



Orange Places Project

HIBBING WALKABILITY ACTION PLAN
CITY OF HIBBING, MINNESOTA

AUGUST 2024

An initiative of



Essentia Health

Orange Places Project

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Special Note:

The City of Hibbing and Essentia Health wish to extend a special thank you to members of the Hibbing Walkability Project Advisory Committee, who guided this community walkability action plan. The individuals who advised this project were:

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- Ann Bussey, Community Member
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- Cheryl Elj, St. Louis County
- Shelly Hanson, Hibbing Area Chamber of Commerce
- Jennifer Hoffman-Saccommann, Hibbing City Councilor
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- Jesse Story, City of Hibbing

Introduction

In 2023, the City of Hibbing and Essentia Health's Community Health Department partnered to assess and identify potential improvements to the walking environment in Hibbing, Minnesota. This project was developed in response to social connectedness and healthy food access needs identified in Essentia Health-Virginia's 2023 Community Health Needs Assessment. It was completed in partnership with Fairview Range, St. Louis County, Minnesota Department of Transportation, Hibbing HRA, Hibbing Public Library, and the Arrowhead Area Agency on Aging.

The project is part of Essentia Health's community development technical assistance program called the Orange Places Project. The Orange Places Project is an initiative of Essentia Health¹ to support the development of functional, well-loved community spaces, with a desire to respond to mental and social well-being needs in the region. This program is inclusive of transportation networks people use to access community gathering spaces and where healthy socializing happens – including sidewalks, trails, streetscapes, and indoor walking tracks.

For purposes of this project, we define walking as the act of travelling at human speed (whether using a mobility device or not). In other words, we view walking as an inclusive activity that includes any natural human movement that does not use a compound machine for propulsion, like an engine or a bicycle.

This report documents the public process to assess and enhance the public spaces designated for walking in Hibbing. The report is outlined using the Orange Places Project's 3-“E” framework for developing and managing public places: Evaluation, Engagement, and Execution.

¹ Essentia Health is a non-profit, integrated health system caring for patients in Minnesota, Wisconsin, and North Dakota. At Essentia Health, we are called to make a healthy difference in people's lives.

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Evaluation

Evaluation of a public walking network is crucial for understanding who uses the network and how. But while it is important to understand current use, this understanding should not dictate future decisions that impact development of this network – as a community and its needs continually evolve and change.

This chapter gives context to Hibbing's walking network by documenting its existing infrastructure and programming, development history, city demographics, community destinations, and documented use.

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Infrastructure/Programming

The largest city by geographic size in Minnesota, the City of Hibbing covers 186.5 square miles. Of this area, only six square miles are developed for “urban” use, a context in which walking infrastructure separated from motorized vehicle infrastructure is especially recommended by public safety officials.

Primarily developed in the 1920s, modern-day Hibbing hosts a robust pedestrian system to accommodate the needs of people walking. Totaling 474,216 feet (or 89.8 miles) of sidewalks and trails, the system includes 976 separate segments of infrastructure designated for non-motorized use.

Though parts of this system were constructed over a century ago, the system has been maintained well by the City of Hibbing and its citizens. In 2023, an analysis of sidewalk/trail pavement conditions was completed as part of this project. Using aerial imagery captured by St. Louis County in 2023, sidewalks/trails were rated as “good”, “fair”, or “poor” based on visual factors of pavement quality. These ratings are based on the following criteria:

- A “good” pavement quality includes no cracking, no vegetation disrupting the pavement surface, and a level walking surface.
- A “fair” pavement quality includes minimal cracking, minimal vegetation disrupting the pavement surface, and minimal disruptions to the walking surface.
- A “poor” pavement quality includes significant cracking, significant vegetation disrupting the pavement surface, and disruptions to the walking surface.

Of the 958 segments analyzed (infrastructure part of the Mesabi Trail network was not included in the study), the analysis provides the following results:

- 62% (591 segments) of sidewalks/trails in Hibbing are classified as “good”
- 29% (279 segments) of sidewalks/trails in Hibbing are classified as “fair”
- 9% (87 segments) of sidewalks/trails in Hibbing are classified as “poor”



Figure 1. Examples of “good”, “fair”, and “poor” condition ratings.

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Sidewalk segments rated “fair” or “poor” are distributed evenly throughout the system, but a notably higher frequency of failing sidewalk conditions were detected in the following neighborhoods: Kitzville, Brooklyn, Lebanon, Sunnyside, and Home Acres. In addition, Kelly Lake and Leetonia lack sidewalks entirely, though the amount of vehicular traffic in these neighborhoods may not qualify the need for separated walking infrastructure.

A review of local municipal ordinances about the maintenance of sidewalks provides a useful overview of how walking infrastructure is managed by the City of Hibbing. City ordinance provides rules on the following items:

- Snow and ice on a public walkway abutting a private property is considered a public nuisance and must be cleared by a private owner or tenant within 12 hours of deposit; after 24 hours without maintenance, City administration may choose to clear the snow and ice from a public walkway and assess the abutting private property for cost of removal.
- Property owners may construct, reconstruct, or contract for construction a sidewalk or curb and gutter, with a building permit issued by the City Building Inspector and using standards set forth by the City Engineering office.
- A person driving a bicycle may drive on a sidewalk but must yield to pedestrians; a person driving a bicycle may not drive on a sidewalk within a Business District, generally defined in Hibbing as the East Howard Street area.
- A person driving a snowmobile may not drive on a sidewalk or boulevard.
- A person with a vehicle may not stop, stand, or park the vehicle on a sidewalk.
- Public nuisances related to sidewalks include lack of snow and ice removal within 24 hours of weather event, leaving wires or limbs of trees close enough to the surface of a sidewalk to constitute a danger to pedestrians, obstructions and excavations that affect ordinary use of sidewalks (unless permitted), use of property that causes large crowds to gather and obstruct free use of the sidewalk, hanging structures (e.g., signs, awnings) over sidewalks that endanger

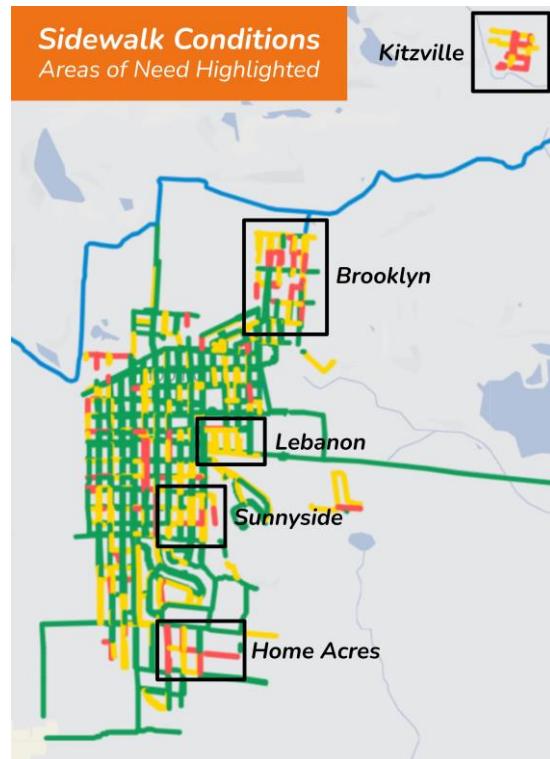


Figure 2. Map of sidewalk conditions in Hibbing, with areas of need highlighted.

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public safety, placing or throwing of sharp objects (i.e., glass, tacks, nails, bottles) on a sidewalk, and depositing of garbage on public right-of-way.

- When platting a subdivision, sidewalks at least 5 feet wide, constructed of concrete pavement with a minimum thickness of 4 inches, shall be constructed on both sides of every street where the estimated or researched average daily traffic volume exceeds 500 trips; this requirement may be waived for rural subdivisions.

A few programs specifically rely on walking infrastructure in Hibbing, especially to access services or maintain fitness. Using sidewalks to access transit stops, riders of Hibbing Transit (a part of Arrowhead Transit effective August 2024) board and alight the bus at Hibbing Public Library, Super One Foods, and Walmart Supercenter; the service operates Monday through Thursday at 9am to 7:30pm and Friday at 9am to 6:30pm. Hibbing Schools also offers “Walking for Fitness” opportunities during the winter at Hibbing High School (open Monday through Friday at 5pm to 7pm) and during the summer at Ben Owens Stadium/Cheever Field (open June and July from 8am to 2pm); to participate, registration is required through Hibbing Community Ed. The Hibbing Historical Society also promotes walking by providing materials for a self-guided tour, which highlights historical places throughout the community.

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Development History

The development history of the city of Hibbing hosts a unique legacy when it comes to development (and redevelopment) of neighborhoods and transportation networks. To provide context, a brief history of the community is outlined below.

- **1893:** Village of Hibbing is founded just north of the City of Alice
- **1919:** Seeking to mine iron ore deposits underneath the village, Oliver Mining Company and the Village rebuild community infrastructure two miles south of the original townsite, where Hull-Rust-Mahoning Open Pit Iron Mine is located today, and move about 200 buildings from the old to new site
- **1920:** Village of Hibbing annexes the City of Alice
- **1920s:** Oliver Mining Company provides low interest loans to develop new downtown buildings and constructs numerous community buildings, including Hibbing High School, Androy Hotel, Hibbing Village Hall, and Rood Hospital
- **1979:** City of Hibbing annexes Stuntz Township, formalizing numerous unincorporated communities and making Hibbing the largest city in Minnesota by geographic size



Figure 3. Moving a church from the old to new townsite of Hibbing, 1920

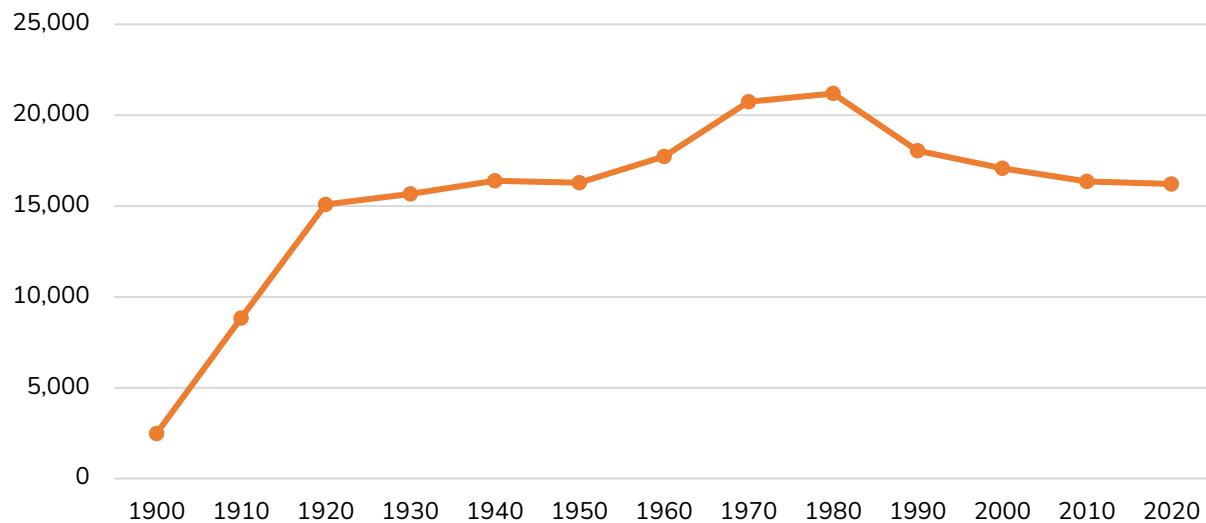
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City Demographics

Demographics² of the City of Hibbing are presented below.

- Total Population: 16,214 (2020 U.S. Census)
- Housing Units: 8,302
- Race:
 - 91.2% (14,798) White
 - 5.4% (873) Two or More Races
 - 1.5% (245) Black/African American
 - 0.9% (140) American Indian/Alaska Native
 - 0.5% (77) Asian
 - 0.4% (70) Some Other Race Alone
 - 0.1% (11) Native Hawaiian or Other Pacific Islander
 - (1.6% [253] Hispanic or Latino)

Population in Hibbing, Minnesota (1900-2020)



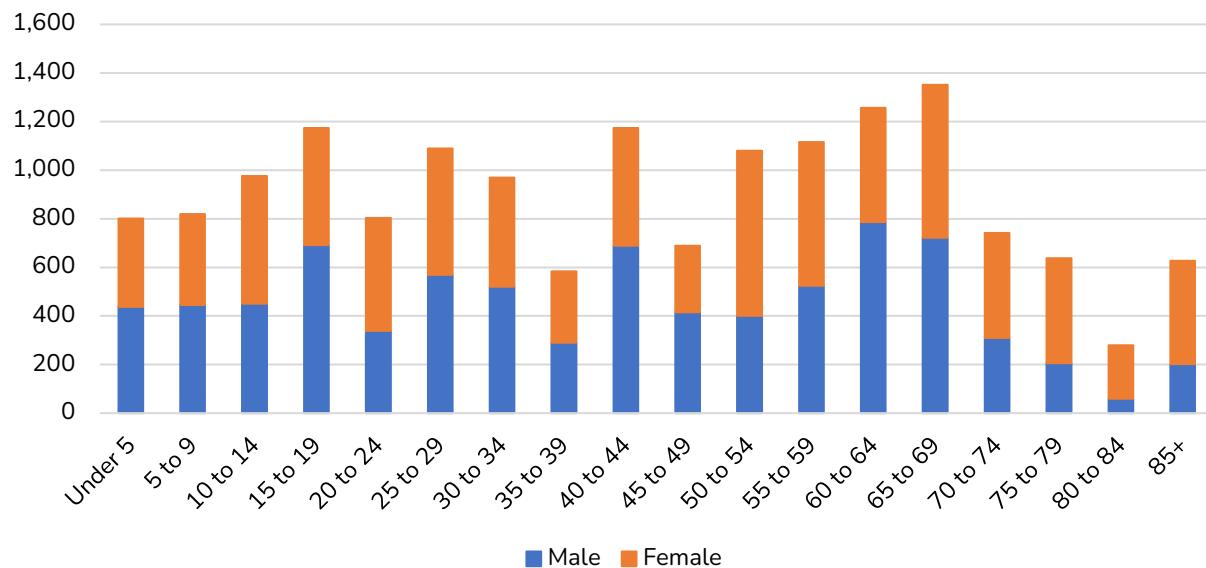
² 2020 U.S. Census, United States Census Bureau

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Data³ about sex and age are insightful in community planning processes. To provide context of community makeup, demographics by sex and age for the City of Hibbing are presented below.

- Total Population: 16,167 (2022 American Community Survey)
- Sex Distribution:
 - Male: 8,055 (49.8%)
 - Female: 8,112 (50.2%)

Age Distribution in Hibbing, Minnesota (2022)



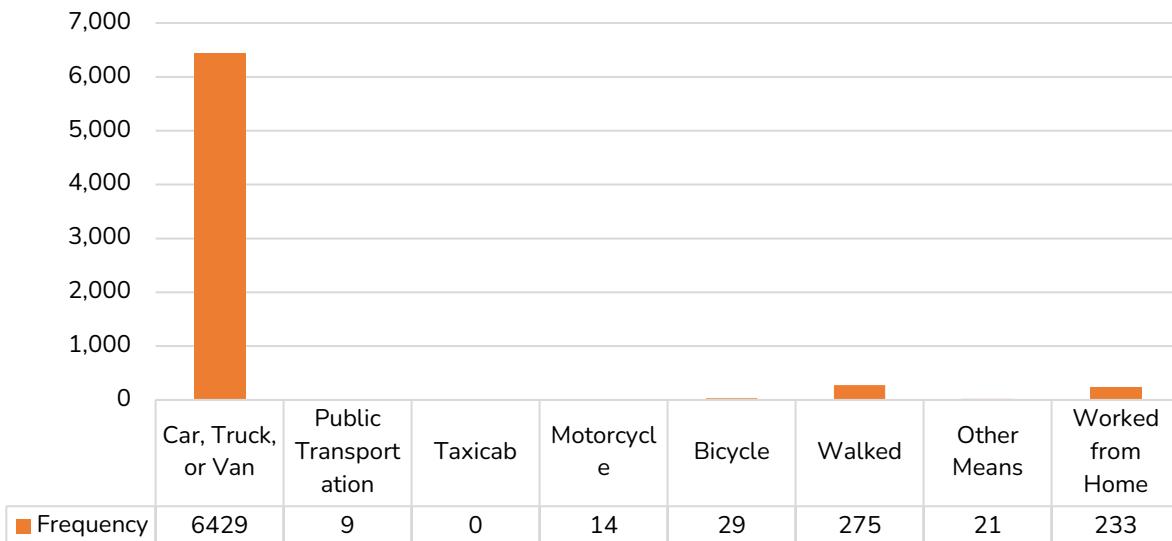
³ 2022 American Community Survey, United States Census Bureau

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Two common data points about walking are means of transportation to work and number of vehicles available to households. Data⁴ about these measures are presented below for the City of Hibbing.

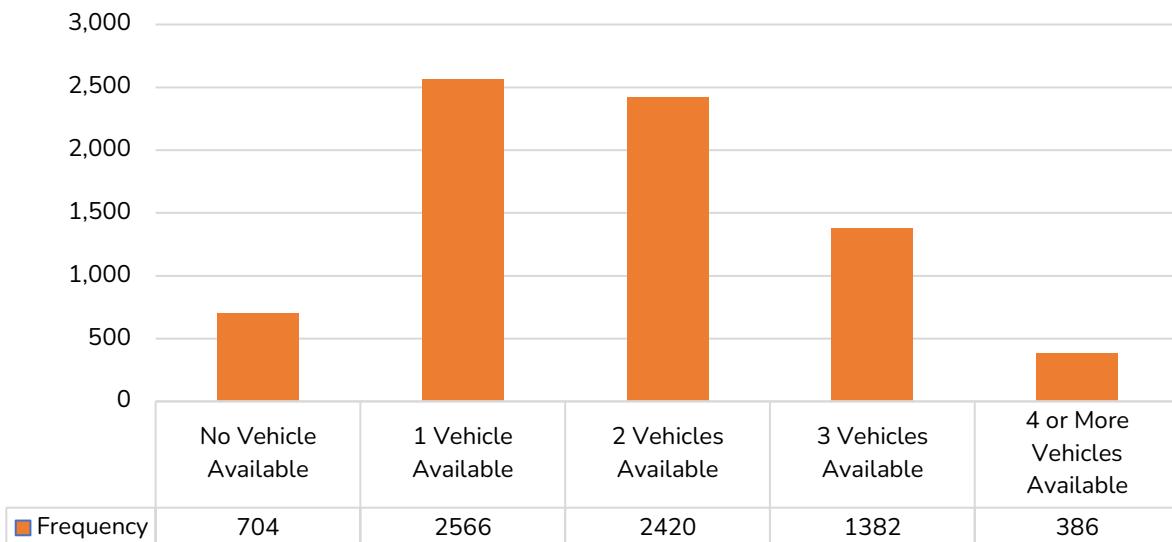
Transportation to Work for Workers 16+ in Hibbing (2022)

n=7,010



Number of Vehicles by Household in Hibbing (2022)

n=7,458



⁴ 2022 American Community Survey, United States Census Bureau

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Community Destinations

Walking is used by many people as a mode of transportation. And community destinations provide a framework for where and how people move throughout a city. The map below identifies destinations that may attract pedestrian traffic in the city of Hibbing, listed in order from north to south.

These destinations include parks, food retailers, schools, government buildings, healthcare services, high-density housing, and transit. Most destinations (especially recreation facilities like parks) are distributed evenly across the community, but a notable pocket of school and education-related facilities is present in the east-central part of the city. A list of all “community destinations” is provided below.

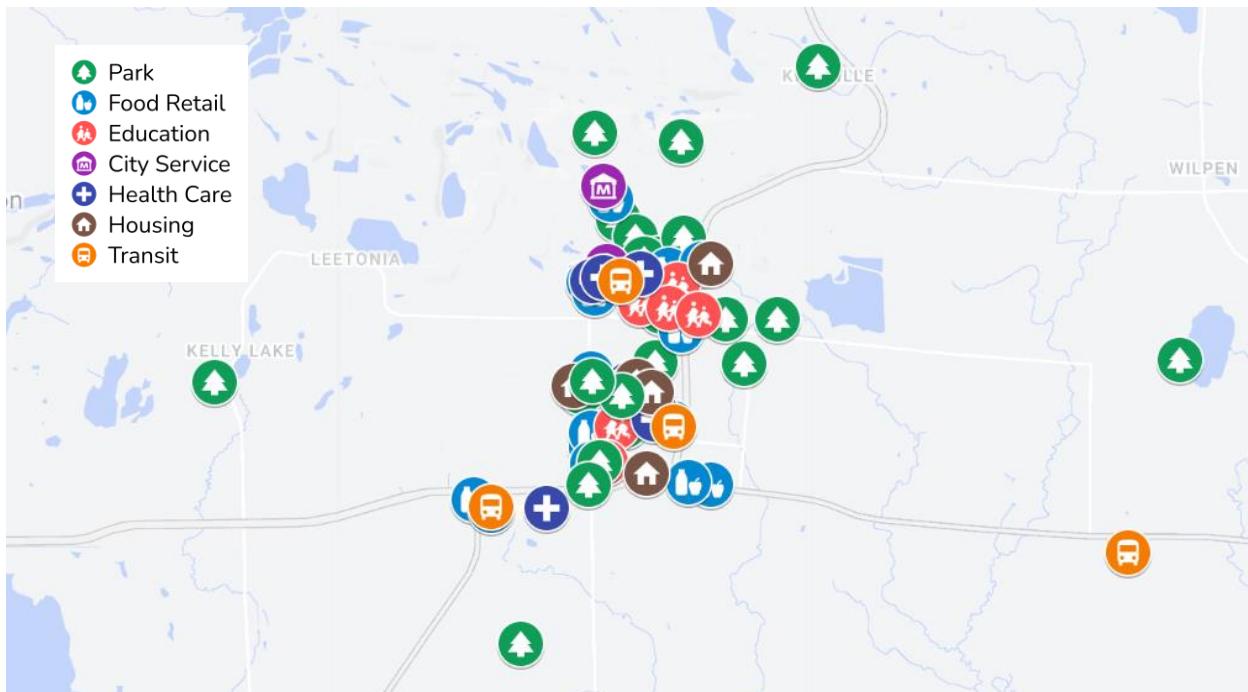


Figure 4. Distribution of community destinations in Hibbing

- Kitzville Park
- Hull–Rust–Mahoning Open Pit
- Iron Mine
- Hibbing Dog Park
- Greyhound Bus Museum
- Fraboni Wholesale Dist. Inc.
- Bennett Park
- Hibbing Golf Course
- Brooklyn Park
- Frank Hibbing Park
- Sargent Park
- United States Post Office
- Lucky Seven General Store
- Southview Terrace Apartments
- Short Stop II (E Howard St)
- Hibbing Dental Services

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- Northland Family Dentistry
- North Star Dental Care
- Hibbing City Hall Offices
- Hibbing Public Library
- Bus Stop - Hibbing Public Library
- Circle K/Holiday Stationstores (1st Ave)
- Washington Elementary school
- Hibbing High School
- Short Stop (1st Ave)
- Assumption Catholic School
- Lincoln Elementary School
- Ryan's Memorial Park
- Hibbing Campus - Minnesota North College
- Cheever Field
- Vic Power Field
- Carey Lake Park
- Circle K/Holiday Stationstores (Brooklyn Dr)
- Bryant Lake Park
- Highland Park
- Imart Freedom Valu Center Hibbing
- Pioneer Rock Public Square
- Winston Courts Apartments
- Project Care Free Clinic
- Kelly Lake Park
- Perpich Apartments
- Cobb-Cook Park
- 33rd Street Park
- Housing & Redevelopment Authority of Hibbing
- LEE Center
- Essentia Health-Hibbing Clinic
- Fairview Mesaba Clinic
- Fairview Range Medical Center
- Super One Foods
- Bus Stop - Super One
- Greenhaven Playground
- Greenhaven Elementary School
- CENEX
- Cobb Cook Grocery
- Green Park Playground
- Victory Christian Academy
- Lucky Seven General Store
- Birch Court Apartments
- Veterans Park
- Hibbing Farmers Market
- Hibbing Short Stop Express (Hwy 37)
- Dollar Tree
- Walmart Supercenter
- Bus Stop - Walmart Supercenter
- Dental Health Service
- Range Regional Airport
- Maple Hill Park

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Documented Use

With community walking infrastructure, one measure of success is the number of people who use the network – either because walking is their only mode of transportation or because they choose to walk over other modes.

It is difficult to measure use of public walking infrastructure on a community level, and very few cities have implemented measures to accurately reflect walking habits. One best practice includes deploying a team of volunteers to conduct manual pedestrian counts at sample points each September. Unfortunately, this method requires a great deal of coordination and can be difficult to replicate year after year due to staff turnover and lack of volunteer interest.

In lieu of a more scientific approach, this project uses findings from Strava's Global Heatmap (strava.com/maps) to suggest infrastructure used most frequently in the Hibbing community. Strava's Heatmap shows 'heat' made by activities, like walking or running, with data collected from iPhones, Androids, and GPS watches that have sharing permissions set to "Everyone" or "Followers".

In 2024, analysis of this resource suggests the most used street corridors for walking in Hibbing are:

- E 23rd Street
- 9th Avenue E
- E Howard Street
- E 21st Street
- 7th Avenue E
- E 25th Street
- 1st Avenue
- E 31st Street
- 3rd Avenue E
- E 37th Street
- 12th Avenue E
- 16th Avenue E

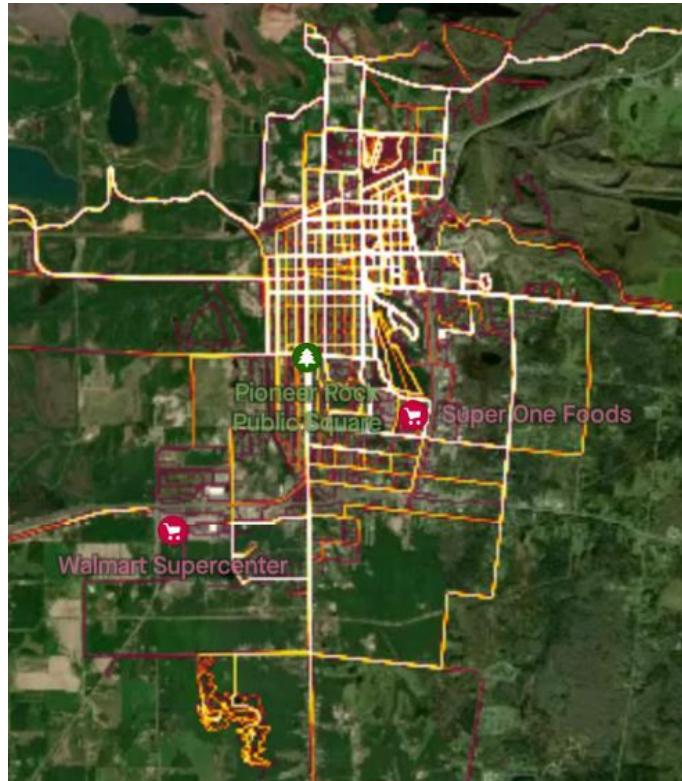


Figure 5. Strava's Global Heatmap for Walking in Hibbing.

Unsurprisingly, these findings suggest a higher frequency of walking near school campuses, the downtown business district, and paths to recreation facilities like Carey Lake, Cheever Field, and the Mesabi Trail.

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Engagement

Success of a walkable community relies on quality Engagement. If you want to attract people to use public spaces, it is unwise to make assumptions about the needs and desires of these people. It is crucial to identify the folks you wish to use the community space and actively seek their input to create an environment that encourages daily use.

This chapter outlines the methodology and results of engagement efforts employed to identify potential improvements or enhancements to the walking network in Hibbing.

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Methodology

Engagement processes for this project began with the question, “Who do we need to engage?” With direction to engage Hibbing residents of all ages and abilities, Essentia Health’s Community Health Department staff pursued multiple Engagement efforts to learn how the community at large uses Hibbing’s walking network and where improvements are desired.

The City of Hibbing and Essentia Health administered a community input survey from February 22, 2024, to March 31, 2024, to gather information about residents' walking experiences. To maximize participation, the survey was widely publicized and designed to minimize barriers to access.

The survey invited residents to share their experiences through an online form or via paper survey at the Hibbing Public Library (one of three permanent public transit stops). To encourage input from populations more likely to rely on pedestrian travel as a mode of transportation, the project team also mailed postcards to neighborhoods with lower median incomes.

Additional outreach included conducting focus groups with participants across the lifespan and completing a walk audit with members of the Hibbing Walkability Project Advisory Committee. Additional details about this methodology are available in Appendix B, and results of these processes are presented on the next page.



Figure 6. Image of postcard sent to invite community input

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Input Results

Engagement efforts netted 350 survey responses, opinions conveyed by 57 focus group attendees, and participation of 12 community members in a walk audit. Social media comments were also pulled from shared posts.

The following list highlights principal results from each of these engagement exercises. Results for each engagement method are available in the Appendices.

- Respondents to the Hibbing Walkability Survey revealed they walk regularly for recreation, usually in the late afternoon-early evening, and more often in the warmer months. The biggest factors affecting resident decisions to walk in Hibbing are the condition, accessibility, and overall availability of sidewalks or pathways.
- Survey submissions included locations that residents most wanted to regularly access by walking and where they faced barriers to walking. The downtown Hibbing/Howard Street area, school facilities, outdoor recreation spaces, Hibbing Public Library, and grocery stores topped the list of desired locations. Barriers to walking were largely reported as general issues with sidewalk or trail conditions and dangerous intersections, particularly along Highway 169.
- Focus group discussions identified healthy usage of sidewalks and trails when available and in good condition. Additionally, focus groups revealed a community desire for an indoor walking area open during the daytime (especially during the winter months).
- Walk audit participants shared what infrastructure generally supports or hinders walkability. Observations included wide, paved sidewalks around the Memorial Arena Building, but more obstacles and inconsistency in accessibility within neighborhoods.
- Social media comments focus on inaccessible sidewalks, unsafe pedestrian crossings, and requests for alley and road repairs.

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Execution

Making plans means nothing without Execution. And with community support and funding needed for any public project, a high level of intention and determination is also required when setting out to accomplish a task.

This chapter presents the specific actions the City of Hibbing and its partners plan to pursue to enhance the walking experience in the next five years (by June 2029).

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Action Plan

The following actions are intended to heighten the Hibbing walking network to encourage walking as a healthy form of recreation and a preferred form of transportation among residents in the Hibbing community. The action items were created in collaboration with the City of Hibbing's Engineering, Community Development, and City Services departments. The strategies are categorized by "infrastructure" and "non-infrastructure" projects, then ordered under each category from highest to lowest priority.

Infrastructure Projects

- 1. Upgrade Pedestrian Crossing Infrastructure of Highway 169** – Continue work with the Minnesota Department of Transportation (MnDOT) to design, construct, and maintain pedestrian crossing safety infrastructure along Highway 169 in Hibbing (i.e., intersections with 25th Street and 23rd Street). The design and planning phases of this project will take five or more years.
 - **Lead Agency:** Minnesota Department of Transportation District 1
 - **Collaborator:** City of Hibbing Engineering
- 2. Improve Off-Street Business District Parking** – Promote and improve the City of Hibbing's off-street business district parking near Howard Street. Current public parking lots in the area include a 48-stall lot at 2017 2nd Ave E, an unstriped (20,000 ft²) lot at 1901 4th Ave E, a 34-stall lot at 1936 4th Ave E, and a 77-stall lot at 401 E 21st St. Improvements may include installing public parking navigation signage, striping parking stalls, and developing a walking destinations map for each lot. A completed parking study and forthcoming traffic study will inform future enhancements.
 - **Lead Agency:** City of Hibbing Community Development
 - **Collaborators:** Hibbing Area Chamber of Commerce, City of Hibbing Police Department, City of Hibbing City Services, City of Hibbing Engineering
- 3. Develop a Public Indoor Walking Facility** – Continue conversations and development of a city-owned and -managed facility that hosts year-round indoor walking, among other recreation options.
 - **Lead Agency:** City of Hibbing City Services
- 4. Enhance Sidewalk Network Accessibility** – Continue construction and reconstruction of sidewalks as a standard part of street projects to upgrade

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walking infrastructure with ADA accessibility features (e.g., increased path width, pedestrian ramps, truncated domes).

- **Lead Agency:** City of Hibbing Engineering

Non-Infrastructure Projects

1. **Promote Walking at Public Parks/Trails** – Promote walking within and to publicly-owned properties (i.e., Bennett Park, Mesabi Trail, Maple Hill Cemetery, Cheever Field, Hibbing High School). Improve promotion with suggested walking loops and with clear communication about these opportunities on City and School District webpages, publications, and on-site signage. Also study the user experience of accessing each property, including winter maintenance of nearby sidewalks, parking, and ADA accessibility.
 - **Lead Agency:** City of Hibbing City Services
 - **Collaborators:** Essentia Health Community Health, City of Hibbing Marketing and Communications, Hibbing Community Education
2. **Revise Policies about Project Cost-Sharing** – Change the current sidewalk project cost-sharing policy (in which a property owner must initiate the project, then costs are split between the property owner and the City of Hibbing) to also allow the City of Hibbing to identify sidewalk network needs, initiate projects, and share costs with adjacent property owners. The revised policy should address reconstruction of residential sidewalks, construction of sidewalks at business development sites, and construction of new sidewalks in general.
 - **Lead Agency:** City of Hibbing Engineering
 - **Collaborators:** City of Hibbing Administration, City of Hibbing Community Development, City of Hibbing City Services
3. **Increase Communication about Sidewalk Projects** – Develop a Communication Standard Operating Procedure to inform residents about sidewalk improvements. Also create a form where citizens can suggest walking infrastructure improvements (like the City of Hibbing's [Community Project Request Form](#)) to collect feedback about Hibbing's walking network.
 - **Lead Agency:** City of Hibbing Marketing and Communications
 - **Collaborators:** City of Hibbing Engineering, City of Hibbing Fire Department

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Appendices

Appendix A: City Ordinances Related to Walking

Appendix B: Methodology Overview

Appendix C: Input Survey Questions

Appendix D: Input Survey Results

Appendix E: Walk Audit Summary

Appendix F: Focus Group Results

Appendix G: Social Media Comments Summary

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Appendix A: City Ordinances Related to Walking

SEC. 7.04. ICE AND SNOW ON PUBLIC SIDEWALKS.

Subd. 1. Ice and Snow a Nuisance. All snow and ice remaining upon public sidewalks is hereby declared to constitute a public nuisance and shall be abated by the owner or tenant of the abutting private property within twelve (12) hours after such snow or ice has ceased to be deposited.

Subd. 2. City to Remove Snow and Ice. The City may cause to be removed from all public sidewalks, beginning twenty-four (24) hours after snow or ice has ceased to fall, all snow and ice which may be discovered thereon, and it shall keep a record of the cost of such removal and the private property adjacent to which such accumulations were found and removed.

Subd. 3. Cost of Removal to be Assessed. The City Clerk Treasurer shall, upon direction of the Council, and on receipt of the information provided for in the preceding Subdivision, extend the cost of such removal of snow or ice as a special assessment against the lots or parcels of ground abutting on walks which were cleared, and such special assessment shall at the time of certifying taxes to the County Auditor be certified for collection as other special assessments are certified and collected.

Subd. 4. Civil Suit for Cost of Removal. The City Clerk-Treasurer shall, in the alternative, upon direction of the Council, bring suit in a court of competent jurisdiction to recover from the persons owning land adjacent to which sidewalks were cleared, as provided in Subdivision 2 hereof, the cost of such clearing and the cost and disbursements of a civil action there for.

Subd. 5. City Clerk-Treasurer to Report Sidewalks Cleared. The City Clerk-Treasurer shall present to the Council at a meeting after snow or ice has been cleared from the sidewalks as provided in Subdivision 2 hereof the report of the City thereon, and shall request the Council to determine by resolution the manner of collection to be used as provided in Subdivisions 3 or 4 of this Section.

SEC. 7.06. CONSTRUCTION AND RECONSTRUCTION OF ROADWAY SURFACING, SIDEWALK AND CURB AND GUTTER.

Subd. 1. Methods of Procedure, A. Abutting or affected property owners may contract for, construct or reconstruct roadway surfacing, sidewalk or curb and gutter in accordance with this Section if advance payment is made therefore or arrangements for payment considered adequate by the City are completed in advance.

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B. With or without petition by the methods set forth in the Local Improvement Code of Minnesota Statutes, presently beginning with Section 429.011, as the same may from time to time be amended.

Subd. 2. Permit Required. It is a misdemeanor to construct a sidewalk, curb and gutter, driveway, or roadway surfacing in any street or other public property in the City without a permit in writing from the Building Inspector. Application for such permit shall be made on forms approved and provided by the City and shall sufficiently describe the contemplated improvements, the contemplated date of beginning of work, and the length of time required to complete the same, provided, that no permit shall be required for any such improvement ordered installed by the Council. All applications shall be referred by the Building Inspector to the Engineering Department and no permit shall be issued until approval has been received from such Department. All such applications shall contain an agreement by the applicant to be bound by this Chapter and plans and specifications consistent with the provisions of this Chapter and good engineering practices shall also accompany the application. A permit from the City shall not relieve the holder from damages to the person or property of another caused by such work.

Subd. 3. Specifications and Standards. All construction and reconstruction of roadway surfacing, sidewalk and curb and gutter improvements, including curb cuts, shall be strictly in accordance with specifications and standards on file in the Engineering Department and open to inspection and copying there. Such specifications and standards may be amended from time to time by the City, but shall be uniformly enforced. Subd. 4. Inspection. The Building Inspector shall inspect such improvements as deemed necessary or advisable. Any work not done according to the applicable specifications and standards shall be removed and corrected at the expense of the permit holder. Any work done hereunder may be stopped by the Inspector if found to be unsatisfactory or not in accordance with the specifications and standards, but this shall not place a continuing burden upon the City to inspect or supervise such work.

SEC. 8.04, BICYCLES.

Subd. 5. Right of Way - Sidewalks. Whenever a person is riding a bicycle upon a sidewalk, such person shall yield the right of way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. Provided, that it is unlawful for any person to ride a bicycle on a sidewalk in a Business District (defined as the area bounded on the West by First Avenue, on the North by 19th Street, on the East by Eighth Avenue East and on the South by 21st Street; and the area on either side of First Avenue from Howard Street to 26th Street).

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SEC. 8.50. SNOWMOBILE TRAFFIC CONTROL AND REGULATIONS.

Subd. 4. Sidewalks and Boulevards. It is a misdemeanor to operate a snowmobile on a sidewalk or boulevard, except that a direct crossing may be made in the same manner as provided for direct crossing of a City street.

SEC. 9.02. GENERAL PARKING PROHIBITIONS.

It is unlawful for any person to stop, stand or park a vehicle except when necessary to avoid conflict with other traffic or in compliance with the specific directions of a police officer or traffic control device in any of the following places: (1) on a sidewalk...

SEC. 10.74. NUISANCE SERVICE CALL FEES.

Subd. 3. Public Nuisances Affecting Peace and Safety. The following are declared to be nuisances affecting public peace and safety:

- (1) Give or make a false fire alarm.
- (2) All snow and ice not removed from public sidewalks 24 hours after the snow or other precipitation causing the condition has ceased to fall;
- (3) All trees, hedges, billboards, or other obstructions which prevent people from having a clear view of all traffic approaching an intersection;
- (4) All wires and limbs of trees which are so close to the surface of a sidewalk or street as to constitute a danger to pedestrians or vehicles;
- (5) All noises prohibited by law.
- (6) Obstructions and excavations affecting the ordinary public use of streets, alleys, sidewalks, or public grounds except under such conditions as are permitted by this code or other applicable law;
- (7) Radio aerials or television antennae erected or maintained in a dangerous manner;
- (8) Any use of property abutting on a public street or sidewalk which causes large crowds of people to gather, obstructing traffic and the free use of the street or sidewalk;
- (9) All hanging signs, awnings, and other similar structures over streets and sidewalks, or so situated so as to endanger public safety, or not constructed and maintained as provided by ordinance;
- (10) Waste water cast upon or permitted to flow upon streets or other public properties. This provision does not prohibit water incident to non-commercial car washing;

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- (11) Accumulations in the open of discarded or disused machinery, household appliances, automobiles or automotive parts, or other material;
- (12) Any well, hole, or similar excavation which is left uncovered or in such other condition as to constitute a hazard to any child or other person coming on the premises where it is located;
- (13) Obstruction to the free flow of water in a natural waterway or a public street drain, gutter, or ditch with trash or other materials;
- (14) The placing or throwing on any street, sidewalk, or other public property of any glass, tacks, nails, bottles or other substance which may injure any person or animal or damage any pneumatic tire when passing over such substance;
- (15) The depositing of garbage or refuse on a public right-of-way or on adjacent private property.

SEC. 12.10. PRELIMINARY PLAT.

Subd. 15. Other Requirements.

- A. Sidewalks at least 5 feet wide, constructed of concrete pavement with a minimum thickness of 4 inches shall be constructed on both sides of every street where the estimated or researched average daily traffic volume exceeds 500 trips. Sidewalks shall be constructed on one or both sides of street irrespective of the width of lots where, in the opinion of the Commission, these are necessary to protect the safety of pedestrians.

Appendix B: Methodology Overview

Hibbing Walkability Survey:

The City of Hibbing and Essentia Health administered a community input survey from February 22, 2024, to March 31, 2024, to gather information about residents' walking experiences. To maximize participation, the survey was widely publicized and designed to minimize barriers to access.

Press Publicity: News releases were posted on the City of Hibbing's website and distributed to local publications. The story was carried by the Mesabi Tribune, Northern News Now (CBS affiliate), and KAXE (NPR affiliate). Social media platforms were utilized to spread the message and invite participation. Email invitations were sent to key stakeholders, including influential community leaders, Advisory Committee members, elected officials, and more.

Prioritizing Outreach: Input from populations more likely to rely on pedestrian travel as their main mode of transportation was prioritized. 2,470 postcards were mailed to targeted households with lower median annual incomes. Multiple organizations and agencies amplified the message through their communication platforms, including Independent School District 701 sharing with students and caregivers, local apartment buildings emailing residents, and the Hibbing Chamber of Commerce featuring survey information in their newsletter.

Efficient and Impactful: The Hibbing Walkability Survey consisted of 14 questions, with an average completion time of five minutes. All questions were optional and individual responses remained confidential. Respondents primarily used checkboxes to share demographic information and walking habits, with two short answer questions available to note specific locations desired as destinations or in need of improvement.

Multiple Survey Submission Options: Community members were encouraged to scan a QR code or enter a link to share their input via an online form. Alternately, folks could complete a paper survey and post it to the lockbox available at the Hibbing Public Library, one of the three permanent stops on the public transit system. Most residents relayed their thoughts through the online form, comprising 335 of the 350 total surveys received.

Completion Incentivized: Respondents could opt into entering a drawing to receive a monetary incentive. Upon survey close on March 31, 2024, 10 respondents who

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elected to enter a prize drawing were selected to receive a \$15 Super One gift card. By employing this methodology, the Hibbing Walkability Project engaged a diverse range of residents and stakeholders, gathered comprehensive input, and ensured that Execution suggestions for future development of Hibbing's walkability aligns with the desires and needs of the community.

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Appendix C: Input Survey Results

Hibbing Walkability Survey

The City of Hibbing and Essentia Health are partnering to assess the walking environment in Hibbing. The desire of this project is to continue building and maintaining a quality transportation network throughout the community. Findings from the project may also help secure grant funding to address identified issues for pedestrians.

To share your thoughts, please complete the survey below on behalf of your household. The survey will take approximately five minutes to complete. All questions are optional, and individual responses will remain confidential. This survey will close on March 31, 2024.

For more information about this project, visit www.orangeplacesproject.com/hibbing.

What is your street address? (Example: 123 Main Street) (Optional)

What is your age? (Optional)

- 0-15 years old
- 16-30 years old
- 31-45 years old
- 46-60 years old
- 61-75 years old
- 76+ years old

What is your gender identity? (Optional)

- Cisgender Male (Born and identify as male)
- Cisgender Female (Born and identify as female)
- Transgender Male
- Transgender Female
- Non-binary
- Gender Fluid
- Two-Spirit
- Other: _____

Do you need an assistive device (wheelchair, walker, cane) when walking? (Optional)

- No, I don't use an assistive device.
- No, but I have used an assistive device in the past.
- Yes, and I currently use an assistive device that meets my needs.
- Yes, but I don't currently have an assistive device that meets my needs.
- Sometimes, depending on factors like weather conditions or how I feel that day.

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How often do you walk in the community?

- Every day
- At least once a week
- At least once a month
- At least once a year
- Never

Why do you usually walk in the community? (Select all that apply)

- To get to and from school or work
- To go shopping or run errands
- To get exercise, walk the dog, or enjoy the outdoors
- Other

What time(s) of day do you usually walk in the community? (Select all that apply)

- Early Morning (5am-8am)
- Late Morning (8am-11am)
- Midday (11am-1pm)
- Early Afternoon (1pm-3pm)
- Late Afternoon (3pm-5pm)
- Early Evening (5pm-7pm)
- Late Evening (7pm-9pm)
- Early Night (9pm-1am)
- Late Night (1am-5am)

In the following list, select the top three issues that most affect your decisions about walking in Hibbing.

- Amount of traffic along walking route
- Accessibility along walking route (sidewalk condition, curb ramps at intersections)
- Availability of sidewalks or pathways along walking route
- Availability of vehicle parking at destination
- Condition of sidewalks or pathways along walking route
- Convenience of driving
- Distance to destination
- Harassment, violence, or crime
- Having another person to walk with
- Lighting along walking route
- Maintenance of sidewalks or trails during warm months (pavement/vegetation upkeep)
- Maintenance of sidewalks or trails during cold months (snow/ice clearance)
- Presence of crossing guards
- Safety of intersections and crossings

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- Speed of traffic along walking route
- Time of day
- Time needed to walk
- Weather or climate

What destinations in Hibbing do you most want to access on a regular basis by walking?

Where do you face barriers to walking in Hibbing? Please provide specific details about location of issues, including street names.

Have you communicated with a road manager (e.g., City of Hibbing, St. Louis County, or Minnesota Department of Transportation) in the past about the barriers you listed?

- Yes, but the issues have not yet been resolved.
- No, I have not had an opportunity to reach out.
- No, I don't know who to contact or how to contact them.
- No, I don't think it is something that would be fixed.

Are you interested in receiving email updates about this project?

- Yes
- No

Are you interested in being entered into a drawing for a \$15 gift card to Super One? (10 winners will be selected.)

- Yes
- No

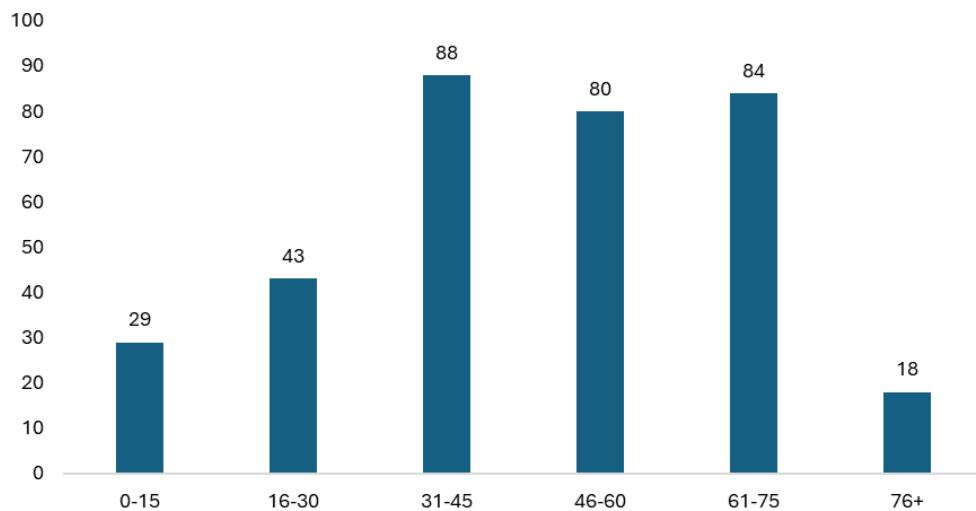
If you answered "Yes" to receiving email updates and/or being entered into a gift card prize drawing, please provide your email address below.

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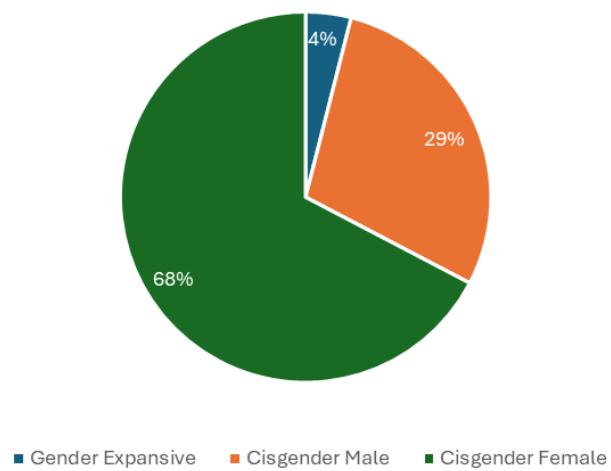
Appendix D: Input Survey Results

The City of Hibbing and Essentia Health administered a community input survey from February 22, 2024, to March 31, 2024, to gather information about residents' walking experiences. 350 responses were submitted: 335 submissions to an online form and 15 through a paper survey submitted to a drop box at the Hibbing Public Library.

Age of Respondents



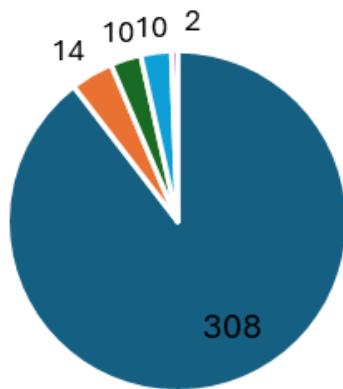
Reported Gender Identity



Note: The "Gender Expansive" label encompasses individuals who identified as a transgender male, transgender female, nonbinary, Two Spirit, or bi-gender.

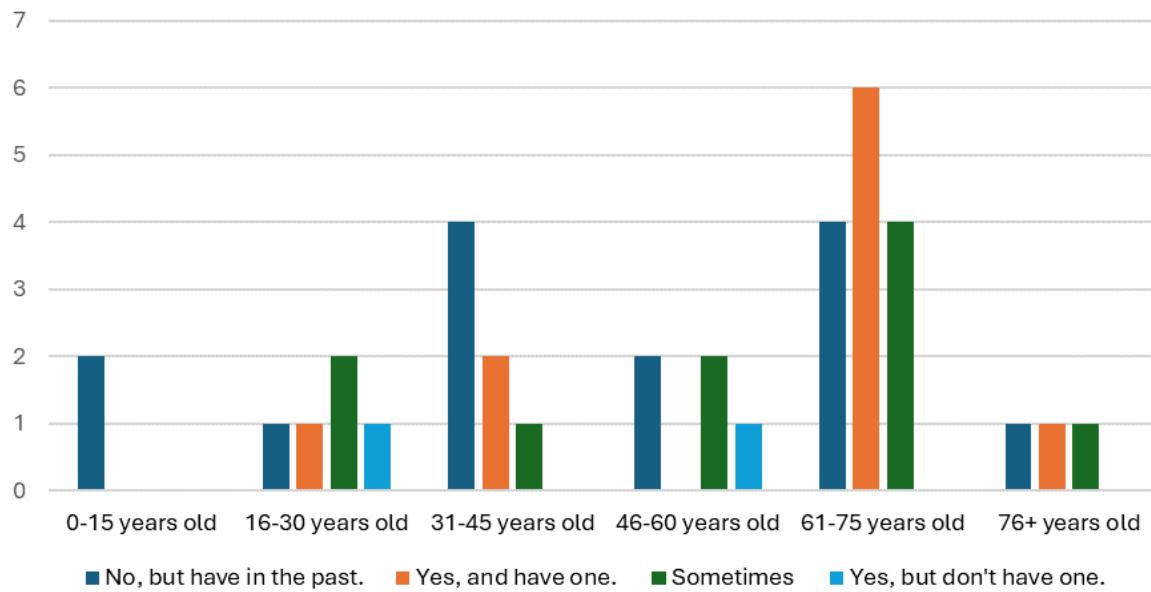
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Mobility Needs



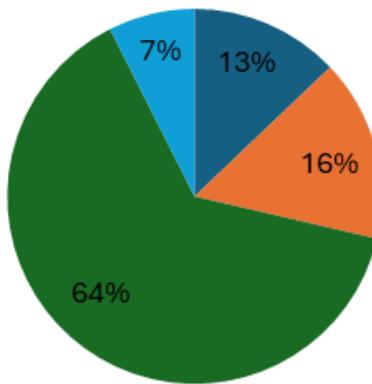
- No, I don't use an assistive device.
- No, but I have used an assistive device in the past.
- Sometimes, depending on factors like weather conditions or how I feel that day.
- Yes, and I currently use an assistive device that meets my needs.
- Yes, but I don't currently have an assistive device that meets my needs.

Current or past mobility aid need



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Why do you usually walk?

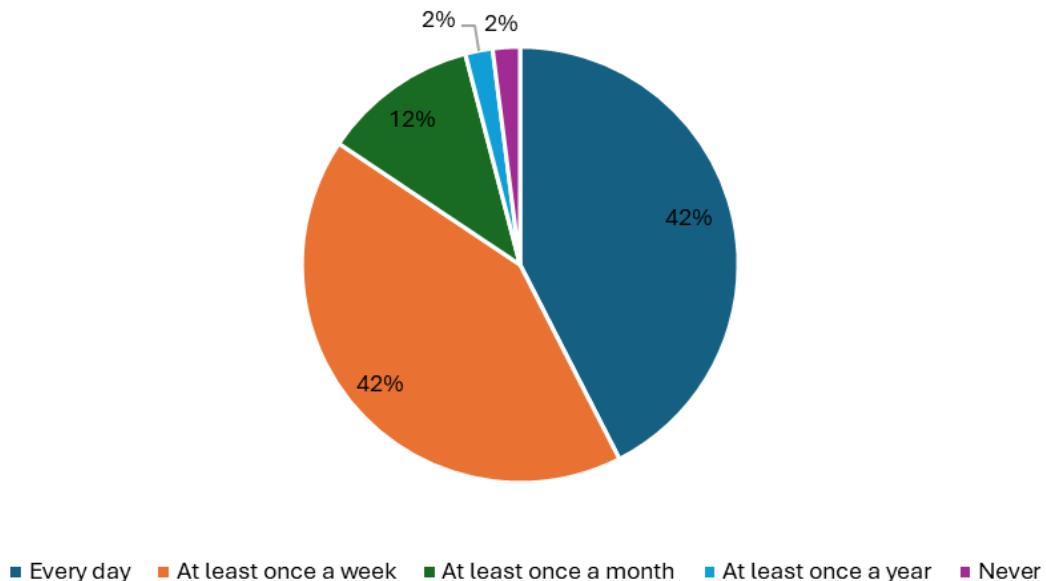


- To get to and from school or work
- To go shopping or run errands
- To get exercise, walk the dog, or enjoy the outdoors
- Other

Why do you usually walk?	#
To get exercise, walk the dog, or enjoy the outdoors	317
To go shopping or run errands	78
To get to and from school or work	64
“Other” written submission themes:	#
To get to sports or activities	8
To get to destinations like the library, parks, doctor	7
To visit friends and family	7
Don't/avoid driving	4
Would like a place to walk	2

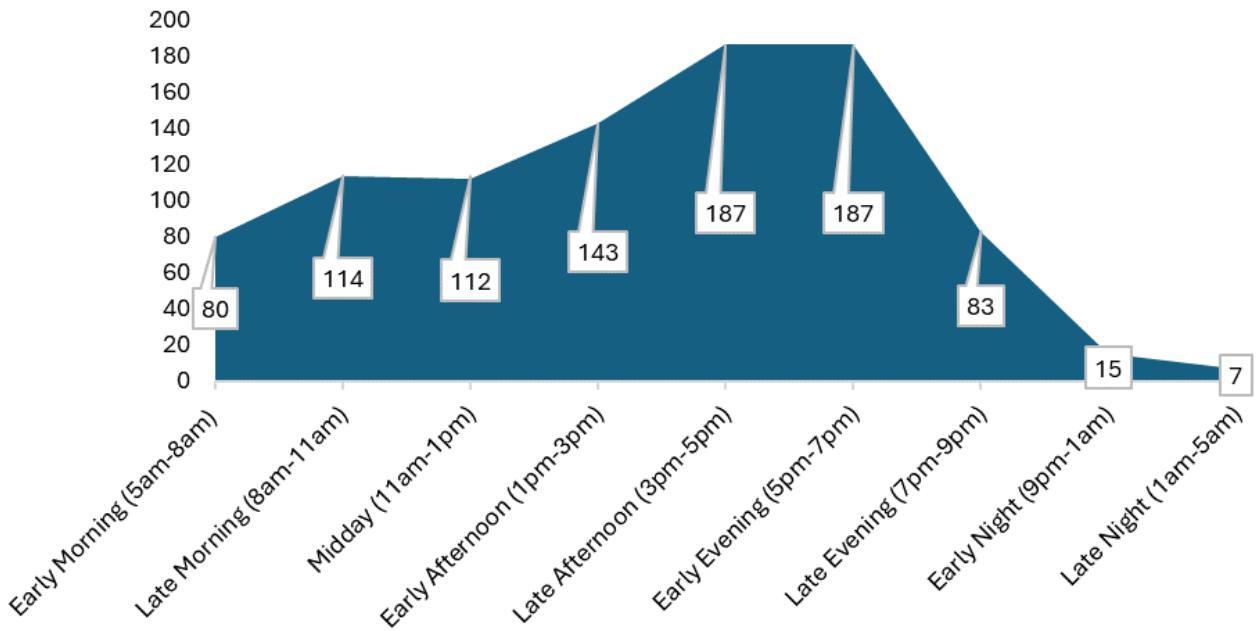
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How often do you walk in the community?



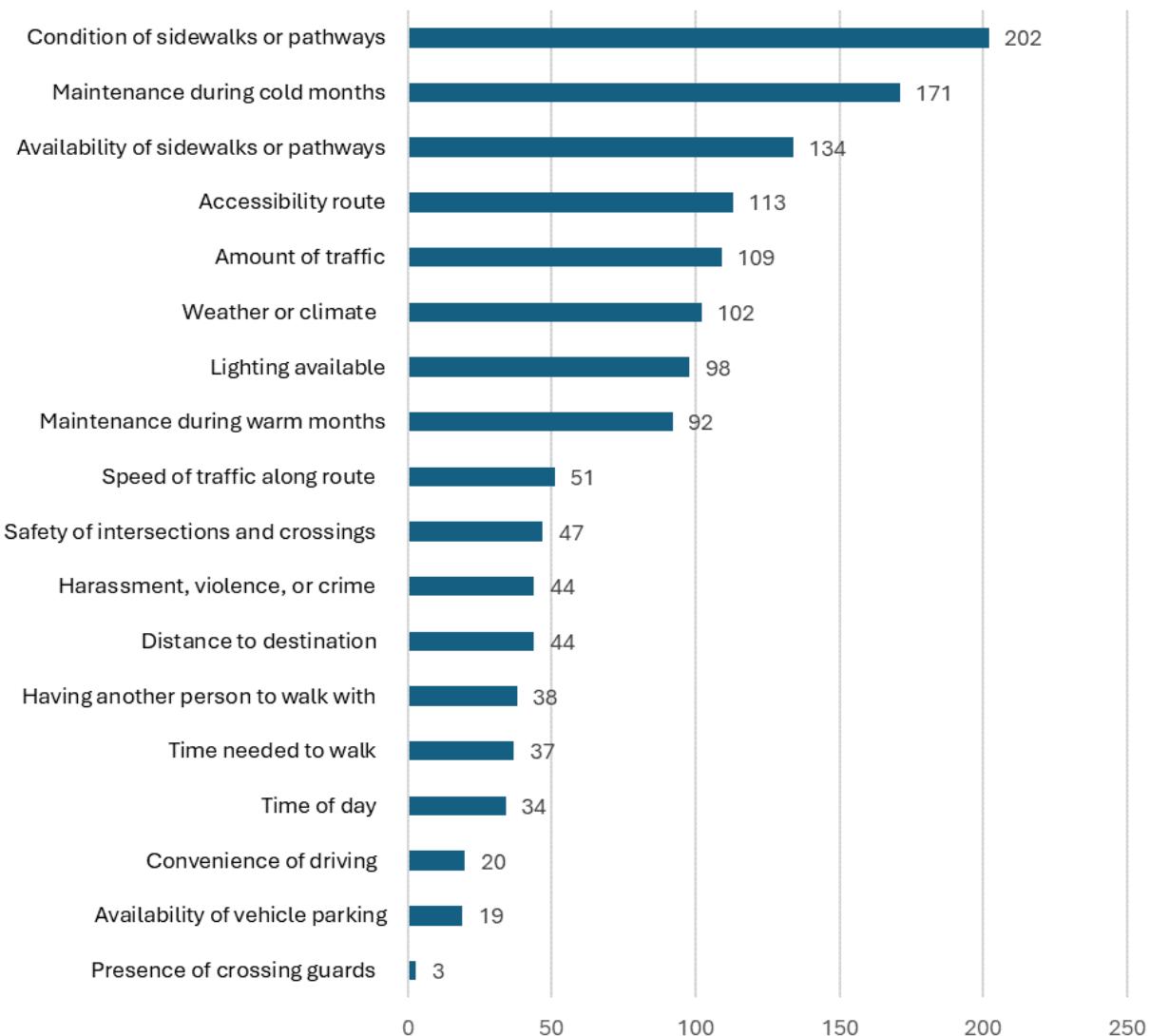
■ Every day ■ At least once a week ■ At least once a month ■ At least once a year ■ Never

What times of the day do you usually walk?



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Issues Affecting Respondent Decisions to Walk in Hibbing



Note: Respondents were asked to select the top three issues that affect their decisions about walking in Hibbing. However, they weren't limited to only three, and often respondents selected more than three items that impacted them.

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What destinations in Hibbing do you most want to access on a regular basis by walking?

We received 272 written responses to this question. The following list categorizes general themes of responses submitted, from most frequent to least frequent. Frequency of each destination is noted in parentheses.

Streets/sections of Hibbing

- Downtown (44)
- Sidewalks (blocked by resident cars, unusable for strollers, cracked, uneven unavailable, not shoveled in winter) (19)
- Howard St (18)
- Neighborhoods/residential areas/my home (17)
- 1st Ave (11)
- E 25th St crossing 169 (4) + walking bridge (2)
- Highland Park (6)
- Cemetery (6)
- 2nd Ave E & W (4)
- Kelly Lake (3)
- 3rd Ave E & W (3)
- My grandmas (2)
- Southview Dr (2)
- Brooklyn (2)
- 19th Ave (2)

Schools

- Hibbing High School (23)
- Schools (11)
- MN North College – Hibbing (10)
- Memorial Building (8)
- Lincoln (8)
- Greenhaven (5)
- Cheever Field/Track (4)

Outdoor Recreation

- Parks (20)
- Bennett Park (15)
- Hiking/biking trails (12)
- Carey Lake (14) + a paved path (2)

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- North Hibbing/Disc Golf Course/Dog Park (10)
- Mesabi Trail (6)
- Maple Hill (4)
- Playgrounds (3)
- Paved paths (3)
- Vic Power Park (3)
- Tennis Courts (2)
- Mine View (2)
- Dupont Lake (2)
- Golf Course (2)

Community Destinations

- Hibbing Public Library (14)
- Medical facilities on 31st W (clinics/hospital) (12)
- City Hall (4)
- Post Office (3)
- Indoor walking facilities (2)

Shopping

- Super One/Mesabi Mall (13)
- Convenience stores/gas stations (9)
- Grocery store/supermarket (8)
- Walmart (8)
- Stores (6)
- Shopping centers (4)
- Caribou Coffee (4)
- L&M (3)
- Pharmacy/Walgreen's (3)
- Freeb's/Gym (2)
- Banks (2)
- Irongate Mall (2)
- Lowe's (2)
- Graysher Shopping Center (2)

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Where do you face barriers to walking in Hibbing? Please provide specific details about location of issues, including street names.

The survey received 280 responses to this question. The following list categorizes general themes of responses submitted, from most frequent to least frequent.

Frequency of each barrier is noted in parentheses.

- Poor sidewalk or trail conditions (uneven, cracked, heaved, tripping hazards, poor maintenance, lack of sand removal, overgrown vegetation, lack of snow removal) (136)
- Dangerous intersections, particularly along Highway 169 (36)
- Traffic safety issues (24), including drivers not stopping for pedestrians (7), speeding vehicles (4)
- No sidewalk/shoulder in an area (28)
- Insufficient amount of streetlights/non-functioning walk lights (22)
- Lack of safe routes for children walking to school or activities (17)
- Unsafe road conditions: potholes (3), broken pavement/sidewalks (5), alleys (8)
- Aggressive/loud/unleashed dogs (14)
- Don't face barriers to walking (14)
- Crosswalks (12)
- Reporting falling due to sidewalk conditions (7)
- Needing to walk in street due to sidewalk conditions (5)
- Distance to and lack of sidewalks around grocery stores/Walmart (5)
- Lack of accessibility for individuals with mobility devices (4)
- Perception of unsafe areas (presence of drugs and alcohol, "rundown" or "blight" homes) (4)
- Request for indoor walking facilities during winter (4)
- Geese (3)

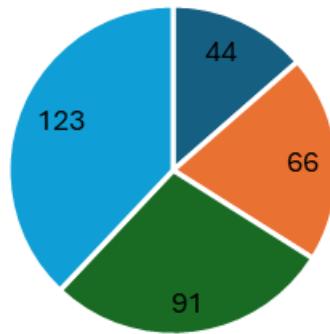
In addition, respondents to this question also provided specific streets/roadways that act as barriers to walking. The following list highlights these references, from most frequent to least frequent. Frequency of each occurrence is noted in parentheses.

- E Howard Street (26)
- 1st Avenue (18)
- E 25th Street (15)
- E 23rd Street (13)
- 7th Avenue E (12)

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- E 37th Street (10)
- 3rd Avenue E (8)
- E 31st Street (7)
- E 21st Street (6)
- 12th Avenue E (6)
- 16th Avenue E (2)
- 9th Avenue E (1)

*Have you communicated with a road manager
about the barriers you listed?*

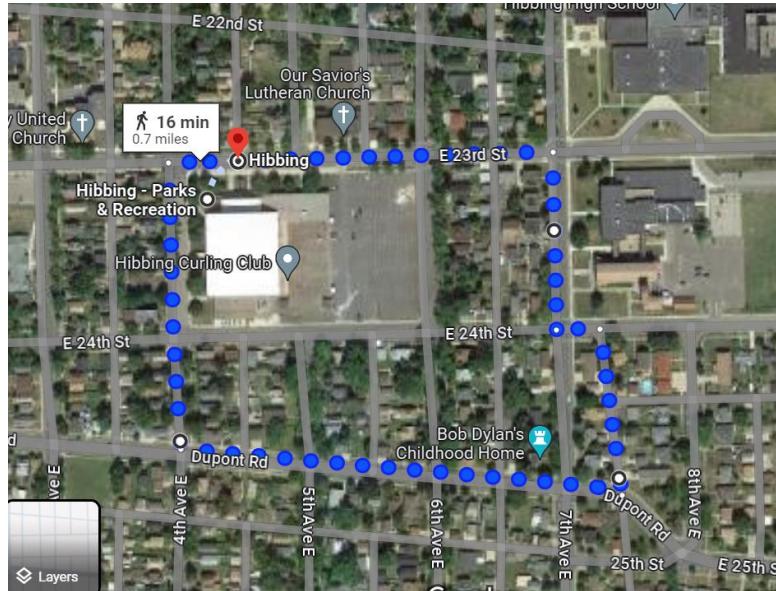


- Yes, but the issues have not yet been resolved.
- No, I have not had an opportunity to reach out.
- No, I don't know who to contact or how to contact them.
- No, I don't think it is something that would be fixed.

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Appendix E: Walk Audit Summary

The City of Hibbing and Essentia Health held an in-person mobile meeting (walk audit) on February 20, 2024, to provide an opportunity for Advisory Committee members and local leaders to experience Hibbing's walking environment firsthand. This allowed the group to gain insights, share their reflections, and inform future development plans.



Attendees traveled the walk route (above photo) and stopped at three intersections (4th Ave E/Dupont Rd, 7th Ave E/Dupont Rd, 7th Ave E/E 23rd St) before returning to the Memorial Building to debrief the experience.

Please note that while the walk audit was scheduled in anticipation of snow on the ground, the 2023-2024 winter has been one of the warmest in recorded history. Attendees wore light jackets and sneakers instead of winter coats and snow boots.

Over lunch, the group shared what they considered to support or undermine the walking conditions along the walk audit route, their desires for walking in the City of Hibbing, and the importance of tying this work into the new Parks & Trails Master Plan.

Supporting walkability:

- Beautiful weather
- Paved sidewalks
- Wide sidewalks
- Crosswalks/creative crosswalks
- Pedestrian ramps – good for all ages!
- Street lighting
- Drivers yielding

Undermining walkability:

- Driver behavior ("busy trafficky")

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- Noise of vehicles
- Walker behavior (looking at phones, ear buds in)
- Obstacles – valves, cracks, trees, gravel, sign, trash cans
- Snowbanks
- Number of dogs
- Transition to driveways/alleys
- ADA inconsistencies
- Nighttime walking/lighting
- Uncontrolled intersections

Desires:

- Public garbage cans
- Walkability around apartment buildings
- Accessible sidewalks
- A designated and well-maintained walkable space (like the Lakewalk in Duluth)
- An indoor space to walk during the winter

Walk Audit Attendees:

- Ann Bussey, Community Member and Aging Advocate
- Ashley Craiglow, Program Specialist, Arrowhead Area Agency on Aging
- Bryan Anderson, District 1 Planning Director, Minnesota Department of Transportation
- Cheryl Elj, Managed Care Program Lead, St. Louis County's Department of Public Health: Aging & Adult Health
- Diana Ricci, Move to Wellness Coordinator, Hibbing Housing & Redevelopment Authority of Hibbing (HRA)
- Gavin Bukovich, Associate Planner, Arrowhead Regional Development Commission (ARDC)
- Jane Johnson, Physical Therapist, Fairview Range
- Jennifer Hoffman-Saccoman, City Councilor for Ward 3, City of Hibbing
- Laura Koeneman, Library Manager, Hibbing Public Library
- Lauren Pipkin, Community Advancement Strategist, Fairview Range
- Russell Habermann, Community Health Program Manager, Essentia Health
- Sierra Napoli-Thein, Community Health Specialist, Essentia Health

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Appendix F: Focus Group Results

Essentia Health attended three community gatherings to conduct focus groups with 57 participants from across the lifespan. The sessions allowed for direct interaction and the collection of more in-depth insights on experiences walking in the City of Hibbing.

On Monday, March 11, 2024, 30 members of the Silver Sneakers exercise group for adults 65+ relayed:

- General comments:
 - Usually walk between 9:30am-1pm
 - Love walking outside in the summer, especially through neighborhoods.
 - Appreciation of Bennett Park and that the City plowed the pathways in past winters.
 - Mentioned that Mayor Pete Hyduke had previously attended their group and discussed the potential for an indoor walking track at an expanded Memorial Building. Advised that they hadn't heard of an update and were unsure if the project is or will be moving forward.
 - They'd be willing to attend a City Council meeting if their presence could help improve walking conditions.
- Desires:
 - Indoor walking location available (especially for winter, during daylight hours)
 - Evaluation and repairs to sections of city roads and sidewalks yearly
 - Fully looping path at Bennett Park (currently requires road walking near the bocce ball courts)
 - More lighting along walking routes
 - Additional signage on how to get to the Mesabi Trail in town or across town
 - 33 parks in Hibbing – how to highlight them, increase activity there, connect them via paths
- Concerns:
 - Safety:
 - Crosswalks unmarked
 - Sidewalk conditions
 - Ice/snow not cleared on private and public spaces
 - Sidewalks uneven

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- Low hanging trees and overgrown vegetation
- E 39th St – no sidewalks, abundance of gravel, dips, grates, potholes, traffic
- Walking alone on the Mesabi Trail
- Pet waste not being picked up
- Geese waste on 7th Ave E and E 37th St
- Public parks like Cheever/Owens Field or Vic Powers locked - “Locks aren’t keeping out people looking to cause trouble, only people following the rules.”
- Many participants indicated limitations on their Driver’s License for roadway speed, daylight only, or a certain number of miles from their home
 - Carey Lake and Bennett Park can be too far away
 - Hibbing High School indoor walking time is too late – already dark at that time during winter
- Barriers to walking options through Community Education
 - Necessity to register online
 - Unsure of infrastructure to get to walking locations
 - Available times don’t work for them

On Tuesday, March 26, 2024, seven young residents and four caregivers in attendance at the Hibbing Public Library’s Storytime program shared:

- General comments:
 - Like walking outdoors during warm months at Greenhaven and Bennett Park
 - 6th and 18th Ave are popular walking areas
 - Improvements to the E 21st sidewalk have made them much more usable (and fit the width of double strollers)
- Desires:
 - More indoor walking options
 - More wayfinding signs to the Mesabi Trail in town, advice on where to park to access the trail, knowledge of available parking, accessibility of common loops
- Concerns:
 - Double stroller is too big for most sidewalks in town, they need to walk in the road

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- Reduced indoor walking area at the IronGate Mall
- Youth walking to schools through unsafe alleyways
- Walking from the Lee Center to the grocery store lacks sidewalks (especially on E 34th St and through parking lots)
- Motor vehicles driving fast and/or running stop signs on E 23rd St

On Thursday, March 28, 2024, 11 youth and five caregivers in attendance at the Library's Wiggles and Giggles Active Storytime program shared:

- General comments:
 - Love to walk, run, bike, roller blade in the summer. Largely unable to do so in the winter because of the weather and sidewalk conditions.
 - It's often easier to walk in the street than on the sidewalks because there are less obstacles and hazards (uneven pavement, cracks, sand/gravel, narrow sidewalk, vegetation in summer, snow/ice in winter)
- Desires:
 - Indoor walking option – HHS Community Ed option is too late to be viable for their families
- Concerns:
 - Distance to walk to get groceries or access the library
 - Often walk in the street because there isn't a sidewalk

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Appendix G: Social Media Comments Summary

Engagement for the project took place in February 2024 and March 2024, and the public survey was promoted on the City of Hibbing's Facebook page. A summary of the comments left on applicable posts is documented below, presented in order of topic frequency.

- Inaccessible sidewalks (5)
 - Poor quality and upkeep (uneven, cracked, water pipes sticking up) (4)
 - Residents don't walk on sidewalks (2)
 - Resident vehicles park over public sidewalks (1)
 - Inconsistent snow and ice removal (1)
 - Request for indoor walking/running track (1)
- Unsafe pedestrian crossing (2)
 - Clearly marked crosswalks needed (2)
 - Nonfunctioning walk sign at stop lights (1)
- Alley repairs needed (2)
- Road repairs needed (2)
- Request for public benches at Carey Lake bird feeders (1)