



# Springfield Active Living Plan

## Acknowledgments

### Statewide Health Improvement Program

This active living project was made possible by a Statewide Health Improvement Program (SHIP) grant from the Minnesota Department of Health. SHIP works to prevent disease before it starts by helping create healthier communities that support individuals seeking to make healthy choices in their daily lives. SHIP intends to reduce the prevalence of obesity and tobacco use in Minnesota through policy systems, public motivation, and environmental changes.

A special thank you to Healthy Together (funded by SHIP) which is a partnership of Brown, Nicollet, Le Sueur, and Waseca Counties and the Springfield Active Living Team for their support in creating the Springfield Active Living Plan.

### Springfield Active Living Team:


- Karen Moritz, Brown County Public Health Director
- Linda Carruthers, Mayo Clinic Health System Springfield Dietitian
- Matt Skaret, City Manager
- Becky Tonn, Community Member
- Donna Woidylla, Deputy City Clerk
- Scott Thoreson, Mayo Clinic Health System Springfield Site Administrator
- Linda Roiger, Springfield Library Director

### Healthy Together:

- Patty Takawira, Healthy Together Coordinator
- Melissa Hoffmann, Brown County Public Health RN & Healthy Together Staff

### Region Nine Development Commission:

- Jacob Thunander, Project Development Planner
- Sam Parker, Community Development Planner



*Developed by Region Nine Development Commission with support given by the Springfield Active Living Team  
Summer 2016*



## Table of Contents

Active Living Overview & Planning Process .....	1
Community Assessment.....	2
Community Survey Results.....	4
Walking Audit Summary .....	12
Project Considerations.....	12
Recommendations.....	16
Implementation Resources .....	18
Conclusion.....	19



## Active Living Overview & Planning Process

Across the country, communities are working to improve physical activity options as an answer to the growing number of individuals suffering from obesity or other preventable chronic health cases. Older populations are also increasing their demands for more active living options to maintain mental and physical health and decrease reliance on personal vehicles. The predominant organization representing aging Americans, AARP, is actively advocating for the same pedestrian and bicycle infrastructure to help people live independently and safely get to the places they need to travel. Overall, the active living process continually seeks to find community-based solutions for increasing the number of Springfield residents integrating physical activity in their daily routines.

The Springfield planning process began in April 2016 as the Springfield Active Living Committee identified the strengths, barriers, and goals for increasing physical activity for people of all ages in the community. The committee also developed a vision for how they see the active living plan helping the community. Region Nine Development Commission facilitated the meeting and drafted the plan based on those April discussions. The active living committee met again in August 2016 to give feedback on the document and prioritize goals identified in the plan. This active living plan should be regularly updated by the Springfield Active Living Committee as improvements occur and new ideas emerge.

Similarly, a specific plan focused on increasing the number of school-age children traveling to school by foot or on bike, the Springfield Safe Routes to School Plan, will be developed during the 2016-17 school year.

A variety of techniques exist to make walking and biking more convenient, safe, and feasible in communities. Active living initiatives are typically sorted in the following categories:

- **Evaluation** is the continuous improvement component of this plan. Regular surveys to monitor active living habits and attitudes as well as updating the goals of this document are central to evaluation.
- **Engineering** includes all physical improvements to the city that support active transportation, ranging from painted crosswalks and signage to constructing new sidewalks.
- **Enforcement** involves reinforcing local laws and norms. Law enforcement provides protection from illegal behavior but community members also have a role in reducing unsafe behavior.
- **Education** informs the community of the benefits of active lifestyles and that everyone has a role in making Springfield a safe, comfortable environment for walking and biking.
- **Encouragement** seeks to engage community members through coordinated efforts promoting physical activity. Even annual events, despite not requiring a change in regular habits, like Springfield's 5K Fun Run, can lead people to be more active throughout the year.

The Springfield community will build upon its existing infrastructure and community-mindedness to better encourage active lifestyles, especially walking and biking, through strategic investments and partnerships that make for a safer, healthier, and more social-vibrant place for residents of all ages.



## Community Assessment

Existing city policies, committee discussions, community surveys, and walking audit compose the community assessment portion of this plan. The assessment provides a starting point in improving the community by evaluating what is already in place, ultimately leading to better goal-making. It is also intended to provide a starting point for future comparison.

### Existing City Policies

Like most cities, property owners are responsible for maintaining sidewalks. This includes removing snow or debris from the sidewalks and replacement when needed. Property owners who replace a boulevard sidewalk, and reinstall at a width of six feet, can be reimbursed two dollars per square foot of concrete. Riding bicycles on sidewalks is not permitted.

Streets are the passageways in the community and must accommodate many forms of transportation, including: neighborhood traffic, emergency vehicles, bicycles, parked vehicles, and pedestrians—ideally on adjacent sidewalks. Street widths are important considerations in active living discussions as wider streets typically increase traffic speeds and can make pedestrian crossings more difficult, especially for older adults and children. The City of Springfield typically reconstructs streets to a width of 40 feet, which can accommodate two parking and travel lanes. Subdivision regulations currently do not require installing sidewalks with new construction.





## Strength, Weakness, Opportunity, and Threat Analysis

During the April session, the Springfield Active Living Team assessed the strengths, weaknesses, opportunities, and threats to understand the assets and barriers to walking and biking in Springfield. The summarized results are identified below:

### Strengths

- Active fundraisers (e.g. Tiger Trek, Steeple Chase, 5K Fun Run)
- Community Wellness Team and wellness challenges
- Indoor and outdoor community walks
- Walking and biking trails and sidewalk network
- Outdoor recreation spaces (e.g. 18-Hole Disc Golf, Nine-Hole Golf, River Access)
- Fitness center, swimming pool, and parks
- Campsites close to trails and parks
- Compact community and ease of mobility
- Upcoming Safe Routes to School plan
- Centrally-located grocery store
- Community pride
- City policies (e.g. fund for replacing sidewalks)

### Opportunities

- Dog park
- Trail maintenance during the winter
- Partner with businesses to encourage active behaviors
- Install bicycle racks
- Implement educational events (e.g. Walk! Bike! Fun! Curriculum, bike rodeos)
- Improved pedestrian crossings and curb ramps
- Improve E. Rock Street and N. Cass Avenue intersection

### Weaknesses

- Lack of bike racks and benches in downtown
- Highway 14 disconnects the north from the south
- Blind alley exits endanger pedestrians downtown
- Central Street is in need of reconstruction
- Safety at train track crossings
- Distracted walkers, bikers, and drivers
- Lack of bicyclists wearing helmet and following rules of the road (e.g. into/against traffic)
- Snow clearing near schools during weekend snowfalls
- Lack of curb ramps

### Threats

- Distracted driving, walking, and bicycling
- Opposition from developers and residents to install sidewalks
- Funding for projects always subject to political shifts at all levels of government
- Vandalism in the past
- Support from the Minnesota Department of Transportation on Highway 14 improvements



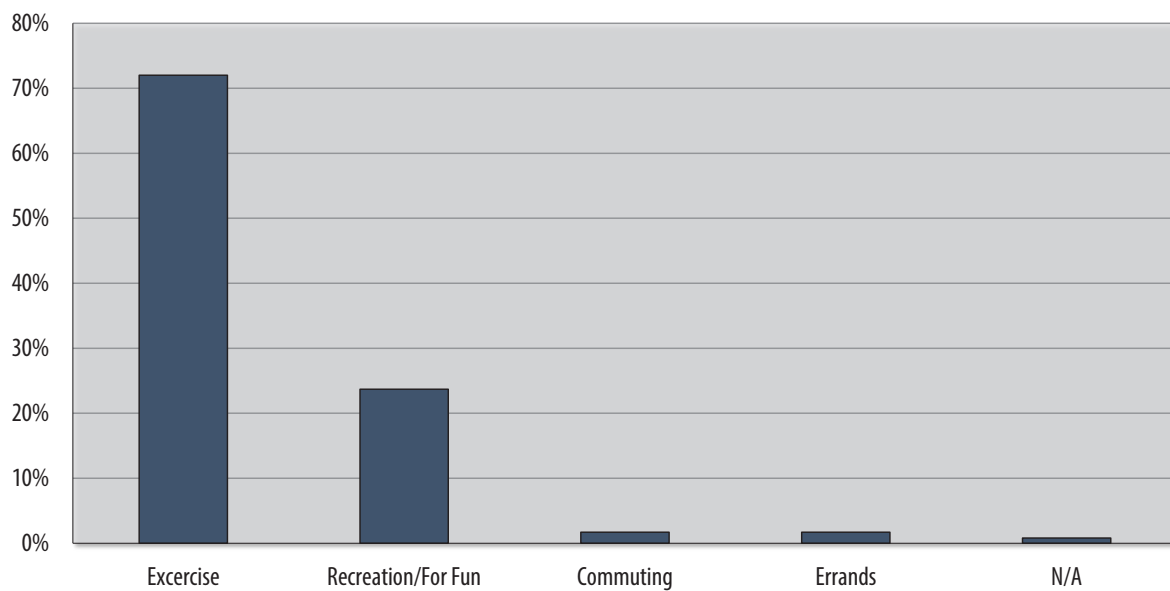
## Community Survey Results

The Springfield Active Living Team led a community survey to understand community-wide attitudes towards walking and biking in Springfield. A 122 survey responses were collected between April 25, 2016 and May 23, 2016 in both online and printed forms. The complete survey results, along with age and gender mix, are located in the appendix. Note that the term walking includes runners as well as mobility aid devices.

### Existing Reasons

Over 70 percent of survey-takers indicated the reason they choose to walk, run, or bike is for the exercise that it provides. As provided in Figure 1, active transportation also provides recreational value for nearly a quarter of all the responses. Actively moving for commuting or shopping purposes was almost non-existent for those who took the survey.

Figure 1: Survey Results - What is the main reason you walk/run or bike?



### Seasonal Variations

Figures 2 and 3 provide an idea of how seasonal shifts impact walking and biking in the community. For active non-bikers, summer is the most active month, with over 90 percent of those surveyed indicating they walk or run at least a few times a week; the number plummets to about one third during the winter months.

Less than one-third of the surveyed population bikes at least a few times per week in the summer, with 40 percent never biking in the summer months. Also, 90 percent indicated they do not ride in the winter. Spring and fall, for both bikers as well as walkers, feature less everyday activity.

Figure 2: Survey Results - How often do you walk/run?

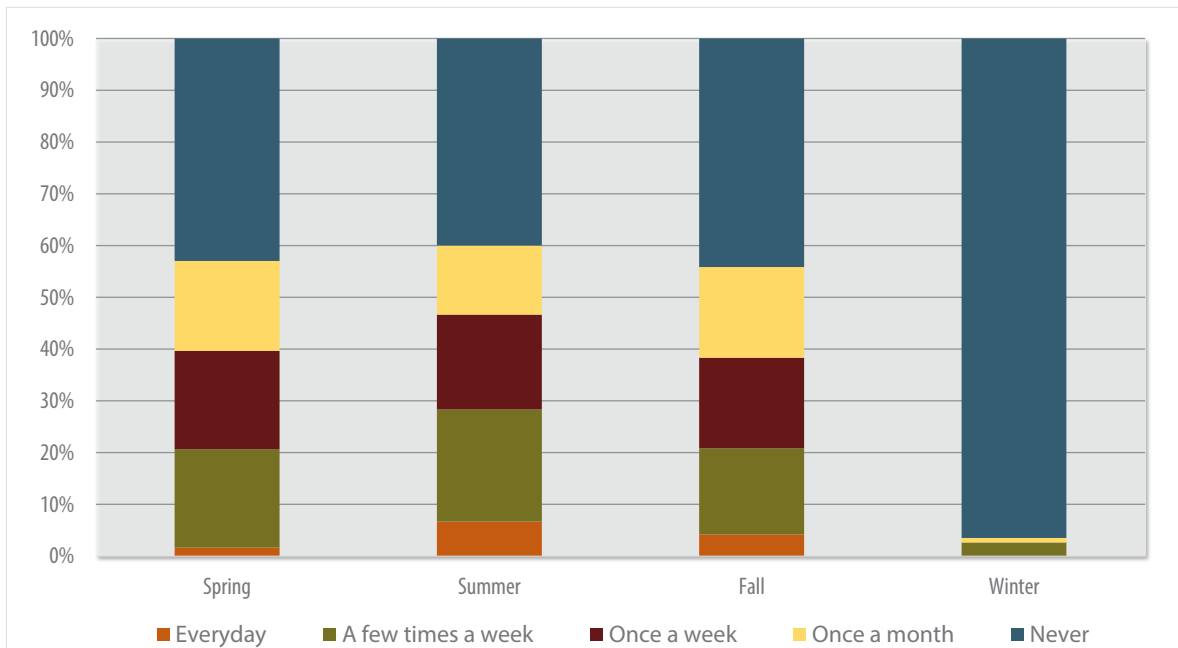
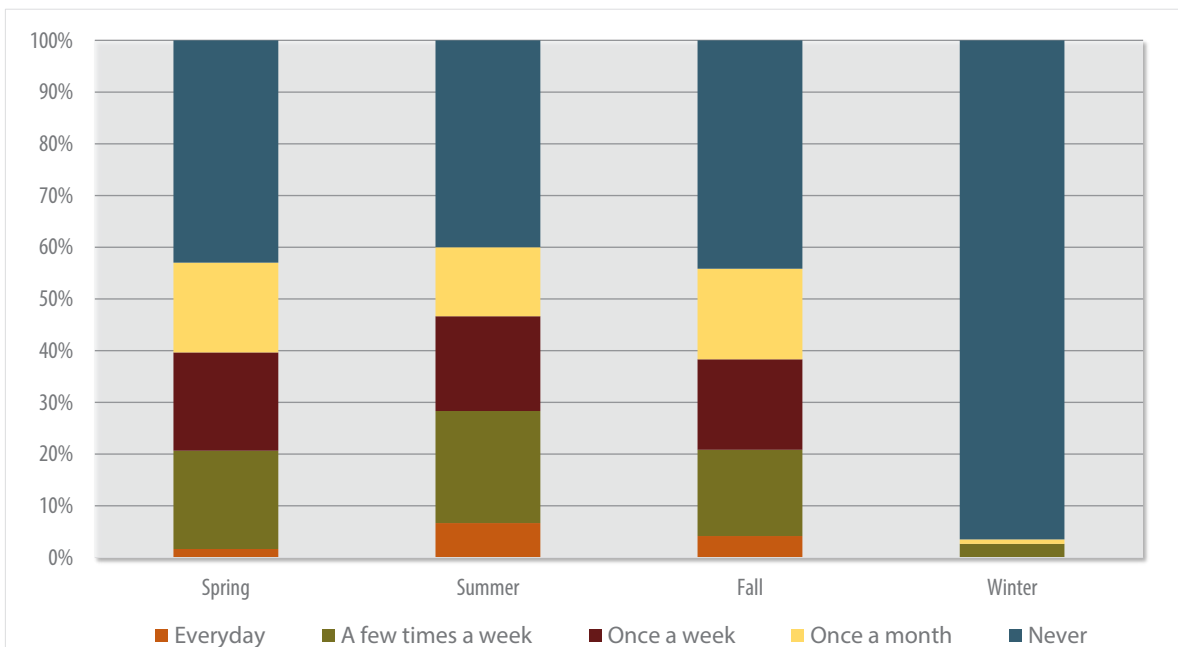


Figure 3: Survey Results - How often do you bike?





## Destinations

Survey-takers were asked to choose three destinations where they would be the most interested in using walking or biking to access. Downtown and Riverside Park were the most popular destinations, followed by the schools, Brown's Park, and the library. Churches, Mayo Health campus, Dollar General, St. John's Circle of Care, and Highway 14 businesses all received interest from about ten percent of those surveyed. Destinations are mapped in Figure 4. Specific numbers and comments can be found in the appendix.

Figure 4: Survey Results - When you think about all the places in and around Springfield that you need to access on a regular basis, select top places that are the most important for you to walk/run or bike to? (Select up to 3 options)



## Barriers to Walking and Biking

Over 35 percent of survey respondents indicated that lack of time was the largest factor in not walking or biking more in the city. Inadequate lighting (31 percent), condition of sidewalks/trails (27 percent) followed for walkers. The remaining walking concerns are charted in Figure 5. Bicyclists, whose concerns are in Figure 6, identified many of the same issues as pedestrians, although did identify a lack of trails or bike lanes as equally important to lack of time, both receiving 21 percent.

Figure 5: Survey Results - What are your major barriers to walking/running in Springfield?

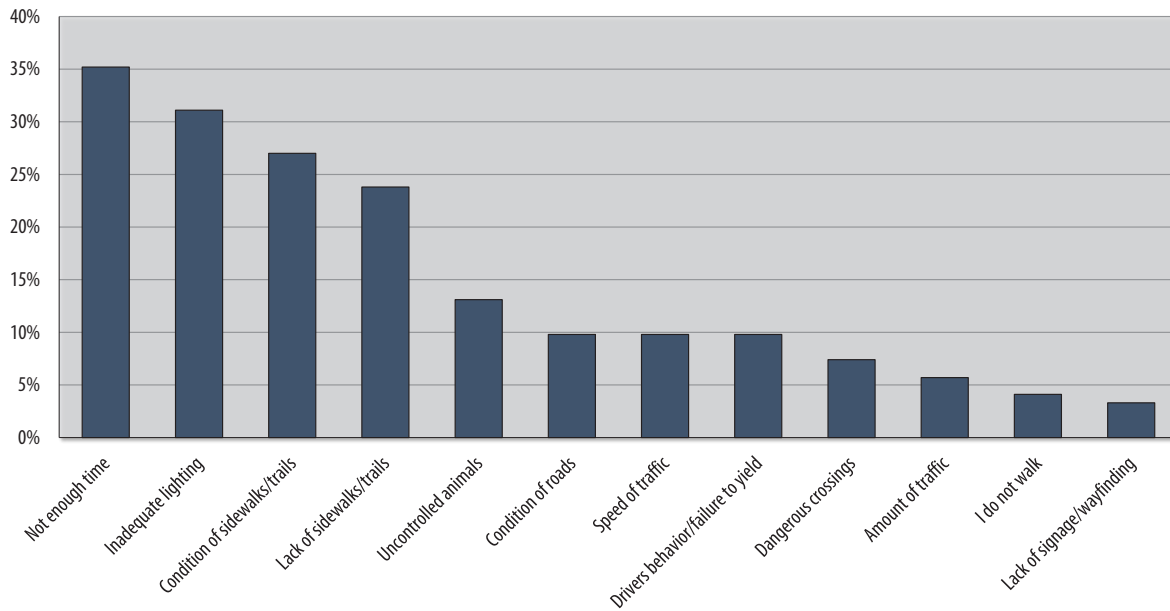
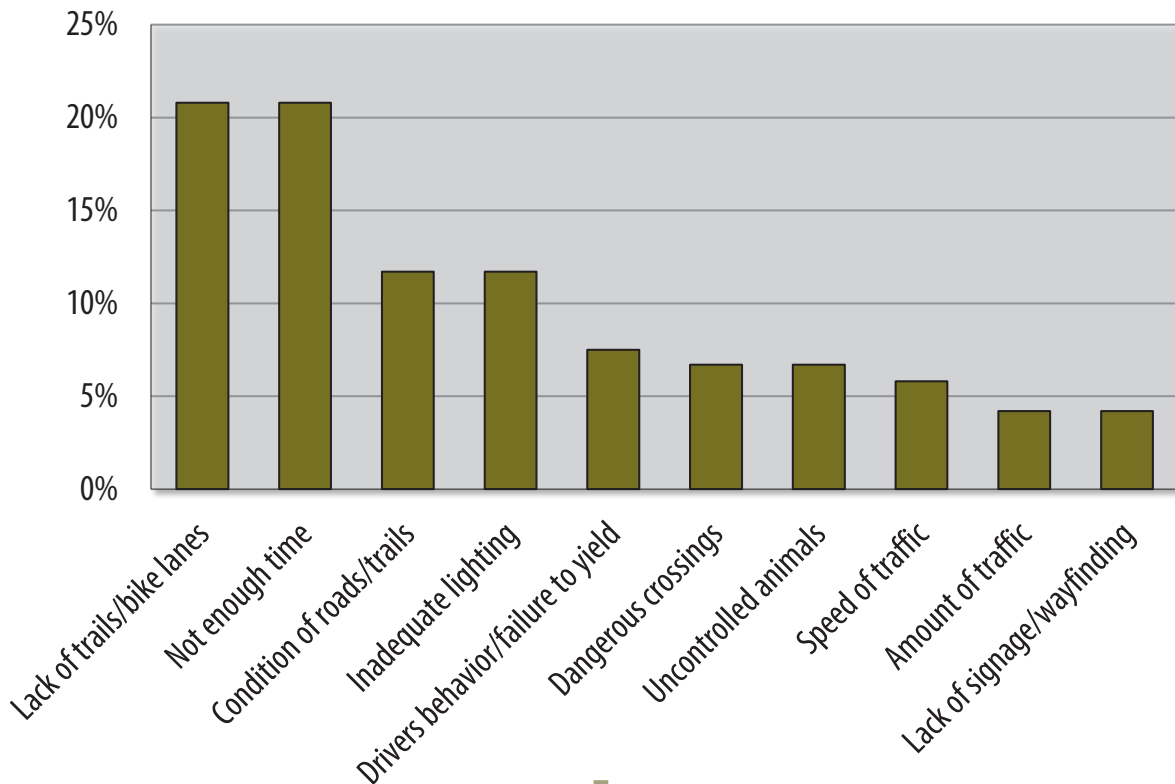


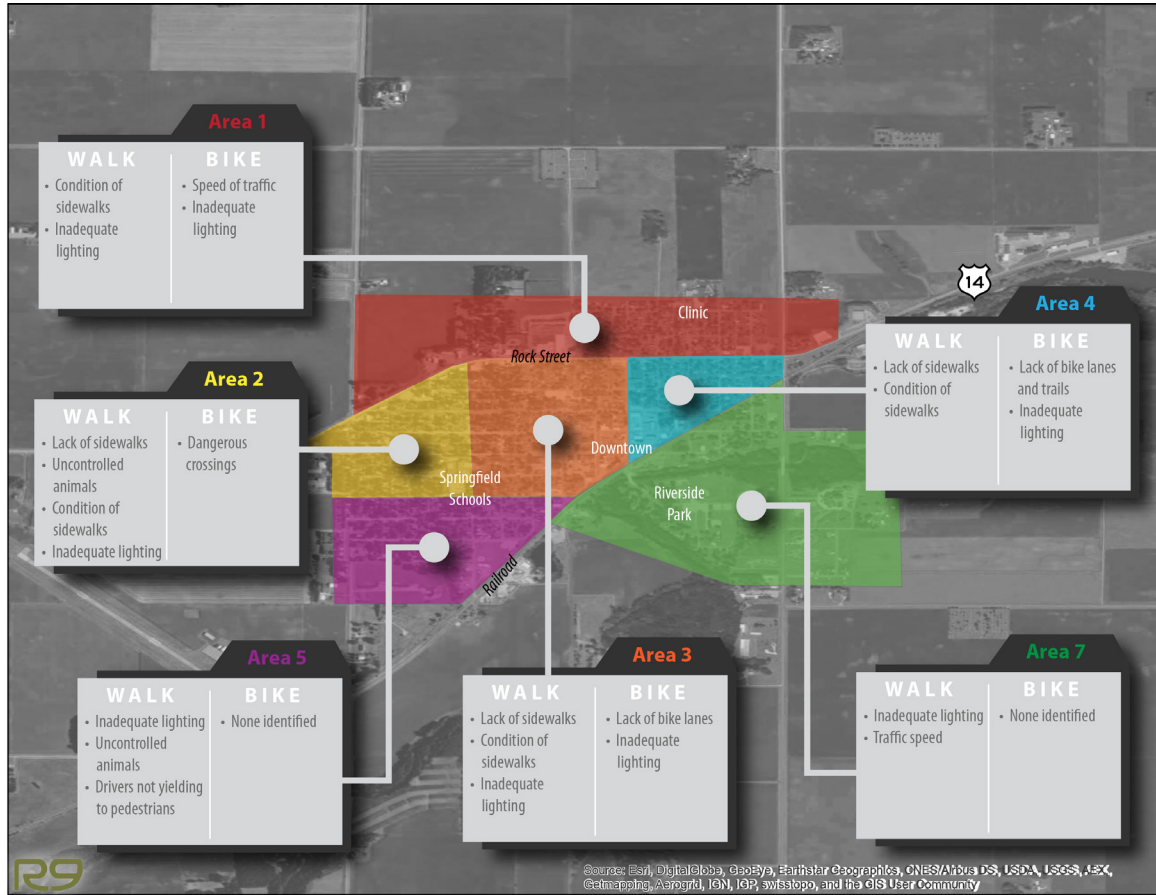
Figure 6: Survey Results - What are your major barriers to biking in Springfield?





Since issues vary across the community, the survey provided a map of six areas in the town, in addition to rural surroundings, and asked each respondent to answer where they reside. This approach enables evaluation of barriers and conditions to more of a neighborhood level. The map in Figure 7 identifies common concerns noted in each area, most of which are not unique to a certain neighborhood.

Figure 7: Survey Results - Barriers to Walking and Biking

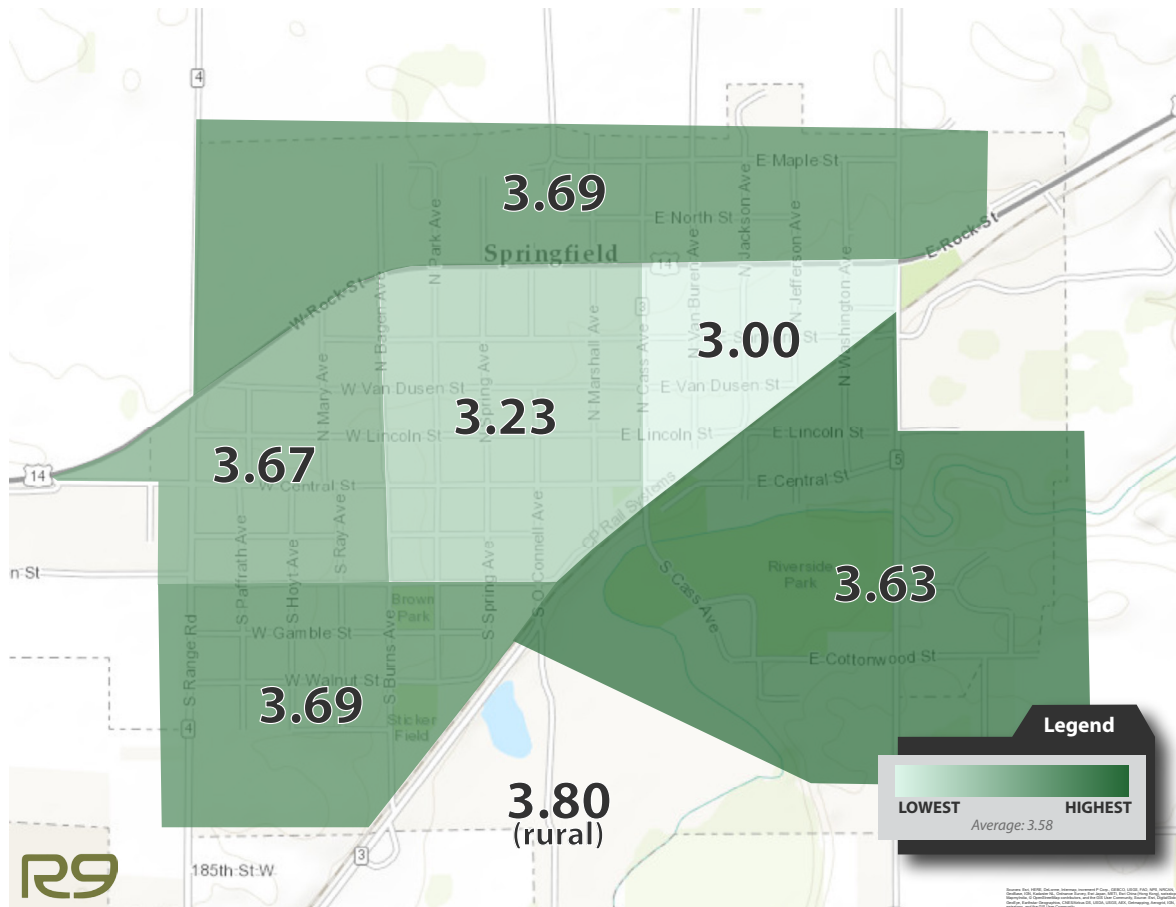






The same question was asked for each neighborhood about the condition of their roads on a scale of one through five. The streets conditions were viewed more negatively in general than sidewalks, with an overall average score of 3.58 compared to 3.65 for sidewalks and trails. Residents that rated the quality of their roads the highest lived to the southeast of the railroad. Again, the lowest score was the area east of Cass Avenue north of the railroad, with an average score of 3.00. The information is provided in Figure 9.

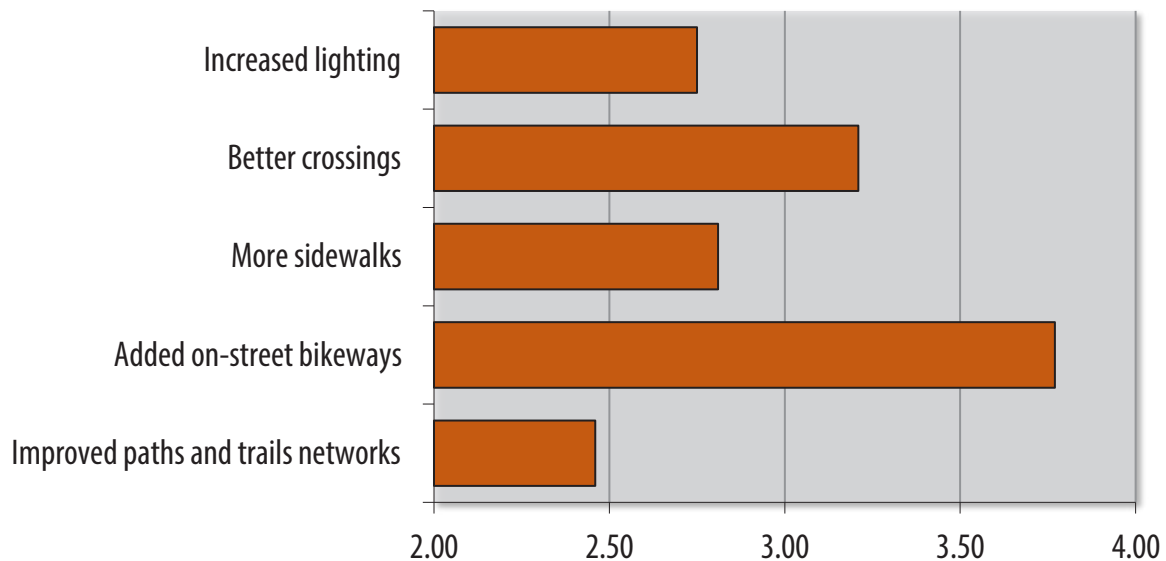
Figure 9: Survey Results - Condition of Roads



### Recommended improvements

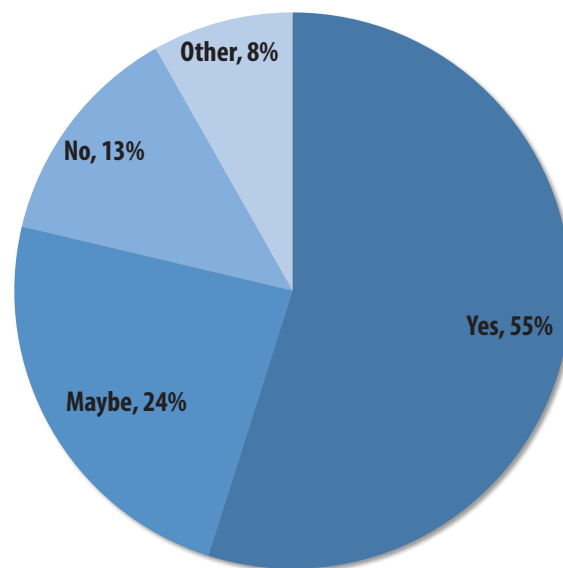
Survey respondents were also asked which physical improvements should be prioritized on a scale of one through five, with five being the most beneficial. As provided in Figure 9, on-street bikeways scored the highest with an average score of 3.77, followed by improved crossings with a 3.21. The lowest priority was an improved trail network with a 2.46 average score.

Figure 10: Survey Results - On a scale of 1 to 5, how would you rank each priority (1- first priority, 5 - last priority)?



The responses in Figure 10 indicate the potential benefits of completing the tasks identified in Figure 9. 55 percent of survey-takers indicated that if these improvements happen, they would be more active. Another 24 percent responded that they might become more active with those physical improvements.

Figure 10: Survey Results - Would improved physical infrastructure (more/improved sidewalks, trail connections, lighting, etc.) encourage you to walk/run or bike more?



## Walking Audit Summary

During the April 2015 monthly meeting, the Springfield Active Living Team held a group discussion about how the environment and infrastructure in Springfield supports activities such as walking and biking for all users. Brown County Health participated in the meeting and shared information about health promotion and active communities. During this meeting, a walking route was strategically planned to conduct a walking audit.

The walking audit was held on September 23, 2015 with participation from the schools, hospital, public health, city, local newspaper, and community members. The audit included taking photos of improvement areas and discussion on what participants were seeing and feeling during the walk. More information regarding the walking audit is available in the appendix of this plan.



## Project Considerations

This section is intended to provide more details about the suggested projects presented in the recommendations section of this plan. All these projects intend to assist in making Springfield a safer, more attractive place to walk and bike.

### Bike Routes

Bike routes are a relatively simple means of connecting community facilities using the street network. Usually marked with on-street signage and presented in maps, this is a means to encourage biking as well as improving safety by reminding drivers of other roadway users. A Springfield bike route would connect important community destinations to the trail system, and ideally create a loop with minimum stop signs. New Ulm's Circle Route is an example of tying in an existing trail to the street network with signage and promotion. While it could take many forms on-street, ranging from bike symbols or additional road striping to simple signage, the Springfield Active Living Team could work with the community to identify a route, name, and how it should be developed.



The following images are different options of how bike routes are typically implemented in the area. Note that by state law, streets with bike lanes may drop the speed limit to 25 miles per hour. Specific information about signage and widths required for bicycle facilities are all prescribed in the Mn/DOT Bikeway Facility Design Manual, which can be found at the following link: [www.dot.state.mn.us/bike/pdfs/manual/manual.pdf](http://www.dot.state.mn.us/bike/pdfs/manual/manual.pdf)



### Sharrows

Sharrows do not designate a specific area of the street for bicycles but are a clear reminder that bicyclists must be accommodated. Sharrows are typically marked on narrow roads where bike lanes cannot be marked without encroaching into the driving lane.



### Bike Lanes

Bike lanes are essentially another lane of travel at a width of four to six feet, depending on road conditions, that are exclusively for bicycles. Wider city streets with parallel parking on both sides can usually accommodate bike lanes.



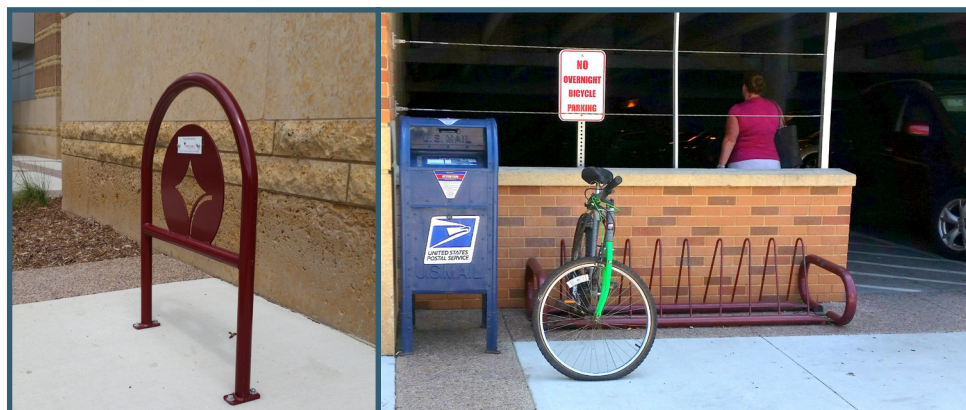
### Route Signage

From standard “Bike Route” signs to customized route markers featuring the route name and logo, signage can be installed alone, but works better as a complement to marked lanes.

## Bike Racks

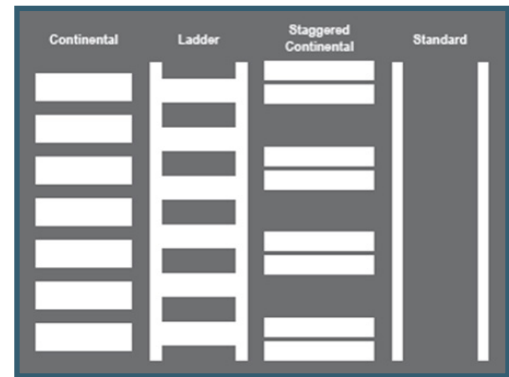
Adequate bike racks at destinations in the community where biking should be provided. Bike racks come in many shapes and forms, ranging from artistic installations to basic designs. The best bike racks provide two points of contact for support, are placed in a visible location, and enhance the appearance of the area. The left image below is a picture of a sponsored bike rack which can hold two bikes and has a custom color and logo; to the right is a larger capacity bike rack in the same color.

For more information, Dero, a manufacturer of commercial bike racks, has created a Pocket Guide to Bike Parking which features more specifics on recommended setbacks spacing, types of mounts, and other helpful information. The guide can be found at the following link: [www.dero.com/bike-parking-guide.pdf](http://www.dero.com/bike-parking-guide.pdf)



## Crosswalks

Crosswalks indicate to drivers that they should expect pedestrians to cross the street at that location, as well as show pedestrians where they should safely cross the street. Crosswalks are normally found to be standard design, or two parallel lines crossing the street. Standard crosswalks are usually only visible when drivers are already closing in on the intersection. Higher visibility crosswalks, like ladder, or continental are more frequently being installed at popular intersections because of the increased distance in which they warn drivers.

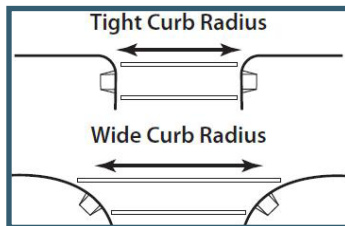


By state law it is the right of the pedestrian to cross at any intersection, marked or not, and all vehicles must yield. Increased awareness of the law by posting reminders to stop for pedestrians are usually effective in prompting drivers to yield.

Flashing beacons, which can be activated by crossing pedestrians or automatic sensors, are another affordable tool that can be used to stop traffic on high-volume roads.

## Street Design

Street design has many implications in creating a conducive environment for active transportation. Wider streets provide for wider sight-lines, which increases the speed people are willing to drive. Likewise, intersections with large curb radii, or the rounded distance of the curb at the crossing of two streets, creates higher turning speeds, increasing the chance that a bicyclist or pedestrian could be struck.



The image to the left provides an illustration of two different curb radii. A wide curb radius is important for large vehicles, like semi-trucks. If a road is devoid of large vehicle traffic, like many residential streets, shrinking the curb radius is something to consider during construction projects because it dramatically slows drivers completing a turn and shrinks crossing distance.

The image below shows recently-installed curb extensions near a school in Mankato. Curb extensions are a valuable tool to consider with roadway projects for multiple reasons:

- Drivers reduce speeds as a response of the protrusion into the driving area
- Pedestrians have a shorter distance they need to cross
- Pedestrians can see around parked cars or other obstacles before entering the roadway
- As a result of a shorter curb radius, drivers must significantly reduce speed when turning



## Complete Street Resolution or Policies

The term “complete street” means making streets safe and functional for all types of users, ranging from accommodating transit and bikeways in metro areas to building sidewalks in small towns. Cities across Minnesota are adopting policies as they seek to make streets work for all people, not just those behind the wheels of cars.

Sidewalks, bike lanes, high-visibility crosswalks, signage, and parking are all things that the Springfield City Council would have to identify in a resolution or policy. A complete streets policy uses very specific language to define a vision, design criteria, and is enforced through automatic inclusion in roadway projects; a resolution is more of a policy statement that indicates complete streets will be considered. Numerous examples from across the state currently exist to guide any discussions at [www.mncompletestreets.org/state-and-local-policy/](http://www.mncompletestreets.org/state-and-local-policy/).

## Streetscapes

Having attractive and inviting places to walk and bike is an essential, and often overlooked, aspect of creating a better active living environment. The active living team can work with other community groups, businesses, and the city to assist in developing projects that make the community better for pedestrians as it will encourage more walking. Communities looking to improve walkability usually start with the downtown, as they often drive the city’s identity. Successful downtowns have used the following elements to increase appeal and leverage additional private investment, which in turns generates more traffic:

- Extending sidewalks so benches, trash receptacles, bike racks and possibly restaurant patios could be accommodated; it is often a trade-off with available parking stalls but less parking means more foot traffic, which can benefit people as well as retailers
- Planting trees and installing planters to create a more relaxing atmosphere
- Decorative street lighting scaled to pedestrians, instead of the high poles for cars
- Ensure that buildings have a large window presence at the sidewalk and all new construction fits existing context; bare windows, empty lots, and surface parking detract from the atmosphere



The picture above, of Front Street, Mankato, demonstrates how trees, benches, bike racks, patios, storefront presence, and historic buildings can come together for a more desirable pedestrian experience.



## Recommendations

This plan is intended to serve as a five-year plan that will guide the work of the City of Springfield and the Springfield Active Living Team to help the community improve walking and biking. These recommendations were crafted based from information received from stakeholder meetings, citizen surveys, the City of Springfield, and Brown County Public Health. It is intended that the Springfield Active Living Team will participate in each goal to some extent. Timeframes are also established in short, medium, and long categories; short could be expected to be completed in under three years, medium in three-to-six years, and long could be reasonably expected to take longer than six years. All these items should be regularly revisited to reflect changing needs and timeframes.

### Goal 1: Connect popular destinations within the city with continuous walking and biking routes

1A: Designate bike routes in the community	Short	AL Team, City
Determine safe, direct routes and identify what types of road painting (if any) should be used; add complementary signage guiding users through the city		
1B: Eliminate gaps in sidewalks and ensure they are in good condition	Medium	AL Team, City
Sanborn Street and Range Street as priority routes for building new sidewalks		
1C: Update city policies to include sidewalks/walkways in all city developments	Short	City
1D: Improve bicycle and pedestrian facilities and attractions Downtown	Med-Long	AL Team, City, BCPH, SHIP
Incrementally add bicycle racks, benches, planters, and trash receptacles at regular frequencies; Encourage window displays or other events to keep people interested		

### Goal 2: Improve safety for active transportation users

2A: Ensure adequate lighting is provided at crosswalks	Short	AL Team, BCPH
Make sure that all painted crosswalks have effective streetlighting for pedestrians walking in dark conditions		
2B: Pursue tamper-proof options for lighting the trail	Medium	AL Team, City
Trail lighting helps create a safe atmosphere for walking and bicying in the mornings and evenings		
2C: Increase crosswalk visibility so drivers can better expect pedestrians crossing	Short	AL Team, City, BCPH, SHIP
For highest use crosswalks, install continental, zebra, or ladder striping		
2D: Improve signage on County Road 4 to enhance protection of those accessing/leaving the trail	Short	AL Team, BCPH, Brown County Engineer, SHIP
Trail crossing and share the road signage should be placed so that drivers are extra alert		
2E: Create a high-visibility pedestrian crossing at Rock Steet and Cass Avenue	Short	City, MnDOT
Install a streetlight at the north side of the intersection and paint a high-visibility crosswalk. All costs must be provided locally.		

2F: Improve trail crossing over Cass Avenue north of the Cottonwood River bridge	Short	City, BCPH, RNDC
--	-------	------------------

Low visibility due to the curvature of the bridge poses a threat to those in the crossings. Due to the unique situation, consider additional signage and possibly flashing beacons

2G: Progress in making all curb ramps ADA-compliant	Long	City
---	------	------

Continue regularly improving curbs and other compliance issues in town by working with the City Council and budgeting for a certain number each year

### Goal 3: Develop and manage active living policies

3A: Regularly revisit these goals to reflect progress and emerging challenges	Ongoing	AL Team
---	---------	---------

Biennial adjustments by the Active Living committee at the very least

3B: Develop a Complete Streets Resolution or Policy	Short	City, SHIP, BCPH, RNDC
---	-------	------------------------

While a policy is enforceable, a resolution at least ensures the city evaluate bicycle, pedestrian, or other needed active living options with street projects

3C: Enforce current city sidewalk and maintenance policy	Ongoing	City
--	---------	------

Damaged or uncleared sidewalks force people to walk in the streets, decreasing safety and diminishing all sidewalk investments in the city

3D: Enforce animals at large policy	Ongoing	City
-------------------------------------	---------	------

Survey-takers indicated that certain areas had animals running loose, which could cause either fear or annoyance to those trying to be active

### Goal 4: Increase community awareness, outreach, and options

4A: Partner with local media to promote active living initiatives and activities to better inform the community	Ongoing	AL Team
---	---------	---------

Community events or construction projects with active transportation aspects should be promoted

4B: Continue Active Living Team meetings	Ongoing	AL Team
--	---------	---------

Regular meetings of the team and making sure the right people are involved is important for the sustainability of all community efforts

4C: Frequently survey the community to measure the effectiveness and awareness of active living initiatives	Ongoing	AL Team
---	---------	---------

Similar surveys on a regular frequency can be a strong indicator of attitudes and gather new ideas or feedback

4D: Hold active living events on a regular basis--identify on an annual basis	Ongoing	AL Team
---	---------	---------

Bike tours, bike rodeos, open street events are a good way to bring the community together to improve active living efforts

4E: Have preliminary discussions about constructing a fieldhouse or recreation center	Long	AL Team
---	------	---------

A project of this scale would begin by evaluating ways to improve existing facilities and before proceeding to gauge new construction options



## Implementation Resources

### State Funding

#### Transportation Enhancements

The Transportation Enhancements (TE) program is a federally-funded program through the Federal Transportation Bill. TE replaces the Transportation Alternatives Program (TAP), which is how federal money supports community trails and designated Scenic Byways. Eligible uses are pedestrian and bicycle infrastructure, including trails, sidewalks, bike lanes, crossing facilities, and signage. Currently, TE projects are solicited by the Minnesota Department of Transportation District Area Transportation Partnerships (ATP) on a yearly basis with announcement of the solicitation in the fall. The City of Springfield is located within the Minnesota Department of Transportation District 7 ATP.

District 7 ATP website: [dot.state.mn.us/d7/](http://dot.state.mn.us/d7/)

#### Statewide Health Improvement Program

SHIP is a statewide program funded by the Minnesota Department of Health and managed by the local county public health or county health boards. SHIP has funded smaller non-infrastructure projects for active living programs and activities. Solicitations and timelines vary by SHIP group. Interested applicants should contact their county public health departments to receive specific information and timelines.

Minnesota Department of Health's SHIP website: [health.state.mn.us/ship/](http://health.state.mn.us/ship/)

Brown, Nicollet, Le Sueur and Waseca Counties SHIP website: [health.state.mn.us/divs/oshii/ship/communities/brown-nic-lesueur-waseca.html](http://health.state.mn.us/divs/oshii/ship/communities/brown-nic-lesueur-waseca.html)

#### Parks and Trails Legacy Grant Program

The Parks and Trails Legacy Grant Program is a funding source dedicated for arts, culture, and natural resource projects, was created by state referendum. The Department of Natural Resources (DNR) manages the trails portion of this fund, delivering grants for regionally significant trails and parks. The solicitation for these grants is statewide, making the funding competitive.

Legacy funding website: [legacy.leg.mn/gmrptc](http://legacy.leg.mn/gmrptc)

#### Local Trail Connections Program

The Local Trail Connections Program offers grants to local units of government to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails. Eligible projects include acquisition and development of trails facilities. Projects must result in a trail linkage that is immediately available for use by the general public. The program is managed by the Minnesota DNR and is solicited on an annual basis in the fall/winter.

DNR Local Connections website: [dnr.state.mn.us/grants/recreation/trails\\_local.html](http://dnr.state.mn.us/grants/recreation/trails_local.html)

#### Regional Trails Grant Program

Trail projects located outside of the seven county Minneapolis-St. Paul metropolitan area are eligible to apply for the Regional Trails Grant Program funding if the project has regional significance. Regional significant trails draw users from not only the community but from the region and state. Trails connecting to a larger network or neighboring community may be considered regionally significant. Counties, cities, and townships are eligible applicants. The DNR manages this program with the solicitation, generally in the fall/winter.

Regional Trails website: [dnr.state.mn.us/grants/recreation/trails\\_regional.html](http://dnr.state.mn.us/grants/recreation/trails_regional.html)

#### Federal Recreational Trail Program

The Federal Recreational Trail Program is used for development of motorized, non-motorized, and diversified trails by providing funding assistance. Eligible uses include maintenance/restoration of existing trails, development of trails, and safety education programs related to trail use. Local units of government must be sponsors of the project and are encouraged to coordinate with a local trails organization. The program is managed by the DNR in the Division of Parks and Trails and is solicited on an annual basis.

Federal Trails website: [dnr.state.mn.us/grants/recreation/trails\\_federal.html](http://dnr.state.mn.us/grants/recreation/trails_federal.html)

## Local Funding

Use of local funds is required by nearly all funding sources to match the grants. Local governments should consider how a match will be acquired before an application is submitted for infrastructure funding.

### Capital Improvement Projects

Capital Improvement Projects (CIPs) are new infrastructure projects implemented using local public funds. These projects are identified through a capital improvement planning process which is tied to the local budget. During the planning process, the local government identifies and prioritizes capital improvements such as new roads and sidewalks, and then allocates funding for construction at least one year before the project is implemented.

CIPs may take a couple of years to complete because they tend to have multi-year budgets. However, most CIPs have the capacity to make changes and fund newly identified projects and pressing needs.

### Local Operating Budgets

Operating budgets may provide avenues for non-infrastructure programs and infrastructure maintenance and repair. Most operating budgets include funding for general maintenance and repair of infrastructure. Depending on the size of the budget, these funds can be used for inexpensive projects such as striping crosswalks or installing signage, or more costly projects such as installing curb ramps.

## Other Funding Opportunities

### Businesses and Corporations

Locally owned businesses and corporations may support projects and programs with cash, prizes, event sponsorship, and/or other donations such as printing services.

### Fundraising

Many active living initiatives raise funds by holding special events (e.g. open streets and bike rodeos). Working with the Springfield Active Living team and other interested community leaders to reach out to the larger community is recommended to kick off a fundraiser event to support engineering and non-engineering improvements.

### Foundations

The Minnesota Council on Foundations is a resource for identifying Minnesota based foundations that typically fund non-profit organizations.

The Minnesota Council on Foundations website: [mcf.org/](http://mcf.org/)

The Foundation Center also identifies potential funding sources across the country.

The Foundation Center website: [foundationcenter.org/](http://foundationcenter.org/)

## Conclusion

The Springfield Active Living Team has taken a proactive approach to enhance walking, biking, and active living in the community. With the support of Region Nine Development Commission, the Statewide Health Improvement Project, and the Springfield Active Living Team; an active living plan has been crafted to guide in the advancement of projects and initiatives in the community. The success of the Springfield Active Living Plan relies on the continued support and evaluation by the Springfield Active Living Team and community leaders.



# Appendix

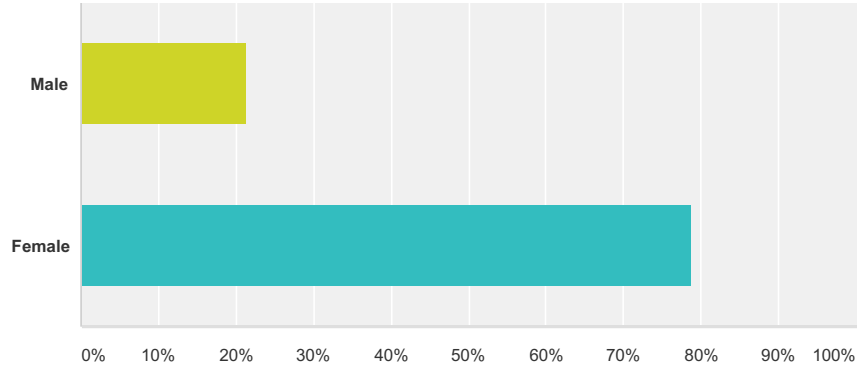


Survey Results .....	21
Walking Prescription Brochure .....	45

Springfield Active Living

Q1 What is your gender?

Answered: 122 Skipped: 0

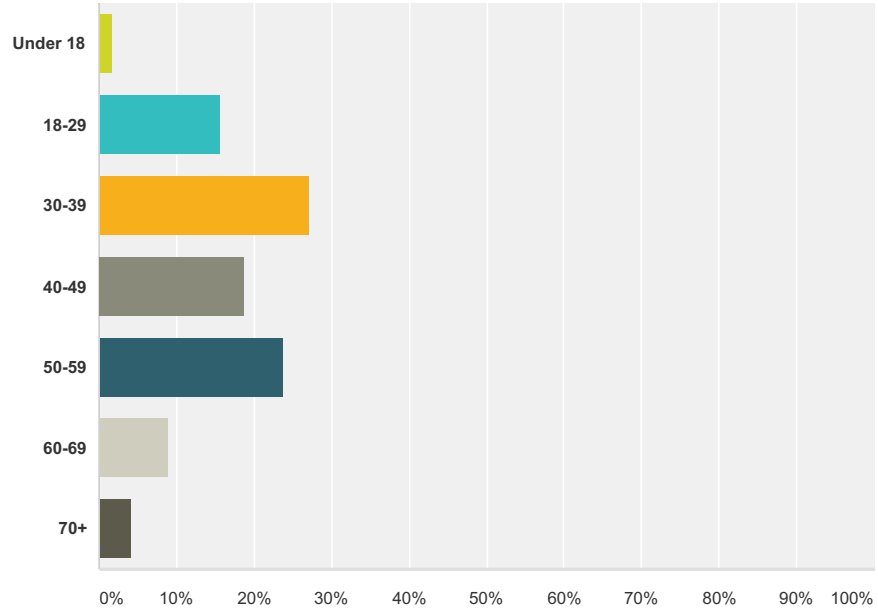


Answer Choices	Responses	
Male	21.31%	26
Female	78.69%	96
<b>Total</b>		<b>122</b>

# Springfield Active Living

## Q2 What is your age?

Answered: 122 Skipped: 0



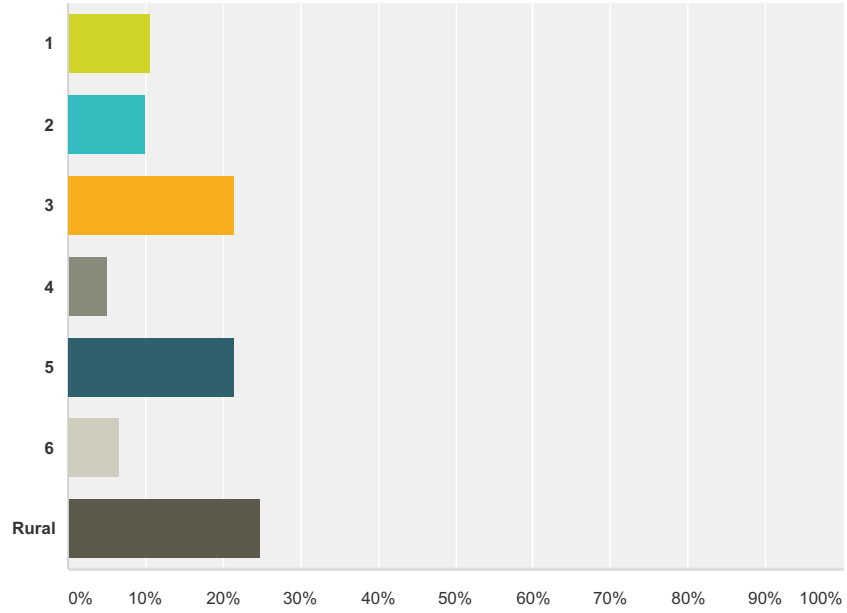
Answer Choices	Responses
Under 18	1.64% 2
18-29	15.57% 19
30-39	27.05% 33
40-49	18.85% 23
50-59	23.77% 29
60-69	9.02% 11
70+	4.10% 5
<b>Total</b>	<b>122</b>



Springfield Active Living

**Q3 In which area do you live?**

Answered: 121 Skipped: 1

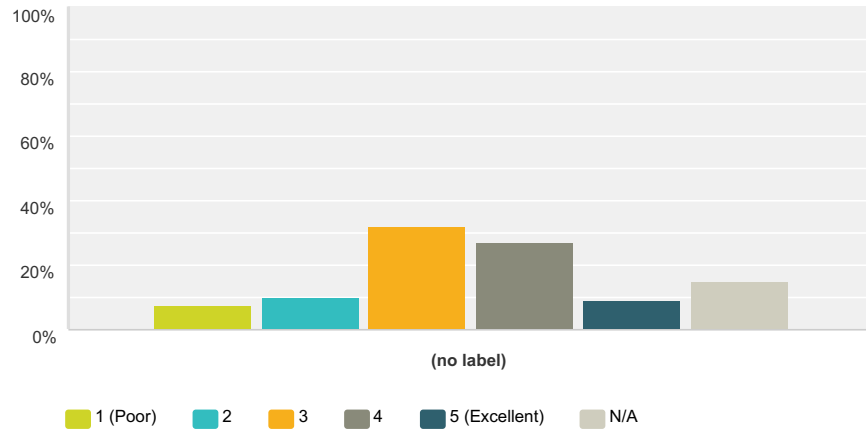


Answer Choices	Responses	
1	10.74%	13
2	9.92%	12
3	21.49%	26
4	4.96%	6
5	21.49%	26
6	6.61%	8
Rural	24.79%	30
<b>Total</b>		<b>121</b>

Springfield Active Living

**Q4 Overall, how would you rate the conditions of the sidewalks and trails in your selected area? (1 is poor and 5 is excellent)**

Answered: 122 Skipped: 0

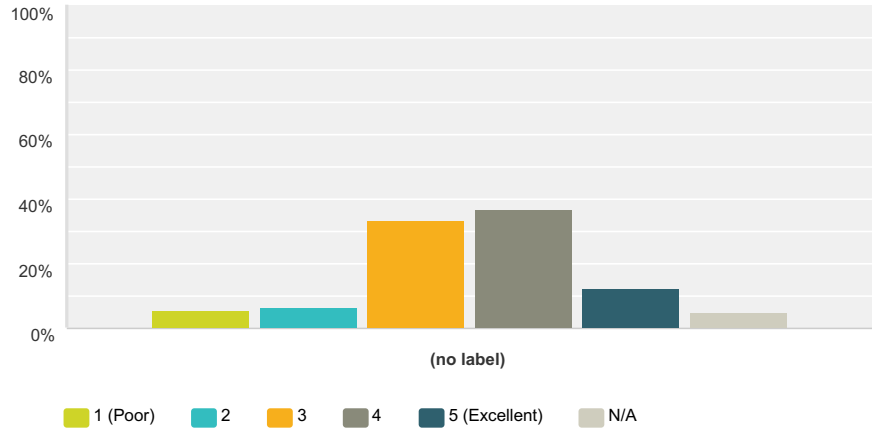


	1 (Poor)	2	3	4	5 (Excellent)	N/A	Total	Weighted Average
(no label)	7.38% 9	9.84% 12	31.97% 39	27.05% 33	9.02% 11	14.75% 18	122	3.65

Springfield Active Living

**Q5 Overall, how would you rate the conditions of the roads in your selected area? (1 is poor and 5 is excellent)**

Answered: 122 Skipped: 0



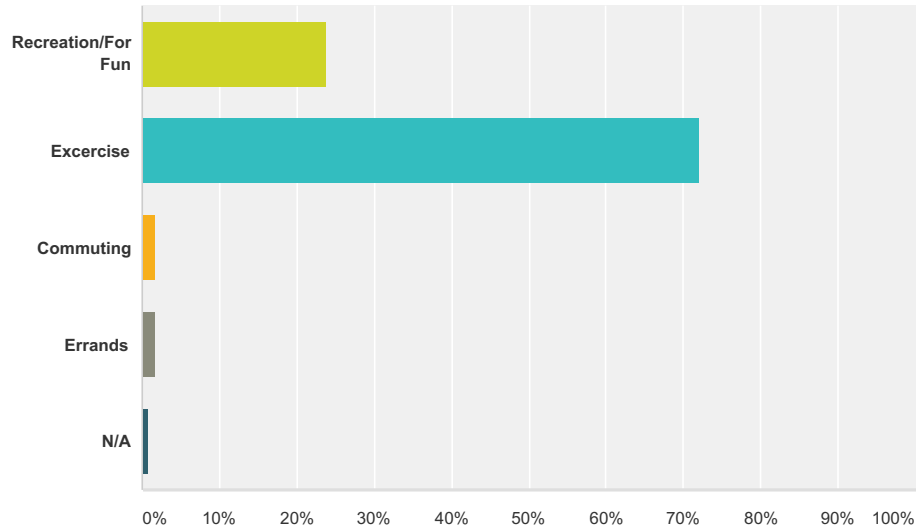
	1 (Poor)	2	3	4	5 (Excellent)	N/A	Total	Weighted Average
(no label)	5.74% 7	6.56% 8	33.61% 41	36.89% 45	12.30% 15	4.92% 6	122	3.58



Springfield Active Living

**Q6 What is the main reason you walk/run or bike? (Select 1 Answer)**

Answered: 118 Skipped: 4

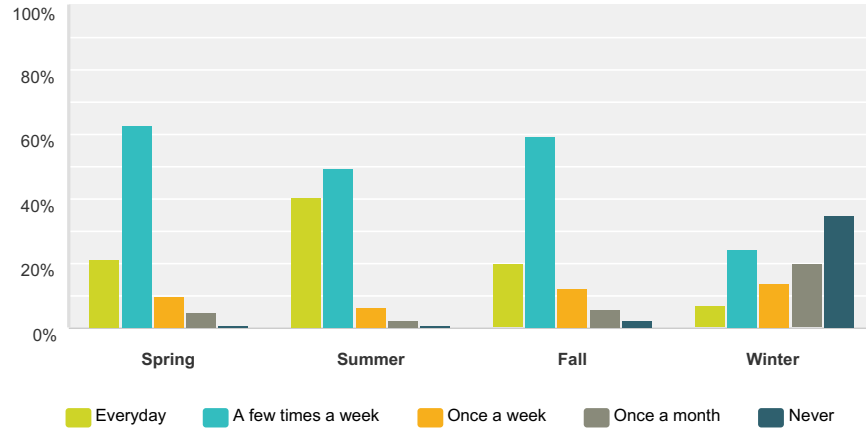


Answer Choices	Responses	
Recreation/For Fun	23.73%	28
Exercise	72.03%	85
Commuting	1.69%	2
Errands	1.69%	2
N/A	0.85%	1
<b>Total</b>		<b>118</b>

## Springfield Active Living

### Q7 How often do you walk/run:

Answered: 122 Skipped: 0

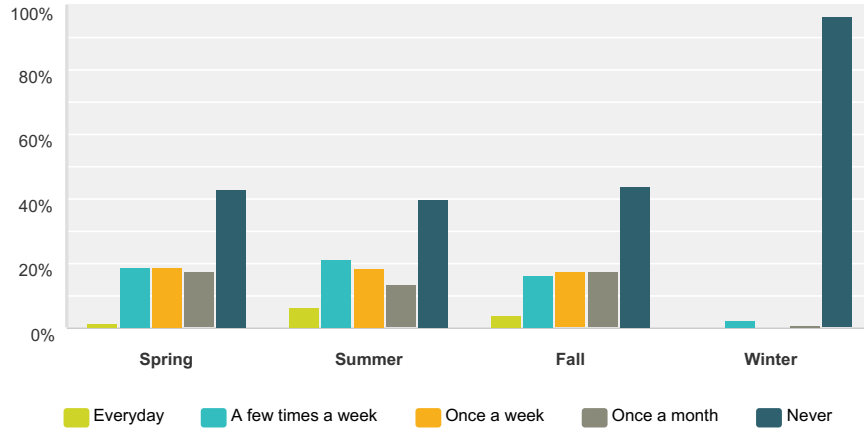


	Everyday	A few times a week	Once a week	Once a month	Never	Total	Weighted Average
Spring	21.31% 26	63.11% 77	9.84% 12	4.92% 6	0.82% 1	122	2.01
Summer	40.50% 49	49.59% 60	6.61% 8	2.48% 3	0.83% 1	121	1.74
Fall	19.83% 24	59.50% 72	12.40% 15	5.79% 7	2.48% 3	121	2.12
Winter	6.96% 8	24.35% 28	13.91% 16	20.00% 23	34.78% 40	115	3.51

# Springfield Active Living

## Q8 How often do you bike:

Answered: 122 Skipped: 0



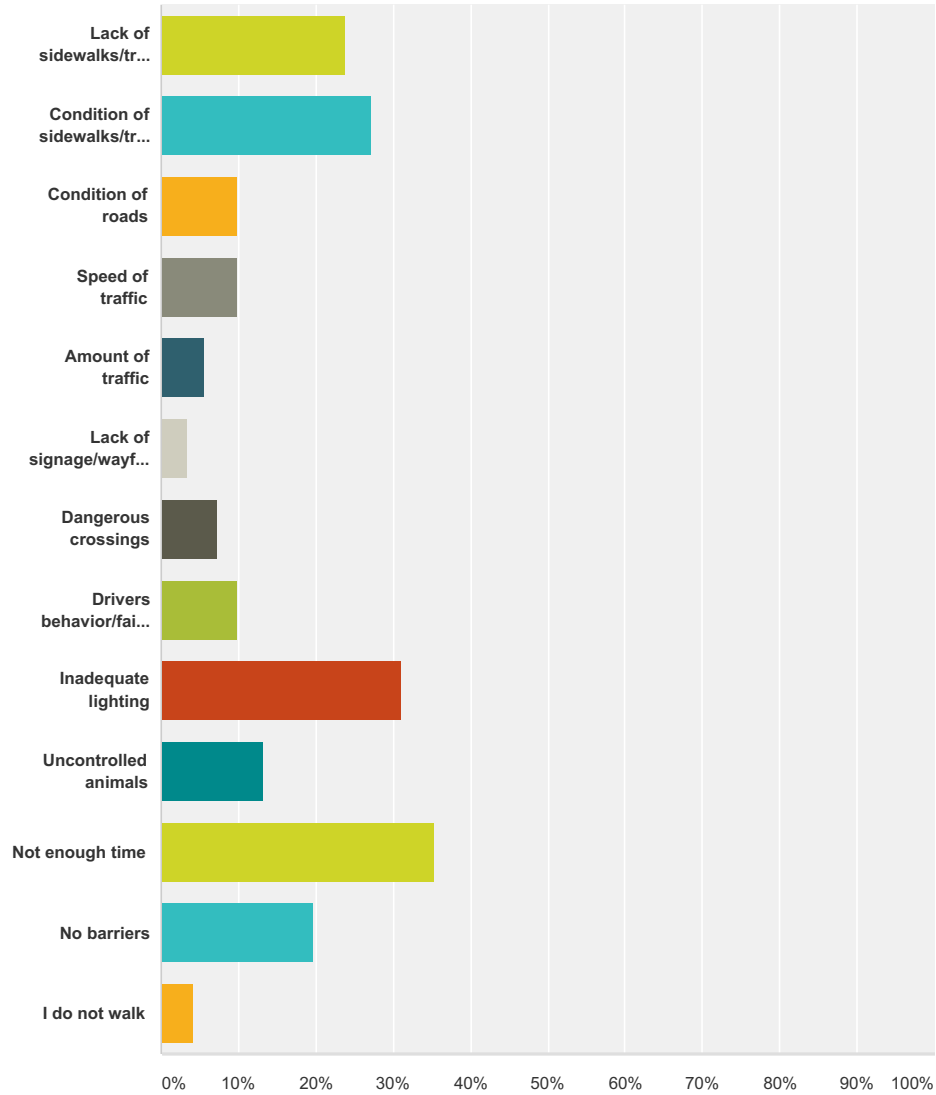
	Everyday	A few times a week	Once a week	Once a month	Never	Total	Weighted Average
Spring	1.65% 2	19.01% 23	19.01% 23	17.36% 21	42.98% 52	121	3.81
Summer	6.67% 8	21.67% 26	18.33% 22	13.33% 16	40.00% 48	120	3.58
Fall	4.17% 5	16.67% 20	17.50% 21	17.50% 21	44.17% 53	120	3.81
Winter	0.00% 0	2.63% 3	0.00% 0	0.88% 1	96.49% 110	114	4.91



Springfield Active Living

**Q9 What are your major barriers to walking/running in Springfield? (Select all the apply)**

Answered: 122 Skipped: 0



Answer Choices	Responses
Lack of sidewalks/trails	23.77% 29
Condition of sidewalks/trails	27.05% 33
Condition of roads	9.84% 12
Speed of traffic	9.84% 12
Amount of traffic	5.74% 7

## Springfield Active Living

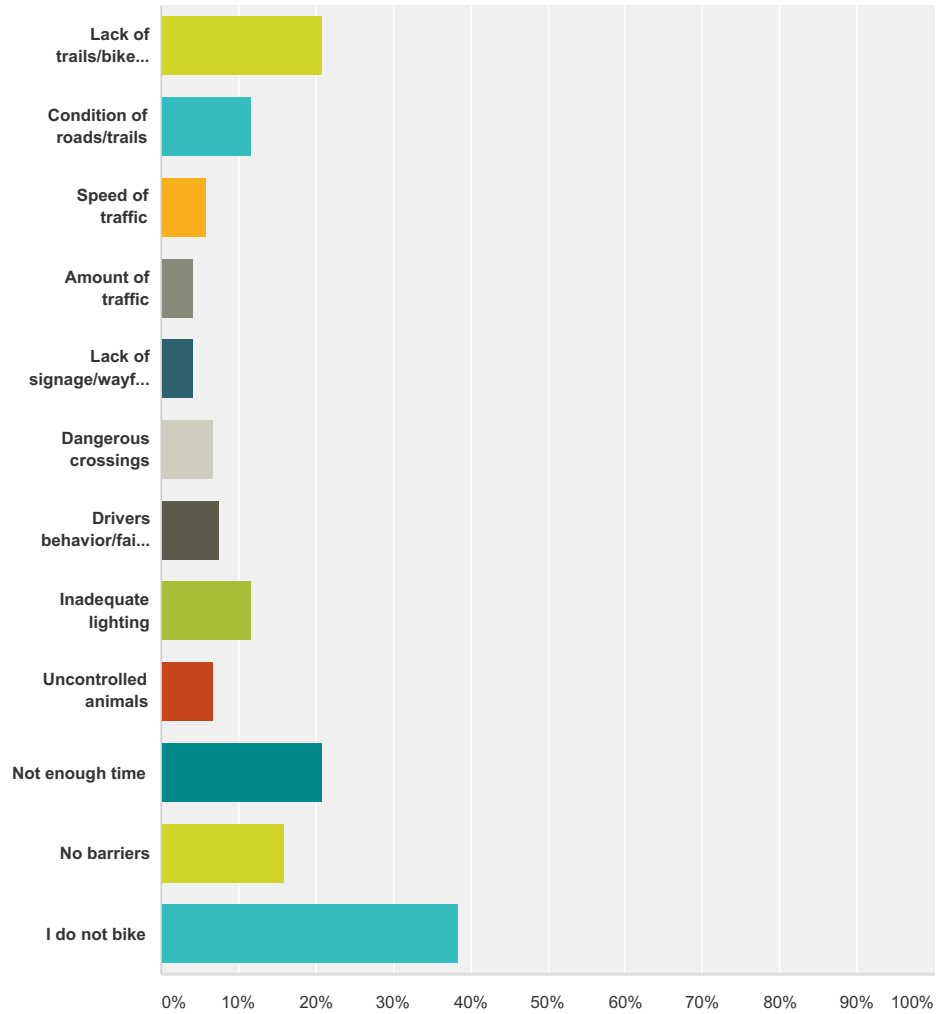
Lack of signage/wayfinding	3.28%	4
Dangerous crossings	7.38%	9
Drivers behavior/failure to yield	9.84%	12
Inadequate lighting	31.15%	38
Uncontrolled animals	13.11%	16
Not enough time	35.25%	43
No barriers	19.67%	24
I do not walk	4.10%	5
<b>Total Respondents: 122</b>		

#	Other (please specify)	Date
1	Winter - No place	5/31/2016 2:57 PM
2	Uncontrolled animals - County 5 and 24	5/31/2016 2:53 PM
3	Too much up hill!	5/31/2016 2:24 PM
4	Way too many dog owners that think they don't need to have their dogs tied up!!! Not much fun walking in a town where a dog comes charging out after a person!	5/16/2016 10:27 AM
5	The trails in the winter are not plowed so navigation is difficult. Also is difficult to navigate at night. The hill from Riverside to St. Johns is not wide enough and is dangerous with traffic.	5/16/2016 9:07 AM
6	More loops in the trail system; more routes/options to choose from.	5/14/2016 11:52 AM
7	Range is Very busy though wide. Central sidewalks are uneven	5/13/2016 9:30 PM
8	Living in the country, I only use the trails on my lunch hr.	5/13/2016 2:28 PM
9	Weather	5/13/2016 9:51 AM
10	weather	5/11/2016 10:09 AM
11	In winter there is not a good place to walk. The number of treadmills at the fitness center are not enough. I love the idea of community walks, but the community center is not a great location for the number of people all walking at the same time.	5/9/2016 2:00 PM
12	I'm handicapped, there isn't any place to stop along the way, such as a bench, or I would be out much more often...	5/8/2016 10:35 PM
13	I Don't usually walk in town.	5/6/2016 10:36 AM
14	Plenty of places to walk/run	5/5/2016 12:15 PM

Springfield Active Living

**Q10 What are your major barriers to biking in Springfield? (Select all that apply)**

Answered: 120 Skipped: 2



Answer Choices	Responses
Lack of trails/bike lanes	20.83% 25
Condition of roads/trails	11.67% 14
Speed of traffic	5.83% 7
Amount of traffic	4.17% 5
Lack of signage/wayfinding	4.17% 5
Dangerous crossings	6.67% 8
Drivers behavior/failure to yield	7.50% 9



## Springfield Active Living

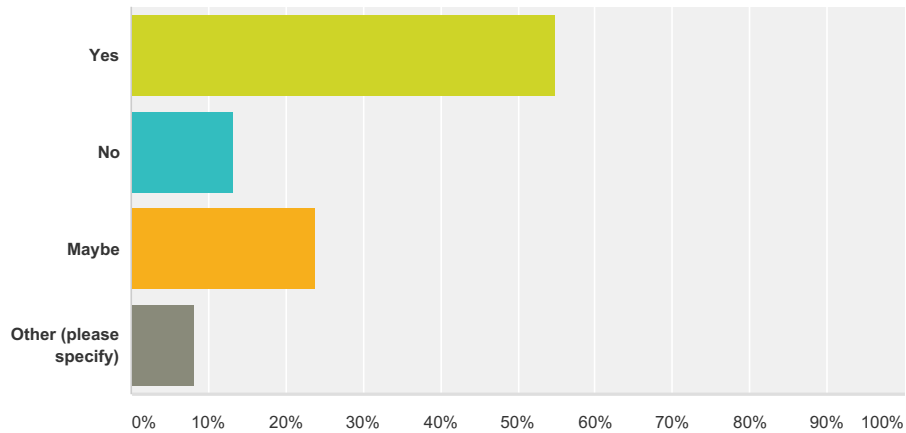
Inadequate lighting	11.67%	14
Uncontrolled animals	6.67%	8
Not enough time	20.83%	25
No barriers	15.83%	19
I do not bike	38.33%	46
<b>Total Respondents: 120</b>		

#	Other (please specify)	Date
1	Inadequate lighting of parks. I hate going uphill.	5/31/2016 2:57 PM
2	County 5 and 24	5/31/2016 2:53 PM
3	Animals - dogs running loose on CR. 5	5/31/2016 2:51 PM
4	Too much up hill!	5/31/2016 2:24 PM
5	I usually walk with my dog and don't have time left to bike.	5/31/2016 2:10 PM
6	Bike on roads vs sidewalks due to condition of sidewalks - gutters vs ramps	5/13/2016 9:30 PM
7	I need a nice bike!	5/13/2016 10:12 AM
8	Our block has no sidewalk and meets up with the SMC back parking lot, where a number of people (employees and general public) drive through very fast, same with the cemetery road. There is not an area for children to ride bikes for the houses and apartments in the area to ride bike safely. There is not a safe way for bikers to cross highway 14.	5/9/2016 2:00 PM
9	Medical issues	5/8/2016 10:35 PM
10	I Don't own a bike.	5/6/2016 10:36 AM

Springfield Active Living

**Q11 Would improved physical infrastructure (more/improved sidewalks, trail connections, lighting, etc.) encourage you to walk/run or bike more?**

Answered: 122 Skipped: 0



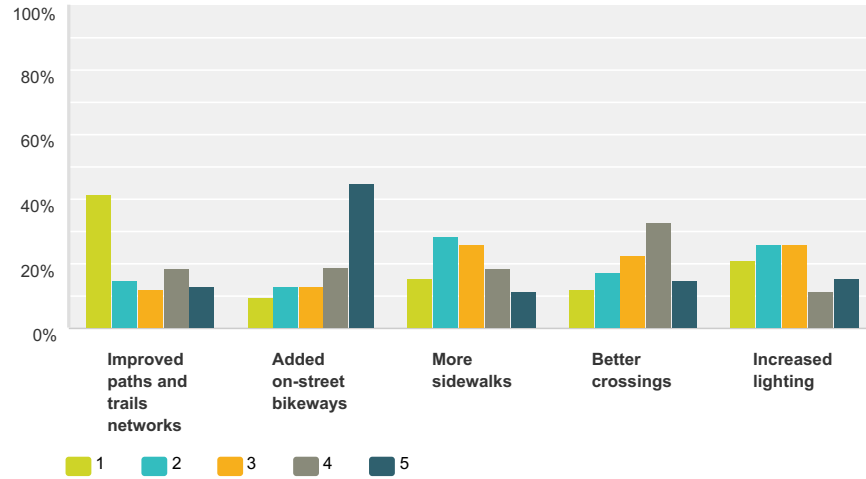
Answer Choices	Responses
Yes	54.92% 67
No	13.11% 16
Maybe	23.77% 29
Other (please specify)	8.20% 10
<b>Total</b>	<b>122</b>

#	Other (please specify)	Date
1	I am 90 years old and need a walker.	5/31/2016 2:58 PM
2	My hikes are 3 to 4.5 miles several times a week. I find Springfield is a great place to walk. I am happy the way it is.	5/31/2016 2:39 PM
3	I may bike more with more trails, but I'd still walk the same amount with the dog.	5/31/2016 2:10 PM
4	probably not, those who want to, probably do it anyway	5/18/2016 12:14 PM
5	Sidewalks won't help if you don't do anything about the dogs. Also there are some people that walk their dogs and let them crap on the sidewalks and don't pick it up!	5/16/2016 10:27 AM
6	I would welcome more lighting and again, trail connections.	5/14/2016 11:52 AM
7	Benches along the routes	5/8/2016 10:35 PM
8	I use the trails in the spring/summer/fall-- We need a space in this community where people can walk 12 months of the year indoors like a Rec. Center or Community Center/Field House. Walking in the current Community Center in the winter is NOT an viable option.	5/6/2016 9:55 AM
9	Some Sidewalks in town need to be redone	5/4/2016 8:23 PM
10	Absolutely	5/3/2016 9:40 PM

## Springfield Active Living

### Q12 On a scale of 1 to 5, how would you rank each priority (1- first priority, 5 - last priority)?

Answered: 115 Skipped: 7



	1	2	3	4	5	Total	Score
Improved paths and trails networks	41.74% 48	14.78% 17	12.17% 14	18.26% 21	13.04% 15	115	3.54
Added on-street bikeways	9.57% 11	13.04% 15	13.04% 15	19.13% 22	45.22% 52	115	2.23
More sidewalks	15.65% 18	28.70% 33	26.09% 30	18.26% 21	11.30% 13	115	3.19
Better crossings	12.17% 14	17.39% 20	22.61% 26	33.04% 38	14.78% 17	115	2.79
Increased lighting	20.87% 24	26.09% 30	26.09% 30	11.30% 13	15.65% 18	115	3.25



## Springfield Active Living

### Q13 Identify any missing priorities.

Answered: 15 Skipped: 107

#	Responses	Date
1	Updated and open toilet facilities around trails	5/31/2016 3:03 PM
2	none	5/17/2016 6:36 PM
3	It would be nice to have some sort of rec. center especially in the winter months for basketball, volleyball, indoor walking/running, etc.	5/14/2016 12:49 PM
4	I would also like to see trash cans periodically on the paths. There's not a lot of garbage but maybe it would encourage/remind people to pick up after their dogs.	5/14/2016 11:52 AM
5	Trail segment from Comfrey to Springfield! :)	5/13/2016 10:12 AM
6	Many people do not pick up after their dogs, put something up to keep dog do do off the paths	5/13/2016 9:51 AM
7	A field house or rec center would be a great addition to our community to increase walking during all seasons. I feel our community would GREATLY benefit from an indoor location or play area for families with younger children. MANY parents drive 30 minutes or more away for their smaller children to climb and play when the weather starts getting cold or rainy.	5/9/2016 2:00 PM
8	Benches.. Handicapped and elderly could use...	5/8/2016 10:35 PM
9	Improving the conditions of the current roads/sidewalks/trails should be the highest priority	5/6/2016 2:42 PM
10	Field House. The space is needed!	5/6/2016 9:55 AM
11	Our community needs an indoor fieldhouse for walking and other fitness and wellness opportunities. We live in Minnesota and in most cases, there are 5-6 months of the year that make the trails, sidewalks, etc. inaccessible. In addition, rather than spending an additional \$750,000-\$1,000,000 to renovate/upgrade the pool facilities (which are already very good for a small town), we should look at including a year-round community pool space within this fieldhouse. The Roiger estate funds should be utilized to support these projects and provide our community with an amenity that will be a real asset and complement to our other outstanding businesses and public spaces (school, library, community center, etc.). This space would be a draw to new business, special events, and families looking to relocate to a community with the values that we hold.	5/6/2016 9:38 AM
12	Existing trails need to be seal coated before they fall apart! Weeds should be killed before they wreck the trails, more maintenance need to be done on the trails!!	5/5/2016 8:39 PM
13	Is it possible to spray pathways for mosquitos in summer?	5/4/2016 8:23 PM
14	Bicycle/stroller access on all corners where there is sidewalk	5/4/2016 6:13 PM
15	Maintenance of trails in winter (snow) and fall (leaves).	5/4/2016 12:46 PM

Springfield Active Living

**Q14 Identify specific areas where the current infrastructure (roads, trails, sidewalks) concerns you or where incomplete sidewalk or trail segments are needed to improve walking/running/biking.**

Answered: 39 Skipped: 83

#	Responses	Date
1	Not enough lighting	5/31/2016 3:03 PM
2	Crossing Highway 14	5/31/2016 3:00 PM
3	around ball park	5/31/2016 2:57 PM
4	The railroad crossing on sticker field	5/31/2016 2:51 PM
5	golf course road	5/31/2016 2:44 PM
6	Streets to Downtown	5/31/2016 2:40 PM
7	Central Street - west	5/31/2016 2:28 PM
8	Along Range Road	5/31/2016 2:24 PM
9	Some blocks on N. Bagen, N. Park, W. Sanborn St.	5/31/2016 2:19 PM
10	Safety at crossings	5/31/2016 2:14 PM
11	Why do sidewalks in Springfield have such a weird layout? Some just stop in the middle of yards and then you have to walk on the street.	5/31/2016 2:10 PM
12	Safe crossover for Hwy 14.	5/20/2016 1:59 PM
13	The trails that do exist are just too short.	5/18/2016 12:14 PM
14	The one hill on the trail coming down to the river, right by the creamery or before the golf course, is really steep. It would be nice to not have that one so steep. I think more people would ride their bike up or down it more.	5/17/2016 6:36 PM
15	A lot of places don't even have sidewalks so a person needs to walk on the road.	5/16/2016 10:27 AM
16	The hill going up to St John Circle of Care from Riverside and Hwy 5 have a lot of vehicle traffic as well as walkers/runner & bikers. A trail or additional sidewalk would make it much safer from individuals.	5/16/2016 9:07 AM
17	None	5/14/2016 8:40 PM
18	Trail leads to range which can be dangerous - especially with younger kids	5/13/2016 9:30 PM
19	Range road	5/13/2016 12:11 PM
20	east end of town	5/13/2016 11:53 AM
21	Trail segment from Comfrey to Springfield! :)	5/13/2016 10:12 AM
22	Lack of a bike/wheelchair accessible curb cut on Central Avenue...either at the intersection of Park or Spring (one of the two...cannot remember). I personally know two people who have been injured on bikes at that intersection.	5/13/2016 9:31 AM
23	Range road	5/13/2016 9:14 AM
24	There is a street by our house where every year the road crumbles in the spring. It hasn't been fixed yet this year.	5/13/2016 9:03 AM
25	Many blocks do not have sidewalks	5/13/2016 8:53 AM
26	Maple St., a few roads near Brown's Park, School, and Sticker Field, Range Road, Other side streets (Walnut?)	5/9/2016 2:00 PM
27	To the clinic and back, same with the library...	5/8/2016 10:35 PM

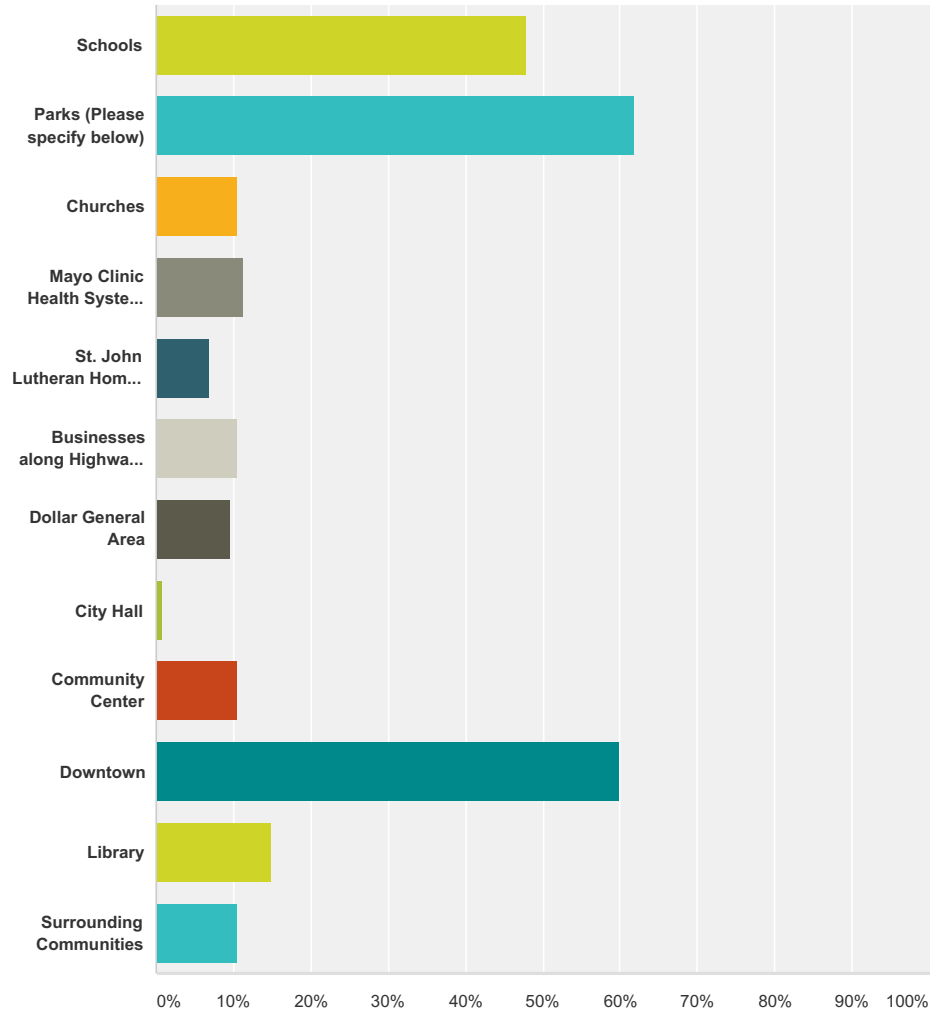
## Springfield Active Living

28	I don't know the names of all the streets off hand, but it wouldn't take a person long to drive through all areas of town and find some major road repair that is needed. I also have noticed that often times when traveling the sidewalks in town there are areas that do not have curb ramps so wheel chairs and strollers would have to move to the street or figure out a way to get up onto the sidewalk. This is even on some main roadways like Center Street.	5/6/2016 2:42 PM
29	The sidewalks in front of The Garage and leading down that side of the street are not good. I generally have to walk on the road there and usually I am pushing a stroller with my child so that concerns me a bit. Also, I wish there was a sidewalk or trail leading out to Dollar General.	5/6/2016 12:51 PM
30	Living next to SMC and the cemetery road, there are many vehicles that speed past our house. We do not have sidewalks that go up to our home so we have to walk on the street. The sidewalks in our neighborhood are very poor and it is not well lit. Also, there are very few signs that indicate there are children in the area.	5/6/2016 11:45 AM
31	The sidewalks in town need work. They are not level and many people trip and get hurt on them, especially when biking.	5/6/2016 9:53 AM
32	Our trails need adequate, high-quality lighting that will expand their usefulness.	5/6/2016 9:38 AM
33	By golf course	5/5/2016 1:26 AM
34	That area on the path by the river where that tree fell and washed out the path, a more permanent barrier should be placed there, that falling down orange snow fence is not very safe or attractive. Also, more wildflowers along the paths would be a nice addition.	5/4/2016 6:13 PM
35	The west side of the RR and walking path crossing into Riverside has some blind spots for both motorists and pedestrians	5/4/2016 5:43 PM
36	Sanborn st. Rough road Lose dogs	5/4/2016 2:13 PM
37	Sanborn Street between O'Connel and Park has no sidewalks. I believe at least one street going south from Sanborn Street does not have a sidewalk. Sanborn Street between O'Connel and Spring doesn't even have curb and gutter on the north side.	5/4/2016 1:03 PM
38	Along Sanborn there are areas by St. Rays with no sidewalks. Along Hwy 14 also.	5/4/2016 12:46 PM
39	Park Avenue is in poor condition.	5/3/2016 5:17 PM

Springfield Active Living

**Q15 When you think about all the places in and around Springfield that you need to access on a regular basis, select top places that are the most important for you to walk/run or bike to? (Select up to 3 options)**

Answered: 115 Skipped: 7



Answer Choices	Responses
Schools	47.83% 55
Parks (Please specify below)	61.74% 71
Churches	10.43% 12
Mayo Clinic Health System Area	11.30% 13
St. John Lutheran Home Area	6.96% 8



## Springfield Active Living

Businesses along Highway 14	10.43%	12
Dollar General Area	9.57%	11
City Hall	0.87%	1
Community Center	10.43%	12
Downtown	60.00%	69
Library	14.78%	17
Surrounding Communities	10.43%	12
<b>Total Respondents: 115</b>		

#	Other (please specify)	Date
1	Riverside Park	5/31/2016 2:44 PM
2	Riverside, Brown's	5/31/2016 2:33 PM
3	Riverside	5/31/2016 2:31 PM
4	Riverside	5/17/2016 6:36 PM
5	Turning lanes turning lanes Turning lanes	5/14/2016 8:40 PM
6	Ball fields in Riverside Park, Swimming Pool Would be nice to have a trail that follows the railroad/river to another community!	5/14/2016 11:52 AM
7	Riverside park/pool	5/13/2016 9:30 PM
8	Range road	5/13/2016 12:11 PM
9	All of the parks	5/13/2016 11:11 AM
10	Riverside	5/13/2016 10:37 AM
11	Riverside	5/13/2016 10:29 AM
12	Sticker Field - Football field	5/13/2016 9:51 AM
13	By far, walking to community parks (including the disc golf course) is the #1 priority to me. Enjoying the river, walking to Riverside Park, walking to Browns Park and Sticker Field, etc. I walk to businesses downtown, walk to the clinic, walk to the library, etc. But not 10% as much as I do to those park areas. With the wooded areas along the Cottonwood being our community's #1 asset (in my opinion), related to recreation. I wish we could expand and enhance our use of these areas adjacent to the river, even more. As it is the prettiest spot in town to be (and our major selling point, related to offering recreational activities to out-of-towners).	5/13/2016 9:31 AM
14	Riverside/or the park by MCHS	5/13/2016 9:03 AM
15	Riverside and Browns	5/13/2016 8:53 AM
16	I believe the main locations that need safer travel routes are to the places children are biking to in the summer while their parents are working - riverside park, swimming pool, summer rec activities etc. While there are sidewalks and trails near these parks most kids are biking to them from the other areas of town where there are not sidewalks and safe crossings (esp. Highway 14 and Range Road)	5/9/2016 2:00 PM
17	Riverside Park	5/6/2016 12:51 PM
18	Brown, Riverside, St. Raphael's Park	5/6/2016 11:45 AM
19	all of them	5/6/2016 10:09 AM
20	With more development taking place on the south side of town (and to avoid highway 14), a priority to further trail development should be made in that zone. It would be good to see a trail that went around the golf course along both highways 3 and 5 to connect those growing segments of our community.	5/6/2016 9:38 AM
21	Riverside park	5/5/2016 8:39 PM
22	Realistically, most people drive to these facilities	5/5/2016 12:15 PM
23	Riverside and Brown Parks	5/5/2016 5:41 AM

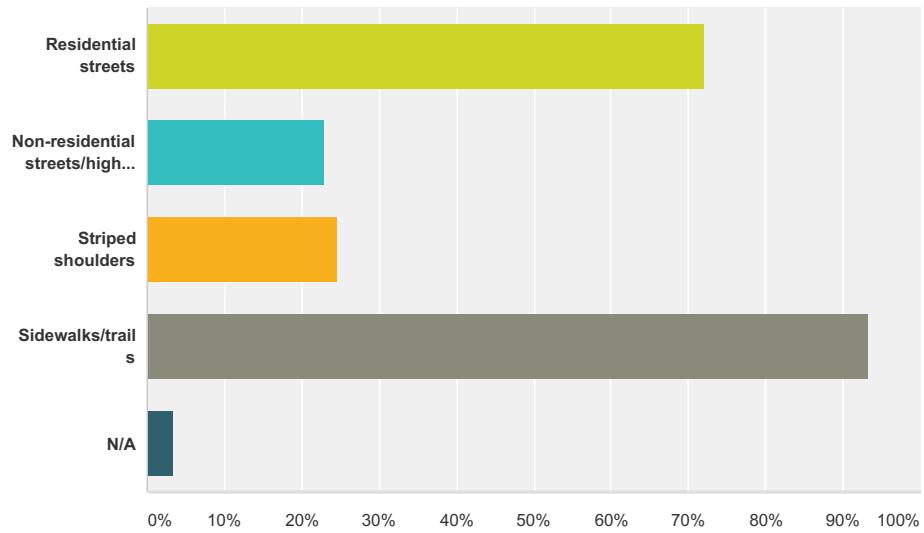
## Springfield Active Living

24	Riverside	5/5/2016 1:26 AM
25	Riverside, Brown's, St. Ray's, and Hospital parks	5/4/2016 8:24 PM
26	Riverside park	5/4/2016 8:23 PM
27	Dollar General area and the land to both the north and south has massive potential for parks and/or paths which would also connect it to the hotel and any guests looking for a safe place to walk near their accommodations	5/4/2016 5:43 PM
28	Riverside	5/4/2016 3:00 PM
29	St. Ray's park, Riverside Park, Brown's Park (There are areas near Brown's Park that also do not have sidewalks.)	5/4/2016 1:03 PM
30	Riverside and Browns	5/3/2016 5:56 PM
31	Riverside, brown park, st rays	5/2/2016 2:51 PM

Springfield Active Living

**Q16 What type of facilities are you comfortable walking/running on? (Select all that apply)**

Answered: 118 Skipped: 4

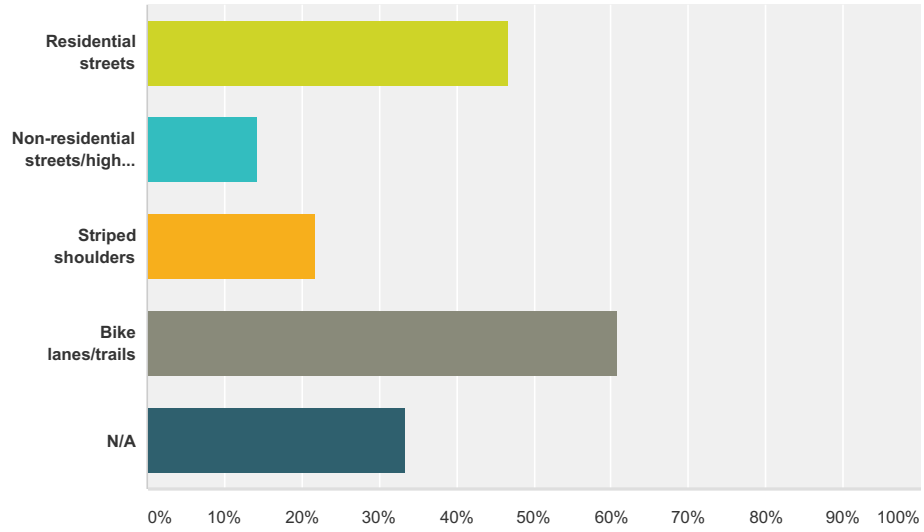


Answer Choices	Responses
Residential streets	72.03% 85
Non-residential streets/highways	22.88% 27
Striped shoulders	24.58% 29
Sidewalks/trails	93.22% 110
N/A	3.39% 4
<b>Total Respondents: 118</b>	

Springfield Active Living

**Q17 What type of facilities are you comfortable biking on? (Select all that apply)**

Answered: 120 Skipped: 2



Answer Choices	Responses
Residential streets	46.67% 56
Non-residential streets/highways	14.17% 17
Striped shoulders	21.67% 26
Bike lanes/trails	60.83% 73
N/A	33.33% 40
<b>Total Respondents: 120</b>	



## Springfield Active Living

### Q18 Do you have any suggestions to increase the walk/run-ability and bike-ability of Springfield?

Answered: 26 Skipped: 96

#	Responses	Date
1	Wider paths - create more trails with lighting	5/31/2016 3:03 PM
2	Lighting of trails in Riverside Park (vandalism proof)	5/31/2016 3:00 PM
3	Could you have community center available at night for walking? (In winter)	5/31/2016 2:57 PM
4	Re-pave the existing trails.	5/31/2016 2:48 PM
5	No	5/31/2016 2:28 PM
6	Safety at the Hwy 14 intersection for crossing from north to south	5/31/2016 2:14 PM
7	Not really, don't put too much money into things because it seems wonderful, but in reality very few improvements structurally will actually keep people motivated long term. It may help short term, but long run its life style and personal choices, and sidewalks and trails won't change that.	5/18/2016 12:14 PM
8	It would be nice to have trails to Sanborn Corners.	5/17/2016 6:36 PM
9	No	5/14/2016 8:40 PM
10	I really do feel we have a pretty good system in place. There's always room for improvements and additional paths. Anything that could be built up in the Industrial Park area? Linked to the airport road?	5/14/2016 11:52 AM
11	bike trail from springfield to comfrey	5/13/2016 11:53 AM
12	Trail segment from Comfrey to Springfield! :)	5/13/2016 10:12 AM
13	Dog pick up stations	5/13/2016 9:51 AM
14	I don't think "competing" with vehicles on streets is the best/safest way to go. If even 1-2% of drivers, or 1-2% of bicyclists are distracted or careless, it is a tragedy waiting to happen. Keeping walkers and bikers off places where cars and trucks are driving would be my strong preference, related to community safety.	5/13/2016 9:31 AM
15	I would say fixing some of the sidewalks/streets or adding sidewalks to some streets.	5/13/2016 9:03 AM
16	I appreciate that we could walk at the Community Center during the winter.	5/13/2016 9:01 AM
17	Some of the streets have such a large crown on them that it makes it hard to walk without back, hip, or knee discomfort. I have to alter my path where I walk because of them.	5/10/2016 4:33 PM
18	As stated above, a rec center is wanted to increase the amount of activity in our community. It would be beneficial for people of all ages as it would help increase locations for walkers, small children and provide a practice location for sports teams that are constantly vying to gym time in our tightly scheduled gym space.	5/9/2016 2:00 PM
19	No	5/8/2016 10:35 PM
20	Add a bike trail along the highway; add a bike/walk trail or sidewalk leading out to Dollar General. Provide an indoor space to walk/run/bike during winter months.	5/6/2016 12:51 PM
21	More signs, improved sidewalks, blinking lights on 14 at crosswalks.	5/6/2016 11:45 AM
22	Walk/run-ability: Provide a space that can be used 12 months a year.	5/6/2016 9:55 AM
23	Continue to educate people on its benefits and provide the facilities that sustain its practice.	5/6/2016 9:38 AM
24	I think for the size and population of Springfield our trails and streets are more than adequate.	5/5/2016 12:15 PM
25	It would be great to add sidewalks in the places where there are none on either side of the road. Striped shoulders would be really nice for bikers if the road is wide enough to accommodate that!	5/4/2016 1:03 PM
26	n/a	5/4/2016 12:46 PM

## Springfield Active Living

### Q19 Please provide any additional comments.

Answered: 14 Skipped: 108

#	Responses	Date
1	Pat is awesome!	5/31/2016 2:57 PM
2	The only place I could see really having a benefit is a sidewalk/trail along 14 through town.	5/18/2016 12:14 PM
3	none	5/17/2016 6:36 PM
4	Just need to maintain the trails we have ! There getting in tough shape !!	5/14/2016 8:40 PM
5	Keep up the good work!!	5/14/2016 11:52 AM
6	Trail segment from Comfrey to Springfield! :)	5/13/2016 10:12 AM
7	Love the new bridge on the trail!	5/13/2016 9:03 AM
8	None	5/8/2016 10:35 PM
9	It would be great if there was an indoor space to bike or walk during the long winter months. I feel like I would utilize that much more. It would be great if this space also had a pool to use during the winter--perhaps even offering winter swimming lessons sessions. Also, childcare is a HUGE problem in this community and surrounding communities. If we could have some childcare or early childhood center available year round in this facility that would be a bonus and a great asset to the community. It could be in conjunction with the schools possibly.	5/6/2016 12:51 PM
10	Would be great to have more trails to walk on.	5/6/2016 11:09 AM
11	Thanks for your support!	5/6/2016 9:38 AM
12	We are very fortunate to have a trail system like we do, don't let them go to heck because of lack of maintenance!	5/5/2016 8:39 PM
13	I use the trails and on average meet 1 to 2 other people using the trails at any given time. Why spend more on them?	5/5/2016 12:15 PM
14	There is a difference between a trail and a sidewalk. Sidewalks are typically for transportation whereas trails are recreational. Sidewalks need to be safe, trails need to be attractive.	5/4/2016 12:46 PM



*Every Body*  
**WALK!**

**30 MINUTES**  
TO BETTER HEALTH



**KAISER  
PERMANENTE®**

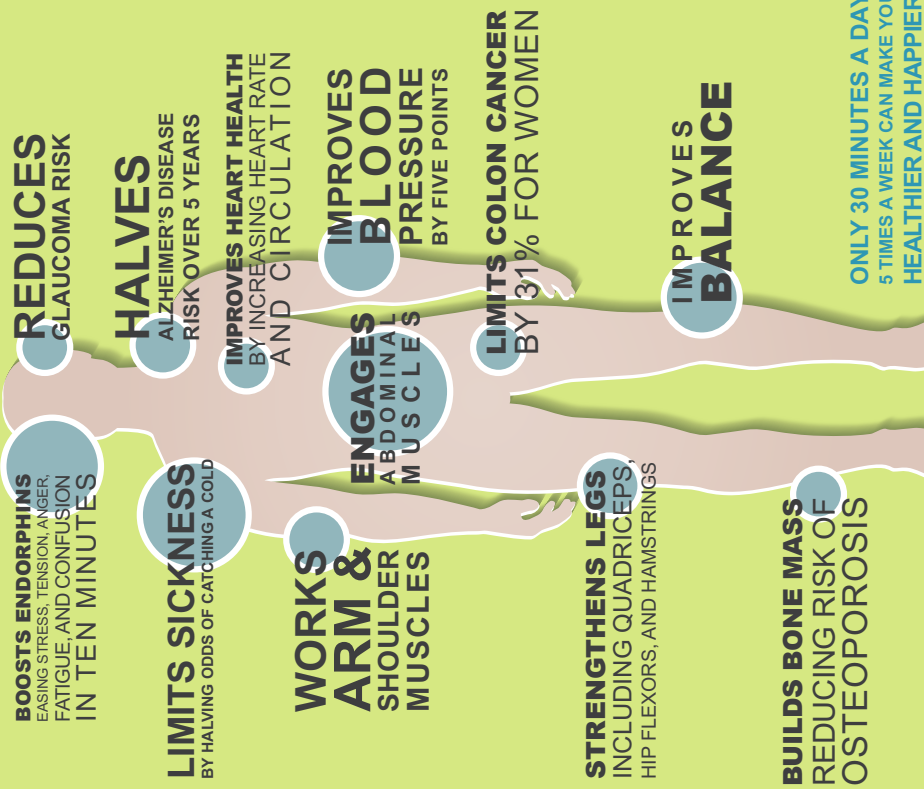


**AMERICAN COLLEGE  
of SPORTS MEDICINE®**  
LEADING THE WAY

# WALK

YOUR WAY TO BETTER HEALTH

## Anatomy of Walking



Dear Health Care Provider:

What if there were one prescription that could prevent and treat dozens of diseases, such as diabetes, hypertension and obesity? Would you prescribe it to your patients? Certainly.

Walking is a frontline, evidence-based intervention to put your patients on the path to better health, and the Every Body Walk! Walking Prescription is designed to help you do just that.

The Every Body Walk! Walking Prescription includes:

- Office posters
- Walking Rx pad
- Call to Action

Every Body Walk! is a campaign aimed at getting Americans up and moving. With your help, we can spread the message that walking 30 minutes a day, five days a week really can improve one's overall health and prevent disease.

Health care providers and health systems are vital to encouraging patients to walk. Actions you can take include the following:

- 1. Talking to your patients about walking**
  - Assess physical activity levels at every clinical visit.
  - Write walking prescriptions.
  - Refer patients to local physical activity resources.
- 2. Walking with your team**
  - When practical, convert sitting meetings in the workplace to walking meetings.
  - Encourage worksite physical activity opportunities and health challenges.
- 3. Walking with your community**
  - Jumpstart walking in your hometown by holding regular walks for people to support community causes and meet local leaders, elected officials and celebrities.
- 4. Be a walking advocate**
  - Commit yourself to walking 30 minutes a day.
  - Serve as a clinical expert to your elected officials, from your city council and school board on up to your mayor, governor, and state legislators. They need to hear from you and your neighbors.
  - Support physical activity initiatives such as Complete Streets, Safe Routes to School, and Walking Schoolbuses.

We urge you to make physical activity consultation a consistent, important part of your interaction with every patient at every visit.

Sincerely,

*Robert Sallis*

Robert Sallis, MD, FACS  
Physician Spokesperson for Every Body Walk!

[everybodywalk.org](http://everybodywalk.org)



# HEALTH BENEFITS of WALKING


**20** WALKING 20 MINUTES/DAY WILL BURN 7 POUNDS OF BODY FAT/YEAR


**45** WALKING 45 MINUTES/DAY HALVES ODDS OF CATCHING A COLD


**1** WALKING 1 MINUTE CAN EXTEND LIFE BY 1.5-2 MINUTES


**20** WALKING 20-25 MINUTES/WEEK CAN EXTEND LIFE BY SEVERAL YEARS



## DEMENTIA

Seniors who walk 6-9 miles/week are less likely to suffer from mental decline, including dementia, as they age.



## DIABETES

Walking 30 minutes/day, 5 days/week, along with moderate diet changes, can halve the risk of Type 2 Diabetes.



## HEART DISEASE

Walking 30 minutes/day, 5 days/week can halve the risk of heart disease and reduce stress, cholesterol and blood pressure.



## ARTHRITIS


Walking can reduce pain and improve function, mobility, mood, and quality of life, without worsening symptoms.





## DEPRESSION


Walking triggers endorphins, promotes relaxation, and prevents anxiety and depression.




 WALKING 6 MILES/WEEK CAN HALVE RISK OF ALZHEIMER'S DISEASE OVER 5 YEARS


 WOMEN WHO WALK FOR 1 HOUR/DAY, 5 DAYS/WEEK AND CONSUME 1,500 CALORIES/DAY CAN LOSE AND KEEP OFF 25 LBS


 WALKING 30 MIN/DAY, 4 DAYS/WEEK CAN REDUCE THE RISK OF DIABETES BY NEARLY 60%


 PROSTATE CANCER PATIENTS WHO WALK 90 MIN/WEEK HAVE NEARLY 50% LOWER MORTALITY RISK


 WOMEN WHO WALK REGULARLY ARE 31% LESS LIKELY TO DEVELOP COLON CANCER THAN THOSE WHO EXERCISE LESS THAN ONE HOUR/WEEK

## Ten Things You Can Do

## to Support Walking

The many health benefits of walking have been well documented and presented by Kaiser Permanente and its partner organizations. These messages increase understanding and build the **demand** for walking 30 minutes a day, five days a week (60 minutes every day for kids).

To deliver the impacts we seek for the health of people and places, we must complement a growing **demand** for walking, with ensuring there is an increasing **supply** of safe places to walk.

Beyond health, the 'co-benefits' of walking and walkable places include: enhancing the vitality of our downtowns and public places, increasing property values, building support for protecting green spaces, improving academic performance, building social capital and conviviality, and assuring equitable access to the determinants of health. For many communities, especially those with economic and health challenges, safe places to walk for health, pleasure and to meet daily needs can be in short supply.

Here's a list of ten things that can help make walking attractive, accessible and safe for everyone:

- 1 Have a conversation with your patients about walking:** Assess physical activity levels at every clinical visit.
- 2 Write a walking prescription:** Use the Every Body Walk! Rx pad.
- 3 Refer patients to physical activity resources in their community.**
- 4 Incentivize Walking:** Employ active commuter incentives in the workplace and reward walking, bicycling and transit use – rather than automobile fueling and parking.

5

**Walking Meetings:** Have walking meetings rather than sitting meetings. Build walking into conferences and events as a way of improving health while strengthening teams and getting work done.

6

**Active Meet Ups:** Host high profile events to promote walking, such as walks with the mayor, and support events that make the case for the co-benefits to health, the economy and the environment.

7

**Maps and Signage:** Deploy signage to show people how far it is to get to destinations by walking, and produce and display walking maps for the city/town/region.

8

**Walk the Streets:** Organize neighborhood and service groups to walk the streets, working with law enforcement and media to ensure that walking is, and is perceived as, a safe and desired option.

9

**Engage Media:** Find and lift up success stories with local media outlets.

10

**Get Creative:** The best way we know to generate good ideas, is to take a walk. Today!

Find ways to get engaged with walking and walkability where you live, work, play, pray and vote. Walking is the single most powerful and low-cost activity we can do to improve the health of people and places.

Name: \_\_\_\_\_ Age: \_\_\_\_\_

# Walking Rx

Date: \_\_\_\_\_

Recommended activity level: moderate intensity

Minutes per day: 30 minutes

Number of days per week: 5 or more

Intensity: Hard enough that you can't sing, but not so hard you can't talk during exercise.

Stop: If you experience chest pain, excessive shortness of breath or feel ill.

Signature: \_\_\_\_\_

**Every Body WALK!**  
everybodywalk.org