FRIDLEY STREETS FOR ALL PLAN

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CONTENTS

01 INTRODUCTION

PLAN OVERVIEW & PURPOSE

The Fridley Streets for All Plan is a comprehensive, forward-looking framework aimed at improving safety and accessibility for all users of the city's transportation system—including pedestrians, bicyclists, motorcyclists, transit riders, and motorists. At its core is the principle that any loss of life on Fridley's streets is unacceptable, underscoring the City's commitment to eliminating traffic-related fatalities and serious injuries.

The plan is aligned with national and statewide safety initiatives, including the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program and Minnesota's Toward Zero Deaths strategy. These alignments ensure that Fridley's efforts are consistent with best practices in roadway safety and position the City to leverage broader technical and funding support.

To advance this vision, the plan prioritizes systemic and data-driven improvements such as context-sensitive roadway design, proactive speed management, and enhanced multimodal connectivity. It also integrates robust community engagement and emphasizes equity, ensuring that safety investments benefit all residents, particularly those in historically underserved areas.

Overall, the Streets for All Plan establishes a clear roadmap for future safety and mobility investments, providing a strong foundation for implementation and enhancing the City's competitiveness for state and federal funding opportunities.

Plan Objectives

- Understand community safety issues, problem spots, and where improvements are needed
- Recommend strategies and projects that reduce severe crashes, increase mobility, and improve safety for all modes
- Ensure improvements benefit all residents, with attention to vulnerable populations and users

Safe System Approach

This plan follows the Safe System approach, which is endorsed by the U.S. Department of Transportation and Minnesota's Toward Zero Deaths program. The approach recognizes that human error is inevitable, but those errors should not result in death or serious injury. It shifts the focus from individual responsibility to a shared responsibility for safety across all parts of the transportation system.

FIGURE 1. STUDY AREA

The **study area** encompasses the full municipal boundaries of the City of Fridley, Minnesota. Fridley is a first-ring suburb within the Twin Cities metropolitan region, situated immediately north of Minneapolis. The city is served by several major transportation corridors, including University Avenue NE (MN 47), East River Road (CSAH 1), and Central Avenue NE (MN 65), all of which function as primary north–south routes through or along the community. Interstate 694 traverses the southern portion of the city, providing regional east–west connectivity and effectively bisecting this area.

PLAN ORGANIZATION

The Fridley Streets for All Plan is structured to guide readers from understanding the city's safety challenges to identifying actionable solutions. Each chapter builds on the previous one, creating a clear path from analysis to implementation.

Chapter 1: Introduction

Describes the purposes of the plan, its alignment with national and state safety initiatives, and the guiding principles that shape Fridley's approach to transportation safety.

Chapter 2: Crash & Risk Profile

Analyzes crash trends from 2021 to 2025, including frequency, severity, and contributing factors. Introduces the High Injury Network (HIN), a small set of streets with most severe crashes, and the High Risk Network (HRN), identified locations with the highest potential for severe crashes, to guide safety investments.

Chapter 3: Community Engagement

Summarizes community input gathered through local events and stakeholder meetings and an interactive comment map. Public feedback ensures that the plan reflects local priorities and lived experiences.

Chapter 4: Prioritization Framework

Outlines a scoring framework that uses crash history, community feedback, equity considerations, and connectivity to rank potential projects. This ensures resources are allocated effectively.

Chapter 5: Safety Countermeasure Toolbox

Provides a menu of proven strategies and design treatments, such as curb extensions, roundabouts, and speed management measures. Each countermeasure includes effectiveness data and cost considerations.

Chapter 6: Project Development

Presents long-term design concepts for priority corridors and intersections to guide future investments and improvements.

Chapter 7: Multimodal Network

Evaluates the gaps in Fridley's multimodal network by analyzing sidewalk availability and connectivity to identify priority investments that enhance safety, accessible travel to key destinations.

Chapter 8: Funding & Delivery

Identifies federal, state, regional, and local funding sources, including SS4A, to finance safety and active transportation projects, and outlines how Fridley will leverage them to accelerate delivery aligned with community and equity priorities.

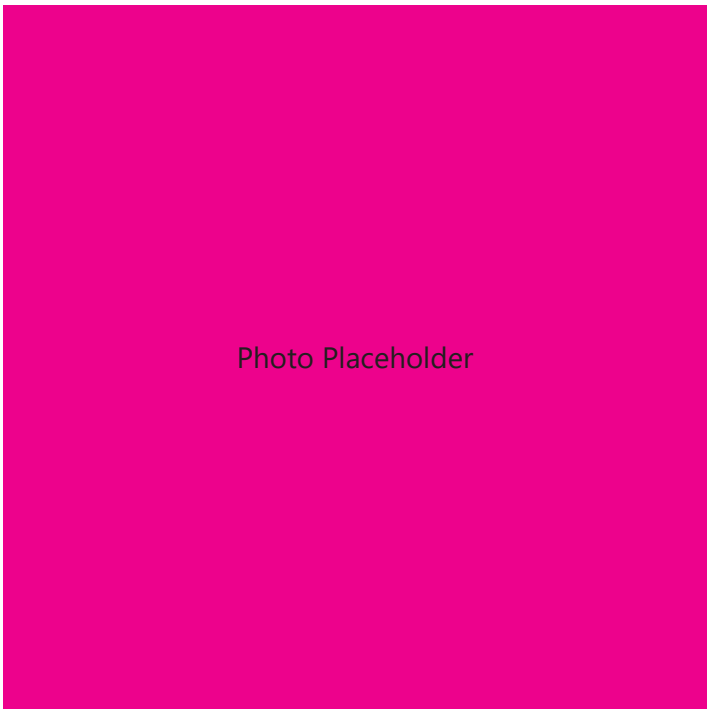
Chapter 9: Policy & Progress

Recommends policy updates, funding strategies, and performance measures to monitor and track progress over time. This chapter also outlines methods for tracking and reporting results to the community.

Appendices

Includes supporting data, engagement summaries, and technical details for reference.

Together, these chapters provide a comprehensive roadmap for achieving Fridley's vision of zero traffic fatalities and serious injuries. The plan is designed to be practical, adaptable, and aligned with federal and state funding opportunities.



What is a Safe Streets for All (SS4A) Safety Action Plan?

A Safe Streets for All (SS4A) Safety Action Plan provides federal support for planning and infrastructure initiatives aimed at preventing deaths and serious injuries of all roadway users, including pedestrians, bicyclists, micro-mobility users, commercial vehicle operators, transit riders, and motorists.

The purpose of a safety action plan is to:

- Identify high crash locations
- Engage the community to receive their input and direction
- Recommend design treatments at high crash locations (both intersections and roadway segments) aimed at reducing crashes.

Through the completion of this Streets for All Plan, the City of Fridley will continue its commitment to create a safe transportation system for its residents, visitors, and businesses. **This plan establishes a goal of zero traffic deaths and serious injuries on all surface streets in Fridley by YYYY, with an interim goal of 50 percent reduction in fatal and serious injury crashes by YYYY.**

How do we Achieve Zero Deaths and Serious Injuries?

A Safe Systems Approach is a guiding model to address safety on our roads. The Safe System Approach has been developed and adopted by the United States Department of Transportation as an effective way to address and mitigate the safety risks posed by our transportation systems.

The Safe Systems Approach includes five objectives that are reinforced through six principles (Figure 2). These objectives and principles create a holistic approach to make our transportation systems and public rights-of-way safer for people. Compared to traditional road safety practices, the Safe System Approach focuses on the design and operation of our transportation systems to anticipate human mistakes and lessen the impacts of crashes to save lives.

FIGURE 2. OBJECTIVES AND PRINCIPLES OF A SAFE SYSTEMS APPROACH

Source: FHWA.

ALIGNMENT WITH OTHER PLANS AND POLICIES

This plan builds on local, regional and state efforts that encourages Safety, multimodal connectivity, and proactive infrastructure investment. These plans provide guidance and ensure consistency with broader transportation goals. Table 1 summarizes plans that are related transportation safety and mobility at the local, regional, and state level to ensure the City of Fridley Streets for All plan aligns its objectives and values with previous planning efforts. Appendix A contains a full review of previous plans.

The following pages provide summaries of major improvement projects or studies on MnDOT and Anoka County corridors in the City of Fridley.

Common Themes

Safety: Improving safety for pedestrians and bicyclists through design, policy and education.

Connectivity: Complete street and trail networks that link neighborhoods, schools, parks, and downtown.

Equity and ADA Compliance: Ensuring transportation systems are accessible and inclusive for all users.

Planning and Implementation: Using data, analysis and performance measures to prioritize investments and track safety outcomes.

TABLE 1. PREVIOUS PLAN REVIEW SUMMARY

Plan		Safe Systems Approach	Bicycle/Pedestrian Recommendations	Safety Countermeasures	Intersection Recommendations	Corridor Recommendations
Active Transportation Plan			●	●		●
ADA Transition Plan						●
Comprehensive Plan						●
Safe Routes to School	Fridley Middle		●	●		
	Hayes Elementary		●	●		
	North Park Elementary		●	●		
	Stevenson Elementary		●	●		
Highway 47/65 PEL Study			●	●		●
TH 47 Preliminary Design				●		●
CSAH 6 (Mississippi Street) Roadway Modification Study			●	●	●	●
Anoka County SS4A Plan		●		●	●	●
Anoka County CSAH 1 Roadway Modification Study			●	●	●	●
MN Metro Region 2025-2029 SHSP		●				
Met Council Pedestrian Safety Action Plan		●		●		
USDOT Pedestrian Safety Action Plan		●	●			

TH 47 Improvements

The TH 47 corridor between Minneapolis and Blaine is one of Minnesota's most dangerous roadways for pedestrians, with 14 pedestrian fatalities between 2014 and September 2024. In response, MnDOT completed a Planning and Environmental Linkages (PEL) study in 2024 and developed the TH 47 Preliminary Design Plan to guide near- and long-term safety and mobility improvements, funding strategies, and project sequencing.

From the PEL study, the Preliminary Design Plan advances two corridor visions which both emphasize pedestrian safety and multimodal access:

Vision 1: Roundabout Corridor

- Converts signalized intersections to roundabouts from 37th Avenue to Northtown Mall (includes 16 roundabouts)
- Incorporates pedestrian safety treatments at every intersection
- Maintains at-grade intersections but significantly reduces crash severity
- Compatible with METRO F Line BRT route bus station designs

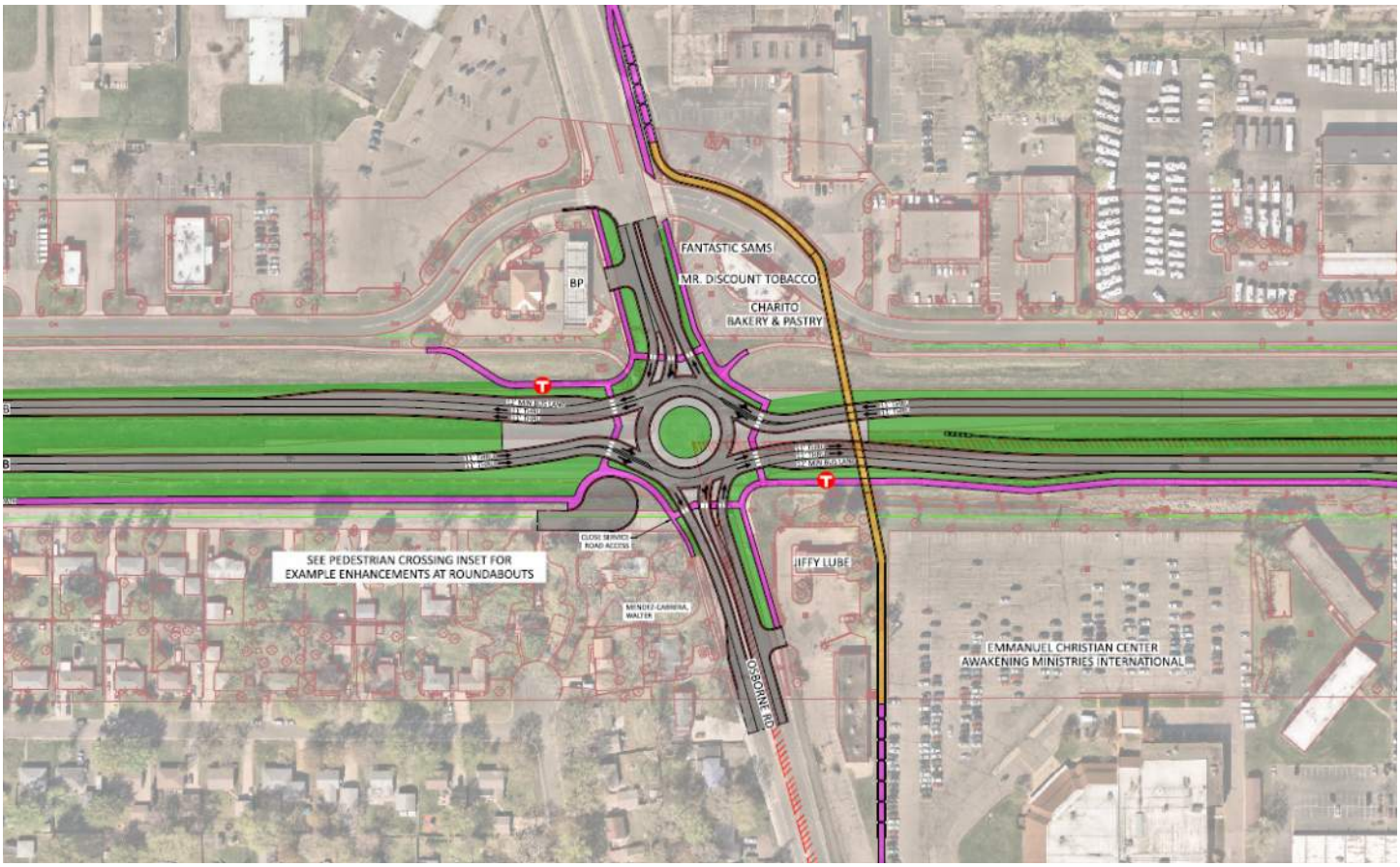
Vision 2: Signals and Grade Separation

- Replaces existing traffic signals with new signals from 37th Avenue to Osborne Road
- Introduces grade-separated interchanges north of Osborne Road (81st, 85th, and University Avenue)
- Eliminates at-grade conflicts in the northern portion but results in a significantly higher cost
- Retains conventional signal operations

Pedestrian and Multimodal Improvements

- A continuous facility is provided along the full corridor in both visions
- Grade-separated pedestrian crossings were evaluated although most were not feasible due to right-of-way impacts
- Pedestrian bridges are recommended at two locations:
  - 42nd Avenue (replacement of aging, non-ADA accessible bridge)
  - 85th Avenue (highest pedestrian and bicyclist fatal crash location)
- Additional grade-separated crossing concepts were identified for future consideration

FIGURE 3. TH 47 IMPLEMENTATION PLAN: VISION 2 (JANUARY 2025)



CSAH 6 Roadway Modification Study

The CSAH 6 (Mississippi Street) Roadway Modification Study evaluated safety, mobility, and access along a 2.3-mile east-west corridor in the City of Fridley. The study was conducted in partnership between Anoka County and the City to determine roadway modifications that best serve pedestrians, bicyclists, transit users, and motorists through 2040.

The roadway is currently four-lanes undivided between CSAH 1 and CSAH 35 and two-lanes east of CSAH 35 to Stinson Boulevard. The corridor includes nearly 120 access points, a posted speed limit of 35 mph, sidewalks of varying width, and no dedicated bicycle facilities. Average daily traffic is approximately 5,800 vehicles, with forecasts showing 5,100 to 6,400 vehicles per day in 2040, indicating that the roadway is over-built and that four lanes are not required for capacity.

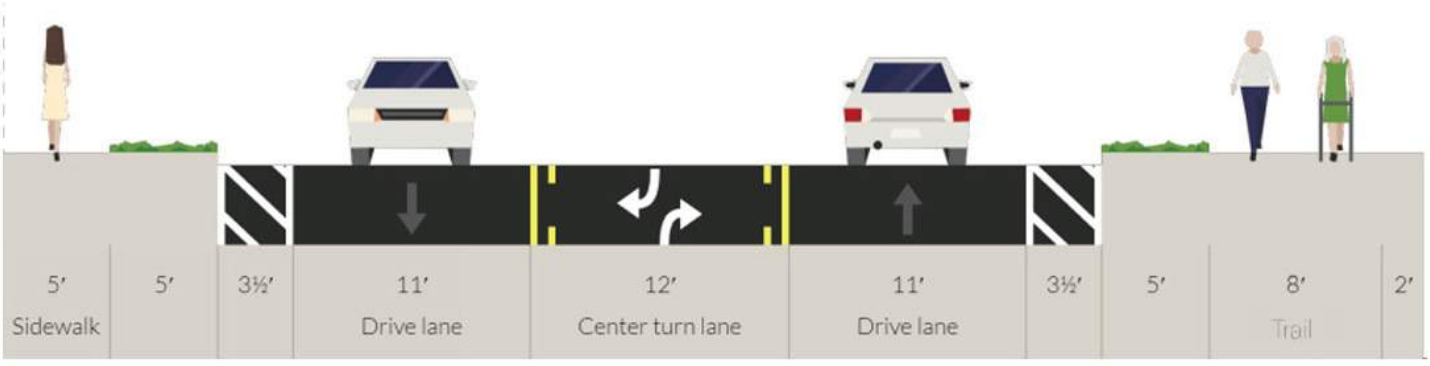
In addition to being overbuilt, several problems were identified through the study including:

- Crash rates exceeding statewide levels
- Several statistically unsafe intersections (TH 47, TH 65, 7th Street, and CSAH 35)
- Rear-end crashes are the most common type of crash at signalized intersections
- Pedestrian and bicyclist comfort and safety are poor due to narrow sidewalks, lack of buffers, and long crossing distances over busy roadways

From the study numerous recommendations were developed:

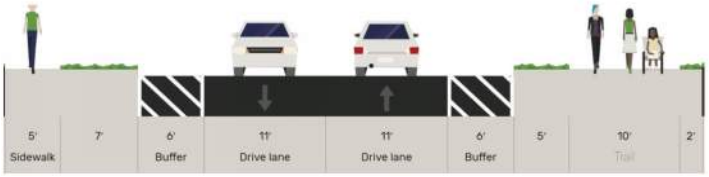
- Three-lane cross section between TH 47 and CSAH 35, transitioning to two-lanes near the railroad underpass and east of CSAH 35
- Maintain existing lane configurations at TH 47 and TH 65, with future improvements at TH 65 deferred to MnDOT corridor studies
- Single-lane roundabouts at:
  - 7th Street
  - Monroe Street
  - CSAH 35
- Pedestrian and bicycle upgrades:
  - 8-foot paved trail on the south side of the corridor
  - 5-foot sidewalk on the north side (wider near TH 47 and under the railroad)
  - Minimum 5-foot boulevards to improve separation, snow storage, and streetscape quality

FIGURE 4. CSAH 6 (MISSISSIPPI STREET) TYPICAL SECTIONS



Railroad Underpass (CSAH 1 to 2nd Street)

CSAH 6 East of CSAH 35



Anoka County CSAH 1 Roadway Modification Study (May 2012)

The CSAH 1 (East River Road) Corridor Study was undertaken by Anoka County, the City of Coon Rapids, and the City of Fridley, to plan for long-term improvements on the north-south corridor. The study responds to forecasted traffic growth while balancing safety, mobility, neighborhood character, and multimodal access. The corridor is not only a transportation asset, but a residential and recreational area adjacent to the Mississippi River.

Key findings include:

- Projected traffic volumes of up to 28,500 AADT by 2030
- Safety issues linked to access spacing and turning conflicts over the actual volume of traffic - numerous closely spaced intersections and driveways increase conflict points
- Incomplete and inconsistent sidewalk and trail coverage - existing transit is under-supported by pedestrian and bicycle access
- Utilities, signage clutter, and limited maintenance detract from the overall appearance

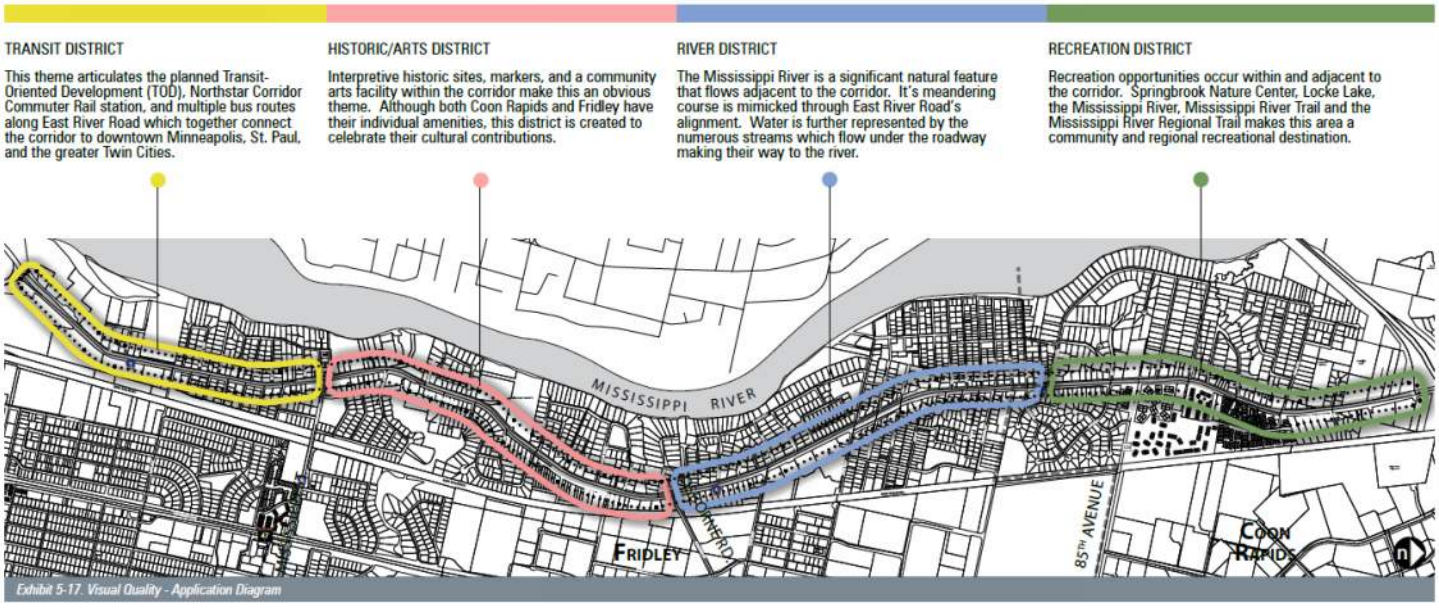
Key recommendations include:

- Construction of 9 new median segments
- 19 local street closures where alternate access exists
- Conversion of select full-access intersections to ¾ access
- Priority on completing sidewalks and trails on both sides of the corridor with improved access to transit stops
- Corridor wide visual quality enhancements

Corridor Themes

The study identified four distinct themes, or districts, along East River Road (shown in Figure 5): transit, historic/arts, river, and recreation. These districts informed the preferred design approach, which combines a consistent, design-neutral baseline applied corridor-wide (black-dotted line) with themed district overlays. Each district incorporates a full set of visual quality elements, with design variations reflecting its theme, applied in uniform, equal-length segments to balance continuity and identity along the corridor.

FIGURE 5. EAST RIVER ROAD DISTRICTS



02 CRASH & RISK PROFILE

CRASH & RISK PROFILE

Safety Analysis

The safety analysis was completed as a series of five steps. These steps guided the analysis and helped organize the technical findings presented in the sections below. These five steps reflect the project-specific safety analysis framework developed as part of the SS4A Action Plan scope and are not a prescribed federal methodology.

To support each step, an equity analysis was also completed. The equity analysis focused on understanding how the safety analysis results in each step aligned with demographic factors such as poverty and vehicle access. This equity analysis, which also includes an active transportation network gap analysis, can be found in **Appendix B** in the full Safety and Equity Analysis Technical Memorandum.

The approach to the crash and risk profile for the City of Fridley consisted of the following five steps:

Step 1 - Identify Citywide Crash Trends

Step 1 included data preparation and a review of five years of crash data, helping to identify key crash trends and risk factors of the crash history observed in the study area.

Step 2 - Develop High Injury Network

Step 2 identified and mapped the High Injury Network (HIN), which consists of roadway segments and intersections with a disproportionate share of fatal and serious injury crashes.

Step 3 - Systemic Analysis

Step 3 identified key risk factors and roadway characteristics that contribute to crashes across the city through the development of crash trees.

Step 4 - Analyze Risk Factors

Step 4 maps and assesses risk factors associated with crash rates. The process starts the process of identifying priority areas for safety improvements and includes a spatial review of traffic patterns, roadway features, and conditions affecting vulnerable users.

Step 5 - Develop High Risk Network

Step 5 of the process identified the High Risk Network (HRN), which includes locations with elevated risk factors for crashes, even if they have not historically experienced a high number of serious crashes.

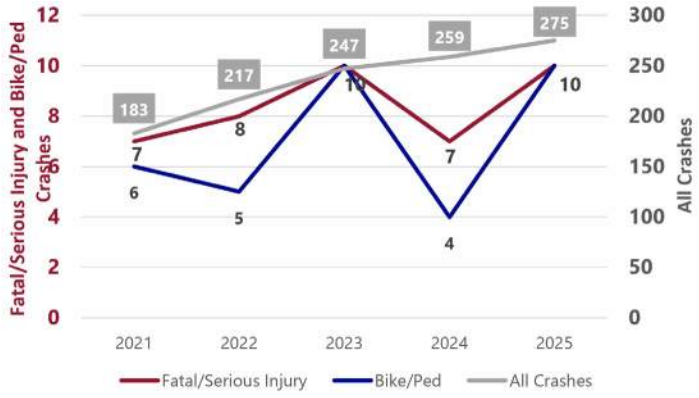
1 Identify Citywide Crash Trends

This stage of analysis focused on analyzing historical data, as well as reviewing trends and risk factors identified by previous plans. The crash analysis was primarily based on the most recent five years of crash data available (2021-2025) from the Minnesota Department of Transportation (MnDOT) through the MnCMAT2 crash data portal. Ten-year crash data was also examined for overall historical trends. Crashes on I-694 and I-694 ramps were excluded from the analysis.

The analysis found that total crashes were higher in 2025 than in any of the previous 10 years. Crashes have increased disproportionately to the growth in population. Between 2020 and 2024, the population of Fridley increased from 29,580 in 2020 to 30,679 in 2024, a 3.7% increase according to the US Census Bureau. Between 2021 and 2025, the number of crashes in Fridley increased from 183 to 275, a 50% increase **(Figure 6).**

Fatal and serious injury (FSI) crashes and bicycle/pedestrian crashes have also increased over the same period. Fatal crashes have gone from seven in 2021 to 10 in 2025 (with 10 fatal crashes also occurring in 2023). Bicycle and pedestrian crashes have had a lot of variability year over year, ranging from a five-year low of four crashes in 2024, to a five year high of 10 crashes in both 2023 and 2025.

FIGURE 6. CRASH TRENDS IN FRIDLEY (2021-2025)



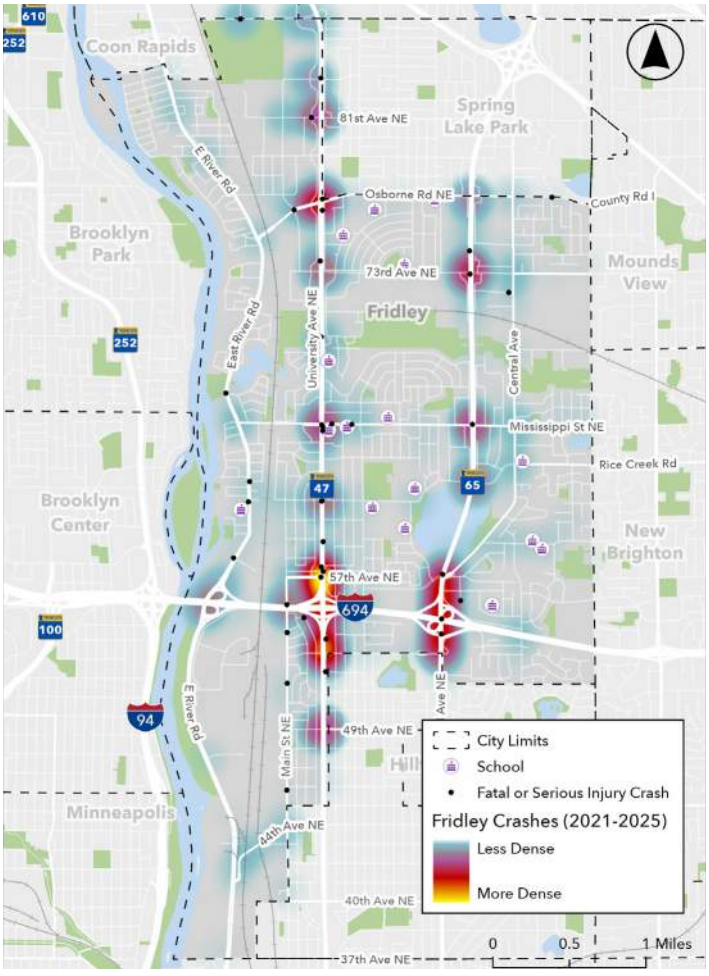
Crash Heat Map

A heat map was developed of the 5-year crash data within Fridley. In **Figure 7** below, the heat map shows the spatial density of all crashes, while the small black dots identify serious injury and fatal crashes.

Overall, crashes are concentrated on the high-volume roadways such as Highways 47 and 65. The intersection of Highway 47 and 57th Avenue NE has the highest concentration of crashes in the City of Fridley. This intersection, near I-694, is surrounded by other high crash intersections around the interchange areas for I-694 on both Highway 47 and Highway 65.

Outside of intersections located near the I-694 interchange areas, high volumes of crashes were seen at Highway 47 and Osborne Road NE, at Highway 65 and 73rd Avenue NE, as well as the intersections of Mississippi Street NE and both Highway 47 and 65. East River Road does not have a high concentration of crashes, however there were multiple fatal crashes that occurred along the roadway.

FIGURE 7. FRIDLEY CRASH HEAT MAP (2021-2025)



Contributing Factors

A contributing factor is a term used by MnDOT and identified by law enforcement that identifies the primary actions or behaviors leading to a crash. A crash can have multiple contributing factors listed in the crash report, meaning that those listed below are not mutually exclusive. A review of crash data in Fridley reveals several key contributing factors to crashes, as seen below in **Table 2**.

TABLE 2. TOP CONTRIBUTING FACTORS (2021-2025)

Contributing Factor	Percent of all crashes	Percent of FSI Crashes
Followed too closely	16%	2.4%
Failed to yield right-of-way	11%	10%
Ran a red light	7.6%	10%
Careless or negligent driving	4.8%	10%
Speeding	3.3%	9.5%
Driver Impairment	5.4%	19%

The most cited contributing factor was following too closely, which was identified as a contributing factor for 16 percent of all crashes, but only 2.4 percent of fatal or serious injury crashes. This suggests that while rear-end collisions are frequent, they are less likely to result in severe outcomes.

While driver impairment accounted for 5.4 percent of all crashes, it notably accounted for 19 percent of all fatal or serious injury crashes. Of the fatal or serious injury crashes, 14 percent involved a driver under the influence of alcohol, while 5 percent involved a driver under the influence of illicit substances. This underscores the risk posed by impaired driving on Fridley's roadways.

It is important to note that approximately 37 percent of crashes reported in Fridley do not have a contributing factor(s) assigned, which limits the ability to draw comprehensive conclusions about all crash causes. Nonetheless, the data clearly indicate that improper following or yielding, impaired driving, and speeding are significant contributors to the most severe crashes in the community.

2 Develop High Injury Network

A High Injury Network (HIN) is a collection of streets where crashes resulting in an injury or fatality have occurred and where safety interventions should be targeted. While fatal and serious injury crashes represent a smaller share of total crashes, they carry an out-sized societal cost—including loss of life, long-term disability, trauma for families and communities, and substantial medical and economic impacts. For that reason, the HIN is a reactive approach that focuses on corridors with the most severe outcomes, rather than a simple heat map of all crashes, which can over-prioritize streets with many property-damage-only crashes. The network supports prioritization of future safety investments where they have the greatest potential to prevent fatal and serious injuries.

HIN Methodology

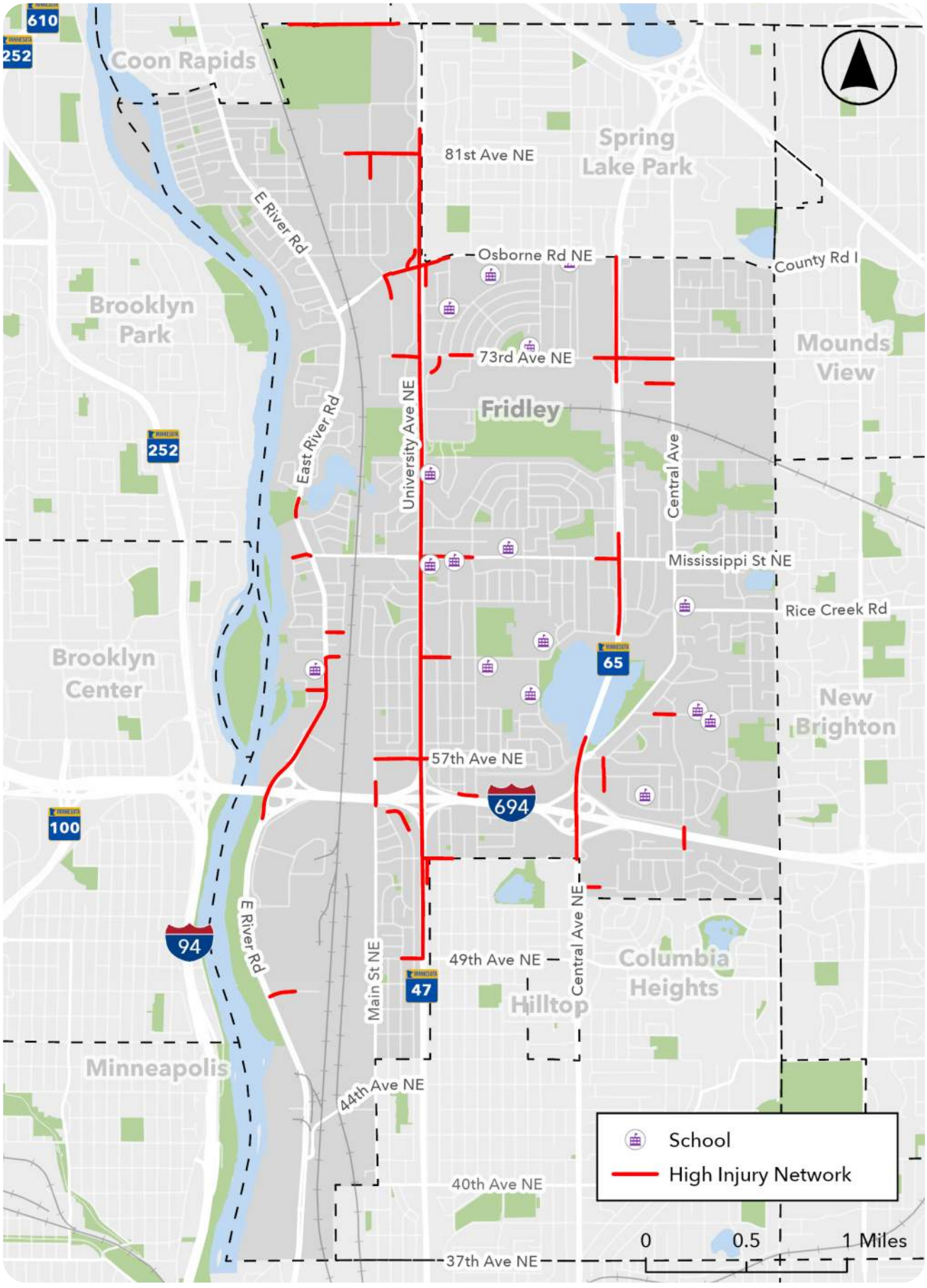
Fridley's HIN is based on the more than 400 crashes that occurred between 2021 and 2025 that were classified as fatal, serious, minor, or possible injury. Once the crash data was joined to its correct roadway segment, the HIN was developed using the following method:

- Weight Crashes by Severity
- Normalize by segment length
- Rank segments
- Select Percentile thresholds
- Fill small gaps for map clarity

The full HIN map can be seen in **Figure 8** on the following page. The HIN covers about 12 miles of roadway, and includes:

- 9% of roadway centerline miles (excluding interstates and private roads)
- 89% of fatal crashes
- 79% of serious injury crashes
- 78% of bicycle crashes
- 65% of pedestrian crashes
- 81% of minor injury crashes

FIGURE 8. FRIDLEY HIGH INJURY NETWORK (HIN) MAP



3 Systemic Analysis

As part of the safety analysis, risk factors associated with crashes in Fridley were mapped and assessed. This process included a spatial review of traffic patterns, roadway features, and conditions affecting vulnerable users, laying the groundwork for identifying priority areas for safety improvements. Crash trees were also developed.

Additionally, a crash data review was carried out that considered all the focus area risk factors presented in the MnDOT 2025-2029 Strategic Highway Safety Plan (SHSP). Using the available crash data, the prevalence rates of these priority issues were determined for Fridley's fatal and serious injury crashes and compared to district-wide rates.

The charts below (**Figure 9** and **Figure 10**) summarize total roadway miles and crash severity by each roadway's functional classification. Functional classification is a system used to categorize roadways based on their purpose and the type of traffic they serve. Most crashes in Fridley occur on minor arterial roadways. Principal arterial roadways are very overrepresented in crashes compared to the total roadway miles they make up.

FIGURE 9. ROADWAY MILES BY FUNCTIONAL CLASS

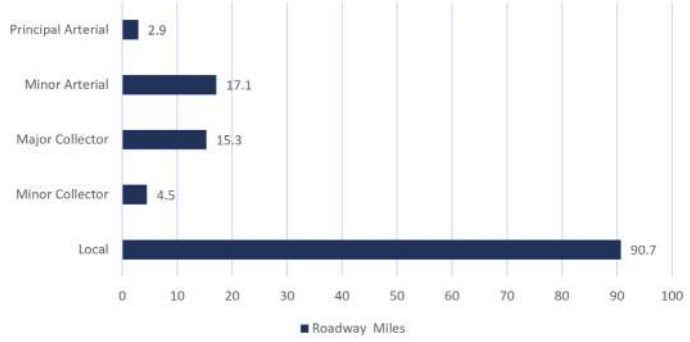
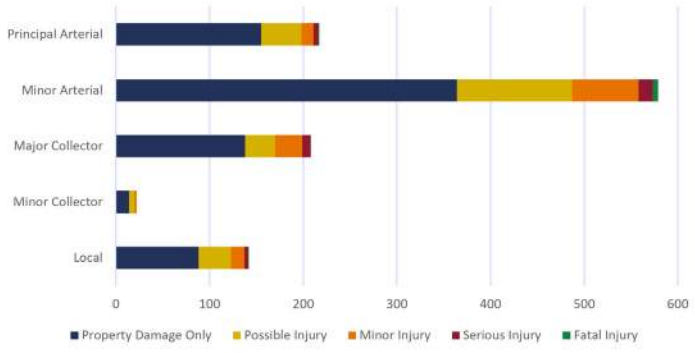


FIGURE 10. CRASH SEVERITY BY FUNCTIONAL CLASS

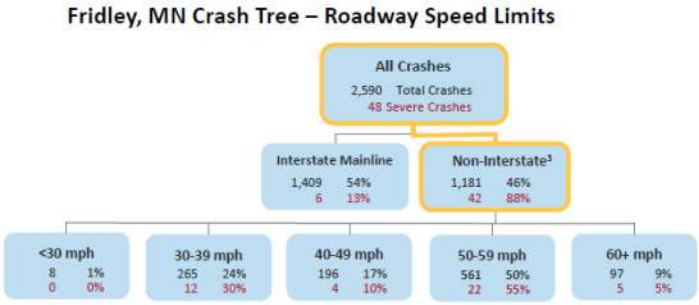


Crash Trees

To identify risk factors which are over represented in fatal and serious injury crashes, crash trees were developed. Crash Trees build on earlier citywide crash trends and High Injury Network (HIN) findings by examining over-represented risk factors associated with fatal and serious injury crashes. Crash trees for the City of Fridley and the MnDOT Metro District were created to compare the local results to the entire metro region.

Full crash trees and short summaries with additional details can be found in the Safety and Equity Analysis Technical Memorandum in **Appendix B**.

FIGURE 11. EXAMPLE CRASH TREE



Focus Areas

The purpose of the focus area identification process is to determine the most frequent and critical contributing factors associated with severe injury and fatal crashes within the City of Fridley. Identifying these focus areas allows the City to strategically refine which safety countermeasures will be emphasized in the Safety Action Plan and ensure alignment between local needs and statewide safety priorities.

The methodology integrates multiple data sources, including Fridley-specific crash data and crash trees, priorities identified in the 2025–2029 SHSP, and input from the project team. The combined approach ensures that focus areas reflect both empirical crash trends and local context. The focus areas include:

- Speeding
- Impairment
- Pedestrians
- Nighttime Crashes (Vulnerable Road User Focus)
- Signalized Intersections (Highway and County Road Focus)
- Lane Departure Crashes (City-Owned Road Focus)
- Rear-End Crashes (Highway Focus)

4 Analyze Risk Factors

Step 4 of the safety analysis centers on mapping and evaluating risk factors linked to increased crash rates in Fridley, using insights from crash tree analysis. This stage incorporates a spatial review of the following urban segment risk factors:

- Traffic Volumes
- Speed Limits
- Land Use Context
- Vulnerable Road Users (VRUs)
- Nighttime Conditions Affecting VRUs

Traffic Volumes

Figure 12 illustrates roadway volumes, highlighting a known risk factor for traffic safety. Most residential streets in Fridley experience daily traffic volumes of fewer than 1,000 vehicles, while most crashes occur on roads that have higher volumes.

Speed Limits

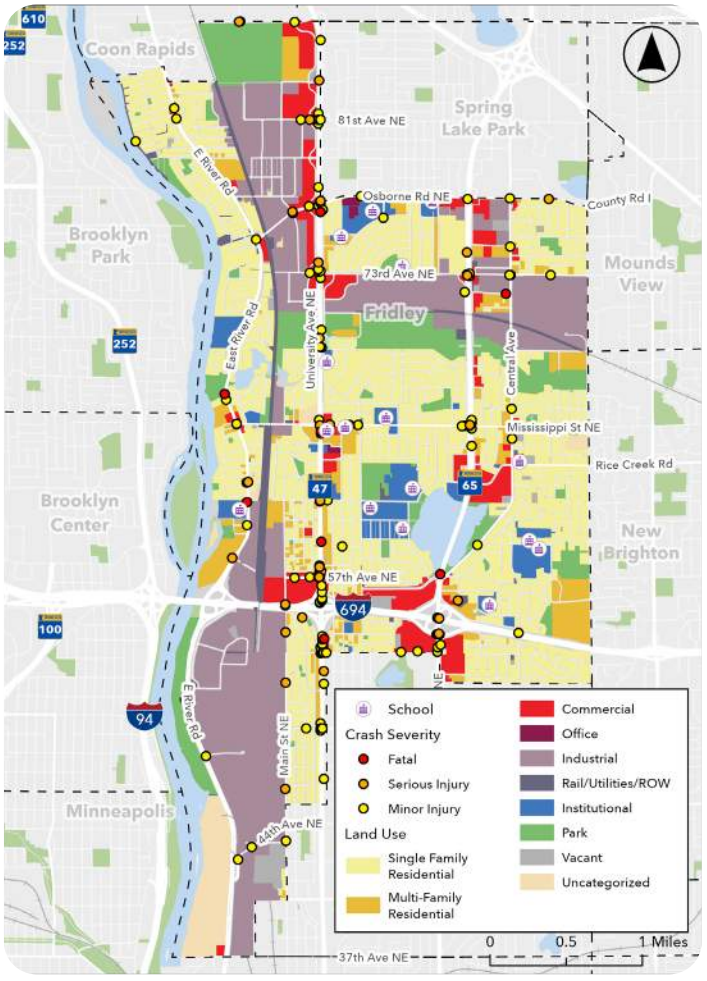
While most city-owned streets have a speed limit of 30 mph, the crash data reveals that 50 percent of all crashes—and an even higher 55 percent of fatal or serious injury crashes—occurred on roads with speed limits between 50 and 60 mph. This underscores the elevated risks associated with higher-speed corridors in the city.

Land Use Context

Figure 13 shows the land use and crashes in Fridley. The map shows that crashes in Fridley are notably concentrated along major commercial corridors such as Highway 47 and Highway 65, especially at major intersections. Additionally, crashes are observed near denser development nodes along East River Road, suggesting that areas with increased activity and density also experience elevated crash occurrences. This spatial pattern shows the importance of considering both corridor type and land use context when evaluating roadway safety and prioritizing improvements.

FIGURE 12. CRASH SEVERITY AND TRAFFIC VOLUMES

FIGURE 13. CRASH SEVERITY AND LAND USE



Vulnerable Road Users

Crashes involving pedestrians and bicyclists are more likely to result in more severe outcomes compared to crashes only involving vehicles, emphasizing the greater risks faced by non-motorized road users in Fridley. The map below (**Figure 14**) illustrates the locations of crashes involving Vulnerable Road Users (VRUs).

Approximately 80 percent of bicycle crashes involve at least a minor injury, with all other bicycle crashes involving a possible injury. Pedestrian crashes have similarly high injury rates, as 96 percent of crashes involve at least a possible injury, with 38 percent of crashes involving a fatality of serious injury. In comparison, two thirds of vehicular crashes are property damage only, highlighting the need for targeted safety measures to protect VRUs, especially in areas with concentrated activity and higher exposure.

Data indicate that VRU crashes are more likely to occur on roadways featuring these walk/bike amenities. However, this relationship likely represents a correlation rather than causation; these roadways typically have higher traffic volumes and attract more walkers and cyclists, which may increase exposure and risk.

Vulnerable Road Users by Lighting

Vulnerable road users face especially high risks during nighttime hours. The map below (**Figure 15**) presents VRU crashes categorized by lighting conditions and sorted by severity, covering all lighting conditions.

Notably, 56 percent of nighttime VRU crashes result in fatal or serious injuries (KSI), compared to just 6 percent of daytime crashes. Among the 16 nighttime crashes, 5 occurred in areas without street lighting, resulting in 2 serious injuries. In locations with street lighting, there were 11 crashes, which led to 3 fatalities and 4 serious injuries.

FIGURE 14. VRU CRASHES

FIGURE 15. VRU CRASHES BY LIGHTING CONDITION

5 Develop High Risk Network

Step 5 of the crash and risk profile involved the identification of a High Risk Network (HRN). A High Risk Network identifies roads and intersections that have the greatest potential for severe crashes based on roadway attributes, such as traffic volumes, road geometry, location, and other factors. This network helps eliminate the randomness often found in crash data, allowing for a more systematic approach to safety analysis, enabling safety investments to be prioritized where they are needed most.

Methodology

A HRN was developed for roadway segments based on segment characteristics including Functional Classification, ADT, Speed Limit, and more. Segments were assigned scores based on their roadway attributes as well as their potential to provide access to opportunities.

The top 10 percent highest scoring segments were selected to be in the HRN. However, this initial selection did not highlight city-owned roadways, so the top 50 highest scoring city-owned segments were included.

High Risk Network

The High Risk Network includes about 21 miles of roadway, representing approximately 16 percent of overall roadway mileage analyzed in the City of Fridley. 38 percent of the roadway mileage is owned by the City of Fridley, 31 percent is owned by Anoka County, and 31 percent is owned by MnDOT.

Relationship with High Injury Network

The HIN and HRN were compared to determine locations where overlaps occurred (i.e., locations where a segment was located on both the HIN and HRN). This analysis indicates segments that have both a significant crash history (based on the HIN) and significant risks based on roadway characteristics (based on the HRN).

A map of these overlaps is displayed for all segments in **Figure 16**. The segments that have the most overlap between the HIN and HRN are shown below:

- Highway 47 (3.13 miles)
- Highway 65 (1.73 miles)
- East River Rd (0.98 miles)

FIGURE 16. HIGH RISK NETWORK

KEY TAKEAWAYS

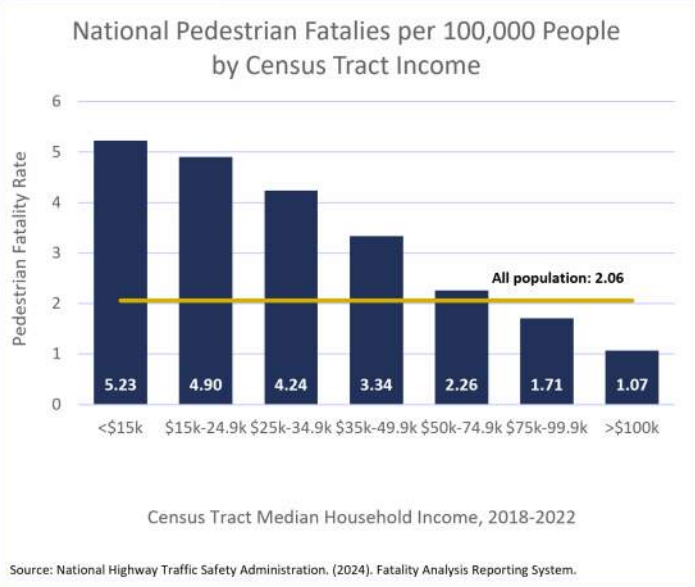
This safety analysis reveals several clear, actionable patterns that will directly inform the SS4A Action Plan:

- Crashes in Fridley are increasing, both among all crashes and among crashes that cause death.
- Driver speed is related to many of the fatal, injury, and overall crashes in Fridley.
- Severe crashes in Fridley are highly concentrated on a small portion of the roadway network.
- Vulnerable road users are at more risk during the nighttime.
- Crash tree and focus area analyses identify speeding, impairment, pedestrian, and nighttime crashes as priority safety focus areas.
- The High Risk Network is concentrated on MnDOT corridors (Hwy 65 and Hwy 47) but also includes key County- and City-owned segments.
- There are gaps in the active transportation network across Fridley, making roads less safe for pedestrians and bicyclists.

EQUITY ANALYSIS

Traffic safety is an equity issue. Nationally, people of color and low-income communities bear a disproportionate burden of traffic-related injuries and fatalities. These disparities stem from historic and ongoing inequities, including disinvestment in walking and biking infrastructure and transportation policies that prioritize drivers over pedestrians and bicyclists. To address these gaps, we must ensure all communities have access to safe, reliable transportation options and adopt policies that prioritize the safety of every road user.

FIGURE 17. NATIONAL PEDESTRIAN DEATHS BY CENSUS TRACT INCOME



Source: National Highway Traffic Safety Administration. (2024). Fatality Analysis Reporting System.

Demographic Comparison

To better understand equity in Fridley, demographic data was gathered from the US Census, including information on Areas of Persistent Poverty, the percentage of households under 200% of the poverty rate, the percentage of households without access to a vehicle, and the percentage of households with limited English proficiency. Areas of Persistent Poverty is a Census designation often used for federal grant funding and is useful to understand where projects may be eligible for certain funding types. The other factors are all useful measures of equity and access. Notably, there is little spatial correlation between these demographic factors. Census tracts that are higher in poverty do not necessarily correlate with limited English proficiency or households with zero car access.

These comparisons help identify whether safety investments on the High Injury Network are reaching communities more likely to experience compounding transportation and socioeconomic risks.

The four maps illustrate how the High Injury Network (HIN) in Fridley intersects with Areas of Persistent Poverty (APP) and other factors, highlighting key areas of concern for equity in traffic safety. Highway 65 serves as a border to an APP, while 72nd Ave NE lies directly within this area. 12% of the HIN either touches or overlaps with an APP. Patterns differ significantly across the other demographic factors.

Below is the map showing Areas of persistent poverty in and around the City of Fridley. To see the additional three maps (Households without a Vehicle, Individuals below 200% Poverty, and Limited English Proficiency), please refer to **Appendix B**.

FIGURE 18. AREAS OF PERSISTENT POVERTY

03 COMMUNITY ENGAGEMENT

ENGAGEMENT OVERVIEW

Creating a safer transportation system for Fridley requires more than engineering solutions, it depends on meaningful community involvement. The Fridley Streets for All Plan was shaped by a robust engagement process to ensure that the voices of residents, businesses, and stakeholders informed the process.

Policy Advisory Committee

The Policy Advisory Committee (PAC) was formed at the beginning of the project and consisted of members from both the City's Environmental Quality & Energy Commission (EQEC) and the City Council. The PAC served an advisory role to help develop project goals and objectives, discuss findings from the safety analysis, and review project recommendations. The PAC convened twice throughout the project.

- **Meeting 1:** Project introduction, needs identification, and goal setting
- **Meeting 2:** Review of Phase 1 engagement results, safety analysis and preliminary implementation strategies

Technical Advisory Committee

The Technical Advisory Committee (TAC) consisted of key stakeholders from both within the City of Fridley and external partners (City of Fridley Public Safety, Anoka County, MnDOT, Metro Transit, and Public Schools). The TAC's purpose was to provide insight into the roadway experience and safety throughout the City of Fridley. The TAC convened three times during the project, with meeting topics as follows:

- **Meeting 1:** Project introduction, needs identification, and review of crash trends
- **Meeting 2:** Review of Phase 1 engagement results and preliminary implementation strategies
- **Meeting 3:** Review of draft implementation strategies and project concepts

Spring 2026 Engagement

Virtual Activities

A survey and interactive map were open to responses from February to March 2026. These activities were advertised to Fridley residents through social media posts and the virtual community newsletter. Approximately 150 people completed the survey. The survey was composed of twelve questions asking respondents about their experiences and feelings towards roadway safety and their transportation habits. A full review of results can be found in **Appendix C**. Notable responses include the following:

Top 3 Desired Outcomes of the Streets for All Plan

- Improved safety for people walking, biking, or rolling
- More options to walk, bike, and roll
- Better trail and bikeway connectivity

Satisfaction with Fridley's Trail and Sidewalk Network

- Somewhat satisfied (31.51%, 46 responses)
- Somewhat unsatisfied (27.40%, 40 responses)
- Neutral (17.81%, 26 responses)

Open Response Themes

- Speeding / need for traffic calming and/or additional enforcement
- Red light running
- Bike lanes are not safe / need for more protection
- Need for more sidewalks
- Need for speed limit reduction

The interactive map had approximately 190 pins placed on it (with approximately 110 replies). Respondents could pick between six comment categories: biking, walking, rolling, driving, transit, and other. Comments were dispersed across the City but were clustered in a few main areas:

- Mississippi Street (University to 7th Street NE)
- 60th/61st Avenues (University to 7th Street NE)
- Osborne Road (Central to Pleasant View)
- Central Avenue at TH 65
- Mississippi Street at East River Road
- South of Mississippi Street (between TH 65 and Central Avenue)
- SW quadrant of TH 47 and I-694

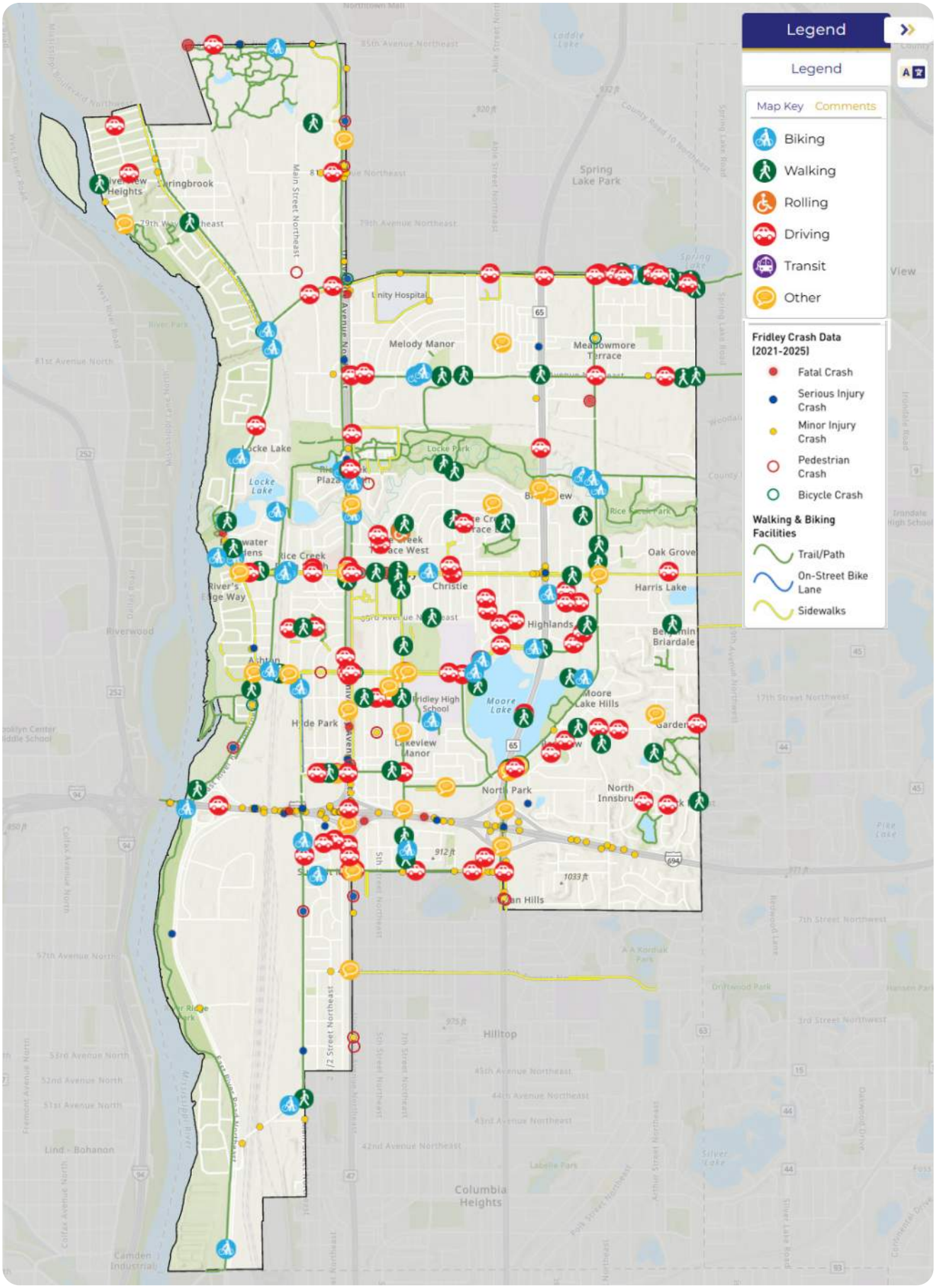
Comments on the map included concerns about school zone speed adherence/speeding around schools, need for access management (right-in/right-out, medians, closing driveways), the prominence of blind curves throughout the City, and the need for sidewalks to improve pedestrian connectivity.

Summer 2026 Engagement

In-Person Open House

A community Open House was held on Tuesday, June 9th, 2026 at Fridley City Hall from 5:30 - 7:00pm. The Project Team displayed boards around the room that detailed the results of the Spring 2026 engagement, safety, equity, and multimodal analyses, and explained the recommendations that are proposed for further consideration in the City of Fridley. The Project Team was available throughout the event to talk with attendees and answer questions.

FIGURE 19. INTERACTIVE MAP COMMENTS



How often do you currently travel (and by which mode) and how would you like to travel?

04 PRIORITIZATION FRAMEWORK

PRIORITIZATION FRAMEWORK OVERVIEW

This section summarizes the framework used to prioritize roadway improvements in the City of Fridley. The approach is designed to identify locations with the greatest safety and equity needs, translate those needs into implementable projects, and prioritize investments based on impact and feasibility.

The prioritization framework includes three steps:

- **Step 1:** Score roadway segments based on safety, access, and equity data
- **Step 2:** Identify candidate projects using high-scoring segments and community input
- **Step 3:** Evaluate projects based on crash reduction potential, cost, and implementation readiness

This approach ensures that priority projects address the City's most critical safety needs while remaining feasible to implement.

Graphic Placeholder

Step 1 - Score Segments

Step 1 identifies where safety and equity needs are greatest across the roadway network. All public roadway segments in Fridley, excluding freeways, were evaluated using criteria related to safety, access to key destinations, and equity considerations.

Segmentation was defined during the safety analysis and segments are approximately 1/8 mile in length. Each segment received a score based on the criteria shown in the following table. Higher scores indicate greater need for safety investment.

Segment scores were mapped and categorized by percentile to highlight priority corridors. The highest scoring segments are concentrated along corridors where the High Injury Network and High Risk Network overlap.

The top highest scoring segments located on City-owned roadways within the City of Fridley were 73rd Avenue NE, 61st Avenue N/Moore Lake Drive, Gardena Avenue NE, and streets near RL Stevenson Elementary School. Scoring results by segment are shown in **Figure 20**.

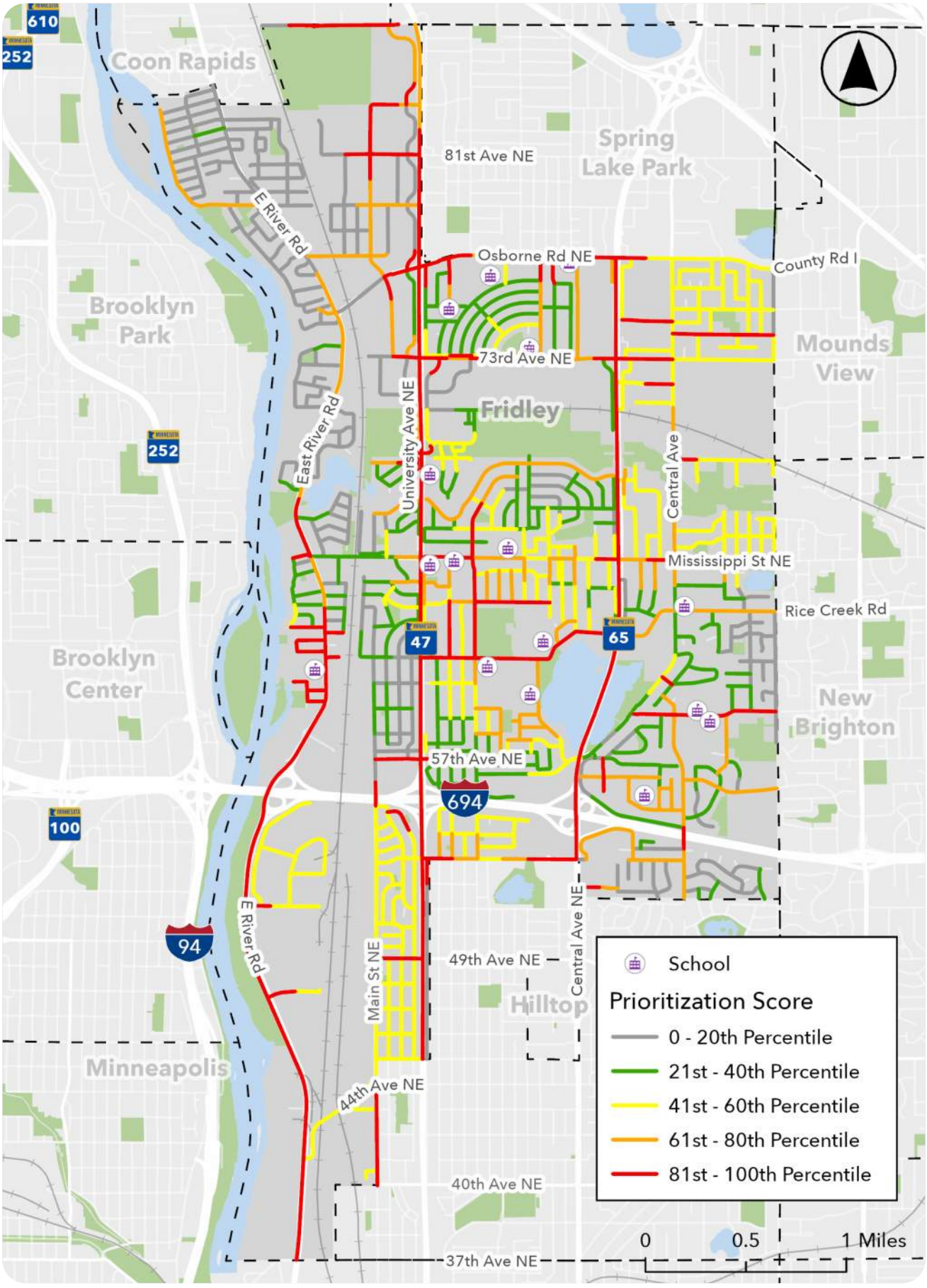
Scoring Category Breakdown

TABLE 3. SEGMENT PRIORITIZATION SCORING RUBRIC

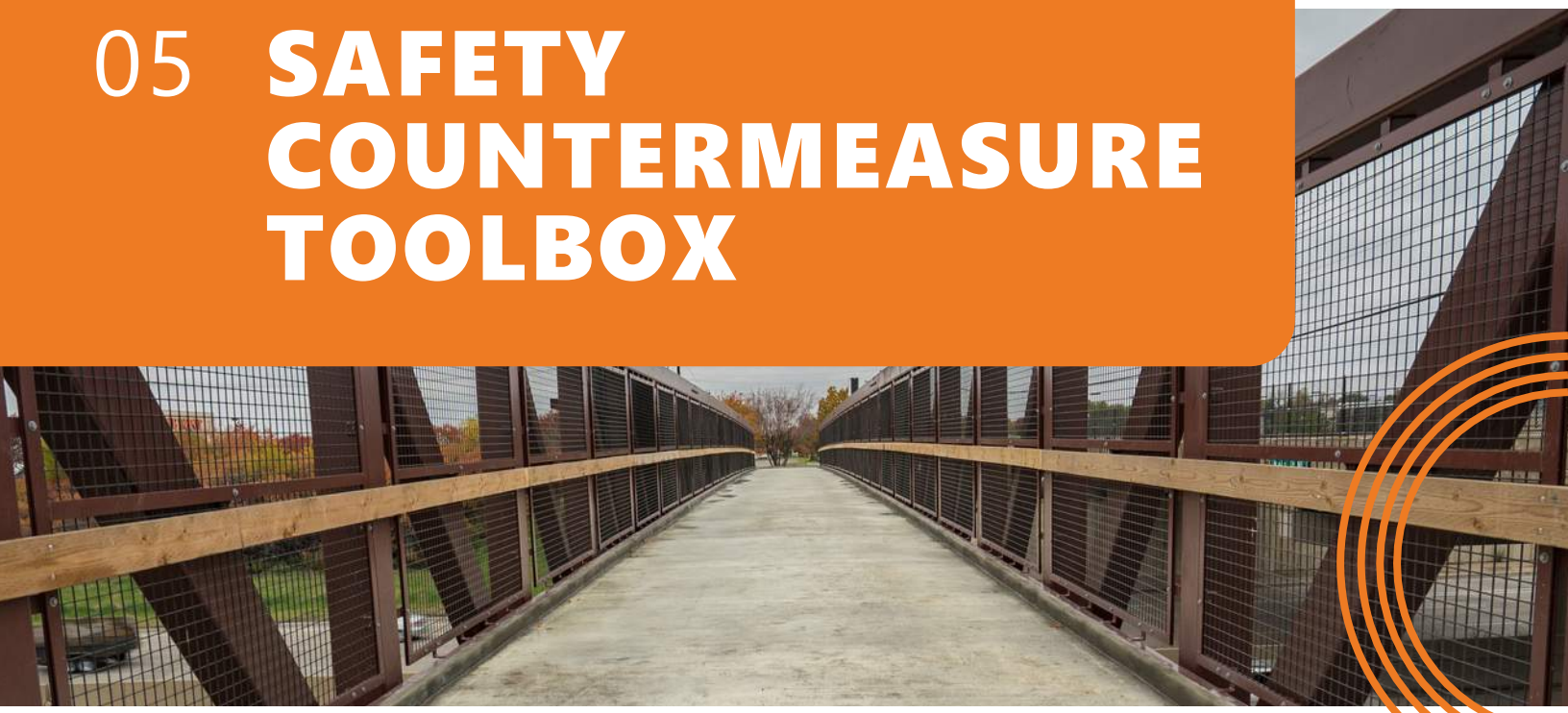
Category	Max Points (80)	Criteria	Measure
Safety and Access (60 points)	30	High Injury Network	Presence on High Injury Network
	15	High Risk Network	Presence on High Risk Network
	15	Active Transportation Network Gaps	Identified as an active transportation network gap
Destinations & Crossings (10 points)	4	Schools	School within 0.25 mile of segment
	2	Transit Stops	Transit stop within 100 ft of segment
	2	Larger Parks	Park located within 250 ft of a large park
	2	Railroad Crossings	Segment intersects with a railroad
Equity (10 points)	2.5	Areas of Persistent Poverty	Segment is located within a census tract identified by the US Census Bureau as an Area of Persistent Poverty
	2.5	Zero Vehicle Households*	Segment is located within a census tract where the percent of households without access to a vehicle is above the City of Fridley average
	2.5	200% Poverty Rate*	Segment is located within a census tract where the percent of households with income below 200% of the federal poverty rate is above the City of Fridley average
	2.5	Limited English Proficiency*	Segment is located within a census tract where the percent of households with limited English proficiency is above the City of Fridley average

** ACS 5-year data (2021-2024) was used for Census data.*

FIGURE 20. SEGMENT PRIORITIZATION SCORES



05 SAFETY COUNTERMEASURE TOOLBOX



SAFETY COUNTERMEASURES TOOLBOX

To effectively reduce roadway fatalities and serious injuries, Fridley must thoroughly address safety issues throughout the community. The selection and design of safety countermeasures for every street project should be guided by the Safe System Approach, ensuring that any crashes that do occur do not result in fatalities or serious injuries. It is crucial that safety countermeasures are not compromised during the design or construction phases, as this would diminish safety results.

This chapter includes a Safety Countermeasure Toolbox, featuring a variety of design treatments at intersections or along roadway segments that may be used on Fridley's roads. This list of design treatments is not an exhaustive or comprehensive list, and additional design treatments that are not listed in this plan may be appropriate in future projects. Detailed descriptions of each countermeasure can be found on the following pages, with additional information sources referenced in a numbered list and a summary of countermeasure effectiveness and cost overview presented in **Table 4** at the end of the chapter.

The Safety Countermeasure Toolbox contains design treatments in the following categories:

- Access management
- Road design
- Intersection design
- Signalization
- Visibility
- Turning
- Traffic calming
- Sidewalks
- Pedestrian crossings
- Bikeways
- Bike crossings
- Education, enforcement, and behavior

CORRIDOR ACCESS MANAGEMENT

Overview

Corridor access management refers to the strategic placement and control of driveways and intersections along a corridor. Reducing and organizing access points improves safety, supports walking and biking, and reduces congestion and delay.

Design Considerations

- Close, consolidate, or relocate driveways to reduce conflict points.
- Space driveways and intersections according to minimum clearance standards.
- Restrict movements at driveways (e.g., right-in/ right-out only).
- Place driveways on approach corners rather than receiving corners to reduce crashes.
- Use raised medians to eliminate left-turn and across-roadway movements.
- Consider roundabouts, U-turn treatments, or access roads for safe circulation.
- Provide designated turn lanes to separate turning vehicles from through traffic.

Safety Statistics (FHWA)

Decreased driveway density may reduce:

- Total crashes along 2-lane rural roads by up to 5-23%.
- Fatal and injury crashes along urban/ suburban arterials by up to 25-31%.

Candidate Locations

- Corridors with high driveway density.
- Areas with closely spaced full-access driveways.
- Segments with frequent turning conflicts.
- High-traffic corridors with pedestrian and bike activity.

Resources with Additional Information?

- MnDOT
- Anoka SS4A

Citations

- FHWA Proven Safety Countermeasures

ROAD DIETS (ROADWAY RECONFIGURATION)

Overview

A road diet, or roadway reconfiguration, is a traffic management strategy that aims to improve safety, calm traffic, and provide better mobility and access for all road users. Most commonly, a road diet involves converting an existing four-lane undivided roadway into a three-lane roadway with two through lanes and a center two-way left-turn lane (TWLTL).

Design Considerations

- Implement on roadways with a current and future average daily traffic of 20,000 vehicles or less.
- Provide opportunities to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- A road diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay.

Safety Statistics (FHWA)

- Road diet conversions from 4-lane to 3-lane may reduce total crashes by 19-47%.

Candidate Locations

- Roadways with volumes up to 20,000 AADT.
- Maximum daily volume compatible with road diet could be lower in environments with higher densities of high volume access points.

Resources with Additional Information?

- STEP
- MnDOT
- Anoka SS4A

Citations

- FHWA Proven Safety Countermeasures
- Minnesota's Best Practices for Pedestrian & Bicycle Safety

DIVIDED ROADWAY / RAISED MEDIAN

Overview

Divided roadways, raised medians and medians (also known as refuge islands or center islands) are raised areas, between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users.

Design Considerations

-
- Fully accessible ramps.

Candidate Locations

- Roadways with volumes up to 20,000 AADT.
- Maximum daily volume compatible with road diet could be lower in environments with higher densities of high volume access points.

Safety Statistics (FHWA)

- Road diet conversions from 4-lane to 3-lane may reduce total crashes by 19-47%.

Resources with Additional Information?

- STEP
- MnDOT
- Anoka SS4A

Citations

- FHWA Proven Safety Countermeasures
- Minnesota's Best Practices for Pedestrian & Bicycle Safety

TABLE 4. COUNTERMEASURE TOOLKIT DETAILED SUMMARY

Tool	Source	Effectiveness	CRF	Cost	Speeding	Impairment	Nighttime	VRUs	Signalized Intersection	Lane Departures	Rear-End
Access Management											
Access Management (lane reduction and consolidation)	MnDOT, Anoka SS4A	Proven	44% (CMF 3097)	$$ - $$$$					X		X
Road Design											
Road Diet	STEP, MnDOT, Anoka SS4A, FHWA Proven	Proven	64% (CMF 11129)	$$ - $$$	X			X		X	X
Divided Roadway/Raised Median	MnDOT, PSC, Anoka SS4A, FHWA Proven	Proven	39% (CMF 21)	$$$$	X				X	X	
Widen/Enhance Edge Lines	MnDOT, FHWA Proven	Proven	37% (CMF 4737)	$	X		X			X	
High Friction Surface Treatments	MnDOT, Anoka SS4A, FHWA Proven	Proven	49-64% (CMF 10342, 10333)	$$$$$					X	X	X
Intersection Design											
Intersection Configuration Evaluation and Reconfiguration (Includes Roundabouts)	MnDOT, FHWA Proven	Proven	44-68% (CMF 3127, 325, 4870)	$$$$$	X			X	X		
Protected Intersection (for bike facilities)	MnDOT, NCHRP 926	Documented	-	$$$ - $$$$$	X			X	X		
Daylighting Intersection (Parking Restrictions, Increasing Sightlines)		Tried	-	$$			X	X	X		
Signalization											
Retroreflective Back Plates	MnDOT, Anoka SS4A, FHWA Proven	Proven	15% (CMF 1410)	$			X	X	X		X

Tool	Source	Effectiveness	CRF	Cost	Speeding	Impairment	Nighttime	VRUs	Signalized Intersection	Lane Departures	Rear-End
No Right Turn on Red		Tried	N/A (CMF 5194)	$				X	X		
Appropriately timed yellow change intervals	MnDOT, FHWA	Documented	8-12% (CMF 380, 384)	$					X		X
Corridor Signal Timing	MnDOT, Anoka SS4A	Tried	11% (MnDOT)	$	X				X		
Flashing Yellow Arrow	MnDOT, Anoka SS4A	Documented	37% (CMF 4175)	$$$					X		
Visibility											
Intersection Lighting	MnDOT, FHWA Proven	Proven	12% (CMF 4462)	$$$			X	X	X		X
Segment Lighting	FHWA Proven	Proven	37% (CMF 7774)	$$$			X	X		X	X
Turning											
Curb extensions/reduced corner radii	MnDOT, Anoka SS4A, FHWA Proven	Proven	30% (MnDOT)	$$ - $$$	X			X	X		
Left Turn Calming/Hardened Centerlines or Post-Mounted Delineators	MnDOT	Documented	45% (CMF 102)	$$	X				X	X	
Traffic Calming											
Reduced Lane widths	MnDOT, Anoka SS4A	Documented	42% (CMF 7827)	$$ - $$$	X			X			
School Speed Zones	FHWA Safe System Approach for Speed Management	Tried		S	X			X			
Gateway Treatments at Bookends of Community (Traffic Calming, Signage, landscaping, etc.)	MnDOT, Anoka SS4A, SS4A Design Hierarchy	Tried	-	$$ - $$$$$	X			X		X	

Tool	Source	Effectiveness	CRF	Cost	Speeding	Impairment	Nighttime	VRUs	Signalized Intersection	Lane Departures	Rear-End
Sidewalks											
Sidewalks	MnDOT, FHWA Proven	Proven	75% (CMF 1333)	$$$$			X	X			
Pedestrian Crossings											
Pedestrian Hybrid Beacons/HAWK	MnDOT, FHWA Proven	Proven	41% (CMF 10600)	$$$			X	X			X
Pedestrian Flashing Beacons (RRFB)	MnDOT, FHWA Proven	Proven	47% (CMF 9024)	$$			X	X			X
Pedestrian Refuge Islands	MnDOT, FHWA Proven	Proven	9% (CMF 9121)	$$	X		X	X	X		
Leading pedestrian Intervals (LPI)	MnDOT, FHWA Proven	Proven	13% (CMF 9916)	$				X	X		
Pedestrian Countdown Timers/ Accessible Pedestrian Signals	MnDOT, Anoka SS4A	Documented	19% (CMF 10369)	$$				X	X		
High-Visibility Crosswalk or Raised Crosswalks	MnDOT, FHWA Proven	Proven	19-40% (CMF 4123, 4124)	$ - $$	X		X	X	X		
Advance Yield or Stop Bars	STP, MnDOT, Anoka SS4A, FHWA Proven	Proven	4% (CMF 8929)	$					X		
Bikeways											
Shared use path	MnDOT, FHWA Proven	Proven	49-53% (CMFs 11296, 10738, 10740)	$$$$			X	X			
Side path	MnDOT, FHWA Proven	Proven					X	X			
Bike Boulevard	MnDOT, FHWA Proven	Proven					X	X			
Bike Lane	MnDOT, FHWA Proven	Proven					X	X			
Shared Roadway	MnDOT, FHWA Proven	Proven					X	X			
Bike Crossings											
Green Colored Pavement	MnDOT		-	$$				X			

Tool	Source	Effectiveness	CRF	Cost	Speeding	Impairment	Nighttime	VRUs	Signalized Intersection	Lane Departures	Rear-End
Bike Lanes Marked Through Intersection	MnDOT							X	X		
Bike Box	MnDOT, FHWA Ped and Bike Access	Tried						X	X		
Bike Related Signage	MnDOT							X			
Leading Bicycle Intervals (LBI)	PSC							X	X		
Education, Enforcement, and Behavior											
Speed Feedback Signs	NHTSA, FHWA Proven	Proven	5% (CMF 6885)	$ - $$	X			X		X	X
Red Light Camera	NHTSA		-	$ - $$$				X	X		
Speeding Camera	NHTSA, PSC			$ - $$$	X						
Strategic/High Visibility Law Enforcement	NHTSA	Documented			X	X	X	X	X	X	
Lower/Appropriate Speed Limits	MnDOT, FHWA Speed Limit Setting Handbook										
Educate and promote safe driving behaviors (speeding, seat belts, distracted driving, impairment, driver's education)											
Safe Routes to School											
Elementary-Age Child Ped/Bike Training											
Road safety audits for known high-risk corridors	FHWA Proven	Proven		$$$ - $$$$$	X			X		X	X

06 PROJECT DEVELOPMENT

CONCEPTUAL DESIGNS

Within the High Injury Network (HIN), a subset of intersections and segments was selected for preliminary analysis and conceptual design, as shown in **Figure 21**. The following pages present conceptual design options intended to reduce crashes and eliminate serious injuries or fatalities. These locations were chosen based on crash history, risk factors, and input from community members and stakeholders who identified them as unsafe or difficult to navigate.

Each page outlines the key safety issues at the location, describes potential design treatments, and includes crash reduction scores (if available) along with planning level cost estimates in 2026 dollars. Most treatments are illustrated with conceptual layouts that represent possible applications across the corridor or intersection. All of the concepts presented are preliminary and require further design and analysis before implementation. A small map in the top right corner of each page highlights the project location.

Conceptual design locations were selected based on historic crash patterns and public comments. Design treatments were developed based on existing roadway conditions such as speed limits, right-of-way availability, and network connectivity.

Many recommendations target speed reduction—a major factor in crash severity—through tools like intersection controls and roadway realignments to encourage safer driving behavior.

The segments and intersections selected for conceptual design are listed in **Table 5** below. Individual design concepts for each location are shown on the following pages.

TABLE 5. CONCEPTUAL DESIGN LOCATIONS

Segment	Extent	Jurisdiction
Gardena Ave NE	Central Ave NE to Arthur St NE	Fridley
83rd Ave NE	Springbrook Dr/ University Service Rd	Fridley
Rice Creek Rd NE	Central Ave NE to Stinson Blvd	Anoka County
Osborne Rd NE	East River Rd to University Ave	Anoka County
81st Ave NE	Main St to University Ave	Fridley
East River Rd	Charles St NE to Mississippi St NE	Anoka County
Central Ave NE	73rd Ave NE	Anoka County, Fridley
Matterhorn Dr	Hillwind Rd NE to Skywood Ln NE	Fridley

FIGURE 21. CONCEPTUAL DESIGN LOCATIONS

GARDENA AVENUE NE

Central Ave NE to Arthur St NE

Road Jurisdiction: City of Fridley

Safety Issues

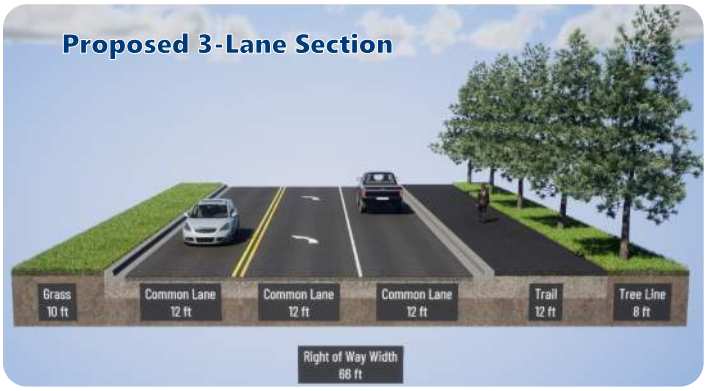
[...]

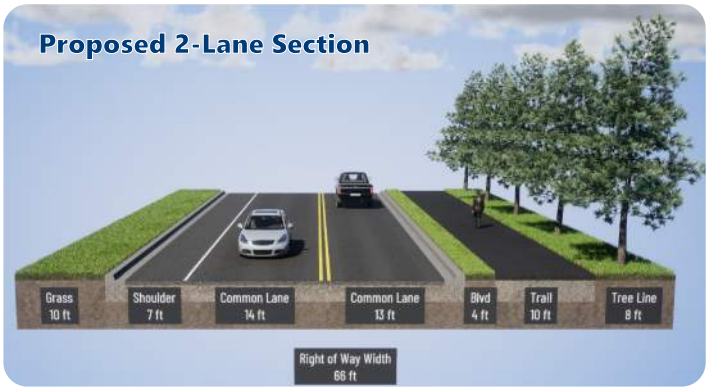
Proposed Design Treatment

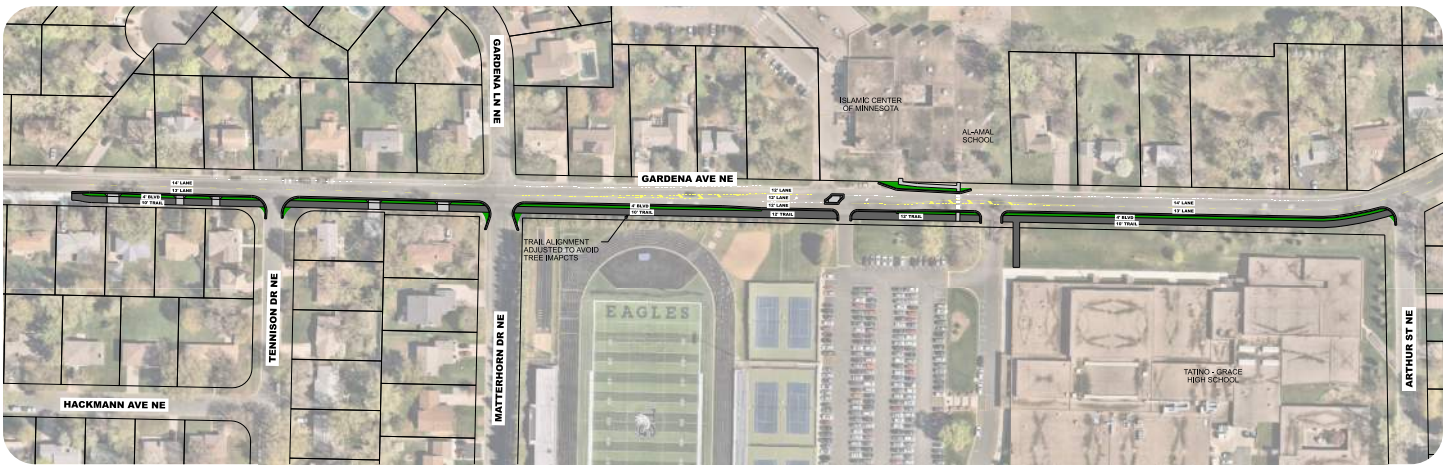
[...]

TABLE 6. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)

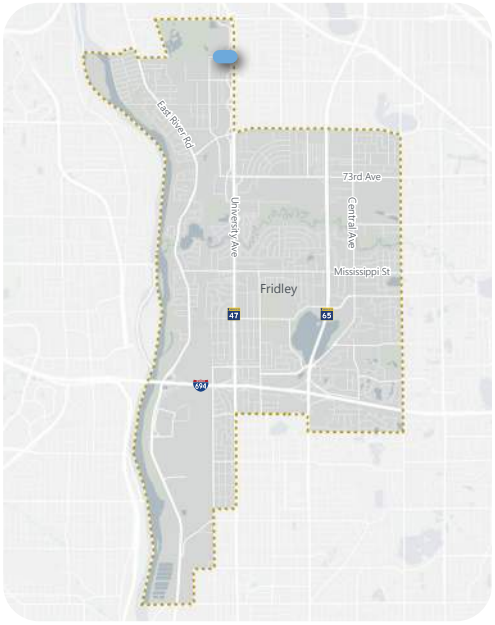






83RD AVENUE NE

At Springbrook Drive/University Service Road



Road Jurisdiction: City of Fridley

Safety Issues

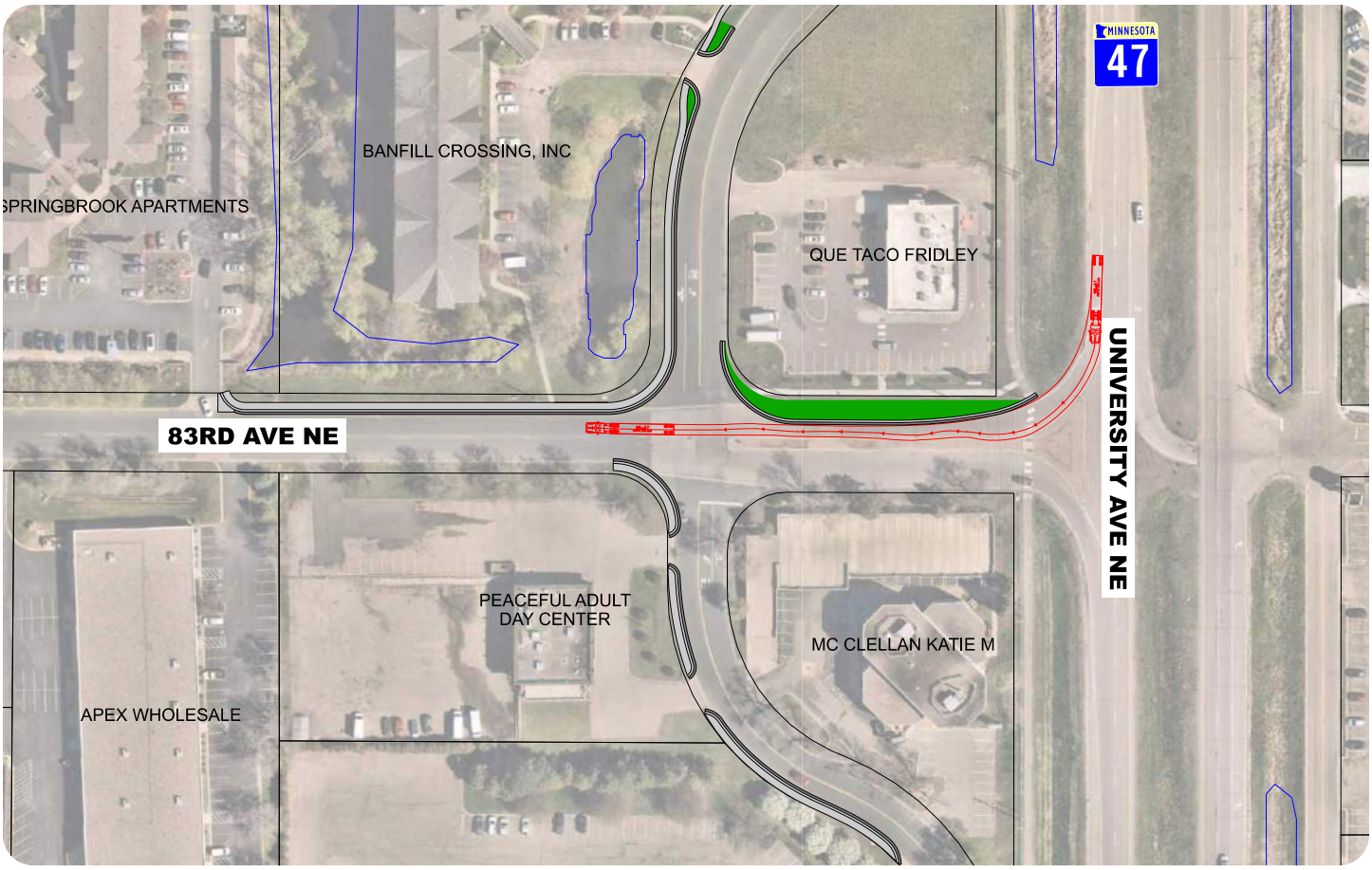
[...]

Proposed Design Treatment

[...]

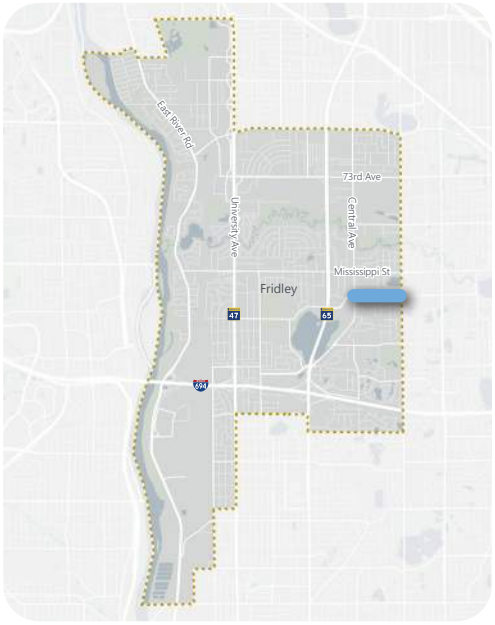
TABLE 7. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)



RICE CREEK ROAD NE

Central Avenue NE to Stinson Boulevard



Road Jurisdiction: Anoka County

Safety Issues

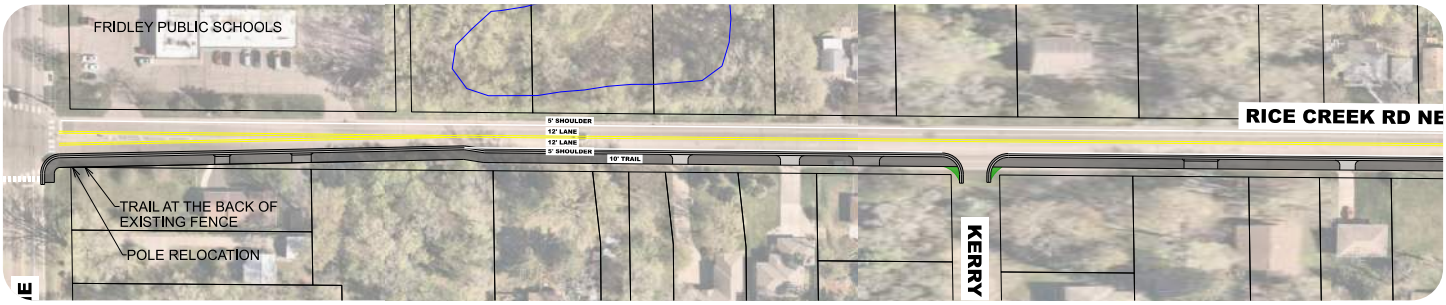
[...]

Proposed Design Treatment

[...]

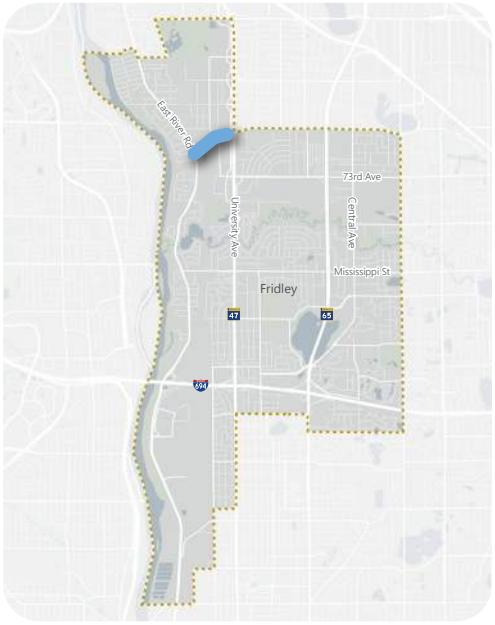
TABLE 8. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)



OSBORNE ROAD NE

East River Road to University Avenue



Road Jurisdiction: Anoka County

Safety Issues

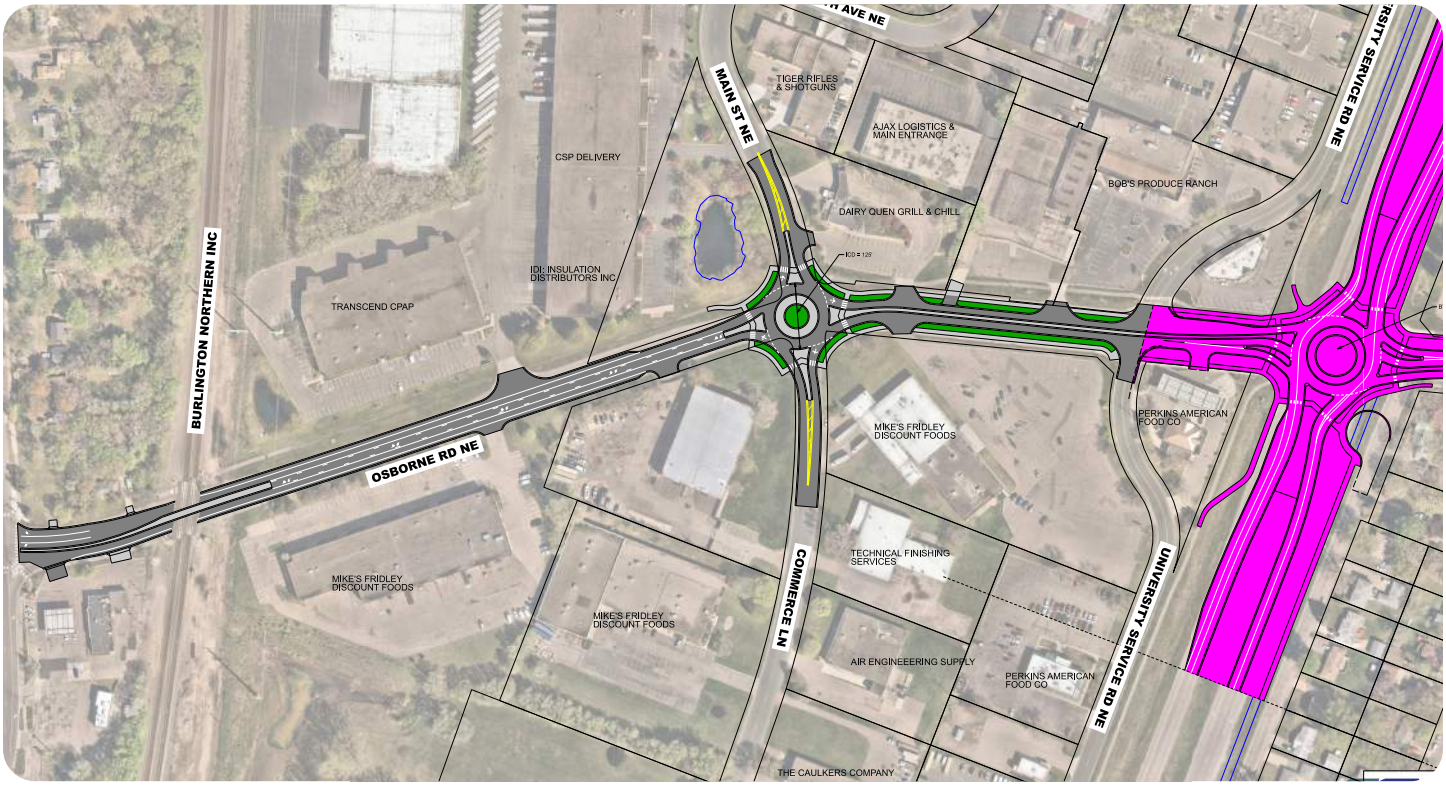
[...]

Proposed Design Treatment

[...]

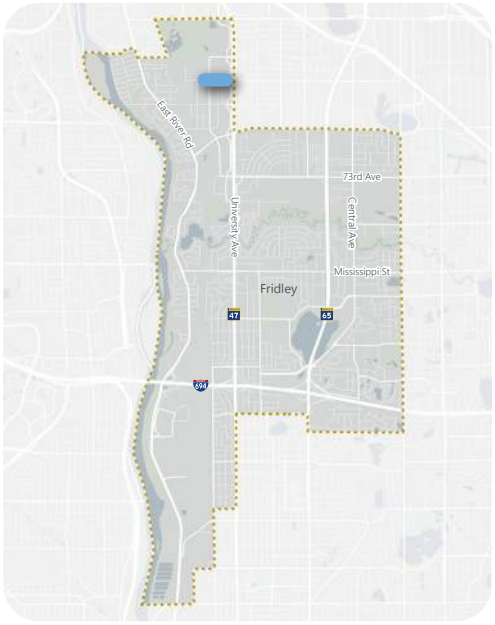
TABLE 9. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)



81ST AVENUE NE

Main Street to University Avenue



Road Jurisdiction: City of Fridley

Safety Issues

[...]

Proposed Design Treatment

[...]

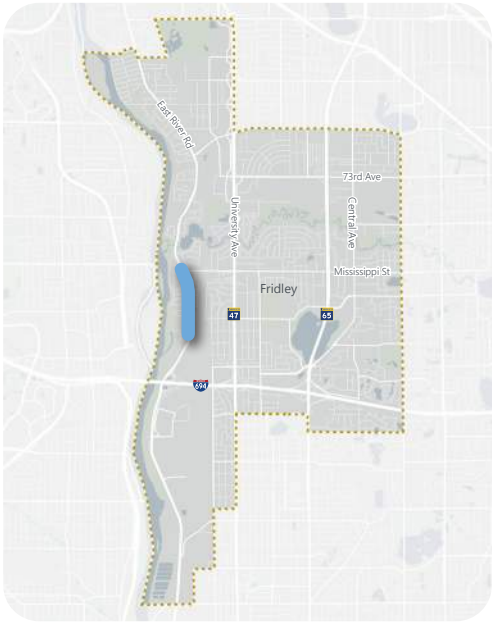
TABLE 10. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)

Layout Placeholder

EAST RIVER ROAD

Charles Street NE to Mississippi Street NE



Road Jurisdiction: Anoka County

Safety Issues

[...]

Proposed Design Treatment

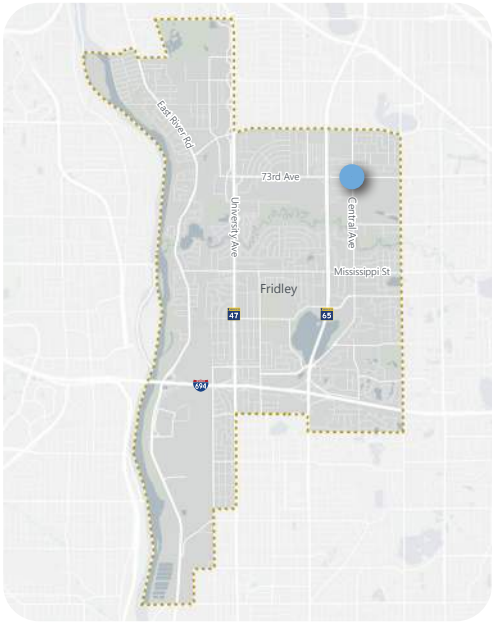
[...]

TABLE 11. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)

Layout Placeholder

CENTRAL AVENUE & 73RD AVENUE NE INTERSECTION



Road Jurisdiction: Anoka County, City of Fridley

Safety Issues

[...]

Proposed Design Treatment

[...]

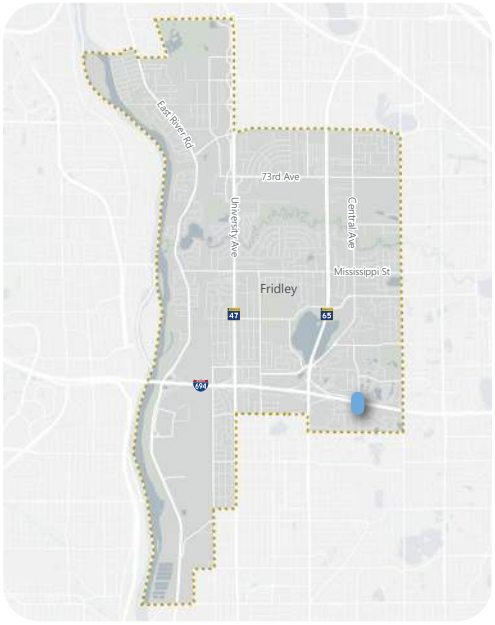
TABLE 12. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)

Layout Placeholder

MATTERHORN DRIVE NE

Hillwind Road NE to Skywood Lane NE



Road Jurisdiction: City of Fridley

Safety Issues

[...]

Proposed Design Treatment

[...]

TABLE 13. PROPOSED DESIGN TREATMENTS, IMPACTS, & COSTS

Treatment	Crash Reduction	Planning-Level Cost Estimate (2026 $)

Layout Placeholder

DEMONSTRATION PROJECTS

As part of Fridley's ongoing efforts to improve roadway safety and reduce the risk of serious and fatal crashes, there may be significant value in demonstration projects to test temporary safety treatments. These projects align with the Safe Streets and Roads for All (SS4A) program and are designed to test low-cost, quick-build, temporary interventions that could eventually lead to more permanent improvements. The primary goal is to evaluate these treatments in realworld seings to measure their effectiveness and inform the development of future infrastructure projects.

Key Elements for Success

Temporary Materials

Demonstration projects often use paint, plastic delineators, planters, cones, and other low-cost materials to simulate improvements like curb extensions, roundabouts, and high-visibility crosswalks.

Stakeholder Coordination

Coordination with local departments, schools, community groups, and public safety teams is recommended to ensure project success and alignment with broader transportation and safety goals.

Data Collection & Evaluation

Projects should be closely monitored to collect data and assess safety impacts. Key metrics should be informed by the intended improvement, and may include vehicle speeds, crash data, and community feedback to guide future planning.

Community Involvement

Engaging the community is a key aspect of successful demonstration projects. Public meetings, surveys, and interactive tools should inform the design and duration, and ensure that the community's concerns and feedback are incorporated into the decision-making process.

Additional Guidance

For guidance on temporary safety projects, see MnDOT's Demonstration Project Implementation Guide (2019) and Street Plan's Tactical Urbanist's Guide to Materials and Design (2016) for best practices on materials and design.

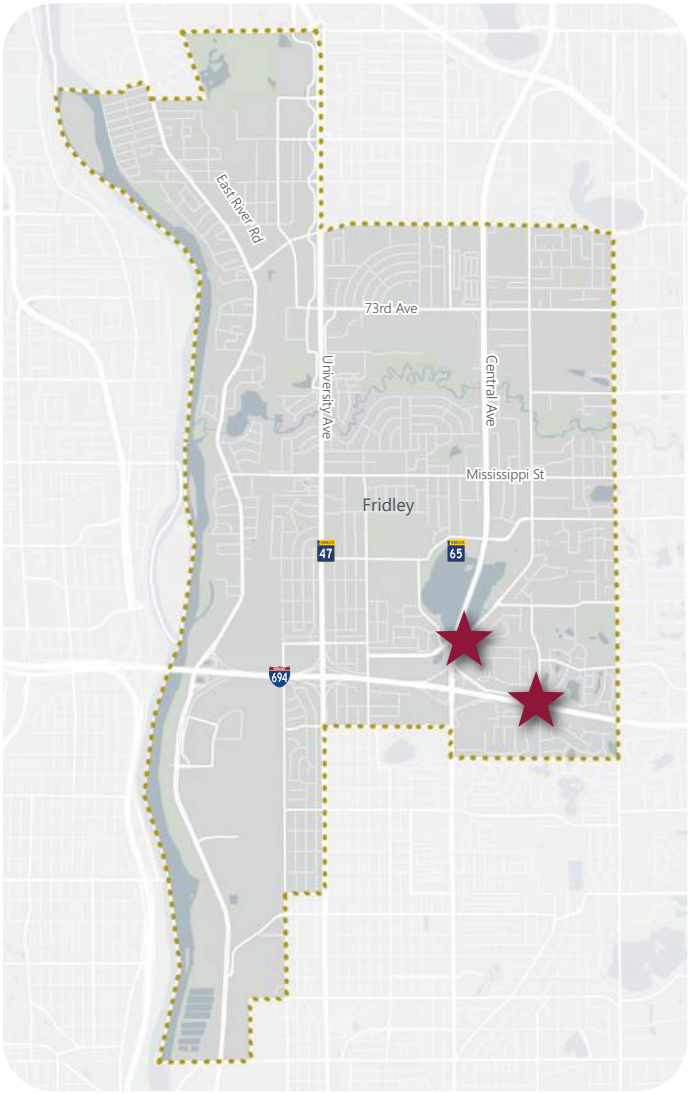
Recommended Demonstration Projects

Two high-priority demonstration projects are recommended for implementation to test temporary safety treatments and guide future permanent improvements. They are as follows:

1. Matterhorn Drive (bridge over I-694)
    - [...]
2. Central Avenue (at Hackman Avenue NE)
    - [...]

More details on these two recommended demonstration projects are shown on the following pages. In addition to these two locations, this plan recommends the City of Fridley test demonstration projects in other locations throughout the city.

FIGURE 22. DEMONSTRATION PROJECT LOCATIONS



Project 1: Matterhorn Drive Shared-Use Path

Project 2: Central Ave/Hackman Ave Curb Extensions & Pedestrian Refuge Island

SUMMARY OF ESTIMATED QUANTITIES & COSTS

The following tables outline key details for the recommended demonstration projects in Fridley, including pavement marking quantities (**Table 14**), delineator needs based on spacing (**Table 15**), and estimated material costs with project-specific and combined totals (**Table 16**). These estimates provide a planning-level view to support budgeting and resource allocation for near-term implementation.

While these projects represent priority locations, similar quickbuild safety treatments could benefit other corridors and intersections across the city. By piloting these improvements, Fridley can gather data, engage the community, and guide future investments in safer, more accessible streets.

TABLE 14. ESTIMATED PAVEMENT MARKING TAPE QUANTITIES

Project	Estimated Pavement Marking Tape (ft)
Matterhorn Drive (over I-494 Bridge)	300
Central Ave NE/Hackman Ave NE	

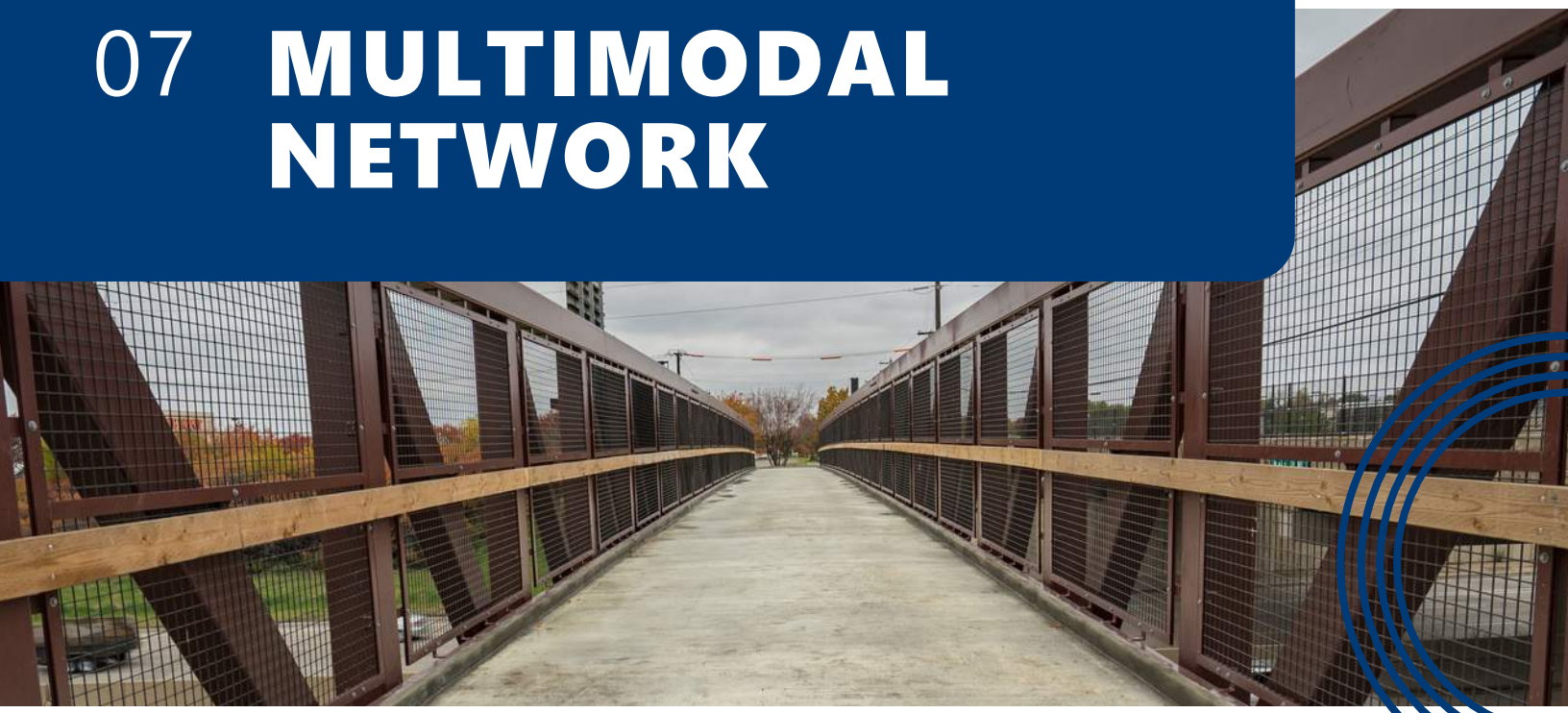
TABLE 15. ESTIMATED DELINEATOR QUANTITIES

Project	Total Length (ft)	Delineator Interval (ft)	Estimated Delineator Count	Extra Delineators	Total # of Delineators
Matterhorn Drive (over I-494 Bridge)	300				
Central Ave NE/Hackman Ave NE					

TABLE 16. ESTIMATED TOTAL MATERIAL COSTS

Project	Delineators	Delineator Adhesive	Pavement Marking Tape	Total (rounded)
	~ $25-$35 per unit	~$3-$5 per unit	~$1-$1.50 per unit	
Matterhorn Drive (over I-494 Bridge)				
Central Ave NE/Hackman Ave NE				

07 MULTIMODAL NETWORK



OVERVIEW

This chapter assesses the continuity and connectivity of Fridley's multimodal transportation network, with an emphasis on identifying gaps that limit safe, convenient travel by foot, bicycle, and other non-motorized modes. Building on a citywide analysis of sidewalk presence by roadway segment, the chapter highlights where missing infrastructure constrains access to key destinations, particularly along priority corridors. The findings inform a focused set of network improvements aimed at closing critical gaps and enhancing overall mobility and accessibility.

ACTIVE TRANSPORTATION NETWORK GAPS

An active transportation network is a system of sidewalks, bike lanes, trails, and pedestrian routes that enables residents to safely and conveniently walk, bike, or use other non-motorized forms of travel throughout the community. Gaps in an active transportation network limit safe access to key destinations like schools, transit stops, and essential services, increasing safety risks for vulnerable populations, and restricting mobility for those without access to a vehicle.

To identify gaps in the active transportation network, an analysis was completed across all roadways in Fridley to determine whether sidewalks or trails were located on one side, both sides, or whether there was no sidewalk. This information was aggregated to the 1/8th of a mile segments used to develop the High Injury and High Risk Networks

The majority of roadways in Fridley do not have sidewalks, including in the residential neighborhoods. To ensure that the active transportation network gap reflected the key missing connections, the network map generally does not include local roadways, except where identified as a priority by project staff. To further quantify the gaps in the active transportation network, a second map was developed to show which road segments are known gaps in the network based on sidewalk availability and destination access.

FIGURE 23. EXISTING MULTIMODAL NETWORK

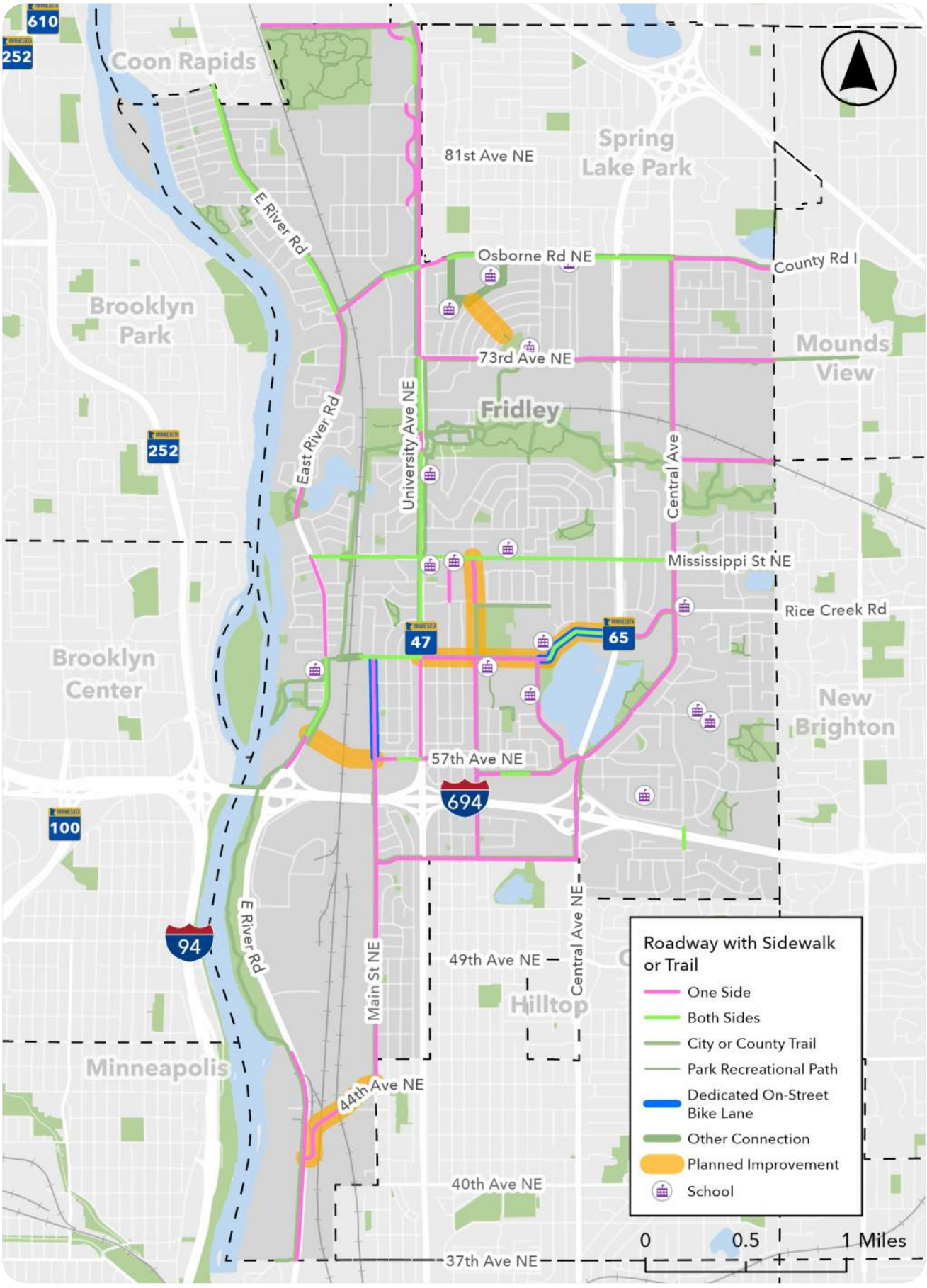


FIGURE 24. MULTIMODAL NETWORK GAPS

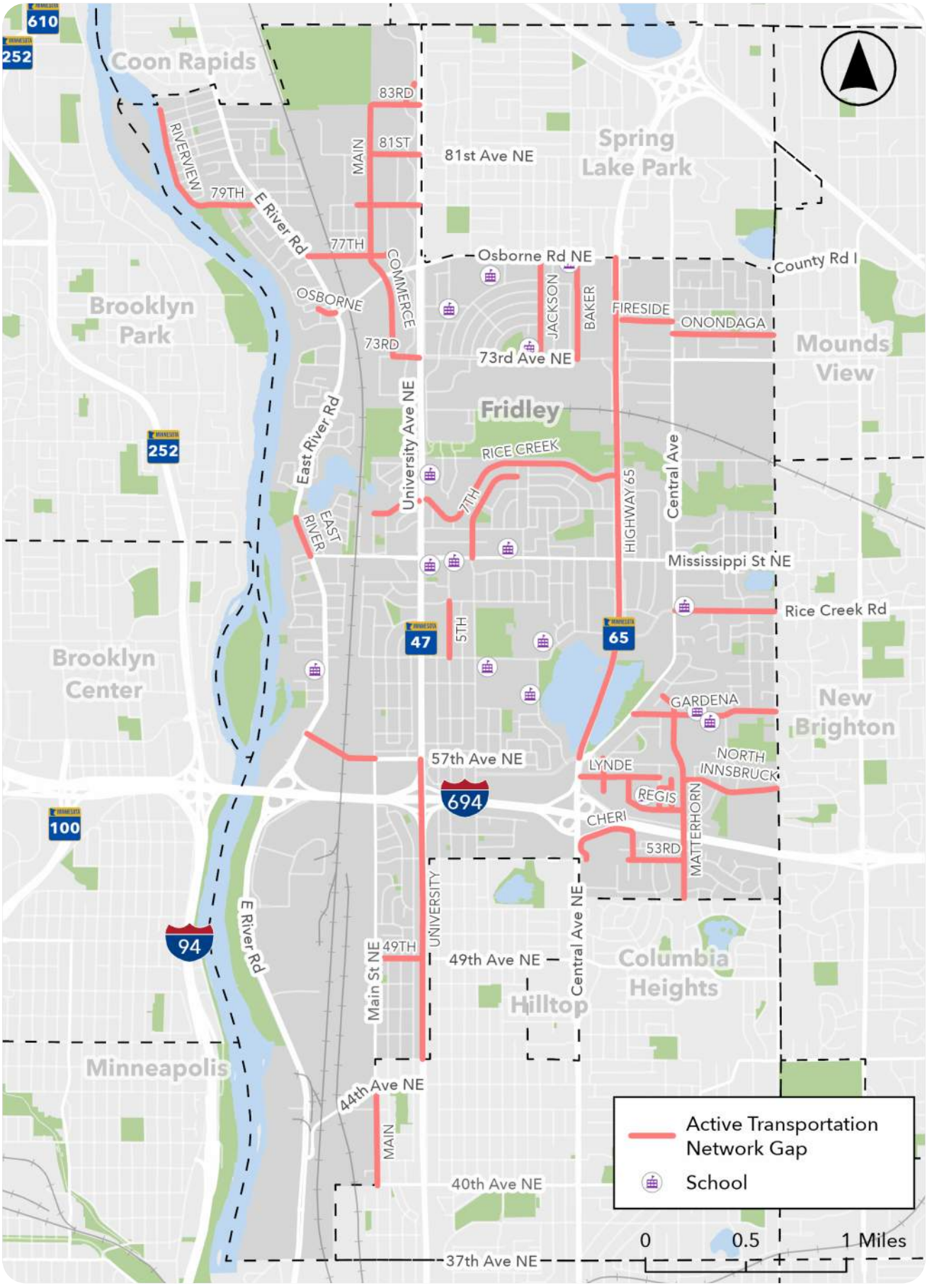
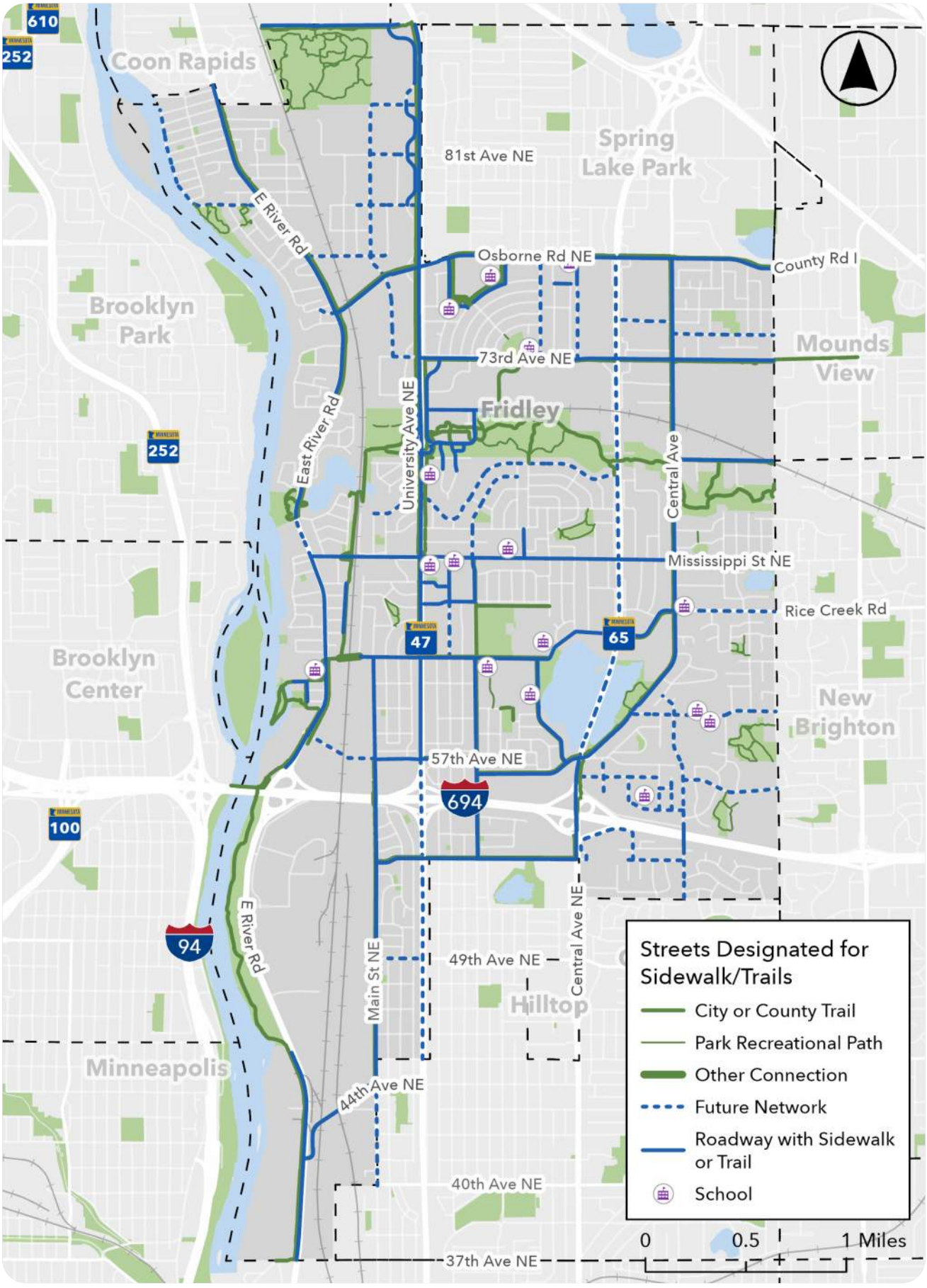


FIGURE 25. MULTIMODAL NETWORK VISION



RAILROAD CROSSINGS

Safe pedestrian and bicycle crossings over railroad tracks are essential to Fridley because they protect lives while supporting mobility and accessibility. Rail corridors often divide neighborhoods and community destinations, and without properly designed crossings, with marked pathways, warning signals, crossing gates, and adequate sightlines, pedestrians and bicyclists may take unsafe routes, either along inadequate roadways or over rail lines that increase the risk for all users.

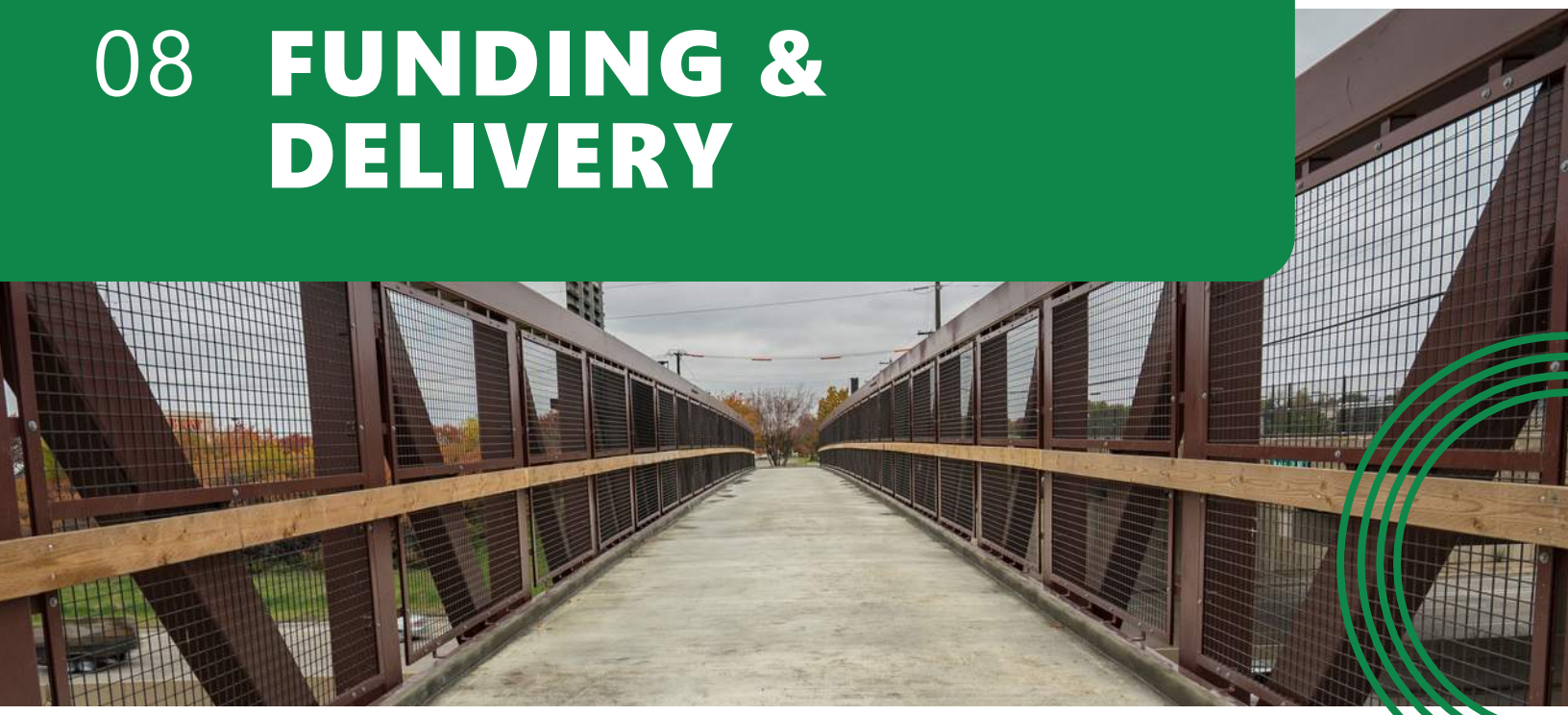
Well-designed crossings help ensure that people of all ages and abilities can travel safely and confidently over railroad lines. In addition to improving safety, these crossings may encourage walking and biking by reducing barriers which provides numerous benefits to residents and the community as a whole.

Within the City of Fridley, there are currently five railroad crossings which includes three at-grade crossings, 77th Avenue NE, Osborne Road and 85th Avenue NW, one underpass at Mississippi Street, and one overpass at 44th Avenue. These crossings vary in the level of safety they provide to users but may benefit from additional improvements.

A new railroad crossing is proposed for further planning and design at 57th Avenue, while an existing crossing located at 61st Avenue is currently under review. Planning for 57th Avenue will prioritize user safety and comfort, including evaluation of the most appropriate crossing type (at-grade, overpass, or underpass) and associated design elements such as pedestrian gates, ADA compliance, and traffic control devices. The 61st Avenue crossing is currently integrated with the Northstar Commuter Rail Station, and the long-term future of its pedestrian tunnel is uncertain following the termination of Northstar service. Future efforts at this location will consider changing conditions and potential reuse or reconfiguration. All improvements will be coordinated with railway operators and relevant agencies to ensure safety and compatibility with rail operations, supporting a more connected and resilient active transportation network in the City of Fridley.

FIGURE 26. RAILROAD CROSSINGS

08 FUNDING & DELIVERY



FUNDING & DELIVERY

Successful implementation of the Fridley Streets for All Plan will depend not only on identifying the right safety strategies, but also on establishing a clear path to deliver them over time. The recommendations in this plan vary in scale, complexity, cost, and responsible partners, which means implementation will require coordination across departments, agencies, funding programs, and project development timelines. As a result, delivery should be approached as an ongoing process that aligns near-term actions, long-term capital improvements, and partnership opportunities with the City's broader safety goals.

This chapter focuses on the funding and delivery considerations that can help move the plan's recommendations from strategy to action. It summarizes key federal, state, regional, and local funding programs that may support priority safety improvements, and it is intended to help the City identify realistic implementation pathways for different project types. Understanding each program's purpose, eligibility, award structure, and match requirements will support more strategic decision-making as Fridley advances projects aimed at reducing fatal and serious crashes through infrastructure improvements, policy and program actions, and ongoing safety initiatives. **Table 17** summarizes funding opportunities using the best available information as of June 2026.

TABLE 17. FUNDING OPPORTUNITIES

Source	Program Name	Purpose	Awards	Eligible Uses	Example Improvements
Federal	Safe Streets and Roads for All (SS4A) – Planning and Demonstration	Reduce roadway fatalities	Up to $10M (20% local match)	Support supplemental planning activities, and safety demonstration activities	Road safety audits, follow-up data collection and safety analysis, demonstration projects, and pilot programs
Federal	Safe Streets and Roads for All (SS4A) – Implementation	Reduce roadway fatalities, support implementation of the safety action plan	Up to $25M (20% local match)	Project-level planning, design, and construction activities for identified projects or strategies (infrastructure, behavioral, and operational safety) in a safety action plan	Low-cost safety treatments, RRFP, refuge islands, traffic calming and design changes, speed safety cameras, signal improvements, education campaigns
Federal	Transportation Alternatives Program (TAP)	Bike/ped facilities	$100k–$1M (20% local match)	Planning; Design/ Engineering; Construction	Shared-use paths, ADA upgrades, SRTS projects, recreation trails
Federal (through MnDNR)	Federal Recreational Trails Program (RTP)	Trail development & safety	$2.5k–$200k (25% match)	Planning; Design/ Engineering; Construction; Maintenance	Trail construction, signage, and maintenance
Federal	Congressionally Directed Spending (CDS)/Community Designated Funding (CDF)	Flexible roadway/bike/ ped funding	Varies	All project activities (planning, design, ROW, construction)	Corridor reconstruction, pedestrian/ bicycle facilities, trail links
MnDOT	Local Road Improvement Program (LRIP)	Safety upgrades on seriously deteriorating local roads	$5k–$1M+ (reimburse up to 50%-90% total cost)	Planning; Design/ Engineering; Right-of-Way; Construction	Feasibility studies or design engineering, culverts, traffic control (signs, drums, lights),curb/gutter, pavement marking, paving, landscaping, etc
MnDOT	Highway Safety Improvement Program (HSIP)	Reduce the number and severity on all public roads	Varies (10% local match)	Intersection safety improvements, installing/modifying traffic signals,	Roundabouts, straightening curves/ hills, improving sight distance, traffic calming features, bike/ped timers and signals, etc
MnDOT	Safe Routes to School (SRTS)	Improve safety and increase walking and bicycling to school	$25k–$1M (20% local match)	School-area planning and infrastructure; education and encouragement; safety-related enforcement and evaluation	Sidewalk and crossing upgrades near schools, traffic calming, bike parking, walking/biking safety education programs

Source	Program Name	Purpose	Awards	Eligible Uses	Example Improvements
MnDOT	Greater Minnesota Transportation Alternatives	Fund community-based transportation improvements (primarily walking/biking) in Greater Minnesota	$200k–$2M (20% local match)	Pedestrian and bicycle facilities; Safe Routes to School projects; trail and active transportation connections; related planning/design and construction	Sidewalk gaps and crossings, shared-use paths, bike lanes, ADA curb ramps, school-zone walking/biking improvements
MnDOT	Active Transportation Program	Support active transportation planning and implementation to make walking, biking, and rolling safer and more convenient	Up to $50k–$1M per community	Active transportation plans and studies; implementation projects and supportive programs (varies by year/ solicitation)	Citywide walk/bike plan, equity-focused engagement, quick-build improvements, wayfinding, education and encouragement programs
Metropolitan Council	Regional Solicitation	Fund regional transportation projects that improve access, safety, mobility, and system performance	Varies by category, from $150K-$20M (20% local match)	Roadway, bridge, transit capital and operating, bicycle and pedestrian projects, congestion management and commuter support programs, and related planning activities	Road reconstruction, bridge rehabilitation, transit expansion, sidewalks and bikeways, Safe Routes to School projects, EV charging, and traffic management strategies
Metropolitan Council	Active Transportation	Support active transportation investments that improve walking, biking, and rolling connections across the region	$150K-$3.5M (local match varies by category)	Local bicycle facilities, local pedestrian facilities, and active transportation planning projects funded through the regional transportation sales tax	Multiuse trails, sidewalks and crossings, on-street bikeways, Safe Routes to School improvements, and active transportation planning studies

09 POLICY & PROGRESS

SAFETY STRATEGIES AND POLICIES

Fridley's Streets for All Plan reflects the community's commitment to building a safer, more connected, and more inclusive transportation system for everyone who lives, works, shops, and plays in the city. Recognizing that meaningful improvements in transportation safety require a coordinated, sustained effort, this chapter establishes a roadmap for integrating safety considerations into both current decision-making and future planning.

This section outlines policy and program recommendations across short-term (0–5 years), mid-term (5–10 years), and ongoing timeframes. Grounded in established frameworks such as Vision Zero and Safe Streets and Roads for All (SS4A), and informed by local crash data, these strategies (summarized in Table 18) align with community priorities and proven safety practices. Each recommended action is designed to be clear, measurable, and adaptable—ranging from pilot projects and plan updates to strengthened coordination and community engagement.

TABLE 18. POLICY RECOMMENDATIONS

Timing	Action
Short-Term (0-5 years)	Apply for an SS4A Demonstration Grant for traffic calming pilot project(s)
	Coordinate safety improvements through the Capital Improvement Plan (CIP) process
	Create a Fatal Crash Rapid Response Protocol (formalize interdepartmental coordination after severe crashes to review causes and identify improvements)
	Update traffic impact study guidelines
	Implement strategies aimed at reducing speeding, such as installing speed feedback signs
	Focus on filling key active transportation gaps in the community
Mid-Term (5-10 years)	Develop a funding strategy and plan that identifies potential funding avenues and resources necessary to construct future safety improvements, including Met Council's Regional Solicitation
	Inventory streetlights, assess intersection lighting needs, and update City's Streetlighting Policy.
	Update/expand pavement management program
	Update City's ADA Transition Plan (2019)
	Update/expand Safe Routes to School Plans for all schools within city limits; Apply for MnDOT Safe Routes to School program funding
Ongoing (10+ years)	Publish annual safety reports at the end of each fiscal year reporting on the previous year's progress
	Provide quarterly safety updates to City Council and Planning Commission to maintain leadership support
	Continue coordination with Anoka County and MnDOT to identify and make safety improvements on county- and state-owned streets within Fridley
	Conduct road safety audits, including walkability and bikeability assessments
	Partner with local schools on educational safety campaigns
	Update the Transportation Safety Action Plan every 5-10 years to refresh goals, data, strategies, the High Injury Network, and the High Risk Network

PROGRESS AND TRANSPARENCY

To advance safety goals and maintain public trust, it is essential to track, evaluate, and clearly communicate progress in a transparent and systematic way. This chapter presents a comprehensive framework for performance measurement and public engagement, structured around two key focus areas that support data-driven decision making, promote equitable outcomes, and encourage sustained community involvement:

- Measuring Progress
- Transparency within the Community

Measuring Progress

Monitoring safety outcomes, infrastructure changes, and policy implementation helps agencies assess what's working and where to adjust. While the city may not have the capacity for extensive data collection, there are a variety of measures that can be collected without creating more work than the city is able to undertake.

This section outlines strategies for collecting and analyzing data to track progress toward Vision Zero and other safety goals. **Table 19** summarizes these strategies, offering a framework for measuring key metrics and guiding continuous improvement. These indicators can be reviewed annually or biennially, in coordination with Anoka County and MnDOT, to inform future priorities and funding applications.

TABLE 19. STRATEGIES FOR MEASURING PROGRESS

Category	Strategy	Description
Data Analysis	Total number of serious injury and fatal crashes	Track overall crashes to measure baseline and progress
	Percent change in serious injury and fatal crashes	Evaluate trends in crash reduction over time
	Crash breakdowns by mode, behavior, location, demographics	Understand risk by user type, location, and equity factors
	Crash equity analysis	Identify disparities in crash outcomes across demographic and geographic groups
Data Maintenance	Crash, population, and equity data updates	Ensure datasets are refreshed annually for consistent evaluation
	Pedestrian and bicycle counts/ surveys	Collect ongoing non-motorized user data to inform design and evaluation
Infrastructure	Improvements at priority HIN locations	Track number and types of improvements on prioritized corridors and intersections
	Miles of HIN corridors reconfigured	Measure progress in safety-focused street design on High Injury Network
	Use of Safety Countermeasures Toolkit	Track where countermeasures are used and their effectiveness
	Before–after safety evaluations	Assess changes in crashes or behavior after countermeasure implementation
	Project and funding coordination with Complete Streets and CIPs	Track integration of safety priorities into broader planning and funding
	Annual strategy and policy progress check-in	Informal but consistent check on plan implementation
	Full plan update every 5 years	Formal refresh of goals, data, and strategies

Transparency Within the Community

Ensuring that communication with the public has clear and consistent messaging is an important step for decision-makers to make to build trust and keep safety efforts on track. The city is encouraged to explore low-cost, accessible ways to share progress with the community. This section highlights key approaches for sharing progress and engaging the community, summarized in **Table 20.** These tools can help residents understand how the plan is being implemented and how their input is shaping outcomes, and can also help the city maintain a strong connection with the community and adapt the plan as conditions and attitudes evolve.

TABLE 20. STRATEGIES FOR TRANSPARENCY AND FUTURE ENGAGEMENT

Category	Strategy	Description
Reporting & Accessibility	Annual safety report publication	Public-facing reports to document implementation and outcomes
	5-year crash and implementation trend charts	Show medium-term progress and trends in implementation
	Online dashboard or interactive map	Public-facing visualization of progress and safety data
Community Engagement & Advocacy	Residents reached via engagement	Measure scale and reach of public involvement efforts
	Partnering with community organizations	Track relationships and engagement with community-based groups
	Comment forms, surveys, open feedback loops	Maintain feedback systems to gather ongoing public input
	Regular briefings to elected officials and stakeholders	Monitor frequency and consistency of communications with leadership

ONLINE SAFETY DATA DASHBOARD

The City of Fridley will use an online safety data dashboard to track the progress of many different safety metrics. The dashboard, which is hosted on ArcGIS servers and will be updated by the City of Fridley each year, includes two main pages: crash statistics and a crash map.

Crash Statistics

The crash statistics page, which is the main landing page when users access the site, includes the a summary of all reported crashes within the city of Fridley, currently representing data from 2015 to 2025. Data on crashes can be broken out by each crash type and year, while the overview page includes data on the number of fatal and injury pedestrian, bicycle, vehicle, and motorcycle crashes. The data can be sorted in any combination that a user wants, allowing for a detailed look into crash patterns within the city.

Crash Map

The second page of the online dashboard is the crash map. This interactive map shows an overview of all of crashes that have been reported within Fridley. The map includes controls allowing users to view crashes by type, by year, or a combination of the two. Clicking on a crash dot shows additional details of the crash, including applicable traffic control, lighting, weather, and road surface data.

Placeholder "Click Here" icon/link

https://bmi.maps.arcgis.com/apps/dashboards/e3ed43bb6d6a4fa0bb76c2541f711960

FIGURE 27. ONLINE SAFETY DATA DASHBOARD

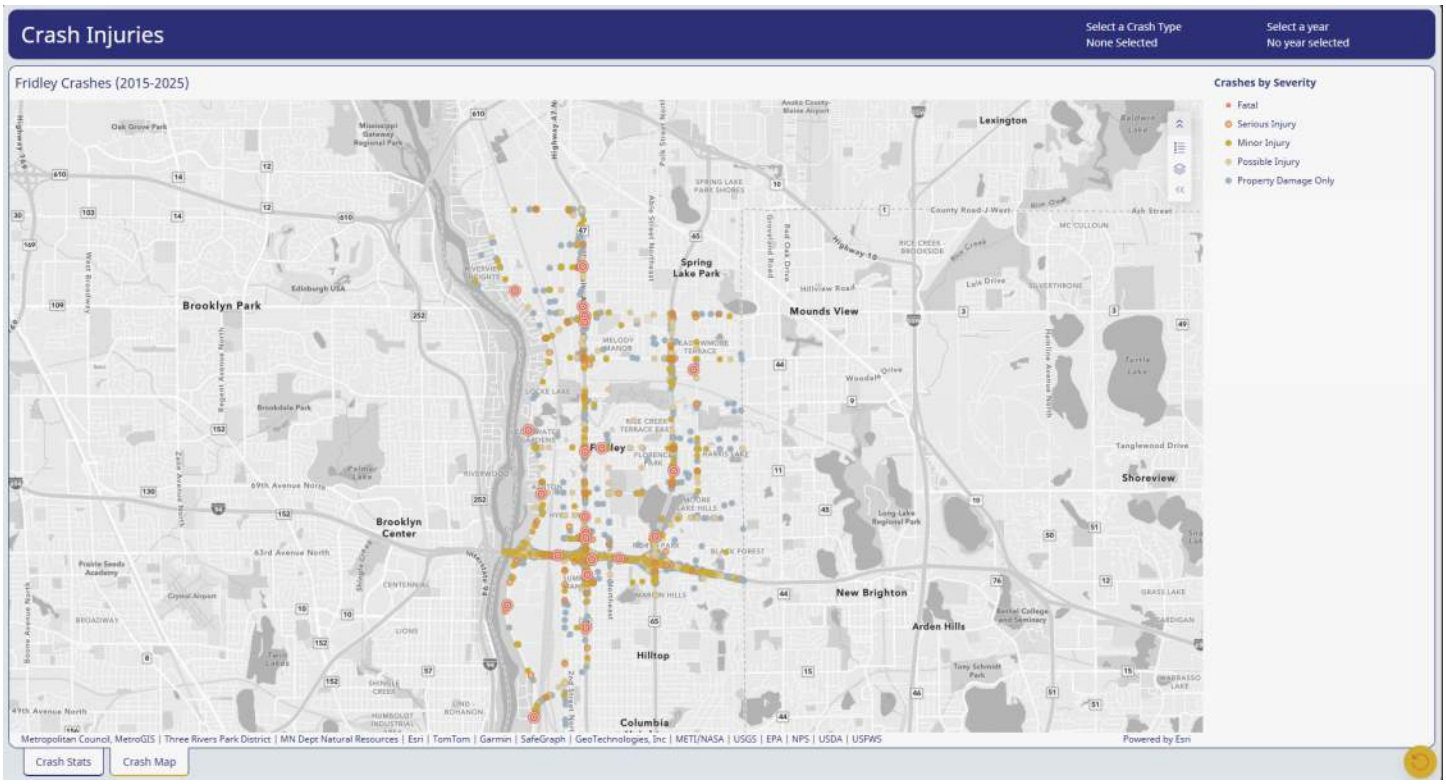


Photo placeholder

APPENDICES

Appendix A
Detailed Plan & Policy Review

APPENDIX A: REVIEW OF RELATED PLANS AND POLICIES

This appendix expands on the "Alignment with Other Plans and Policies" section in the introduction of the Fridley Streets for All Plan. It provides a detailed review of local, regional, state, and federal plans that informed this plan, summarizing their purpose, scope, and relevance to transportation safety. Where applicable, project-level details and technical standards are included to support coordination and funding opportunities.

Plans Reviewed

- City of Fridley Active Transportation Plan
- City of Fridley ADA Transition Plan
- City of Fridley Comprehensive Plan
- Safe Routes to School Plans
- CSAH 6 (Mississippi Street) Roadway Modification Study
- Anoka County Comprehensive Safety Action Plan
- Highway 47/65 PEL Study
- TH 47 Preliminary Design
- Anoka County East River Road Corridor Study
- MN Metro Region 2025-2029 Strategic Highway Safety Plan
- Metropolitan Council Pedestrian Safety Action Plan
- USDOT Pedestrian Safety Action Plan

City of Fridley Active Transportation Plan (2020)

The City of Fridley's Active Transportation Plan (ATP, 2nd Edition, adopted Feb 11, 2020) guides installation, maintenance, and policy to support walking, biking, rolling, and transit access. It updates the 2013 plan to align with the 2040 Comprehensive Plan and related studies. The ATP emphasizes an all-ages-and-abilities system and a City-led winter maintenance plan so sidewalks and trails remain usable year round. It also establishes a Living Streets Policy with triggers, a feasibility worksheet, and defined exceptions to integrate multimodal and stormwater features during street projects.

The Active Transportation Plan identifies network gaps, priority corridors, and focus routes for sidewalks and trails and it contains a design toolbox for pedestrian/bicycle crossings and speed-management which can be implemented alongside scheduled roadway projects.

City of Fridley ADA Transition Plan (2019)

The City of Fridley is committed to breaking down barriers for residents and to be fair, inclusive and equitable community in its practices, programs and services. The City of Fridley Engineering Division has prepared this Americans with Disabilities Act (ADA) Transition Plan to guide its efforts to ensure pedestrian facilities located within the city's public right-of way meet the accessibility needs of all residents.

This plan will be used to maintain, program and construct accessible pedestrian facilities in the right-of-way. It provides an inventory of pedestrian ramps and traffic signals that fall under city jurisdiction for ownership and maintenance. The City of Fridley's transition plan is a living document that will receive routine updates. The first update is scheduled to occur one year from the plan's formal adoption and on a four-year cycle thereafter.

City of Fridley Comprehensive Plan (2021)

The purpose of Fridley's transportation system is to provide a safe, cost effective, convenient and efficient means of moving both people and goods within and through the community and region. The primary emphasis of Fridley's Transportation Plan is to manage, preserve and maintain the existing roadway network and expand the multimodal transportation alternatives available to the community.

Fridley plays an important role in the regional transportation network. Many major roadways provide direct access through Fridley from the north into downtown Minneapolis for vehicular and bus commuters. Additionally, the section of Interstate 694 running east-west through Fridley connects Minneapolis to St. Paul. The city also boasts a national and regional bike trail.

Safe Routes to School Plans

Four Safe Routes to School plans were reviewed within the city of Fridley, including:

- Fridley Middle School (2017)
- Hayes Elementary School (2017)
- North Park Elementary School (2013)
- R.L. Stevenson Elementary School (2017)

Fridley Middle School (2017)

Fridley Middle school is in the north-central portion of Fridley along 61st Avenue NE, an east-west artery through the area. Based on the 2016 survey, most parents report their children traveling to and from school by family vehicle (36%) or school bus (49%), while a significant portion walk (13%).

In addition to physical infrastructure projects, Fridley Middle School recommends implementing additional programs such as classroom competitions, student-led projects, and bicycle maintenance courses to further support safe and active travel.

The plan recommends several infrastructure and traffic operation improvements:

- Curb extensions/curb radii reduction
- ADA-compliant curb ramps and landings
- Upgrading crossings with high-visibility crosswalks
- Advanced stop bars for vehicles
- Leading pedestrian intervals (LPIs)
- Enhanced speed enforcement
- Speed feedback signage
- Reducing posted speed limit
- Roadway reconfiguration from 4- to 3-lanes
- Rectangular rapid flashing beacons (RRFBs)
- Access management
- Installing bicycle facilities and bike parking
- Educational programming and events

Hayes Elementary School (2017)

Hayes Elementary School is centrally located in Fridley along Mississippi Street NE, a major east–west corridor. The campus is bordered by University Avenue NE to the west and Highway 65 NE to the east, both of which function as key north–south arterial routes.

During the 2016–2017 school year, Hayes Elementary served approximately 571 students. Based on parent surveys conducted in 2016, most students travel to and from school by family vehicle (52.3%) or school bus (36.4%), while a smaller share walk (11.4%).

Mississippi Street NE was identified as a major barrier to walking and biking due to traffic volumes and crossing challenges. Between 2006 and 2015, four crashes involving a pedestrian or bicyclist and a motor vehicle were reported along this corridor, underscoring the need for safety improvements.

The plan recommends several infrastructure and traffic operations improvements:

- Curb extensions/curb radii reduction
- ADA-compliant curb ramps and landings
- Upgrading crossings with high-visibility crosswalks
- Advanced stop bars for vehicles
- Leading pedestrian intervals (LPIs)
- Enhanced speed enforcement
- Speed feedback signage
- Reducing posted speed limit
- Roadway reconfiguration from 4- to 3-lanes
- Rectangular rapid flashing beacons (RRFBs)
- Access management
- Installing bicycle facilities and bike parking
- Educational programming and events

North Park Elementary School (2013)

North Park Elementary is a K–5 school located on Fillmore Street NE in Fridley although it is a part of the Columbia Heights School District. Currently, approximately 67% of students travel by school bus, about 5% walk, and the remainder by automobile. District-wide SRTS goals include developing school-specific plans with recommendations for traffic control, parking, drop-off zones, crosswalks, and bicycle facilities; creating consistent traffic and transit management practices across participating schools to improve safety and efficiency; and establishing standardized SRTS best practices through district-wide training and implementation.

The plan recommends several infrastructure and traffic operations improvements:

- Enhance school-day activity and access from the south
- Incorporate bicycle and pedestrian accommodations to surrounding roadways
    - Add continuous sidewalks along the campus frontage
    - Install sidewalks along surroundings streets

where feasible

- Improve pedestrian crossings
- Consider constructing an 8-foot-wide paved shared-use path
- Develop safe, well-marked pedestrian crossings and construct short sidewalk segments
- Educational programming and events

R.L. Stevenson Elementary School (2017)

R. L. Stevenson Elementary is located on the west side of Fridley along East River Road, a major arterial corridor with the Mississippi River directly west of the campus. During the 2016–2017 school year, the school served approximately 545 students. Parent survey results indicate that most students travel to and from school-by-school bus (62.5%) or family vehicle (35.4%), with very limited walking (2.1%) and no reported bicycling. Travel behavior varies by distance, with walking decreasing significantly beyond one mile and motorized travel increasing. Notably, 75% of parents cited intersection and crossing safety, and 70% cited traffic volume as key factors influencing their decision to allow children to walk or bike to school.

The plan recommends several infrastructure and traffic operations improvements:

- Completing the sidewalk network from the school to nearby neighborhoods
- Installing a pedestrian refuge median at wide crossings
- Reconfiguring driveway areas to prioritize pedestrian movement
- Improvements to lighting, signage, vegetation management, and pavement markings
- Improve crossings with high-visibility crosswalks and clear sightlines
- Coordinate with future development for safe transportation connections
- Educational programming and events

CSAH 6 (Mississippi Street) Roadway Modification Study (2020)

This Study was initiated by Anoka County, in partnership with the City of Fridley to understand the local and regional corridor needs for access, mobility, and safety for all modes of transportation and develop alternatives to meet those needs.

Recent crash data indicates that the CSAH 6 Corridor and multiple intersections along the route have a statistically higher crash rate when compared to similar roadways and intersections statewide. The four-lane undivided roadway often results in increased crashes as the current roadway configuration cannot handle today's traffic needs nor does it accommodate pedestrians and bicyclists well.

Recommended Alternatives:

The study recommends implementing a four to three lane conversion on CSAH 6 to increase safety by providing a dedicated left turn lane, reducing the number of through lanes, decreasing crossing distances, and providing more space for pedestrians and bicyclists.

Multiple typical sections and intersection traffic control alternatives were developed for the corridor. Based on project goals, evaluation, and public input the following alternatives are recommended for the CSAH 6 (Mississippi Street):

- A three-lane typical section is recommended from TH 47 to CSAH 35 (Old Central Avenue).
- CSAH 6 to transition to a two-lane roadway between CSAH 1 (East River Road) and 2nd Street underneath the railroad overpass and regional trail crossing, and east of CSAH 35 to the County border at Stinson Boulevard.
- The existing lane configuration on CSAH 6 at TH 47 and TH 65 to remain in place, but considerations for turn lane development at TH 65 should be considered in future studies along the TH 65 corridor such as the current study by MnDOT.
- Compact roundabouts to be implemented at the current all-way stop-controlled intersections of 7th Street, Monroe Street and CSAH 35 (Old Central Avenue).
- An eight-foot paved trail to be constructed on the south side of CSAH 6 where feasible.
- A five-foot sidewalk to be constructed on the north side of CSAH 6. The width of the sidewalk should be increased near TH 47 and underneath the railroad underpass where feasible.
- A minimum of five-foot boulevards to be developed where feasible.

Anoka County Comprehensive Safety Action Plan (2025)

Review more detailed summary doc and pull in additional write-up

The Anoka County Comprehensive Safety Action Plan (CSAP) is the County's SS4A compliant safety plan that applies MnDOT's systemic, risk based method to identify high risk locations and pair them with proven

countermeasures.

In the CSAP, Appendix F (List & Maps of Recommended Projects) and Appendix G (HSIP Project Sheets) include multiple location specific recommendations within Fridley or directly on Anoka County facilities that travel through Fridley. (Maps are provided in Appendix F; project one pagers with scope/rationale/cost are in Appendix G.)

Identified Corridors:

- CSAH 6 / Mississippi Street: Potential to implement a four to three lane conversion, sidewalks/trail connectivity, pedestrian refuge islands, and intersection safety upgrades.
- CSAH 1 / East River Road: Potential for pedestrian crossing upgrades, targeted lighting, and access management at driveways/unsignalized access points.
- TH 47 / University Ave: Potential for multi-lane/ divided context and speed management where there is a high exposure to vulnerable road users.

Identified Intersections:

- TH 47 intersections (e.g., 57th, 61st, Mississippi St, 69th, 73rd): Potential for signal upgrades, confirmation lights for red light enforcement, protected left turn operations where applicable, and geometric/visibility refinements.
- 57th, 61st, Mississippi, 69th, 73rd corridors at key crossings: Potential for rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) if warranted, pedestrian refuge islands and medians, curb extensions, leading pedestrian interval implementation and pedestrian crossing countdowns, no right-turn-on-red where pedestrian activity warrants; and crosswalk visibility and lighting upgrades.

As part of this effort Anoka County presented to their Transportation Committee in late 2024 to provide an update on public engagement efforts. Overall, survey respondents voiced their concerns about unsafe biking and walking conditions, especially at intersections, concerns about speed vehicles making traveling by any mode dangerous, and the desire for improved non-vehicular infrastructure throughout the County.

Highway 47/65 PEL Study (2021)

MnDOT's Highway 47 & Highway 65 Planning and Environmental Linkages (PEL) Study evaluates existing and future conditions along both corridors—covering ~20 miles from Minneapolis to Spring Lake Park/Coon Rapids—to identify safety, mobility, and multimodal needs and define improvements that should carry forward into environmental review and future projects. The PEL is grounded in significant crash history, multimodal demand, freight generators, regional transit investments, and diverse, higher poverty neighborhoods with low auto access. It identifies three primary needs: vehicle safety, walkability/bikeability safety, and pavement condition; and two secondary needs: pedestrian/bicycle mobility and vehicle mobility.

Findings:

Severe Crash Concentrations

- Across both corridors, 2015–2019 crash history shows higher fatal/severe injury proportions than metro or statewide averages. Vulnerable Road Users (VRUs) make up 39% of fatal and severe crashes, and many occur at multi-lane crossings with long exposure (e.g., 57th, 61st, Mississippi St, 69th, 73rd, 81st, 83rd, 85th).

Pedestrian Level of Service (PLOS)/Bike Level of Traffic Stress (BLTS) Findings

- Most of Hwy 47/65 is rated Tier 1 for walk/bike investment. PLOS is 'very uncomfortable' at most multi-lane/50–55 mph segments north of 37th Ave, and BLTS is 'high stress' across nearly the entire corridor due to speed, lane count, and lack of separation.

Mobility and Network Permeability Issues

- The study found long distances between comfortable crossings (>0.5 miles), incomplete sidewalks/sidepaths, disconnected transit stops, and limited low stress east–west routes create significant out of direction travel.

Alternatives Screening & Corridor Visions

- PEL provides Level 1 (fatal flaw) and Level 2 (detailed) screening, resulting in four corridor "visions" that organize roadway sections by context, traffic levels, target speeds, and multimodal function. The study identifies where roundabouts, medians, road diets, bus lanes, pedestrian hybrid beacons (PHBs), and grade separation could be considered.

Crossing Countermeasures Framework

- The PEL highlights priority crossing locations and matches them to device types (RRFB, PHB, grade separation) based on speed, lane count, crash history, and demand—directly supporting SS4A crossing treatment selection.

TH 47 Preliminary Design (2025)

The TH 47 Preliminary Design work was based on the PEL Study completed in 2021. The PEL was

foundational for the preliminary design of TH 47. The Level 2 process included an evaluation of potential concepts for intersections along the corridors Using findings from the Phase 1 existing conditions review, intersections that scored above or approaching the critical crash rate, identified as high or medium pedestrian risk, had a history of severe pedestrian/bicyclist crashes, or were identified as locations in focus areas were included in this analysis.

Recommended treatments at intersections based on the Level 2 analysis:

- Rectangular rapid flashing beacons (RRFB)
- Pedestrian hybrid beacons (PHB)
- Grade separated crossings
- Marked crossings density/network review
- Leading pedestrian intervals (LPIs)
- Shorter roadway crossings/pedestrian refuge islands
- Restrictions on flashing yellow vehicle turns

What about roundabout recommendations??

Anoka County East River Road Corridor Study (2012)

Anoka County's primary objective for the study was to identify concepts for improving safety and mobility on East River Road while also considering improvements to enhance its appearance and economic vitality. The study area is the 5.1-mile segment of East River Road between Interstate 694 (I-694) in Fridley and Trunk Highway 610 (TH 610) in Coon Rapids. The study area also includes the area between the Mississippi River and University Avenue so as to also consider east-west connections and connectivity.

Recommendations for the East River Road are grouped into the following categories:

- Access and intersection changes
- Roadway cross-sections
- Trails and sidewalks
- Transit facilities
- Potential 57th Avenue connection
- Other policy and design recommendations
- Visual quality recommendations

Key recommendations are summarized as follows:

- Medians: Nine segments of new median are proposed, ranging in length from about 100 feet (to address a single access point) to about 1,000 feet to address multiple access points in a row.
- Street Closures/Alternate Access: Street closures (construction of a cul-de-sac) are recommended at 19 locations. These are locations where alternate access is already provided. Two conceptual cul-de-sac designs were developed to illustrate potential treatments for the closure of typical residential streets. As these improvements move forward, the specific conditions of each affected street will be considered. The city and county would return to the neighbors with a site-specific, public involvement process.
- Intersection Turning Restrictions: At two locations (Larch Street and 84th Lane), a full-access intersection is proposed to be changed to a ¾-access intersection. In both cases, this means left turns out of the street to East River Road will no longer be allowed, while left turns in will continue to be allowed.
- Other Potential Future Projects: Several other potential intersection or local side street improvement projects were identified for possible future consideration to address safety and access management issues. Additional development, including input from affected stakeholders, would need to be conducted prior to advancing any of these projects.

PULL GRAPHICS FROM WORD DOC

MN Metro Region 2025-2029 Strategic Highway Safety Plan (2025)

This regional report is part of Minnesota's ongoing efforts to advance roadway safety through the 2025–2029 Strategic Highway Safety Plan (SHSP). The SHSP serves as the state's comprehensive, data-driven framework to reduce traffic-related fatalities and serious injuries, functioning both as a policy guide and a call to action. In support of this statewide initiative, the regional report examines crash trends and safety priorities within the Metro Region to inform locally tailored strategies and initiatives.

The SHSP establishes an ambitious statewide goal of reducing annual traffic fatalities to 225 or fewer by 2030. Achieving this target requires action at the local and regional levels. The plan is grounded in a Safe System Approach, which emphasizes proactive strategies and shared responsibility among engineers, educators, enforcement agencies, emergency responders, policymakers, and the public.

Metro Regional Priority focus areas:

- Intersections
- Lane Departure
- Impairment
- Unlicensed Drivers
- Speed
- Inattention

Met Council Pedestrian Safety Action Plan (2022)

The Metropolitan Council developed a Regional Pedestrian Safety Action Plan to improve safety for people walking and using mobility devices. By using a systemic approach, the Council identified roadway characteristics and locations with a higher risk for serious pedestrian injuries and deaths regardless of if a crash had recently occurred at those locations.

Recommendations are categorized into three topics:

- Countermeasures: Infrastructure changes to the roadway to address pedestrian/bicycle crashes.
- Programmatic Recommendations: Ways for the Council to promote and encourage pedestrian/bicycle safety efforts through Council programing.
- Process Updates: Approach to updating the Pedestrian Safety Action Plan in the future with lessons learned from previous adoptions and updates.

USDOT Pedestrian Safety Action Plan

Safety is the top strategic priority for the U.S. Department of Transportation (USDOT). Within USDOT, the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) lead pedestrian safety efforts through a comprehensive, multi-pronged approach that includes infrastructure improvements, vehicle safety, research, enforcement, data analysis, and education.

The overarching goal of the USDOT Pedestrian Safety Action Plan is to reduce pedestrian deaths and serious injuries through a coordinated national strategy spanning all transportation modes.

Appendix B
Safety Analysis Technical Memorandum

Appendix C
Detailed Engagement Summary