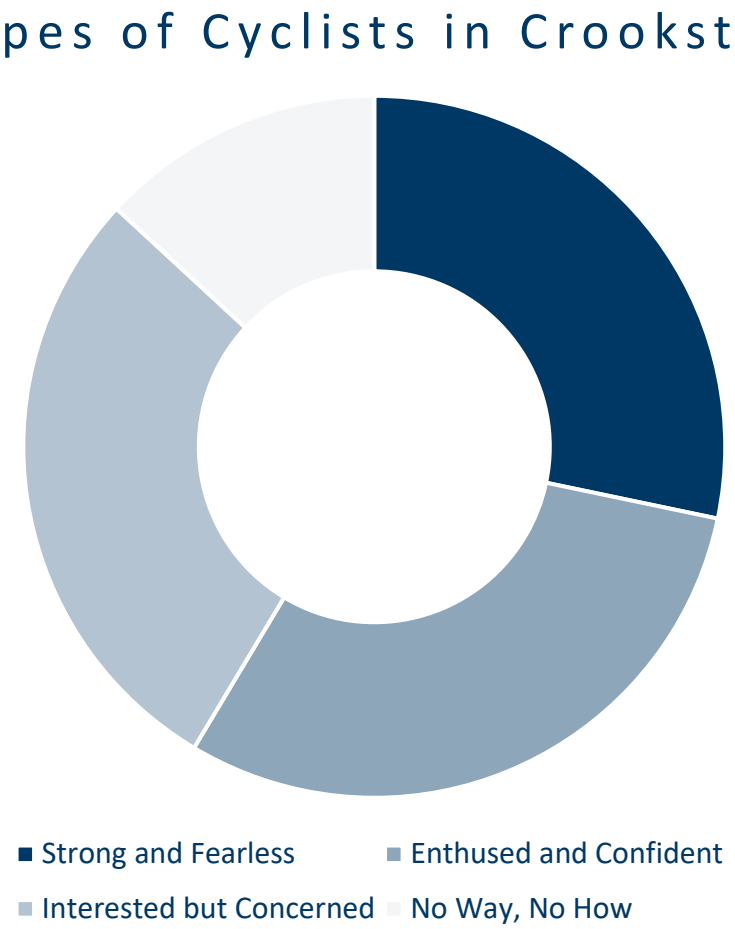
How Often do You Walk, Bike, or Roll? | **Survey Results**

Results

Survey respondents were asked how often they walk, bike, or roll in Crookston. Of the 47 people who took the survey, 36 indicated they walk, bike, or roll a few times a month or multiple times per week, with those two categories receiving the most responses. These results indicate that Crookston already has a positive active transportation culture and residents are taking advantage of the facilities that already exist.



What Type of Cyclist Are You? | **Survey Results**



Results

Of the 47 survey participants, 28% indicated they were strong and fearless cyclists, meaning they will bike in nearly all environments, regardless of if there are dedicated biking facilities or not. Most respondents (58%) indicated they were Enthused and Confident or Interested but Concerned cyclists. These types of cyclists will typically bike more if there are safer, dedicated biking facilities. This represents on opportunity for Crookston to increase the number of people cycling by adding bike lanes, trails, and shared-use paths.

- ***28%*** *Strong and Fearless*
- ***30%*** *Enthused and Confident*
- ***28%*** *Interested but Concerned*
- ***13%*** *No Way, No How*

Online Interactive Map Summary

Open: 7/29/2025 – 10/15/2025 | **12** Comments | **47** Visitors

1 *"I enjoy the walkway/bikeway on Fairfax. It is a route I travel often."*

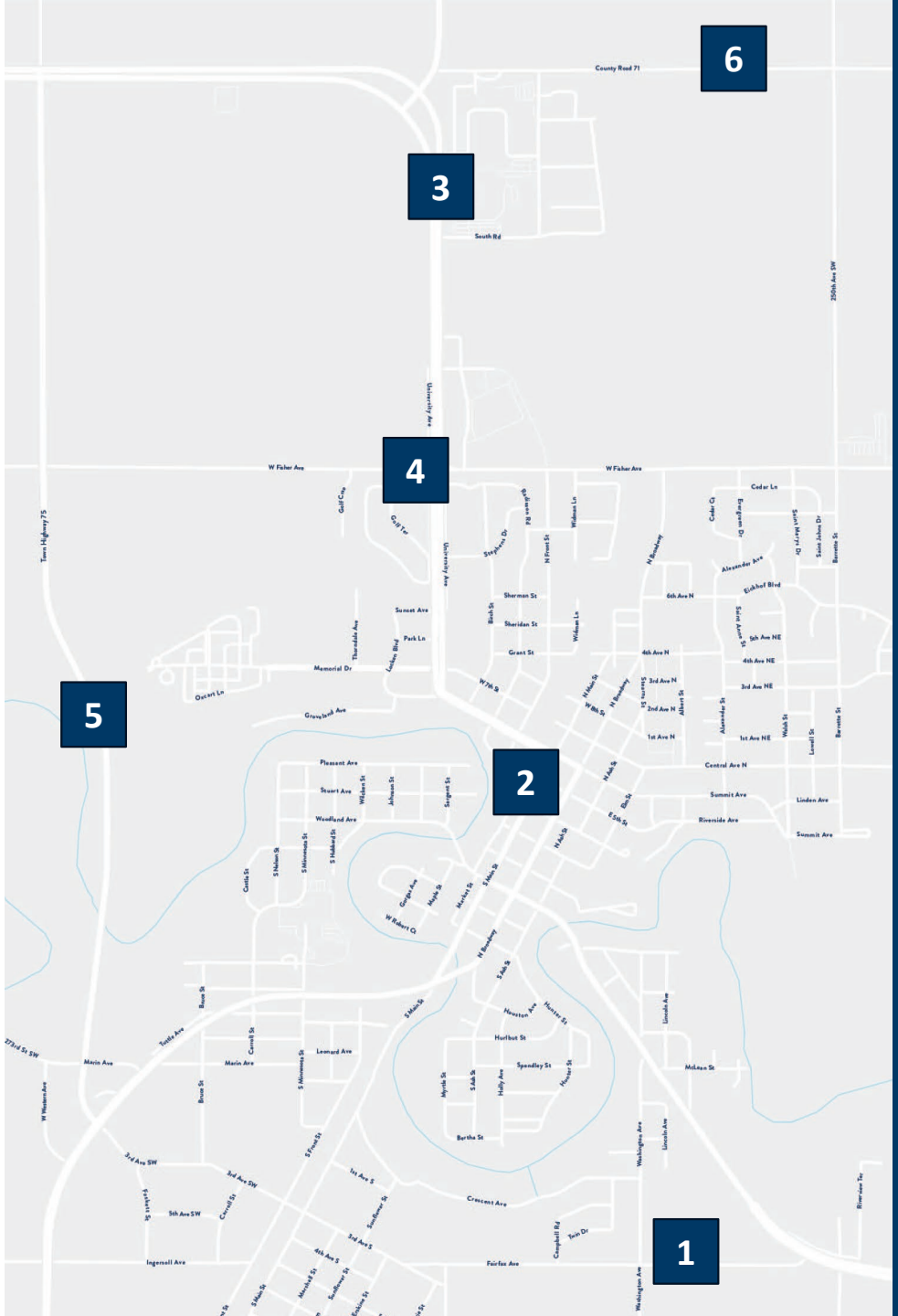
2 *Truck traffic through downtown Crookston makes streets unsafe. Trucks and other non-local traffic should by-pass Crookston.*

3 *It would be great to see the trail along University Ave by campus continue further north.*

4 *Crossing University Ave at Fisher is complex and difficult during peak travel times every day.*

5 *"I would love to see a trail along Hwy 75 connecting to Kreutzberg and up to the golf course along Fisher Ave. Castle Park is just to the east and connecting to that would also be a huge asset."*

6 *"I often see people running and biking along this county road, it would be a great amenity for Crookston and the University to have a trail here. The trail could be for walking, rolling, biking, and for horseback riding, as the University has a strong equestrian program."*



Community Conversations Summary

Locations: The Cove Youth Center, Golden Link Senior Center, Ox Cart Days

Proximity

Crookston is walkable and bikeable because everything is close! But safe or comfortable routes are lacking

Sidewalks

Where sidewalks do exist, there are often maintenance issues: cracks, bumps, no pedestrian ramps, overhanging branches and unshoveled

Recreation and Nature

Great recreational assets exist in Crookston but should be more accessible and connected. The river is especially under-utilized.

Connected neighborhoods

Neighborhoods are great places for walking, biking, and recreating but are not well-connected to the rest of town

Truck Routing

Trucks often end up on city streets rather than routing around town, which makes streets feel extra unsafe and uncomfortable

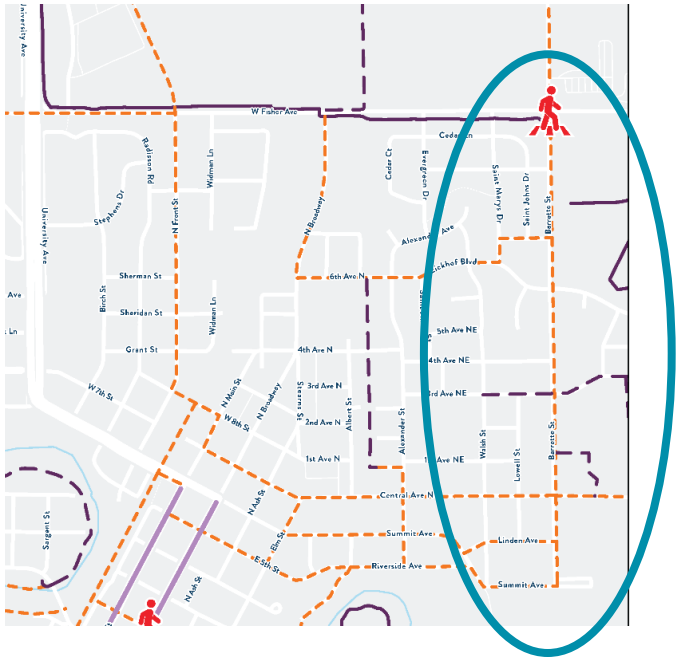
Barriers

Several wide and busy streets form barriers to traveling to different parts of town (e.g. Barrette, Central, Broadway, Fisher)

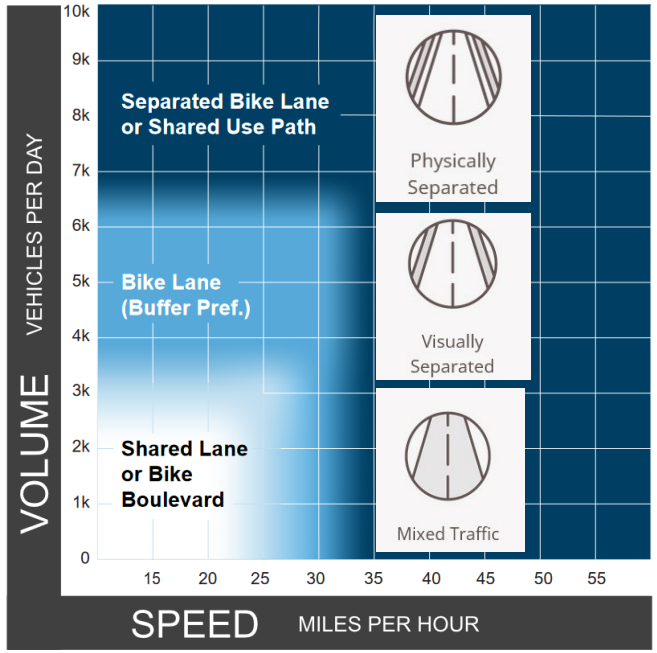
Active Transportation Today

Gaps, Strengths and Opportunities for Action

EXISTING NETWORK



SAFETY



EQUITY AND CONNECTIVITY

Images: Crookston Public Schools, KROX

Community Input Insights ➡

Children and families consistently access Highland Elementary, Highland Park, Bob's Pond, and the Sports Center along Barrette St, but feel unsafe without sidewalks or a bike facility.

Opportunities for Action ➡

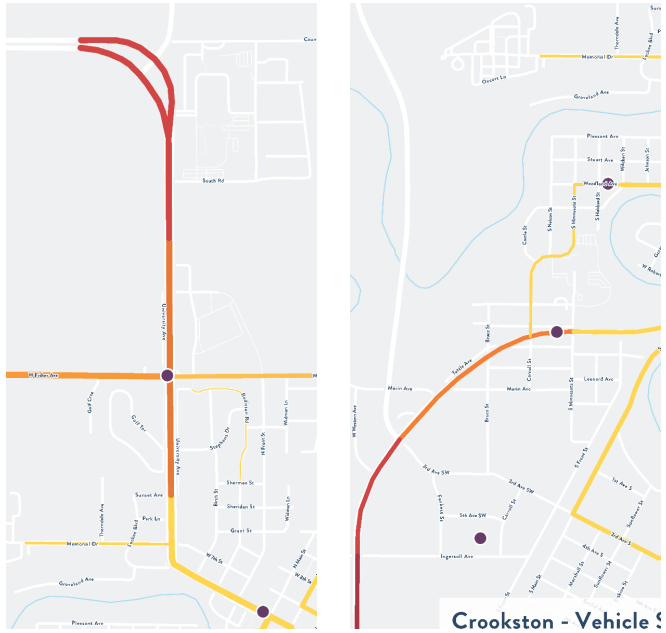
A separated bike facility and sidewalk along Barrette St and Central Ave would connect residences to nearby destinations.

Active Transportation Today

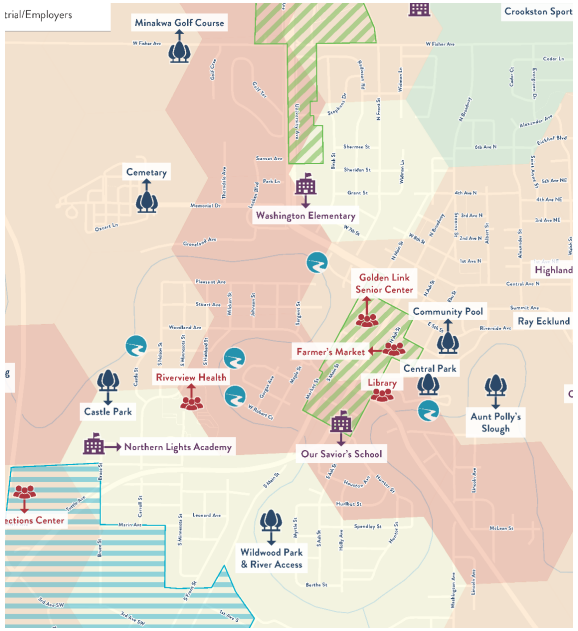
Gaps, Strengths and Opportunities for Action

EXISTING NETWORK

SAFETY



EQUITY AND CONNECTIVITY



Community Input Insights ➡

Hwy 2 and Old Hwy 75 are car-centric connections between commercial and employment centers without accommodations for people walking, biking, or rolling.

Opportunities for Action ➡

Create active transportation routes between University Ave, Downtown, and Old Hwy 75 to allow commuting and errand trips by walking, biking, or rolling

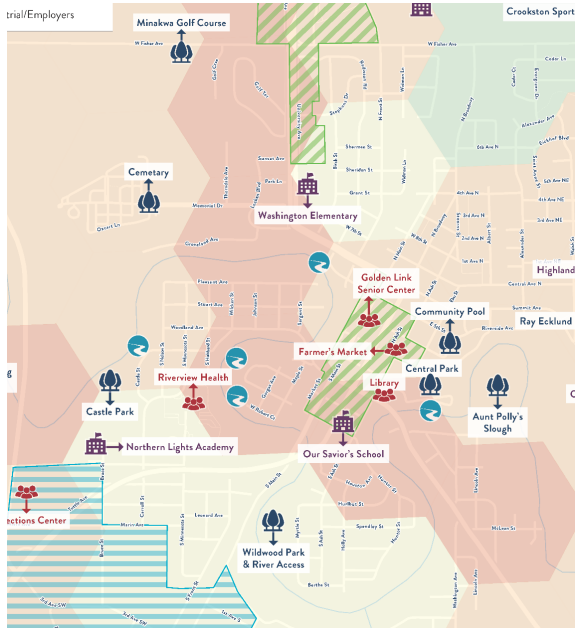
Active Transportation Today

Gaps, Strengths and Opportunities for Action

EXISTING NETWORK

SAFETY

EQUITY AND CONNECTIVITY



Community Input Insights ➡

Sidewalks around the city are lacking in maintenance and ADA compliance. In some places it is easier and comfortable to walk or roll in the street.

Opportunities for Action ➡

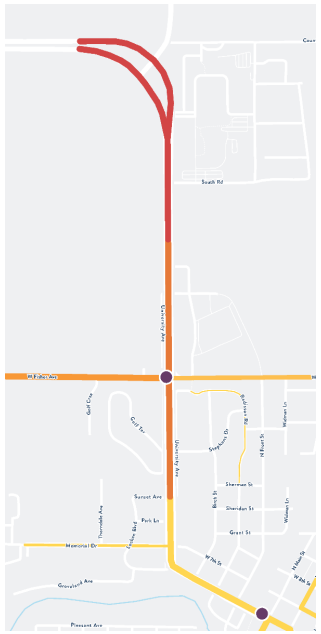
Revisit sidewalk maintenance policy. Is there opportunity for increased inspection or partnership between property owners and the city to fund repairs?

Active Transportation Today

Gaps, Strengths and Opportunities for Action

EXISTING NETWORK

SAFETY



EQUITY AND CONNECTIVITY

University of Minnesota Crookston

Crookston Public Schools

Community Input Insights ➡

University students feel disconnected from the rest of the city. It is difficult and uncomfortable to walk along University Ave because of vehicle volumes and speeds and unwelcoming crossings.

Opportunities for Action ➡

A long-term plan to calm traffic and beautify the University Ave corridor, creating a north-end “gateway” into Crookston. Establish and reinforce walking and biking routes to UMC.

Where We're Going - Our Streets Tomorrow

SECTION 4

What are we proposing?

This section of the Active Transportation Action Plan presents the projects, policies, and programs that will help Crookston achieve its vision of a safe, inclusive, and connected network of accessible bicycle and pedestrian facilities.

The public engagement events and surveys, walk and bike audits, visioning exercises, and study of existing conditions all have informed the recommendations in this section.

Projects are construction of physical infrastructure to create a network of dedicated space for people walking and cycling. Route projects enable people to walk or bike along a street or trail corridor. Intersection projects help people navigate the confluence of streets and crossings where many conflicts between road users occur.

The plan outlines two time-frames for projects.

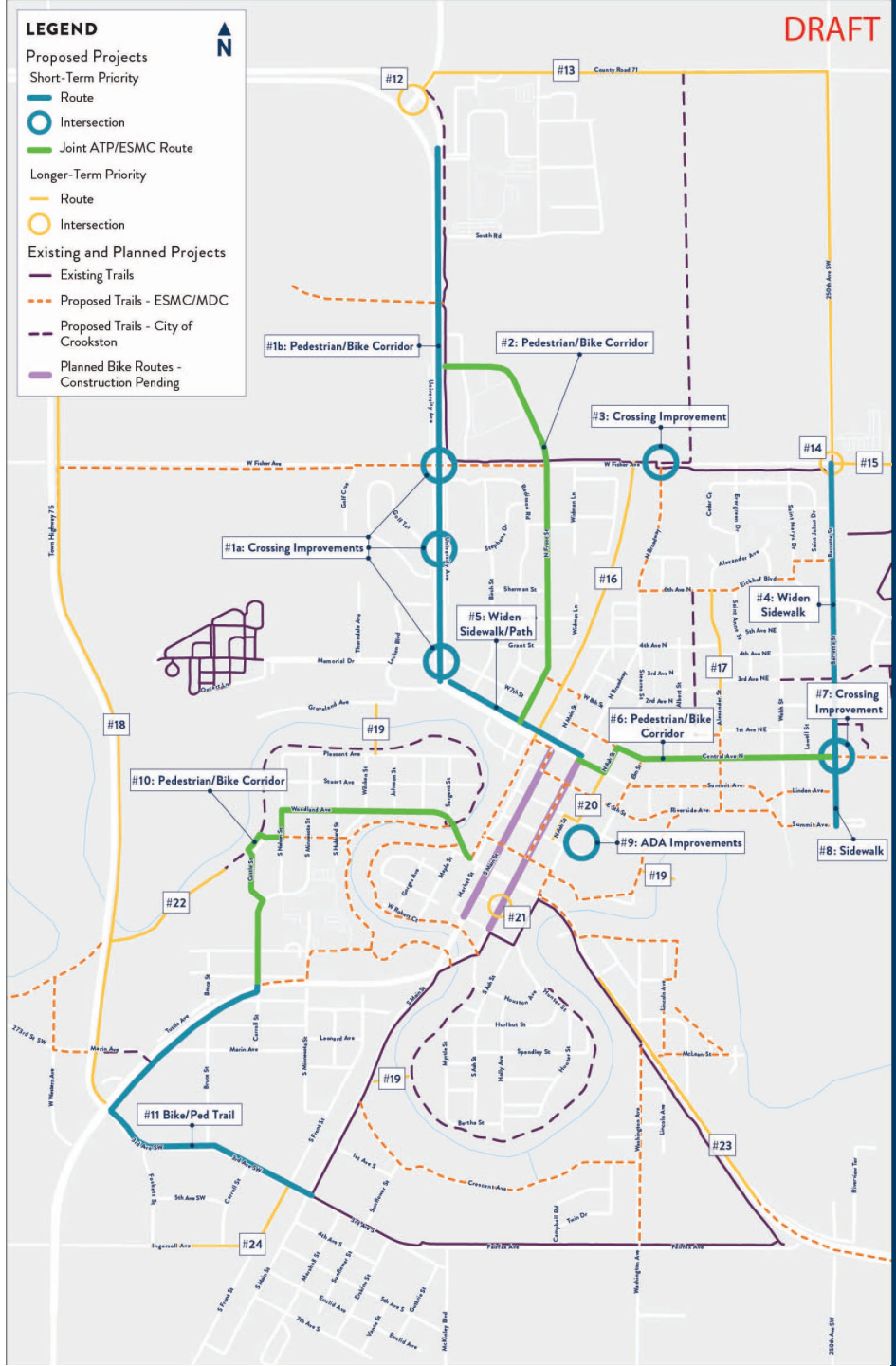
- Shorter-term projects can have major action taken within 5 years of the completion of this plan. Some of the shorter-term projects align with important routes proposed by the Empowering Small Minnesota Communities trail plan.
- Longer-term projects are intended for implementation over 5 to 10 years.

Policies are legislation or ordinances that would improve safety and comfort for people walking and biking city-wide and enable future infrastructure construction. Programs are groups, committees, and campaigns that can advise, advocate, and build a culture of active transportation. Practices are additional actions for city departments, local businesses, and residents to remove barriers for people walking and biking.

The map on page 4-3 presents all shorter-term and longer-term projects. The following pages 4-4 to 4-16 list the action items to achieve shorter-term projects.

Active Transportation Priority Network and Projects | **Crookston**

1. *University Ave Pedestrian Corridor and Crossings*
2. *Front St Pedestrian/Bike Corridor*
3. *Fisher Ave and Broadway Crossing Improvements*
4. *Barrette St Sidewalk*
5. *W 6th St Path*
6. *Central Ave Bike Corridor*
7. *Barrette St & Central Ave Intersection Improvements*
8. *Ray Ecklund Park Sidewalk*
9. *Central Park ADA Improvements*
10. *Castle Park Bike Route*
11. *Old Highway 75 Path*



Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

This project is linked to **MnDOT's 2029 project** on Hwy 2 from Main and Broadway to Co Rd 71.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#1a: Crossing improvements on University Ave	Identify and implement short-term crossing improvements on University Ave at three locations: 7th St, Stephens Dr/Golf Terrace and Fisher Ave.	*Improve connection between neighborhoods west of University Ave to the rest of town.*

Action Step: What is a next step(s) to take?	Time Period
❑ Continue engagement with MnDOT and County on short- and long-term visions for University Ave and what can be incorporated into MnDOT's 2029 construction project. Potential improvements could include advance stop bars, RRFBs, crosswalk markings, curb ramp paving, median refuges, crossing improvements on frontage road and gateway treatments.	2026-2027 (YEARS 0-1)
❑ Document and share priorities for long-term improvements in this section of Hwy 2 with MnDOT: separated multi-use path on both sides of the road carried through intersections, with enhanced east-west crossings; road diet, and urbanization. Documentation could be a staff letter, city council resolution, or recurring meetings with district staff – district staff can help determine the most productive way to document and share priorities.	2026-2027 (YEARS 0-1)
❑ Establish regular ongoing communication with MnDOT to determine where best to construct shared-use path – City or State right-of-way.	2026-2027 (YEARS 0-1)
❑ Engage Washington Elementary to understand issues and needs related to crossing University Ave and share findings with MnDOT to inform 2029 reconstruction.	2026-2027 (YEARS 0-1)
❑ Engage residents in surrounding neighborhood and school families to understand demand for crossing.	2026-2027 (YEARS 0-1)
❑ Engage city council and the Northwest Regional Development Commission to commit local portion of funding.	2028-2029 (YEARS 2-3)
❑ Implement improvements to City-owned street segments with available funding.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#1b University Ave Multi-modal Corridor	Construct a multi-use path along 6th St and University Ave from Main St to the University of MN – Crookston. Calm adjacent traffic on Hwy 2	Create a direct walking and biking route from downtown to UMC, including businesses, schools, and other destinations along University Ave. Implement equestrian accommodations along University Ave. Establish a northern "gateway" for traffic entering on Hwy 2

Action Step: What is a next step(s) to take?	Time Period
❑ Continue engagement with MnDOT and County to determine which items could be constructed as part of 2029 reconstruction between Front St and 7th St.	2026-2027 (YEARS 0-1)
❑ Formally document and share priorities for long-term improvements in this section of Hwy 2 with MnDOT in advance of 2029 project: separated multi-use path on both sides of the street carried through intersections, with enhanced east-west crossings; road diet, lane reduction.	2026-2027 (YEARS 0-1)
❑ Establish regular ongoing communication with MnDOT to determine where best to construct shared-use path – City or State right-of-way.	2026-2027 (YEARS 0-1)
❑ Coordinate with UMC student affairs, grounds staff, and administration to ensure project meets the University's needs.	2026-2027 (YEARS 0-1)
❑ Seek state and federal active transportation funding to construct shared-use path, on City property if necessary. Engage city council to commit city portion of funding.	2028-2029 (YEARS 2-3)
❑ Implement improvements to City-owned street segments with available funding. Install gateway signage and vegetation at north end of corridor.	2030-2031 (YEARS 4-5)
❑ Continue advocating City vision for an urbanized cross-section of University Ave to MnDOT for future reconstruction from 7th St to the north.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#2: Pedestrian/Bike Corridor on Front St	Create a shared-use path along Front St between 6th St and University Ave, starting with a short-term low-cost demonstration project to inform a potential future permanent project. Include improvements to the intersection with Fisher Ave.	*Provide a safer and more comfortable pedestrian and bicyclist route for people traveling between downtown and the University of MN, Crookston.*

Action Step: What is a next step(s) to take?	Time Period
❑ Engage Ward 2 and 6 residents and city council.	2026-2027 (YEARS 0-1)
❑ Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on multi-use paths.	2026-2027 (YEARS 0-1)
❑ Engage Polk County to discuss warrants for traffic signal or PHB at Fisher Ave, and possible exceptions.	2026-2027 (YEARS 0-1)
❑ Conduct traffic and pedestrian counts to understand demand for improved crossings.	2026-2027 (YEARS 0-1)
❑ Develop plan for demonstration project to stripe shared-use path on one side of Front St and remove parking.	2026-2027 (YEARS 0-1)
❑ Develop plan for demonstration project(s) to calm traffic, a noted issue, with temporary painted curb extensions and/or median, among other possible treatments, signage and delineators.	2026-2027 (YEARS 0-1)
❑ Implement and evaluation demonstration projects.	2028-2029 (YEARS 2-3)
❑ Depending on demonstration project outcome, pursue funding and council approval of permanent shared-use path.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#3: Crossing Improvement – Fisher Ave and Broadway	Install traffic calming measures and potentially a traffic signal or pedestrian hybrid beacon (PHB) near the intersection of Broadway Ave and Fisher Ave, starting with demonstration project.	*Strengthen a connection between residential neighborhoods and Crookston High School.*

Action Step: What is a next step(s) to take?	Time Period
❑ Engage Ward 6 residents and city council.	2026-2027 (YEARS 0-1)
❑ Engage Polk County to discuss warrants for traffic signal or PHB at this location, and possible exceptions.	2026-2027 (YEARS 0-1)
❑ Conduct traffic and pedestrian counts to understand demand for improved crossing.	2026-2027 (YEARS 0-1)
❑ Develop plan for demonstration project to calm traffic with temporary painted curb extensions and/or median, among other possible treatments, signage and delineators.	2026-2027 (YEARS 0-1)
❑ Implement and evaluate demonstration project.	2028-2029 (YEARS 2-3)
❑ With County, pursue installation of traffic signal or PHB	2028-2029 (YEARS 2-3)
❑ Depending on demonstration project outcome, pursue funding and council approval of permanent intersection improvements.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#4: Widen Sidewalk on Barrette St	Provide additional space for people to walk, bike and roll separated from traffic on Barrette St from Fisher Ave to Central Ave starting with short-term low-cost demonstration project.	*Provide a safer and more comfortable active transportation route on a continuous segment on the east side of town, connecting key destinations such as Highland Elementary and Cathedral School, nearby parks, and Sports Center complex.*

Action Step: What is a next step(s) to take?	Time Period
❑ Engage Ward 3 and Ward 6 residents and city council.	2026-2027 (YEARS 0-1)
❑ Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on shared-use paths.	2026-2027 (YEARS 0-1)
❑ Develop plan for demonstration project to stripe shared shoulder on one side of Barrette St and remove parking.	2026-2027 (YEARS 0-1)
❑ Implement and evaluation demonstration project.	2028-2029 (YEARS 2-3)
❑ Depending on demonstration project outcome, pursue funding and council approval of permanent shared-use path (widening existing sidewalk from 5-6 ft to 10+ ft).	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#5: Widen Sidewalk/Trail on 6th St	Widen existing sidewalk into a shared-use path along the north side of 6th St.	*Create a direct active transportation route from downtown to Washington Elementary School.*

This project is linked to **MnDOT's 2029 project** on Hwy 2 from Main and Broadway to Co Rd 71.

Action Step: What is a next step(s) to take?	Time Period
❑ Continue engagement with MnDOT and County to determine if path could be constructed as part of 2029 reconstruction between Front St and 7th St.	2026-2027 (YEARS 0-1)
❑ Engage adjacent property owners and city council. Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on multi-use paths.	2026-2027 (YEARS 0-1)
❑ Establish regular ongoing communication with MnDOT to determine where best to construct shared-use path – City or State right-of-way.	2026-2027 (YEARS 0-1)
❑ Seek state and federal active transportation funding to construct shared-use path. Engage city council to commit city portion of funding.	2028-2029 (YEARS 2-3)
❑ Implement improvements concurrent with 2029 MnDOT construction project.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#6: Pedestrian/Bike Corridor on Central Ave	Create bike lanes along Central Ave, starting with a short-term low-cost demonstration project to inform potential future project.	*Improve safety and comfort for people biking to Highland Elementary, Ray Ecklund complex, and other parks and schools nearby.*

Action Step: What is a next step(s) to take?	Time Period
❑ Develop plan for demonstration project to stripe bike lanes on both sides of Central Ave to create dedicated space for people biking, removing parking where necessary.	2026-2027 (YEARS 0-1)
❑ Engage residents along Central Ave to communicate demonstration project purpose	2026-2027 (YEARS 0-1)
❑ Implement and evaluation demonstration project. Share outcomes with public, Central Ave residents, and city council.	2028-2029 (YEARS 2-3)
❑ Depending on demonstration project outcome, pursue funding and council approval of permanent separated bike facility, or iterate on demonstration project by trying wider bike lanes, additional buffer, or flex posts.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#7: Crossing Improvements at Barrette St and Central Ave	Add safety and traffic calming improvements at Barrette St and Central Ave, potentially starting with demonstration installations of curb extensions and a neighborhood traffic circle.	*Improve safety and comfort for people walking to Highland Elementary, Ray Ecklund complex, and other parks and schools nearby.*

Action Step: What is a next step(s) to take?	Time Period
❑ Engage Ward 6 residents and city council.	2026-2027 (YEARS 0-1)
❑ Develop plan for demonstration project. Project could potentially include painted curb extensions on intersection approaches, traffic circle, and appropriate temporary signage and delineators. Accommodate proposed bike lanes on Central Ave (Project #6) in demonstration project design.	2026-2027 (YEARS 0-1)
❑ Implement and evaluate demonstration project, sharing results with city council and Ward 6 residents.	2028-2029 (YEARS 2-3)
❑ Depending on demonstration project outcome, pursue funding and council approval of permanent intersection improvements.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#8: Sidewalk on Barrette St	Construct a walking path on the east side of Barrette St south of Central Ave through Ray Ecklund Complex.	*Provide a safer and more comfortable pedestrian route for people accessing the park and the schools in the vicinity, and for residents of the Benedictine Living memory care facility.*

Action Step: What is a next step(s) to take?	Time Period
❑ Engage Ward 3 residents and city council.	2026-2027 (YEARS 0-1)
❑ Engage Parks and Recreation staff to determine sidewalk route, coordinating with baseball field renovations.	2026-2027 (YEARS 0-1)
❑ Remove vehicle parking on the east side of the street to make park users more visible to motorists. Explore a parking-share agreement with Diocese of Crookston to allow park users to park in cathedral lot.	2026-2027 (YEARS 0-1)
❑ Review City sidewalk assessment policy. Update to accurately assess nearby residents for sidewalks on City property.	2026-2027 (YEARS 0-1)
❑ Implement project.	2026-2027 (YEARS 0-1)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#9: ADA Improvements in Central Park	Update and connect sidewalks and trails to provide ADA-compliant access routes between Crookston Library, Pool, and camping facilities.	*Allow all residents to enjoy Crookston's public ammenities, connected by direct, accessible paths.*

Action Step: What is a next step(s) to take?	Time Period
❑ Hold public engagement events to determine community needs and goals for connecting the library, pool, and camping in Central Park. ❑ Walk-and-roll audit ❑ Pop-up tabling ❑ Evening-length public meetings at library	2026-2027 (YEARS 0-1)
❑ Engage City Council and Northwest Development Commission to secure funding for design and construction.	2026-2027 (YEARS 0-1)
❑ Implement improvements.	2028-2029 (YEARS 2-3)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#10: Pedestrian/Bike Corridor on Woodland Ave and Castle St	Create a multiuse trail along Woodland Ave, Castle St, and Carroll St between Main St and Old Hwy 75, starting with a short-term low-cost demonstration project to inform potential future project.	*Provide a safer and more comfortable pedestrian route for people crossing the river from downtown to the west, and traveling to the hospital, parks, and businesses in the southwest of Crookston.*

Action Step: What is a next step(s) to take?	Time Period
❑ Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on shared-use paths.	2026-2027 (YEARS 0-1)
❑ Develop plan for demonstration project to stripe shared shoulder on one side of Woodland Ave, Nelson St, Castle St, and Carroll St, removing parking where necessary.	2026-2027 (YEARS 0-1)
❑ Re-stripe vehicle lanes on Woodland Ave bridge to accommodate demonstration bike and pedestrian lanes	2028-2029 (YEARS 2-3)
❑ Implement and evaluation demonstration projects.	2028-2029 (YEARS 2-3)
❑ Depending on demonstration project outcome, pursue funding and council approval of permanent shared-use path.	2030-2031 (YEARS 4-5)
❑ Continue engaging the Army Corps of Engineers concerning the long-term feasibility of a trail along the flood control dike.	2030-2031 (YEARS 4-5)

Project Actions

The following are priority project actions that will support the implementation of active transportation improvements.

Project	Action: What is being suggested?	Description: What is the project opportunity?
#11: Bike/Ped Trail on Old Hwy 75	Construct a multiuse path along 3rd Ave S and Old Hwy 75, from Main St to Carroll St.	*Provide an active transportation connection to and through the commercial, industrial, and employment centers in the southwest of Crookston, and create additional connections to Castle Park and the hospital. Extend the Veteran's Memorial Walkway.*

Action Step: What is a next step(s) to take?	Time Period
❑ Engage adjacent property owners, nearby residents, and employees of nearby businesses to confirm the best routing.	2026-2027 (YEARS 0-1)
❑ Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on multi-use paths.	2026-2027 (YEARS 0-1)
❑ Secure consultant support to develop preliminary trail plan	2028-2029 (YEARS 2-3)
❑ Work with City Council, the Northwest Regional Development Commission, and MnDOT to apply for funding.	2028-2029 (YEARS 2-3)
❑ Work with adjacent property owners to secure easements where necessary.	2028-2029 (YEARS 2-3)
❑ Construct project.	2030-2031 (YEARS 4-5)

Longer-Term Projects

The following are projects documented during this planning process that Crookston can pursue once short-term projects are underway or complete

Project	Name	Description
#12	Roundabout at Hwy 2 and Hwy 75	Construct a roundabout to reduce traffic conflicts and control vehicle speeds entering the city.
#13	Northeast multi-modal path	Create a multiuse path on CR 71 and 250th Ave SW to complete a walking and biking loop around UMC.
#14	Fisher Ave and Barrette St gateway	Install traffic calming measures, such as curb extensions, narrowed lanes, median pedestrian refuges, or a traffic circle to slow vehicles and reinforce the western entrance to Crookston.
#15	Fisher Ave path extension	Extend the multiuse path along Fisher Ave to the west towards future development.
#16	Rail-with-trail	Post, sign, and maintain an unpaved trail parallel to the railroad between Fisher Ave and 6th St.
#17	Alexander St traffic calming and bike lane	Install vehicle speed reduction measures, such as speed-feedback signs and narrower lanes. Determine and construct an appropriate bike facility.
#18	Hwy 75 bike path	Construct a bike facility from Old Hwy 75 to Hwy 2 along Hwy 75.
#19	Pedestrian river crossings	Construct bridges to enable pedestrian connections across the Red Lake River between neighborhoods and parks.
#20	Ash St traffic calming	Install speed reduction measures on Ash St between 6th St and 3rd St.
#21	Intersection improvements at Broadway and Fletcher St	Relocate Post Office dropbox. Ensure pedestrian access to Post Office entrances and drop box.
#22	Kreutzberg Property to Castle Park	Create a separated trail across Hwy 75 to connect the two parks
#23	Old Hwy 75 path extension	Create a spur of the Old Hwy 75 path (see Project #11) to connect new development to the southwest.

Policy Actions

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

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Complete Streets Policy	Adopt a Complete Streets policy.	Complete Streets policies are an approach that integrates people and place in the planning, design, construction, operation and maintenance of streets. This helps to ensure streets put safety over speed, balance the needs of different modes and support local land uses, economies, cultures and natural environments. Complete Streets are most often achieved by passing binding ordinances, laws or resolutions, and then putting it into practice by implementing plans like an Active Transportation Plan or during annual re-striping projects.	❑ Assign a staff working group to draft a Complete Streets Policy based on Smart Growth America and the National Complete Streets Coalition guidance: *The Complete Streets Policy Framework*.	2026-2027 (YEARS 0-1)
Toward Zero Deaths	Make an official and public commitment to a Toward Zero Deaths goal to achieve zero traffic fatalities or severe injuries among all road users within a set timeframe.	Toward Zero Deaths is a strategy to eliminate all traffic fatalities and severe injuries. A local policy lays out goals, timeline, stakeholders and a commitment to multi-disciplinary cooperation and collaboration, community engagement, transparency and equitable outcomes. Establishing a Toward Zero Deaths goal can help justify other changes in how streets are designed, maintained and operated which improves safety for all. Minnesota Toward Zero Deaths (TZD) is a program and network to support local and statewide traffic fatalities or severe injury reduction goals. *Learn more and join the Minnesota TZD network.*	❑ Educate and advance a Toward Zero Deaths goal for all road users within a set timeframe with the mayor, city council and city manager.	2028-2029 (YEARS 2-3)

Policy Actions

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

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Safer Speed Limits	Set citywide default speed limits at 25 mph. If desired or more politically feasible, set default speed limits by category of street (e.g., 25 mph on city arterials, 20 mph on non-arterials like neighborhood and downtown streets zones).	Research continues to conclude that vehicle speed is one of the most significant causes of both crashes and fatalities on U.S. roadways. A Safe System Approach provides a consistent, rational and scalable approach to how speed is managed, including the way speed limits are set based on recommendations from the National Transportation Safety Board. Minnesota Statute (Section 169.14, Subd. 5h- Speed limits on city streets) allows cities to set speed limits on city streets in a consistent and understandable manner as identified by the city's safety, engineering and traffic analysis.	❑ Partner with law enforcement to analyze speed data to evaluate and prepare a recommendation to council using the National Association of City Transportation Officials (NACTO) guide: *City Limits Setting Safe Speed Limits on Urban Streets*.	2028-2029 (YEARS 2-3)

Policy Actions

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

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Sidewalk Maintenance Policy	Review and update city sidewalk maintenance and repair policy	Sidewalk repair is an ongoing maintenance need for cities. Neglecting repairs makes streets less accessible, especially for people who use wheelchairs, canes or walkers. A good sidewalk maintenance policy includes: (1) identification of defective conditions; (2) development of an inspection procedure and schedule; (3) prioritization of replacement and repair; (4) development of equitable cost recovery mechanisms (e.g., city pays in full, assess the costs to property owners, in which case a clear policy and procedure is needed or other options such as shared cost or bill of sale policies); and (5) response process to resident complaints and concerns.	❑ Convene city working group to review city policy, compare approaches of other cities, and recommend changes or additions ❑ Seek city council approval of updated policy	2026-2027 (YEARS 0-1)

Policy Actions

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

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Bike Parking	Update parking ordinances to ensure bike parking is required in future street and land use projects.	Secure, well located and highly accessible bike parking is necessary for biking to be a viable transportation option. It is a relatively compact and cost-effective parking strategy. Many cities have minimum ordinances for bike parking and bike racks. These requirements can include the number of spaces needed, where to locate them, availability of short- and long-term options and how to install. To encourage installation of bike parking ordinances often apply to new developments, counting toward vehicle parking requirements. *Resource: Essentials of Bike Parking, Association of Pedestrian and Bicycle Professionals*	❑ Review current parking and land-use/development ordinances to evaluate bike parking requirements and develop recommendations to increase bike parking.	2028-2029 (YEARS 2-3)

Policy Actions

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

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Land Use, Development Code	Review and update, or create, land use development code related to active transportation users and trips	Land use is a big factor in supporting active trips. Compact, mixed-use development with short blocks, pedestrian and bike-only links or trails, buildings that front the street, ample bike parking and minimal to no off-street parking requirements for vehicles allows active transportation (including transit) to work more effectively. Higher housing density located in and near downtowns, town centers or mixed-use commercial districts is key to addressing local housing needs and mode shift. Density can be done well. Many cities are incentivizing Accessory Dwelling Units (ADUs) on residential, single family zoned, properties by eliminating off-street parking requirements to support this incremental development strategy.	❑ Convene city staff working group to evaluate existing code and propose changes ❑ Seek city council approval of new or updated code	2028-2029 (YEARS 2-3)

Program Actions

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

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Neighborhood Traffic Calming Program	Create a traffic calming program, including an implementation budget for public works.	Cities of all sizes are creating neighborhood traffic calming programs to ensure a more fair, equitable, transparent and efficient process to support neighborhood safety, citywide speed limit reductions, Toward Zero Deaths traffic safety goals, Complete Streets and/or active transportation plans. Programs typically include: (1) clear guidance on how residents can apply, often with 60% or greater block support; (2) criteria that guides Public Works data collection, design recommendation and project ranking; (3) annual funding to allocate funds based on project ranking; (4) process for public works to implement and keep the neighborhood involved in all the steps; and (5) post-installation data collection and evaluation process.	❑ Assign staff to review other communities' traffic calming programs and draft program recommendations.	2030-2031 (YEARS 4-5)
Bicycle Rack and Corral Cost Share Program	Develop a bike rack and corral cost share program.	Cities are instituting bike rack programs that allows businesses and other eligible organizations to request bike racks for the public right of way in front of their property. This includes bike corrals that can store 10-12 bikes , including covered, placed in an on-street parking stall. Minneapolis allows eligible businesses to be reimbursed up to 50% of the bicycle rack or corral cost and 50% of the installation cost. Schools, libraries, parks and other eligible public facilities can request to receive racks at no cost.	❑ Assess current bike parking availability and develop recommendations to increase bike parking through a cost share bike rack and corral program.	2030-2031 (YEARS 4-5)

Program Actions

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

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Safe Routes to School (SRTS)	Continue to support local Safe Routes to School program efforts.	Safe Routes to School programs improve safety, reduce traffic and improve air quality near schools through a multidisciplinary approach that is structured around the "6 Es." These are evaluation, education, encouragement, equity, engagement and engineering. Cities can continue to support by leading engineering efforts by prioritizing active transportation investments along key routes to school. Related to education, in 2023 state legislation was passed that requires all public-school students receive instruction in safe walking and bicycling skills at the beginning of the school year. *Resource: Walk and Bike Safety Education for K-8 Students, MnDOT*	❑ Work with school partners to apply for MnDOT planning, boost or infrastructure grants to enact this Action Plan and a SRTS Plan. *See MnDOT's Safe Routes to School Grant Funding page for opportunities.*	2026-2027 (YEARS 0-1)

Program Actions

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

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
School Streets and Park & Walk Programs	Pilot School Streets and/or Park & Walk in partnership with neighborhood schools.	School Streets are temporary car-free zones adjacent to or leading up to a school. School Streets help manage traffic and improve safety during school arrival and dismissal by eliminating vehicle congestion in front of schools. This creates an environment that encourages children and caregivers to walk, bike, roll, play and learn before, during and after school. Often School Streets are paired with Park & Walk zones where school buses and/or caregivers drop students at an established location(s) a few blocks from school. School staff, parents and other volunteers walk the kids to/from school.	❑ Collaborate with school partners and neighborhood residents on a School Street pilot. *See Minnesota Safe Routes to School Guide on School Streets and Park & Walk and learn from Seattle Department of Transportation School Streets.*	2030-2031 (YEARS 4-5)

Program Actions

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

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Open Streets	Pilot an Open Streets event, potentially as part of Ox-Cart Days Festival	Open Streets are programs that temporarily open streets to people walking, biking, scooting and rolling by closing them to cars. These transformations allow for a range of activities that promote economic development, facilitate active transportation and provide new ways for community members to enjoy cultural programing and build community. *Resource: Open Streets Toolkit, 8-80 Cities and Street Plans*	❑ Form an Open Streets coalition or team to lead the effort.	2028-2029 (YEARS 2-3)
Trail Wayfinding Signage	Establish bike and pedestrian route wayfinding signage to advertise the preferred route to parks and other public destinations for people walking, biking, and rolling.	Public engagement conducted during the development of this plan revealed that Crookston residents enjoy visiting parks and public amenities but feel challenged to navigate between them using active transportation. A system of consistent, unified wayfinding signage that directs people to and along the most comfortable route would remove a barrier that people face in choosing to walk, bike, or roll.	❑ Form an AT wayfinding group to identify biking, walking, and rolling routes. ❑ Design a style guide for signage with the help of City communications staff. ❑ Continually ensure that route signage reflects ongoing construction of new AT infrastructure.	❑ 2028-2029 (YEARS 2-3)

Practice Actions

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

Practice	Action: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?	Time Period
Complete Streets Checklist	Develop a Complete Streets checklist to be used by public works and planning.	Complete Streets checklists are used to help put Complete Streets Policies into practice. Checklists are used at the start of any project to summarize data and information about the street and surrounding land use, record details of the project and identify specific improvements that can be incorporated. See an example of a Complete Streets Checklist.	❑ Draft a Complete Streets Checklist to use in support of Complete Streets Policy.	2028-2029 (YEARS 2-3)
Design Guidance	Adopt or endorse national or state street design guides.	Rewriting street design guides can be time intensive and cost prohibitive for many communities. To support implementation of Complete Streets and this Action Plan, adopt or endorse state and national design guides to enable the use of best practices and design flexibility. Such as: • National Association of City Transportation Officials (NACTO) Urban Street Design Guide • NACTO Urban Bikeway Design Guide and Designing for Small Things with Wheels (guidance on e-bikes) • Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks • MnDOT Bicycle Facility Design Manual	❑ Review and adopt or endorse design guide(s) to be used by city staff and consultants on street projects.	2028-2029 (YEARS 2-3)

Practice Actions

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

Practice	Action: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?	Time Period
Bike Parking	Update bicycle parking practices to expand bicycle racks in the right of way to accommodate the diversity of bike types (e.g., adaptive and cargo bikes, e-bikes, scooters).	Cities have been providing on-street parking, often for free, for vehicles for decades. To help encourage and achieve local mode shift goals and ensure biking is a viable transportation option, future capital street projects should include an approach to reserving curbside or furnishing zone of sidewalks for bike racks. These spaces should include covered, weather protected, options, support electric charging needs and accommodate larger bikes (e.g., cargo or adaptive). Bike racks can be customized to reflect the character of the community and serve as a public art element.	❑ Complete a citywide evaluation of bike rack installations and develop a process to identify locations to add bike racks across the city. ❑ Install bicycle parking with all capital street projects.	2030-2031 (YEARS 4-5)
Downtown Traffic Diversion	Develop and implement an approach to reducing through traffic through Crookston's downtown core	A common theme heard during the engagement and development of this plan is the frequency of through-traffic, rather than local traffic, that routes through Crookston and winds up on local streets, contributing to unsafe conditions. This includes passenger vehicle traffic as well as large trucks, which exacerbate the issue. It is also an acute issue during beet harvest season, with farm trucks and vehicles traveling through town. Crookston would like to find ways to limit this through-traffic and encourage use of the truck route.	❑ Engage with trucking companies to route their drivers through Crookston on the formal truck route (Hwy 2) rather than using local roads. ❑ Coordinate with MnDOT to potentially add additional truck route signage. ❑ Coordinate with surrounding communities and the county to build awareness of the issue and encourage use of the truck route for through-traffic.	2026-2027 (YEARS 1-2)

Practice Actions

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

Practice	Action: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?	Time Period
Maintenance	Ensure annual budget provides for regular maintenance and minor repairs of active transportation facilities.	Shared use paths, on-street bicycle facilities and sidewalks require regular maintenance. People walking and biking are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass and gravel. Establishing an annual process for assessing conditions and determining where repairs are needed, including addressing ADA compliance is an important practice to maintaining active transportation network.	❑ Complete a condition inventory of sidewalks, multi-use trails or paths and ADA compliance. ❑ Establish and prioritize repair locations using a data driven approach based on inventory data.	2026-2027 (YEARS 0-1)
Annual Striping Budget	Establish, or expand, annual budget for striping projects	Active transportation progress does not always require concrete, construction and moving curb lines. A lot can be achieved through lower-cost restriping projects that reallocate existing roadway space to people walking, biking, and rolling. Restriping projects allow for iterative implementation of walking and biking facilities, allowing communities to test and adjust an idea for a bike lane, curb extension, or other treatment before permanent installation. An annual striping budget allows city staff flexibility in implementation each year.	❑ Develop estimate for 2-3 active transportation striping projects and incorporate amount into annual city budget ❑ Assess and revise active transportation striping budget as part of annual city budgeting process	2026-2027 (YEARS 0-1)

Practice Actions

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

Practice	Action: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?	Time Period
Winter Maintenance	Review and update snow clearing and other winter maintenance policies and practices	Maintaining winter access for people walking and biking in the city is critically important. Winter maintenance often requires many people and institutions throughout the city help ensure paths are kept clear and passable. Currently, city ordinance requires states: Sidewalks shall be kept free of ice, snow, dirt and refuse in accordance with the provisions of city code.	❑ Expand education and awareness efforts for residents and businesses on city's sidewalk snow and ice removal ordinance, related standards and responsibilities. ❑ Establish a city-run corner clearing program. ❑ Update timeframe of snow and ice clearing of trails and protected bikeways, prioritizing clearing within 24 hours of a snow event. ❑ Determine best way to ensure existing and future on-street bike lanes and neighborhood greenways or bicycle boulevards have the same quality of snow and ice clearance as sidewalks, trails and bikeways.	2028-2029 (YEARS 2-3)

State and Federal Funding for Active Transportation

Funding for local bicycle and pedestrian projects often comes from multiple sources and typically requires collaboration among several government partners. Success depends not only on knowing the available funding programs but also on building strong relationships with key stakeholders.

Start with Partnerships:
Engage early and often with the following partners:

- County Engineer
- Regional Development Organization (RDO) or Metropolitan Planning Organization (MPO) Transportation Planner
- MnDOT District Planner
- Statewide Health Improvement Program (SHIP) Coordinators
- Local trail organizations and advocacy groups

These partners can provide technical expertise, help identify funding opportunities, and strengthen your applications. The following pages provide a summary of active transportation funding sources and programs as of 2025, as a starting point. Funding programs can change – the partners listed above can help you identify the most up-to-date programs.

Share Your Vision:
Distribute your **Active Transportation Action Plan** to these partners. This ensures alignment and demonstrates your community's commitment to expanding active transportation options. A clear plan helps partners advocate for your projects and integrate them into broader regional and state strategies.

Key Takeaways:

- Build relationships before you need funding—collaboration is critical.
- Communicate your goals clearly and consistently.
- Leverage regional and state resources to maximize your chances of success.

State and Federal Funding for Active Transportation

	Funding Program	Funding Source	Max Request	Local Match Required	Purpose
Regional Programs	MnDOT Transportation Alternatives (TA)	Federal	Varies by District	20%	A competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School and more.
	MnDOT Carbon Reduction Program (CRP)	Federal	Varies by District	20%	To fund projects that reduce carbon emissions from surface transportation.
	MnDOT Local Partnership Program (LPP)	State	Varies by District	Varies by District	To provide statewide transportation partnership opportunities with local agencies and construct highway improvements that are mutually beneficial at locations that are not currently programmed on state highways.
Statewide Programs	MnDOT Active Transportation Program Infrastructure	State	$1M	None	Provides grants and technical assistance to make walking, biking and rolling better. Our program aims to increase the number of people walking and biking to destinations.
	MnDOT Active Transportation Program Planning Assistance	State	N/A	None	To support active transportation planning efforts and quick-build / demonstration projects through planning assistance awards. Successful applicants will receive planning and technical assistance from a statewide planning consultant.
	MnDOT Safe Routes to School (SRTS) Infrastructure	State	Approx. $1M	None	To construct infrastructure that improves access and safety on prioritized routes to and at schools. Past grants have included sidewalks to schools, trails along state highways, and improved crossings on school walking routes.
	MnDOT Safe Routes to School (SRTS) Planning Assistance	State	N/A	None	To support SRTS plans for K-12 schools across Minnesota through planning assistance awards. Successful applicants will receive planning assistance provided by the Regional Development Organizations or a statewide planning consultant.

State and Federal Funding for Active Transportation

	Funding Program	Funding Source	Max Request	Local Match Required	Purpose
Statewide Programs	MnDOT Safe Routes to School (SRTS) Boost Grants	State	$50,000	None	Boost grants are intended to help boost Safe Routes to School efforts. Through these grant awards, we'll support communities with existing Safe Routes to School (SRTS) plans, or other comprehensive SRTS approaches, in advancing non-infrastructure strategies for schools that support making it safe, easy and fun for students to walk and bicycle to school.
	MN DNR Federal Recreational Trails Program	Federal	$200,000	25%	To encourage the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance.
	MN DNR Local Trail Connections Program	State	$250,000	25%	Provides grants to local units of government to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.
	Legislative-Citizen Commission on MN Resources	State	None	25% (capital projects)	“For the public purpose of protection, conservation, preservation, and enhancement of the state's air, water, land, fish, wildlife, and other natural resources."
Non-Metro Programs	MN DNR Regional Trail Grant Program	State	$300,000	25%	To provide grants to local units of government to promote development of regionally significant trails outside the seven-county metropolitan area.
	Greater MN Regional Parks and Trails Commission	State	Varies	Varies	This program has multiple application categories. Projects submitted to this program must have regional trail designation which is achieved through an approved regional trail plan (this Action Plan is does not meet regional trail plan criteria).
National Programs	FHWA Safe Streets and Roads for All (SS4A)	Federal	$5M for planning, $25M for implementation	20%	Funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.
	FHWA Reconnecting Communities Pilot	Federal	$2M for planning, $100M for implementation	20%	To provide grants, on a competitive basis, to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development.

Other Potential Funding Sources

- **Local Road Improvement Program (LRIP)**
  - LRIP - State Aid – MnDOT
  - This program focuses on highways and roads but has potential to fund active transportation facilities as part of a roadway project.
- **Federal Land Access Program (FLAP):**
  - **https://highways.dot.gov/federal-lands/programs-access**
  - This program aims to provide safe and adequate transportation access to and through federal lands for visitors, recreationists, and resource users.
- **State Park Road Account Program (SPRA):**
  - **https://www.dnr.state.mn.us/grants/recreation/parkroads/index.html**
  - This program exists to help local governments improve access to public recreation facilities.

Implementation & Next Steps - Putting Our Wheels in Motion

SECTION 5

What can we achieve in **100 DAYS?**

- **MnDOT's 2029 Hwy 2 Project**
  - Meet with MnDOT project manager and district staff to identify opportunities to include active transportation improvements in the scope of this upcoming project.
  - Engage Washington Elementary to understand issues and needs related to crossing University Ave and share findings with MnDOT to inform 2029 reconstruction.
  - Engage surrounding community to understand demand and priorities for crossing improvements.
  - Formally document and share priorities for long-term improvements in this section of Hwy 2 with MnDOT.

What can we achieve in **1 YEAR?**

- **Pedestrian/Bike Corridor on Front St**
  - Engage Ward 2 and 6 residents and city council.
  - Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on multi-use paths.
  - Engage Polk County to discuss warrants for traffic signal or PHB at Fisher Ave, and possible exceptions.
  - Conduct traffic and pedestrian counts to understand demand for improved crossing.
  - Develop plan for demonstration project to remove parking and stripe a shared-use path on one side of Front St along with traffic calming treatments.

What can we achieve in **1 YEAR?**

- **Crossing Improvement – Fisher Ave and Broadway**
  - Engage Ward 6 residents and city council.
  - Engage Polk County to discuss warrants for traffic signal or PHB at this location, and possible exceptions.
  - Conduct traffic and pedestrian counts to understand demand for improved crossing.
  - Develop plan for demonstration project to calm traffic with temporary painted curb extensions and/or median, among other possible treatments, signage and delineators.
- **Widen Sidewalk on Barrette St**
  - Engage Ward 3 and Ward 6 residents and city council.
  - Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on shared-use paths.
  - Develop plan for demonstration project to stripe shared shoulder on one side of Barrette St and remove parking.

What can we achieve in **1 YEAR?**

- **Widen Sidewalk/Trail on 6th St**
  - Continue engagement with MnDOT and County to determine if path could be constructed as part of 2029 reconstruction between Front St and 7th St.
  - Engage adjacent property owners and city council. Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on multi-use paths.
  - Establish regular ongoing communication with MnDOT to determine where best to construct shared-use path – City or State right-of-way.
- **Pedestrian/Bike Corridor on Central Ave**
  - Develop plan for demonstration project to stripe bike lanes on both sides of Central Ave to create dedicated space for people biking, removing parking where necessary.
  - Engage residents along Central Ave to communicate demonstration project purpose

What can we achieve in **1 YEAR?**

- **Crossing Improvements at Barrette St and Central Ave**
  - Engage Ward 6 residents and city council.
  - Develop plan for demonstration project. Project could potentially include painted curb extensions on intersection approaches, traffic circle, and appropriate temporary signage and delineators. Accommodate proposed bike lanes on Central Ave (Project #6) in demonstration project design.
- **Sidewalk on Barrette St**
  - Engage Ward 3 residents and city council.
  - Engage Parks and Recreation staff to determine sidewalk route.
  - Review City sidewalk assessment policy. Update to accurately assess nearby residents for sidewalks on City property.
  - Implement project

What can we achieve in **1 YEAR?**

- **ADA Improvements in Central Park**
  - Hold public engagement events to determine community needs and goals for connecting the library, pool and camping in Central Park.
  - Engage City Council and Northwest Development Commission to secure funding for design and construction.
- **Pedestrian/Bike Corridor on Woodland Ave and Castle St**
  - Develop plan for demonstration project to stripe shared shoulder on one side of Woodland Ave, Nelson St, Castle St, and Carroll St, removing parking where necessary.
- **Bike/Ped Trail on Old Hwy 75**
  - Engage adjacent property owners, nearby residents, and employees of nearby businesses to confirm the best routing.
  - Determine if City sidewalk maintenance policies require an update to specify City/resident responsibilities on multi-use paths.

What can we achieve in **3 YEARS?**

- **Crossing improvements on University Ave**
  - Engage city council and the Northwest Regional Development Commission to commit local portion of funding.
- **University Ave Multi-modal Corridor**
  - Seek state and federal active transportation funding to construct shared-use path, on City property if necessary. Engage city council to commit city portion of funding.
- **Implement and evaluate demonstration projects:**
  - Pedestrian/Bike Corridor on Front St
  - Crossing Improvement – Fisher Ave and Broadway
  - Widen Sidewalk on Barrette St
  - Pedestrian/Bike Corridor on Central Ave
- **Crossing Improvement – Fisher Ave and Broadway**
  - Pursue installation of traffic signal or PHB with county.

What can we achieve in **3 YEARS?**

- **Widen Sidewalk/Trail on 6th St**
  - Seek state and federal active transportation funding to construct shared-use path. Engage city council to commit city portion of funding.
- **Crossing Improvements at Barrette St and Central Ave**
  - Implement and evaluate demonstration project
- **Implement ADA Improvements in Central Park**
- **Pedestrian/Bike Corridor on Woodland Ave and Castle St**
  - Re-stripe vehicle lanes on Woodland Ave bridge to accommodate demonstration bike and pedestrian lanes and implement and evaluate demonstration projects.

What can we achieve in **3 YEARS?**

- **Bike/Ped Trail on Old Hwy 75**
  - Secure consultant support to develop preliminary trail plan
  - Work with City Council, the Northwest Regional Development Commission, and MnDOT to apply for funding.
  - Work with adjacent property owners to secure easements where necessary.

What can we achieve in **5 YEARS?**

- **Crossing improvements on University Ave**
  - Implement improvements to City-owned street segments with available funding.
- **University Ave Multi-modal Corridor**
  - Implement improvements to City-owned street segments with available funding. Install gateway signage and vegetation at north end of corridor.
  - Continue advocating City vision for an urbanized cross-section of University Ave to MnDOT for future reconstruction from 7th St to the north.
- **Pedestrian/Bike Corridor on Front St**
  - Depending on demonstration project outcome, pursue funding and council approval of permanent shared-use path.

What can we achieve in **5 YEARS?**

- **Crossing Improvement – Fisher Ave and Broadway**
  - Depending on demonstration project outcome, pursue funding and council approval of permanent intersection improvements.
- **Widen Sidewalk on Barrette St**
  - Depending on demonstration project outcome, pursue funding and council approval of permanent shared-use path (widening existing sidewalk from 5-6 ft to 10+ ft).

What can we achieve in **5 YEARS?**

- **Pedestrian/Bike Corridor on Central Ave**
  - Depending on demonstration project outcome, pursue funding and council approval of permanent separated bike facility, or iterate on demonstration project by trying wider bike lanes, additional buffer, or flex posts.
- **Crossing Improvements at Barrette St and Central Ave**
  - Depending on demonstration project outcome, pursue funding and council approval of permanent intersection improvements.
- **Pedestrian/Bike Corridor on Woodland Ave and Castle St**
  - Depending on demonstration project outcome, pursue funding and council approval of permanent shared-use path.
  - Continue engaging the Army Corps of Engineers concerning the long-term feasibility of a trail along the flood control dike.
- **Bike/Ped Trail on Old Hwy 75**
  - Construct project.

How Progress Can Be Measured

Measuring Progress

The Active Transportation Action Plan provides clear, practical measures to help understand whether targeted actions are working, how conditions are changing over time, and what information decision-makers need to take the next step.

Progress will be evaluated across three cross-cutting frames: **Infrastructure and Safety**, **Community Experience and Use**, and **Capacity and Implementation Readiness**. Together, these frames help track progress toward long-term outcomes using a blend of traditional active transportation measures, quality-of-experience indicators, and implementation readiness metrics.

It is a tool to monitor progress in a way that is focused, meaningful, and aligns with the Plan goals.

Forward Movement: What We Measure & Why

Measurement Frames

1. **Infrastructure & Safety**
   Tracks physical improvements, safety outcomes, and the quality of the walking and biking environment. Measures include motorists' speeds, crash trends, crossing upgraded, sidewalk gaps closed, and level-of-quality assessments.

2. **Community Experience & Use**
   Tracks how people feel, perceive, and use the trails, sidewalks, and bike lanes. Measures include community surveys, comfort levels, parent perceptions of kids walking/biking, and observed or counted walking/biking activity.

3. **Capacity & Implementation Readiness**
   Tracks the systems required to sustain active transportation progress. Measures include funding secured, partnerships strengthened, staff capacity built, policies updated, and stakeholder support.

These measures will help evaluate whether:

- **Projects are being delivered**
- **The public feels safer**
- **Infrastructure is improving in safety and quality**
- **Funding and partnerships are in place to advance the work**
- **Long-term goals are being met**

How Data Will Be Used

This framework is not just about collecting data. It's about using it to:

1. **Inform What We Do Next** – The data informs how to:
   - Identify which corridors or projects should be prioritized
   - Determine where safety interventions are needed
   - Shape grant applications with strong supporting evidence
   - Guide long-term capital planning

2. **Communicate Clearly With Elected Leaders, Partners, and the Greater Community** – The data helps tell a compelling, transparent story:
   - Here's what we built
   - Here's what changed
   - Here's how residents feel
   - Here's where we need to focus next

3. **Create a Culture of Incremental, Continuous Improvement** – Regular measurement helps staff and partners:
   - Adapt approaches
   - Evaluate effectiveness
   - Celebrate wins
   - Correct course when needed

What We Will Continue Measuring Over Time

Frame	Focus	Measures
Infrastructure Equity & Safety	*Are we building safer, higher-quality places for everyone to walk, bike, and roll?*	• Vehicle speeds on priority corridors • Number of high-risk intersections improved • Miles of new bike/pedestrian infrastructure • Sidewalk/trail/bike gap closures • Facility quality ratings such as level-of-comfort scores • Crash and injury trends (or proxies like driver yield rates at crossings) • Facility distribution: investments are equitably distributed across communities, especially historically underserved or high-need areas • Number of trucks using posted bypasses
Community Experience & Use	*How do people feel about the walking and biking network and are they using it?*	• Public perception of safety and comfort • Parent perception of kids' ability to walk or bike • Participation in Bike- and Walk-to-School days • Walking and biking counts • Awareness of active transportation programs, routes, and resources • Frequency of active transportation for daily trips • More UMC students accessing downtown and using campus bikeshare • Foot traffic to businesses
Capacity & Implementation Readiness	*Are we resourced, supported, and structurally ready to deliver the work?*	• Funding secured (grants, capital improvement plans, state and federal dollars) • Staff capacity to implement • Updated policies • Stakeholder and partner alignment • Number of projects advancing through the pipeline • Implementation barriers removed

Practice: How We Will Implement the Framework

To make measurement practical and sustainable:

1. **Use existing data sources first** (speed counts, crash reports, school walk/bike surveys/tallies)
2. **Add low-cost tools gradually** (speed studies, intercept surveys)
3. **Develop an annual "Active Transportation Progress Report" summarizing key metrics and progress**
4. **Integrate the measures into grant applications and capital planning**
5. **Revisit the framework every 2-3 years to ensure relevance**

Sample Evaluation Framework

The projects in this plan are important because of the beneficial effects they will have on the Crookston community. This table is one example of a framework to track the success metrics in this section (page 16). Progress should be updated as projects are implemented.

Measure	**Baseline**	**Target** (2035)	**Status**	**Trend**
Pedestrian Counts on Broadway and Main St	TBD	+20%	On track	⬆/⬇
Miles of multiuse paths & bike lanes	3.4	10	Behind	⬇
Resident satisfaction	48%	65%+	On track	⊖
Grant applications submitted	0	2 per year	On track	⬆

⬆/⬇ Variation (e.g., by location, due to season) ⬆ Positive ⬇ Negative ⊖ No Significant Change

A Call to Action

COMMUNITY CHARGE

Residents choose Crookston for its wonderful natural, social and family-oriented amenities and culture. Investment in opportunities for safe connections to the places and people that make Crookston a great place to live prepares Crookston for a vibrant and healthy future.

Better opportunities for walking, biking and rolling allow residents to appreciate the community and beauty around them – the river, winter sledding with family, Castle Park, UMC events, and numerous other unexpected moments of beauty and nature. They also allow residents with limited transportation options to access the goods and services they need, get to work and school and build community. Safe, comfortable and beautiful transportation options support a strong local economy, and a sustained, vibrant place people want to call home.

U of M - Crookston

UMC is part of what makes Crookston great. Many opportunities exist to connect and integrate campus with the rest of Crookston.

Partnerships

Partners such as public health, the parks department and the business community all play a role in the Plan's success.

Share it!

Communicating the vision, goals, and progress of this plan to the larger Crookston community can help build support and enthusiasm for active transportation improvements. The city already has a great track record of documenting and promoting opportunities for recreation and walking, biking and rolling in Crookston, which can be applied to this plan and its successes. Communicating the plan helps keep leaders accountable and provides residents opportunities to engage and contribute.