



ENVIRONMENTAL QUALITY AND ENERGY COMMISSION

Fridley Municipal Center, 7071 University Ave Ne

AGENDA

February 12, 2019

Location: Fridley Civic Campus, Banfill Room, 7:00 PM

Call to Order

Approve Environmental Quality and Energy Commission Minutes

- 1) Review January 08 Minutes

New Business

- 1) Southern Anoka Cities Master Recycler Presentation (Justin Foell)
- 2) Living Streets policy

Old Business

- 1) Energy Action Plan update

Other

- 1) March 11- Recycling Drop Off
- 2) Heidi Ferris- Park and Recreation Commission
- 3) Tree Sale

Next meeting March 12, 2019 at 7:00 PM at Fridley Civic Campus

Adjourn



ENVIRONMENTAL QUALITY AND ENERGY COMMISSION

Fridley Municipal Center, 7071 University Ave Ne

MINUTES

January 8, 2019

Location: City of Fridley Civic Campus, Banfill Room

Call to Order

Chair Hansen called the meeting to order at 7:00

Members present: Nick Olberding, Justin Foell, Sam Stoxen, Mark Hansen, Paul Westby

Absent: Heidi Ferris

Staff: Rachel Workin, Environmental Planner

Approval of Minutes

Commissioner Westby moved approval of the December 11, 2018 meeting minutes with the replacement of the word “events” with the word “items” under the section related to Recycling Drop-offs and Commission member Stoxen seconded the motion.

MOTION PASSED unanimously

New Business

1) Active Transportation Planning

Ms. Workin shared that the City was planning to update the Active Transportation Plan (ATP). The ATP was previously written in 2013 with the help of a Commission, but staff proposed that the new plan would be written with the assistance of the EQEC. She reviewed the components of the existing plan which interlaced policies, maps, and background data. In the new draft, the City proposes to identify policies and background in the main document which would be updated every 5 years, and then maps in the appendix which would be updated annually.

- Living Streets Policy
- Winter Maintenance
- ADA
- Priortizing Trails
- Improving supporting Infrastructure to support active transportation
- Updating the Plan

Commissioner Foell asked about improving route signage. Ms. Workin shared that staff was planning to remove “bike route” signs to road ways without some sort of bike improvements. Commissioner Foell stated that route signage is useful for wayfinding. Commissioners also discussed improving bike routes on google map. Commissioner Hansen asked if the City had a Go-Pro so that volunteers could make Trail View footage. Ms. Workin said that she would check to see how to go about updating Google Maps and taking photos of the trail. Wayfinding was added as another policy to include in the ATP. Commissioner Hansen commented on the presence of North-South barriers in the City that prevent east-west movement and the desirability of off-road trails where possible. Commissioner Westby commented that Riverview Terrace where the prioritized trail is narrow and doesn’t have high traffic volumes. Ms. Workin stated that even though its prioritized, studies would need to be done before moving forward.

Ms. Workin discussed the premise of the Living Streets Policy which would outline the components of Living Streets, what the City would look at when deciding which Living Streets components to implement, and what the exceptions would be. Commissioner Westby recommended that include vegetation.

The group reviewed the SWOT analysis from the original ATP and created a new SWOT analysis which came to:

Strengths:

Strong regional employment: net gain of commuters; Northstar Trainstop; more awareness of benefits of trails and their ability to connect people to the city’s amenities, Public Works/engineering departments that are open to trails, strong partnerships with watershed districts

Opportunities:

Prioritize regional connections and destinations, new campus, new residents, community groups/volunteers, county roads and up for resurfacing (goal trail onside, sidewalk otherside), residents have new needs, ability to beautify/regreen/placemake, ADA transition

Weakness:

Many roads are outside city control, city is bisected by transit corridors, financial conditions, city originaly formatted without walks

Threats

- Development may increase numbers of automobiles, plans to increase active transportation opportunities can be sidelined by lack of easements or a few vocal residents, increased infrastructure requires increased maintenance, University Ave crossings are dangerous

Commissioner Foell recommended reaching out to members of the previous Active Transportation Committee. Ms. Workin stated that the next meeting would go more in depth on identifying trails. Chiar Hansen requested the map of existing routes be superimposed over a road class map.

Old Business

1) Recycling Drop-off questions

Ms. Workin stated that she spoke with Green Lights Recycling (GLR) regarding the previous meetings' question about which items were turned away most often at drop-off events. GLR said furniture was the most commonly turned away item. A good solution hasn't been found at this time. Commissioner Stoxen asked cardboard was accepted at these events. Ms. Workin said it wasn't, but that residents could place extra flattened cardboard next to their recycling can for pick-up on their recycling day.

2) Organics Update

Ms. Workin stated that the City currently has 193 subscribers to the program and that there is a new promotion for three free months for residents that sign up in January. She will share information with the Commissioners to repost as they are available. It was recommended to pass out fliers at the drop-off. Ms. Workin said she would.

3) Energy Action Plan update

Other

- 1) Jan 12- Recycling Drop-off
- 2) Jan 16- ADA transition plan meeting
- 3) Jan 26 Winterfest
- 4) RCWD mini-grant opens; MWMO mini-grant training
- 5) Windsource

Adjournment

(Notes do not reflect motion to adjourn).

DRAFT



Memorandum

Planning Division

DATE: February 7, 2019

TO: Environmental Quality and Energy Commission members

FROM: Rachel Workin, Environmental Planner

SUBJECT: Living Streets policy

The City of Fridley does not currently have a formalized Living Streets Policy. Inclusion of a Living Streets policy was determined to be an important part of the updated Active Transportation Plan in order to guide the City in the implementation of infrastructure such as trails and sidewalks. Adoption of a Complete Streets/Living Streets policy is a required Green Step City best practice to advance to Step 3.

Staff recommendation:

Staff recommends that the EQEC reviews the draft Living Streets Plan to discuss for inclusion in the updated Active Transportation Plan.

City of Fridley Living Streets Policy (Draft Version)

Living Streets

Living Streets refers to streets designed to be safe, efficient, use-balanced, and environmentally sound. Living Streets create more livable communities by promoting the mobility, accessibility and convenience of all modes, purposes, and users while also mitigating the cost and environmental impacts of excess impervious surface. The concept of Living Streets is an iteration of Complete Streets, which emphasize increased transportation equity, while also addressing the environmental implications of increased impervious surface.

Components of a Living Street

The components of Living Streets include infrastructure that allows for the safe transportation of all modes, purposes, and users as well as the accompanying landscaping and stormwater management facilities. Within the City of Fridley, there is no singular design prescription for Living Streets. Each Living Street will be designed based upon the unique characteristics of the project area. Examples of the components of a Living Streets include:

- Trails, sidewalks, and on-street, striped bike lanes (listed in order of preference, with facilities running in both directions)
- Median islands
- Accessible pedestrian signals and pedestrian networks
- Curb extensions/bump outs
- Narrower and fewer travel lanes
- Physical elements that control speed, such as traffic calming improvements
- Safe pedestrian crossing facilities
- Adequate and effective lighting
- Diverse tree plantings
- Stormwater management
- Pollinator-friendly/water efficient landscaping
- Bike racks
- Benches
- Water fountains
- Waste receptacles
- Other components as determined based on latest and best “Living Streets” standards

Focus Corridors

The following suggestions are provided for specific focus corridors

Industrial: Consider all ages and abilities. Design to accommodate truck and delivery traffic. Provide for employees arriving/departing by various mode. Favor lighting for safety and security purposes.

Residential: Consider all ages and abilities. Truck traffic should be accommodated in designated truck routes. Vehicular traffic at slower speeds should be encouraged. Pedestrian accommodation should be considered on sidewalks adjacent to one or both sides of designated streets. Bikes may be accommodated in on-street lanes adjacent to designated collector streets. Lighting is anticipated overhead. Boulevard trees incrementally spaced are recommended.

Commercial: Consider all ages and abilities. Favor the customer experience. Pedestrians/bicyclists are desired for the boulevard areas (i.e. green space, decorative lighting).

Project Triggers

The City will incorporate Living Streets components into the City's transportation network where feasible and where designated during new construction, reconstruction, rehabilitation, and changes in allocation of pavement space on an existing roadway, or following a corridor study.

Factors for analysis

The City will use the Living Streets policy to determine if incorporation of Living Streets components is practical and feasible for each project. Based on Fridley's land use, it is expected that many streets will not be suitable candidates for Living Street. A Living Streets worksheet (Sample Attached) will be completed as part of any Feasibility Study which will be presented to the City Council and included with the project file.

Exceptions

The City will incorporate Living Streets Components in all projects except for the following reasons:

- A) The project involves a transportation system on which certain modes and users are prohibited either by law or due to significant safety reasons.
- B) The street jurisdiction (Anoka County of the State of Minnesota for non-city streets) refuses suggested plans.
- C) The cost of accommodation is excessively disproportionate to the need or probable use.
- D) The corridor has severe topographic, environmental, historic or natural resource constraints.
- E) There is a well-documented absence of current and future need.
- F) Other exceptions are allowed when approved by the City Council.

Where separated facilities cannot be provided for pedestrians and cyclists, the constructed roadway shall reflect the character of shared space, with appropriate mechanisms to calm vehicular traffic and provide a safe, reliable, integrated, and interconnected surface transportation network.

Jurisdiction:

Where projects involve other jurisdictions, such as Anoka County or the State of Minnesota, the City will work with those jurisdictions to ensure compliance with this policy to the fullest extent.

Living Streets Worksheet (Sample Version) to be included with the feasibility report.

Project Narrative

- 1) Project Information:
- 2) Roadway Jurisdiction:
- 3) Project Name:
- 4) Project Start Point:
- 5) Project End Point:
- 6) Project Manager:
- 7) Is the project area, or streets it intersects, referenced in any of the following plans:
 - City's Active Transportation Plan
 - City's ADA Transition Plan
 - Anoka County's Comprehensive Plan
 - Safe Routes to School Plan (Hayes, North Park, Stevenson, Fridley Middle)
 - Roadway Corridor Study (ex: East River Road corridor study)
 - Transit Overlay District
 - NPS Alternative Transportation Node area
- 8) If so, how does the plan reference Living Street components within the project area or streets it intersects?

Existing Conditions

- 9) Describe existing and projected modal volumes, if available:

Volumes	Existing	Projected (Year)
Average Daily Traffic		
Pedestrian Counts		
Bicycle Counts		
Truck Volumes		
Transit Volumes		
Speed Conditions		

- 10) Detailed crash data, if available, and known conflict locations:
 - a. Do crashes tend to be between certain modes?
 - b. Are there known conflict points between specific modes?
- 11) Who are the users of the project area and through what mode do they travel?
- 12) How does the existing area accommodate different modes travelling north-south and/or east-west?

- 13) Describe any public transit facilities along the project area:
- 14) Describe any significant destinations along the routes or for which the project area is a connector (schools, parks, libraries, Civic Campus, commercial corridors):
- 15) Describe any potential utility conflicts or topographic conflicts in the project area:
- 16) How does the existing area manage stormwater?
- 17) Are there known water quality or quantity concern in the project area or downstream of the project area?
- 18) Describe the existing landscaping:
- 19) What Living Streets components exist in the project and on streets that it intersects?
- 20) If there are no Living Streets components, how far away are the closest parallel facilities?
- 21) Describe any particular user needs/challenges along the project corridor that you have observed or been informed of:

Proposed Conditions:

- 22) What public engagement has been done or is planned related to Living Streets components?
- 23) What modes does the proposed facility accommodate?
- 24) How does the proposed facility accommodate different modes north-south and/or east-west?
- 25) How does the proposed facility assist different modes in reaching significant destinations?
- 26) Does the proposed landscaping enhance the urban forest or promote pollinator habitat/water-efficient landscaping?
- 27) Does the proposed project improve any identified water quality or quantity concerns within or downstream of the project area?
- 28) Provide an alternative cross section that was considered, list trade-offs associated with alternative cross-section.
- 29) If Living Streets components are not included, list and explain which Exception A-F under the Living Streets policy is the motivation to not include the components.
- 30) List specific seasonal and long-term maintenance for each mode and the responsible party.



Memorandum

Planning Division

DATE: February 8, 2019

TO: Environmental Quality and Energy Commission members

FROM: Rachel Workin, Environmental Planner

SUBJECT: Energy Action Plan

On November 26th the City Council approved an Energy Action Plan for the City of Fridley. In order to achieve the goals of the plan, an implementation plan was drafted. The below is a monthly update to the EQEC on progress toward completing the implementation plan:

January 2018

- Developing outreach materials
- Refrigeration assessments of both Fridley liquor stores
- January newsletter article
- 2 social media posts
- Winterfest 45 HES light bulbs distributed; Windsorce fliers distributed, pinwheels made
- Reached out to school for refrigerator recycling fundraiser
- Energy tips front page of website
- Monitoring energy use on water plants SCADA system

Upcoming Events

- February 9- EVs in Minnesota (Springbrook Discovery Dinner)
- February 14- Building Inspector Training
- March/April- Business tour of Civic Campus;
- May 4- Environmental Fun Fair