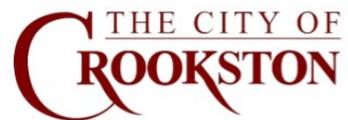




Crookston, MN

# Active Transportation ACTION PLAN



DRAFT 1/14/2026



# 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 M(2) 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 a set of practical recommendations that help Crookston strengthen implementation, align internal processes, and support a long-term shift toward safer, more welcoming streets.

M(3)



## Slide 2

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- M(2)** Suggest replacing with: 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 survey and map.  
Maria Wardoku (ALTA), 2025-12-17T17:38:45.184
- M(3)** Samantha, are you planning to update the language here?  
Maria Wardoku (ALTA), 2025-12-17T17:40:02.529
- SL3 0** Updated.  
Samantha, 2025-12-19T20:17:55.655

# Executive Summary

## **Street Design Influences Behavior**

Motorist speed is one of the biggest determinants of safety for people walking and biking. Slower motorist speeds make people more visible and greatly reduce the risk of injury or death. Street design that forces slower speeds creates better compliance than speed limit signs.

## **Crookston Residents Want to Walk and Bike More**

Obstacles to walking and biking include wayfinding and route identification; lack of sidewalks, lanes, and paths; and safety concerns from motorist speeds and large truck traffic.

## **A Safe, Connected, Inclusive Vision**

Crookston's vision and goals call for reducing the barriers that discourage people from walking and biking, especially along and across Highway 2 and 75.

## **Complement Existing Features and Infrastructure**

Crookston already has several multiuse paths and enhanced pedestrian crossings. Adding to and connecting these existing facilities is an important goal.

## **Public Engagement**

The Active Transportation Committee conducted an online survey and comment map, and held in-person walking and biking audits to get community feedback.

## **Prioritizing Projects**

The Plan identifies 11 projects to work on within the next 5 years, and 12 more for longer-term implementation, as well as suggests 6 policies, 6 programs, and 8 practices that can improve active transportation in Crookston.

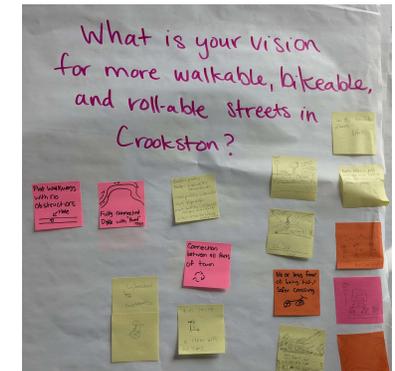
# How the Plan was Developed

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.



# 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](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](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>

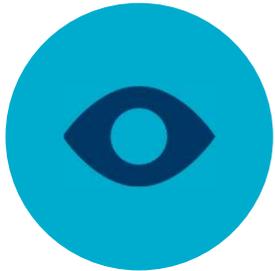


## HAPPINESS

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>

# 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



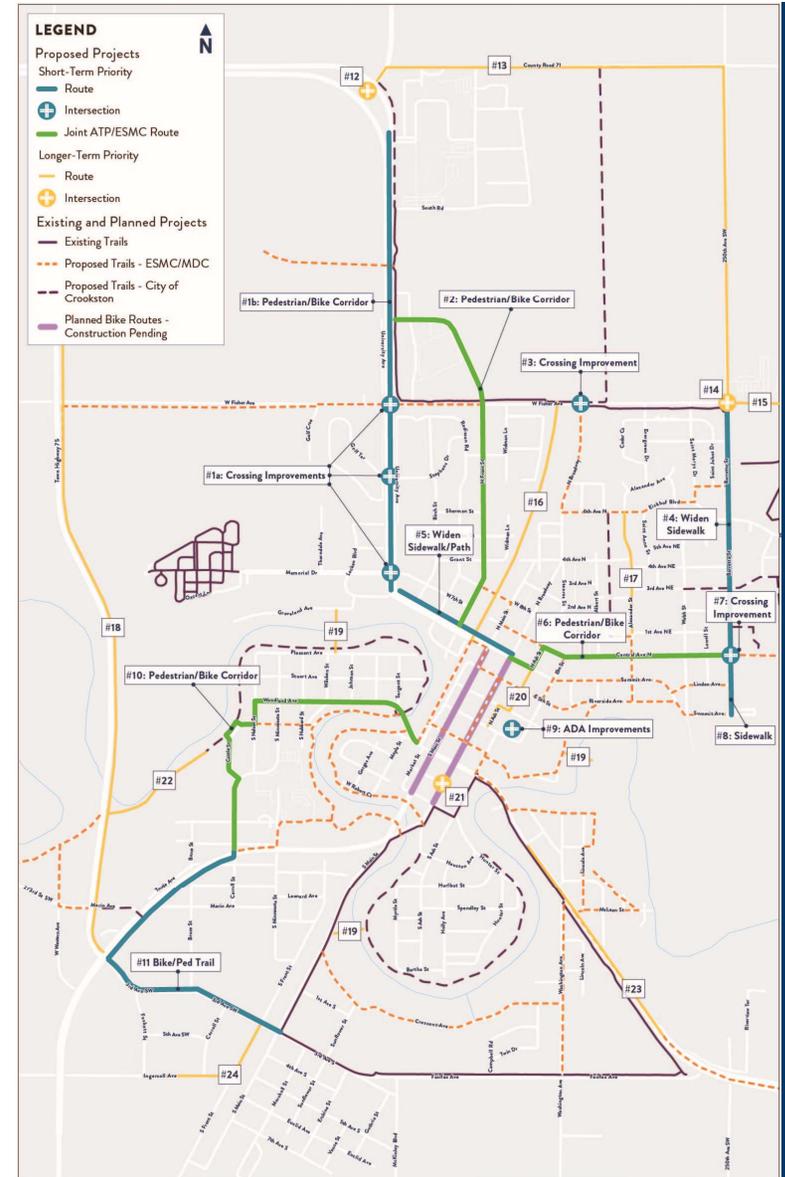
## GOALS

- 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

# Active Transportation Priority Network and Projects | Crookston

## Short-term (1-5 years) projects:

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1 University Ave Pedestrian Corridor and Crossings</li> <li>2 Front St Pedestrian/Bike Corridor</li> <li>3 Fisher Ave and Broadway Crossing Improvements</li> <li>4 Barrette St Sidewalk</li> <li>5 W 6<sup>th</sup> St Path</li> <li>6 Central Ave Bike Corridor</li> </ol> | <ol style="list-style-type: none"> <li>7 Barrette St &amp; Central Ave Intersection Improvements</li> <li>8 Ray Ecklund Park Sidewalk</li> <li>9 Central Park ADA Improvements</li> <li>10 Castle Park Bike Route</li> <li>11 Old Highway 75 Path</li> </ol> |
|---|--|



# 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 250 <sup>th</sup> 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 6 <sup>th</sup> 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 6 <sup>th</sup> St and 3 <sup>rd</sup> 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.

# 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:

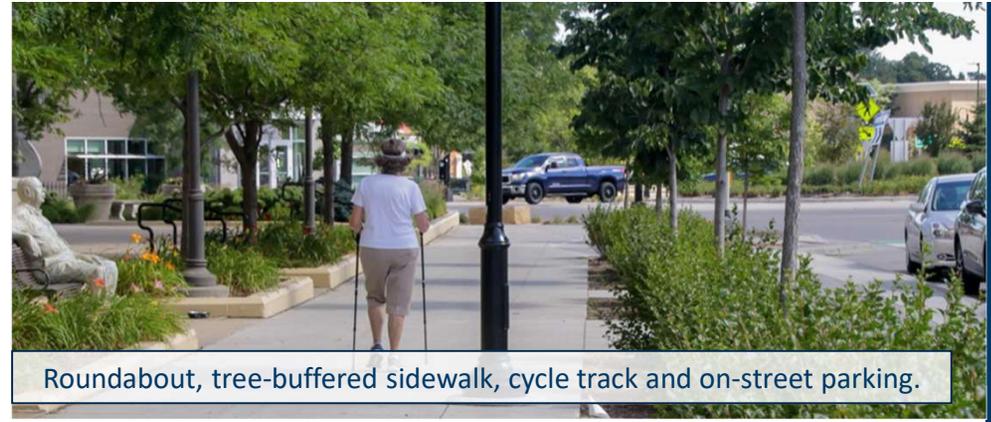
- Build relationships before you need funding—collaboration is critical.
- Communicate your goals clearly and consistently.
- Leverage regional and state resources to maximize your chances of success.

# 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.

# 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.

# 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, the business community and many more 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.