



Environmental Quality and Energy Commission Meeting

March 10, 2026 at 7 p.m.

Fridley Civic Campus 7071 University Avenue NE

Agenda

Call to Order

Approval of Agenda

Approval of Meeting Minutes

1. Approve the Minutes from the Environmental Quality and Energy Commission Meeting of February 10, 2026

New Business

2. Active Transportation Plan Review
3. Memorandum of Understanding with Xcel Energy for Phase Three of the Partners in Energy Program.

Old Business

4. Streets for All Plan Updates
5. Energy Action Plan Updates
6. Grant Updates
7. Outreach and Event Updates

Other Items

8. Informal Status Reports

Adjournment

Accessibility Notice:

- If you need free interpretation or translation assistance, please contact City staff.
- Si necesita ayuda de interpretación o traducción gratis, comuníquese con el personal de la ciudad.
- Yog tias koj xav tau kev pab txhais lus los sis txhais ntaub ntawv dawb, ces thov tiv tauj rau Lub Nroog cove neeg ua hauj lwm.
- Haddii aad u baahan tahay tarjumaad bilaash ah ama kaalmo tarjumaad, fadlan la xiriir shaqaalaha Magaalada.

Upon request, accommodation will be provided to allow individuals with disabilities to participate in any City of Fridley services, programs or activities. Hearing impaired persons who need an interpreter or other persons who require auxiliary aids should contact CityClerk@FridleyMN.gov or (763) 572-3450.



AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Approve the Minutes from the Environmental Quality and Energy Commission Meeting of February 10, 2026

Background

Approve the Minutes from the Environmental Quality and Energy Commission Meeting of February 10, 2026.

Recommendation

Staff recommend that the commission approve the minutes from the Environmental Quality and Energy Commission Meeting of February 10, 2026.

Attachments and Other Resources

1. Environmental Quality Energy Commission 2026 02 10

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.



ENVIRONMENTAL QUALITY & ENERGY COMMISSION MEETING

February 10, 2026

7:00 PM

Fridley Civic Campus, 7071 University Ave N.E.

MINUTES

Call to Order

Chair Klemz called the Environmental Quality and Energy Commission to order at p.m.

Roll Call

Present: Aaron Klemz

Sam Stoxen

Emma Carter

Avonna Starck

Justin Foell

Absent: Dustin Norman

Mark Hansen

Others Present: Rachel Workin, Environmental Planner

Approval of Agenda

Motion Starck by Commissioner Starck to approve the agenda. Seconded by Commissioner Stoxen. The motion carried unanimously.

Approval of Meeting Minutes

1. Approval of January 13 Environmental Quality and Energy Commission Meeting Minutes

Motion by Commissioner Carter to approve the January 13, 2026 meeting minutes with the spelling corrected. Seconded by Commissioner Starck. The motion carried unanimously.

New Business

2. Election of Vice Chair

Motion by Commissioner Foell to elect Commissioner Norman as the Vice Chair. Seconded by Commissioner Carter. The motion carried unanimously.

3. Natural Resources Update

Ms. Workin shared an update on the City's Forest and Natural Resources including the workplan for the conditionally awarded DNR Community Tree Planting and ReLEAF grants.

Motion by Commissioner Starck to recommend the City Council authorize the DNR Community Tree Planting and ReLEAF grants. Seconded by Commissioner Foell. The motion carried unanimously.

4. Streets for All

Ms. Workin provided an update on the Streets for All project.

Old Business

5. Energy Action Plan Updates

Ms. Workin said that the solar installation at Moore Lake was live as was the EV Charger. She said that the Public Works array will be live soon. The City will be promoting energy programs at the Homeowner Open House on February 12.

6. Grant Updates

Ms. Workin said that the City received additional forestry grants.

1. Outreach and Event Updates

Ms. Workin said that the City held a sewing machine cleaning class and Winterfest.

Other Items

2. Informal Status Reports

Commissioner Klemz shared that he met with staff and councilmembers to discuss the Met Council's L32 lift station project.

Adjournment

Motion by Commissioner Foell to adjourn the meeting. Seconded by Commissioner Stoxen. The Motion carried unanimously. The meeting was adjourned at 7:50 p.m.

Respectfully submitted,

Rachel Workin
Environmental Planner



AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Active Transportation Plan Review

Background

The City's Active Transportation Plan (ATP) guides the City's installation and maintenance of infrastructure needed to achieve mobility equity and support opportunities for active transportation. The first edition of the plan was adopted in 2013 and then subsequently revised in 2020. The City is intending to update the plan in 2026 in conjunction with the recommendations gathered through the Fridley Safe Streets for All Plan process. The ATP will be included as an appendix in the Safe Streets for All Plan as well as referenced in the 2050 Comprehensive Plan. In anticipation of these updates, staff will review the current Active Transportation Plan.

Recommendation

For informational purposes only.

Attachments and Other Resources

-
1. [active-transportation-plan-final-no-watermark_202103221150069478 \(1\)](#)

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.

Active Transportation Plan

2nd Edition

Adopted by the Fridley Council
February 11, 2020

Engineering Department
Community Development Department
February 2020

Introduction

The City of Fridley is committed to providing residents with safe opportunities for walking, biking, and other non-automobile transportation. The Active Transportation Plan (the Plan) guides the City's planning and construction of infrastructure needed for a well-maintained sidewalk and trail system.

The 1st edition of the Plan was written in 2013 based on the City's 2030 Comprehensive Plan. In the following years, many of the Plan's original goals have been achieved and a new 2040 Comprehensive Plan has been developed. This 2nd edition reflects the progress that has been made as well as the new Comprehensive Plan goals related to Active Transportation.

Purpose

This plan's purpose is to guide the City's installation and maintenance of infrastructure needed to achieve mobility equity and support opportunities for active transportation (walking, biking, assisted mobility, transit, etc.). It is well documented that increased walking and biking improves health and quality of life. Additionally, improved active transportation infrastructure can increase a community's desirability, encourage higher spending at commercial establishments, and reduce crime. Shifting travel from vehicles to transit, bikes, and walkways also decreases the greenhouse gas emissions associated with transportation, which is the largest contributor of greenhouse gas emissions in the United States according to the Environmental Protection Agency. In a city such as Fridley, where residents face many barriers to movement due to high-volume roadways and railways, a well-developed trail and sidewalk network is particularly important to increasing sense of place and community connection.

- 2.1% of Fridley residents walk to work compared to 2.8% on average; 0.4% of Fridley residents bicycle to work; 4.8% of Fridley residents take public transportation to work (*2013-2017 American Community Survey 5-Year Estimates*).
- 4.6% of working age Fridley residents do not have a car (*2013-2017 American Community Survey 5-Year Estimates*).
- 62% of millennials, currently the largest generation of home buyers, prefer living in walkable communities that have short commutes (*National Association of Realtors, 2017 National Community and Transportation Preference Survey*).
- People under 35 are more likely to use a park or trail for commuting than for recreation (*2017 Minnesota Statewide Health Assessment*).
- Only 52% of Minnesotans meet physical activity recommendations; of these, 62% do so by including walking as part of their regular physical activity (*Minnesota Walks, 2016*).
- The percentage of children walking and biking to school had dropped significantly within one generation- 48% in 1969 compared to 13% in 2009 (*Hayes Elementary Safe Routes to Schools*).

Potential additional statistics

When engaging in active transportation planning, it is important to consider and account for the causes and consequences of disparities related to racial and economic inequity. Populations of color use parks half as often as white populations. Furthermore, populations of color experience higher rates of poverty, which may limit transportation opportunities or ability to take time to

visit parks and trails. Age and disabilities are also factors that may lead to limited mobility. According to *Minnesota Walks*, prevalence of inactivity is highest in rural areas, among people of color, older adults, persons with disabilities, those with less education, women and lower-income groups. These demographic trends are relevant, because they can help the City 1) identify priority areas for needed trails and sidewalks and 2) address historical inequalities that prevent full participation of different groups.

Vision

The vision for this plan is that *Fridley residents and visitors of all ages, abilities, and socio-economic status will feel safe and comfortable using the city's active transportation infrastructure to walk, bike, and roll for transportation and outdoor recreation.*

All Ages and Abilities = Triple AAA infrastructure

"All ages" means planning and designing infrastructure for independent users ranging from school-aged children to seniors.

"All abilities" means planning and designing for independent users utilizing mobility devices such as motorized wheelchairs, as well as those with other impairments that may require special accommodations.

Goals

updated vision and goals?

The goals of the Plan are to:

- 1) Improve the connectivity of the city by constructing active transportation infrastructure
- 2) Design active transportation infrastructure to provide a comfortable experience for users of all ages, abilities, and socio-economic status
- 3) Integrate living streets concepts into reconstruction and development projects
- 4) Maintain trails and sidewalks to allow for satisfactory, year-round use

Supporting Documents

Increasing multi-modal options throughout the City was frequently identified throughout the 2040 Comprehensive Plan as a strategy to enhance Fridley as a safe, vibrant, friendly, and stable community. Relevant objectives of the Comprehensive Plan to the Active Transportation Plan include:

- Plan for safe transportation routes for all modes of transportation
- Incorporate Living Streets design and operations principles during road reconstruction and redevelopment
- Provide a variety of transportation options to enable people to get to jobs, shopping, and recreational opportunities in the community
- Encourage increased car sharing, biking, walking, and transit usage to reduce traffic congestion in the community

The 2040 Comprehensive Plan directed staff to update the Active Transportation Plan once every five years to prioritize current needs for sidewalk and trail connections, and to incorporate newly adopted Safe Routes to Schools Plans. In addition to the 2040 Comprehensive Plan, the following approved plans inform and support this document:

- 1) [City of Fridley Americans with Disabilities Act \(ADA\) Transition Plan](#)
- 2) [University Avenue and Highway 65 Corridor Study](#)
- 3) [East River Road Corridor Study](#)
- 4) [NorthStar TOD Master Plan](#)
- 5) [Regional Bike Barriers Study](#)
- 6) Safe Routes to School Plans for [Stevenson Elementary](#), [Hayes Elementary](#), [North Park Elementary](#), and [Fridley Middle School](#)

City of Fridley ADA Transition Plan

The ADA transition plan was approved by the Fridley City Council on February 11, 2019. This plan guides the City in its efforts to ensure that pedestrian facilities within the public right-of-way are compliant with the American Disabilities Act and meet the accessibility needs of all residents. New facilities are presumed and required by the ADA transition plan to be ADA compliant. This plan recognizes the ADA Transition Plan as the guiding document related to ADA compliance within the city.

Anoka County SS4A plan

Parks Master Plan

The City's first Parks Master Plan was in the development process during the drafting of this Plan. Both plans recognize the importance of trails for increasing opportunities for outdoor recreation and exercise as well as improved community engagement through enhanced connectivity. This plan recognizes the Parks Master Plan as the guiding document on trails and sidewalks within the parks as well as wayfinding between parks and trails. The Active Transportation Plan will serve as the guiding document for trails and sidewalks along roadways.

Community Outreach

In addition to the community outreach that was performed in conjunction with the above plans, the City conducted community surveys related to trails and sidewalks as part of the Finding Your Fun in Fridley campaign. This campaign was used to gather feedback on the Fridley Parks and Trails systems to be used for the Parks Master Plan and Active Transportation Plan. Feedback was gathered using the Polco platform, a survey tool, and the Social Pinpoint platform, a mapping and survey tool. 503 unique users visited the Social Pinpoint site 1488 times. 103 of those users left comments on the map (see **Appendix A, Figure 1**). A total of 223 comments were left on the map and 78 surveys were completed. An identical survey was posted on Polco and received 24 responses. An example of the survey is included in **Appendix B**. A list of all comments related to trails is included in **Appendix C**. Common themes throughout the survey were:

updated community outreach info

- An overall desire for increased connectivity throughout the City

- Difficulty and feeling of unsafety at certain crossings (e.g. along University Avenue, Highway 65, and 53rd)
- Increased maintenance of existing trails
- Need for improved wayfinding signage
- Increased lighting along trails

When asked where they preferred to ride their bike, residents indicated:

Where do you prefer to ride your bike?	
On the road	9%
Striped on road bike lane	22%
Protected on road bike lane (i.e. separated by posts)	25%
Off road bike trail	58%

Table 1. Preferred bike location

Additionally, surveys were distributed amongst the Fridley Senior Center in February of 2019; 14 surveys were completed. Respondents indicated that they wanted more trails closer to home; increased maintenance of trails; more benches; more fountains, and more wayfinding signage.

Specific content related to plan development, outreach, and implementation was solicited from the Environmental Quality and Energy Commission, which served as the steering committee for this Plan.

Existing Conditions

While Fridley began growing in the 1940s, the city's population rapidly increased during the 1950s through 1960s before leveling off. Fridley is once again experiencing a period of growth with an expected population increase from current levels of approximately 27,500 to an estimated 32,500 residents by 2040. This growth is driven in large part by a transition from single family to multi-family housing. As the city has grown, it has become a younger and more diverse community. While Fridley was 96% white in 1990, the most current data indicates that Fridley is 67% white (*Fridley 2040 Comprehensive Plan*). The average age of the population has decreased from 37.1 years old in 2010 to 35.4 old in 2015.

Race	2000 Percent	2015 Percent
White	88.7	67.2
Black or African American	3.4	14.0
American Indian/Alaskan Native	0.8	1.1

<i>Race</i>	<i>2000 Percent</i>	<i>2015 Percent</i>
Asian	3.0	7.1
Two or more races	2.9	3.4
Hispanic or Latino	2.6	7.2
Other	1.2	0.0

Table 2. Fridley demographics

Like many first-ring suburbs, Fridley's developed during a time when land use planning and travel modes were shifting away from walking and mass transit to auto-focused design. Highway 65, Trunk Highway 47, and Interstate 694 carry cars at high volumes and speeds through Fridley, presenting many barriers to free movement throughout the city. Other arterial roads, like East River Road, Osborne Rd, and Mississippi St, can also create safety issues for pedestrians and bicyclists. Railways and natural features, like Rice Creek present further barriers, dividing the city into a grid. The Regional Bikeways Barriers Study identified several Tier 1- Tier 3 freeway and railroad barrier crossing areas in the City including East River Road and TH 47.

Fridley's existing trail system provides residents with opportunities to walk and bike to key locations (see **Appendix A, Figure 2**). The primary regional trail corridors through Fridley include the Mississippi River Trail and the Rice Creek West Regional Trail which continues from the Fridley border with New Brighton to its intersection with the Mississippi River Trail near Locke Lake. The Mississippi River Trail is a route through ten states along the Mississippi River, and includes both on-road, unstriped sections and off-road trail in Fridley.

As part of the Plan development, the Environmental Quality and Energy Commission completed a Strengths Weaknesses Opportunities and Threats (SWOT) analysis of the city's active transportation system:

redo SWOT?

<u>Strengths</u>	<u>Opportunities</u>
• Strong regional employment • Net gain of commuters • NorthStar Train stop • Public Works/engineering departments that are open to trails • Strong partnerships with watershed districts • More awareness of benefits of trails and their ability to connect people to the city's amenities	• Prioritize regional connections and destinations, new campus, new residents, and community groups/volunteers • Many county roads are up for resurfacing (goal trail one side, sidewalk other side) • Residents have new needs, ability to beautify/regreen/placemaking • ADA Transition Plan

<u>Weakness</u>	<u>Threats</u>
• Many roads are outside city control • City is bisected by transit corridors • Financial conditions, • City originally formatted without walks	• 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 and TH 65 crossings are dangerous

Table 3. SWOT analysis of Fridley's Active Transportation Network

The Fridley trail system is not on a regular maintenance schedule. Patching of the trails is performed on a complaint driven basis. A condition rating of the trail was last performed in 2013 (see **Appendix A, Figure 3**).

Future Improvements

While there are options for walking and biking in Fridley, significant gaps in the network still exist. A list of streets designated for trails and sidewalks was developed for the 1st edition of the Active Transportation Plan (see **Appendix D**). Many of the priority connections from this map that were identified in the original version of the Plan have since been completed (Main Street, West Moore Lake Drive). However, some of the identified connections have yet to be completed, and other segments have risen or fallen in priority. Based on resident feedback, staff analysis, and best practices, the following routes were identified as focus areas for this planning cycle:

- 1) Roads shown in the 2040 Comprehensive Plan as existing or planned "major collector and "other arterial roads," and "minor expander streets" (see **Appendix A, Figure 4**).
- 2) Sidewalks adjacent to high density residential or employment areas, including along Fireside Drive, 83rd Avenue, and Main Street (see **Appendix A, Figure 5, 6, and 7**).
- 3) Sidewalks and trails identified in Safe Routes to Schools plans or other destinations of interest
- 4) Sidewalks within the Transit-Overlay District modify focus areas?

These routes were evaluated for bi-directional walking and bike facilities, and then prioritized based on the following categories (**Appendix E**):

- The service level along the existing route
- The number of connections made within the active transportation network

continue or change scoring? 7

- Destinations of interest along the route including employment centers, transit stops, high density housing, commercial areas

Based on each route's attributes, it was assigned a point score on a 0-3 scale for each of the categories (see **Table 3**). Segments with a total of 6-9 points were deemed highest priority during this plan cycle and are bolded. However, other routes within this list or identified in **Appendix D** may be pursued based on factors such as new development or road construction.

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1 = comparable facility on other side of road; 2 = safe shoulder; 3 = no facilities)	Trail connections (0 = no trail connections formed - 3 = multiple connections formed)	Demand (0 = no demand; 1 = low demand; 2 = medium demand; 3 = high demand based on number of destinations, transit, employment, density)	Total
<u>East-West Routes</u>					
83rd Avenue (Springbrook Apartments to University)	Walk	3	1	2	6
Osborne Rd (Central Ave to City border)	Walk	1	1	1	3
Fireside	Walk	3	1	2	6

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
73rd avenue; northside	Bike (or expand southside trail) and walk	1	3	3	7
Mississippi St	Bike	3	3	3	9
East Moore Lake (Highway 65 to Old Central)	Walk	1	1	2	4
Rice Creek Rd	Bike and walk	2	3	1	6
61st Avenue	Bike	3	3	3	9
Gardena Avenue	Bike and walk	2	1	3	6
60 th Avenue (Main St to 3 rd St)	Walk	1	1	2	4
59 th Avenue (Main St to 3 rd St)	Walk	1	1	2	4
58 th Avenue (Main St to 3 rd St)	Walk	1	1	2	4
57 th Place (Main St to 3 rd St)	Walk	1	1	2	4

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
57th Avenue	Bike and walk except where existing	3	3	3	9
North Park Elementary Sidewalks (Lynde, Filmore and Regis)	Walk	3	1	2	6
53rd Avenue	Bike and walk except where existing	3	3	3	9
49th Avenue	Bike and walk	3	2	1	6
44th Avenue	Bike and walk	3	3	2	8
<i>North- South routes*</i>					
East River Road (Osborne Rd to Manomin Park)	Walk	1	2	3	6
East River Road (Manomin Park to Mississippi St)	Bike and Walk	3	3	3	9

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
East River Rd Mississippi St to River Edgeway)	Bike and walk	3	1	3	7
Main Street (83 rd Avenue to Osborne Rd)	Bike and walk	2	2	2	6
Main Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
2 nd Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
2 ½ Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
3 rd Street (61 st Ave to 57 th Ave)	Walk	1	1	2	4
University Ave (Osborne Rd to 69th); eastside	Walk	1	3	3	7
University Ave (69th to Mississippi St); westside	Bike and walk	1	2	2	5

Route	Form	Existing facilities (0 = facility exists on focus side of the road; 1= comparable facility on other side of road; 2= safe shoulder; 3= no facilities)	Trail connections (0= no trail connections formed -3= multiple connections formed)	Demand (0= no demand; 1= low demand; 2= medium demand; 3= high demand based on number of destinations, transit, employment, density)	Total
University Ave (Mississippi St to 57th); westside	Bike and walk	3	3	3	9
7th St (Mississippi to 53rd)	Bike and walk except where existing	3	3	3	9
Central Ave (Osborne Rd to Highway 65); eastside	walk	1	2	2	5
Matterhorn Drive	Bike and walk	2	1	2	5
*references to University Avenue refer to University Avenue and/or associated service road and/or associated service road					

Table 3. Identification and prioritization of focus areas

Transit Overlay District

The Transit Overlay District (TOD) is an overlay zoning district surrounding the NorthStar Commuter Rail Station. The purpose of this zoning district is to encourage dense, mixed use, pedestrian-friendly development, increase multi-modal connections, and decrease automobile use. In order to achieve these goals, this zoning overlay district has different requirements related to active transportation infrastructure including:

- Decreased setbacks
- Reduced parking
- Improved lighting
- Required installation of minimum six-foot sidewalks by developer

Northstar vs BRT

Sidewalk installation is a necessary component to achieving the goal of the Transit Overlay District; however, a patchwork of sidewalks creates an unsafe walking experience. When a property is developed within the Transit Overlay District in a manner that would require installation of minimum six-foot sidewalks, the City will require the installation of sidewalks at the property if there will be a connection formed with an existing sidewalk or imminently planned sidewalk. If there is no existing sidewalk or imminently planned sidewalk, the property owner shall grant the City an easement sufficient for installation of the six-foot sidewalk as well as a fee equal to the cost of installation of that sidewalk based on standard square footage rates. This fee shall be kept in a separate TOD fund and used exclusively on sidewalk installation within the Transit Overlay District.

Highway 65

While Highway 65 is currently not identified as a focus area route, opportunities may arise as a result of land use changes to make the roadway safer for pedestrians and bicyclists. Long range planning of this corridor should incorporate active transportation and living streets principles.

Design Options

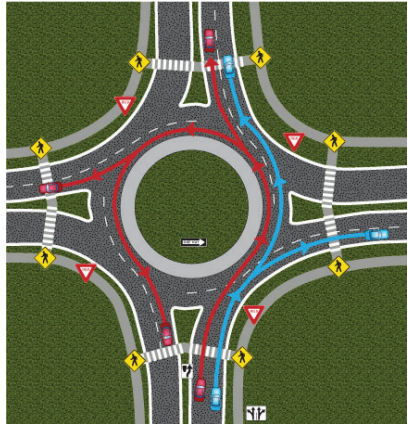
It is the City's intent to provide adequate infrastructure to accommodate walking and biking on both sides of a given roadway in order to reduce unsafe crossings and provide convenient access to destinations. However, occasions may arise where it is not feasible either financially, logistically, or spatially to accommodate infrastructure on both sides. In these cases, the City will seek to provide infrastructure of sufficient width to accommodate users in both directions as well as provide adequately spaced crossing facilities.

Providing active transportation infrastructure that allows users of all ages and abilities to feel safe and comfortable extends beyond simple installation of a trail or sidewalk. The experience of the user must be incorporated into the design in order to avoid non-functional facilities. Examples of undesirable design flaws include conflicts with other modes or users, barriers in the travel path, or unsafe/nonexistent termini and connections. When trails and roadways are designed or reconstructed, these barriers should be reduced and eliminated to the extent feasible. Examples of such design features include:

- Pedestrian crosswalks that require crossing more than two lanes of traffic at a time
- Lack of facilities on one side of the road, without sufficient crossing facilities
- Narrow sidewalks (less than 5 feet in width)
- Narrow shared-use paths (less than 8 feet for one-way traffic or less than 10 feet for two-way traffic)
- Roundabouts without designated crosswalks
- Short signal times without pedestrian refuges
- Lack of buffer zones between sidewalks and fast-moving street traffic
- Obstruction of walkways due to telephone poles, signage, etc.
- Trails or sidewalks that terminate with unsafe landings or subsequent connections.
- Bike lanes with insufficient bicyclist protection on high traffic streets (i.e. sharrows only)

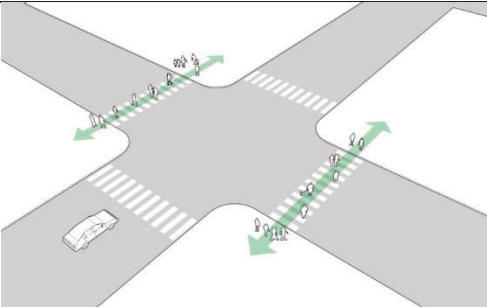
Infrastructure Design

Additionally, the following types of design options may be employed to improve the pedestrian or bicyclist experience.

Type	Photo	Advantages/Disadvantages	Use
Curb extensions: a method of physically narrowing the roadway at a crossing	 (nacto.org)	Advantages: - Increases pedestrian visibility - Decreases crossing distance - Creates additional public space that can be used for stormwater management or landscaping - Prevents parking near intersections - Pavement reduction Disadvantages - Cost of new curbing - Conflicts with turn lanes - Increased green space to maintain - Challenges snowplowing	- High pedestrian traffic intersections - Areas with high speed issues
Roundabout	 (MnDOT.org)	Advantages: - Improved flow of traffic - Decreased wait times at intersections - Creates additional public space that can be used for stormwater management or landscaping Disadvantages - Cost of new curbing - Increased space requirement - Pedestrian barrier if crosswalks are not installed - Challenges snow plowing	- High traffic intersections - Roundabouts in Fridley will follow accepted practices for installing pedestrian facilities

Chicane: offset curb extensions  (nacto.org)	Advantages: • Decreased driving speeds • Increased public space • Creates additional public space that can be used for stormwater management or landscaping Disadvantages • Cost of new curbing • Conflicts with turn lanes • Increased green space to maintain • Challenges snow plowing	• Residential or low volume streets that need traffic calming • Can be created using temporary measures such as bollards or traffic control
Islands/Medians  (nacto.org)	Advantages: • Decreased exposure time for pedestrian in the intersection • Creates additional public space that can be used for stormwater management or landscaping Disadvantages • Cost of new curbing • Use of space • Maneuverability of plows	• Intersections where pedestrians must cross more than two lanes of traffic or adjacent to schools. • Medians should have a “nose” which extends past the cross walk
Decreased lane width  (nacto.org)	Advantages: • Decreased driving speeds • Increased available space for alternative modes • Low cost to re-stripe • Reduced crossing distances • Potential for less impervious surface Disadvantages • Accommodation of emergency vehicles or heavy-duty vehicles	• Areas with excessive road widths

		Potential for decreased driver comfort	
Raised crossing/speed tables	 (nacto.org)	Advantages: - Increased pedestrian visibility - Decreased speed Disadvantages - Interrupted trail flow - Difficulty plowing - Increased signage	- High traffic cross walks - Roads where target speeds can't be achieved using conventional calming method
Colored bike facilities	 (nacto.org)	Advantages: - Increased visibility - Increased awareness of illegal parking Disadvantages - Increased cost and maintenance	Mixed use areas such as on-road bike lanes
Protected bike lane	 (designline.com)	Advantages: - Increased visibility and protection - Decreased speeds Disadvantages - Installation/uninstallation time or conflict with snowplows and snow storage	Mixed use areas such as on-road bike lanes

Leading pedestrian interval (Lpi): A 3-7 second head start for pedestrians entering an intersection	 (nacto.org)	Advantages: • Increases visibility • Gives pedestrian priority • Low cost • Shown to reduce collisions as much as 60% (nacto.org) Disadvantages • Requires retiming other signals • Increased delay for cars	• Signalized intersections with heavy amounts of pedestrian traffic and turning traffic (i.e. University Ave; Highway 65)
Rectangular Rapid Flashing Beacon (i.e. HAWK system)	 (fhwa.dot.gov)	Advantages: • Increases visibility • Advanced warning for cars • May substitute for stop signs where warranted by traffic counts Disadvantages • Increased cost • Requires driver education	• High traffic crosswalks

Keep or change?

Living Streets

Often, the most cost-effective time to install pedestrian and bike facilities and other supporting infrastructure, is during road reconstruction. Many of Fridley's roads were designed over-wide rendering them suitable candidates for updates. For this reason, the City has adopted the following Living Streets Policy to guide the City in road-redesign.

Living Streets refers to streets designed to be safe, efficient, 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 environmental impacts of 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 Street include:

- Trails, sidewalks, and on-street, striped bike lanes
- Median islands
- Accessible pedestrian signals
- Curb extensions/bump outs
- Narrower travel lanes/road diets
- Speed limits and other traffic calming improvements
- Safe crossing facilities, including pavement markings
- Safe and effective lighting
- Diverse tree plantings
- Stormwater management
- Pollinator-friendly/water efficient landscaping
- Bike racks
- Benches
- Water fountains
- Waste receptacles
- Public art
- Other components as determined based on latest and best "Living Streets" standards

Project Triggers

The City will incorporate Living Streets components into the City's transportation network 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 Policy and the attached Living Streets worksheet included in **Appendix F** to determine if incorporation of Living Streets components is practical and feasible for each project. The worksheet will be presented to 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 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 recommended by the Public Works, Building & Community Standards, Parks and Recreation, and Police and Fire departments, and approved by the City Council

Where segregated 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 fully work with those jurisdictions to ensure compliance with this policy.

Private Development

Private development is an important component of creating a comfortable experience for bikers and pedestrians. In some situations, a biker or pedestrian may reach their destination safely, only to encounter significant obstacles between the public right-of-way and front door. Design guidelines such as the Hennepin County Active Living Design Checklist (**Appendix G**) have been created as tools to make the built environment more conducive to active transportation.

Winter Maintenance

Maintaining passable sidewalks and bus stops in the winter is essential to ensuring that residents can live car free and pursue active lifestyles year-round. Additionally, Americans with Disabilities Act (ADA) Title II Regulation §35.133 requires maintaining ADA-compliant access to walkways year-round, which includes snow and ice clearing.

As sidewalks and trails directly benefit public users rather than just the immediate property owner, and as passable sidewalks require a continuously cleared path, it is the City's policy to undertake a municipality-led snow removal program. Under this program, the City takes responsibility for clearing snow and ice from all City-owned sidewalks and trails using municipal staff.

The City prioritizes snow removal in the following order: **updated**

- 1) Collector streets (red lines)
- 2) Local streets and priority sidewalks and trails (i.e. trail leading to schools)
- 3) Remaining sidewalks and trails
- 4) Bus stops

A map of the City's 2020 plowing policy is included in **Appendix H**. As new trails and sidewalks are constructed, they will be incorporated into this policy.

Infrastructure Maintenance

Trails, sidewalks, and bike lanes require regularly scheduled maintenance to remain functional. Potential trail maintenance includes repainting, seal coating, crack sealing, pavement patching, resurfacing, reconstruction, vegetation removal, etc. The City has developed the following maintenance schedule for active transportation infrastructure:

Activity	Description	Frequency
Trail and bike lane sweeping	Physical removal of debris in trails and bike lanes that can pose safety hazards; bike lanes positioned next to the gutter line frequently accumulate gravel and other debris	Three times a year minimum and in response to known issue
Vegetation removal	Physical removal of vegetation that overhangs onto the sidewalk poses a safety hazard	Two times per year and response to known issue; in cases in which vegetation originates from private property will be referred to the Neighborhood Preservation Specialist
Restriping	Striping of bike lanes and crosswalks can deteriorate overtime, reducing visibility	Every year for latex; for other materials as identified by inspection

Pavement condition inspection and rating	Inspection of pavement and striping using a standardized inspection method to determine needed maintenance	Bi-annually
Seal coating	Seals the surface and small cracks of existing asphalt pavement to prolong pavement life	Based on pavement condition rating and programming
Crack sealing	Material application to seal cracks in order to prevent intrusion of water and debris and create a smooth riding surface	Based on pavement condition rating and programming
Pavement patching	Material application to patch potholes in order to prevent intrusion of water and debris and create a smooth riding surface	Following staff inspection or reported issues
Resurfacing	Removal and replacement of the top layer of asphalt	Based on pavement condition rating and programming
Reconstruction	Full removal and replacement of asphalt or concrete	Based on pavement condition rating and programming

Based on the bi-annual pavement condition rating, trails and sidewalks will be placed on a schedule for sealing, resurfacing, and reconstruction.

Implementation

During this plan cycle, the City will implement the following activities:

- 1) Install active transportation infrastructure in conformance with the Plan's goals
 - Provide funding through the Capital Investment Program
 - Pursue grant funding to support the construction of active transportation infrastructure
- 2) Evaluate zoning code language to ensure conformity with Plan
- 3) Implement Living Streets policy within street reconstruction projects

- 4) Coordinate with other agencies maintaining jurisdiction over roads in Fridley to align their projects with the purpose and goals of the Active Transportation Plan
- 5) Develop and fund pavement maintenance plan to program trail and sidewalk maintenance
- 6) Perform winter maintenance of trails and sidewalks in conformance with the goals outlined in this plan
- 7) Conduct education, outreach, and engagement to pedestrians, cyclists, and drivers related to active transportation and safety

Sources

- City of Fridley. 2040 Comprehensive Plan. 2019
- Metropolitan Council. Regional Bicycle Barriers Study.
<https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Bike-Pedestrian-Planning/Regional-Bikeway-Barriers-Study.aspx>. Accessed October 14, 2019.
- Minnesota Department of Health. 2017 Minnesota Statewide Health Assessment.
<https://www.health.state.mn.us/statewidehealthassessment>. Accessed September October 14, 2019
- Minnesota Department of Health and Minnesota Safe Routes to Schools. Hayes Elementary Safe Routes to Schools. <https://springbrooknaturecenter.org/DocumentCenter/View/4702/Hayes-ElementaryFinal-Plan?bidId=>. Accessed October 14, 2019.
- Minnesota Department of Transportation. Minnesota Walks, 2016.
<http://www.dot.state.mn.us/peds/documents/planning-research/minnesota-walks-2017-final.pdf>. Accessed October 14, 2019
- National Association of Realtors, 2017 National Community and Transportation Preference Survey.
<https://www.nar.realtor/reports/nar-2017-community-preference-survey>. Accessed October 14, 2019
- United States Census Bureau. 2013-2017 American Community Survey 5-Year Estimates.
<https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2017/5-year.html>. Accessed October 14, 2019

Appendix A. Figures

(Page Intentionally Left Blank)

Figure 1: Map of Social Pinpoint Comments

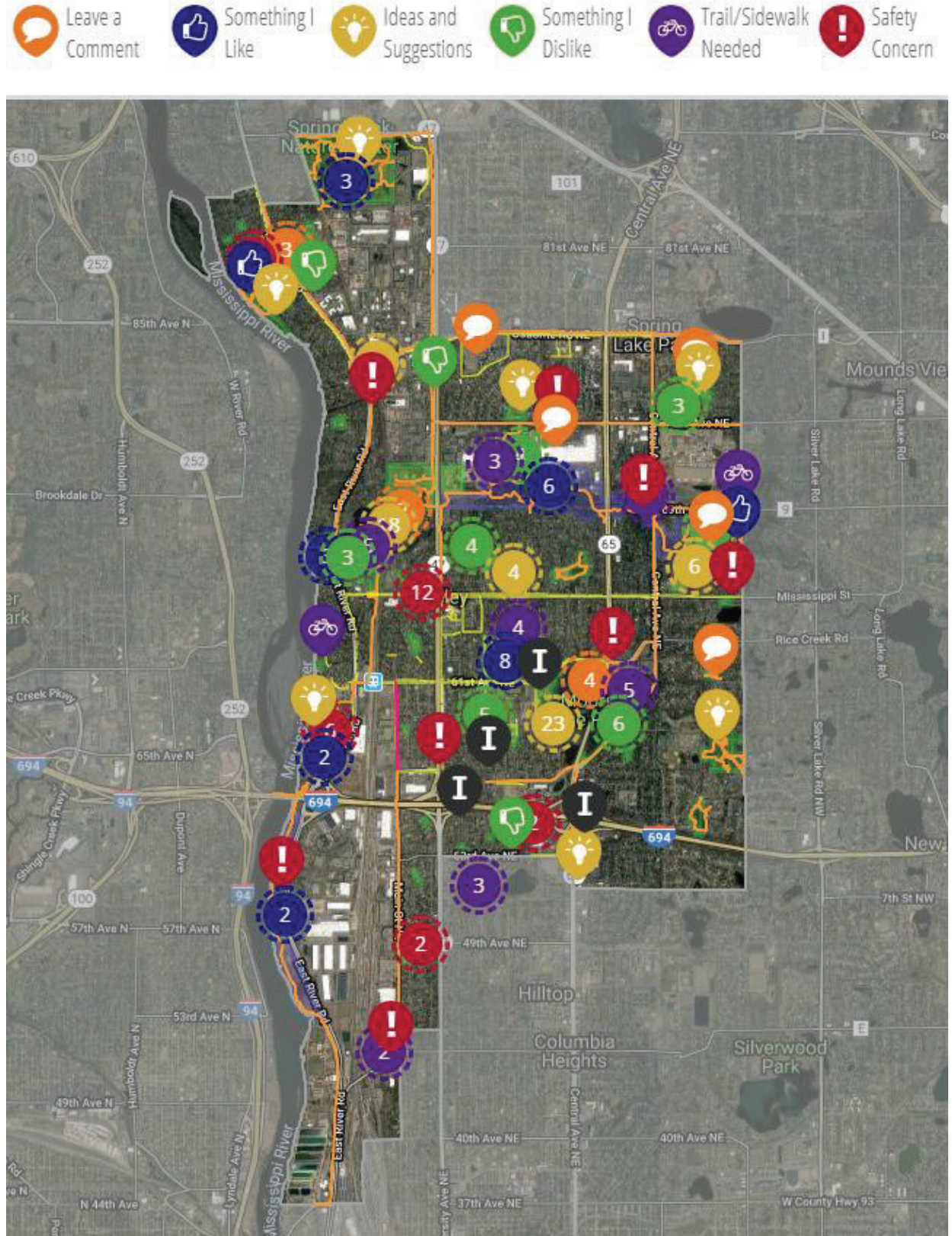


Figure 2. Map of existing active transportation network

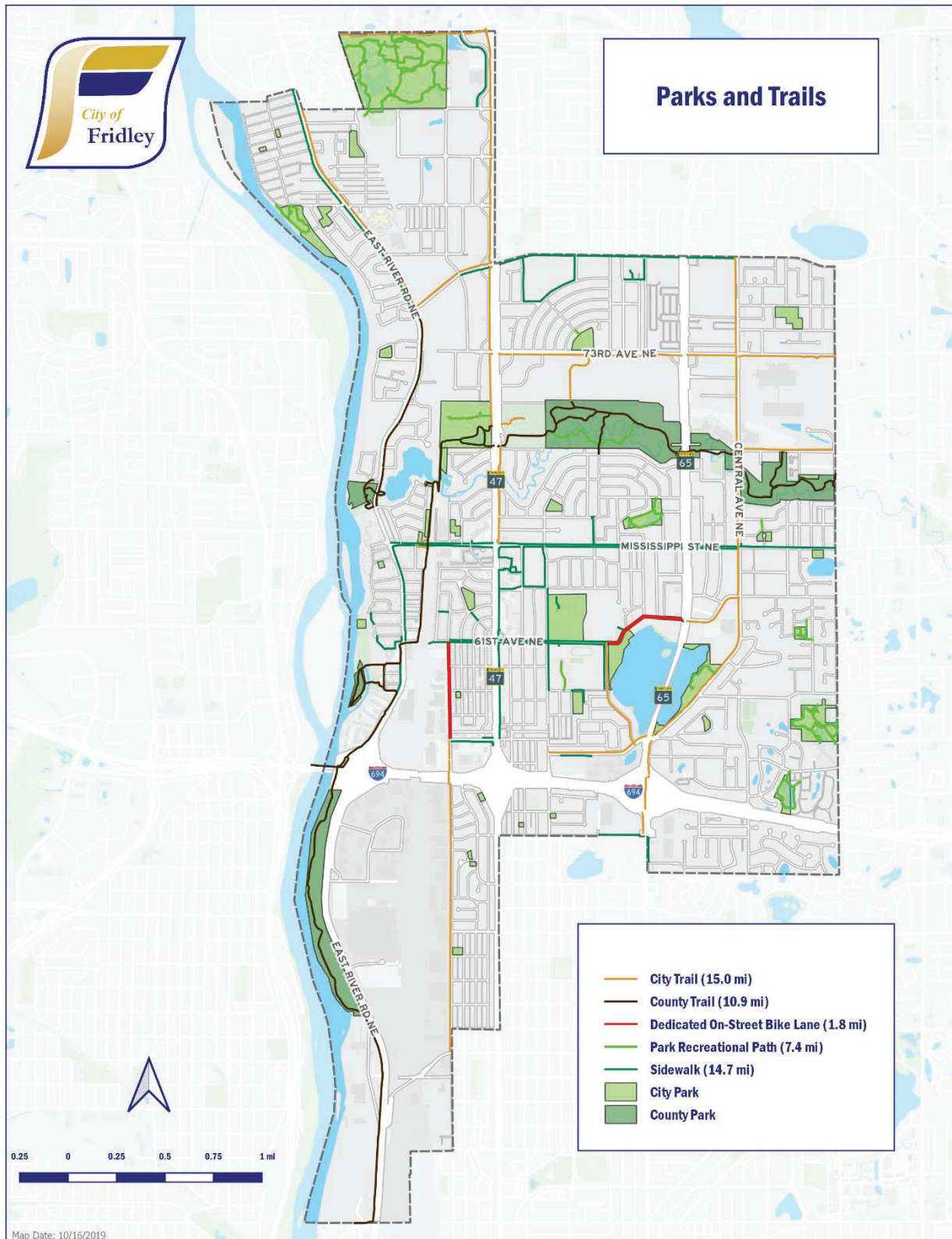


Figure 3. Trail conditions

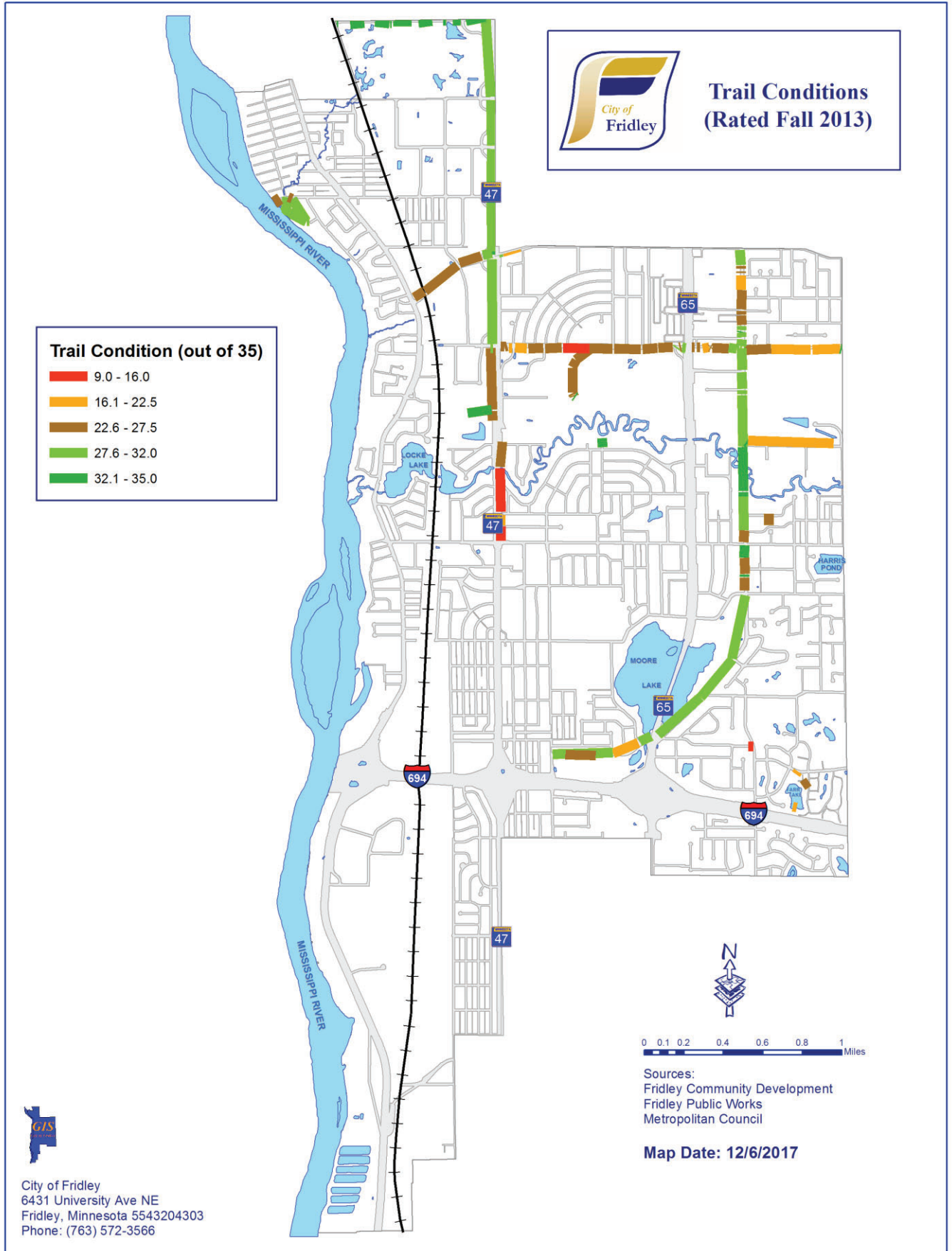


Figure 4. Existing and Planned Functional Class Roads

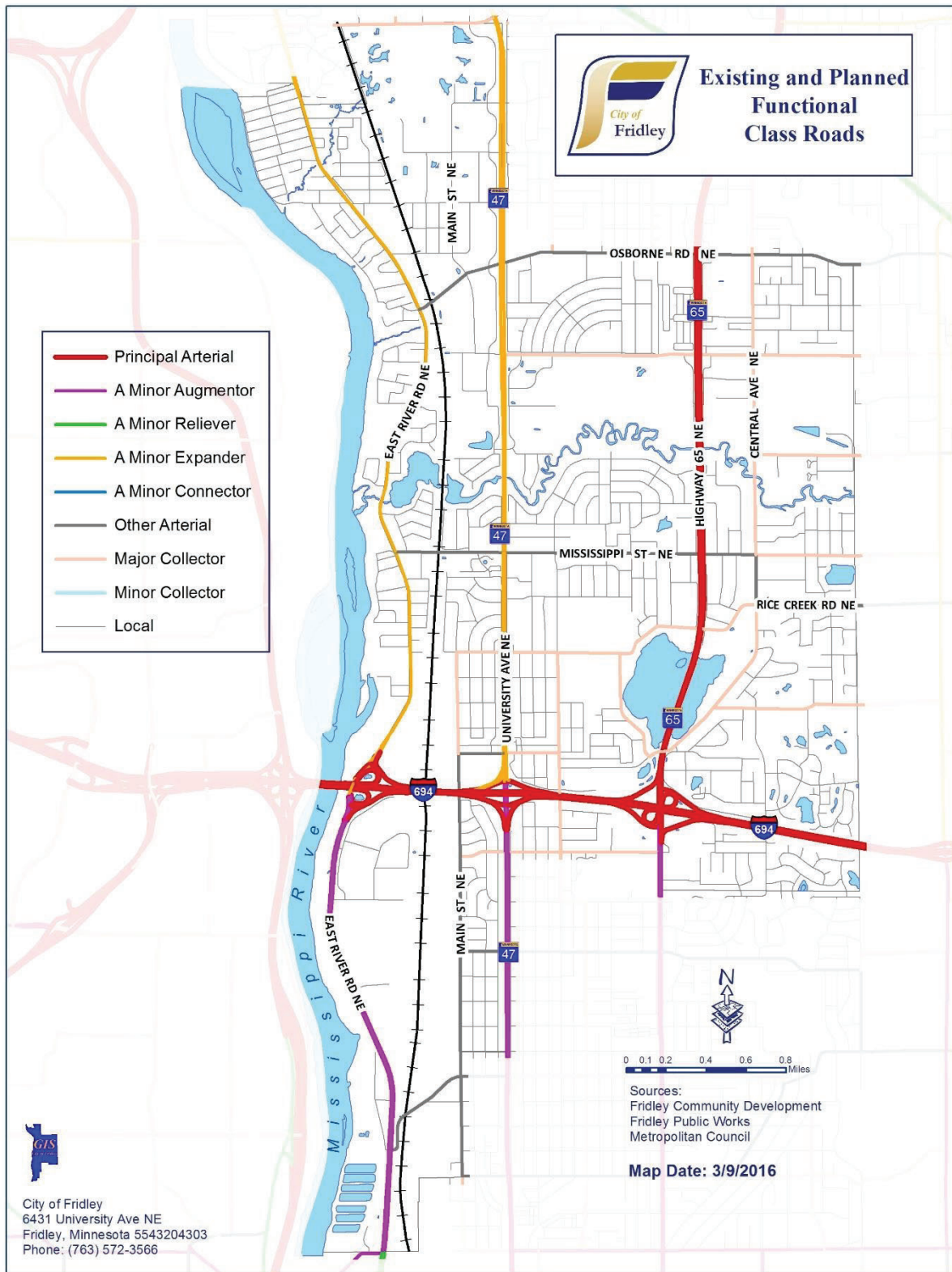


Figure 5. Relative Employment Density

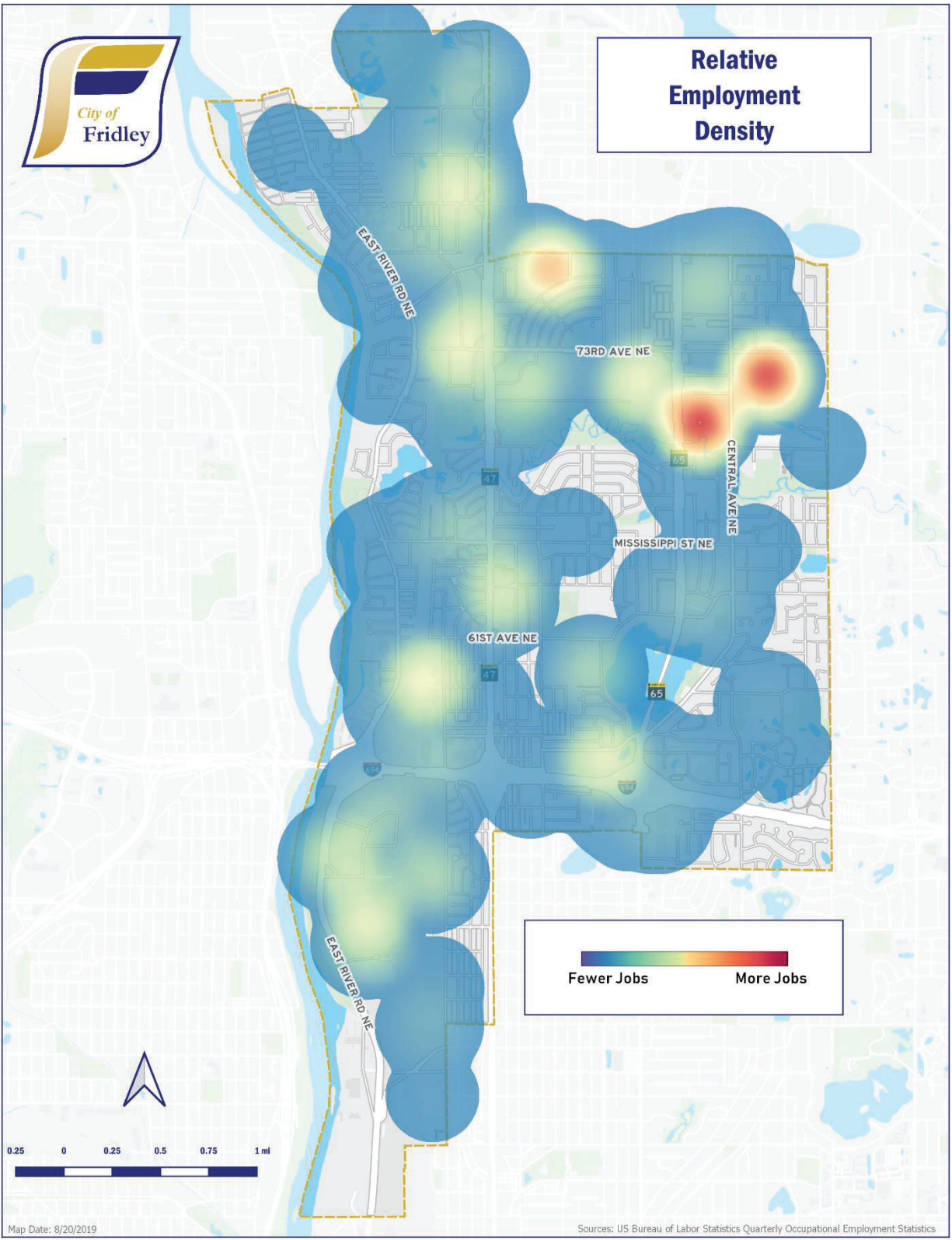


Figure 6. Relative Transit Ridership

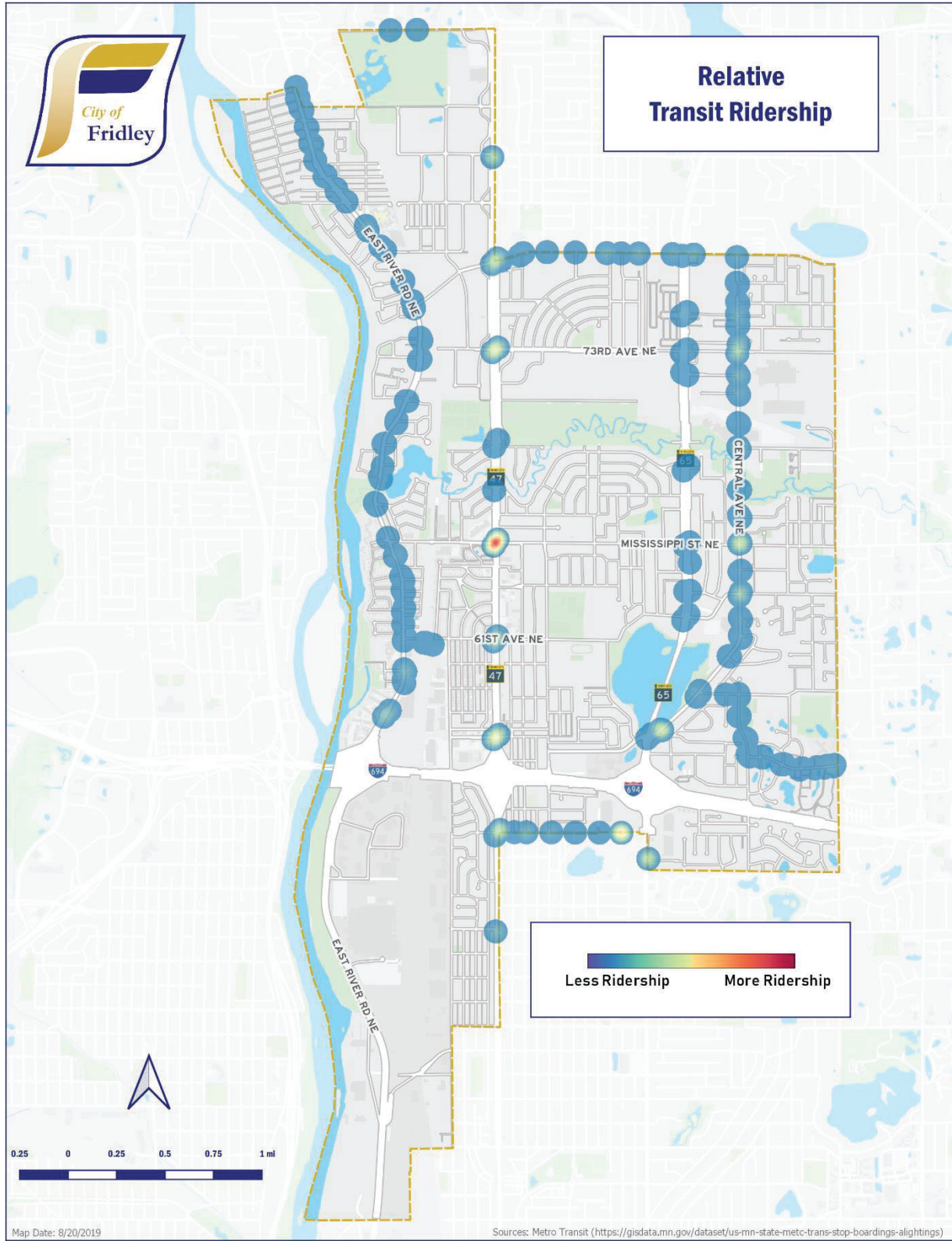
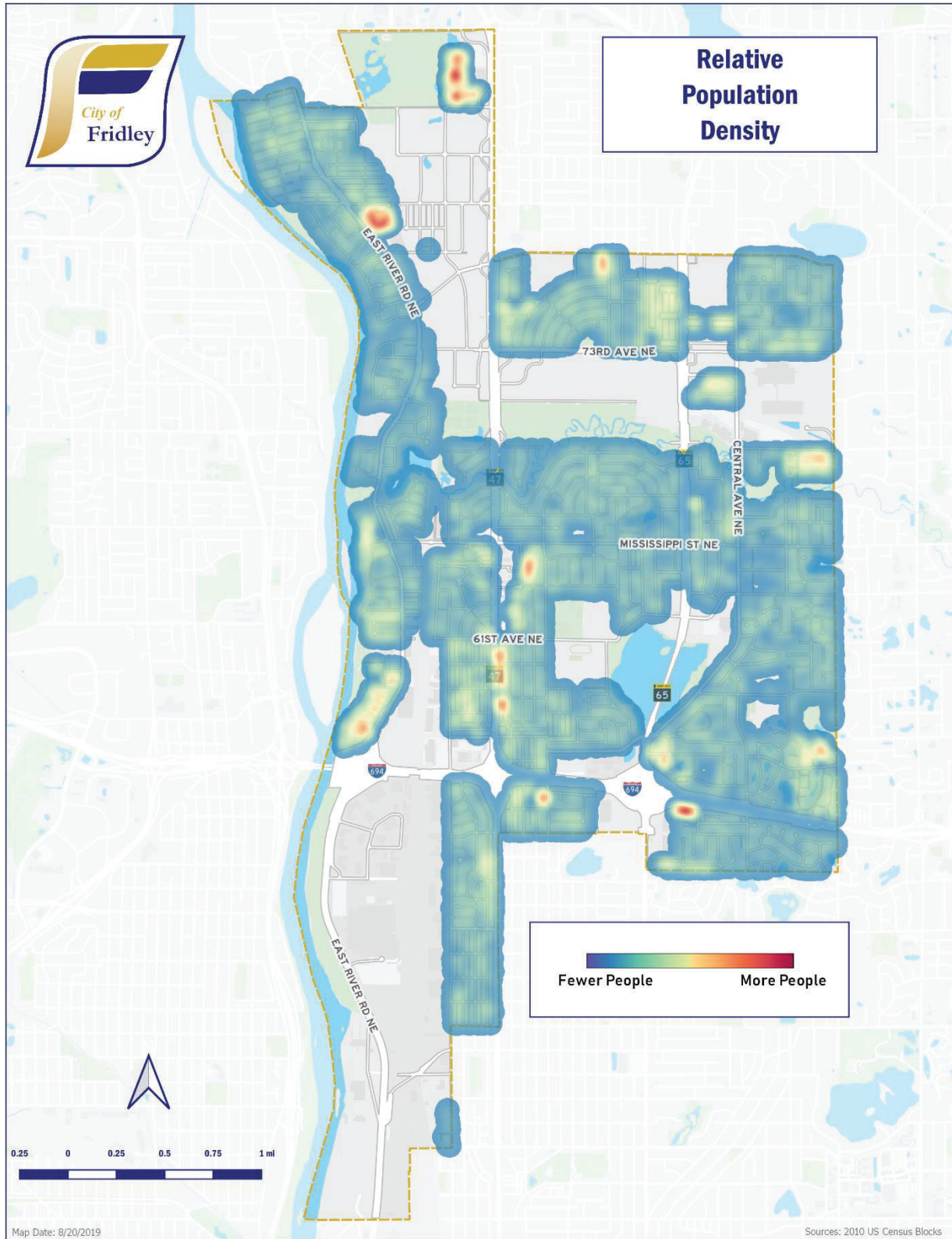


Figure 7. Relative Population Density



Appendix B. Social Pinpoint and Polco Survey

The City of Fridley is taking a close look at our parks and trails as part of a new campaign—Finding Your Fun in Fridley. We want to know more about how and where you find your fun in Fridley parks, trails and other outdoor spaces. We are asking for feedback through an optional survey. We want to hear what you like, don't like, and would like to see in our outdoor recreation areas. Your feedback will be used to help guide our programming, amenities, and future development make sure parks and trails meet the needs of all residents. Thank you!

How often do you/your family visit a Fridley Park?

Daily Weekly Monthly A few times a year Never

Where are your favorite parks and trails outside Fridley? What do you love to do there?

What improvements or additions to existing parks and amenities would you/your family support in Fridley parks? Circle all.

Improve playgrounds

Improve wayfinding signage

Expand/improve walking loops in parks

Add/improve picnic shelters and benches

Provide shared equipment/ability to check out recreation equipment (lawn games, paddle boards, canoes, sports equipment, kick sleds, ice skates, sleds)

Add park buildings with community gathering rooms and bathrooms

Add dog park

Add splash pad

Add wading pool

Add community gardens

Add pickleball

Add multi-use fields/courts for all sports

Add frisbee golf

Other: _____

How you you/your family like to utilize Fridley parks in the wintertime? Circle all.

Ice Skating

Hockey

Sledding

Cross-County Skiing

Warming House

Hiking/waling/snowshoeing

Broomball

Other: _____

Where do you/your family prefer to ride your bikes in Fridley? Circle all.

On the road

Striped on-road bike lane

Protected on-road bike lane (separated from cars with posts)

Off road bike lane (separated from road by boulevard)

What recreation and community programs would you like to see in Fridley parks and facilities?

Looking ahead 10-15 years, how would you like to be using Fridley's parks, programs, and facilities?

What other comments, ideas, concerns, or suggestions do you have regarding Fridley parks, trails, and recreation programs?

Do you live and/or work in Fridley? Circle all.

I live in Fridley

I do not live in Fridley

I work in Fridley

I do not work in Fridley

Please circle all the age groups that include your you/your family.

5 and younger

6-9

10-13

14-17

18-24

25-34

35-44

45-54

55-64

65-74

75 and older

Appendix C. Social Pinpoint and Polco Comments

Social Pinpoint Demographics

Age Group in Family (76 responses)	Percentage
5 and under	17.9%
6-9	11.1%
10-13	6.8%
14-17	8.0%
18-24	4.9%
25-34	13.6%
35-44	17.9%
45-54	5.6%
55-64	5.6%
65-74	6.8%
75 and older	1.9%

Social Pinpoint and Polco Trail Comments

Location	Comment
44th Ave bridge	A protected bike path over the 44th Ave bridge would be a great connector between Main and the River Road.
44th Ave bridge	This bridge has too wide of lanes for 30MPH cars - it also has too narrow a sidewalk for *anyone*. Reduce the lane sizes and increase the sidewalk and/or add a bike lane. Also, there's consistently a huge pile of sand on the east side of the bridge where the sidewalk begins.
49th Ave	HORRIBLE CROSSING UNIVERSITY
53rd Ave	53rd desperately needs a sidewalk to connect the bus route with retail between university and central.
53rd Ave	Bus stops along 53rd are an embarrassment prioritizing car to the safety of those who take the bus is an equity issue. Putting a sign on the side of the road without any place to stand but in the street is awful and keeps people from getting out of their cars to take public transit.
53rd Ave	Crossing the street from Sullivan Lake to Target is extremely dangerous.
57th Ave	Dedicated bike/walking paths along 57th would help connect the neighborhoods to the new shopping at Fridley Market

57th Ave	This is a statement from this website. It appears that the city agrees with you on this issue. The City has received grant funding for a future trail on the east side of 7th Street from 53rd Avenue to 61st Avenue, and on the north side of 57th Avenue from 7th Street to University Avenue. This construction is currently planned for 2021. Open houses will occur during the design phase of the project prior to construction.
61st Ave	A dedicated set of bike trails between the NorthStar line and shopping off 65 would benefit all the new housing at 61st and University.
61st Way by Tri-Star Insulation	I know this isn't the city directly but the section of the trail directly North of this business was not plowed at all for the last 2 or so months of snowfall this year. How is anyone supposed to safely use the Fridley Station/Run/Park and walk their children across to Stevenson from the park and ride lot?
69th Ave trail at Shamrock Lane	I know it's not a "park" area, but Shamrock Lane is a deadend that is hidden from view and has frequent.... issues....at the end of the road after dark. Needs to be either closed completely off, better patrolled, or developed. Is it city-owned land? Could housing go here? At the very least, some street lighting could go a long way.
69th Ave trails at Shamrock Lane	The trail on the north side of 69th ends right before the tracks at the edge of the city. Would be great if it extended all the way to Shamrock and could connect with the Moundsview sidewalk on the other side. Really unsafe for pedestrians that get squeezed into oncoming traffic at the RR crossing here, especially in winter.
69th Ave trails at Shamrock Lane	The sign here needs to be much better to indicate which direction is for the rice creek trail and which is for the southbound trail.
73rd Ave	Bike path/trail in poor shape, needs improvement/resurfacing.
73rd Ave	I bike-commute to work and agree: this trail is in poor shape. I'd bike in the road, but right east-bound lane is almost as bad as the trail.
73rd Ave	Idea: create a "neckdown" here on 73rd where traffic temporarily reduces to two lanes using bollards. People using this trail could travel directly to Madsen Park which is about to get a shiny new basketball court.
73rd Ave	If you ever see bicyclists (including kids) riding in the road instead of on the trail that is immediately adjacent - it is

	likely because the road is like glass - kept in pristine shape, but the trail is sadly neglected.
7th St	7th could use a dedicated, and separated bike/walking lane on its entire length.
7th St	I wish Columbia Heights would change the curbing here to make it clear to cyclists that it's OK to continue 7th St.
Central Avenue Trail	Would be awesome if the Old Central trail could be a "raised path" - one that eliminates the "whoops" of going up and down through the driveways and intersections. The trail itself would act as a wide speedbump. There is only one stoplight along its entire stretch, and it wouldn't interfere. All other intersections are 4-way stops.
City-wide	Add more sidewalks between parks
City-wide	I wish there were safer ways to cross the roads that the bike trails are on. Cars frequently ignore the crosswalk signs and drive right through as our family is preparing to cross.
City-wide	Install Emergency Call Boxes in appropriate parks/places around town (picture is from UMN Campus).
City-wide	Work with Columbia Heights/Minneapolis to connect us to the downtown skyway system. Central Ave would never need plowing again.

L1: Vehicles/Rail/Bike/Peds
L1.5: Bike Expressway (optional)
L2: Bikes/Pedestrians
Roof: Walkway/Park/Gardens

Or, go all out on an artery and push rail underground with parking/utilities/water storage/emergency shelter. We should build underground more in MN...

	Construct it all in logical phases. Plan a hyperloop phase, and Elon might be onboard...haha!
City-wide	As the transportation department does road renovation, I would like to see more parks and neighborhoods being connected to the Rice Creek and Mississippi trail systems.
City-wide	Please plow the trails in the winter. A lot of people use them year around, but they get very dangerous in the winter.
City-wide	Add accessible spaces, and perhaps electric vehicles, on a rental basis if needed, to convey people without mobility, or who have no ability to walk so far to enjoy what others can enjoy, at community gardens, docks to fish, paths to

enjoy (even if those path times are restricted with vehicles with wheels).

City-wide	Connect the parks to one another via improved or additional trails so we can bike further as a family. I would like to bike from where we live (near Fridley high school) to the Mississippi River but crossing University is dangerous.
City-wide	More dedicated bike paths that connect all of the parks, including Anoka County Locke Park
City-wide	Keep bikes off the road
City-wide	just keep the trails maintained
City-wide	Add lighting through the trails so our community feels safe.
Community Park	Continue the trail north to connect to spring brook and continue the flow of bike/pedestrian traffic off of East River Road and University.
Connection between Rice Creek Trail and 73rd Ave Trail	Trail is in need of maintenance
East River Rd	This section of the trail along E. River Road (from Ironston Street to Osborne Rd is never cleaned in the winter. Why? I noticed that other parts of the trail further south are kept open and cleared.
East River Rd	finish the trail or sidewalk down to Mississippi St.
East River Rd	We really need to connect this area to Manomin Park along the west side of ERR as well without the need to cross ERR and then back over again. Actually, this is a problem all along the western side of ERR going north to Osborne. Walking in general in this part of Fridley is frustrating at best.
East River Road	Trees and brush need to be trimmed. Trees have dead branches hanging from them and could fall on somebody using the Mississippi River trail. Brush is growing out into the trail.
East River Road	Bush growing through someone's fence on the west side of East River road and Glencoe street. Blocks the sidewalk and makes it unsafe.
East River Road	There is a stretch with no sidewalk from Mississippi Street to Rice Creek Way. It's extremely dangerous walking on East River Road with traffic.
East River Road	While I would dance a happy dance if a sidewalk was put in here (on the western side of EER), I'm sure that's unlikely. So how about a segregated walking / biking lane to keep traffic and pedestrians / bikers safe? People do it anyway, so some safety features would be amazing.

East River Road	Bike trail along East River Rd
East River Road north of Mississippi St	No sidewalk on this stretch of East River Road.
Edgewater Gardens	Connect trail to the street with a paved path
Edgewater Gardens	Connect trail to street with a paved path
Flanery Park	Perimeter paved trail, as there are no sidewalks or shoulders for passing walkers to travel safely on.
Fridley High School	This asphalt path needs to be replaced. We use this quite often for biking and walking and it is in really bad condition.
Harris Park	Harris Park would really benefit by having a crossing area on Mississippi St. This park doesn't have a parking area and the sidewalk on Mississippi is across the street. It would be much safer for walking/biking families if a crosswalk existed here.
Highway 65	Could there be sign telling drivers on Hwy 65 to yield to pedestrians in crosswalk? I have seen someone hit when a driver didn't stop behind the crosswalk.
Innsbruck Nature Center	The signage within the park needs repair. Would suggest that local schools field trip here to learn more about the local ecosystem, and possibly to facilitate a clean up effort.
Innsbruck Nature Center	Too hidden.
Ironton Street NE to 85th Ave	We need a path from end of Ironton Street NE to 85th Ave so this neighborhood can safely access the nature center and cross the railroad properly. Clear out the woods/homeless at the end of Ironton Street. Alcohol usage and drug sales is very apparent at Ruth circle and in the woods. Making a bike / walking path for children is very necessary. Bringing more people outside will help keep this activity down.
Islands of Peace Regional Park	IT's too secluded for me to feel comfortable there alone.
Islands of Peace Regional Park	Enjoy walking the paths at Islands of Peace
Islands of Peace Regional Park	Great access over River for biking and Is of Peace Park offers a unique water level view of River, which makes you feel one with the River at the shoreline. City should promote the unique access/views for the handicapped at this park. Group homes for the handicapped would love to come here if there were accessible restrooms.
Islands of Peace Regional Park	I don't feel safe walking here.
Lifetime Fitness	Would like to create a shortcut trail here to connect Old Central and East Moore Lake for walkers and cyclists that don't want to go all the way around Moore Lake Commons.
Locke County Park	This is another part of the trails that can be quite secluded, maybe a few blue posts in the more secluded areas?

Locke County Park	Enjoy the access to both paved and dirt trails, dirt trails were kept well groomed last year. Keep it up!
Locke County Park	Really like these trails
Locke County Park	I parked here once to access the Rice Creek trail (had to jump through the woods to get to the trail). Felt very unsafe - it feels secluded and not well cared for. Noticed a car loitering when I got back. Might have been nothing but felt like an unsafe situation for sure.
Locke County Park	This parking area is closed. There is also no parking along either Old Central or 69th Ave. This makes it pretty difficult to find and get to an entrance to these trails if you don't live in the neighborhood. I know the parking area is Anoka Cty and that it is closed due to dumping. But I'd like to think there is a better solution than just closing it.
Locke County Park	I did notice some homeless men at this point in the woods 30 Apr 19. They didn't seemed to be causing issues but still i would keep an eye open for them if you have Kids.
Locke County Park	The entrance to the trails here could be clearer
Locke County Park	Definitely agree it would be nice to be cleared of ice in the winter
Locke County Park	I would like it if the trail in Locke Park was cleared in the winter. However I realize that it is a county park and is also not heavily used.
Locke County Park	Locke Park needs more lighting and less vangrences.
Locke Lake	Strongly agree! This is the perfect place to add a bridge over the tracks and create a loop walk for Locke Lake
Locke Lake	Circular path around Locke Lake
Locke Lake neighborhood	Neighborhood does not have a safe way to connect to the trail and park on the other side of the train tracks.
Main St trail	Please continue the great new bike path on Main further south.
Main St Trail	Right now on the walking path along the side of main street. Looking to expand that area
Main St trail at 49th Ave	trail does not connect with street.
Main St trail at 49th Ave	Would be nice to connect the new trail on Main with some other major roads. 49th between is very dangerous with cars and semis.
Manomin Regional Park	I love the trails at Manomin.
Medtronic Parkway	This bike path along Medtronic pkwy needs repair/repaving. Maybe Medtronic \$\$\$ can "adopt" it and fix it up with a grant/donation to the city?
Mississippi St	Sidewalks on Mississippi are so close to the road! They can feel very unsafe when walking or running, especially with small children. Lower the speed limit, make a 2 lane with

	the shared center turn lane or widen the boulevard between the sidewalk and the road.
Mississippi Regional Trail at 694	Trail under the bridge and just before and after could use some attention, The mirror that was on the north side of the bridge was great for seeing around the bend, I would love to see that replaced (recently disappeared.)
Mississippi Regional Trail along East River Road	The Mississippi River Regional Trail is poorly lit and can be creepy. Tonight from my house, I saw a woman walking strictly on the center median down East River Road; I assume she felt unsafe on the trail.
Mississippi St	Would be nice to see blinking lights around the stop signs for drivers on Mississippi. Recently I saw a driver run this stop sign. They were approaching fast, and I believe they did not see the sign in time to stop.
Mississippi St	I agree, the water needs to run under the sidewalk and the sidewalks should be cleaned often.
Mississippi St	I rode my bike here several times a week and these sidewalks are narrow and right next to the road. I'm™m always nervous about being hit even though I'm™m on the sidewalk.
Mississippi St	With dense residential, several N/S crossings, the library and Hayes, Mississippi is heavily used by pedestrians. Sidewalks are narrow and deteriorated. They are unfit for bikes. It's terrifying to ride a bike E/W on Mississippi for the entirety of the 4-lane part, there is no where to go except in the right traffic lane. Widen the north sidewalk (Hayes school side) to a full shared-use bike path from E River Rd to Old Central or reduce Miss St. to 2 lane with center L/R turn lane + bike path.
Mississippi St	The sidewalk under the railroad bridge is so dangerous. It is slippery with algae all summer and super icy in the winter.
Mississippi St	Many of us agree with this statement. These are some of the most heavily used sidewalks in Fridley.
Mississippi St	I agree with this as do many others. The sidewalk is very narrow and old. The traffic on Mississippi Street is traveling too fast and drivers aren't looking for pedestrians or bikers. I have noticed a lot more people walking, running and biking on this street and the sidewalk than had been using it in years past.
Mississippi St	Mississippi Street feels very unsafe as a biker. Please consider changing it to a single lane each direction, with a center shared turn lane, and adding protected bike paths along it to connect with the River Road

Mississippi St	Sidewalks on Mississippi are so narrow and traffic is so fast!
Mississippi Regional Trail under East River Rd between Locke Lake and Manomin Regional Park	The walking path, under the road, looks like a spook house. Any chance it could be hosed down? Thank you for painting over the graffiti.
Mississippi Regional Trail under East River Rd between Locke Lake and Manomin Regional Park	I'd prefer an over-the-road option here anyway. I won't use this area for safety reasons.
Mississippi St	Take Mississippi Ave down to 3 lanes (center turn lane) the entire stretch from East River Road to Old Central.
Mississippi St at Monroe St	Possibly a sign for drivers saying "yield to pedestrian in crosswalk". I recently was walking in the crosswalk across Mississippi when a driver essentially tried to beat me through the intersection instead of let me finish crossing.
Mississippi St	It also has a small pebble problem which is quite dangerous esp. when I'm running with my double wide stroller. I would also like to emphasize the MAJOR ice/snow build up problem besides for my selfish running reasons there is NO WAY anyone in a wheelchair would be able to use this entire section from 2nd St to Hickory St during the winter, I often have to run ON Mississippi for that entire section during the winter.
Mississippi St	On Mississippi - traffic is 4 lanes which seems unnecessary and encourages higher speeds, yet leaves little room for peds and bikes.
Moore Lake Dr trails	I agree with the other commenter - this trail is in terrible condition. My son (age 10) and I ride in the road on E Moore Lake as it's smooth as glass compared to the trail. Also this small section of road DOES NOT need to be 4 lanes - two would be just fine.
Moore Lake Dr trails	The trail along this road seems to be old and the asphalt is really starting to disintegrate.
Moore Lake Park	There is not sufficient lighting to make the park safe for evening walks.
Moore Lake Park	I would like to see a full walking loop around Moore Lake
Moore Lake Sand Dunes	I'd love to see more science or historical info here (what are we protecting? Why?)
Moore Lake Sand Dunes	Add pathways, signage, historical info, and parking
North of Little League Fields	This asphalt path needs to be replaced. We use this quite often for biking and walking and it is in really bad condition.

North of Little League Fields	The asphalt sidewalk along the north side of the Little League fields is crumbling and badly needs repair. This sidewalk connects 59th Ave. with the road on the south side of the High School, and is frequently used by bikers, joggers, and students walking to FMS & FHS. It is also frequently used by Little League baseball & High School softball fans.
Old Central Ave at Moore Lake Park	Need a trail here - it's a busy interchange
Osborne	We enjoy walking and biking a lot. The trail along Osborne is abysmal, and really needs improving, and I'm disappointed with the lack of sidewalks and paved paths in general.
Plaza Park	This is the one and only place I've experienced an event where I felt threatened, ONE TIME ONLY. This is a place I run 3x a week and I'm confident on the trail overall but having a 'blue post' light/emergency button/camera in this secluded of an area would be great!
Plaza Park Railroad	Connect trail to street with a paved path In general, I'd like to see more and safer railroad crossings for bikes. There are only a few and using the underground situation at the station with a bike is both annoying and creepy when there are few other people around. Seems like an assault waiting to happen.
Rice Creek	The Rice Creek Water Trail is a beautiful asset, but be warned: it is treacherous in spots with downed trees.
Rice Creek	Rice Creek Water Trail needs some attention. Two of us tried kayaking it from Long Lake to Locke Lake in May (yes, the water is much higher than most years), but it is really treacherous. This is where we both were dumped out of our boats by 3 downed trees spanning the creek (picture shows a tree that was maneuverable).
Rice Creek Trail between Edgewater Gardens and Community Park	Trail from Edgewater Gardens Park to Community Park is very scary the way it is designed with chainlink fence on both sides of trail - no where to escape an attacker/secluded.
Rice Creek Trail underpass under 65	The lights haven't been on for a few years now. Vandals broke them and no one seems to realize how important they are to the safety of the users. I have gone through this wet and dark tunnel many times passing other people who would also appreciate some lighting to see what we are stepping in.

Rice Creek Trail underpass under 65	As a female who walks alone, I don't feel safe using the underpass. The only other option is crossing the road. Traffic speeds horribly here, so I would prefer a crosswalk (even just a painted one with flashing warning lights).
Rice Creek Trail underpass under 65	The tunnel under 65 needs lighting turned back on. Additionally, with a bus stop located on either side of 65, the tunnel need to be cleared and maintained throughout the winter. I've seen people trying to cross 65 through the median, and it's horribly unsafe.
Rice Creek Trails Rice Creek Trails	I enjoy running on these trails Like hiking here and it is supposed to end up at MS river. Signage is very poor, confusing which way to go or no directions. No clearing during winter which is very dangerous when icy.
Rice Creek Trails	Like hiking here, but is should be connected to other trails. Signage is very poor, confusing which way to go. No clearing during winter which is very dangerous when icy.
Rice Creek Trails	Need regular police patrol. A kid swung a branch at me while biking through the trail one Saturday morning.
Rice Creek Trails	One time I biked there, I met up with a bunch of kids walking there. One of the kid made some racial gesture at me and one of the kid swung a branch at me. Fortunately, he missed. I am a trained 5th Degree Black Belt so I was not afraid. However, after that incident, I feel safety is an issue. Law enforcement should regularly patrol the area. It's just a matter of time before a crime occur.
Rice Creek Trails	Lack of parking to trail seen from central/69th ave near Medtronics. I drive by there daily, see there is a trail and would like to walk, but never have because I don't know where to park.
Rice Creek Trails	The trail along the train tracks is nice but needs to be repacked and needs more lighting.
Rice Creek Trails in Community Park	Or a pedestrian bridge over the tracks to the Mississippi River Regional Trail (there are city-owned parcels to the west side of the tracks where a non-existent road was planned).
Rice Creek Way and 66 1/2 Ave	Wayfinding for Mississippi River Trail when it leaves the path and follows the road (like here) is not easy to see or follow. Perhaps something right under the street sign with clear north/south direction markings would be better.
River corridor	It would be AWESOME if there were bike trail along the whole river corridor through Fridley. The lack of connectivity seems really limiting for anyone looking for a long ride.

River Edge Way	How do you get here? Only by boat, or along the shoreline from the Islands of Peace? I didn't even know the park existed until this map illuminated it.
Riverfront Regional Park	I like Riverfront Park, but sometimes I feel safety can be a concern.
Ruth Circle Park	We need to have Ruth Circle Park updated and added a walking/bike path around the Green space for children to be safe. These business's trucks drive fast. No place for kids to ride bikes safely. A lot of drug and alcohol usage and sales at Ruth Circle. We need a safe path from Ruth Circle to Springbrook Nature Center. Please clear out homelessness and trash at the end of Ironston St NE by Ruth Circle. Doesn't feel safe here. We need to bring up the value and safety of this neighborhood!
Springbrook Nature Center	love walking the boardwalk loop
Sylvan Hills Park	Traffic always speeds by park and runs stop sign. Dangerous for children who wander to close to road. Nearby neighbors trying to help to no avail
University Ave at 57th Ave	Very dangerous pedestrian intersection
University Avenue at 57th Ave	Agreed to "Very Dangerous Pedestrian Intersection"
University Ave at 69th Ave	I would like to see a safer crossing here for bikers and walkers
University Avenue at Mississippi	Seems either the move of the fire station the service road could be closed and turns on red allowed.
University Ave Trail	Looks like there are some signs in place and there is some progress on the new road and trail! As someone that is in the new housing, I hope people will use the trails instead of cutting through our back yard like they have been.
University Ave Trail	Trail or sidewalk on both sides of university so you don't need to cross back and forth as you walk or bike.
University Ave Trail	This trail is in poor condition
University Ave Trail	Agreed especially currently as it is the only way to get into the Locke park trail system unless you want to run/walk along 71st Ave
University Ave Trail	Maybe it is already in the works but adding the last stretch of trail to be able to walk to city hall - not really sure what to do in the roundabout when I am on foot.
University Ave Trail	The trail is pretty bad. Tree roots are pushing up through the path and the asphalt is crumbling.
University Ave Trail	I have seen a lot of families and individual bikers, walkers, and runners trying to get use this trail that has been closed for quite a while now. It seems that it could be reopened a lot sooner if the city chose to make it happen. It is a vital

link between University, Locke Park, and points east and west.

University Ave Trail	Excited to see how this trail gets repaired/replaced as the new housing goes in and city hall is completing. Hoping it is well-integrated with existing trails! In the meantime, it would be nice to have some "trail closed ahead" signs as a courtesy.
University Ave Trail	Trail is in need of maintenance and repaving
University Ave Trail	Trail is in need to maintenance
University Ave Trail	Trail is in horrible condition and needs to be resurfaced.
University Ave Trail	The university trail could use some trees to provide shade and also maybe block some wind.
University Ave Trail	The bike trail that is along University Avenue around Rice Creek and Mississippi is in bad shape. I would like to see the black top kept free of mud, sand, small branches, leaves. Maybe sweep once in awhile because it's a great bike path system.
University Avenue	On the walking trails... from Peace Islands all the way to Medtronic park and beyond. Love the walking and biking trails. WOULD LOVE to have biking trails that go over/under University Ave. Very dangerous intersection to go with families
University Avenue	General Comment: I realize this may fall under Metro Transit, but as a former transit-user, it would be great to make the crosswalks on University safer for transit users at the bus stop locations.
University Avenue Trail in Community Park	Send this section of University Ave underground to connect the Fridley Civic Complex to the Community Park.

Survey Results- Where do you wish you could walk/ride your bike but don't feel safe

Sidewalk by Park Plaza Cooperative
7th St south of where the sidewalk ends
Drainage under Highway 65 underpass
49th between Main and University
Anywhere near Cub foods
Around Flanery Park
Gardena, Old Central Ave corridor
East River Road
Under pass under ERR to Manomin
A route over railroad not shared by cars on Mississippi and Manomin
Crossing 73rd to walk on the trail between University and 65
The underground tunnel at the North Star.

Crossing University

The grocery store (57th ave).

We enjoy biking and would like to see more bike amenities

Crossing university to continue on the Rice creek trail - I wish there was a pedestrian/bike bridge

Osborne Rd, trails to coon rapids dam regional park

Moving north and south across Rice Creek and 694 requires biking in traffic or following a winding route

We don't feel safe anywhere in the city. We do not want to walk or bike anywhere we have a automobile!

Crossing Hwy 65 and University.

The trail through the woods by Locke Park is secluded with no lights and can be unnerving even during the day

Crossing University at 61st is very dangerous. I would love to go to the other side and walk but I usually stay on one side because it is safer not to cross University.

Springbrook - The bike path along University is unpleasant and has too many busy crossing to be usable by families. Ideally, the bike path that enters the SW corner of Community park would continue to follow the train track to the SW corner of Springbrook. But that is maybe a long term pipe-dream. Also, the bike path from Riverfront Regional Park connects well to the 694 bridge but needs to continue North to Chase Island and Manomin Park. The existing connections are embarrassments and basically unusable by anyone not intimately familiar with the neighborhood. From 61st (Northstar) north to Manomin the only options are to bike on University (not safe for adults let alone kids) or have enough knowledge to be cross to the station, use the bike path to Rice Creek Way, and be able to bike through the neighborhood. There are few sidewalks/paths in almost any area that are good for running/biking. We run around the community center in the winter and while the path near Medtronic is good, everything else is mostly on the streets. The path on Osborne is terrible, we tried to bike to Bob's Produce last summer and the potholes made it not worth it to use the path, even with little kids with us. Rice Creek Trail is wonderful, but I don't always feel safe in that area due to a lot of questionable characters around. I hope the new center in place of the arena will help with that, and I'm happy to see patrol cars going through there every so often.

The bike tunnel under Hwy 65 needs lighting and is almost always flooded, especially in the Spring. I can't ride thru there without getting splattered and dirty.

I feel safe throughout Fridley.

Nowhere

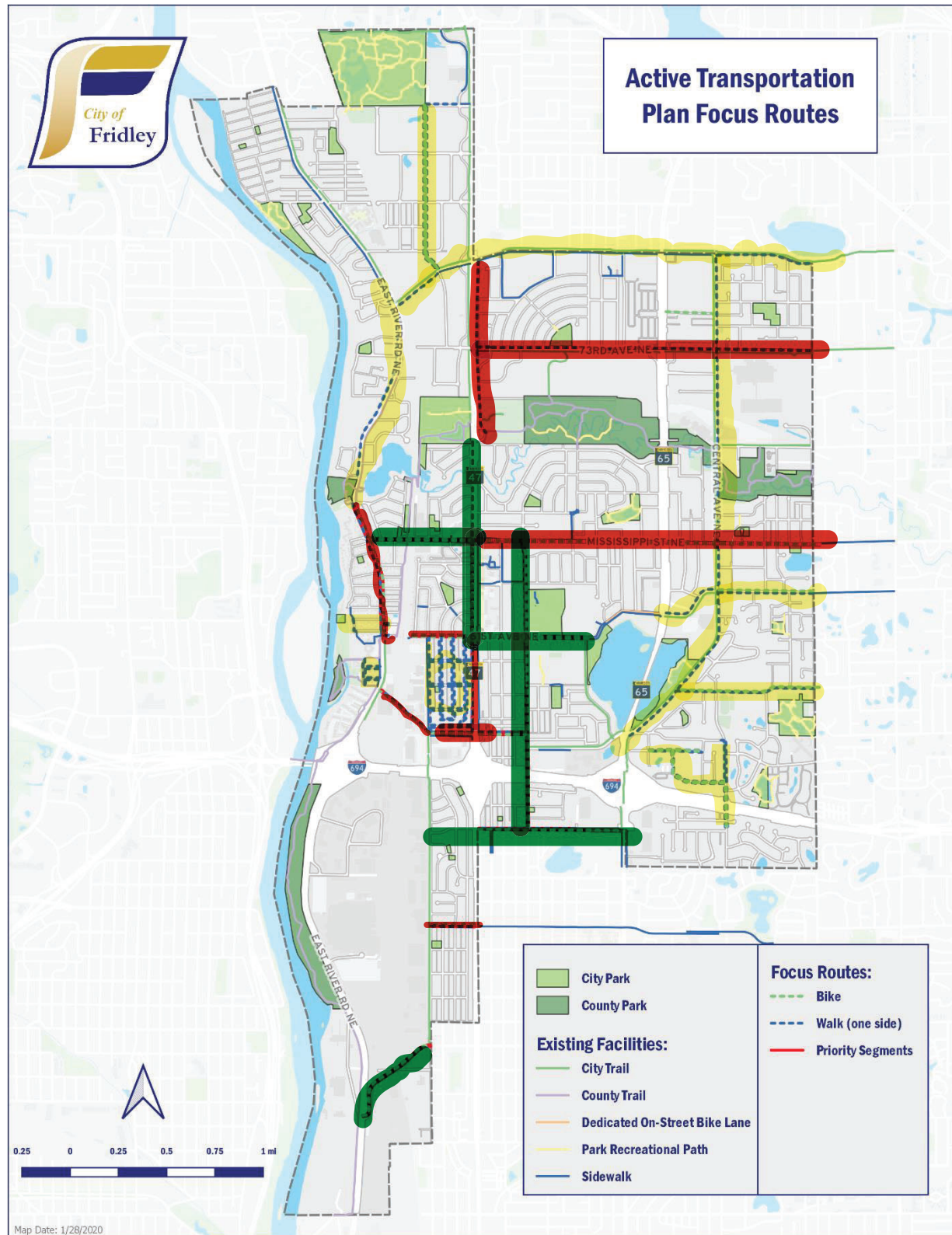
The bike tunnel under Hwy 65 needs lighting and is almost always flooded, especially in the Spring. I can't ride thru there without getting splattered and dirty.

On the Mississippi River trail, but it's so dark.. Not many street lights and trees are over grown

Appendix D. Streets Designated for Trails/Sidewalks



Appendix E. Focus and Priority Areas



Appendix F. Living Streets Worksheet

Project Narrative

- 1) Project Name:
- 2) Roadway Jurisdiction:
- 3) Project Boundaries:
- 4) Project Manager
- 5) 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
Safe Routes to School Plan (Hayes, North Park, Stevenson, Fridley Middle)
Roadway Corridor Study (ex: East River Road corridor study, TH 47/65 corridor study)
Transit Overlay District
Parks Master Plan
Local Water Management Plan
Watershed Management Plans
Emerald Ash Borer Mitigation Plan
Other
- 6) If so, how does the plan reference Living Street components within the project area or streets it intersects?

Existing Conditions

- 7) 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		

- 8) Detail 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?
- 9) Who are the users of the project area and through what mode do they travel?

10) How does the existing area accommodate different modes travelling north-south and/or east-west?

11) Describe any public transit facilities along the project area:

12) Describe any significant destinations along the routes or for which the project area is a connector (schools, parks, libraries, Civic Campus, commercial corridors):

13) Are there areas of identified speeding or other dangerous driving?

14) Describe any barriers to pedestrian/bicyclist movement in the project area:

15) How does the existing area manage stormwater?

16) Are there known water quality or quantity concern in the project area or downstream of the project area?

17) Describe the existing landscaping:

18) Mark any Living Streets components that exist in the project area and on intersecting streets:

- ☐ Trails, sidewalks, and on-street, striped bike lanes
- ☐ Median islands
- ☐ Accessible pedestrian signals
- ☐ Curb extensions/bump outs
- ☐ Narrower travel lanes/road diets
- ☐ Speed limits and other traffic calming improvements
- ☐ Safe crossing facilities, including pavement markings
- ☐ Safe and effective lighting
- ☐ Diverse tree plantings
- ☐ Stormwater management
- ☐ Pollinator-friendly/water efficient landscaping
- ☐ Bike racks
- ☐ Benches
- ☐ Water fountains
- ☐ Waste receptacles
- ☐ Public art
- ☐ Other components as determined based on latest and best "Living Streets" standards

19) Are there any areas that are "under-lit"?

- 20) Describe any user needs/challenges along the project corridor that you have observed or been informed of:

Proposed Conditions:

- 1) What public engagement has been done or is planned related to Living Streets components?
- 2) What additional bike/pedestrian connections does the proposed facility accommodate?
- 3) How does the proposed facility accommodate different modes north-south and/or east-west?
- 4) How does the proposed facility assist different modes in reaching significant destinations?
- 5) How does the proposed conditions align with any applicable long-term plans?
- 6) How does the proposed conditions address any areas of identified speeding or driving?
- 7) Does the project propose any tree removal? How does the proposed landscaping enhance the urban forest or promote pollinator habitat/water-efficient landscaping?
- 8) How does the proposed project improve any identified water quality or quantity concerns within or downstream of the project area?
- 9) Does the proposed project remediate any design challenges that prevent pedestrian/bicyclist movement?
- 10) Provide an alternative cross section that was considered, list trade-offs associated with alternative cross-section:
- 11) If Living Streets components are not included, what is the reason for exception:
 - ____ The project involves a transportation system on which certain modes and users are prohibited either by law or significant safety reasons.
 - ____ The street jurisdiction (Anoka County of the State of Minnesota for non-city streets) refuses suggested plans.
 - ____ The cost of accommodation is excessively disproportionate to the need or probable use.
 - ____ The corridor has severe topographic, environmental, historic or natural resource constraints.
 - ____ There is a well-documented absence of current and future need.

____ Other exceptions are allowed when recommended by the Public Works, Building & Community Standards, Parks and Recreation, and Police and Fire departments, and approved by the City Council.

Please explain and provide supporting evidence why this project meets [should be allowed?] the above exception:

(Page Intentionally Left Blank)

Active Living Design Checklist



Maple Grove, MN

January 2012



Active Living Hennepin County

Active Living Design Checklist

January 2012

Introduction and Overview

The majority of people get their daily exercise by incorporating activities such as walking, biking, and gardening into their routines, not by a workout at a health club. The ease or difficulty of doing these activities plays a significant role in how active and subsequently how healthy a person is.

It is now recognized that how a community is designed, from land uses to site layout, impacts the health of its residents. Because of this, land use planning and transportation are evolving to incorporate design elements that improve community health.

The goal is to make the built environment conducive – and perhaps even seductive – to exercise. The principles are simple. Locate a mix of uses in close proximity to encourage fewer automobile trips. Build the pedestrian and bicycle infrastructure that accommodates these forms of transportation. Assure that residents have access to recreational areas and mass transit.

It is essential to not just answer the question, “Can you walk there?” but, “Will you walk there?” When you are forced to walk across a parking lot full of vehicles to reach a business, the message is being sent that this is a place for cars rather than people. When the elevator is the first thing you see when you enter a building, but you have to search for the staircase, which are you likely to choose? Is the sidewalk well-lit and designed at a pedestrian scale, or does it feel dangerous?

This holistic approach has benefits beyond those of improved health. Reduced automobile emissions, less congestion, prevention of sprawl, life-cycle communities, and social interaction are just some of the additional benefits of active living design.

These guidelines are intended to be used to start the conversation. They may be used by a developer to evaluate how supportive their proposed development is of active living principles. They may be used by planning commission members to identify opportunities to improve a project. Cities may elect to make certain elements requirements or incorporate a point system. These guidelines are intended to be flexible, thought-provoking and exciting.

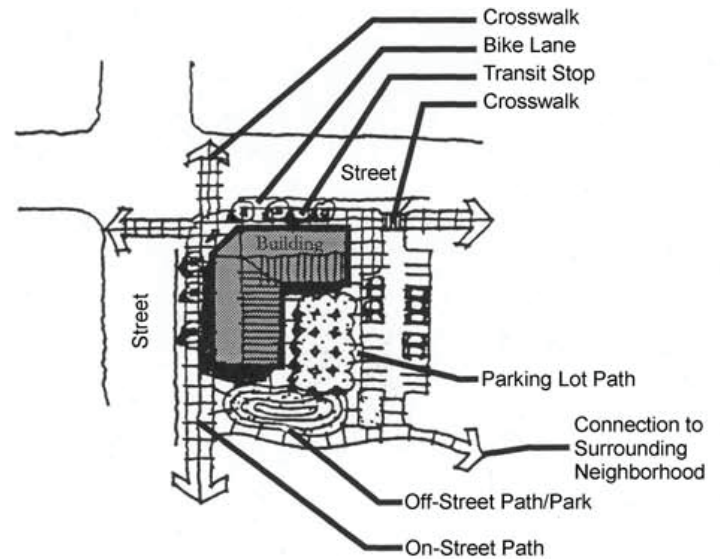
Each community is unique, and some elements will be influenced by the context (rural vs. urban) and values of the residents. Use this tool as a starting point to identify how future land use, infrastructure, and development decisions can reap long-term health benefits for your residents.

BUILDING LOCATION AND SITING

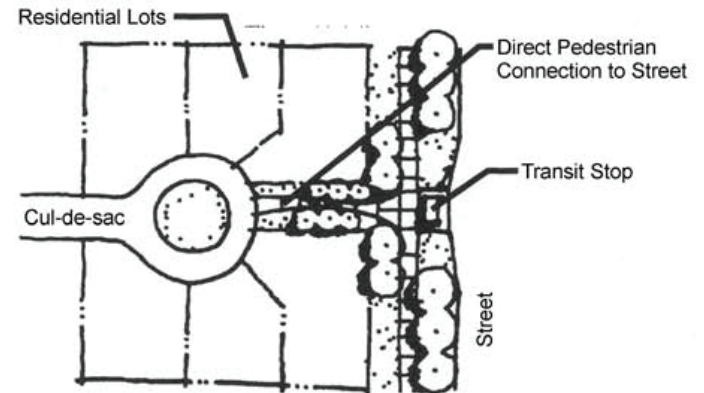
- ☐ 1. Buildings are sited in ways to make the entries or intended uses clear to and convenient for pedestrians.
- ☐ 2. Buildings are connected to public streets via sidewalks.
- ☐ 3. Public safety is considered during building location and site connectivity decisions using CPTED (Crime Prevention Through Environmental Design) principles, including connection to well-lit sidewalks that are buffered by street trees or other amenities.
- ☐ 4. Pedestrian level building windows front the street, and entrances are well-lit for user security.
- ☐ 5. Locate buildings near or at the lot line and orient them to the street.

ACCESS TO TRANSIT

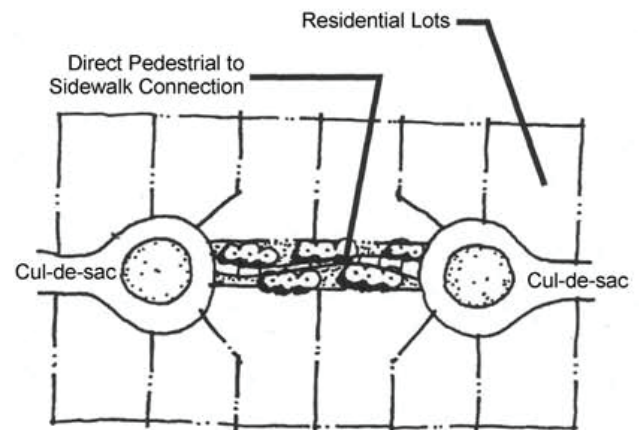
- ☐ 1. Locate main building entrances so they are oriented to public transit stops and higher density buildings along transit corridors.
- ☐ 2. Provide signage that includes a map with nearby destinations and the distance, time, route, and calories burned to the nearest or next transit stop.
- ☐ 3. If project has transit stop, encourage transit use by furnishing pedestrian conveniences.
 - ☐ a. Design sidewalks to comfortably accommodate pedestrians, including those with disabilities: a minimum of five feet wide in all areas, and 8-12 feet in walkable areas such as town centers and mixed use developments.
 - ☐ b. Consider incorporating transit benches and shelter into the side of the building.



Pedestrian-oriented Commercial Design



Sidewalk cut-through to street



Sidewalk cut-through to street

PARKS, OPEN SPACES, AND RECREATION FACILITIES

- ☐ 1. When planning a new development, use cluster development principles to aggregate open space in one common area rather than dispersing open space among private lots. Where possible, provide residents with access to open space within a ten-minute walk.
- ☐ 2. Locate new projects near existing public and private recreational facilities and encourage development of new facilities, including indoor activity spaces.
- ☐ 3. Use site design to orient development towards nearby parks and recreation facilities.
- ☐ 4. Locate buildings near parks or other public open spaces.
- ☐ 5. Design parks, open spaces, and recreational facilities to complement the cultural preferences of the local population, and to accommodate a range of age groups.
- ☐ 6. Create partnerships with organizations to sponsor and maintain green spaces and gardens.
- ☐ 7. Provide paths, running tracks, playgrounds, sports courts, and drinking fountains.
- ☐ 8. When designing offices and commercial spaces, provide exercise facilities or walking paths nearby.
- ☐ 9. Make green spaces available for use as community gardens or meeting areas.
- ☐ 10. Consider adjacent trails and opportunities to complete, enhance, and promote one mile circuits.
- ☐ 11. Design courtyards, gardens, terraces, and roofs that can serve as outdoor spaces for recreation for children and adults
- ☐ 12. When designing playgrounds, provide flexible space by including ground markings indicating dedicated areas for sports and multiple use.
- ☐ 13. Preserve or create natural terrain in children's outdoor play areas.
- ☐ 14. Provide appropriate lighting for sidewalks and active play areas to extend opportunities for physical activity into the evening.
- ☐ 15. In the design of parks and playgrounds, create a variety of climate environments to facilitate activity in different seasons and weather conditions.

VEHICLE AND BICYCLE PARKING MANAGEMENT

- ☐ 1. Design parking facilities to safely accommodate pedestrian, bicycle, and transit access to the building. Consider installing sidewalks and crosswalks to connect parking to allow for safe pedestrian movement through the parking lot.
- ☐ 2. Design parking lots to facilitate shared parking between businesses. Consider designing parking lots as multi-use spaces for off-hour activities, such as

farmer's markets or recreational spaces.





Bicycle corral

- ☐ 3. Provide a majority of auto parking behind or under the building.
- ☐ 4. Install secure bicycle parking in multi-family residential sites at a ratio of one parking space for every 1 – 5 residential units. Indoor bicycle racks, controlled-access bicycle storage room, bicycle lockers, and bicycle corrals are secure parking options. Provide secured bicycle parking in a safe environment that is weather protected.

- ☐ 5. Install one bicycle parking space for every 10 - 20 non-residential off-street vehicle parking spaces.
- ☐ 6. Install short-term bicycle parking adjacent to building entrances so it is visible to all guests.



On-street bicycle parking
www.pedbikeimages.org / Dustin White



Bicycle parking near building entrance

STREETSCAPING / PLAZAS

- ☐ 1. Create attractive sidewalks and plaza spaces that meet or exceed ADA requirements and are well-maintained.
- ☐ 2. Seek partnerships with community groups to maintain and program plazas to maximize types of uses.
- ☐ 3. Locate public plazas along popular pedestrian streets and near transit stops.
- ☐ 4. Make plazas accessible to bicyclists.
- ☐ 5. Create plazas that are level with the sidewalk.
- ☐ 6. Design plazas that allow for diverse functions.



Jamison Square: Portland, OR

- ☐ 7. Design plazas to accommodate use in a variety of weather conditions.
- ☐ 8. Utilize tree canopy over sidewalks and streets.
- ☐ 9. Utilize pedestrian level lighting.
- ☐ 10. Utilize benches along walkways.
- ☐ 11. Create a buffer to separate pedestrians from moving vehicles using street furniture, trees, and other sidewalk infrastructure.
- ☐ 12. Provide seating, drinking fountains, restrooms, and other infrastructure that support increased frequency and duration of walking.

- ☐ 13. Provide pedestrian level lighting along streets and outdoor paths.
- ☐ 14. Include trees and objects of visual interest on streets and sidewalks.
- ☐ 15. Make sidewalk widths consistent with their use (see Transit 3. a.).
- ☐ 16. Provide enhanced pedestrian crossings at intersections such as countdown timers, medians or additional signage, and at any mid-block crossings as well.



Pedestrian refuge median



Countdown timer

- ☐ 17. If development includes roadway construction, design curb extensions along sections of the sidewalk that tend to attract greater pedestrian congestion.

- ☐ 18. When designing large urban-scale developments, create on-site pathways as extensions to public sidewalks.
- ☐ 19. Create or orient paths and sidewalks toward interesting views.
- ☐ 20. Provide marked, measured walking paths on sites as part of a wayfinding system targeted to pedestrians and bicyclists.
- ☐ 21. Make streets and paths universally accessible. Create:
 - ☐ a. Paths that are smooth, sufficiently wide, and that have curb cuts and turning radii adequate for a wheelchair or walker. <http://www.access-board.gov/prowac/alterations/guide.htm>
 - ☐ b. Paths with auditory crossing signals, adequate crossing times, clear signage, visible access ramps, and connections to walking, cycling, and public transit routes.

STREET CONNECTIVITY

- ☐ 1. In large-scale developments, design well-connected streets with sidewalks and keep block sizes between 500 – 800 feet. Provide mid-block pedestrian connections approximately every 300 feet.
- ☐ 2. On arterials, provide potentially signalized, full-movement intersections for connections with collector or local streets. Locate these approximately every one-quarter ($\frac{1}{4}$) mile along arterial streets.
- ☐ 3. On arterials, place non-signalized, potentially limited movement, collector or local street intersections at intervals of about one-eighth ($\frac{1}{8}$) mile between full movement collector or local street intersections.
- ☐ 4. Align new streets to safely connect with planned or existing streets. Especially consider the needs of pedestrians, bicyclists and potential transit riders.
- ☐ 5. Include only through streets (no dead-end/cul de sacs) except in cases where such streets are clearly designed to connect with future streets on abutting land



Midblock pedestrian crossing

- ☐ 6. Avoid creating pedestrian over- and underpasses that force pedestrians to change levels.
- ☐ 7. Design dedicated pedestrian and bicycle paths that continue beyond dead-end streets to provide access to destinations even where cars cannot pass.
- ☐ 8. Minimize addition of mid-block vehicular curb cuts on streets with heavy foot traffic.
- ☐ 9. Provide signage and warning systems where sidewalks cross driveways and parking access.

BIKEWAYS

- ☐ 1. Ensure sightlines are not adversely impacted at intersections with bikeways and other points where the street form changes, in order to mitigate potential visibility issues and turning conflicts.
- ☐ 2. Avoid potential conflicts between cyclists and opening car doors—for example, by widening parking lanes or creating buffered bike lanes where appropriate.



Wide parking lane near bike lane

- ☐ 6. Consider bicycle sharing programs to increase access to bicycles for employees, residents, and visitors.
- ☐ 7. Use on-street markings or signage to visually reinforce the separation of areas for bicyclists and motorists.
- ☐ 8. Expand existing bikeways where use has exceeded capacity.



National Complete Streets Coalition,
<http://www.completestreets.org/>



Bicycle stair ramp

- ☐ 3. Design Greenways into development so that residents can commute to work and also recreate. Connect them to the regional park system.
- ☐ 4. Consider shared-use paths in areas with viewing attractions.
- ☐ 5. Construct bicycle ramps along outdoor stairways, such as those on “step streets” so that those on bicycles can roll their bikes up/down stairs to continue their journey.

TRAVEL DEMAND MANAGEMENT

- ☐ 1. Travel Demand Management (TDM) Plan has been prepared with the following Active Living considerations:
 - ☐ a. Provide education and encouragement for walking, bicycling, and transit.
 - ☐ b. Provide secure bicycle parking.
 - ☐ c. Provide locker and shower facilities for employees.
 - ☐ d. Design complete streets to encourage walking, bicycling, and transit

INTERNAL BUILDING FEATURES AND BUILDING OPERATION

- ☐ 1. Locate community rooms and centers of activity near stairs rather than elevators to encourage stair use.
- ☐ 2. Place stairs in visible, convenient and well-traveled areas to encourage their use.
- ☐ 3. Integrate stair design features that are colorful, inviting and provide users with the perception of safety.



Photo courtesy of Paulsen Architects, Mankato, MN



Blue Cross Blue Shield "Do" Campaign

- ☐ 4. Locate point-of-decision prompts near elevators, at stairs, and in stairwells to encourage stair use.
- ☐ 5. Provide brochures such as walking route maps, health information, local park locations and recreation programs via kiosks or other educational methods.

LARGE-SCALE DEVELOPMENTS

- ☐ 1. Incorporate a mix of uses, for example: residences, offices, schools, retail stores, cultural and community spaces, and recreational facilities.
- ☐ 2. Develop a policy so that building space is available to walkers, exercise groups, and community members during off hours.
- ☐ 3. Design public open spaces as part of large-scale developments.
- ☐ 4. Design roads to have the minimum number of lanes and minimum lane width as practicable. Use additional right of way to provide bicycle and pedestrian facilities.



- ☐ 5. Incorporate Complete Streets principles.
- ☐ 6. Incorporate traffic calming street additions such as curb extensions, medians, and speed bumps.
- ☐ 7. Consider other physical design measures where appropriate, for example:
 - ☐ a. Horizontal deflections such as curved roadway alignments
 - ☐ b. Vertical deflections such as raised intersections or crossings
 - ☐ c. Traffic diverters, roundabouts, and mini-traffic circles
 - ☐ d. Signal phasing plan with a protected left-turn lag phase
 - ☐ e. Signage (e.g. "Yield to Pedestrian," "Stop for Pedestrian in Crosswalk," and "Share the Road")
 - ☐ f. Avoidance of right turn slip lanes and wide curb radii
- ☐ 8. Provide safe walking and bicycle paths between densely populated areas and destinations such as grocery stores and farmers' markets.
- ☐ 9. Design commercial sites to accommodate pedestrians, bicyclists, vehicles, and trucks safely and conveniently. Provide infrastructure such as bike racks and drinking fountains.



SCHOOLS

- ☐ 1. Design school sports and physical activity facilities to allow for public use outside of school hours.
- ☐ 2. Encourage schools to participate in a Safe Routes to School program.
- ☐ 3. Locate new schools to allow/promote walkability.

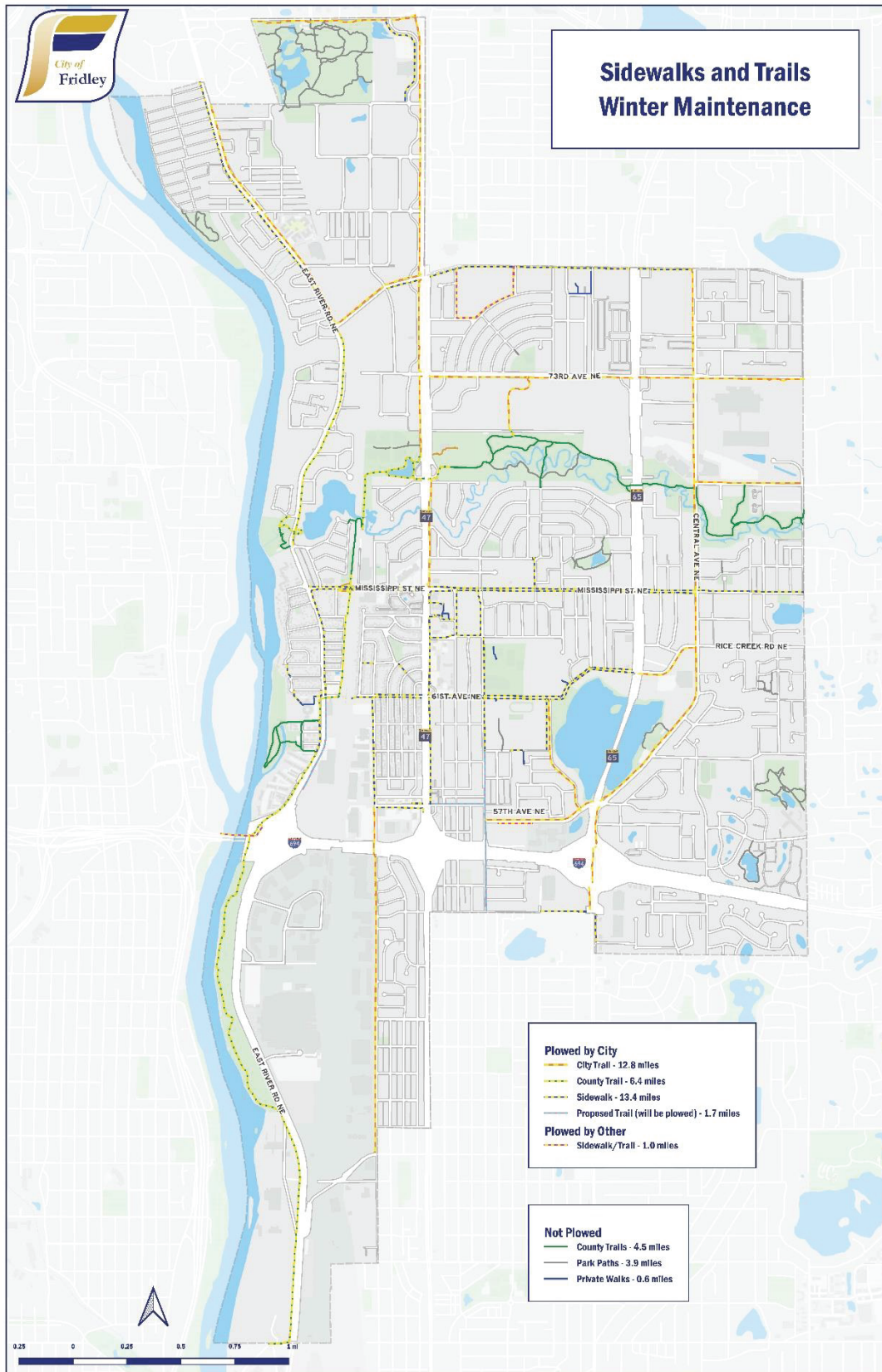


This document was created by the Development Policy Committee of Active Living Hennepin County with contributions from numerous individuals and sources.

Special thanks and recognition goes to the New York City (NYC) Active Design Guidelines. For more information on the NYC guidelines please visit: www.nyc.gov/adg

Photo Credits: Unless otherwise noted, all photos are courtesy of www.pedbikeimages.org / Dan Burden

Appendix H. Winter Maintenance Policy





AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Memorandum of Understanding with Xcel Energy for Phase Three of the Partners in Energy Program.

Background

Xcel Energy's Partners in Energy program provides Cities with facilitated support to determine and reach energy goals. The City first entered into a Memorandum of Understanding (MOU) to participate in the program in 2018 and subsequently developed the Energy Action Plan (EAP). The EAP set goals of

Overall Goals:

- 5% Energy reduction by 2020 compared to business as usual
- 20% Energy reduction by 2030 compared to business as usual

Participation Goals

- Fridley residents will take 1,200 additional energy actions
- 200 additional premises will subscribe to Windsource

Under the original MOU, Xcel Energy provided support to implement the plan through June 30, 2020. Highlights during this phase included two business energy breakfasts, a renewable energy campaign, and increased outreach of Home Energy Squad. While the 2020 energy reduction goals were not met, participation goals were exceeded. The City subsequently entered into a MOU with Xcel Energy to develop a Phase 2 of the EAP with an implementation period of 2022-2023. Highlights of this implementation period included a business blitz promoting the One-Stop Lighting Shop, a renewable energy campaign, and support for electric vehicle outreach.

The City is currently preparing to begin developing the 2050 Comprehensive Plan. The plan must include a climate chapter with new requirements to address climate change mitigation. Additional support from Partners in Energy to analyze the City's energy usage and develop mitigation strategies will be useful for meeting these requirements. Additionally, receiving project implementation support from Xcel Energy will support the City's ongoing energy outreach. Xcel Energy would like to formalize their support in a new MOU to include these planning activities and cover implementation from 2026-2027.

Recommendation

Staff recommend that the EQEC recommend the approval of the attached Memorandum of Understanding with Xcel Energy for Phase Three of the Partners in Energy Program.

Attachments and Other Resources

1. MOU with Xcel Energy for Phase Three of Partners in Energy
2. City of Fridley Energy Action Plan (2018)
3. City of Fridley Energy Action Plan (Phase 2)

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.

**Memorandum of Understanding
2026 - 2027 Graduate Support**

City of Fridley
Rachel Workin, Environmental Planner
7071 University Ave. NE
Fridley, MN 55432

The intent of this Memorandum of Understanding is to recognize the achievement of the City of Fridley in continuing to prioritize energy efforts and education by updating its Energy Action Plan (EAP). This document will outline how the City of Fridley and Xcel Energy will work together through the Partners in Energy program in the next 12 months to finalize an Energy Action Plan (EAP) addendum to be incorporated into the City of Fridley's Comprehensive Plan.

The term of this joint support, as defined in this document, will extend from March 3, 2026 through February 28, 2027. This is a voluntary agreement and is not intended to be legally binding for either party.

Xcel Energy will support the City of Fridley in achieving the goals of its 2026-2027 work plan in the following ways:

Energy Action Plan Addendum Planning

- Providing facilitation, technical and programmatic expertise to inform the drafting of the EAP addendum through two internal planning workshops with City staff.
- Engagement in developing workshop agendas, participating in regular check-in meetings, and supporting follow-up work between workshops.
- Assess the Comprehensive Plan survey results and other planning input for incorporation in the EAP addendum draft.
- Utilize available 2025 energy data to inform EAP addendum development.
- Create a final EAP addendum for incorporation into the City's Comprehensive Plan.

Support funded by Xcel Energy for this section of the plan is not to exceed 111 hours. These hours will include those provided through our Partners in Energy team and does not include support provided by Xcel Energy internal staff.

Energy Action Plan Addendum Implementation

- Providing event support for City energy efficiency outreach at the 2026 Touch-a-Truck event.
- Providing support for Income-Qualified (IQ) and manufactured home park energy savings and affordability support outreach by facilitating partnerships with local Community-Based Organizations (CBOs).
- Utilize case studies to promote programs such as Xcel's Home Energy Savings Program (HESP) and other Income-Qualified (IQ) programs.

Support funded by Xcel Energy for this section of the plan is not to exceed 20 hours. These hours will include those provided through our Partners in Energy team from Center for Energy and Environment and does not include support provided by Xcel Energy internal staff.

Project Management

- Facilitate regular monthly check-in calls.
- Provide overall project management for the term of this agreement.
- Provide data consulting and observations bi-annually to support tracking, data analysis, and reporting.
- Host two (2) internal workshops with City staff for collaborative planning of the EAP addendum.
- Up to \$500 for reimbursed expenses related to printing, supplies and distribution of co-branded marketing materials, venue fees, food, and other related needs associated with outreach and education. Xcel Energy funding will not be provided for the purchase of alcohol.

Support funded by Xcel Energy for this work plan is not to exceed 31 hours. These hours will include those provided through our Partners in Energy team from the Center for Energy and Environment and does not include support provided by Xcel Energy internal staff.



PARTNERS IN ENERGY
An Xcel Energy Community Collaboration

The City of Fridley will support the work of Partners in Energy in the following ways:

- Designate one primary point of contact to attend biweekly check-ins, serve as a point of contact with other key city staff and local stakeholders, review and approve materials, and provide feedback on the city's strategic approach and priorities.

Legal Applicability and Waiver

This is a voluntary agreement and not intended to be legally binding for either party. This Memorandum of Understanding has no impact, nor does it alter or modify any existing Franchise Agreement or other existing agreements between Xcel Energy and the City of Fridley. Parties agree that this Memorandum of Understanding is to memorialize the intent of the Parties regarding Partners in Energy but does not create a legal agreement between the Parties. It is agreed by the Parties that nothing in this Memorandum of Understanding will be deemed or construed as creating a joint venture, trust, partnership, or any other legal relationship among the Parties. This Memorandum of Understanding is for the benefit of the Parties and does not create third party rights. Nothing in this Memorandum of Understanding constitutes a waiver of the City of Fridley ordinances or the State of Minnesota's utility regulatory jurisdiction.

Single Points of Contact

All communications pertaining to this agreement shall be directed to Rachel Workin, on behalf of the City of Fridley, and Sofia Troutman, on behalf of Xcel Energy.

Xcel Energy is excited about this opportunity to continue supporting the City of Fridley in advancing their goals. The resources outlined above and provided through Partners in Energy are provided as a part of our commitment to the communities we serve and Xcel Energy's support of energy efficiency and renewable energy as important resources to meet your future energy needs.

Xcel Energy

City of Fridley

By: _____

By: _____

Date: _____

Date: _____

An Energy Action Plan for **Fridley**



Approved by City Council on November 26, 2018

Acknowledgements

Thanks to the following organizations and individuals for participating in developing this Energy Action Plan.

Fridley's Energy Action Planning Team

The planning team was formed from a varied group of City staff and commissioners, local businesses, and committed community members.

City of Fridley

- **Scott Lund**, Mayor
- **Wally Wysopal**, City Manager
- **Rachel Workin**, Environmental Planner
- **Jeannie Benson**, Facilities Operations
- **Annie Leibel**, Intern, Housing and Redevelopment Authority

Environmental Quality and Energy Commission

- **Mark Hanson**, Chair
- **Nick Olberding**, Vice Chair

Fridley Residents

- **Amy Dritz**
- **Natividad Seefeld**, Manager, Park Plaza Cooperative

Business Representatives

- **Lance Voigt**, Owner, Voigt Bus Service
- **Mike Wardwell**, Associate, Hyde Development

Institution Representatives

- **Tim Pastoors**, Director of Facilities and Technology, Totino-Grace High School
- **Russ Couwenhoven**, Facilities Manager, Redeemer Lutheran

Energy Utility Representatives

- **Elena Foshay**, Partners in Energy Facilitator
- **Marisa Bayer**, Partners in Energy Facilitator
- **Brady Steigauf**, Partners in Energy Facilitator
- **Tami Gunderzik**, Partners in Energy Program Manager, Xcel Energy
- **Yvonne Pfeifer**, Community Energy Efficiency Manager, Xcel Energy
- **Colette Jurek**, Community Relations Manager, Xcel Energy
- **Jennifer Abbott**, Account Manager, Xcel Energy
- **Emma Schoppe**, CenterPoint Energy
- **Nick Mark**, CenterPoint Energy

Table of Contents

Executive Summary	i
Our Vision	i
Our Energy Mission.....	i
How Will We Get There?.....	i
Focus Area Goals	ii
Introduction.....	1
Fridley's Commitment to Sustainability	1
The Case for a Community Energy Action Plan	4
Xcel Energy's Partners in Energy.....	4
Plan Development Process.....	5
Where Are We Now? – Baseline Energy Analysis.....	7
Energy Data Overview	7
Baseline Energy Analysis.....	7
Premises	7
Energy Consumption.....	8
Current Energy Conservation.....	9
Renewable Energy.....	12
Where Do We Want To Go? – Community Energy Vision, Focus Areas, and Goals	13
Our Energy Vision & Mission	13
Focus Areas.....	13
Goals.....	15
How Are We Going To Get There? – Actionable Strategies	16
Focus Area 1: Residential Energy.....	17
Focus Area 2: Businesses and Multifamily Buildings	25
Focus Area 3: Institutions.....	33
Focus Area 4: Transportation and Electric Vehicles.....	40
Impact of Energy Action Plan	44
Plan Implementation	46
Roles and Responsibilities	47
Implementation Launch.....	48
How We Will Stay On Course	48

Appendix 1: Implementation Memorandum of Understanding	50
Appendix 2: Who Are We? – Community Background	51
Appendix 3: Methodology for Measuring Success	54
Appendix 4: Glossary of Terms	56
Appendix 5: Work Plan and Timeline	57

Executive Summary

Fridley has set a goal to reduce community energy use 5 percent by the year 2020, and 20 percent by 2030. This goal will set Fridley on a path toward long-term resilience against the impacts of climate change, while generating immediate benefits such as energy cost savings; ensuring Fridley achieves its energy vision and mission.

The purpose of this plan is to identify specific goals and strategies for increasing energy efficiency and renewable energy use among residents, businesses, and institutions in the community. Community support will be critical to the success of this plan, and the strategies outlined emphasize broad engagement in energy action.

Our Vision

Fridley will continue leading by example and engaging residents, businesses, and institutions to save money and reduce greenhouse gas emissions for the benefit of everyone in the community.

Our Energy Mission

Fridley will continue improving upon its values of being a safe, vibrant, friendly, and stable home for families and businesses by:

1. Increasing sustainable, reliable energy in the grid;
2. Strengthening energy efficient practices and participation; and
3. Supporting innovative strategies and technologies to achieve Fridley's energy vision.

How Will We Get There?

To achieve our goal, Fridley will prioritize four short-term focus areas:

- **Focus Area 1: Residential Energy**, inclusive of homeowners, renters, and under-resourced residents.
- **Focus Area 2: Businesses and Multifamily Buildings**, inclusive of all businesses in the community, as well as multifamily buildings with more than five units.
- **Focus Area 3: Institutions**, including municipal premises, worship facilities, schools, and hospitals and medical facilities.
- **Focus Area 4: Transportation and Electric Vehicles**, noting that this area is important for long-term greenhouse gas emission reductions.

Renewable energy was also noted as an important component and will be included in all focus areas as a goal or strategy.

Focus Area Goals¹

Residential Energy

- By 2020, Fridley residents will take 1,200 additional actions toward energy conservation and renewable energy.
- By 2030, residents will reduce total energy use 10 percent, as compared to business as usual.

Businesses and Multifamily Buildings

- By 2020, business and multifamily buildings will achieve 5 percent energy savings.
- By 2030, business and multifamily buildings will reduce total energy use 20 percent, as compared to business as usual.

Institutions

- By 2020, institutions will achieve 5 percent energy savings.
- By 2030, institutions will reduce total energy use 15 percent, as compared to business as usual.

Transportation and Electric Vehicles

- By 2020, conduct an outreach campaign to raise awareness about electric vehicles, with the goal of reaching 500 residents and individuals who work in Fridley.
- By 2020, reach 10 businesses and multifamily buildings through a targeted outreach campaign to encourage installation of charging infrastructure.
- By 2020, install one electric vehicle charging station at a City-owned building or location.

¹ The business as usual scenario represents a presumed slight increase in energy demand based on residential and commercial energy demand of about 0.5 percent per year. It is assumed institutions demand will increase in 2019 when the new civic campus opens, but stay relatively flat in future years.



Photo Credit: City of Fridley

Introduction

Fridley prides itself on being a safe, vibrant, friendly, and stable home for families and businesses. Sustainability is a core value, as demonstrated by the history and variety of actions taken by the community. Through the guidance of the Environmental Quality and Energy Commission, the City of Fridley has a solid framework to position itself as a local leader. This plan represents an exciting first step in energy action planning, and will launch the community toward a more

sustainable and resilient future.

Fridley is a community in transition: its population is changing, growing more diverse and younger; and redevelopment of industrial and commercial areas will add new, denser multifamily housing and mixed-use buildings.² Redevelopment opportunities give Fridley the chance to ensure development is sustainable long term. Initial progress has been made through City policy and community initiatives that promote on-site solar generation, and in the 2040 Comprehensive Plan.

In the 2040 Comprehensive Plan, the City of Fridley identifies food security, native landscaping, and solar resources important to planning for the impacts of climate change and reducing the City's contribution to greenhouse gas emissions. The Energy Action Plan identifies strategies that will reduce Fridley's energy-related greenhouse gas emissions through energy efficiency, renewable energy subscriptions, and encouraging on-site renewable energy generation. These strategies will increase energy resiliency for residents, businesses, and institutions — ensuring everyone in the community benefits.

Fridley's Commitment to Energy Efficiency

Fridley has demonstrated a strong commitment to sustainability and energy efficiency over the past few years. To date, the City has achieved Step 2 in GreenStep Cities, a statewide voluntary challenge, assistance, and recognition program to help cities achieve their sustainability and quality-of-life goals. Fridley is on track to become a Step 3 city by 2020.

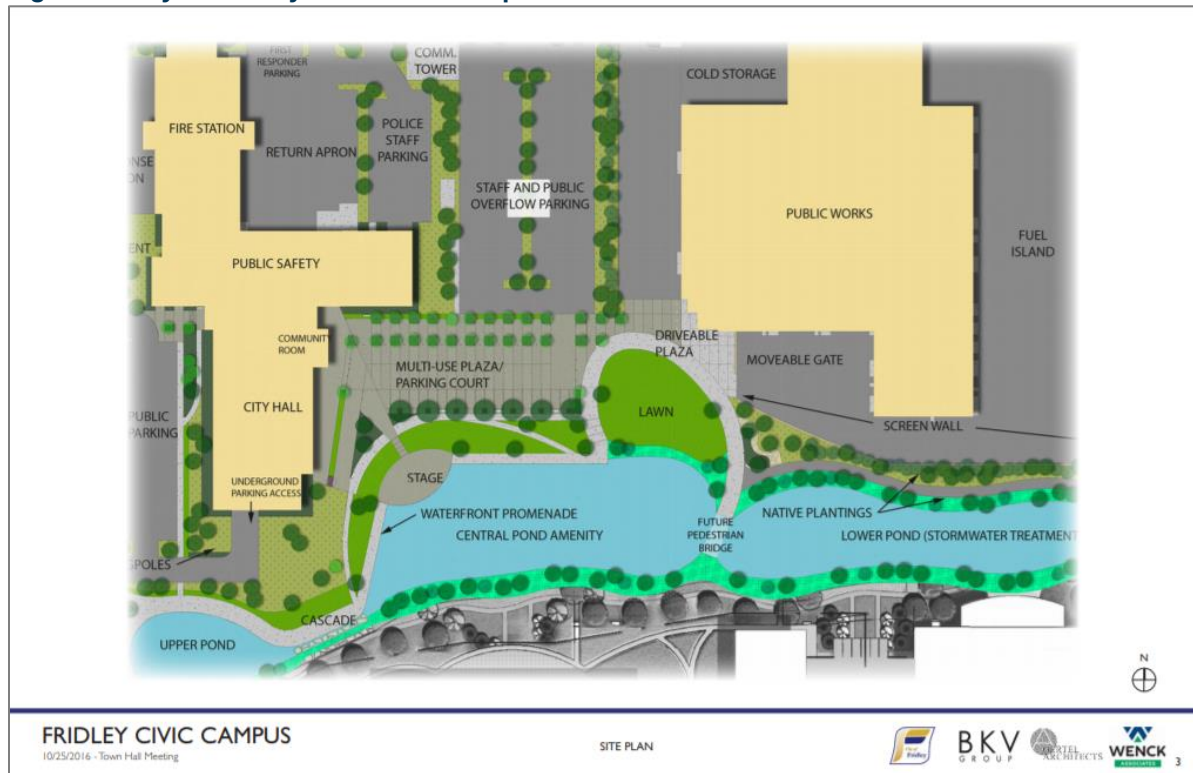
The City has invested in efficiency in many of its own facilities. Some of the upgrades completed include replacing old equipment with energy efficient units, upgrading to LED lighting in public buildings, installing variable frequency drives throughout the City's water treatment system, and replacing city street lights with LED bulbs. The City of

² See Appendix 2 for community demographic data.

Fridley updated their zoning ordinance to make it easier to permit photovoltaic solar installations. The City is also completing a fleet analysis with Xcel Energy and FleetCarma,³ and is participating in the Cities Charging Ahead!⁴ initiative to understand ways to integrate electric vehicles (EVs) into the City fleet and become EV ready at the new civic campus.

The most exciting effort to reduce energy use in City facilities is tied to construction of the new civic campus. This campus will consolidate City Hall, Public Safety, and Fire Station 1 into the same facility, and relocate Public Works and vehicle storage. The City participated in Xcel Energy's Energy Design Assistance program to include energy savings in the planning and design phase of the new civic campus project. Fridley's new Public Safety and City Hall building are anticipated to save 32 percent compared to baseline, and the new Public Works facility is anticipated to save 43 percent compared to baseline.⁵ The City is committed to exploring additional opportunities in these buildings and other City-owned facilities to increase efficiency and reduce costs.

Figure 1: City of Fridley New Civic Campus Site Plan⁶



³ Fleet analysis assesses electric vehicle suitability in City-owned fleet and charging infrastructure needed based on the deployment of electric vehicles.

⁴ Cities Charging Ahead! is sponsored by CERTs and Great Plains Institute. Participating cities receive technical assistance focused on actions and best practices local governments can implement to accelerate adoption of electric vehicles.

⁵ Energy Design Assistance CD Review Report, 2017.

⁶ City of Fridley, Town Hall Meeting, 2016.

The City of Fridley also prioritizes energy efficiency for its residents by offering discounted Home Energy Squad[®] Enhanced⁷ visits through the Housing and Redevelopment Authority. In 2014, the first year of the partnership, participation rates were the highest, but participation has decreased over the last two years. An important target of this plan is to increase participation in Home Energy Squad. Fridley also offers low-interest home improvement loans, administered by the Center for Energy and Environment. However, while energy efficiency upgrades are allowable in the loan scope, past applicants have not generally incorporated efficiency into their project. This plan will also address increasing the use of loans for efficiency projects.

The 2040 Comprehensive Plan update has been an important opportunity for the City to establish long-term energy and sustainability initiatives. In the 2040 Comprehensive Plan, the City's goals are to establish policies and implement programs that support Fridley's commitment to environmental sustainability in the community and region, and to increase resiliency. Specific components of the 2040 Comprehensive Plan include supporting the Next Generation Energy Act goal;⁸ encouraging the use of solar devices, especially in under-utilized spaces; and ensuring equitable access to alternative energy and energy efficiency programming. Action steps detailed in this plan, such as participating in programs to promote and incentivize energy efficiency and renewable energy, and integrating green building best practices into the permit process, will help the City of Fridley meet its Comprehensive Plan goals.

⁷ Home Energy Squad[®] is a joint program offered by Xcel Energy and CenterPoint Energy to help customers reduce energy use. Energy experts deliver customized energy solutions, including installation of energy-saving measures. Enhanced visits include blower door test, thermal image testing, combustion safety check, and carbon monoxide check.

⁸ Next Generation Energy Act passed in 2007 established statewide goals for reducing greenhouse gas (GHG) emissions 30 percent by 2025 and 80 percent by 2050 below 2005 levels.

Table 1: Fridley's Sustainability Initiatives

Fridley's Sustainability Initiatives	
Recognition Programs	• GreenStep Cities • Tree City USA Community through the Arbor Day Foundation • Pollinator-friendly city with Pollinate Minnesota
Policies & Plans	• Zoning districts allow roof-mount solar as permitted use and ground-mount solar installations as a special use • 2040 Comprehensive Plan • Solid Waste Management Plan • Active Transportation Plan
Community Initiatives	• Home Energy Squad buy-down through Housing & Redevelopment Authority • Curb-cut raingarden grants
City-owned Buildings & Fleet	• Completed Xcel Energy and CenterPoint Energy's Energy Design Assistance program to improve efficiency in new civic campus buildings in 2017 • Upgraded to LED fixtures in City-owned buildings, parking lots, and street lights • Replacing old equipment with energy efficient models • Updating building operations to include energy efficiency practices • Completing a fleet analysis through Xcel Energy and FleetCarma • Participating in Cities Charging Ahead!

The Case for a Community Energy Action Plan

The City of Fridley has successfully integrated energy efficient policies and practices into many of their own operations. Looking to approach energy efficiency more holistically, the City identified Partners in Energy as an opportunity to “involve and motivate different sectors of the community in [energy action planning]”, to ensure that Fridley “is developing sustainably and equitably.”⁹ This process allows inclusive engagement across all sectors and helps the community reduce energy use and greenhouse gas emissions. City staff saw Partners in Energy as a great opportunity to participate in a community-driven, data-led approach to energy action planning.

Xcel Energy's Partners in Energy

Xcel Energy is the main electric utility serving the City of Fridley. In the summer of 2014, Xcel Energy launched Partners in Energy to support communities like Fridley in developing and implementing energy action plans that supplement existing

⁹ Fridley's Partners in Energy Application.

sustainability plans, strategies, and tools. The content of this plan is derived from a series of planning workshops held in the community with a planning team committed to representing local energy priorities and implementing plan strategies.

The Partners in Energy planning process consisted of a series of five workshops where the Energy Action Team learned about community energy use to develop goals and strategies to achieve Fridley's energy vision.

Partners in Energy will work with the City of Fridley to coordinate support for implementing the plan and will develop a Memorandum of Understanding that outlines specific support Xcel Energy will provide, including resources diagrammed in Figure 3, to help Fridley deploy its strategies and achieve its goals.

Figure 2: Partners in Energy Process for Success



Figure 3: Resources from Xcel Energy for Implementation



Plan Development Process

To develop Fridley's Energy Action Plan, the City of Fridley recruited a diverse group of business and institution representatives, residents, City staff, Environmental Quality and Energy Commission members, and utility representatives serving Fridley. See the Acknowledgements section at the beginning of this document for a complete list of participants.

The Energy Action Team met over the course of five months to review community energy use data, set priorities and goals, and develop strategies to meet those goals. A summary of the workshops can be found in

Table 2.

Between workshops, Energy Action Team members completed surveys to provide additional input on goals and strategies; and a sub-group met outside of the regular

workshop schedule via conference call to establish goals and strategies for the Electric Vehicles Focus Area.



Photo: Fridley Energy Action Team at Workshop 5

Table 2: Planning Workshop Summary

Planning Workshop Summary	
Workshop 1 April 24, 2018	- Introduced team and Partners in Energy process. - Reviewed baseline energy data, including past City energy initiatives. - Discussed community energy vision and priorities.
Workshop 2 June 8, 2018	- Identified focus areas that emerged from workshop 1 and pre-workshop 2 survey. - Provided an overview of available utility programs and incentives. - Brainstormed initial strategies for achieving Fridley's energy vision.
Workshop 3 July 9, 2018	- Introduced the group to the goal setting process and sample community goals. - Established community-wide goal language. - Broke into focus area groups to draft focus area goals and strategies to reach those goals.
Workshop 4 July 23, 2018	- Reviewed impact of focus area goals. - Gained an understanding of community-based social marketing. - Evaluated strategies identified at workshop 3 and pre-workshop 4 survey. - Identified implementation resources for each focus area.
Workshop 5 August 30, 2018	- Confirmed process and timeline for plan approval. - Finalized community-wide goal and focus area goals. - Completed a SWOT analysis of the Energy Action Plan. - Assessed necessary resources for implementation of plan

Where Are We Now? – Baseline Energy Analysis

Energy Data Overview

An integral part of the Partners in Energy planning process is reviewing historic energy data for Fridley. This included data on energy use and participation in utility energy conservation programs, as well as savings associated with participation in those programs. Data was provided by both Xcel Energy and CenterPoint Energy for all Fridley premises for 2015-2017. The data helped the Energy Action Team decide where to focus efforts and allowed the group to forecast the impact of Fridley's energy goals.

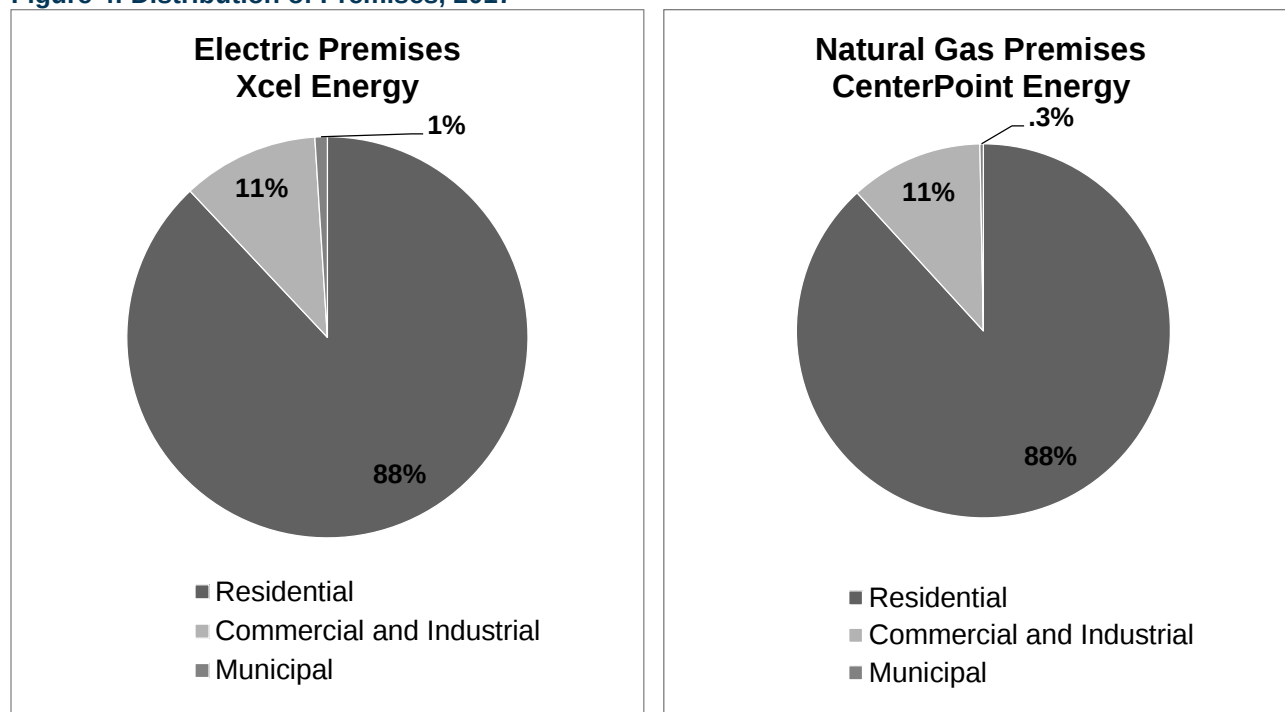
Baseline Energy Analysis

This section summarizes community-wide energy use, conservation program participation, and historic energy savings.¹⁰ Data included in this section establish a baseline against which progress toward goals will be compared to in the future.

Premises

A premise is a unique identifier for the location of electricity or natural gas service. In most cases, it is a facility or building location. In Fridley, there are 13,433 electricity premises served by Xcel Energy and 9,768 natural gas premises served by CenterPoint Energy. The distribution of electric and natural gas premises among residential, commercial and industrial, and municipal premises is shown in Figure 4.

¹⁰ The electricity and natural gas data in this plan complies with Xcel Energy's 15 x15 privacy rules, which require all data summary statistics to contain at least 15 entities, with no single entity responsible for more than 15 percent of the total. Following these rules, if an entity is responsible for more than 15 percent of the total for that data set, they are removed from the summary. No premises were removed from the summary.

Figure 4: Distribution of Premises, 2017

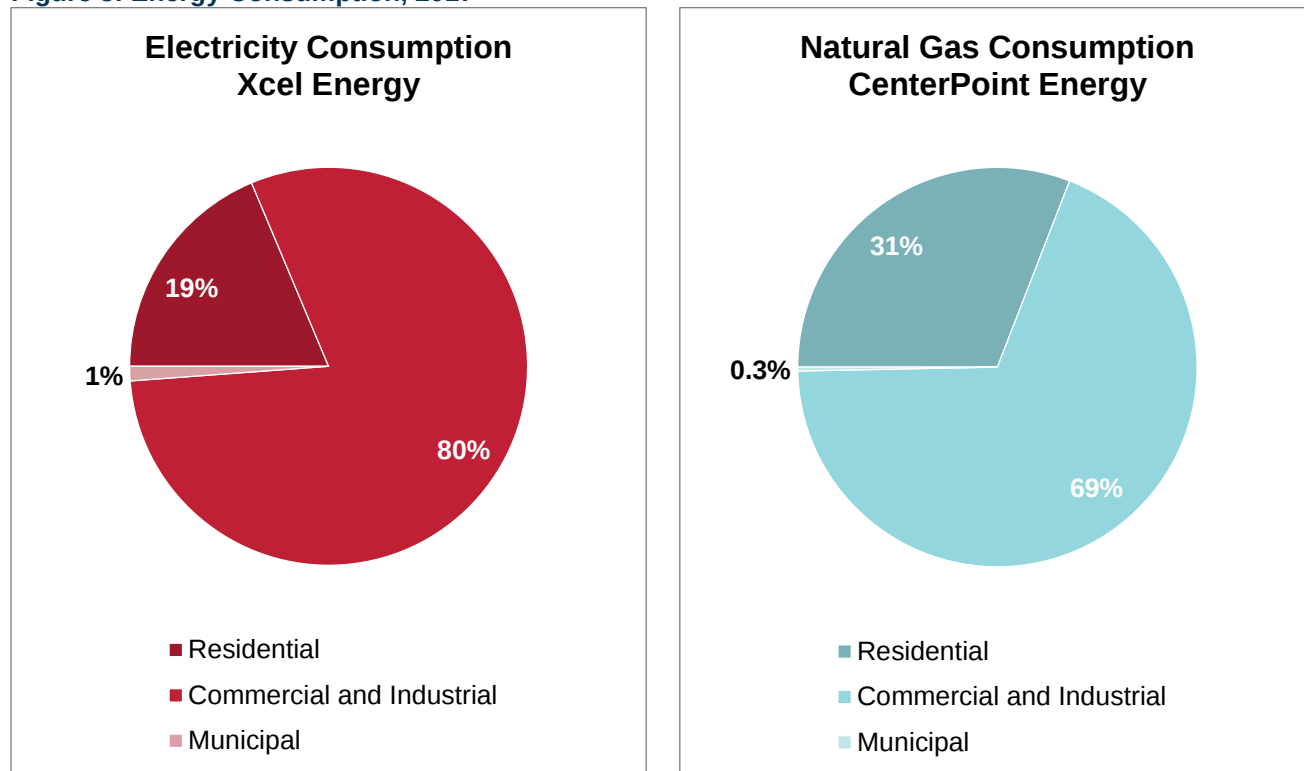
Energy Consumption

Fridley consumed a total of 397,416,249 kilowatt-hours (kWh) of electricity and 23,280,262 therms of natural gas in 2017. Combined, all sectors spent an estimated \$52.8 million on energy in 2017.¹¹ Although the majority of premises are residential, most electricity and natural gas are consumed by commercial and industrial premises (Figure 5). Commercial and industrial premises consumed 80 percent of electricity and 69 percent of natural gas in 2017, spending an average of \$20,583 on electricity and \$6,583 on natural gas per premise per year.¹² Residential premises consumed 19 percent of electricity and 31 percent of natural gas, spending an average of \$776 on electricity and \$677 on natural gas per premise in 2017. Fridley homes spent an average of \$120 per month on energy. The remaining energy was consumed by municipal premises, representing 1 percent of electricity and less than 1 percent of natural gas.

¹¹ This excludes any taxes and fees.

¹² The commercial and industrial customer usage and spend can be highly variable, which can have an impact on customer averages.

Figure 5: Energy Consumption, 2017



Current Energy Conservation

Both Xcel Energy and CenterPoint Energy offer programs and rebates to help residents and businesses save energy. Over the past three years, Fridley residents and businesses have taken important steps toward reducing energy use, saving an average of 1.6 percent of electricity consumed, and 1.4 percent of natural gas consumed per year through participation in conservation improvement programs.¹³

¹³ Conservation improvement programs include the portfolio of approved utility energy efficiency and demand management programs. Minnesota electric utilities have a goal of saving 1.5 percent of their total energy sales each year via customer conservation efforts. Minnesota natural gas utilities have a goal of saving .5 percent of their total energy sales each year via customer conservation efforts.

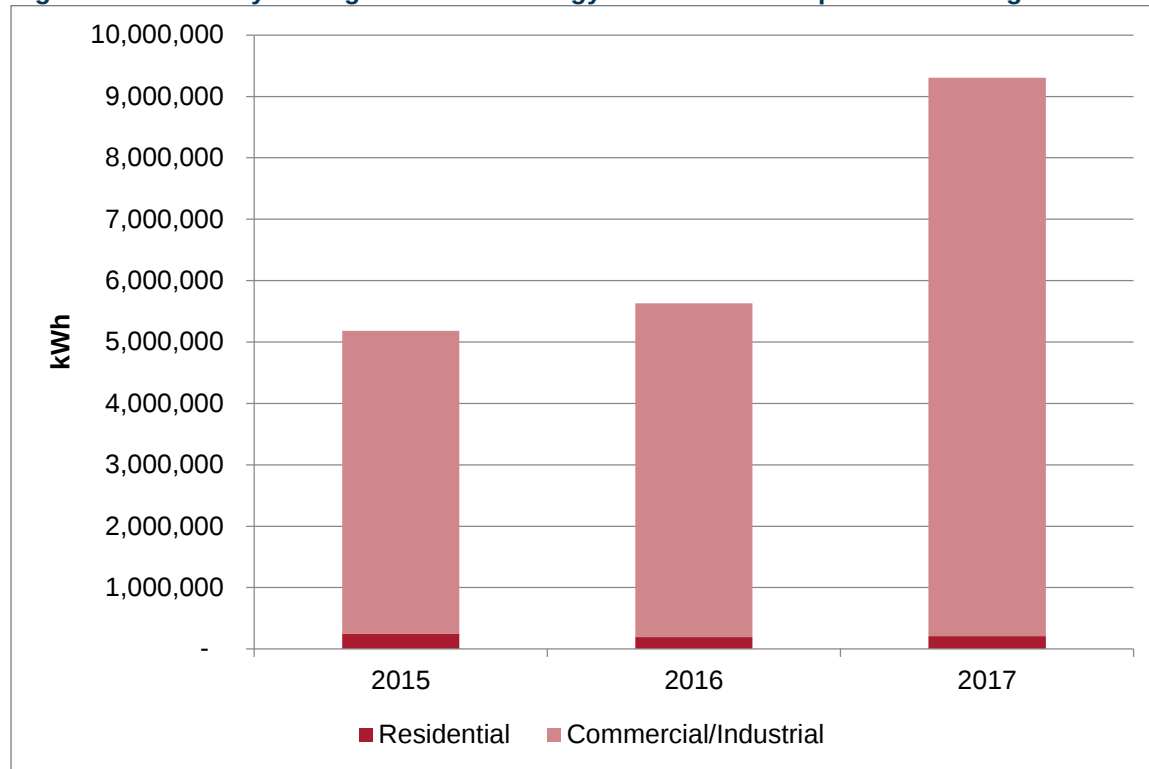
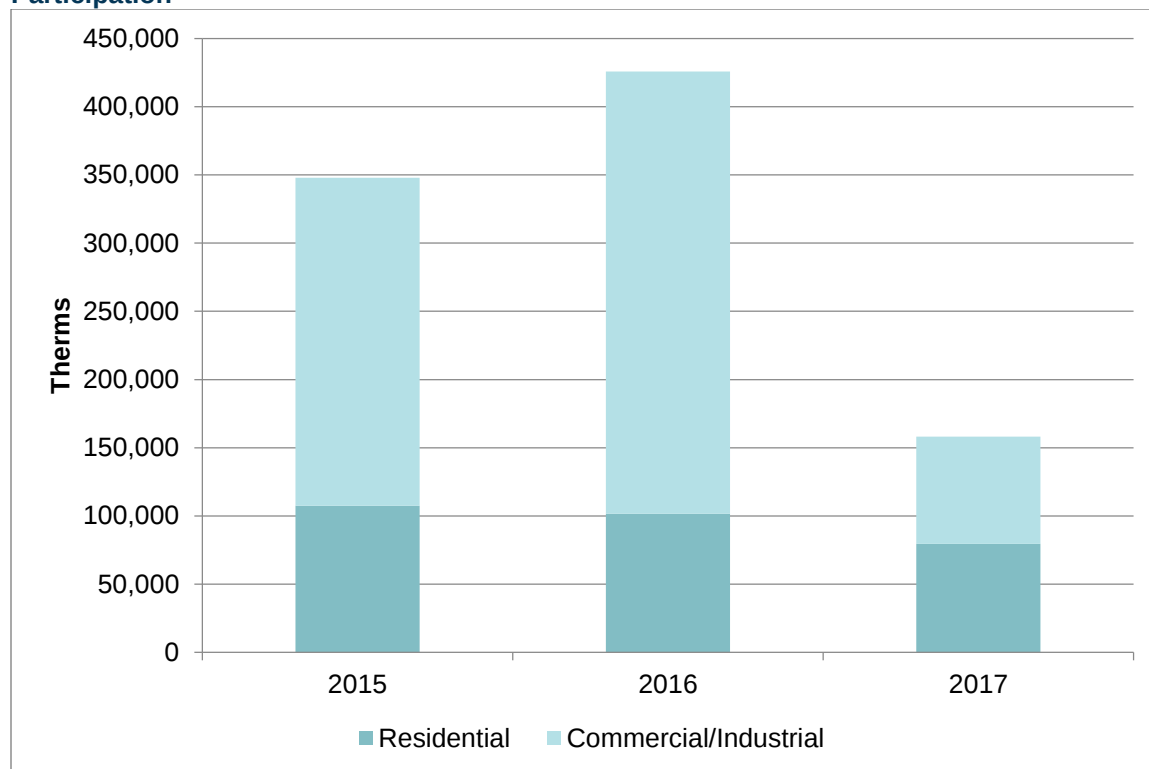
Figure 6: Electricity Savings from Xcel Energy Conservation Improvement Program Participation**Figure 7: Therm Savings from CenterPoint Energy Conservation Improvement Program Participation**

Figure 8 summarizes residential conservation program participation for the past three years. Total participation in residential conservation programs has declined slightly since 2015, with 9 in 100 premises participating in an Xcel Energy conservation program in 2017. In 2017, Fridley residents saved 209,351 kWh and 79,647 therms, representing 0.9 percent of total residential energy use. Residential program participation has been highest in home efficiency rebates, primarily tied to replacement of heating and cooling equipment.

Figure 8: Residential Conservation Improvement Program Participation¹⁴

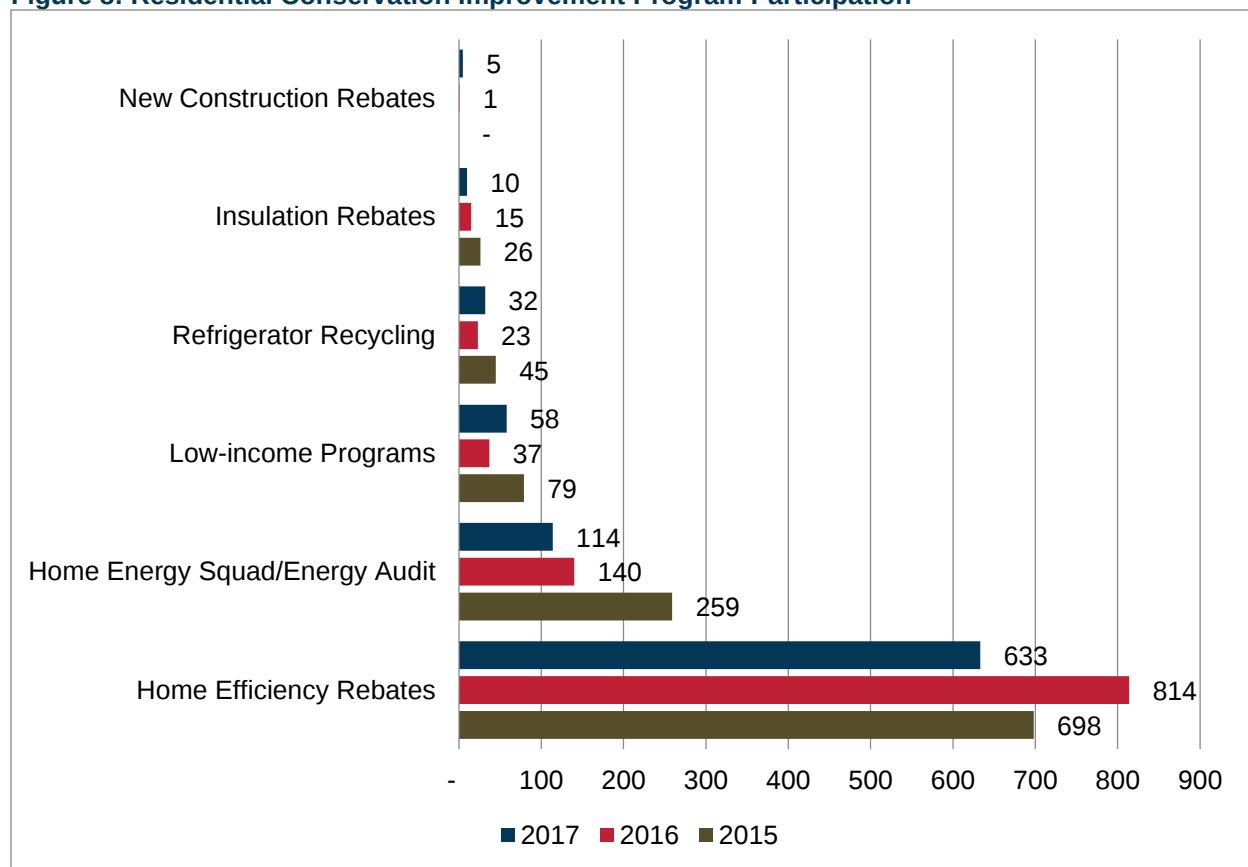
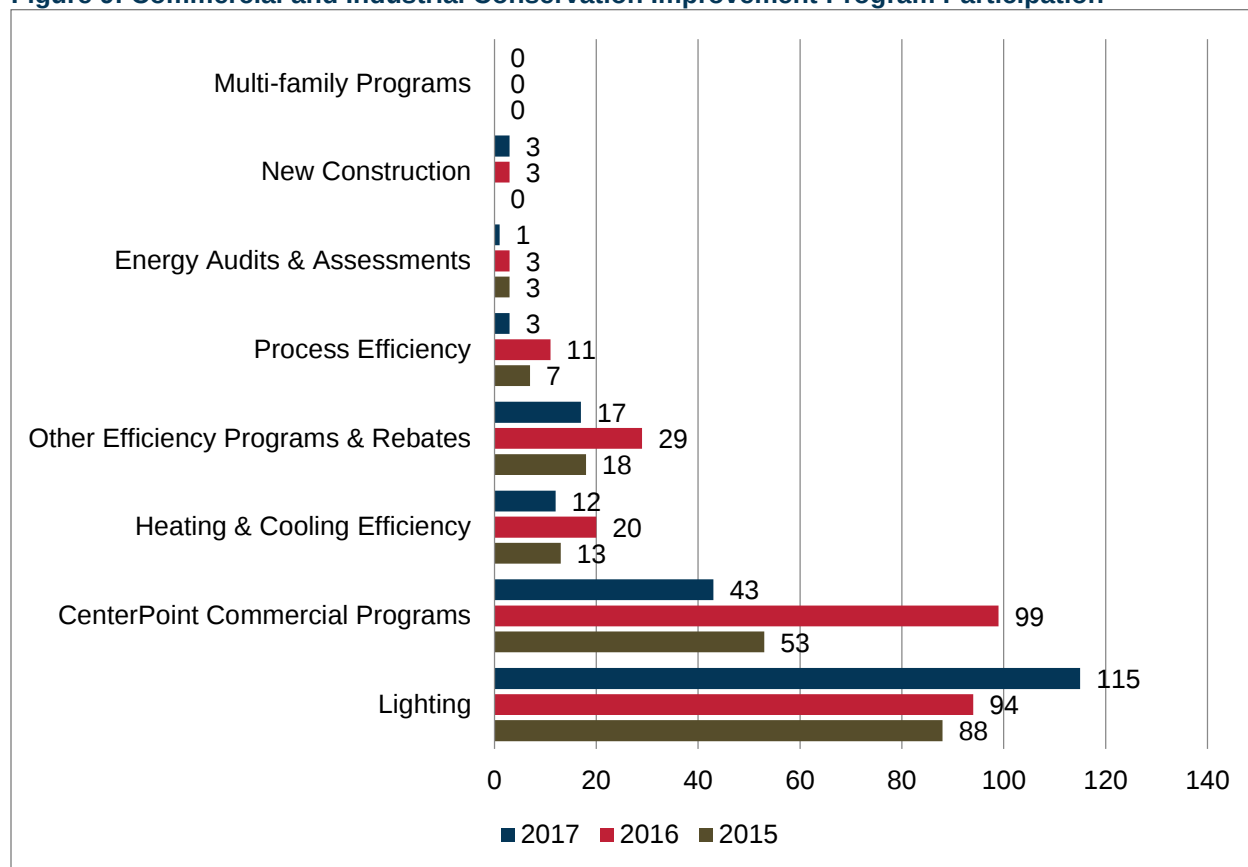


Figure 9 shows that commercial and industrial program participation rates have been slightly higher than residential sector participation over the past three years – 7 in 50 commercial premises participated in an Xcel Energy conservation improvement program in 2017. Lighting and natural gas equipment rebates have been most popular among commercial and industrial customers. In 2017, commercial and industrial premises saved 9,094,217 kWh and 78,420 therms, representing 1.4 percent of total sector energy use.

¹⁴ Xcel Energy and CenterPoint Energy Conservation Program Participation Counts, 2015-2017. Programs grouped based on common themes defined by Partners in Energy.

Figure 9: Commercial and Industrial Conservation Improvement Program Participation¹⁵

Renewable Energy

Fridley has taken initial strides to support on-site renewable energy installations and renewable energy subscription programs. The City of Fridley removed a barrier to ground-mount solar by updating their zoning ordinance to allow ground-mount installations with a special use permit. Five residential and eight commercial and industrial premises have installed on-site solar installations in Fridley between 2014 and 2018, according to City permit records. Renewable energy subscriptions have also been popular among Fridley residents. In 2017, 490 households subscribed to Windsource[®], a voluntary subscription program that allows customers to source some or all of their electricity from wind energy. Of these, 68 households elected to cover 100 percent of their annual electricity use with wind energy, representing 0.6 percent of total residential electricity use in 2017. There are two commercial Windsorce subscribers; both subscribe 100 percent of their annual electricity use. Fridley residents and businesses also subscribe to Renewable*Connect[®], a voluntary subscription program from Xcel Energy that allows customers to subscribe up to a 100 percent of their annual electricity

¹⁵ Xcel Energy and CenterPoint Energy Conservation Program Participation Counts, 2015-2017. Programs grouped based on common themes defined by Partners in Energy.

use from a blend of wind and solar energy. In 2018, 17 residents, and 4 commercial and industrial customers subscribed to Renewable*Connect.¹⁶

Where Do We Want To Go? – Community Energy Vision, Focus Areas, and Goals

Our Energy Vision & Mission

During the first and second planning workshops, the Energy Action Team worked together to develop a shared vision and mission for Fridley's energy future. The vision and mission represent the priorities of the team and the community throughout the energy planning process.

Vision

Fridley will continue leading by example and engaging residents, businesses, and institutions to save money and reduce greenhouse gas emissions for the benefit of everyone in the community.

Mission

Ensure Fridley will continue improving upon its values of being a safe, vibrant, friendly, and stable home for families and businesses by:

- 1. Increasing sustainable, reliable energy in the grid;*
- 2. Strengthening energy efficient practices and participation; and*
- 3. Supporting innovative strategies and technologies to achieve Fridley's energy vision.*

Focus Areas

After analyzing baseline energy use and historical program participation, four priority focus areas were chosen:

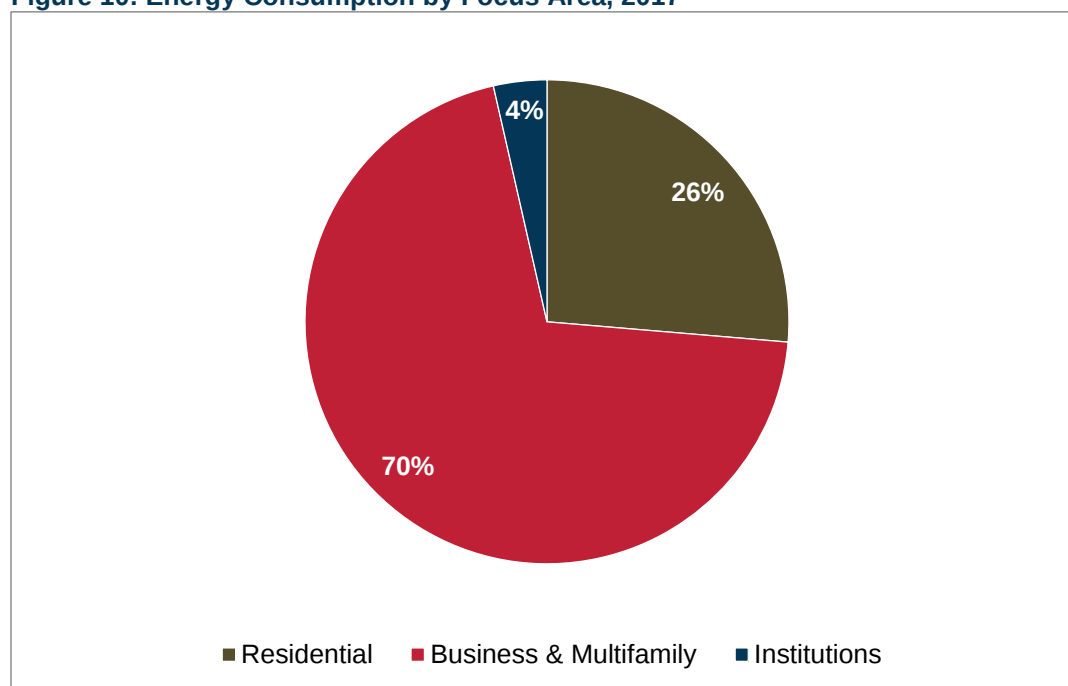
- **Focus Area 1: Residential Energy**, inclusive of homeowners, renters, and under-resourced residents.
- **Focus Area 2: Businesses and Multifamily Buildings**, inclusive of all businesses in the community, as well as multifamily buildings with more than five units.
- **Focus Area 3: Institutions**, including municipal premises, worship facilities, schools, and hospitals and medical facilities.
- **Focus Area 4: Transportation and Electric Vehicles**, noting that this area is important for long-term greenhouse gas emission reductions.

¹⁶ Renewable*Connect was fully subscribed at time of plan adoption and was not accepting new subscriptions.

Focus areas 1-3 are sectors in the community that the Energy Action Team believes can realize short-term measurable results through the strategies outlined in this plan. Focus area 4 is a long-term priority – the Energy Action Team acknowledged transportation and electric vehicles are important for long-term greenhouse gas emission reductions, public health, and cost-savings for electric vehicle owners over the lifetime of the vehicle. A small sub-group met outside of the regular workshop schedule to identify strategies for this focus area.

Through the planning process, renewable energy was also noted as an important component for reducing greenhouse gas emissions and improving energy resilience. Rather than defining renewable energy as a separate focus area, the group determined that renewable energy was an important component of all focus areas and should be integrated throughout the plan for a more comprehensive approach.

Figure 10: Energy Consumption by Focus Area, 2017¹⁷



¹⁷ Xcel Energy and CenterPoint Energy, estimates based on modeling and projections by Partners in Energy. Total energy consumption based on actual 2017 electricity consumption for classified premises and a natural gas consumption estimate. The natural gas consumption estimate was completed using actual 2017 therm consumption for all commercial and industrial premises and applying a ratio to institution consumption based on actual kWh consumption for classified premises.

Goals¹⁸

During workshops 3-5, the Energy Action Team worked together to develop a community-wide goal, and in small groups to develop goals and strategies for each focus area. The group wanted to make sure that goals were data-driven and would include both short-term and long-term time horizons. The Energy Action Team believes shorter time frames will provide immediate, tangible results that can garner support for the Energy Action Plan, while also building toward more ambitious outcomes in the future. Appendix 3 explains methodology of how goals will be measured and success reported.

¹⁸ Goals measured against the business as usual scenario, where noted. The business as usual scenario represents a presumed slight increase in energy demand based on residential and commercial energy demand of about 0.5 percent per year. It is assumed institutions demand will increase in 2019 when the new civic campus opens, but stay relatively flat in future years.

Community-wide Goal

- Reduce energy use 5 percent by 2020, and 20 percent by 2030, as compared to business as usual.

Residential Energy

- By 2020, Fridley residents will take 1,200 additional actions toward energy conservation and renewable energy.
- By 2030, residents will reduce total energy use 10 percent, as compared to business as usual.

Businesses and Multifamily Buildings

- By 2020, business and multifamily buildings will achieve 5 percent energy savings.
- By 2030, business and multifamily buildings will reduce total energy use 20 percent, as compared to business as usual.

Institutions

- By 2020, institutions will achieve 5 percent energy savings.
- By 2030, institutions will reduce total energy use 15 percent, as compared to business as usual.

Transportation and Electric Vehicles

- By 2020, conduct an outreach campaign to raise awareness about electric vehicles, with the goal of reaching 500 residents and individuals who work in Fridley.
- By 2020, reach 10 businesses and multifamily buildings through a targeted outreach campaign to encourage installation of charging infrastructure.
- By 2020, install one electric vehicle charging station at a City-owned building or location.

How Are We Going To Get There? – Actionable Strategies

The following sections detail actionable strategies to achieve the goals outlined in this plan. The Energy Action Team worked in teams to create strategies they believed would have high impact and measurable results.

In addition to strategies listed within each focus area, there are general strategies that fall within the scope of all four focus areas to broadly address energy efficiency and renewable energy throughout the community. These include:

- Providing general informational materials through City communication channels, including website, newsletter, social media, and events;
- Leveraging existing City relationships and programs to promote targeted energy-saving and renewable energy opportunities; and

- Coordinating with the City’s building department and Development Review Committee to integrate information about energy efficiency and renewable energy into the development process.

Specific actions to support these strategies are further detailed in each focus area section.

Focus Area 1: Residential Energy

Residents are an important component for the success of the Energy Action Plan. The residential sector represents 23 percent of total community energy use. In addition to conserving energy, this sector creates an opportunity for broad community engagement and support for energy goals.



Source: City of Fridley

Homeowners are the primary target for this focus area. A majority of Fridley residents own their home (62.5 percent¹⁹) and most owner-occupied homes are single-family units (65 percent²⁰). The housing stock in Fridley is aging – 89 percent of housing units are more than 30 years old.²¹ These homes likely have many opportunities to improve efficiency, particularly as part of planned kitchen, bath, and other remodeling projects.

Under-resourced Households

The residential sector also includes under-resourced households. Data show that under-resourced residents are energy burdened – meaning the household spends a high percentage of their income on home energy bills (see Figure 11). Fridley has a high rate of people living in poverty (12.3 percent²²), as compared to Anoka County (7.4 percent). The number of Fridley households earning less than 50 percent of state median income (SMI), the threshold for utility low-income program eligibility, is estimated to be 2,750.²³ This represents 24.9 percent of all households in Fridley. The highest concentration of households below the 50 percent SMI threshold is in the census tract located north of Interstate 694, west of University Avenue, and south of Mississippi Street (see Figure 12). Understanding the geographic distribution of under-resourced households will help the Energy Action Team target their efforts. There are a

¹⁹ U.S. Census Bureau, American Community Survey 2012-2016 5-year Estimates.

²⁰ City of Fridley, 2018.

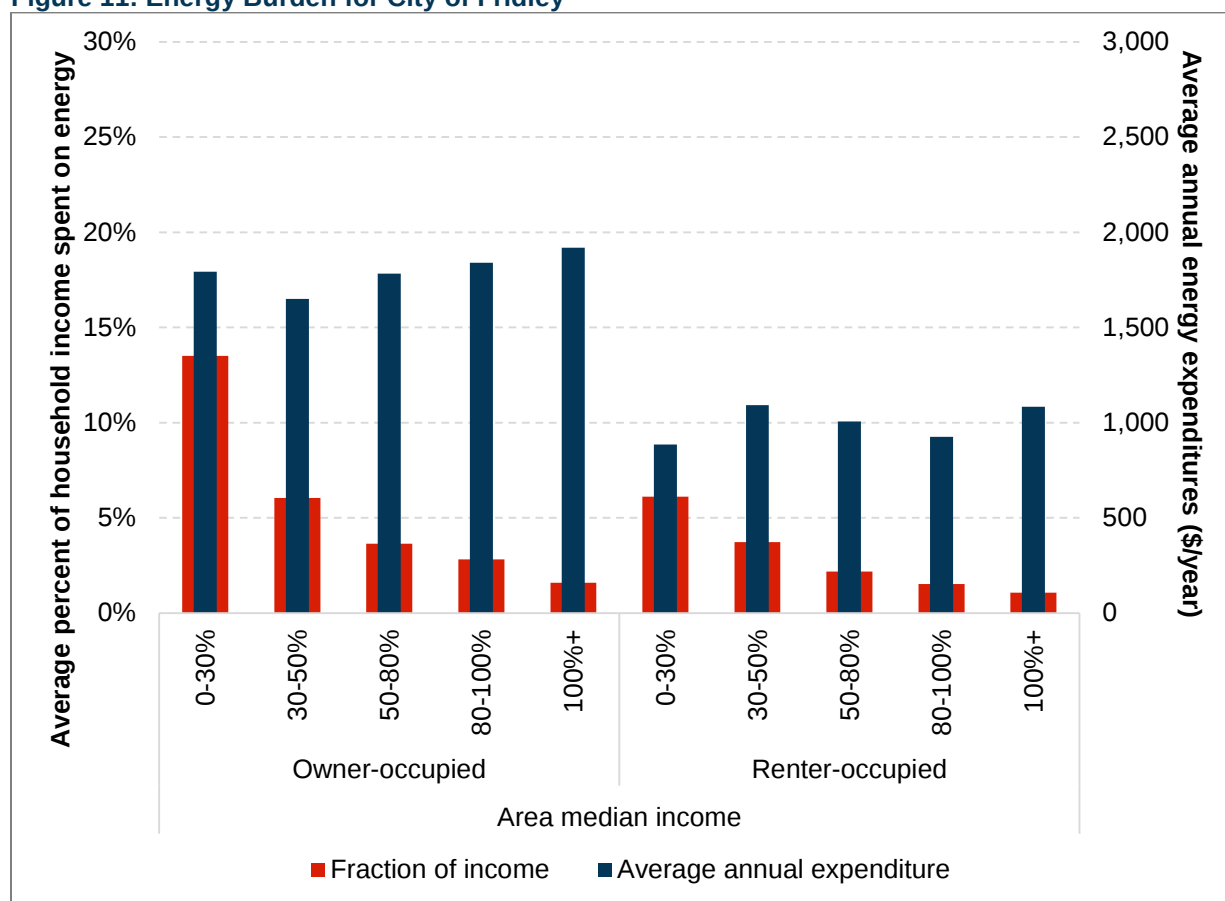
²¹ U.S. Census Bureau, American Community Survey 2012-2016 5-year Estimates.

²² U.S. Census Bureau, American Community Survey 2012-2016 5-year Estimates.

²³ Estimate based on American Community Survey 2016 Household Income in the Past 12 Months (2016 Inflation-Adjusted Dollars).

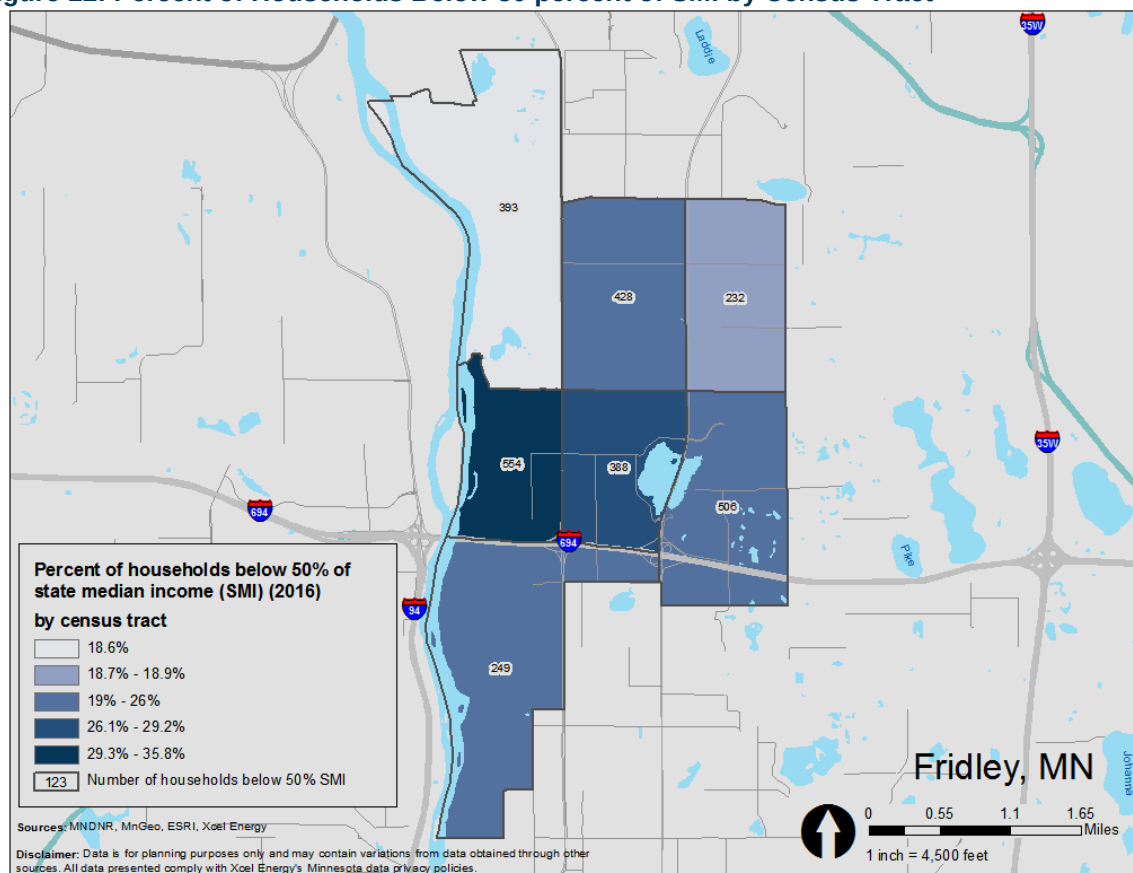
variety of programs and strategies for these households that help reduce energy bills and offer grants and low-interest financing to make repairs.

Figure 11: Energy Burden for City of Fridley²⁴



²⁴ U.S. Department of Energy, Better Buildings Initiative, Clean Energy for Low Income Communities Accelerator. Average annual expenditure based on U.S. Energy Information Administration reported electric utility revenue per residential customer, and statewide natural gas expenditures per residential customer.

Figure 12: Percent of Households Below 50 percent of SMI by Census Tract²⁵



Renters

There is also large percentage of renters in the community – 37.5 percent of households are renters.²⁶ Ensuring cost of living remains affordable for renters was important to the Energy Action Team, so strategies include those that target renters in single family, multifamily, and other housing types.

Table 3: Household Tenure by Housing Type²⁷

	Owner-Occupied	Renter-Occupied
Single family	6,293	1,046
Multifamily, 2-4 units	103	278
Multifamily, 5+ units	128	2,759
Other	363	55
Total	6,887	4,138

²⁵ Estimate based on American Community Survey 2016 Household Income in the Past 12 Months (2016 Inflation-Adjusted Dollars).

²⁶ U.S. Census Bureau, American Community Survey 2012-2016 5-year Estimates.

²⁷ Ibid.

Since renters do not own their housing unit, most are limited in the types of energy improvements they can make. Some ways that renters likely can save energy include managing indoor temperature using thermostats, replacing lightbulbs with LEDs, unplugging electronics when not in use, and using ENERGY STAR-rated products. Strategies identified to target renters include energy conservation and energy efficiency to ensure renters are able to achieve energy savings. In addition, income-qualified renters can utilize a free energy efficiency program that also replaces appliances.

Residential Energy Goal and Strategies

Fridley's goals in the residential sector are to increase program participation in conservation programs and renewable energy subscriptions:

- By 2020, Fridley residents will take 1,200 additional actions toward energy conservation and renewable energy.
- By 2030, residents will reduce total energy use 10 percent, as compared to business as usual.

To achieve this goal, the Energy Action Team identified specific programs to promote during outreach – see Table 4. In addition to increasing participation in utility conservation programs, behavior changes inspired through education and awareness are a critical component to successfully reducing residential energy use.

Table 4: Residential Program Participation Targets

Program	Baseline (2017)	Participation Target by 2020
Home Energy Squad	55	340
Refrigerator Recycling	32	150
Income Qualified Programs	58	190
Windsorce®	490	200 additional

These programs were chosen because of the opportunity to have a big impact on residential energy savings. The City of Fridley Housing and Redevelopment Authority (HRA) offers discounted Home Energy Squad visits to all Fridley residents. Home Energy Squad is a key first step to identifying cost-effective opportunities to reduce energy use. However, participation has been decreasing since 2014, when the discount program launched.

During planning, Energy Action Team members spent time considering perceived benefits among residents of taking energy action, and barriers that might get in the way (Table 5). Energy Action Team members noted that lack of awareness and distrust in the message and/or messenger were barriers to taking action; so strategies were crafted to overcome those barriers.

Table 5: Residential Energy Barriers and Benefits

Barriers	Benefits
Cost to take action	Cost savings
Language barrier	Sense of community & pride in Fridley
Lack of trust in the message and/or messenger	Helping the environment
Lack of knowledge	Comfort and safety in the home
Effort needed to take action	Awareness of impact

Cost to take action was also identified as a barrier to taking an energy efficiency or renewable energy action. Refrigerator recycling was targeted because there is no cost to participate and a rebate is given to the customer after pick up. Xcel Energy's Windsource® was chosen as an easy, low cost way for residents to access renewable energy. The planning team also prioritized income-based programs from both Xcel Energy and CenterPoint Energy since they are available at no cost for income-eligible households. These programs include low-income Home Energy Squad, Home Energy Savings Program, Stay Safe Stay Warm, and weatherization services.

Table 6: Residential Energy Strategies**Focus Area: Residential Energy****Strategy 1: Engage residents in taking action through a community-wide marketing campaign.****Actions:**

- Analyze resident survey to understand what messaging resonates with residents and who the trusted messengers are.
- Create “first-step actions” checklist to guide residents on easy actions to take at home.
- Create a checklist for installing solar panels on residential structures.
- Create informational materials focusing on program participation and rebates as a way to conserve energy and use renewable energy.
 - Include behavior change information as part of campaign materials.
 - Use testimonials, success stories, and case studies to encourage participation.
 - Target programs: Enhanced Home Energy Squad, Refrigerator Recycling, renewable energy programs (e.g. Windsource®, community solar garden subscriptions), and the Fridley Home Loan Program.
- Create and distribute informational materials with targeted messaging for key populations.
 - Target neighborhoods with older homes with home rehabilitation information.
 - Target new residents using new resident packet with energy audit and rehab information.
 - Door-knock at manufactured home parks with program and rebates information.

Focus Area: Residential Energy

- Translate materials into other languages, such as Somali and Spanish.
 - Identify nonprofit and service organizations to share and support translated materials and program offerings.
 - Partner with leaders in language communities to help ensure messaging will resonate with community.
- Partner with local businesses where home improvement or construction materials are purchased to display informational materials.
- Use existing communication channels and community events to share materials and information.

Strategy 2: Integrate energy efficiency language into existing points of City communications; and train staff to share message with residents.

Actions:

- Update Home Loan Program application, website, and program marketing to emphasize energy efficient improvements.
- Include energy efficient information in Building Permit display and application materials.
- Create energy efficiency inserts for water utility bills.

Strategy 3: Partner with schools and community groups to reduce energy use by promoting behavior change.

Actions:

- Partner with school district to reach senior citizens and senior center on actions they can take at home.
- Partner with local Boy Scout and Girl Scout troops to do energy badge activity.
 - Create materials and messaging scouts can share with their family.
- Design energy efficiency course with Community Education and offer course during one session.

Strategy 4: Conduct marketing and outreach specifically targeting under-resourced households.

Actions:

- Create materials summarizing income-qualified program options from all utilities and local service providers.
- Collaborate with local food shelves and other service providers to reach under-resourced populations.
 - Distribute marketing campaign materials at their locations and events.
 - Co-brand materials with service providers.
- Establish partnerships with property managers at income-eligible multifamily buildings to share informational materials.
- Leverage existing contacts, networks, and events to reach under-resourced residents.

Implementation Partners

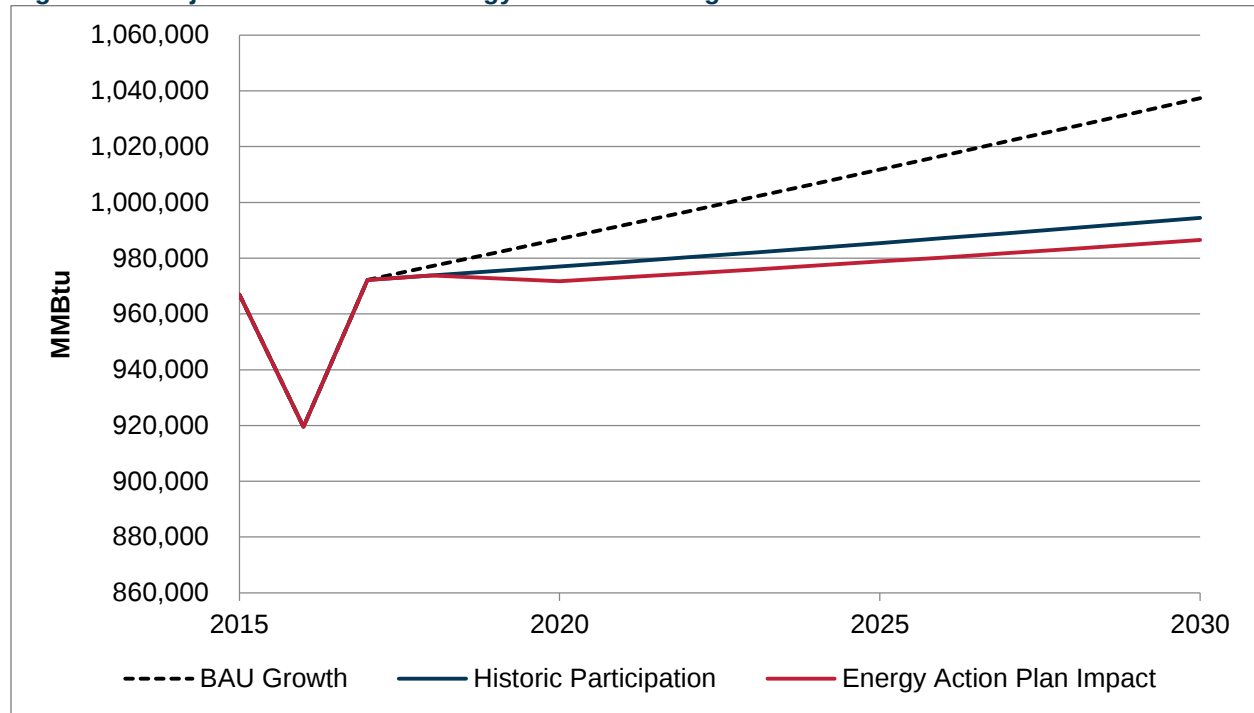
The following partners were identified as needed to help with implementation of residential energy strategies:

- City of Fridley staff, including City Lead, Communications Division, and Building Inspections
- Fridley Housing and Redevelopment Authority and Business Retention and Expansion Team
- Environmental Quality and Energy Commission
- Home Energy Squad implementers
- Xcel Energy's Partners in Energy

Impact

Achieving goals outlined here will generate important impacts on both community engagement and energy use. Increasing energy conservation and renewable energy program participation by 1,200 additional actions will result in almost 3,000 homes taking action by 2020, representing 25 percent of all households in Fridley. If the goals of this focus area are achieved, residential energy use will decrease by 1.5 percent by 2020, saving an estimated 700,922 kWh and 94,694 therms between 2019 and 2020. Residential energy-related greenhouse gas emissions will be reduced 955 MTCO₂e by 2020, which is approximately equivalent to the carbon emitted from 204 passenger vehicles in one year.²⁸ These actions will also improve the quality of life for Fridley residents by improving the health and comfort of their homes, and lowering their energy bills. On average, Fridley residents who participate in an energy conservation program are expected to save \$52 per year.

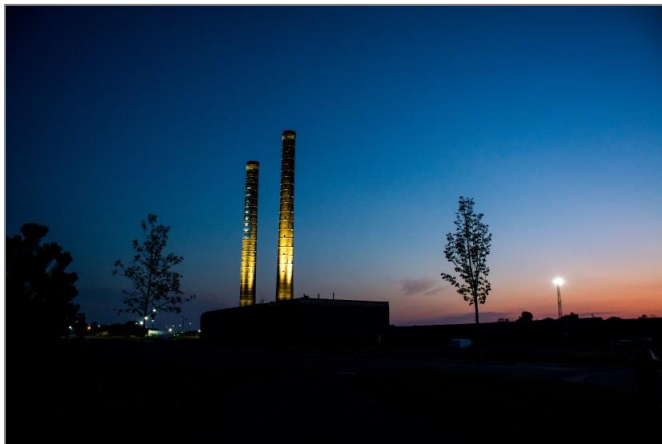
²⁸ U.S. Environmental Protection Agency (March 13, 2018). Greenhouse gas equivalencies calculator. Retrieved from <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>.

Figure 13: Projected Residential Energy Use and Savings

Long-term Residential Energy Strategies

Strategies outlined in this plan will help Fridley achieve its goal of residents taking 1,200 additional actions toward energy conservation and renewable energy. To achieve Fridley's goal of reducing total energy use 10 percent by 2030, additional strategies and resources will need to be identified. Initial ideas from the Energy Action Team include continuing promotion of rebates and programs using City communication channels and trusted messengers, and identifying additional funding sources or incentives to help residents make energy-related improvements or install on-site renewable energy. The Energy Action Team also noted that evolving technology and new utility programs and rebates will have an impact and should be utilized as they become available.

Focus Area 2: Businesses and Multifamily Buildings



Source: City of Fridley

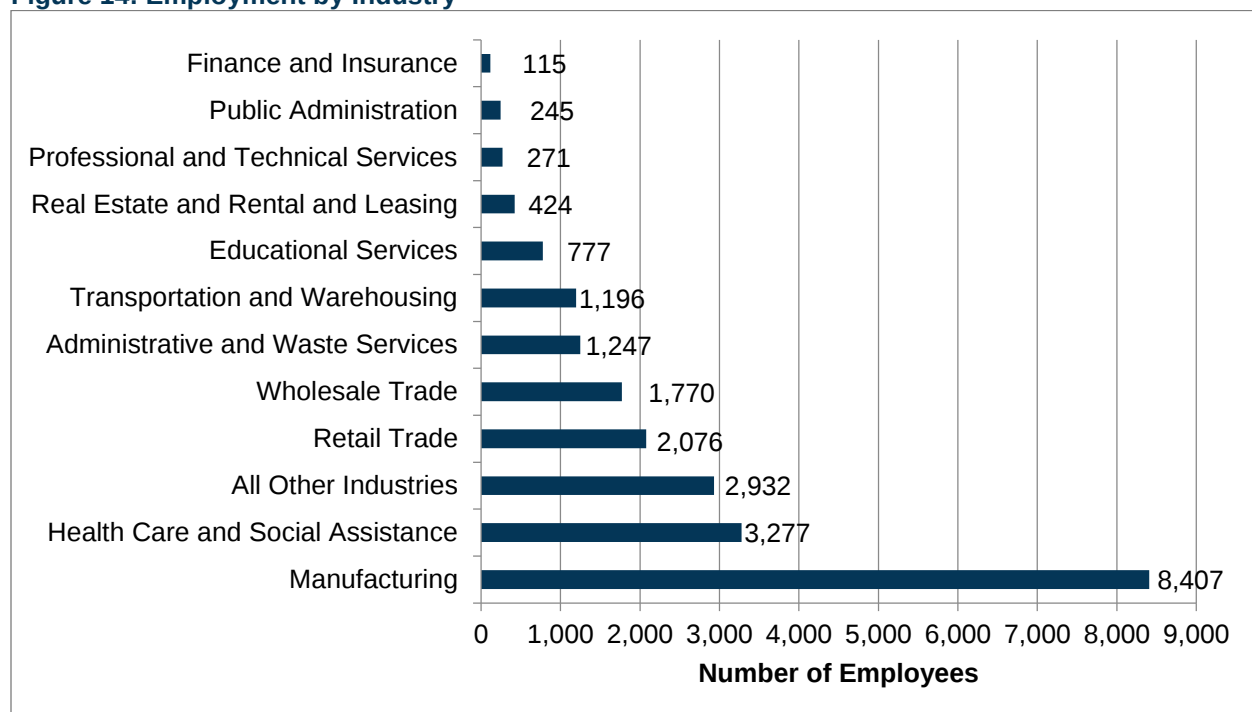
Businesses are typically among the largest energy users in a community and can therefore make a significant impact on reducing overall energy use.

Manufacturing is the primary employment sector in the community; representing 37 percent of all jobs in Fridley (see Figure 14).

Manufacturing businesses are primarily concentrated along the railroad corridor on the western side of the City, and near the intersection of University Avenue and 73rd Avenue.

Health care, retail, and wholesale trade also employ a large number of people. Job growth is steady – Fridley is home to several large industrial and manufacturing companies, and its proximity to Minneapolis will help the community continue to attract and sustain business growth. Fridley businesses source most of their employees from outside of Fridley (see Table 7).

Figure 14: Employment by Industry²⁹



²⁹ Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2nd quarter data, 2017.

Table 7: Top 10 Cities of Residence for People Who Work in Fridley³⁰

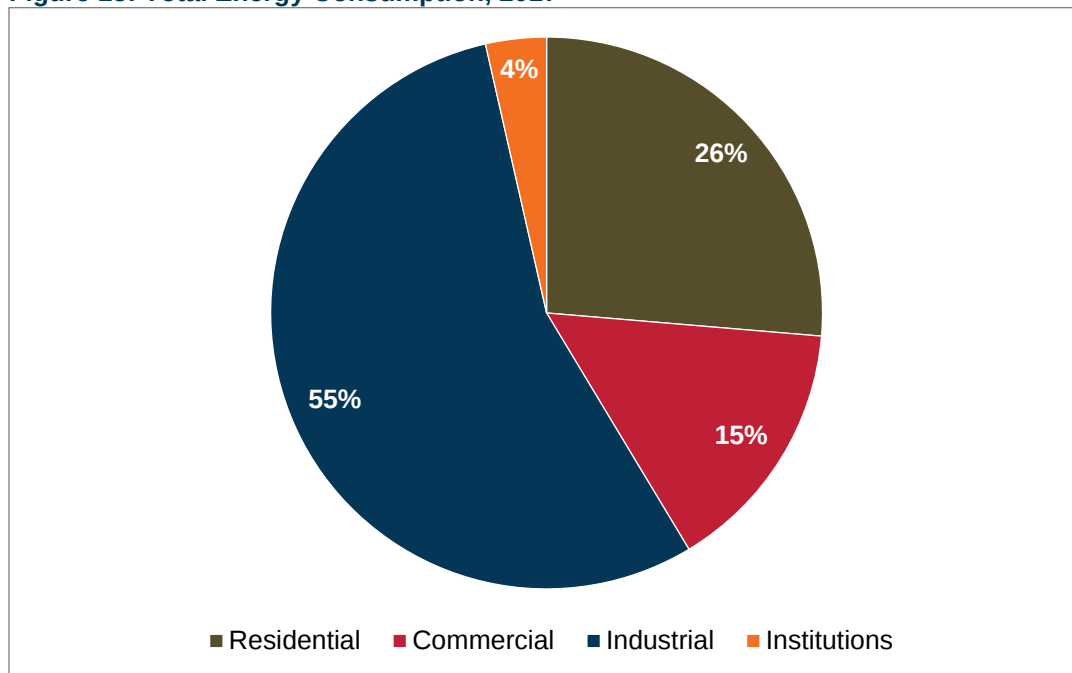
Residences	Workers
Minneapolis	1,661
Blaine	1,535
Coon Rapids	1,442
Fridley	1,286
St. Paul	924
Brooklyn Park	776
Andover	687
Maple Grove	575
Plymouth	449
Ramsey	425
Other	8,952

Industrial Premises

For the purposes of this plan, industrial premises are businesses that are heavy manufacturers and industrial processors. Industrial premises account for approximately 55 percent of total energy consumption (see Figure 15). Industrial premises typically include larger energy users, such as manufacturing, machining, and metal and coating facilities.

³⁰ Census Bureau Local Employment-Household Dynamics.

Figure 15: Total Energy Consumption, 2017³¹



Historically, industrial customers have been the most active energy efficiency participants among commercial energy users, with particular emphasis on four areas: lighting, fluid system optimization, process efficiency, and motors efficiency. Opportunity exists for additional energy efficiency services, in particular walk-through energy audits³² and recommissioning,³³ which historically have had low participation.

Multifamily Buildings

Multifamily buildings with more than five units were grouped into this focus area because they are typically operated like a business and it is up to building owners to make energy efficient improvements, not tenants. Additionally, utility conservation programs that serve buildings with more than five units are typically part of the commercial program portfolio.

There are 149 multifamily buildings with more than five units in Fridley³⁴. Nine buildings are classified as low-income by Minnesota Housing's Low-Income Rental Classification

³¹ Xcel Energy and CenterPoint Energy, Estimates based on modeling and projections by Partners in Energy. Partners in Energy classified electrical commercial and industrial premises based on Xcel Energy's rate classification and NAICS code.

³² Turn Key Services is a full-service program designed to provide our customers with on-site energy efficiency assessments and/or free implementation services they need to make energy-saving improvements.

³³ Recommissioning is a study that looks to improve the efficiency of existing building operations by identifying and tuning up less-than-optimal equipment within the facility.

³⁴ City of Fridley, 2017.

(LIRC) certification. According to the American Community Survey, of the households living in multifamily properties, 65 percent live in multifamily buildings built before 1980.³⁵ These older buildings are likely in need of energy efficiency improvements, which can benefit residents through increased comfort, and building owners through cost savings.

Multifamily building energy use may show up as part of the residential or commercial sector, or both, depending on how they are metered. Most commonly, individual units pay electricity bills but there is a single natural gas account for the whole building. As a result, multifamily engagement strategies must reach both building owners and tenants, to ensure benefits are shared among all. Historically, there has been no participation in conservation programs aimed at multifamily buildings with more than five units, presenting an important program opportunity. Two barriers to engaging this sector are identifying the owners and operators of these multifamily buildings and identifying the message that resonates with them. Strategies were crafted to engage trusted messengers to help reach the multifamily sector.

Table 8: Multifamily Buildings by Unit Count³⁶

Housing Unit Type	Unit Count	Building Count
Multifamily Building, 2-4 units	244	64
Multifamily Building, 5+ units	3,263	149
Total	3,507	213

Table 9: Age of Multifamily Structure by Units in Structure³⁷

	Multifamily Building, 2-4 units	Multifamily Building, 5+ units
Built 1939 or earlier:	-	13
Built 1940 to 1959:	51	286
Built 1960 to 1979:	189	1,469
Built 1980 to 1999:	38	894
Built 2000 to 2009:	-	68
Built 2010 or later:	-	29
Total	278	2,759

Business and Multifamily Buildings Energy Goals and Strategies

Below are Fridley's goals for businesses and multifamily buildings:

- By 2020, Business and Multifamily Buildings will achieve 5 percent energy savings;

³⁵ Multifamily buildings defined as buildings with five or more units.

³⁶ City of Fridley, 2017.

³⁷ U.S. Census Bureau, American Community Survey 2012-2016 5-year Estimates.

- By 2030, Business and Multifamily Buildings will reduce total energy use 20 percent, as compared to business as usual.

A short-term goal was chosen to motivate immediate action toward Fridley's community-wide goal. To achieve this goal, the Energy Action Team identified specific actions to promote during outreach, including lighting upgrades, motor efficiency, and heating and cooling efficiency. Energy assessments and audits are also a focus, since these are often recommended as the first step toward energy efficiency. Fridley's Energy Action Team chose to target all businesses to have the most impact, noting there should be specific strategies for manufacturing businesses and multifamily buildings.

During planning workshops, Energy Action Team members spent time considering perceived benefits among businesses and multifamily buildings for taking energy action, and barriers that might get in the way. Similar to the residential sector, cost and lack of knowledge about programs were identified as key barriers. To overcome these barriers, financing resources and information materials will be shared with both businesses and multifamily buildings. Businesses who rent commercial or office spaces have additional barriers for taking action, since tenants are not always responsible for improvements and utility bills. The Energy Action Team noted that it may be easier to motivate businesses in tenant occupied spaces with one property manager.

Table 10: Business and Multifamily Buildings Barriers and Benefits

Barriers	Benefits
Cost	Energy-savings opportunities
Time (no dedicated staff)	More money for other projects
Lack of knowledge about available programs and financing options	Increased property value and public image
Multiple decision makers	More comfortable space
No incentive as tenant	Happier tenants/better occupancy retention
Property owner uninterested in taking action	One point of contact for energy action in multi-tenant buildings
Lack of trust in the message and/or messenger	City is trusted messenger
Identifying the decision maker	Increased safety through improved lighting
	Better tenant retention and more competitive space
	More production/higher profit margin

Table 11: Business and Multifamily Buildings Strategies**Focus Area: Business and Multifamily Buildings****Strategy 1: Create and distribute informational and marketing materials educating businesses and multifamily building owners about actions and programs.**

Actions:

- Distribute informational materials at building permit counter and City communication channels, with a particular focus on utility programs and renewable energy opportunities that are free and/or provide follow-up support.
- Create checklist for on-site solar installation and include on City website.
- Distribute informational materials at City business retention and expansion program visits.
- Publish case studies of local businesses who have taken action on City communication channels.
- Include energy efficiency messaging in the City business e-newsletter with concrete, simple ways to save energy; highlight case studies.
- Promote Property Assessed Clean Energy (PACE), Trillion BTU, and other financing opportunities to inspire businesses to take action.
- Develop informational materials for the Minnesota Technical Assistance Project (MNTAP) engineering intern program and conduct outreach to businesses that would be likely candidates.
- Establish partnerships with business green teams to share informational materials.

Strategy 2: Leverage existing events and trusted communication channels to educate and raise awareness.

Actions:

- Recognize businesses who have taken action.
 - Promote businesses that have taken energy efficiency action on Small Business Saturday (November).
 - Ask an independent retailer who has shown interest in making energy saving advancements to accept the Proclamation for Independent Retailer Month (July).
 - Leverage City communication channels to recognize businesses who take action.
- Encourage manufacturers who have made advancements in energy savings to host a community tour of their business highlighting those projects for Manufacturing Week. (October).
- Utilize the City's ongoing relationships and communication channels to inform businesses about energy-saving opportunities.

Focus Area: Business and Multifamily Buildings

Strategy 3: Conduct door-to-door outreach to businesses to encourage energy action.

Actions:

- Target outreach to high energy users with efficiency programs and energy audits.
- Enlist partners to assist with door-to-door outreach, such as CERTs.
- Sign up businesses on the spot for energy audits or free assessments/walk-throughs.
- Include Windsource® and other renewable energy options as part of informational materials.

Strategy 4: Host a lunch and learn event for businesses about energy actions the City has taken to share experience and encourage best practices.

Actions:

- Partner with both local Chambers of Commerce and local business green teams to co-host and promote event.

Strategy 5: Conduct outreach specifically targeting multifamily buildings to engage them in energy action.

Actions:

- Create information materials targeting for multifamily building owners and operators.
- Identify and prioritize engagement to under-resourced areas and multifamily buildings in the City that are eligible to participate in income-qualified programs.
- Utilize trusted communication channels and networks of building owners to share energy-saving actions.
 - Multifamily housing associations.
 - “Crime Free Housing” meetings hosted by Fridley’s Police Department.
- Collaborate with rental inspectors on multifamily energy efficiency information.
 - Add a question on the rental license application that asks whether the property owner or manager is interested in learning more about energy efficiency.

Implementation Partners

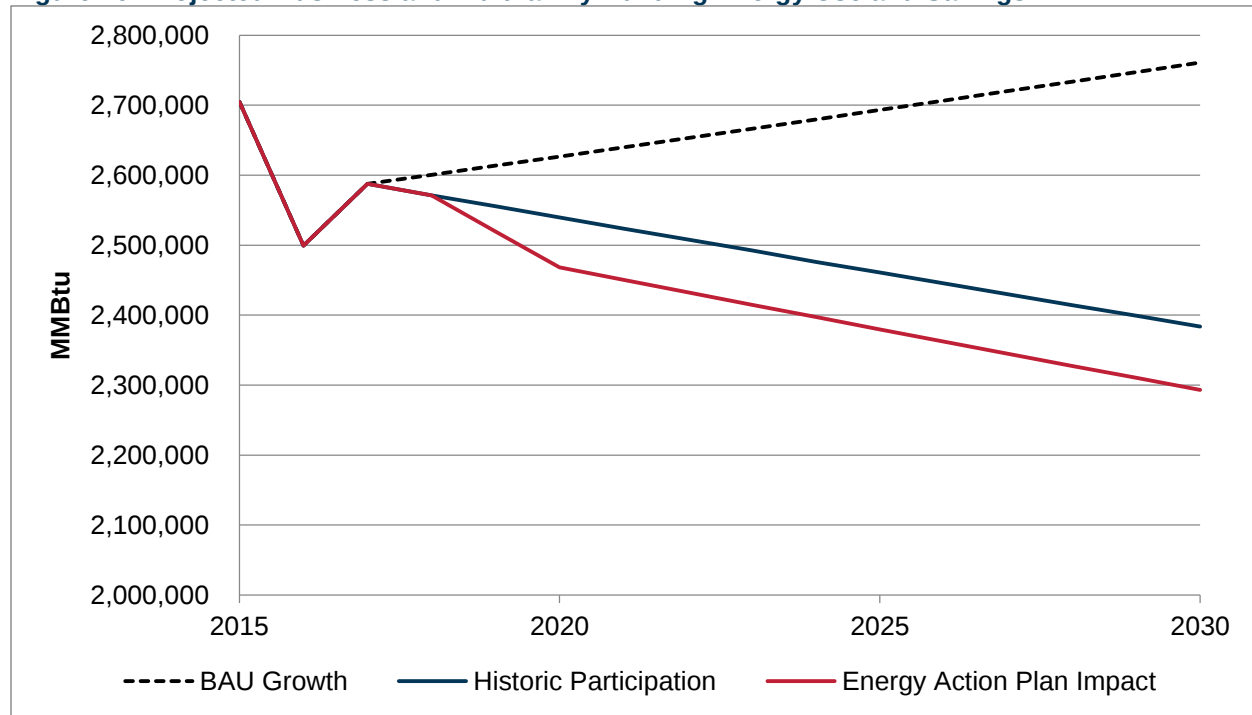
Partners identified to help during implementation include:

- City of Fridley staff, including City Lead, Communications Division, Building Inspections, Rental Inspection, and Police Department
- Fridley Housing and Redevelopment Authority and Business Retention and Expansion Team
- Environmental Quality and Energy Commission
- Minnesota Technical Assistance Program (MnTAP)
- Multifamily housing associations and property managers
- Clean Energy Resource Teams (CERTs)
- Xcel Energy’s Partners in Energy

Impact

Achieving the goals outlined here will generate important benefits for business engagement and retention, as well as lower energy use. Achieving 5 percent energy savings by 2020 will result in an estimated 16,836,281 kWh and 717,088 therms saved, which would be equivalent to 12,010 MTCO₂e in avoided emissions. Through increased efficiencies, businesses are anticipated to save an estimated \$1.8 million between 2019 and 2020.

Figure 16: Projected Business and Multifamily Building Energy Use and Savings



Long-term Business and Multifamily Energy Strategies

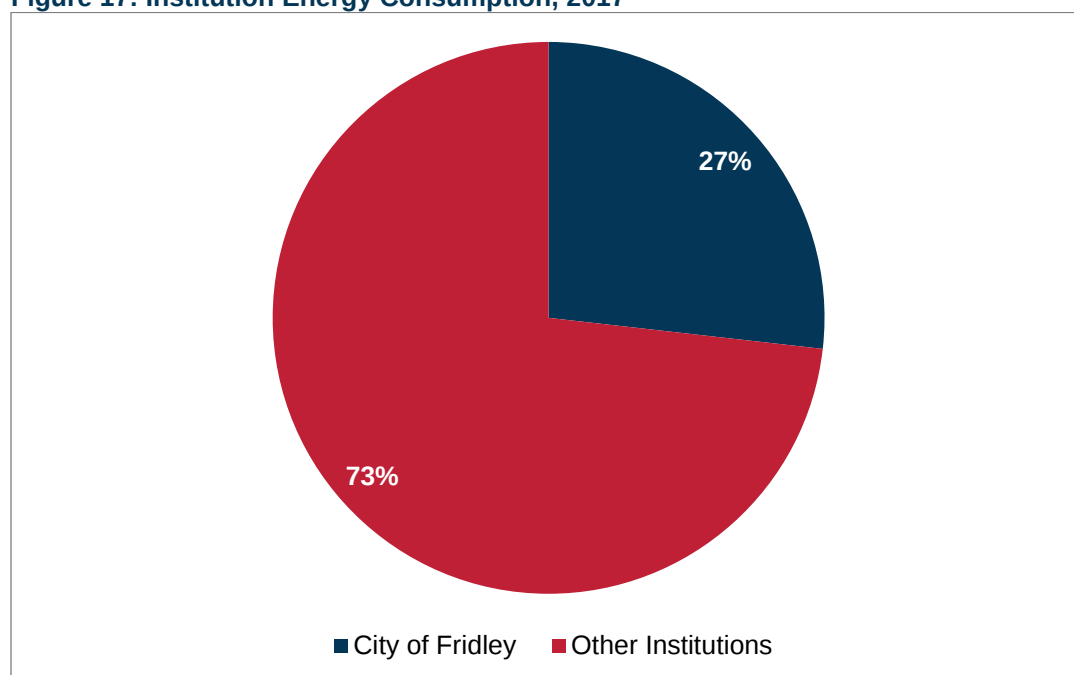
Achieving the goals outlined in this section and continued engagement of businesses and multifamily buildings will result in businesses and multifamily buildings reducing their energy use an estimated 17 percent by 2030, as compared to business as usual; which is 3 percent below their goal of a 20 percent reduction in energy use by 2030. The Energy Action Team identified opportunities to achieve their goal of a 20 percent reduction in energy use – capitalizing on advancing technology and processes for increased efficiency in manufacturing; expanded funding resources and incentives to inspire businesses and multifamily buildings to take action; and new multifamily and mixed-use redevelopment being more efficient than the older industrial or commercial properties they replaced. Resources, partners, and specific actionable strategies will need to be identified by the Energy Action Team, the City of Fridley, and the Environmental Quality and Energy Commission to address these opportunities.

Focus Area 3: Institutions

While Institutions³⁸ represent approximately 4 percent of total energy use, they constitute the Energy Action Plan’s important “leadership wedge.” These organizations demonstrate leadership through action. Institutions are viewed as responsible public stewards and are often in a position to influence others to take action. The City in particular is an important leader in reducing energy use and achieving the Energy Action Plan’s mission

The institutions focus area includes schools, worship facilities, hospitals and medical service centers, government buildings, day care centers, and nonprofit organizations. There are a total of 211 electric premises³⁹ in this category, including 104 that belong to the City of Fridley.

Figure 17: Institution Energy Consumption, 2017⁴⁰



Municipal Energy

The City of Fridley consumed 4,674,909 kWh of electricity and 73,357 therms of natural gas in 2017. The water treatment plants consume the most energy among municipal facilities – three treatment plants represented 45 percent of total municipal energy consumption in 2017 (see Figure 18). In the past, the City of Fridley received treated

³⁸ To classify institutions, Partners in Energy reviewed NAICS codes and premise names on the commercial and industrial electric premise list.

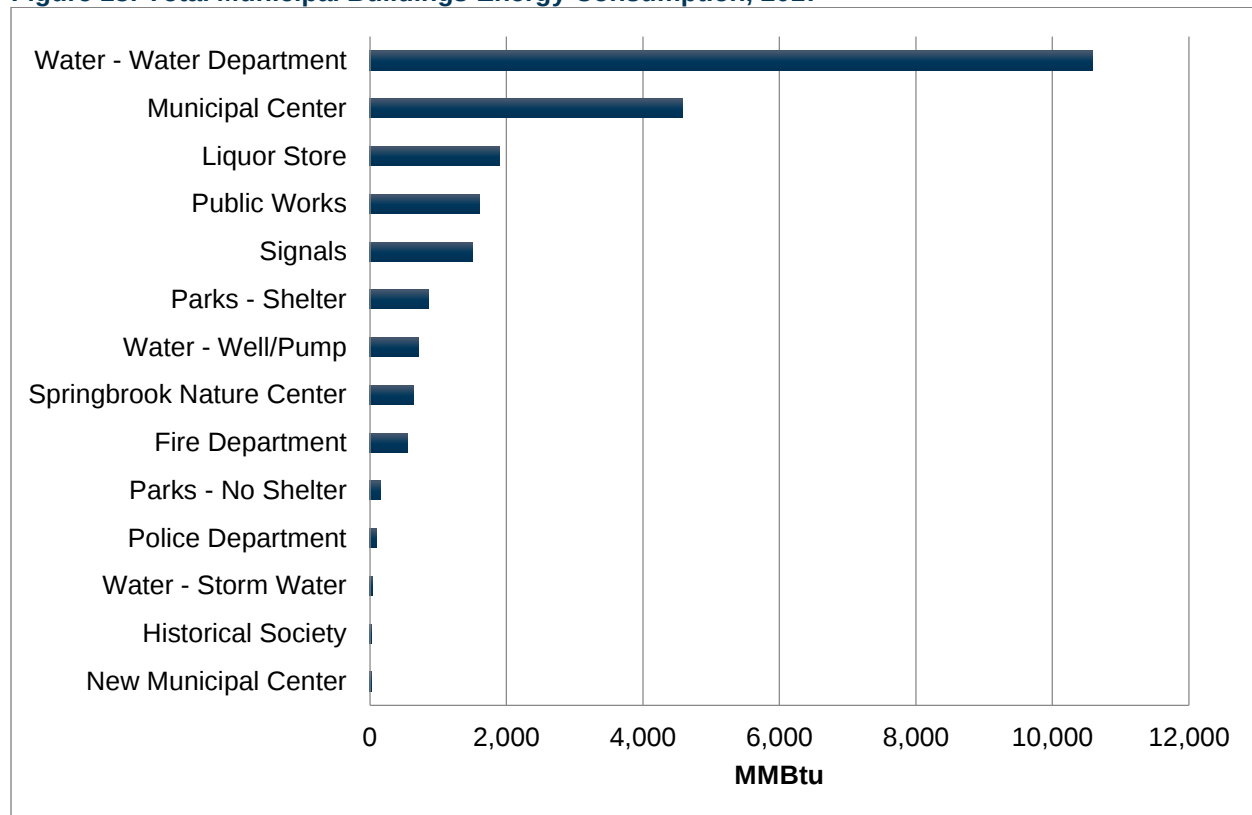
³⁹ Four premises were removed for 15x15 violations and their energy use is included in the Business and Multifamily focus area.

⁴⁰ Xcel Energy and CenterPoint Energy, Estimates based on modeling and projections by Partners in Energy.

water from the City of New Brighton at virtually no cost. In the last three years, the City of Fridley no longer receives the treated water from New Brighton, resulting in the City needing to increase capacity at their wells and pumps about 27 percent. To reduce energy use of its water infrastructure, the City installed more efficient variable frequency drives in the last five years. The City's water treatment plants also made some operational changes to help offset increased energy use.

The City of Fridley is currently constructing a new civic campus to consolidate four departments: City Hall, Public Safety, Public Works, and Fire Station 1. The new civic campus, which will open in the fall of 2018, is estimated to increase municipal electricity consumption by 350,000 kWh and 20,000 therms. As part of the design process, the City participated in Xcel Energy's Energy Design Assistance program to learn how to increase energy efficiency and identify cost-savings opportunities. Additional opportunities may exist at these buildings, but municipal strategies in this sector will be primarily focused at other City-owned buildings and properties.

Figure 18: Total Municipal Buildings Energy Consumption, 2017⁴¹



Other efficiency opportunities include upgrading to energy efficient lighting at parks, including field lighting, tennis court lighting, park shelters, and parking lots; upgrading

⁴¹ Xcel Energy, CenterPoint Energy.

lighting at water treatment plants and facilities; and completing a commercial refrigeration efficiency assessment at a municipal-owned liquor store.

Worship Facilities

Worship facilities can be important energy leaders and trusted resources that value responsible environmental stewardship. In addition to addressing efficiency in their own buildings, congregations can play an important role in engaging members in energy action at home.

Worship facilities are unique because there are variable times of heavy use, which can change depending on the day of the week or season. Opportunities for energy efficiency include upgrading lighting to LEDs, installing occupancy sensors to control lighting in rooms when they are not in use, and using programmable thermostats to control room temperatures. Strategies to engage worship facilities include one-on-one outreach with information about actions the facility can take related to energy efficiency and renewable energy. Strategies also include engaging congregants to take action at their home, which can contribute toward the greater good and benefit the worship facility.

Schools

There are six public schools and five private schools in Fridley. The public schools are spread between three different school districts – Fridley ISD 14 has five elementary, middle, and high schools in the community, plus two elementary schools from Spring Lake Park ISD 16 and Columbia Heights ISD 13. The private schools include Totino-Grace, a large high school with some on-site residents, as well as three charter and religious schools.

Schools tend to be high-energy users, and are often housed in older buildings. Similar to worship facilities, schools can demonstrate leadership through energy action at their buildings. Schools can also integrate learning into efficiency projects, building in engagement with students. Through increased energy efficiency, cost savings can be used toward other student programming.

Since Fridley ISD 14 and other schools in Fridley have their own facility managers and capital improvement plans, strategies in this plan focus on technical assistance to help schools develop energy plans and sharing information about resources. As schools develop energy plans, there is an opportunity for the City of Fridley to further engage schools in taking additional energy action.

Institution Energy Goals and Strategies

Fridley's goals for institutions are to increase energy savings and reduce total energy use:

- By 2020, institutions will achieve 5 percent energy savings;
- By 2030, institutions will reduce total energy use 15 percent, as compared to business as usual.

To achieve these goals, the Energy Action Team placed emphasis on increased participation in lighting efficiency programs, and free energy audits and assessments.

The Energy Action Team identified a wide range of barriers to engaging institutions because of the different building and organization types included in this focus area. Strategies were developed to overcome barriers, and the team agreed that focusing on communicating the benefits to taking action will help inspire action among the “leadership wedge.”

Table 12: Institution Barriers and Benefits

Barriers	Benefits
Often rent building	Cost savings
Long budget cycle	Responsible public steward
Not in line with primary mission	Align with organization goals and values
Management and decision making structure	Influencing others; be in a position to influence
Not aware of energy costs	Available budget can be spent elsewhere
Older building	Sense of responsibility
Hard to understand cost-benefit	Contributing to the public good
Limited resources	
Lack of staff	
No up-front cash	
Lack of interest	

Table 13: Institutions Strategies

Focus Area: Institutions
Strategy 1: Engage worship facilities in energy action.
Actions: • Make a contact list and complete phone surveys to identify decision makers and management structures within worship facilities. • Conduct one-on-one outreach and follow-up to engage interest in building energy audits and assessments. • Assess interest in renewable energy and on-site community solar gardens as part of outreach, with the potential for connecting interested congregations to renewable opportunities. ○ Share case studies of worship facility action. • Establish partnerships with church creation care committees/green teams to: ○ Develop small scale energy plans with specific actions to implement. ○ Promote residential energy efficiency through energy challenge, linking energy savings with donations to help the facility make energy upgrades. ○ Use Congregation Toolkit to inspire action.

Focus Area: Institutions

Strategy 2: Demonstrate City leadership in reducing energy use in City facilities.

Actions:

- Educate City staff on municipal efforts to reduce energy use and efficient building operations, and share information on office behavior changes.
- Evaluate and pursue opportunities to reduce energy use, including:
 - Liquor store participation in refrigeration efficiency program;
 - Variable Frequency Drives (VFDs) for irrigation and fountains;
 - Updating outdoor and parks lighting with LEDs.
- Highlight efficient features at new Civic Center and other city facilities using City communication channels.
- Publish case studies about efficient and renewable features at new Civic Center, Springbrook Nature Center, and municipal-owned liquor stores.
- Track City facility energy use in benchmarking software.

Strategy 3: Identify ways to reduce energy use in water treatment plants located in Fridley.

Actions:

- Identify actions already taken by water treatment facilities located in Fridley to reduce energy use.
- Partner with Xcel Energy to reach out to representatives from water utilities with plants located in Fridley to discuss additional opportunities to reduce energy use.
- Partner with MnTAP to support Fridley's water utility in implementing energy management best practices.

Strategy 4: Partner with schools, hospitals, and other medical or education centers located in Fridley to reduce energy use in their facilities.

Actions:

- Provide technical assistance to school and hospital facility managers interested in benchmarking or developing energy-savings plans, and share financing opportunities.
 - Work with utility account managers to support implementing efficiency projects and accessing rebates.
- Identify schools or medical facilities that have taken action toward energy conservation or renewable energy to feature in case studies.
- Work with students to create a video about energy efficient behavior changes that can help save on energy costs.

Focus Area: Institutions**Strategy 5: Integrate energy efficiency and renewable energy into City development review process.****Actions:**

- Collaborate with Development Review Committee to identify areas of opportunity to encourage energy efficiency or renewable energy use during review process.
- Create packet to provide developers at Development Review Committee with information on how to integrate efficiency and renewable energy into new construction and building rehabilitation/additions.
- Research available policy and program options for sustainable building policy, with examples of similar initiatives in other cities.
- Develop policy proposals with assistance of the Environmental Quality and Energy Commission and present to the Planning Commission and City Council for consideration.

Implementation Partners

Partners identified to help during implementation include:

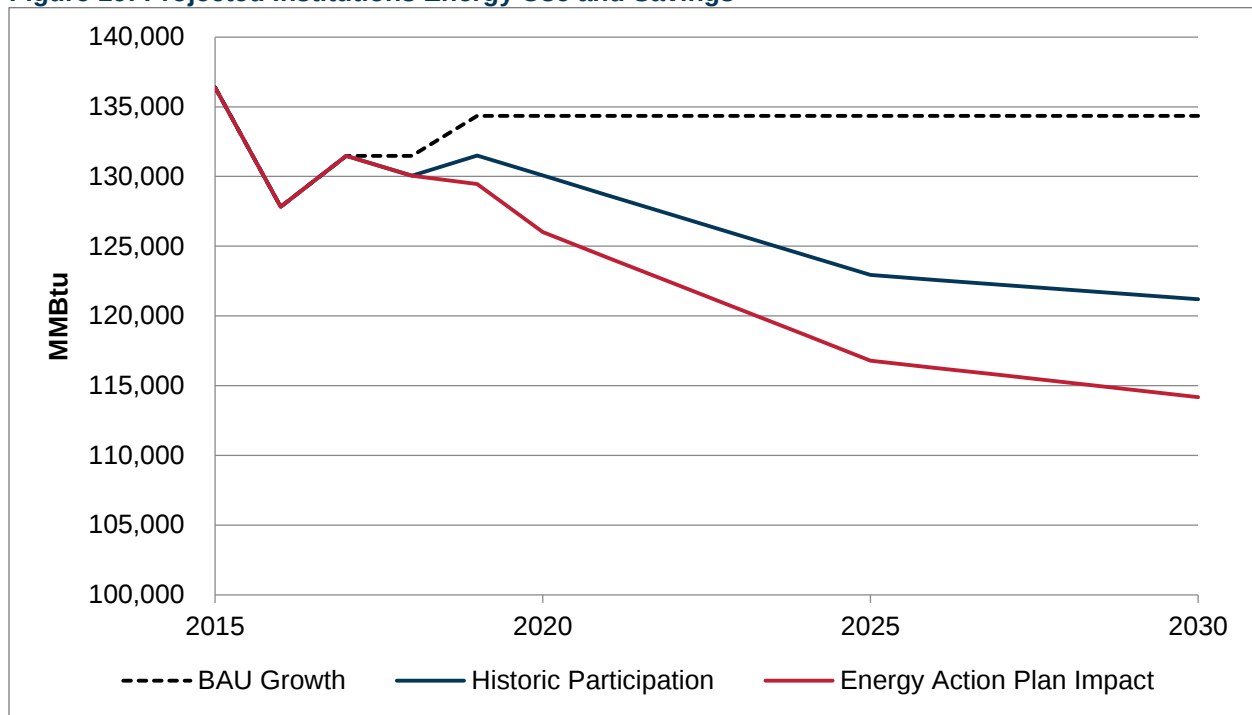
- City of Fridley staff, including City Lead, City Facilities Manager, Communications Division, Development Review Committee, and Police Department
- Environmental Quality and Energy Commission
- Nonprofit organizations, including Interfaith Power and Light, Alliance for Sustainability, and EnerChange
- Congregation and faith leaders
- Creation Care teams at congregations
- Student-led green teams at schools
- MnTAP
- Xcel Energy's Partners in Energy
- Utility Account Managers

Relationships have not been established with all partners identified. City Lead and EQEC will be responsible for establishing initial partnerships.

Impact

Institutions are projected to achieve their goals of 5 percent energy savings by 2020 and 15 percent reduction in energy use by 2030 (Figure 19). By 2020, Institutions are estimated to save 1,963,473 kWh and 2,104 therms, which would be equivalent to 854 MTCO_{2e} in avoided emissions. Impact will also be seen through increased engagement in the “leadership wedge” – where institutions acting as public energy stewards will inspire action among others. These actions will likely be seen in the residential sector through inspiration from worship facilities; and in businesses through leadership from the City of Fridley, medical facilities, and other government buildings.

Figure 19: Projected Institutions Energy Use and Savings



Focus Area 4: Transportation and Electric Vehicles

Transportation and electric vehicles were identified as important focus areas with short-term actions that will generate long-term benefit. Electric vehicles help reduce greenhouse gas emissions, benefit public health by improving air quality, and increase cost-savings for owners over the lifetime of the vehicle. A small working group met outside the five planning workshops to identify strategies that will help push Fridley forward in adoption of electric vehicles. The group noted that it is important to help raise awareness and provide education about alternative transportation opportunities and electric vehicles. Lack of knowledge, negative perception, and upfront costs to owning an electric vehicle were identified as barriers to taking action; strategies focus on educating and increasing awareness for Fridley residents, workers, and businesses.

Existing Policy and Practice

The City of Fridley is participating in Cities Charging Ahead!, a municipal cohort organized by Great Plains Institute and Clean Energy Resource Teams. The cohort receives technical assistance on actions and best practices that local governments can implement to accelerate the adoption of electric vehicles. Cities Charging Ahead! participants identify a GreenSteps Cities best practice they will work toward. The City of Fridley chose best practice action 6.5 – *Adopt climate mitigation and/or energy independence goals and objectives in the comprehensive plan or in a separate policy document.*

City of Fridley is also completing a fleet analysis with FleetCarma through an Xcel Energy pilot. This analysis looks at the City's existing fleet operations in all departments and identifies where opportunities may exist to electrify fleet vehicles.

Existing Infrastructure

There is limited public charging infrastructure in the City of Fridley. There is one public charging station located near two major thoroughfares, University Avenue and Interstate 694. To increase access to public charging stations, strategies in this plan include educating businesses about the different options available for adding on-site charging stations and installing at least one station at a City-owned building or property. The City is also installing electric vehicle charging infrastructure at their new civic campus, so that it is electric vehicle ready.

Transportation and Electric Vehicles Goals and Strategies

Success in this focus area is measured through participation counts and points of contact; and is dependent on establishing partnerships with electric vehicle organizations and advocates.

- By 2020, conduct an outreach campaign to raise awareness about electric vehicles, with the goal of reaching 500 residents and individuals who work in Fridley;
- By 2020, reach 10 businesses and multifamily buildings through a targeted outreach campaign to encourage installation of charging infrastructure;

- By 2020, install one electric vehicle charging station at a City-owned building or location.

Since this focus area's goals are centered on education and awareness, the Energy Action Team identified messaging that overcomes barriers such as lack of knowledge, mindset/perception, and lack of awareness as important components of all strategies in this focus area.

Table 14: Electric Vehicles Barriers and Benefits

Barriers	Benefits
Variety of vehicles available	Emissions reduction/environmental impact
Lack of knowledge or expertise at dealerships	Lower maintenance costs over lifetime of vehicle
Lack of charging infrastructure	Tax credits/rebates
Mindset/perception	Growing public infrastructure (free charging)
Lack of awareness	Better mileage
Upfront cost to purchase	Health
Upfront cost to install charging station at home	Ability to charge at home
Driving range (miles per charge)	Ability to source fuel renewably

Table 15: Transportation and Electric Vehicles Strategies

Focus Area: Transportation and Electric Vehicles

Strategy 1: Raise awareness about electric vehicle ownership to residents and individuals who work in Fridley.

Actions:

- Table at five events to educate attendees about electric vehicle ownership.
 - Leverage existing community events for tabling: 49er Days, Springbrook Environmental Fair, Farmers Market.
 - Identify channels to bring electric vehicles to tabling events (e.g. existing owners, car dealerships, electric vehicle organizations).
- Design informational materials to help educate and normalize electric vehicle ownership.
 - Craft message using barriers and benefits list, focusing on benefits most don't know about (e.g. no oil changes, less maintenance, etc.).
 - Use City social media to distribute materials and promote tabling events.
 - Work with City videographer to create short PSA about ownership.
- Establish partnerships with electric vehicle organizations to co-host tables
- Write articles for City newsletters (Community Connection and Business e-Newsletter).
 - Interview electric vehicle owners for testimonials to include in newsletter articles.
 - Interview Fridley business with electric vehicle charging stations.
 - Feature new civic center's charging stations.

Focus Area: Transportation and Electric Vehicles

- Include industry updates (“did you know”) about electric vehicles and charging infrastructure.
- Partner with Fridley Community Education to have a class on electric vehicles and plug-in hybrids.

Strategy 2: Conduct one-on-one outreach to business and multifamily buildings to encourage installation of charging infrastructure.**Actions:**

- Create information materials to distribute during outreach.
 - Materials should focus on types of charging infrastructure and benefits to customers.
- Partner with electric vehicle organizations to assist with outreach.
- Identify destinations, large employers, hotels, and major attractions where charging infrastructure makes sense.
- Partner with businesses applying to MPCA Volkswagen settlement grant to spread awareness and get testimonials.
- Partner with Xcel Energy to deliver presentations about electric vehicle charging stations and special rate programs.

Strategy 3: Integrate electric vehicle charging infrastructure into development review process to encourage action.**Actions:**

- Work with City planning staff to add language to development review process encouraging charging infrastructure.

Strategy 4: Educate City staff about electrifying fleet vehicles and installing charging stations.**Actions:**

- Partner with local auto dealerships and other electric vehicle organizations to host one ride and drive event for City staff.
 - Coordinate event near Earth Day or other “green” event date.
- Partner with Xcel Energy to present to City staff about electrifying fleet vehicles.
 - Coordinate presentation to align with 2020 budget cycle kick-off.
- Use findings from FleetCarma study and Cities Charging Ahead! to craft message.
- Identify City-owned opportunity sites for a charging station.

Implementation Partners

Partnerships with electric vehicle organizations and volunteers are important to realizing success in this focus area. During the planning process, the Energy Action Team identified the following organizations as potential partners for implementation of this focus area’s strategies:

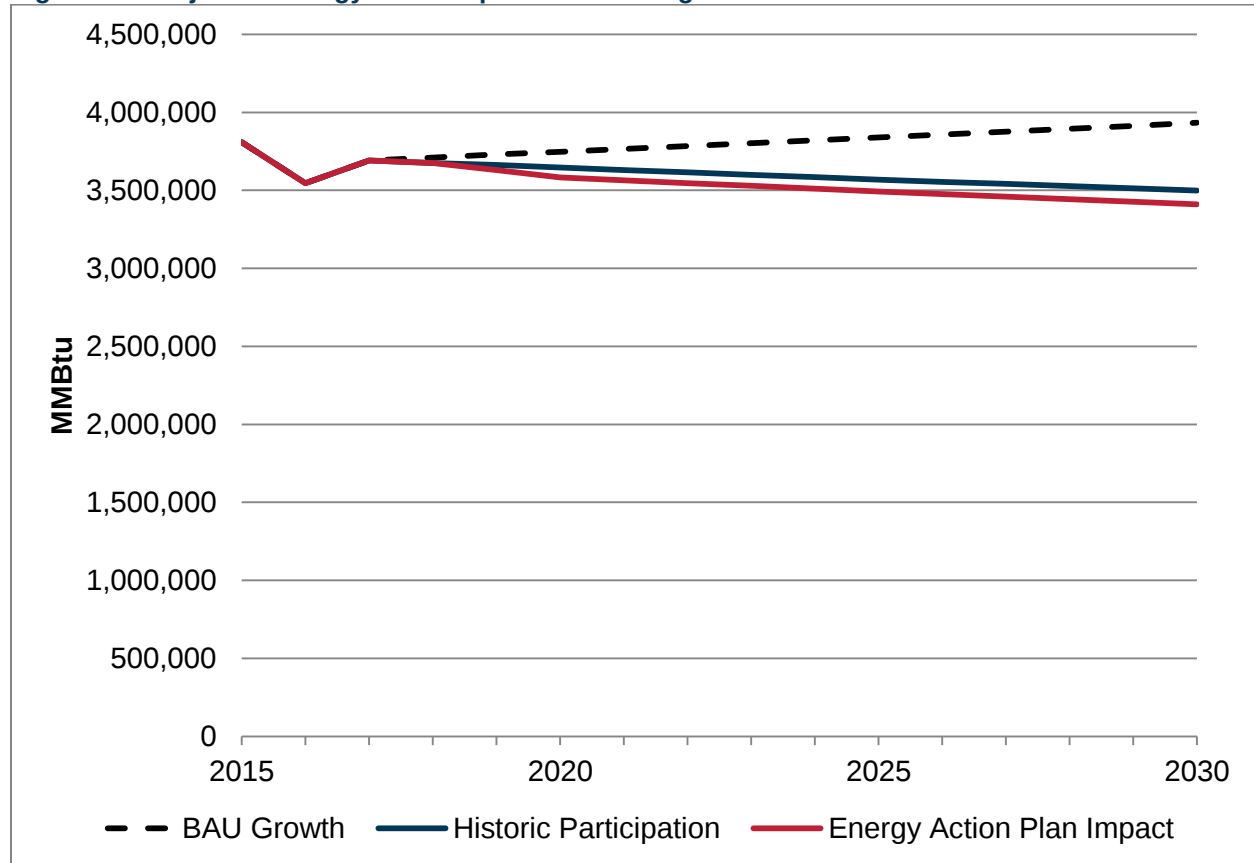
- PlugInConnect
- Minnesota Electric Vehicles Owners group
- Cities Charging Ahead!

- American Lung Association
- Drive Electric Minnesota
- Midwest EVOLVE
- Xcel Energy's Partners in Energy

Impact of Energy Action Plan

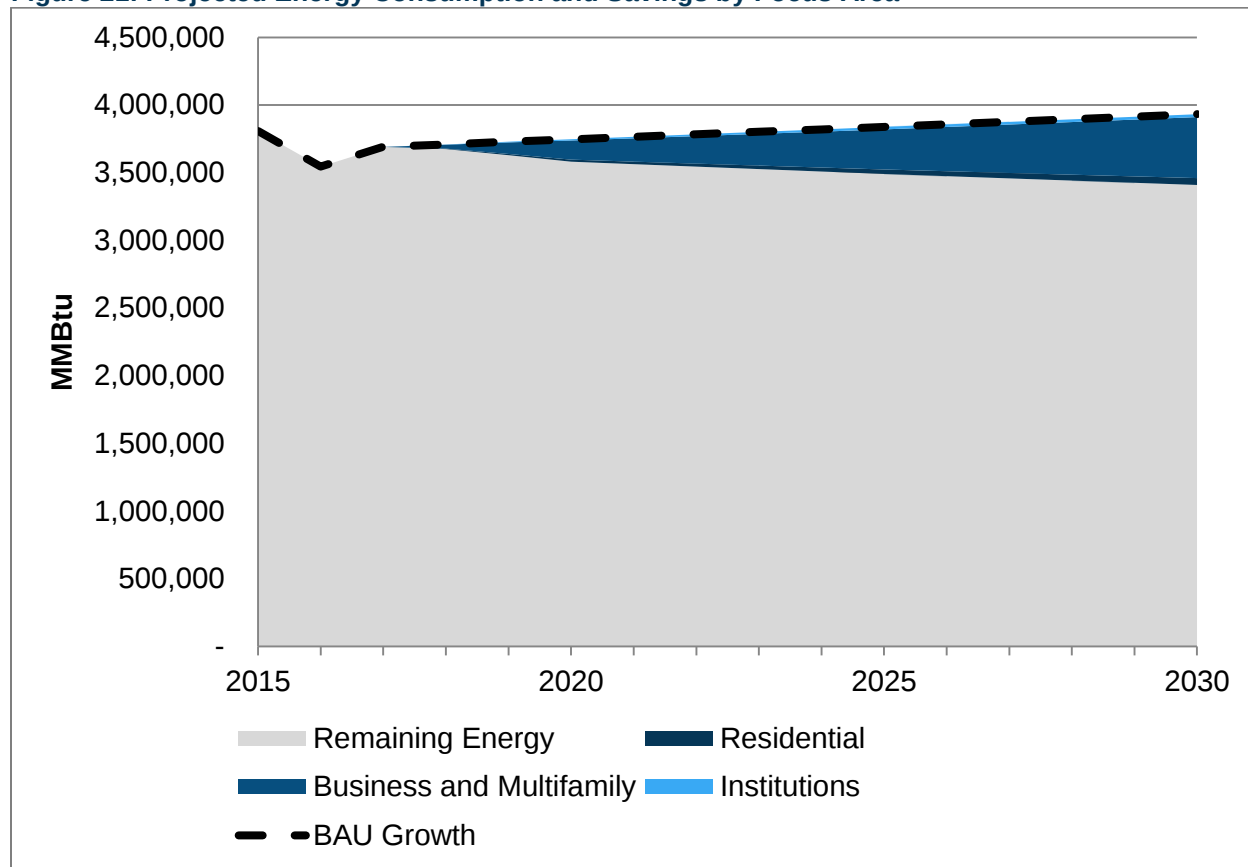
The combined goals and strategies outlined in this plan will have a significant impact on decreasing energy use and reducing Fridley's carbon footprint. Overall, achieving the short-term goals laid out in this plan will result in an estimated 5 percent reduction in energy use below business as usual by 2020, and 14 percent by 2030 (Figure 20). This represents an incremental increase in kWh savings of 4.6 percent and therm savings of 2.1 percent over projected historic participation savings by 2030.

Figure 20: Projected Energy Consumption and Savings⁴²



⁴² Projected energy consumption and savings includes both electricity and natural gas. BAU Growth scenario represents a presumed slight increase in energy demand based on residential and commercial energy demand of about 0.5 percent per year. It is assumed institutions demand will increase in 2019 when the new civic campus opens, but stay relatively flat in future years.

Figure 21: Projected Energy Consumption and Savings by Focus Area⁴³

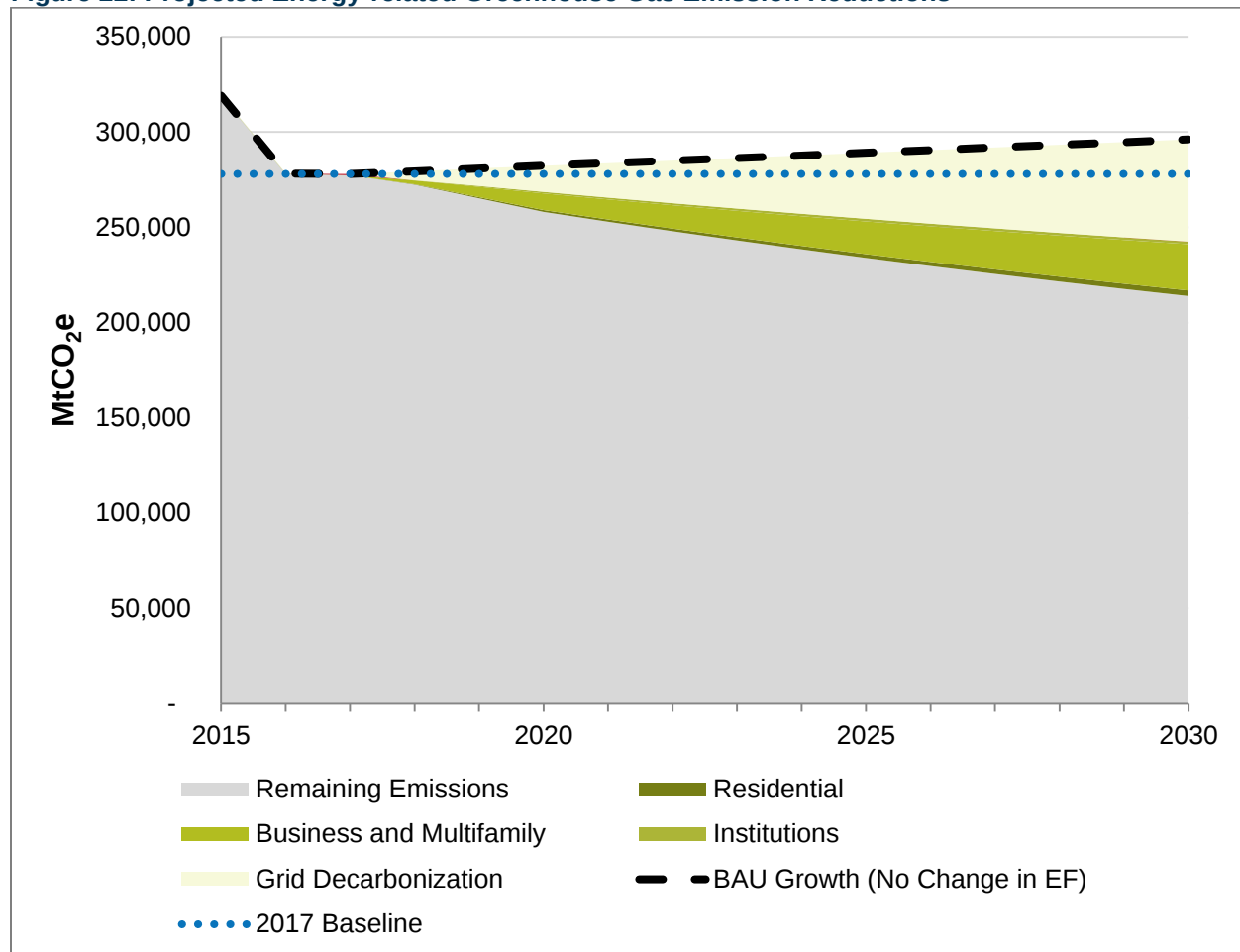


Fridley is expected to make strides toward reducing its energy-related greenhouse gas emissions, which will reduce Fridley's contribution toward climate change. The combined impact of the focus area goals beyond anticipated grid decarbonization⁴⁴ is projected to result in a 30 percent reduction in energy-related greenhouse gas emissions (Figure 22)⁴⁵. This reduction is important to Fridley increasing resiliency in the community. Further reductions are possible through increased renewable energy subscriptions, renewable energy generation, and energy efficiency.

⁴³ Projected energy consumption and savings includes both electricity and natural gas. BAU Growth scenario represents a presumed slight increase in energy demand based on residential and commercial energy demand of about 0.5 percent per year. It is assumed institutions demand will increase in 2019 when the new civic campus opens, but stay relatively flat in future years.

⁴⁴ Grid decarbonization is the current planned reduction in the carbon intensity of electricity provided by Xcel Energy through the addition of low or no carbon energy sources to the electricity grid.

⁴⁵ Reduction based on 2017 baseline.

Figure 22: Projected Energy-related Greenhouse Gas Emission Reductions

Long-term Strategies

The Energy Action Team will need to identify additional strategies, resources, and partners in all focus areas to achieve its community-wide goal of 20 percent reduction in energy use by 2030 – current strategies result in a 14 percent reduction in energy use. The Energy Action Team identified businesses and multifamily buildings, which includes large energy users, as an opportunity to achieve additional energy savings. Continued engagement in this focus area will be important to ensuring energy action and increased efficiency. With the help of grid decarbonization, achieving a 20 percent reduction in energy use by 2030 will result in a 37 percent reduction in energy-related greenhouse gas emissions.

Plan Implementation

The goals and strategies outlined in this plan represent priorities for action over the next two years, with the intention that the momentum generated will continue into the future. A detailed work plan that outlines tasks, roles, and timeline is included in Appendix 4.

City staff, and the Environmental Planner in particular, will serve as project lead on plan implementation, and the Environmental Quality and Energy Commission will provide boots-on-the-ground support. However, engagement of additional community volunteers and business representatives will be critical in successfully achieving plan goals. A core team will be designated by the Energy Action Team to work closely with Partners in Energy on strategy implementation during the first 18 months. Partners in Energy will provide support in four main areas: project management, technical expertise, data tracking to measure progress toward goals, and marketing and communications. An implementation Memorandum of Understanding will be signed as a first step, outlining specific actions and energy conservation goals to be achieved during this time period.

Roles and Responsibilities

Implementing the strategies laid out in this plan will require leadership and collaboration from a team of partners, including City staff, Environmental Quality and Energy Commission members, and the Energy Action Team. To ensure plan success, this section outlines the following roles and responsibilities for the first 18 months of implementation. Specific responsibilities are further detailed in Appendix 5.

City of Fridley

- Invest staff resources in supporting plan implementation.
- Dedicate one or more pages on the City website for providing information and resources to help residents and businesses access utility programs and rebates, and support renewable energy.
- Leverage existing City events and communication channels to promote energy efficiency and renewable energy.
- Integrate energy efficiency into Home Loan Program application, Development Review Committee, and City permitting process.
- Establish partnerships with local service providers, institutions, and creation care teams.
- Assist with door-knocking efforts in multifamily buildings, manufactured home parks, and business blitz.
- Lead by example through investments in energy efficiency and renewable energy in City facilities.
- Benchmark City energy use.
- Engage City staff from all departments in supporting energy conservation and energy efficient operations.
- Provide information about residential and commercial energy efficiency programs and rebates at the City permit desk and Development Review Committee.
- Recognize businesses using existing events and website.
- Encourage manufacturers to host energy tours.

Environmental Quality and Energy Commission

- Assist with door-knocking efforts in manufactured home parks and business blitz.

- Table at existing events and leverage existing communication channels to promote energy efficiency and renewable energy.
- Establish partnerships with local service providers, property owners, institutions, creation care teams, and electric vehicle organizations.
- Research policy and program options for sustainable development, and present to City Council.

Energy Action Team

- Become advocates for achieving Energy Action Plan goals.
- Promote engagement of residents in energy action.
- Identify strategies and resources to support energy use reductions to achieve long-term goals.

Partners in Energy

- Assist with designing informational materials for residents, businesses, multifamily buildings, and institutions.
- Write and publish case studies, newsletter articles, and press releases.
- Identify ways to reduce energy use in water treatment plants located in Fridley.
- Provide technical assistance in energy benchmarking or development energy saving plans.
- Leverage existing relationships to connect the City of Fridley and EQEC with local service providers.
- Support door-knocking and tabling efforts with marketing materials, talking points, and tabling kits.
- Provide biannual reports for tracking progress toward goals.
- Provide overall project management support and coordination during the first 18 months of plan implementation.

Implementation Launch

The Energy Action Team and City staff will work together to promote the Energy Action Plan with press and social media coverage announcing the adoption of the plan, and an engagement page will be added to the City website with additional information for residents, businesses, multifamily buildings, and institutions.

How We Will Stay On Course

As part of implementation support, Partners in Energy will provide biannual progress reports that include metrics of success and overall progress toward goals. These reports will be made available to the public through the City of Fridley website. Results of these reports will be analyzed to assess whether a change in course is needed. An in-person meeting will take place at the mid-point of implementation to evaluate overall progress in each of the focus areas and set priorities for the remaining time period. The Energy Action Team and Environmental Quality and Energy Commission will be invited to reconvene at the halfway point of implementation to evaluate whether Fridley is on

track to meet its goals, and whether goals should be revised to be more ambitious or expanded to include additional priorities.

Appendix 1: Implementation Memorandum of Understanding

**Memorandum of Understanding
Phase 2 – Plan Implementation**

Mr. Wally Wysopal
City Manager
City of Fridley
7071 University Avenue
Fridley, MN 55432

The intent of this Memorandum of Understanding is to recognize the achievement of the City of Fridley in successfully completing the process of developing a community-wide Energy Action Plan. Northern States Power Company, doing business as Xcel Energy, through its Partners in Energy offering, has supported the development of this Energy Action Plan. This document will outline how the City of Fridley and Xcel Energy will continue to work together to support the community as they implement their Energy Action Plan.

The term of this joint support, as defined in this document, will extend from December 1, 2018 until June 30, 2020. This is a voluntary agreement and not intended to be legally binding for either party.

Xcel Energy will support the City of Fridley in achieving the goals of its Energy Action Plan, by area of focus, in the following ways:

Residential Energy Focus Area:

- **Engage residents in taking action through a community-wide marketing campaign.**
 - Lead development of "first-step actions" checklist to guide residents on easy actions to take at home.
 - Lead development of a checklist for installing solar panels on residential structures.
 - Lead development of informational materials focusing on program participation and rebates.
 - Lead development of informational materials with targeted messaging for older homes, new residents, and manufactured homes.
 - Coordinate translation of materials in other languages.
 - Train volunteers on tabling events.
 - Assist coordinating door-knocking at manufactured home parks with energy program service providers.
- **Integrate energy efficiency language into existing points of City communications; and train staff to share message with residents.**
 - Provide suggested language.
 - Provide design services for an insert for water utility bills.
- **Partner with schools and community groups to reduce energy use by promoting behavior change.**

- Lead development of materials for senior center presentation.
- **Conduct marketing and outreach specifically targeting under-resourced households.**
 - Lead development of materials summarizing income-qualified program options from all utilities and local service providers.
 - Coordinate communication between the City and Home Energy Squad staff for 2-4 units.
- Provide up to \$5,250 for printing costs and postage, and translation services.

Support funded by Xcel Energy for this focus area is not to exceed 115 hours. These hours will include those provided through our Partners in Energy team from Brendle Group and Center for Energy and Environment and does not include support provided by Xcel Energy internal staff.

Businesses and Multifamily Buildings Focus Area

- **Lead the development and assist in coordination of the distribution of informational and marketing materials educating businesses and multifamily building owners about actions and programs.**
 - Lead development of energy efficiency and energy financing informational materials.
 - Lead development of checklist for on-site solar installation.
 - Write case studies of local businesses.
 - Write energy efficiency messaging for business newsletter.
- **Leverage existing events and trusted communication channels to educate and raise awareness.**
- **Conduct door-to-door outreach to businesses to encourage energy action.**
 - Lead development of informational materials for distribution during door-knocking.
 - Coordinate communication between the City and volunteers with energy service providers to coordinate door-knocking campaign.
 - Develop draft press releases and newsletter copy to advertise door-knocking campaign.
- **Lead development and delivery of a city hosted lunch and learn event for businesses to promote conservation and present energy actions the City has taken to share their experience and encourage best practices.**
 - Coordinate utility participation in lunch and learn event.
- **Lead the delivery of outreach specifically targeting multifamily buildings to engage them in energy action.**
 - Lead the development of informational materials targeting multifamily building owners and operators.
 - Train rental inspectors on utility programs and talking points.
- Provide up to \$750 for printing costs, and meeting refreshments and lunch.

Support funded by Xcel Energy for this focus area is not to exceed 85 hours. These hours will include those provided through our Partners in Energy team from Brendle Group and Center for Energy and Environment and does not include support provided by Xcel Energy internal staff.

Institutions Focus Area

- **Facilitate a team to engage worship facilities in energy action.**
 - Develop draft talking points for engagement.
 - Provide access and brand resources for congregation outreach.
- **Demonstrate City leadership in reducing energy use in City facilities.**
 - Develop case studies about civic center, Springbrook Nature Center, and municipal-owned liquor stores.
 - Develop draft press release and newsletter copy highlighting energy efficiency at city facilities.
- **Assist in coordinating the identification of ways to reduce energy use in water treatment plants located in Fridley.**
 - Coordinate representatives from water utilities with plants located in Fridley, utility account managers, and technical assistance providers to discuss additional opportunities to reduce energy use.
- **Facilitate the City partnering with schools, hospitals, and other medical or education centers located in Fridley to reduce energy use in their facilities.**
 - Lead the development of targeted informational materials and talking points.
 - Develop draft case studies for schools or medical facilities that have taken action.
- **Provide resources to assist in the integration of energy efficiency and renewable energy into City development review process.**
 - Develop informational packet to provide developers at Development Review Committee with information on how to integrate efficiency and renewable energy into new construction and building rehabilitation/additions.

Support funded by Xcel Energy for this focus area is not to exceed 95 hours. These hours will include those provided through our Partners in Energy team from Brendle Group and Center for Energy and Environment and does not include support provided by Xcel Energy internal staff.

Transportation and Electric Vehicles Focus Area

- **Assist in raising awareness about electric vehicle ownership to residents and individuals who work in Fridley.**
 - Design informational materials to help educate and normalize electric vehicle ownership.
 - Develop draft articles for City newsletters.
 - Coordinate communication between City staff and volunteers with electric vehicle organizations to assist with outreach.
- **Lead the process to conduct one-on-one outreach to business and multifamily buildings to encourage installation of charging infrastructure.**

- Develop informational materials to distribute during outreach.
- **Provide resources to assist in the integration of electric vehicle charging infrastructure into the development review process to encourage action during new construction.**
- **Coordinate education for City staff about electrifying fleet vehicles and installing charging stations.**
 - Coordinate Xcel Energy representatives to attend presentation.
- Provide up to \$600 for printing costs and meeting refreshments.

Support funded by Xcel Energy for this focus area is not to exceed 35 hours. These hours will include those provided through our Partners in Energy team from Brendle Group and Center for Energy and Environment and does not include support provided by Xcel Energy internal staff.

Project Management

- Provide overall project management for the term of this agreement.
- Facilitate regular check-in calls.
- Support City in promoting activities related to plan implementation through local media channels.
- Provide biannual implementation tracking, data analysis, and reporting.
- Support plan approval and implementation planning process.

Support funded by Xcel Energy for this is not to exceed 145 hours. These hours will include those provided through our Partners in Energy team from Brendle Group and Center for Energy and Environment and does not include support provided by Xcel Energy internal staff.

The City of Fridley commits to supporting the Energy Action Plan to the best of their ability by:

- Achieving the conservation and renewable energy impacts outlined in the Energy Action Plan are and shown in the table below.

	Electricity Impact – Xcel Energy (in kWh)	Natural Gas Impact – Xcel Energy (in therms)
Incremental Energy Savings	1,872,000	n/a
Continued Participation Based on Historic Activity	4,585,200	n/a
Total Conservation Goal (June 2018 – December 2019)	6,457,200	n/a

- Performing the coordination, tracking, and outreach duties as outlined in the energy action plan. These tasks by area of focus, include but are not limited to:

Residential Energy Savings Focus Area:

- **Engage residents in taking action through a community-wide marketing campaign.**
 - Analyze resident survey to understand what messaging resonates with residents and who the trusted messengers are.
 - Distribute informational materials with targeted messaging for key populations.
 - Identify nonprofit and service organizations to share and support translated materials and program offerings.
 - Use existing communication channels and community events to share materials and information.
 - Maintain City website with current information and materials.
 - Coordinate door-knocking campaign with volunteers and service providers.
- **Integrate energy efficiency language into existing points of City communications; and train staff to share message with residents.**
 - Update Home Loan Program application, website, and program marketing.
 - Include energy efficient information in Building Permit display and application materials.
 - Distribute water utility bills with energy efficiency inserts.
- **Partner with schools and community groups to reduce energy use by promoting behavior change.**
 - Partner with school district to the degree possible to reach senior citizens and senior centers on actions they can take at home.
- **Conduct marketing and outreach specifically targeting under-resourced households.**
 - Collaborate with local food shelves and other service providers to reach under-resourced populations.
 - Establish partnerships with property managers at income-eligible multifamily buildings to share informational materials.
 - Leverage existing contacts, networks, and events to reach under-resourced residents.

Businesses and Multifamily Buildings Focus Area

- **Create and distribute informational and marketing materials educating businesses and multifamily building owners about actions and programs.**
 - Distribute informational materials at building permit counter and City communication channels.
 - Distribute informational materials at City business retention and expansion program visits.

- Publish case studies of local businesses who have taken action on City communication channels.
 - Include energy efficiency messaging in the City business e-newsletter.
- **Leverage existing events and trusted communication channels to educate and raise awareness.**
 - Utilize the City's ongoing relationships and communication channels to inform businesses about energy-saving opportunities.
- **Conduct door-to-door outreach to businesses to encourage energy action.**
 - Coordinate volunteers and local partners for door-knocking campaign.
- **Host a lunch and learn event for businesses about energy actions the City has taken to share experience and encourage best practices.**
 - Dedicate staff time to organizing and presenting at lunch and learn.
- **Conduct outreach specifically targeting multifamily buildings to engage them in energy action.**
 - Identify and prioritize engagement to under-resourced areas and multifamily buildings in the City that are eligible to participate in income-qualified programs.
 - Utilize trusted communication channels and networks of building owners to share energy-saving actions.
 - Collaborate with rental inspectors on multifamily energy efficiency information.

Institutions Focus Area

- **Engage worship facilities in energy action.**
 - Make a contact list and complete phone surveys to identify decision makers and management structures within worship facilities.
 - Conduct one-on-one outreach and follow-up to engage interest in building energy audits and assessments.
 - Assess interest in renewable energy and on-site community solar gardens as part of outreach.
 - Establish partnerships with church creation care committees/green teams.
- **Demonstrate City leadership in reducing energy use in City facilities.**
 - Educate City staff on municipal efforts to reduce energy use and efficient building operations, and share information on office behavior changes.
 - Evaluate and pursue opportunities to reduce energy use in city-owned buildings.
- **Identify ways to reduce energy use in water treatment plants located in Fridley.**
 - Support Partners in Energy outreach to City of Fridley water treatment plants.
- **Partner with schools, hospitals, and other medical or education centers located in Fridley to reduce energy use in their facilities.**
 - Provide technical assistance to school and hospital facility managers interested in benchmarking or developing energy-savings plans, and share financing opportunities.
 - Identify schools or medical facilities that have taken action toward energy conservation or renewable energy to feature in case studies.

- Work with students to create a video about energy efficient behavior changes that can help save on energy costs.
- **Integrate energy efficiency and renewable energy into City development review process.**
 - Collaborate with Development Review Committee to identify areas of opportunity to encourage energy efficiency or renewable energy use during review process.
 - Distribute packet to developers at Development Review Committee.

Transportation and Electric Vehicles Focus Area

- **Raise awareness about electric vehicle ownership to residents and individuals who work in Fridley.**
 - Coordinate volunteers to table at five events to educate attendees about electric vehicle ownership.
 - Use City social media to distribute materials and promote tabling events.
 - Establish partnerships with electric vehicle organizations to co-host tables.
- **Conduct one-on-one outreach to business and multifamily buildings to encourage installation of charging infrastructure.**
 - Coordinate partnerships with electric vehicle organizations to assist with outreach.
 - Coordinate volunteers to identify destinations, large employers, hotels, and major attractions where charging infrastructure makes sense.
 - Partner with businesses applying to MPCA Volkswagen settlement grant to spread awareness and get testimonials.
- **Integrate electric vehicle charging infrastructure into development review process to encourage action.**
 - Work with City planning staff to add language to development review process encouraging charging infrastructure.
- **Educate City staff about electrifying fleet vehicles and installing charging stations.**
 - Partner with local auto dealerships and other electric vehicle organizations to host one ride and drive event for City staff.
 - Partner with Xcel Energy to present to City staff about electrifying fleet vehicles.
 - Use findings from FleetCarma study and Cities Charging Ahead! to develop message.
 - Identify City-owned opportunity sites for a charging station.

Project Management

- Participate in the coordination and tracking of scheduled activities and events.
- Participate in regular check-in calls and in-person meetings to monitor plan implementation progress.
- Provide Xcel Energy an opportunity to review marketing materials to assure accuracy when they incorporate the Xcel Energy logo or reference any of Xcel Energy's products or services.

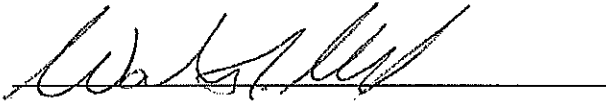
Memorandum of Understanding
Implementation Phase

- Share the collateral, plan document, supporting work documents and implementation results from the Energy Action Plan with the public. The experience, successes and lessons learned from this community will inform others looking at similar or expanded initiatives.

All communications pertaining to this agreement shall be directed to Rachel Workin, Environmental Planner, on behalf of the City of Fridley and Tami Gunderzik, on behalf of Xcel Energy.

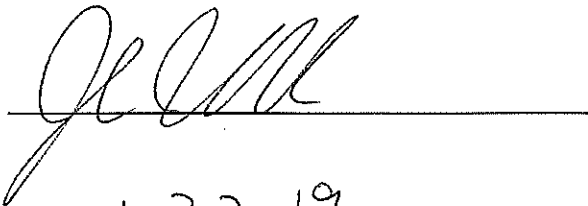
Xcel Energy is excited about this opportunity to support the City of Fridley in advancing their goals. The resources outlined above and provided through Partners in Energy are provided as a part of our commitment to the communities we serve and Xcel Energy's support of energy efficiency and renewable energy as important resources to meet your future energy needs.

For the City of Fridley:



Date: 12/5/18

For Xcel Energy:



Date: 1-22-19

Appendix 2: Who Are We? – Community Background

The City of Fridley is a fully developed community just north of the City of Minneapolis. Its area is approximately 10 square miles, and it is located in Anoka County.

Geography, Population, and Demographics

Fridley is a first-ring suburb located just 15 minutes north of downtown Minneapolis with major transit corridors, including Interstate 694, Central Avenue (TH-65) and University Avenue (TH-47), and access to the Mississippi River along its western border.

Although population has remained steady, with 27,447 residents in 2016, Fridley has become increasingly diverse and younger:

- Median age has decreased 2.5 years from 38.3 in 2010 to 35.8 in 2016;
- 18.2 percent of families speak a language other than English at home; and
- 14 percent of the population is foreign-born.⁴⁶

Fridley is home to six public schools in three school districts and five private schools, totaling over 3,500 students⁴⁷. Ninety percent of the population has graduated from high school and 27.2 percent have a bachelor's degree or higher.

Median household income in Fridley is \$55,006 and 12.3 percent of residents live in poverty (compared to 11.3 percent statewide). An estimated 2,750 households earn less than 50 percent of state median income (SMI), the eligibility threshold for utility low-income programs. The highest concentration of households below 50 percent SMI is in the census tract located north of Interstate 694, west of University Avenue, and south of Mississippi Street.

Housing

Fridley's housing stock contains a mix of owner-occupied and renter-occupied units, and most of Fridley's housing stock is aging. Eighty-nine percent of units are more than 30 years old.

Tenure breakdown is 62.5 percent owner-occupied and 37.5 percent renter-occupied units. One third of housing units are in multifamily buildings, creating a unique opportunity for multifamily and renter engagement.

Business and Economy

Fridley has a strong economic base – the City is home to the largest number of employees in Anoka County with 22,737 jobs. Fridley employment is forecasted to grow to 26,100 jobs by 2040⁴⁸. Manufacturing is the largest industry, representing 37 percent

⁴⁶ U.S. Census Bureau, American Community Survey 2012-2016 5-year Estimates.

⁴⁷ U.S. Census Bureau, American Community Survey 2012-2016 5-year Estimates, Fridley Public Schools, and Totino-Grace High School enrollment.

⁴⁸ Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2nd quarter data, 2017.

of all jobs in the City.⁴⁹ The City's unemployment rate is slightly above state average at 3.8 percent in 2017 but is below the national unemployment rate.⁵⁰

Major employers include Medtronic, Cummins Power Generation, and Unity Medical Center.

Table 16: Major Employers in Fridley⁵¹

Major Employer	Sector	Number of Employees
Medtronic, Inc.	Medical/Technology	3,464
Cummins Power Generation	Energy Generators	1,210
Unity Medical Center	Medical	1,138
Target	Retail	696
BAE Systems	Security	600
ISD 14 (Fridley Schools)	Education	580
Minco Products, Inc.	Manufacturing	515
Walmart	Retail	312
Kurt Manufacturing	Manufacturing	295
Treehouse Foods	Food Manufacturing	206

Local Outreach and Communication Channels

Engaging the community is critical to reaching Fridley's Energy Action Plan goals. Table 17 lists some of the ways that residents and businesses currently receive information. These communication channels will be helpful during implementation efforts.

⁴⁹ Minnesota Department of Employment and Economic Development, Quarterly Census of Employment and Wages, 2nd quarter data, 2017.

⁵⁰ Minnesota Department of Employment and Economic Development, Local Area Unemployment Statistics, 2017.

⁵¹ City of Fridley, 2016.

Table 17: Local Outreach Channels

Local Outreach Channels

City Communications

- Website
- Social media (Facebook, Twitter, NextDoor)
- CityTV
- Email updates (Fridley4U)
- Community Connection, bi-monthly newsletter
- Quarterly business newsletter
- Business retention visits
- Cops & Clergy group
- Electronic billboard on University Ave.
- New Resident Packet

Other Communication Channels

- Local newspapers
 - Sun Focus
 - Northeaster
- Fridley Patch
- Civic Organizations
- Homeowners Associations
- Neighborhood Associations
- Mississippi Library bulletin board

Events

- Farmers Market
- 49er Days
- Springbrook Environmental Fun Fair
- Night to Unite
- Municipal Open House
- Manufacturing Week
- Small Business Saturday
- Independent Retailer Month
- Summer Concert Series
- Springbrook Nature Center Camps



Source: City of Fridley, Community Connection, May/June 2018 Issue

Appendix 3: Methodology for Measuring Success

As part of implementation support, Partners in Energy will provide biannual progress reports that include metrics of success and overall progress toward goals. The following section defines how progress toward goals will be measured. All 2020 goals will be measured through the implementation closeout date, as agreed to in the Implementation Memorandum of Understanding. All 2030 goals will be measured through the end of the year 2030.

For purposes of this plan, the business as usual scenario represents a presumed slight increase in energy demand based on residential and commercial energy demand of about 0.5 percent per year. It is assumed institutions demand will increase in 2019 when the new civic campus opens, but stay relatively flat in future years.

Community-wide Goal:

1. Reduce energy use 5 percent by 2020, and 20 percent by 2030, as compared to business as usual.

The community-wide goal will be measured by comparing actual kWh and therm consumption, measured in MMBtu, against projected community-wide MMBtu consumption based on the business as usual scenario. Projected community-wide MMBtu consumption in 2020 is 3,747,985 MMBtu, and in 2030 is 3,932,786 MMBtu.

Residential Energy Goals:

1. By 2020, Fridley residents will take 1,200 additional actions toward energy conservation and renewable energy.
2. By 2030, residents will reduce total energy use 10 percent, as compared to business as usual.

Goal one assumes the three-year participation average of 964 actions will continue in 2018, 2019, and 2020. The baseline that goal one will be measured against is the three-year participation average of 964 actions. Goal one will be measured by counting all actions taken in 2019 and 2020 above the 964 actions baseline.

Goal two will be measured by comparing actual kWh and therm consumption, measured in MMBtu, against projected residential MMBtu consumption based on the business as usual scenario. Projected residential business as usual MMBtu consumption for 2030 is 1,037,362 MMBtu.

Businesses and Multifamily Buildings Goals:

1. By 2020, business and multifamily buildings will achieve 5 percent energy savings.
2. By 2030, business and multifamily buildings will reduce total energy use 20 percent, as compared to business as usual.

Goal one will be measured by combining actual kWh and therm savings, measured in MMBtu, in 2019 and 2020 (MMBtu_{saved}). MMBtu_{saved} will be measured against 2017 MMBtu consumption.

Goal two will be measured by comparing actual kWh and therm consumption, measured in MMBtu, against projected business and multifamily buildings MMBtu consumption based on the business as usual scenario. Projected business and multifamily buildings business as usual MMBtu consumption for 2030 is 2,761,076 MMBtu.

Institutions Goals:

1. By 2020, institutions will achieve 5 percent energy savings.
2. By 2030, institutions will reduce total energy use 15 percent, as compared to business as usual.

Goal one will be measured by combining actual kWh and therm savings, measured in MMBtu, in 2019 and 2020 (MMBtu_{saved}). MMBtu_{saved} will be measured against 2017 MMBtu consumption.

Goal two will be measured by comparing actual kWh and therm consumption, measured in MMBtu, against projected institutions MMBtu consumption based on the business as usual scenario. Projected institutions business as usual MMBtu consumption for 2030 is 134,349 MMBtu.

Transportation and Electric Vehicles Goals:

1. By 2020, conduct an outreach campaign to raise awareness about electric vehicles, with the goal of reaching 500 residents and individuals who work in Fridley.
2. By 2020, reach 10 businesses and multifamily buildings through a targeted outreach campaign to encourage installation of charging infrastructure.
3. By 2020, install one electric vehicle charging station at a City-owned building or location.

Goals one and two will be measured through points of contact. Points of contact will be quantified by sign-in sheets at presentations and lunch and learns, count of collateral pieces distributed at tabling events, count of individuals spoken to at tabling events, count of businesses and multifamily buildings contacted through door-knocking, and count of one-on-one outreach calls completed.

Goal three will be measured by the count of charging stations installed at City-owned buildings and properties. The baseline is zero.

Appendix 4: Glossary of Terms

Energy Action Plan: A written plan that includes an integrated approach to all aspects of energy management and efficiency. This includes both short- and long-term goals, strategies, and metrics to track performance.

Goals: The results toward which efforts and actions are directed. There can be a number of objectives and goals outlined in order to successfully implement a plan.

Greenhouse Gas Emissions: Gases in the atmosphere that absorb and emit radiation and significantly contribute to climate change. The primary greenhouse gases in the earth's atmosphere are water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

GreenStep Cities: Minnesota GreenStep Cities is a voluntary challenge, assistance and recognition program managed by a public-private partnership to help cities achieve their sustainability and quality-of-life goals. More information is available at: greenstep.pca.state.mn.us/.

kWh (kilowatt-hour): A unit of electricity consumption.

MMBtu (million British thermal units): A unit of energy consumption that allows both electricity and natural gas consumption to be combined.

MTCO₂e (metric tons of carbon dioxide equivalent): A unit of measure for greenhouse gas emissions. The unit "CO₂e" represents an amount of a GHG whose atmospheric impact has been standardized to that of one unit mass of carbon dioxide (CO₂), based on the global warming potential (GWP) of the gas.

Premise: A unique identifier for the location of electricity or natural gas service. In most cases it is a facility location. There can be multiple premises per building, and multiple premises per individual debtor.

Therm: A unit of natural gas consumption.

Trade Ally: Trade Allies, or Business Trade Partners, are vendors and contractors who work with business and residential customers servicing, installing, and providing consulting services regarding the equipment associated with utility rebate programs. Their support for utility programs can range from providing equipment, assisting with rebate paperwork, to receiving rebates for equipment sold.

Appendix 5: Work Plan and Timeline

Residential Energy									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
Analyze resident survey to inform marketing campaign							City Lead	Partners in Energy, City Communications	Polco results
Create materials to promote energy efficiency at home, including materials in other languages and materials targeted at under-resourced households							Partners in Energy	City Lead, City Communications	Money for printing materials, Translation services
Create solar panel installation checklist and include on City website							City Lead, Partners in Energy	City Communications	Website page
Target neighborhoods with older homes with informational mailer							Partners in Energy	City	Assessing data, Postage for mailing
Target new residents using new resident packet							Partners in Energy	City	Informational materials
Door-knock at manufactured home parks							City Lead, EQEC	Partners in Energy	Informational materials, Talking points
Use existing events and communication channels to promote energy efficiency and residential campaign materials							City Lead, EQEC	Partners in Energy	Tabling kits, Informational materials, Volunteers, Social media content and press releases
Update Home Loan Program application, website, and marketing materials to emphasize energy efficiency							City Lead, HRA	City Communications, Partners in Energy	Content, Talking points
Include energy efficiency at City's building permit desk and on website							City Lead	City Communications, Building Department, Partners in Energy	Informational materials
Create energy efficiency insert for City's water utility bills							Partners in Energy	City Communications	Insert
Partner with senior center on actions senior citizens can take home							City Lead	Partners in Energy	Behavior change information

Residential Energy									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
Collaborate with local food shelves and service providers to reach under-resourced populations							City Lead	EQEC	Informational materials
Leverage existing partnerships with property managers at multifamily buildings to share information							City Lead, City Rental Department, EQEC	Property managers, Home Energy Squad, Local service organizations	Informational materials, Talking points
Leverage existing contacts, networks, events to reach under-resourced residents							City	EQEC	Informational materials

Businesses and Multifamily Buildings									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
Create informational materials about actions and programs for business and multifamily, including case studies and funding information							Partners in Energy	City Communications, Business Retention and Expansion Team	Case study examples, Information on ROI
Distribute informational materials at building permit counter and city communication channels							City Lead	Building Department, City Communications	Money for printing materials, Talking points, Website
Include energy efficiency messaging in City business e-newsletter and business retention visits							City Lead	City Communications, Business Retention and Expansion Team	Newsletter content, Informational materials
Conduct outreach on MNTAP intern program							City Lead	City Communications, Business Retention and Expansion Team, MNTAP	Informational materials
Launch door-knocking campaign(s) to promote energy audits, energy efficiency, and							City Lead, EQEC	Business Retention and Expansion Team, CERTs	Informational materials, Talking points, Volunteer training

Businesses and Multifamily Buildings									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
renewable energy to local businesses									
Host lunch and learn for businesses about City actions/experiences							City Lead, Business Retention and Expansion Team	Partners in Energy, Utility Program Reps, EQEC	Meeting location, Meeting refreshments and lunch Presentation content
Identify and target engagement in under-resourced areas and buildings							City Lead, HRA	EQEC	List of under-resourced areas and buildings Targeted informational materials
Use existing communication channels and relationships to share information with multifamily buildings							City Communications	Multifamily housing associations, Police Department, City HRA, Buildings Department	Information materials for different platforms
Collaborate with rental inspections to promote energy efficiency in multifamily buildings							City Lead	Partners in Energy, Rental Inspectors	Information materials, Talking points

Institutions									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
Engage worship facilities in energy action and renewable energy							City Lead	EQEC, Interfaith Power and Light, Alliance for Sustainability, Cops and Clergy, EnerChange	List of worship facilities, Mailing funds, Scripts and talking points, Informational materials, Case studies
Establish partnerships with creation care teams to promote residential energy efficiency and create small scale energy plans							City Lead	EQEC, Partners in Energy	Congregation toolkit, Scripts and talking points, Informational materials
Educate city staff about efficient building operations, utility rebates and programs, and behavior changes							City Lead	Partners in Energy, Xcel Energy Account Manager	Presentation materials, Behavior change materials

Institutions									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
Pursue opportunities to reduce energy use in city buildings and properties							City Facilities Manager	City Lead, Xcel Energy Account Manager	List of future projects/improvements, Rebate information, ROI information
Publish case studies for new civic campus and Springbrook Nature Center							Partners in Energy	City Lead, Facilities Manager	Information on improvements, Photos of improvements, ROI and rebate information, Communication channels to share highlights
Highlight efficient features at Civic Center open house using City communication channels and informational materials							City Lead	Partners in Energy	Informational materials and posters, Social media content and press releases
Complete energy benchmarking for City Facilities							City Lead	Xcel Energy Benchmarking tool	B3 support
Identify ways to reduce energy use in water treatment plants located in Fridley in partnership with Xcel Energy and MnTAP							Partners in Energy	Xcel Energy Account Managers, MnTAP, City Lead	Talking points
Provide technical assistance to school and hospital facility managers interested in benchmarking or developing energy saving plans							City Lead, Partners in Energy	Xcel Energy and CenterPoint Energy Account Managers	Informational materials, ROI information, Communication channels to share information
One-on-one outreach to school and hospitals to identify existing actions and potential resources							City Lead	Xcel Energy and CenterPoint Energy Account Managers	
Work with students to create behavior change video							Identify school partner to take lead	City Communications, Partners in Energy, School green teams/students	Funding to film and edit video, Content for video, Volunteers to participate
Collaborate with DRC to identify areas of opportunity for energy efficiency in review process							City Lead	Development Review Committee	

Institutions									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
Create energy efficiency and renewable energy packet for developers at DRC							Partners in Energy	City Lead Development Review Committee	Informational materials

Transportation and Electric Vehicles									
Actions	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020	Responsible	Support	Other Resources Required
Table 5 events to educate attendees about electric vehicle ownership							EQEC	City Lead, Partners in Energy	Tabling kits, Informational materials, Volunteers, Social media content and press releases
Design electric vehicle information materials for residential, business, and multifamily building outreach	x						Partners in Energy	City Lead	Case study examples, Printing funds, EV-oriented information
Establish partnerships with electric vehicle organizations and dealerships to co-host tabling events and ride & drive, and assist with door knocking							EQEC	City Lead, Partners in Energy	Informational materials, Talking points, Contact information
Write newsletter articles							Partners in Energy	City Lead, City Communications	Newsletter topics
Identify community destinations and large businesses to help target outreach							EQEC		
Add language to DRC process encouraging charging infrastructure							City Lead	Development Review Committee	Draft language
Present to city staff about electrifying fleet vehicles and FleetCarma study							City Lead	Partners in Energy, Xcel Energy, FleetCarma	FleetCarma study results, Space for presentations, Presentation materials
Identify city-owned opportunity sites for charging station							City Lead		List of city-owned property, Criteria for charging station

A large wooden welcome sign for the City of Fridley. The sign features a painted illustration of a house, trees, and a lake with a sun. Below the illustration, the word "FRIDLEY" is written in large, bold, serif letters. Underneath "FRIDLEY", the words "Welcomes You" are written in a smaller, cursive font. At the bottom of the sign, there are several circular emblems or seals. The sign is set against a background of green foliage and a clear sky.

ENERGY ACTION PLAN ADDENDUM

October 2021

INTRODUCTION

Fridley prides itself on being a safe, vibrant, friendly, and stable home for families and businesses; and created an Energy Action Plan with input from a diverse group of community stakeholders representing businesses, residents, city government, and other institutions. This document serves as an addendum to Fridley's Energy Action Plan adopted by the City Council in November 2018.

Fridley's Energy Vision

Fridley will continue to lead by example by engaging residents, businesses, and institutions to save money and reduce greenhouse gas emissions for the benefit of everyone in the community

During 2018 planning process, Fridley set a goal to reduce community energy use 5% by 2020 and 20% by 2030; and identified four priority focus areas to achieving this goal: Residential Energy, Businesses and Multifamily Buildings, Institutions, and Transportation and Electric Vehicles. This addendum identifies new strategies and near-term targets in each focus area to support Fridley in achieving its energy reduction goals through a second phase of implementation supported by Xcel Energy's Partners in Energy.

Energy Action Plan Impact

Since adopting its Energy Action Plan Fridley has made tremendous strides in increasing participation in energy conservation and renewable programs.

Energy Reduction Goal

Fridley did not meet its goal to reduce community energy use 5% by 2020. By the end of 2020, total energy consumption increased 1% compared to baseline. Community electricity consumption decreased by 7%, while community natural gas consumption increased by 7%. The increase in natural gas consumption can be attributed to colder winters in 2019 and 2020 as compared to baseline years and the addition of many new buildings in the city. Additionally, it is important to note that this energy consumption data is not normalized for weather, economic trends and market changes; and COVID-19 uniquely influenced energy use across all sectors.



Participation Goals

Fridley exceeded its 2020 residential participation goals:

- Add 1,200 new program participants by 2020 measured against business as usual scenario.
- Add 200 new Windsource® subscribers by 2020 against baseline.

Participation in Xcel Energy residential programs increased dramatically with more than 1,300 residential premises saving 4.86 million kWh through program participation, which is approximately 1.3% of community electricity consumption in 2020. Popular residential programs include Home Energy Squad®, refrigerator recycling, and cooling and heating efficiency.

Fridley also exceeded its Windsource subscription goal with 211 new subscribers joining the program by end of 2020, bringing Fridley's total renewable subscription participation to 706 participants and 30.62 million kWh.

Other Participation Impacts

Businesses and multifamily buildings also stepped up to help Fridley achieve its energy goals. Twenty multifamily buildings received energy audits from the Multi-family Building Efficiency Program, compared to zero visits between 2015 and 2018. Commercial building owners also participated in Xcel Energy programs, with 12 Commercial Refrigeration Efficiency assessments, 77 One-Stop Efficiency Shop assessments, and 109 lighting efficiency upgrades.

2022-2023 WORK PLAN

Focusing on the next two years, the City of Fridley and Environmental Quality and Energy Commission (EQEC) prioritized a number of strategies to reduce energy consumption, support renewable energy, and be more energy efficient. To create these strategies, City staff and the EQEC reviewed existing Energy Action Plan strategies and 2019-2021 implementation activities to identify strategies to keep or update and brainstormed new strategies.

Goals

For the purposes of this addendum, Fridley will continue to strive to reduce energy consumption, working toward a 20% reduction by 2030.

In addition, the following near-term targets will measure success of the 2022–2023 workplan:

- **Residential:** Add 500 new residential program participants by 2023.
- **Business & Multifamily Buildings:** Add 50 new commercial and industrial program participants by 2023.
- **Renewable Energy:** Add 200 new renewable energy subscribers by 2023.

Achieving the near-term targets above will result in more than 2,000 residents and businesses saving energy through increased energy efficiency and more than 900 residents and businesses supporting renewable energy by participating in utility subscription programs.

Strategies

Focus Area: Residential Energy
Strategy A: Conduct a community-wide residential marketing campaign.
Actions: • Update existing marketing materials and website with current program information. • Create outreach calendar for events, newsletter and social media to promote a clear call to action with each season. • Create new appliance and equipment electrification materials, including case study of residents who have electrified their home. Target: • Add 500 new residential program participants.
Strategy B: Host a renewable energy challenge.
Actions: • Update existing challenge materials with new information, including website, postcard, and social media. • Integrate challenge into <i>Strategy A</i> outreach calendar as primary message and call to action. Target: • Host two challenges (2022 and 2023). • Add 200 new renewable energy subscribers.
Strategy C: Target under-resourced households.
Actions: • Update existing marketing materials and website with current program information. • Identify community partners to share resources, including the Fridley HRA, local food shelves, affordable housing property managers, and faith organizations. Target: • Support <i>Strategy A</i> target to add 500 new residential program participants. • Focus on promoting Low-Income Home Energy Squad and Home Energy Savings Program participation.
Focus Area: Business & Multi-Family Buildings
Strategy D: Conduct a businesses and multifamily building owner marketing campaign.
Actions: • Update existing marketing materials and website with current program information. • Create outreach calendar for events and social media to promote a clear call to action with each season. Target: • Add 50 new commercial and industrial program participants.
Strategy E: Host business energy breakfast events.
Actions: • Identify date, speakers, and host-site for breakfast events, and update <i>Strategy D</i> outreach calendar with message and call to action. • Choose topics and identify businesses to invite to events. • Create agenda, slides, and invitation text to invite businesses to attend breakfast. • Host breakfasts events. Target: • Host two breakfasts (2022 and 2023).

Focus Area: Business & Multi-Family Buildings**Strategy F: Conduct one-on-one outreach to multi-family buildings to participate in free energy assessments.****Actions:**

- Update existing marketing materials and website with current program information.
- Leverage recycling outreach to contact property owners and managers.
- Add program information to rental licensing application and website.

Target:

- Support *Strategy D* target to add 50 new commercial and industrial program participants.
- Focus on promoting Multi-family Building Efficiency Program.

Focus Area: Institutions**Strategy G: Achieve Sol-Smart designation.****Actions:**

- Review SolSmart designation criteria.
- Submit written commitment to achieving designation.
- Leverage free technical assistance from the Metropolitan Council.

Target:

- Achieve SolSmart Bronze designation by the end of 2022.

Strategy H: Add electric vehicle and solar-readiness to City code during recodification process.**Actions:**

- Review electric vehicle and solar-readiness language from other city code.
- Champion readiness language during recodification process.

Target:

- Include electric vehicle and solar-readiness language for all zoning districts.

Strategy I: Create new energy incentives for residents and businesses.**Actions:**

- Review existing incentives for residents and businesses to integrate energy as an eligible expense.
- Review case studies from other cities on energy incentives.
- Create incentive infrastructure to reimburse residents and businesses.
- Allocate funding for new bonus rebate incentive to support residents and businesses.

Target:

- Allocate funding for new energy incentive for residents and businesses.

Strategy J: Integrate energy efficiency, renewable energy, and electric vehicle charging into City development review process.**Actions:**

- Update existing materials with current program information used during development review process.
- Create talking points for city staff to use during development review.

Target:

- Update development review materials with current program information.

Focus Area: Institutions

Strategy I: Demonstrate City leadership in reducing energy use in City facilities.

Actions:

- Benchmark municipal building energy use.
- Create building energy audit schedule to prioritize energy audits in high energy use buildings.
- Prioritize low-hanging fruit projects.
- Update maintenance schedules and purchasing policy to prioritize energy efficient equipment.
- Create tip sheet for city staff for best practices in energy efficient behaviors.

Target:

- Complete at least two building energy audits in municipal facilities.
- Create one case study featuring City of Fridley energy projects.

Focus Area: Transportation & Electric Vehicles

Strategy G: Increase awareness about electric vehicle ownership.

Actions:

- Create electric vehicle information materials.
- Integrate electric vehicle information into *Strategy A* outreach calendar.
- Partner with EV organizations and dealerships to host EV event with vehicles.

Target:

- Host one electric vehicle event.

Strategy H: Educate community fleet electrification.

Actions:

- Create fleet electrification case study.
- Create fleet electrification checklist (“how to get started”).
- Host event with city staff about benefits of an EV fleet.

Target:

- Host one event with city staff.
- Create one fleet case study.

Implementation Plan

Strategy	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Lead	Support	Resources
Conduct a community-wide residential marketing campaign	X	X	X	X	X	X	X	X	City	-EQEC -Partners in Energy	-Outreach materials
Host a renewable energy challenge.			X	X			X	X	City	-EQEC -Partners in Energy	-Outreach materials -Partners in Energy Renewable Energy Toolkit
Target under-resourced households.	X	X			X	X			City	-EQEC -Partners in Energy	-Outreach materials -Partners in Energy Underserved Toolkit
Conduct a businesses and multifamily building owner marketing campaign.	X	X	X	X	X	X	X	X	City	-EQEC -Partners in Energy	-Outreach materials -Partners in Energy Business and Multifamily Toolkits
Host business energy breakfast events.	X	X			X	X			City	-EQEC -Partners in Energy	-Speakers and host-site -Food
Conduct one-on-one outreach to multi-family buildings to participate in free energy assessments			X	X			X	X	City	-EQEC -Partners in Energy	-Outreach materials -Partners in Energy Multifamily Toolkit
Achieve Sol-Smart designation.		X	X	X					City		SolSmart Technical Assistance from Met Council
Add electric vehicle and solar-readiness to City code during recodification process.		X	X	X	X	X	X	X	City		Partners in Energy EV and Renewable Energy Toolkits
Create new energy incentives for residents and businesses.	X								-City -HRA		-Case studies -HRA funding -Utility rebate information
Integrate energy efficiency, renewable energy, and electric vehicle charging into City development review process.		X	X						City	Partners in Energy	Partners in Energy New Construction Toolkit
Demonstrate City leadership in reducing energy use in City facilities.	X	X	X	X	X	X	X	X	City	-Xcel Energy AM -Partners in Energy	-Case studies -Funding for energy upgrades
Increase awareness about electric vehicle ownership.		X	X			X	X		City	-EQEC -Partners in Energy	-Case studies -Partners in Energy EV Toolkit -Drive Electric Week Resources
Educate community fleet electrification.						X	X		City	Partners in Energy	-Case studies -Partners in Energy EV Toolkit -Fleet Study Results

METHODOLOGY FOR MEASURING SUCCESS

As part of implementation support, Partners in Energy will provide biannual progress reports that include metrics of success and overall progress toward goals. The following section defines how progress toward goals will be measured. All goals will be measured through the end of the stated year. Goals include Xcel Energy data only unless stated otherwise.

Energy Reduction Goal

- Reduce energy use 20 percent by 2030, as compared to business as usual.

The community-wide goal will be measured by comparing actual electricity and natural gas consumption, measured in MMBtu, against projected community-wide MMBtu consumption based on the business as usual scenario modeled in the Energy Action Plan. Xcel Energy will provide electricity consumption data and CenterPoint Energy will provide natural gas consumption data.

The energy consumption projections included here are sourced from the original Energy Action Plan baseline 2015–2017.

Table 1: Energy Consumption Projections

	Forecasted 2030
Energy Consumption (MMBtu)	3,932,786

Participation Goals

- **Residential:** Add 500 new residential program participants by 2023.
- **Business & Multifamily Buildings:** Add 50 new commercial and industrial program participants by 2023.
- **Renewable Energy:** Add 200 new renewable energy subscribers by 2023.

Residential

Residential program participation assumes average participation in Xcel Energy’s residential DSM programs from 2015–2020 will continue in years 2021, 2022, and 2023 (*Table 2*). This goal will measure participation in years 2022 and 2023, and include all Xcel Energy residential DSM programs. This goal will be measured by comparing actual program participation in 2022–2023 to forecasted participation.

Table 2: Xcel Energy Residential DSM Program Participation 2015-2023

	Actual						Forecasted		
	2015	2016	2017	2018	2019	2020	2021	2022	2023
Participants	506	436	559	587	635	943	612	862	862

Business and Multifamily Buildings

Commercial and industrial program participation assumes average participation in Xcel Energy’s commercial and industrial DSM programs from 2015–2020 will continue in years 2021, 2022, and 2023 (*Table 3*). This goal will measure participation in years 2022 and 2023, and include all Xcel Energy commercial and industrial DSM programs. This goal will be measured by comparing actual program participation in 2022–2023 to forecasted participation.

Table 3: Xcel Energy Commercial and Industrial DSM Program Participation 2015-2023

	Actual						Forecasted		
	2015	2016	2017	2018	2019	2020	2021	2022	2023
Participants	135	167	180	187	133	166	162	187	187

Renewable Energy

Renewable energy subscribers are inclusive of Xcel Energy's Windsource and Renewable*Connect programs. This goal will measure participation in both programs and both sectors by comparing 2020 participation to 2023 participation.

Table 4: Xcel Energy Renewable Energy Program Participation

	Actual 2020	Forecasted 2023
Participants	706	906



AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Streets for All Plan Updates

Background

Staff will provide an update on the Streets for All Plan.

Recommendation

For informational purposes only.

Attachments and Other Resources

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.



AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Energy Action Plan Updates

Background

At the November 9, 2021 meeting, the EQEC recommended adoption of Phase 2 of the Energy Action Plan. The following activities were completed since the previous EQEC Meeting:

- Began discussions with Xcel Energy on updating MOU
- Tabled about energy at Homeowner Open House

The following activities are projected to occur:

- Solar array on Water Treatment Plant #3 to be installed
- Solar array on Commons Park to be installed
- Solar charging benches to be installed at Commons Park

Recommendation

For informational purposes only.

Attachments and Other Resources

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.



AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Grant Updates

Background

The purpose of this item is to provide Commissioners updates on sustainability grants held by the City.

Grants in the Pre-Application Stage

-

Grants Under Review

- EV Charger at Commons Park
- Mississippi River Regional Trail Resurfacing (Anoka County Parks)

-

Active Grants

- Recycling grant (ongoing)
- MnDOT Active Transportation grant for University Avenue Trails
- 2024 DNR ReLeaf Grant
- Safe Streets and Roads for All Planning Grant to create a Safety Action Plan
- DNR Shade Tree Grant
- Met Council Water Efficiency Grant pt 4
- Solar for Public Buildings Grant for Moore Lake
- Regional Solicitation Grant- Safe Routes to School
- BWSR Pollinator Pathways Grant with ACD
- MPCA- Sewer Overflow and Stormwater Reuse Grants for Moore Lake Stormwater Retrofit Analysis Update in partnership with RCWD
- MPCA Climate Resilience Implementation Grant for Commons Park
- Met Council Water Efficiency Grant (Equity Focus) for water efficient toilet replacement at Park Plaza
- Solar for Public Buildings Grant for Commons Park
- Solar for Public Buildings Grant for Public Works
- 2026 Street Project Rain Gardens
- Solar on Public Buildings Grant for Water Treatment Plant 3
- DNR Community Planting Grant
- 2025 DNR ReLEAF Grant
- Mississippi Library Branch Seed Library (Anoka County Libraries)

-
Grants Closed (1/1/2026+)

- Local Climate Action Grant for an EV Charger at Moore Lake Park
- Met Council Regional Solicitation Grant for 44th Avenue Bridge w/ Anoka County

Recommendation

For informational purposes only.

Attachments and Other Resources

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.



AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Outreach and Event Updates

Background

Outreach at community events is an important strategy to build environmental awareness and increase engagement. Events that have been completed since the last meeting as well as upcoming outreach events are listed below.

Completed events (2/10/26-3/10/26)

- Homeowner Program Open House (2/12)
- Amazon Paint Tour (2/19)
- Seed Swap (3/7)

Confirmed events and topics

- Environmental Fun Fair (5/2)
- Comp Plan Workshops- Climate and Natural Resources (9/8)
- Comp Plan Workshops- Climate and Natural Resources (9/19)

Recommendation

For informational purposes only.

Attachments and Other Resources

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.



AGENDA REPORT

Meeting Date: March 10, 2026
Meeting Type: Environmental Quality and Energy Commission
Submitted By: Rachel Workin, Environmental Planner
Title: Informal Status Reports

Background

Staff and Commissioners will share informal status reports on programs happening in the City.

Recommendation

For informational purposes only.

Attachments and Other Resources

Vision Statement

We believe Fridley will be a safe, vibrant, friendly, and stable home for families and businesses.