City of St. James, Minnesota

Active Transportation
ACTION PLAN

2026

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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 an eight-month collaboration from June 2025 to January 2026. A diverse Local Planning Team came together to set direction, co-create strategy and lead numerous community engagement sessions including listening sessions, a walking audit, bicycle audit, action planning workshop and 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 St. James 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 St. James strengthen implementation, align internal processes and support a long-term shift toward safer, more welcoming streets.

PLAN VISION

A safer, more walkable and bikeable St. James where all residents regardless of age, gender, ability, or language can easily access schools, parks, local businesses, and essential services.

GOALS SUMMARY

- All Ages, Genders, Abilities, & Languages
- Health and Quality of Life
- Sustainable and Resilient
- Economic Empowerment
- Community Driven

Executive Summary | Process Overview

WHERE WE ARE - OUR STREETS TODAY

St. James is a compact community with a history of improving sidewalks, crossings, and intersections. There remains great potential to make walking and biking even better! St. James is bordered by roads owned by Watonwan County. The state also owns the city's central north-south artery connecting St. James across a railroad. Residents voiced the desire to walk, bike, and roll but expressed concerns about safety and accessibility.

WHERE WE'RE GOING - OUR STREETS TOMORROW

The planned active transportation network developed through this plan includes recommendations to enhance the active transportation network through corridor and intersection improvements. Priority projects include pedestrian crossing improvements along Armstong Boulevard, new bikeways and sidewalks along 2nd and 10th Avenue South.

IMPLEMENTATION NEXT STEPS - PUTTING OUR WHEELS IN MOTION

St. James has identified policy, practice, and program actions to support an active transportation network. These actions include steps St. James can take within the first 100 days of plan adoption, as well as over the next one, three and five years. The City will track progress as the plan is implemented to understand and measure community experience, active transportation use, and community benefits.

Executive Summary | Public Engagement

41 community members contributed to the plan via an online survey.

- **63%** of respondents **walk for exercise or leisure at least once or twice a week**, about **39% bike for exercise or leisure at least once or twice a week**.
- On average across all trip purposes**, 27% of respondents walk more than once a week** and **19% bike more than once a week.**
- **70%** of respondents **would like to walk, bike** (or ride a bike-like mode) **or use a mobility device around St. James more than once a week**.
- **57% would like to walk, bike or roll to a park or green space, but are currently unable to**.
- **Physical health, mental health and fun** are **top reasons** for walking and biking**.**
- Top concerns are **being worried about being hit by a car** and **weather or climate.**

Residents took the time to write 9 online comments about where they experience problems and the solutions they would like to see.

Lots of people bike and walk on CR 55, leads to bike trail. Would like separated bike lanes and sidewalk or a pedestrian lane. Fast cars.

Grateful for bike trail around the lake and that it reaches south of Highway 4.

Armstrong lacks curb cuts south of downtown. People pushing strollers in area

Underpass: dangerous, narrow road and obscured views

Key connection: Fair Grounds to 13th Ave S/Heckman Ct (businesses). Would be safer if sidewalk and/or bike lane on 11th St.

Broken and uneven sidewalks (3rd Ave S btw. 9th and 10th St)

10th Ave S is very busy and connects fair grounds and memorial park. Semi-trucks and delivery vehicles. Used by children to access park and by youth fishing.

Chaotic biking through downtown roundabouts with kids.

Executive Summary | Listening Session

One listening session was held with community members in August 2025.

Themes from these conversations include:

Safety Concerns Biking Downtown

Narrow, sidewalk riding, traffic volume

Railroad Crossings at Armstrong

Narrow, sidewalk riding, traffic volume

Corridors for Improvement

10th Avenue South (connections to fields), 10th Avenue North (school routes), Armstrong Boulevard (HRA residents)

Education and Promotion

Need for children and adult bicycle education, building from Bike to School Day 2025 success

Executive Summary

Priority Infrastructure Projects

1. **Armstrong Boulevard Intersections at 10th Avenue North and 5th Avenue North -** bump outs, median refuge islands, beacons, high-visibility crosswalks.

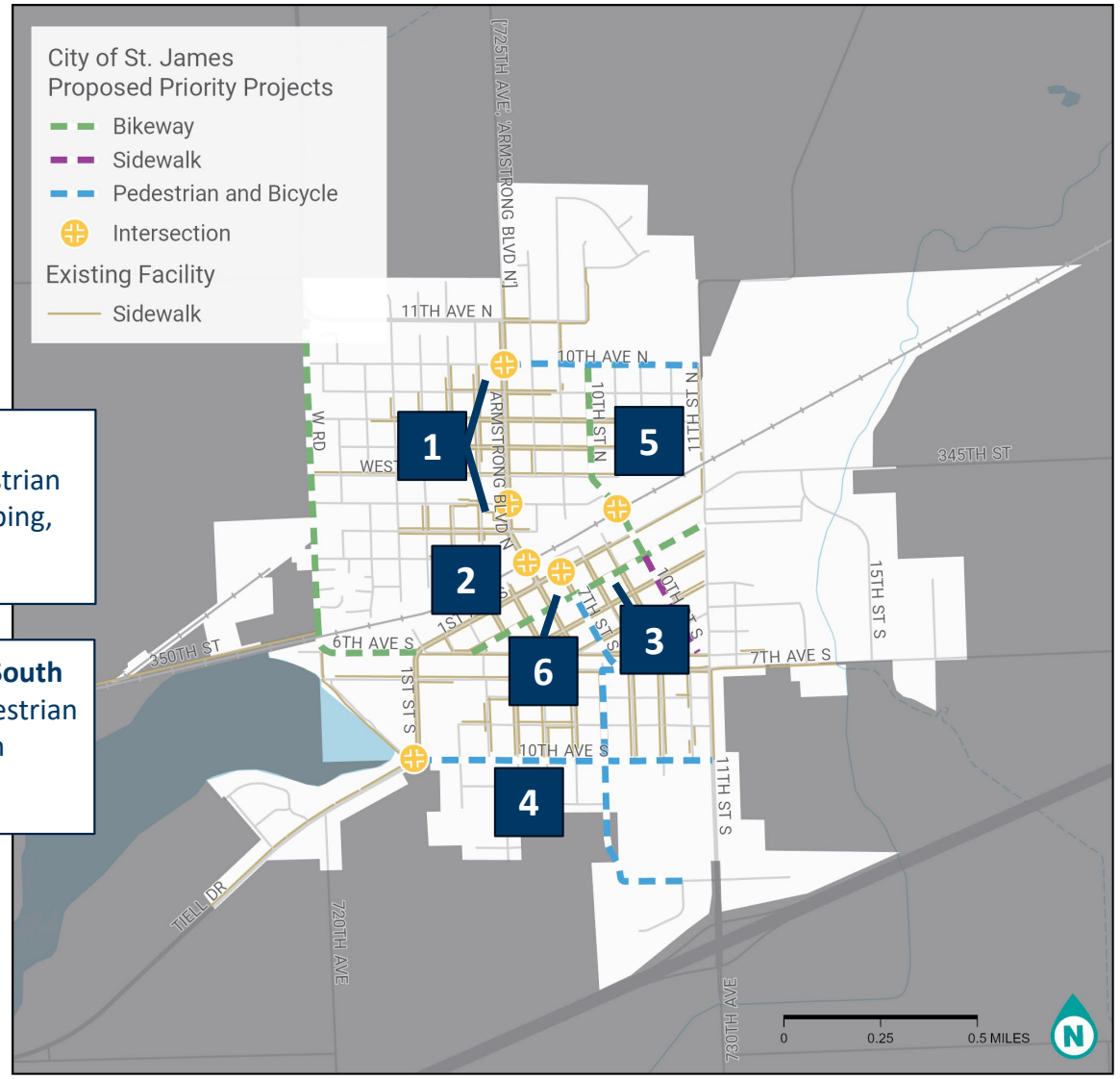
2. **Armstrong Boulevard Railroad Crossing Surface Improvement –** Improve safety and pavement conditions across railroad tracks.

3. **Alternative Bike Lane on 2nd Avenue with Bike Parking –** create dedicated bicycle facilities through potential parking reallocation.

4. **10th Avenue South Bikeway and 1st Street Intersection –** Reconstruction to add sidewalks, bicycle facilities, or a multi-use trail.

5. **10th Street South Railway Underpass –** Improve pedestrian and bicycle safety using striping, signage, and traffic calming.

6. **1st Avenue and 7th Street South Intersection –** Improve pedestrian and bicycle visibility through signage and clear sightlines.



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 St. James Active Transportation Action Plan serves as a roadmap for creating a safe and convenient network 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 to net zero and vehicle miles travelled by **20% per capita** 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 State Statue 216H – https://www.revisor.mn.gov/statutes/cite/216H
MnDOT Statewide Multimodal Transportation Plan https://www.dot.state.mn.us/minnesotago/SMTP.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? CONTINUED

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

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

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 St. James 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

Active Transportation Principles

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 inform 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.

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*

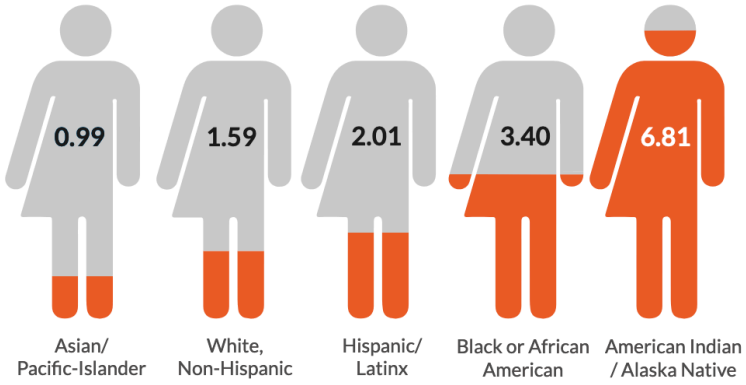
Safety is Not Shared Equally

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).

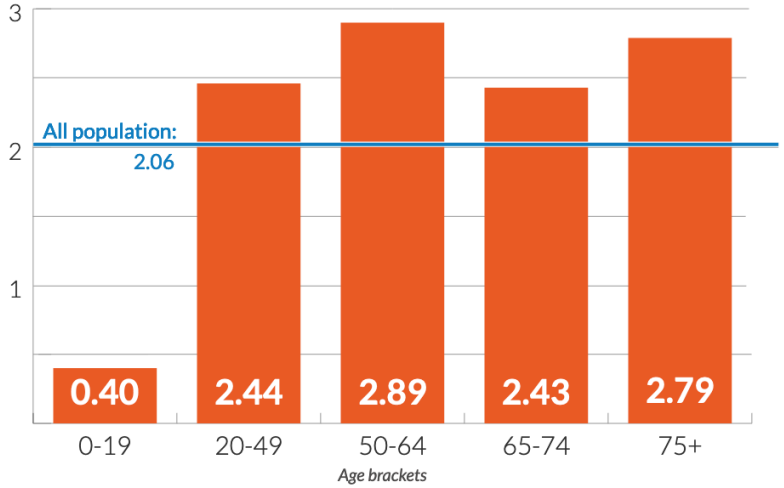
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities, 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

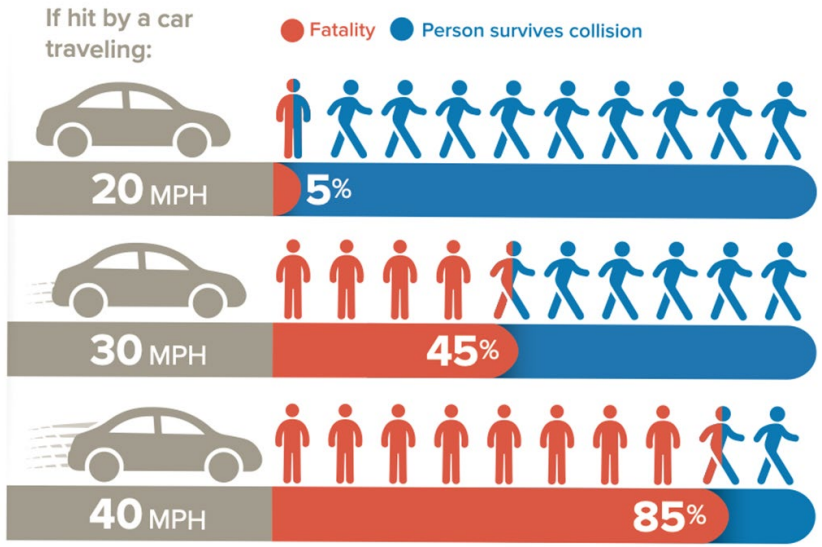
Making Safety a Priority Over Speed

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

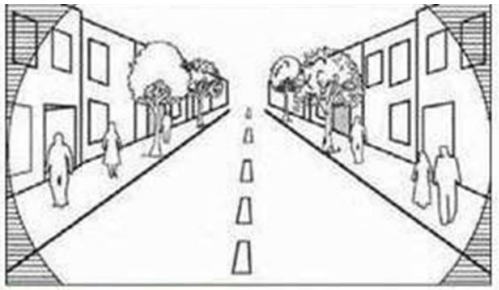
Why Speed Matters

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.**

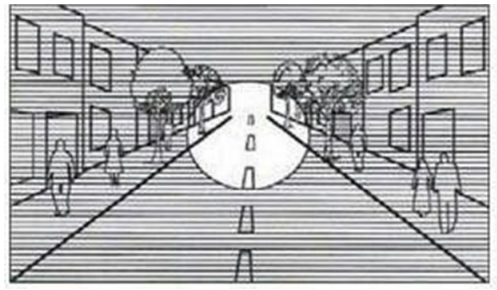
Lower speed streets better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react, stop for people crossing, yield to people parking and unparking and to avoid potentially fatal crashes.



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

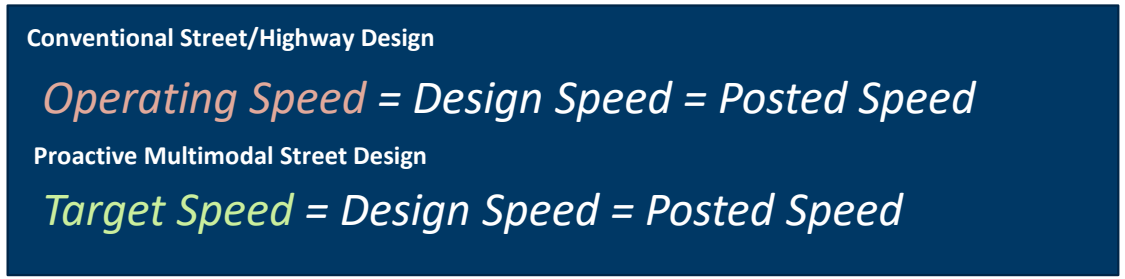
Designing for Safe Speeds

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.

A 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?

1 OF 3

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 safer.

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, moving around or over obstacles.

Who Are We Designing For?

2 OF 3

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?

3 OF 3

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).

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 Manual

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 has found that **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, CONTINUED

Low Stress Tolerance

High Stress Tolerance

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.

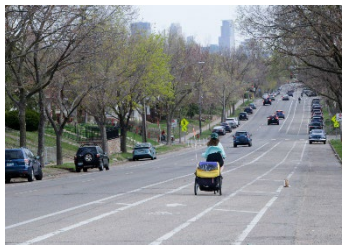
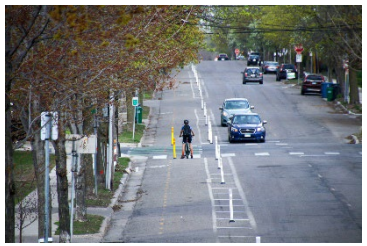
LTS LEVEL	DESCRIPTION	HIGHLY CONFIDENT BICYCLIST WILL RIDE	ENTHUSED & SOMEWHAT CONFIDENT BICYCLIST WILL RIDE	INTERESTED BUT CONCERNED BICYCLIST WILL RIDE
LTS 1	   	YES	YES	YES
LTS 2	  	YES	YES	Inviting to most adults, but demands more attention than might be expected from children
LTS 3	 	YES	Often, 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?

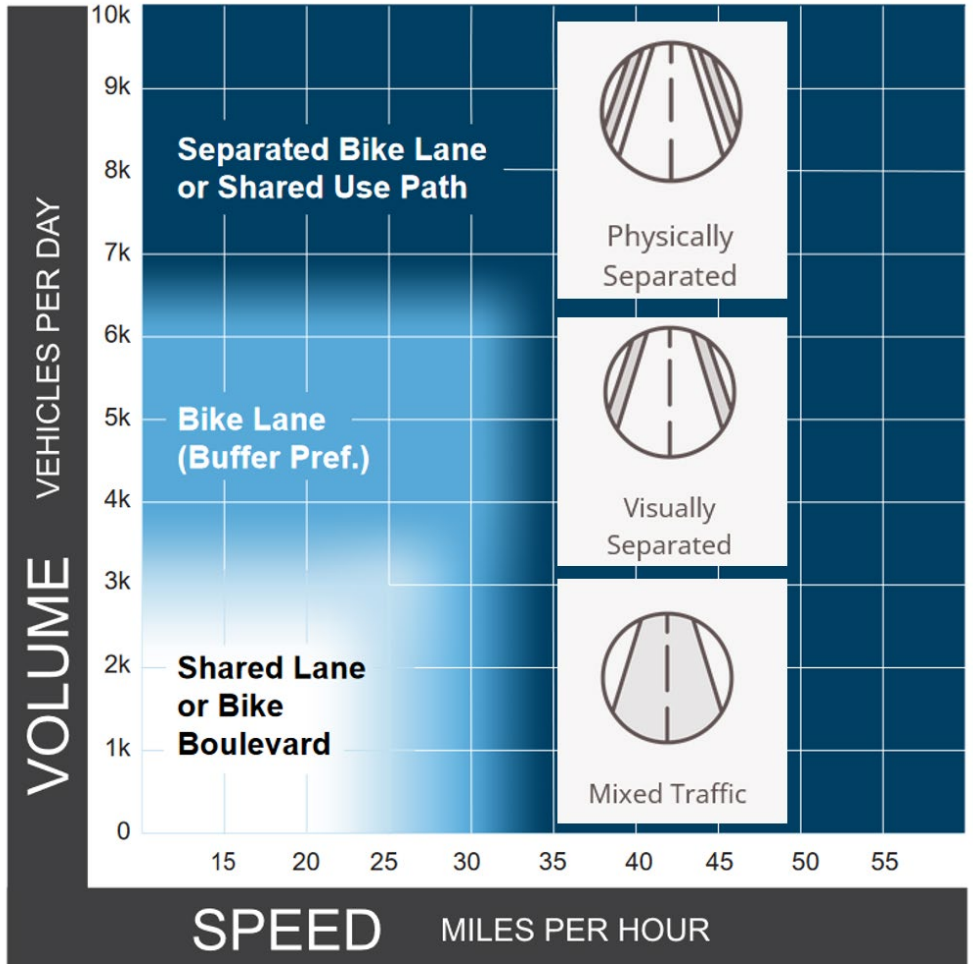


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

SELECTING BIKEWAY FACILITIES

A key aspect to ensure 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).

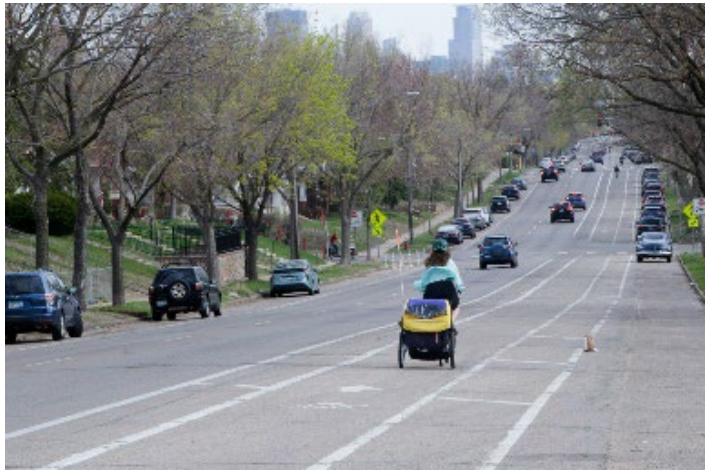
Separate and **protect people** from moving traffic when **vehicle speeds are above 20 mph**. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

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)

Separated Bike Lane

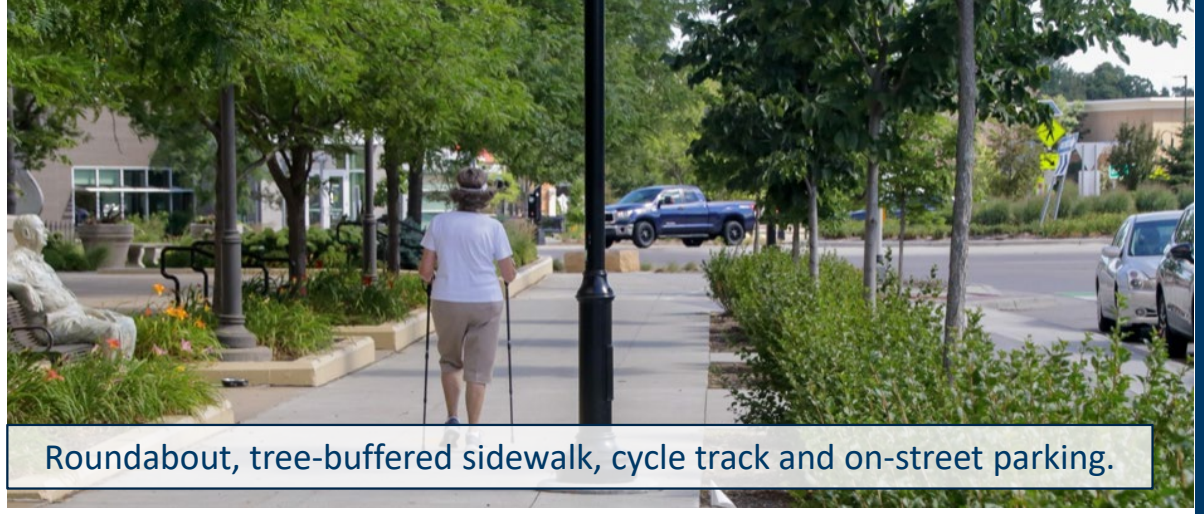
Shared Use Path (also called a paved multiuse trail, some may also be a side path)

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 ensuring streets are safe 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.

Photos by: Samantha Lorenz

Vision, Goals

SECTION 2

Plan Vision

VISION

A safer, more walkable and bikeable St. James where all residents regardless of age, gender, ability, or language can easily access schools, parks, local businesses, and essential services.

Plan Goals

GOALS

- **All Ages, Genders, Abilities, & Languages:** Create a safe, accessible, and appealing transportation network for all residents.
- **Health & Quality of Life:** Promote a healthy active lifestyle for residents and improve community health outcomes through a well-connected sidewalk and trail network.
- **Sustainable and Resilient:** Provide a greater variety of transportation options to reduce reliance on single occupancy vehicles and decrease impacts such as noise and pollution.
- **Economic Empowerment:** Support equitable access to economic opportunity through low or no-cost modes of transportation connecting residents and local businesses.
- **Community Driven:** Develop a plan that engages all residents and reflects the diversity of community needs.

Our Streets Today

SECTION 3

What is it Like to Walk and Bike? Policy Framework

COMMUNITY SNAPSHOT

St. James staff, leadership, and community members have energy and enthusiasm to continue forward progress toward community walkability!

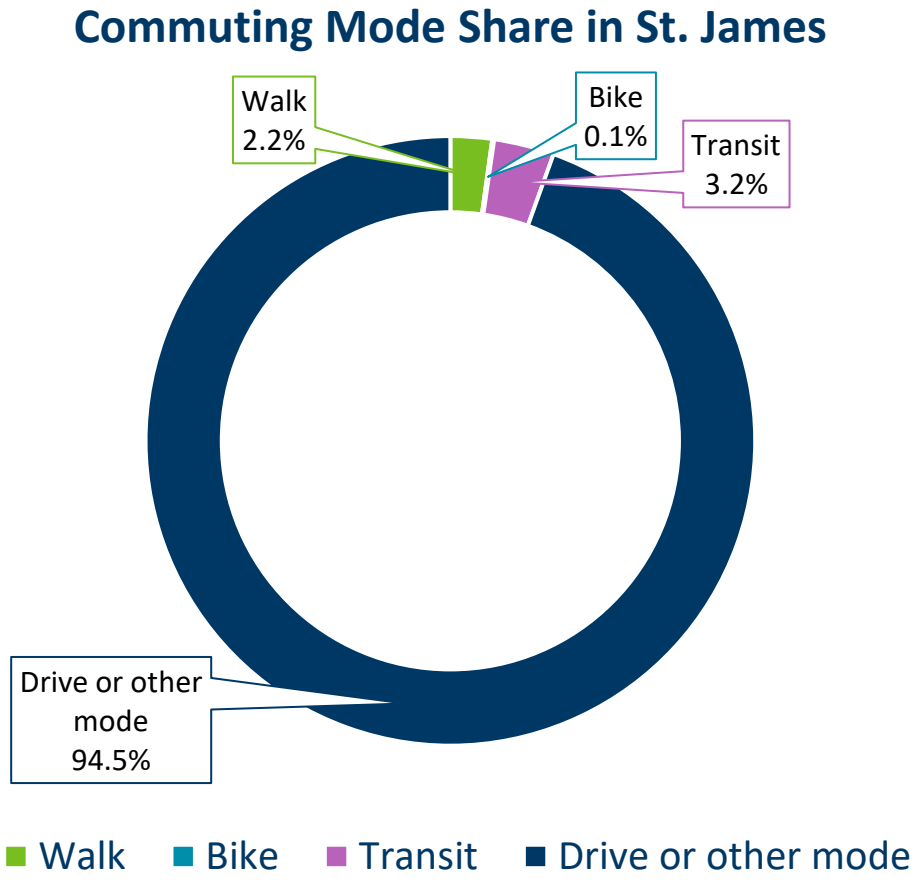
However, opportunity remains to improve accessibility for people using mobility devices like wheelchairs and walkers. Community members generally expressed concerns when it comes to traffic, unsafe and unclear crossings, broken or missing sidewalk gaps.

EXISTING PLANS & POLICIES

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

- **2023 City of St. James Land Use Plan** – Provides multiple polices supportive of active transportation. Actions include improving existing conditions, identifying areas for improvement, and generally increasing the number of people walking and biking.
- **2016 St. James Safe Routes to School Plan**– Identifies areas and corridors to improve safety along school routes. Multiple intersections, crossings, and walkways identified have since been improved.
- **2013 Active Living St. James Plan**– Includes recommended actions to improve and promote active transportation and to improve and expand pedestrian and bicycle unfractured.
- **Snow Removal Policy** – Requires building occupants or owners to remove snow and ice from parking lots, sidewalks, and driveways. Also provides means and standards for enforcement.

How are we moving today?



2.2% Walk

In St. James, 2.2 percent of commuters walk to work compared to 2.5 percent statewide.
ACS, 2023 5-year estimates

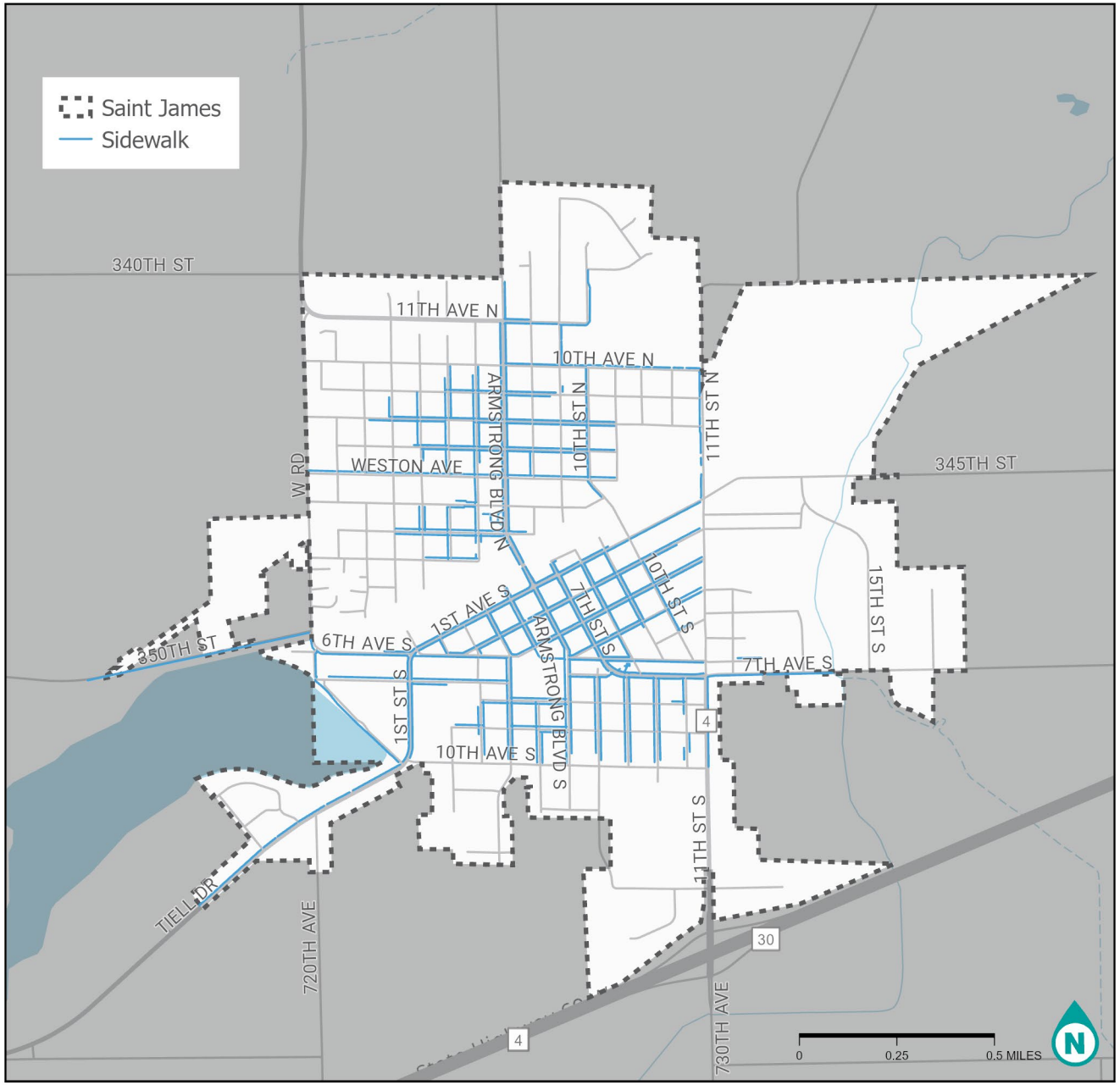
0.1% Bike

In St. James, 0.1 percent of commuters bike to work compared to 0.5 percent statewide.
ACS, 2023 5-year estimates

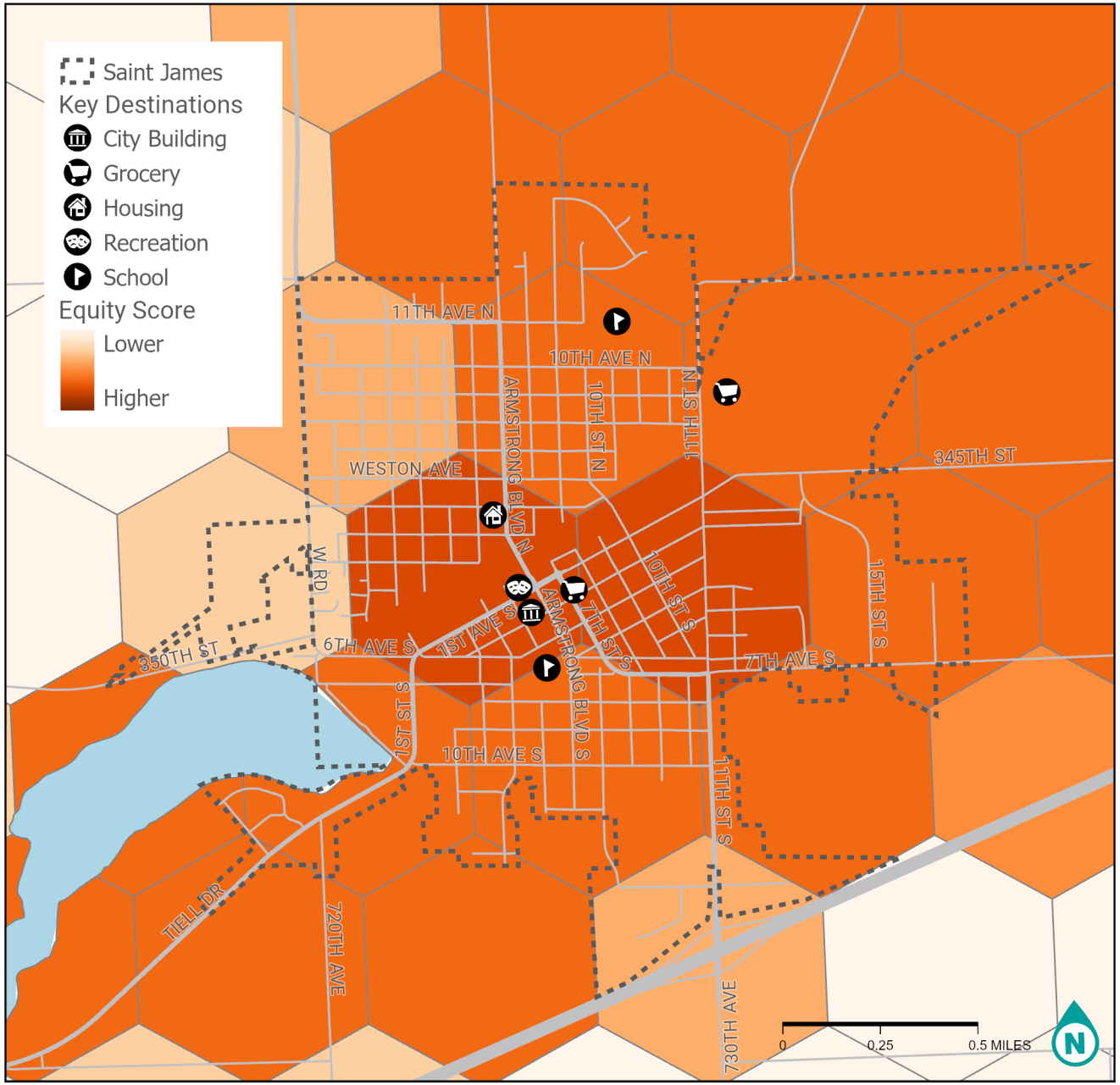
3.2% Transit

In St. James, 3.2 percent of commuters take transit to work compared to 2.1 percent statewide.
ACS, 2023 5-year estimates

St. James Existing Conditions Sidewalk Map

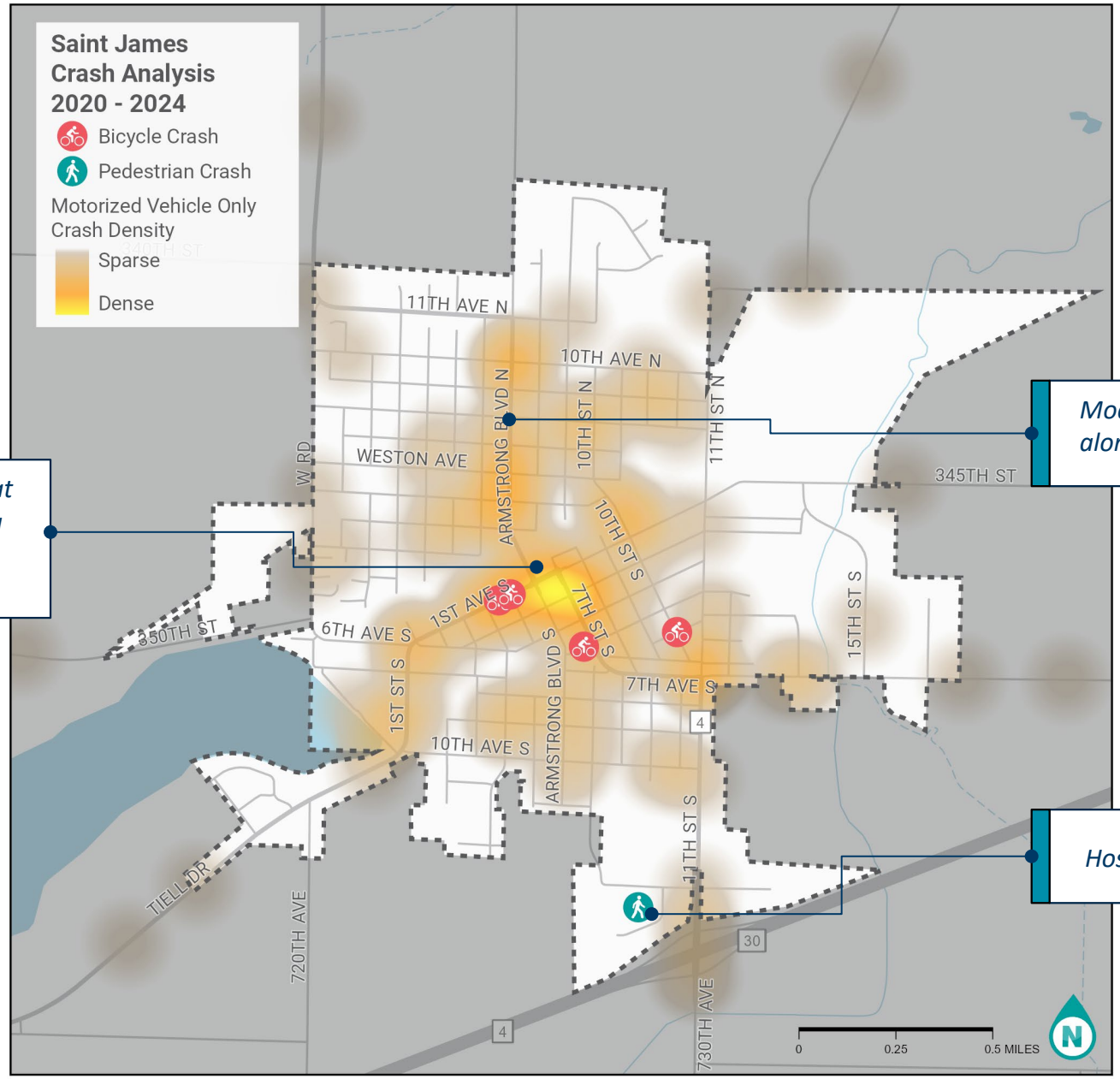


Transportation Equity and Key Community Destinations



The Equity Score shown here was developed as a part of MnDOT's Priority Areas for Walking analysis, updated in 2025. Data shows areas where there are higher concentrations of people who are likely to rely on walking for transportation.

Crash Map



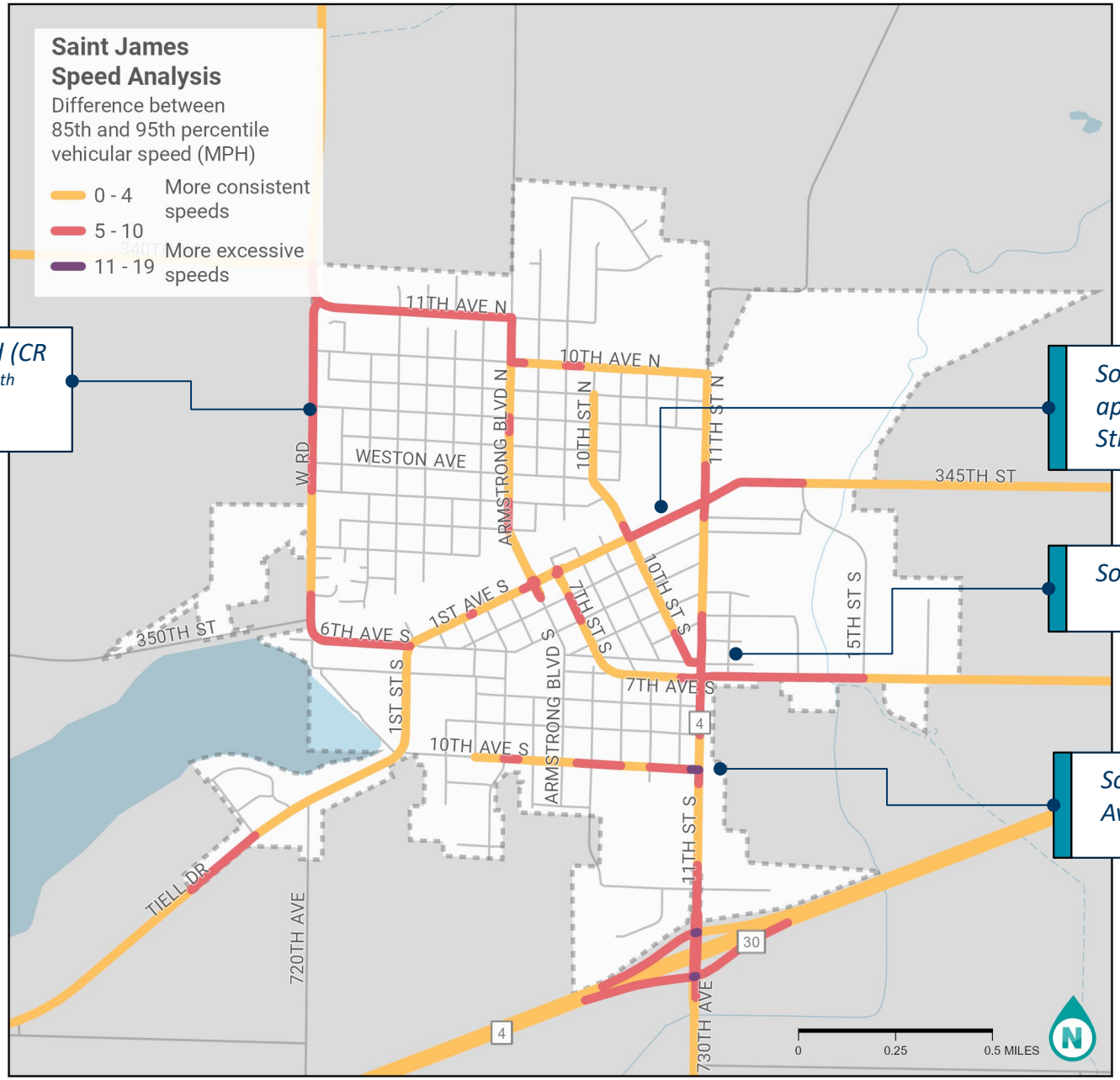
High density of vehicular crashes at downtown intersections and along 1st Avenue South

Moderate vehicular crash density along Armstrong Boulevard

Hospital/Clinic

Crash data depicts crashes reported to MnDOT between 2020 and 2024. Bicycle and pedestrian crashes determined using advanced theme filtering published by MnDOT and include all level of crash severities. Source: MnCMAT2

Speed Map



Some speeding along West Road (CR 55) and at the intersection of 11th Avenue North

Some speeding on the 1st Avenue approaching downtown east of 10th Street South

Some speeding on 7th Street South

Some excessive speeding at 10th Avenue South and 11th Street South

Speed data shown here highlights where higher speed (greater risk) driver behaviors are more frequent. These areas are opportunities for improved traffic calming and greater vulnerable road user protection. Source: Replica Modelled Speed Data

Walk, Bike, Roll Audits

Walk and bike audits started at St. James Princess Theater

- August 20th 2025
- 1-mile walk and 4-mile bike ride
- Observed successes and challenges for walking and biking in St. James

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

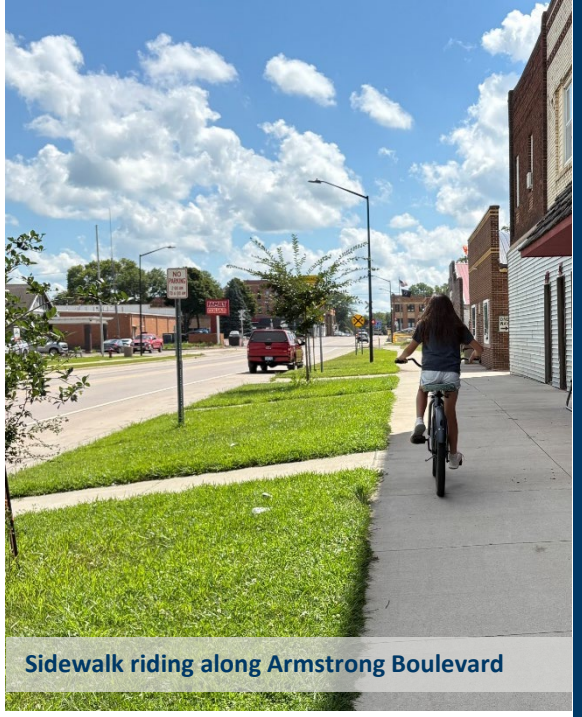
- Observe and deepen understanding of how active transportation users experience a street
- Tap into people's knowledge of place
- Learn from the physical built environment
- Engage in meaningful dialogue

KEY OBSERVATIONS

Walking and Biking Audits

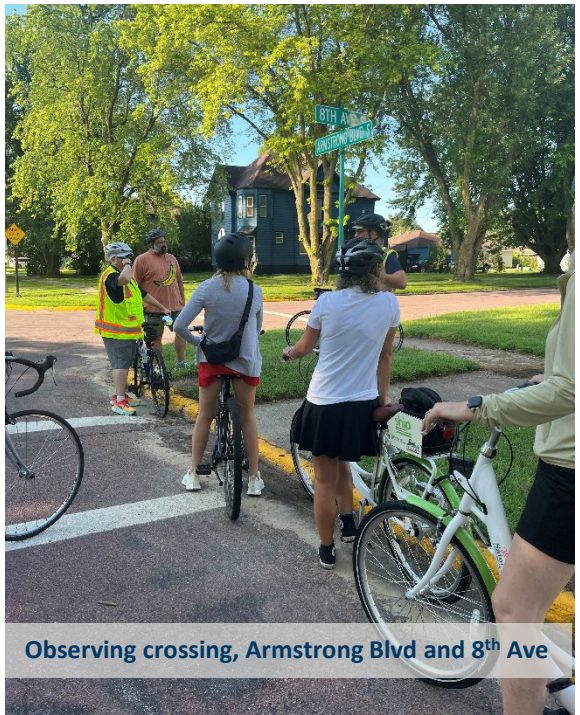
St. James community audit team smiles for a group picture!

The audit team gathers at Princess Theatre



Sidewalk riding along Armstrong Boulevard

Pedestrians crossing 1st Avenue South



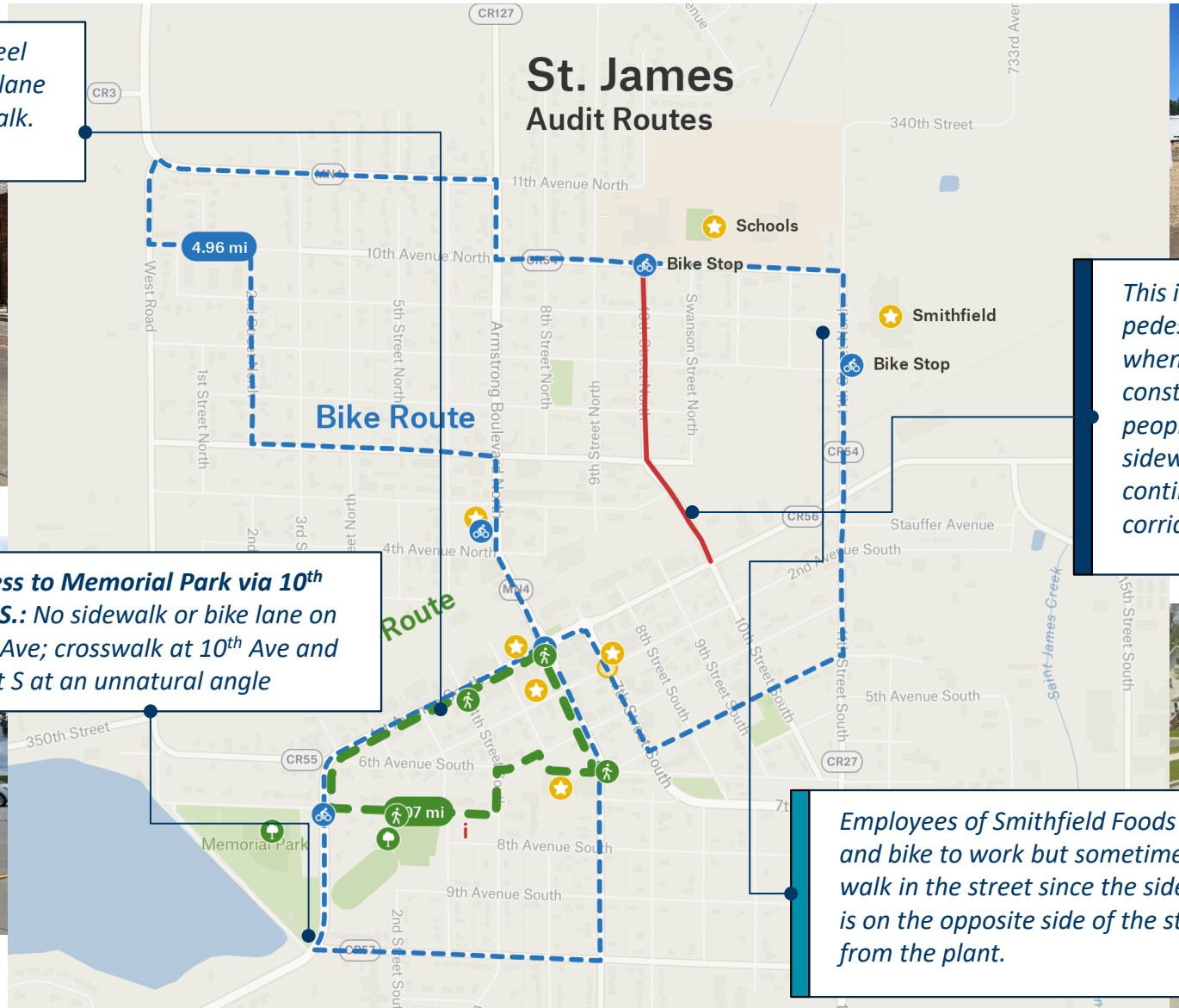
Observing crossing, Armstrong Blvd and 8th Ave

The bike audit team welcomes you to St. James!

Walk and Bike Audit Summary | Barriers and Opportunities

1st Ave S: *Participants did not feel comfortable biking in a shared lane with car traffic or on the sidewalk.*

Access to Memorial Park via 10th Ave S.: *No sidewalk or bike lane on 10th Ave; crosswalk at 10th Ave and 1st St S at an unnatural angle*



This is the only place car, bike, and pedestrian traffic can get through when there's a train coming. It is constrained and can feel unsafe for people walking and biking. The sidewalk and bike lane are not continuous for the length of the corridor.

Employees of Smithfield Foods walk and bike to work but sometimes walk in the street since the sidewalk is on the opposite side of the street from the plant.

Key Observations: Walking and Biking Audits, 1 OF 4

WALKING AND BIKING AUDIT SUMMARY

The City of St. James has made recent progress toward community walkability, including beginning to conduct a sidewalk and curb ramp inventory. A Safe Routes to School plan was completed in 2016, and a Safe Routes to School project was constructed in 2022 to improve the crossing at 10th Avenue North and 10th Street North. City staff, leadership, and community members have energy and enthusiasm to continue forward progress toward community walkability.

Opportunities for improvement include accessibility challenges for people using mobility devices like wheelchairs and walkers—specifically, there are several corners that lack ADA-compliant curb ramps. Missing or broken sidewalks and the railroad crossing on Armstrong Boulevard North northwest of 1st Avenue South are other barriers.

People riding bicycles downtown face a challenge in the constrained environment without a designated place for bicycling—if they bike on the sidewalk, they face potential conflicts with people walking and business doors opening onto the sidewalk, but many are not comfortable biking in a shared lane with cars.

Generally, there is an opportunity to add or formalize the walking and biking network by adding designated walking and biking infrastructure.

GLOBAL OBSERVATIONS

ADA curb ramps and sidewalk condition

Sidewalks around St. James are missing, in poor condition, and lack ADA-compliant curb ramps. This can be challenging and hazardous for people using mobility devices or pushing strollers or carts, especially older people and young children.

Opportunity to expand bike network

Throughout St. James, wide streets provide an opportunity to allocate space for bike lanes and new shared use paths to create a more formalized, connected bike network, such as on 2nd Avenue South, 10th Street North, and West Road/6th Avenue South.

Key Observations: Walking and Biking Audits, 2 OF 4

AUDIT KEY FINDINGS

Lake/park access via Walking or Biking

Lakeside Memorial Park is a generator of pedestrian and bicycle trips down 10th Avenue South, especially for kids. There is no sidewalk or bike lane on 10th Avenue South, and the crosswalk at 10th Avenue South and 1st Street South is at an angle that does not naturally connect to the path someone walking or biking would take. An RRFB is present.

Bumpy Pedestrian and Bicycle Railroad crossing on Armstrong Boulevard

The railroad crossing on Armstrong Boulevard North northwest of 1st Avenue South is uneven and bumpy for people biking or using a wheeled device on the road or sidewalk. This poses accessibility challenges as the crossing is between the Park Apartments building, where many older adults and people with disabilities live, and downtown St. James, where grocery and other stores are.

Key Observations: Walking and Biking Audits, 3 OF 4

AUDIT KEY FINDINGS, CONTINUED

Providing safe and comfortable bikeways on 1st Avenue South (MN 4)

1st Avenue South is constrained, with more traffic as you get closer to downtown. Participants noted they do not feel comfortable biking in a shared lane with car traffic, and some have expressed concerns about being struck by car doors as they're biking. The sidewalk also does not feel like a safe option, as there are concerns about conflicts with pedestrians and business doors opening onto the sidewalk.

Questions about crossing the southeast leg of the intersection of 1st Avenue South and 7th Street South

There is a limited sightline for drivers and pedestrians around the southwest corner two-story building that has little setback from the road. Crosswalks are set back from the intersection and are faded.

Key Observations: Walking and Biking Audits, 4 OF 4

AUDIT KEY FINDINGS, CONTINUED

10th Street North/South

This is the only passage for all modes of traffic when trains cross town. It is constrained and can be scary for people walking and biking when there is car traffic. There is a sidewalk north of the bridge on the west side which ends at 5th Avenue. Pedestrians are presumed to walk in the striped bike lane under the bridge. The sidewalk begins again south of 3rd Avenue on the east side of the street. Participants noted residents appreciate the sidewalk and bike lane, but the bike lane is not marked or indicated other than the line of paint.

11th Street North

On 11th Street North, there is a sidewalk only on the west side of the street. Employees of Smithfield Foods, a major employer in town, walk and bike to work but sometimes walk in the street since the sidewalk is on the opposite side of the street from the plant. There is not a crosswalk adjacent to the plant, and 11th Street North separates Smithfield from the residential neighborhood to the west.

Online Survey Summary

St. James Active Transportation Survey

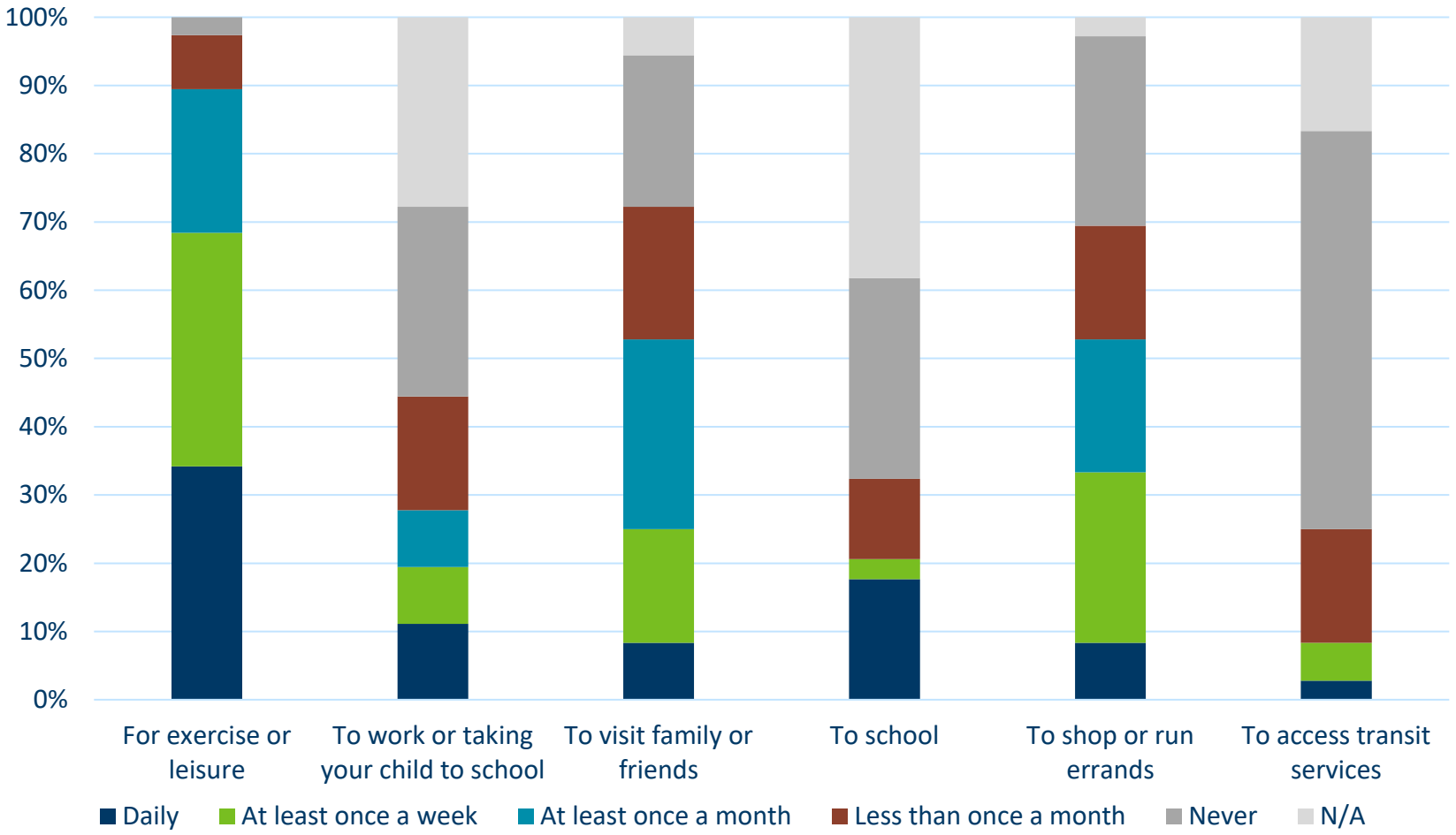
Open: 8/19/25 – 10/14/25

12 Questions

41 Participants

- **68%** of respondents **walk for exercise or leisure once or more per week**, and about **39% bike for exercise or leisure once or more per week**.
- On average across all trip purposes**, 27% of respondents walk more than once a week** and **19% bike more than once a week**
- **70%** of respondents **would like to walk, bike** (or ride a bike-like mode) **or use a mobility device around St. James more than once a week**.
- **57% would like to walk, bike** (or ride a bike-like mode) **or roll to a park or green space, but are currently unable to**.
- The top three things that **motivate** respondents **to walk or bike** are **physical health, mental health, and fun.**
- The top concerns that **prevent** respondents **from walking or biking** are **being worried about being hit by a car** and **weather or climate.**

How often do you walk for the following purposes?| **Online Survey Results**



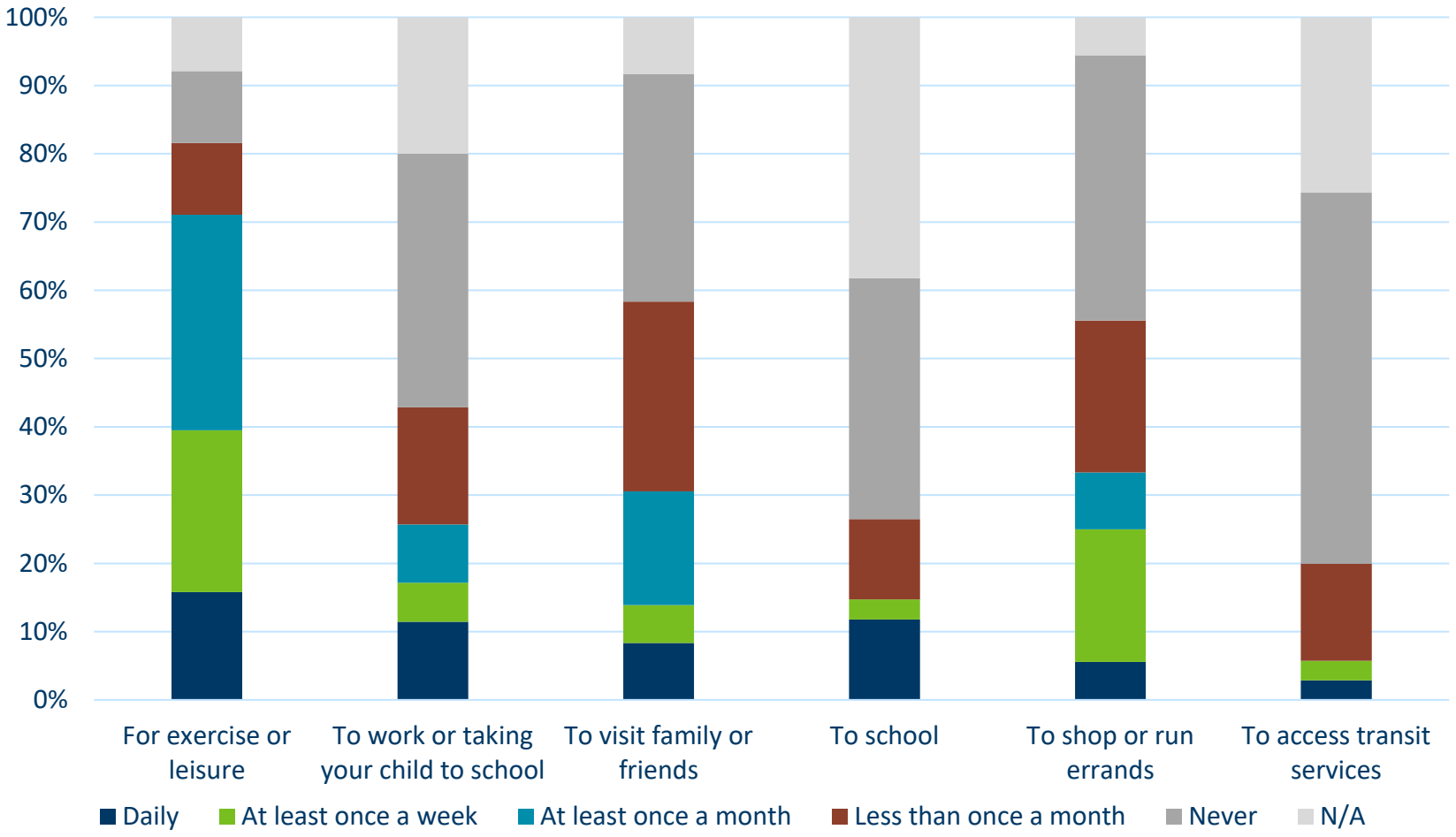
38 responses

68%

of respondents said they walk for exercise or leisure at least once per week.

31% of respondents said they walk to shop or run errands at least once per week.

How often do you bike (or ride a bike-like mode) for the following purposes?| **Online Survey Results**



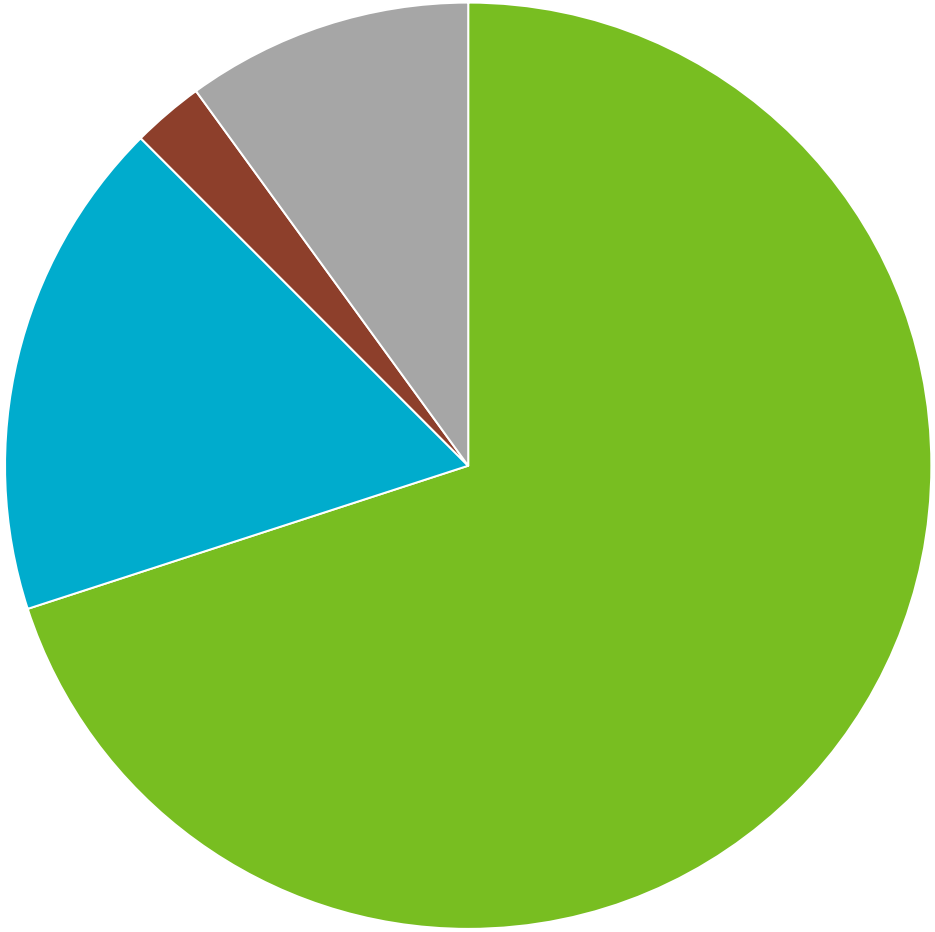
38 responses

39%

of respondents said they bike for exercise or leisure at least once per week.

25% of respondents said they bike to shop or run errands at least once per week.

How often would you like to walk, bike (or ride a bike-like mode)| **Survey Results**



40 Responses

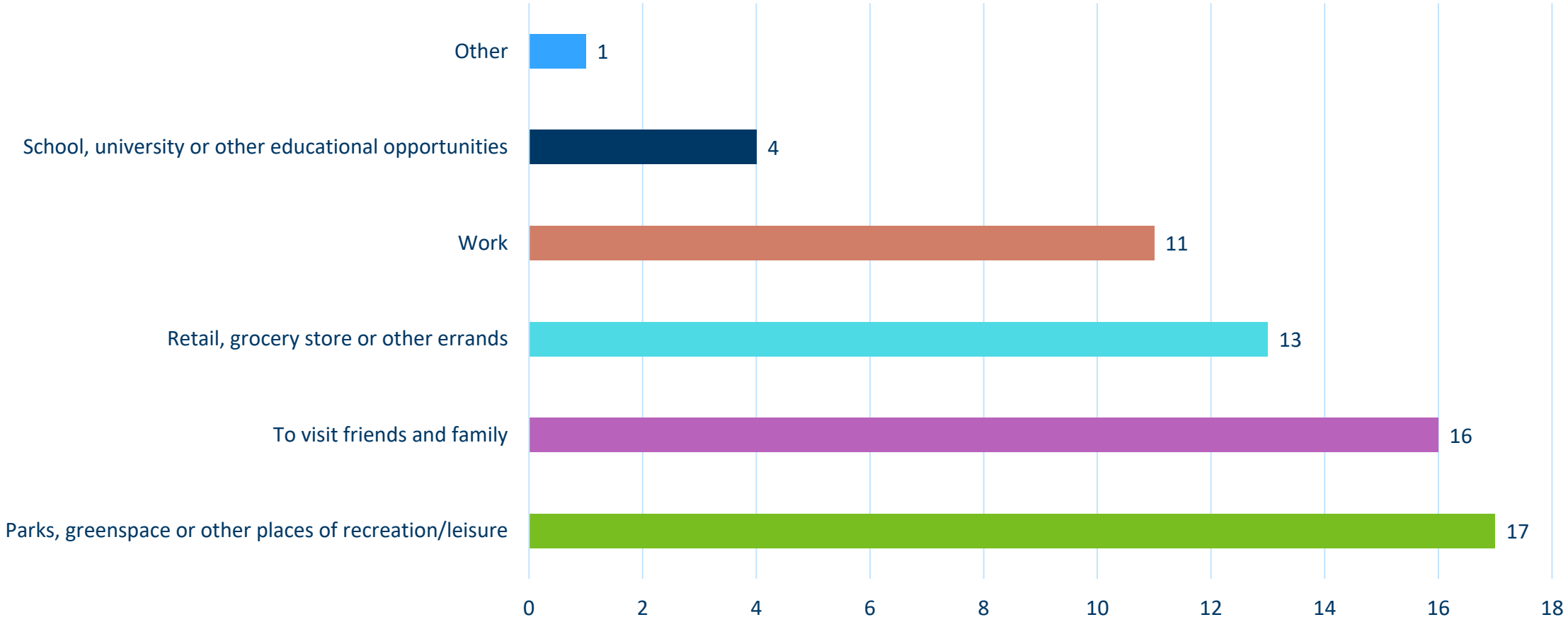
On average across all trip purposes, **27% of respondents currently walk more than once a week** and **19% currently bike more than once a week**.

However, **70% of respondents would like to walk and bike more than once a week**. This indicates respondents are walking and biking less than they would like to per week.

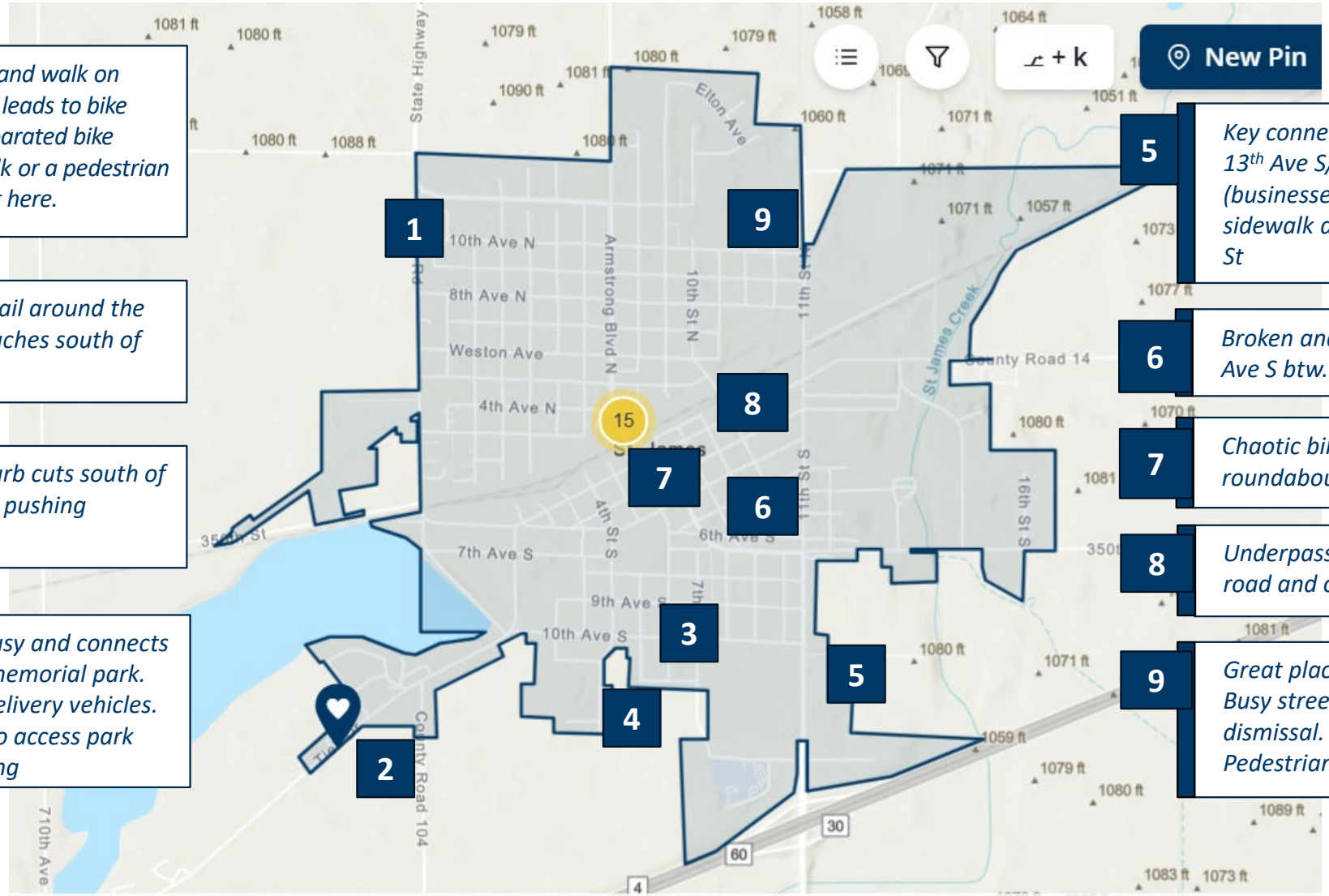
- ***70%* more than once a week**
- ***17.5%* more than once a month**
- ***10%* Do not want to walk or bike**
- ***2.5%* more than once a year**

Where would you like to walk, bike (or ride a bike-like mode) or roll to, but are currently unable to? **Online Survey Results**

19 responses (Select all that apply)



Online Interactive Map Summary **Open:** 8/19/25 – 10/14/25 | **16** Comments | **96** Visitors



1 *Lots of people bike and walk on West Road (CR 55), leads to bike trail. Would like separated bike lanes and a sidewalk or a pedestrian lane. Cars drive fast here.*

2 *Grateful for bike trail around the lake and that it reaches south of Highway 4*

3 *Armstrong lacks curb cuts south of downtown. People pushing strollers in area*

4 *10th Ave is very busy and connects fair grounds and memorial park. Semi-trucks and delivery vehicles. Used by children to access park and by youth fishing*

5 *Key connection: Fair Grounds to 13th Ave S/Heckman Ct (businesses). Would be safer if sidewalk and/or bike lane on 11th St*

6 *Broken and uneven sidewalks (3rd Ave S btw. 9th and 10th St)*

7 *Chaotic biking through roundabouts with kids*

8 *Underpass: dangerous, narrow road and obscured views*

9 *Great place for bike lane to school. Busy streets and area during dismissal. Parking in shoulders. Pedestrian beacon has helped.*

Community Conversations Summary

Listening Session: August 20th

Safety Concerns Biking Downtown

Narrow, sidewalk riding, traffic volume

Railroad Crossings at Armstrong

Narrow, sidewalk riding, traffic volume

Corridors for Improvement

10th Avenue South (connections to fields), 10th Avenue North (school routes), Armstrong Boulevard (HRA residents)

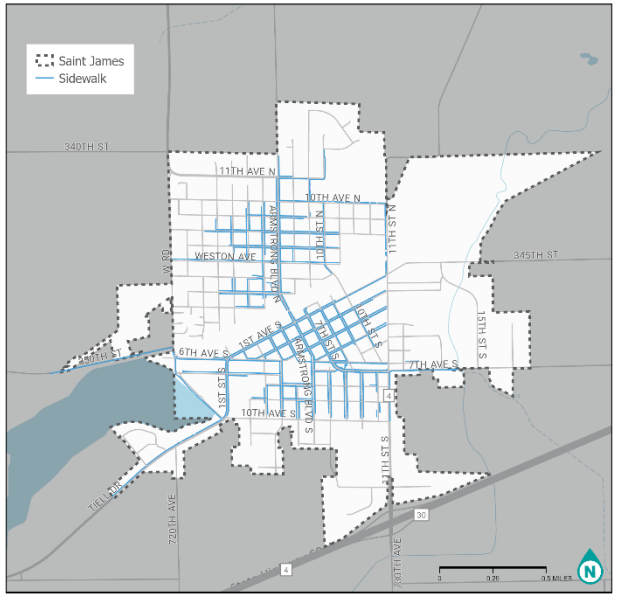
Education and Promotion

Need for children and adult bicycle education, building from Bike to School Day 2024 success

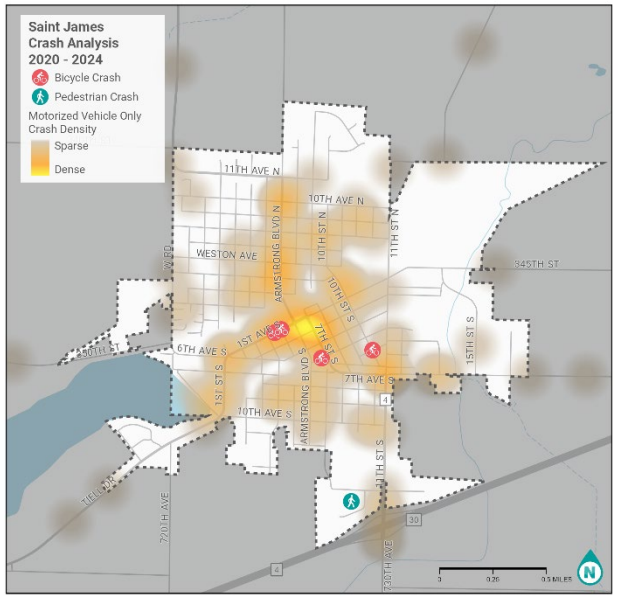
Active Transportation Today

Gaps, Strengths and Opportunities for Action

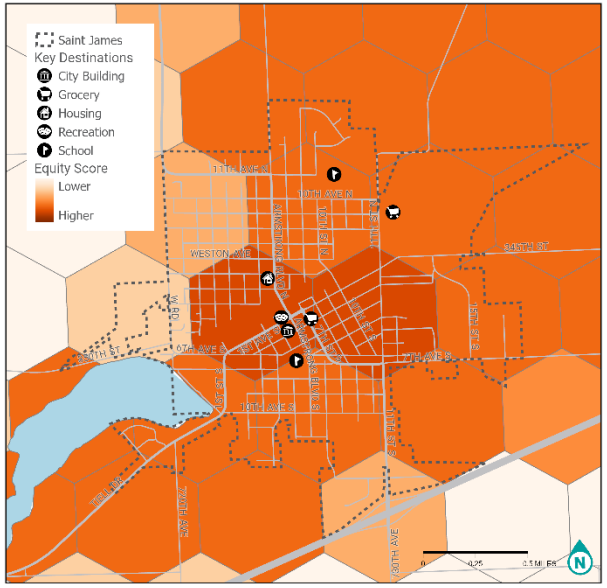
EXISTING NETWORK



SAFETY



EQUITY AND CONNECTIVITY



Community Input Insights ➡

Community input correlated with corridors of high speed, crash density, and lacking pedestrian and bicycle facilities

Opportunities for Action ➡

- Sidewalk improvements and new bicycle facilities identified as community need.
- Creating safer corridors and connections **across** St James (Armstrong, W Rd / CR 55, 10th St S, 10th Ave S)

Where We're Going - Our Streets Tomorrow

SECTION 4

Introduction | **Recommended Network and Priority Projects**

Public input and technical analysis informed the development of a recommended active transportation network and priority projects to build out the network over time. Network recommendations were developed to connect bike and pedestrian facilities to key destinations for community members and visitors.

Many recommendations will require close coordination with agency partners including MnDOT, the Statewide Health Improvement Partnership (SHIP), and local schools. In some instances, short-term actions are identified to start making progress while longer-term, more resource-intensive improvements are developed.

Recommended Action Types

- **Project Actions**
- **Policy Actions**
- **Practice Actions**
- **Program Actions**

Project Actions

The following project actions will support the implementation of the active transportation network.

Active Transportation Priority Network | **Priority Projects**

1 **Armstrong Boulevard Intersections at 10th Avenue North and 5th Avenue North -** bump outs, median refuge islands, beacons, high-visibility crosswalks.

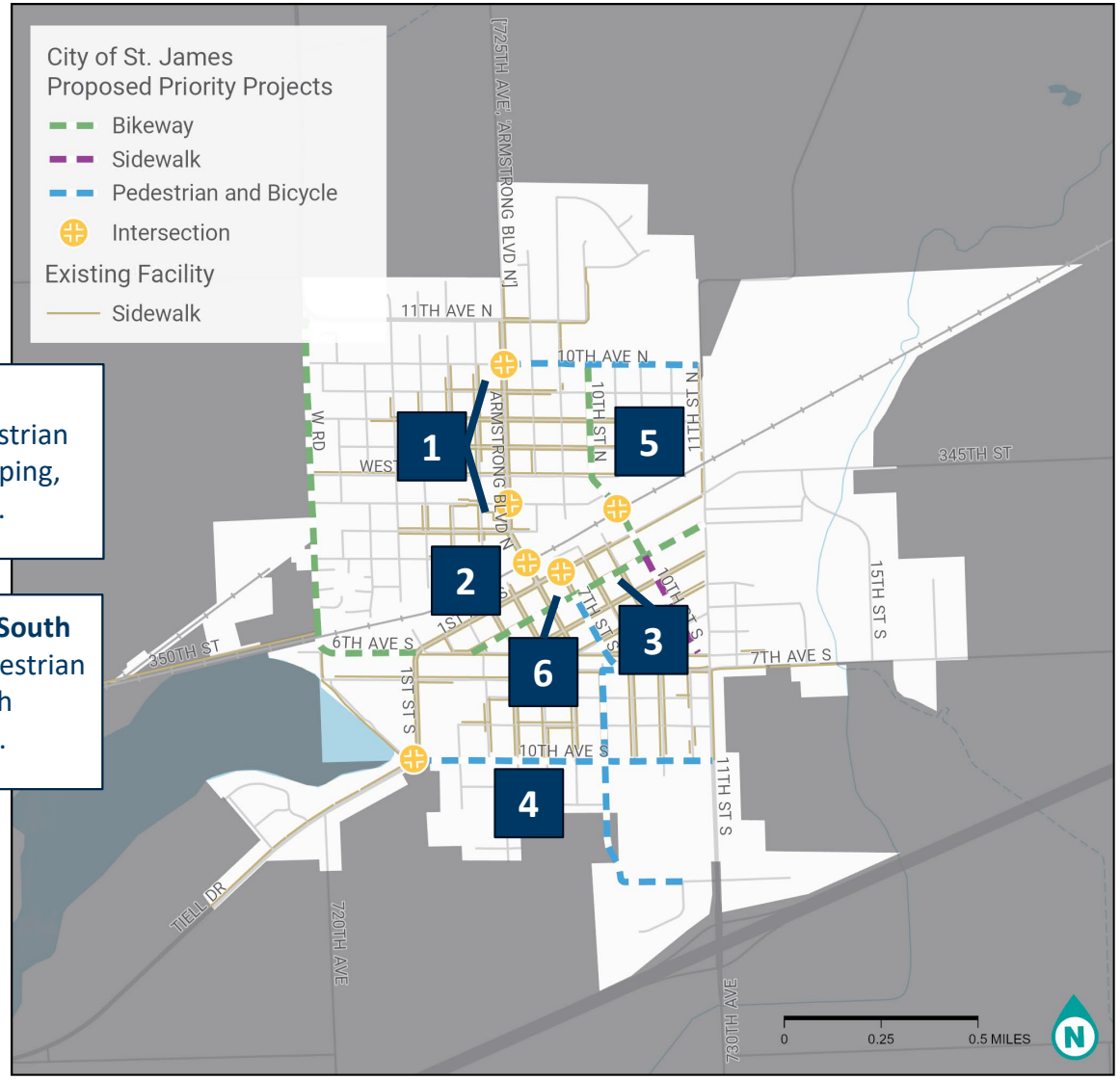
2 **Armstrong Boulevard Railroad Crossing Surface Improvement –** Improve safety and pavement conditions across railroad tracks.

3 **Alternative Bike Lane on 2nd Avenue with Bike Parking –** create dedicated bicycle facilities through potential parking reallocation.

4 **10th Avenue South Bikeway and 1st Street Intersection –** Reconstruction to add sidewalks, bicycle facilities, or a multi-use trail.

5 **10th Street South Railway Underpass –** Improve pedestrian and bicycle safety using striping, signage, and traffic calming.

6 **1st Avenue and 7th Street South Intersection –** Improve pedestrian and bicycle visibility through signage and clear sightlines.



Project numeric order based on project prioritization vote completed by local planning team and community members.

Project Actions, PAGE 1 OF 3

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

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
1) Armstrong Boulevard Intersections at 10th Avenue North and 5th Avenue North	Pursue crossing safety improvements, such as bump outs, median refuge islands, RRFBs (rectangular rapid-flashing beacons), and/or high-visibility crosswalks. Implement a temporary demonstration project installation to test safety improvements using temporary flexible delineator posts and paint. Collect community feedback during and after installation and use findings to inform permanent design, including conducting a bicycle and pedestrian count survey.	These are important intersections for Housing Redevelopment Authority (HRA) residents, school access, and downtown connections. 10th Avenue North is a county road and 5th Avenue North is a city road. Amstrong Boulevard is a state highway.	❑ Coordinate with MnDOT and Watonwan County ❑ Demonstration project ❑ Community engagement (before/during demonstration project) ❑ Bicycle and pedestrian count study (before/during demonstration project) ❑ Assess demonstration project impact on student travel. ❑ Identify long-term project funding ❑ Technical design and construction	2026-2027 (YEARS 0-1) Demonstration Project 2028-2031 (YEARS 2-5) Technical design and construction
2) Armstrong Boulevard Railroad Crossing Surface Improvements	Improve safety and smoothness of railroad crossing surface. Engage Union Pacific Railroad to understand right of way and approvals and investigate available surface and material technology.	This central crossing connects people walking, biking, and rolling through downtown and is one of four railroad crossings in St. James. The current surface and flangeway rail gutters make it difficult for pedestrians to cross.	❑ Stakeholder engagement (railroad)	2026-2027+ (YEARS 0-1) Railroad Outreach 2028+ (Year 3 and beyond) Design and railroad approval

Project Actions, PAGE 2 OF 3

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

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
3) On-Street Bike Lane on 2nd Avenue South with Bike Parking	Explore adding dedicated bicycle facilities and infrastructure to create an alternative biking route and corridor parallel to 1st Avenue downtown. Consider conducting a parking study to assess parking utilization and alternative uses of roadway space.	Residents do not feel comfortable biking through downtown St. James on 1st Avenue. 2nd Avenue South emerged as a possible alternative route. Residents emphasized that bike parking should be available on 2nd Avenue South so they can lock their bikes and walk to 1st Avenue.	❑ Conduct community engagement ❑ Conduct bicycle and pedestrian count and parking study ❑ Seek funding for technical design ❑ Explore potential pilot installation using temporary bollards, paint, and parking restrictions.	2026-2029 (YEARS 0-3)
4) 10th Avenue South Corridor Study and 1st Street South Intersection Improvements	Consider studying sidewalks, crosswalks, bike lane/bikeway, or multiuse trail along 10th Avenue South. Consider improvements to intersection geometry and crossing visibility at 1st Street South intersection. Consider testing a striped bike lane and potential to limit on-street parking to improve visibility for bikes and pedestrians near the intersection. Long-term reconstruction could include multi-use trail design or bikeway.	10th Avenue South is an important east-west corridor across the south side of town for recreation and school access. The 10th Avenue South and 1st Street intersection geometry is challenging for bicyclists and pedestrians to navigate.	❑ Community Engagement ❑ Engage and collaborate with Watonwan County (road owner) ❑ Bicycle/pedestrian count study ❑ Explore funding possibilities ❑ Technical design	2026-2027 (YEARS 0-1) Engagement and short-term improvements (signage, striping) 2028-2031 (Year 2-5) Final Design and Reconstruction

Project Actions, PAGE 3 OF 3

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

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
5) 10th Street South Railway Underpass	Improve pedestrian and bicycle safety within roadway constraints underneath railway crossing. Consider design options that dedicate space to people walking, biking, and rolling. Also consider ways to improve visibility (improved signage, painted advisory bike lane, improved lighting or flashing pedestrian/bicycle present beacon). Could also study traffic calming at adjacent intersections to slow traffic approaching the underpass.	This intersection is the only crossing available when trains are passing. People must walk, bike, or roll on the street, which can be constrained when traffic is present.	❑ Demonstration project ❑ Community engagement (before/during demonstration project) ❑ Bicycle and pedestrian count study (before/during demonstration project) ❑ Explore funding possibilities ❑ Technical design ❑ Identify bridge replacement timeline and potential for long-term roadway widening	2026-2027 (YEARS 2-3)
6) 1st Avenue and 7th Street South Intersection	Evaluate options to improve visibility for all modes at this downtown intersection. Explore ways to increase safety using signage, improved striping, and beacons to alert drivers when pedestrians are crossing.	Visibility at this intersection is limited by the building on the Southwest corner. Crosswalks are set back from the intersection, so drivers may not see or expect to see people walking across.	❑ Consult/coordinate with MnDOT on options	2026-2028 (YEARS 0-2)

Active Transportation Priority Network | **Additional Projects**

7 **Completing the sidewalk network in the neighborhood near the public schools –** Extend sidewalk network and add additional crossing and connections south of the school.

8 **Sidewalk Improvements on and near 10th Street South, St. Paul's School –** Fill in gaps in sidewalk network, stripe crossings, retrofit curb cuts.

9 **County Road 55 Bike Lane/Multiuse Trail –** Create an on-street bike lane and connect adjacent trails.

10 **7th Street South Bike Lane / Sidewalk –** Create an on-street bike lane or sidewalk on 7th Street South between St. James Medical Center and downtown.

Additional Projects

The following are additional project actions that could be further explored and developed in the future to support active transportation. Each additional project received two or less votes during the Action Planning Summit.

Project	Action: What is being suggested?	Time Period
7) Completing the sidewalk network in the neighborhood near the public schools	The Safe Routes to School project to improve the crossing at 10th Avenue North and 10th Street North helps students safely access the school campus. There are opportunities to improve additional crossings along 10th Avenue North near the school campus and complete the sidewalk network in the surrounding neighborhoods.	Long-term
8) Sidewalk Improvements on and near 10th Street South, St. Paul's School	The sidewalk network is incomplete and inaccessible near St. Paul's Lutheran School. On 4th Avenue South, the parking lot extends all the way to the curb. On 9th Street South, the sidewalk includes a set of steps. On 10th Street South, the sidewalk extends only partway down the block. There is a sidewalk on the other side of the street, but crosswalks are not marked and not all corners have curb ramps.	Long-term
9) County Road 55 Bike Lane/Multiuse Trail	County Road 55 has a bikeable shoulder. Some workshop participants proposed making this a formal bike lane or adding a multiuse trail.	Long-term
10) 7th Street South Bike Lane / Sidewalk	The segment of 7th Street South below (south) of 10th Avenue South lacks a sidewalk and become a dirt road between 11th Avenue South and 13th Avenue South. Future development is planned along this road and the road connects St. James residents between downtown, St. James Medical Center and other places of work and business on the southeast edge of town. Workers are also known to bike to the medical center and the Super 8. Consider continuing the sidewalk on 7th Street South and adding an on-street bike lane to connect existing businesses and planned residential development.	Medium to long-term

Policy Actions

The following policy actions will support the implementation of the active transportation network.

Policy Actions, PAGE 1 OF 3

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

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. Ensure the St. James Complete Streets policy applies to all street projects unless by exemption.	❑ 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*.	2028-2029 (YEARS 2-3)
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 (also called Vision Zero) 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.	2026-2027 (YEARS 0-1)

Policy Actions, PAGE 2 OF 3

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

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	Consider updates to the Sidewalk Maintenance and Repair Policy in City Code with a focus on equitable cost recovery options and a resident complaint/response process to support accessibility.	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.	❑ Staff research sidewalk maintenance and repair best practices ❑ Develop draft ordinance ❑ Engage City Council	2026-2027 (YEARS 0-1)
Community-wide ADA Transition/ Action Plan	Continue St James's effort to create curb cuts and consider developing a network wide plan to prioritize and coordinate future ADA projects.	An Americans with Disabilities (ADA) Transition Plan (sometimes know as an ADA Action Plans) can be supportive policy to identify and prioritize improvements ensuring accessible facilities in the public right of way. St. James has made progress in retrofitting non-compliant ADA pedestrian facilities, but residents express a need to continue this work to ensure people of all abilities can safely cross the street. A community-wide ADA Transition Plan in St. James could provide a structured method for identifying ADA projects and could support progress reporting as accessibility projects are completed.	❑ Use existing curb ramp data to identify non-compliant intersections ❑ Develop community-wide ADA transition plan ❑ Use plan to support implementation of curb ramp construction and/or retrofit	2026-2029 (YEARS 0-3)

Policy Actions, PAGE 3 OF 3

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

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)
Land Use, Development Code	Develop and adopt an active transportation-supportive policy for new developments and subdivisions that requires active connections be considered and/or included.	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.	❑ City staff research needs and best practices for including active transportation connections in new developments ❑ Develop draft updated ordinance ❑ Engage city council	2026-2027 (YEARS 0-1)

Practice Actions

The following practice and agency procedure actions will support the implementation of the active transportation network.

Practice Actions, PAGE 1 OF 3

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

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.	2030-2031 (YEARS 4-5)
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.	2026-2029 (YEARS 0-3)

Practice Actions, PAGE 2 OF 3

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

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.	2026-2027 (YEARS 0-1)
Maintenance Procedures	Establish annual maintenance assessment process and a sufficient annual budget 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 rating system and prioritize repair locations using a data driven approach based on inventory data. ❑ Confirm location of and fill gaps in the sidewalk network, prioritizing gaps near parks and other public destinations.	2026-2031 (YEARS 0-5)

Practice Actions, PAGE 3 OF 3

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

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 the winter maintenance policy in city code and consider whether updates or community education are needed to support year-round accessibility.	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 property owners to clear the public sidewalk abutting their property within 12 hours of snow ending. Starting at 24 hours after snow ending, the city may begin to remove snow from public sidewalks and will keep a record of the costs. The cost of snow removal will be assessed to abutting property owners and civil action may be taken by the city to recover the funds for snow removal.	❑ 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 and transit clearing program. ❑ Update timeframe of snow and ice clearing of trails and protected bikeways, prioritizing 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 trails and bikeways.	2026-2027 (YEARS 0-1)

Program Actions

The following program actions will support the implementation of the active transportation network.

Program Actions, PAGE 1 OF 3

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

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.	2028-2029 (YEARS 2-3)
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.	2028-2029 (YEARS 2-3)

Program Actions, PAGE 2 OF 3

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

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 structured around the "6 Es": evaluation, education, encouragement, equity, engagement and engineering. St. James completed a SRTS plan in 2016 and has completed street projects to increase safety along school routes. St. James should continue to support projects that expand improvements around schools and connect them into a broader city-wide active transportation network. Schools should also continue to provide instruction in safe walking and bicycling skills as per 2023 legislation. *Resource: Walk and Bike Safety Education for K-8 Students, MnDOT*	❑ Maintain partnerships with school staff to ensure continue SRTS coordination ❑ Continue to apply for MnDOT planning, boost or infrastructure grants for remaining 2016 SRTS plan projects. *See MnDOT's Safe Routes to School Grant Funding page.*	2026-2028 (YEARS 0-2)
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, paly 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 MN SRTS Guide on School Streets and Park & Walk and learn from Seattle Department of Transportation School Streets.*	2028-2029 (YEARS 2-3)

Program Actions, PAGE 3 OF 3

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

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 to create a fun way to build community and awareness around active transportation.	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.	2026-2027 (YEARS 0-1)

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	Provide partnership opportunities for local agencies to construct state highway improvements that are mutually beneficial at locations that are not currently programmed.
Statewide Programs	MnDOT Active Transportation Program Infrastructure	State	$1M	None	Provides grants and technical assistance to construct active transportation infrastructure that improves walking, biking and rolling. Our program aims to increase the number of people walking and biking to destinations and funds consultant assistance in the creation of a local active transportation plan.
	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, PAGE 3 OF 3

	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. These grants support communities with existing Safe Routes to School (SRTS) plans, or other comprehensive SRTS approaches, in advancing non-infrastructure strategies for schools to make 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.
- **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?**

- Confirm Armstrong Boulevard North intersection design and goals for a demonstration project (supported through the MnDOT Active Transportation Planning Assistance Grant).
- Develop partnerships with the railroad, Watonwan County, and MnDOT and identify opportunities to improve partner owned and managed roadways.
- Continue internal city coordination to understand financing considerations for priority projects.

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

- Following the demonstration project, confirm next steps for crossing or corridor improvements. Secure funding and begin design process.
- Work with MnDOT District 7/ Region Nine Development Commission to conduct pedestrian and bicycle count studies to understand current travel patterns and impact of improvements.
- Engage community in bikeway design potentials along 2nd Avenue South.
- Identify design alternatives for 10th Avenue South and secure funding for street reconstruction.
- Evaluate and modify the city's winter maintenance policy to enhance clarity, public understanding, and communication channels.
- Identify partners and event opportunities to pilot an open streets community event in St. James

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

- Initiate a city traffic calming program and secure an implementation budget for public works.
- Draft and adopt a complete streets policy.
- Review and endorse national and state design guidance that fits the context of St. James and the goals of the active transportation network.
- Conduct parking study along 2nd Avenue South to identify bikeway goals and design potentials.
- Support Safe Routes to School programming through partnerships and funding for events promoting active transportation.
- Study alternative street design on 10th Street South below the railroad and confirm funding needs and design feasibility.
- Create and adopt an ADA Transition Plan.

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

- Following the adoption of a complete streets policy, develop a complete streets checklist to support policy implementation.
- Continue to implement ADA accessibility projects to fulfill the St. James ADA Transition Plan.
- Identify future bikeway routes building from a bike lane on 2nd Avenue South.
- Implement intersection improvements at 10th Avenue South and 1st Street South to better connect any corridor improvements made to 10th Avenue South.
- Study and evaluate the feasibility of the identified additional projects and determine project next steps.

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 improvements completed, sidewalk gaps closed, and level-of-quality assessments.

2. **Community Experience & Use**
   Tracks how people feel, perceive, and use the active transportation network. Measures include community surveys completed, 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, number of partnerships, staff capacity built, policies updated and stakeholder support.

These measures will help evaluate whether:

- **Projects are being delivered**
- **The public feels safer**
- **Infrastructure safety and quality is improving**
- **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
Community Experience & Use	*How do people feel about the active transportation network and are they using it?*	• Public perception of safety and comfort • Parent perception of kids' ability to walk or bike • Walking and biking counts • Awareness of active transportation programs, routes, and resources • Frequency of active transportation for daily trips
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 • Implementation barriers removed

Practice: How We Will Implement the Framework

To make measurement practical and sustainable:

1. **Use existing data sources first** (traffic counts, crash reports, school walk/bike surveys/tallies)
2. **Add low-cost tools gradually** (speed studies, intercept surveys)
3. **Develop an annual "AT 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

Use the following scoring approach to track and assess annually.

Measure	Baseline	Target (x-x years)	Status	Trend
Bike Counts [on X Street/Road]	TBD	+20%	On track	*Variation* ⬆/⬇
% low-stress segments	35%	60%	Behind	*Negative* ⬇
Resident satisfaction	48%	65%+	On track	*No change* ⊖
Grant applications submitted	0	2 per year	On track	*Positive* ⬆

⬆/⬇ Variation (e.g., by location, due to season)

⬆ Positive

⬇ Negative

⊖ No Significant Change

A Call to Action

COMMUNITY CHARGE

Through previous planning efforts and this Active Transportation Action Plan, St. James has positioned itself to develop an active transportation network that is connected, comfortable, and accessible to all. The City and Active Transportation Planning Committee have shown that they are dedicated to achieving the goals and vision laid out in the plan.

Through this plan, St. James has developed a detailed roadmap of projects, policies, programs, and practices to foster safer and more accessible walking, biking, and rolling for all. As St. James works to implement the active transportation plan, the City will continue to build out a cohesive network that benefits all members of the St. James community.

Closing thoughts from the Active Transportation Plan Committee

"Make Active Transportation the easy option"

"Move from plans to practice. Safe streets for all."

"Every street. Every user."