

City of
Mountain
Lake
Active
Living
Plan

May

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Prepared by
the Southwest
Regional
Development
Commission

MOUNTAIN LAKE ACTIVE LIVING PLAN

Why Active Living?

“When you are trying to build a street, you really have to look at the place you are designing and say: Is the function of this place to create wealth or is the function of this particular roadway to move cars quickly?...”

*The highest returning types of building form--are the kind that were built prior to WWII. It's where you've got the line of shops with a second story of apartment or living unit. The kind of stuff that you see on Main Streets all over this country. There's a reason our ancestors built that way. It's really, really financially productive. Some of the obstacles to doing that today: one of them includes the fact that we've just over-engineered and over-built our streets. A lot of that comes from national standards that have been established; a lot of it comes from the way that funding comes down through the Feds and the state and the mandates that come with that in terms of what the design capacities have to be. But one of the simplest solutions to getting these neighborhoods back is just to go out and narrow up the street lanes. When you narrow up the street lanes, cars drive slower, people feel more comfortable there. They walk across the streets, to a store across the street. And in a real subtle and cheap way you get a lot more pedestrian traffic, a lot more retail, a lot more people. And people spend money, and that's what makes a place wealthier. **When people are there, people invest more.**”¹*

Active Living is a way of life that integrates physical activity into your daily routine. It starts with choosing to walk or bike instead of taking the car. This choice is influenced by the built environment.

Goal: To enable the City of Mountain Lake to become a more walkable community through strategic pedestrian improvements outlined in the Mountain Lake Active Living Plan.

Objective: Identify destinations, gaps, areas of concern, and prioritize projects for addressing pedestrian infrastructure in the City of Mountain Lake.

A Proposal: Think about walkability and bikeability when considering decisions that influence the built environment.



¹ Econ Talk. Charles Marohn on Strong Towns, Urban Development, and the Future of American Cities. Accessed: 5/13/15. Available: http://www.econtalk.org/archives/2014/05/charles_marohn.html

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CHAPTER 1: INTRODUCTION

I Introduction

Active Living Plans are community plans to promote an active lifestyle for all residents. The focus of this Active Living Plan was on identifying destinations, gaps in pedestrian infrastructure (sidewalks and trails), areas of concern, and prioritizing projects to make the community more pedestrian friendly. Through the implementation of this plan, the City of Mountain Lake will become more walkable and bikeable, and this will encourage the community to be more physically active. By promoting a more active lifestyle, there are a number of positive externalities that include: economic benefits, reduced traffic congestion, better air quality, and an overall healthier community.

“In 1969, approximately 50 percent of children in the US walked or bicycled to school, with approximately 87 percent of children living within one mile of school walking or bicycling. Today, fewer than 15 percent of schoolchildren walk or bicycle to school. As a result, kids today are less active, less independent and less healthy.”²

Benefits

There are a number of individual and community benefits of creating a more pedestrian friendly community.

Economic Development Benefits

Economic Development does not have one singular definition. Attracting businesses is only one strategy for economic development. Another strategy is to concentrate on attracting and retaining residents. Part of that strategy is planning for pedestrians and developing community facilities. Supporting walking and biking can have a positive impact on attracting and retaining residents, businesses, and workers. Compact, walkable developments provide economic development benefits through increased property values, enhanced marketability, and faster sales than conventional developments.³

Livability is a primary economic development strategy. A significant element of livability is creating a pedestrian friendly community. The City of Mountain Lake does have a trail around the lake that attracts rural residents and residents from neighboring communities. The City of Mountain Lake also has sidewalks on the majority of the busier streets, but there are gaps, connectivity issues, and some of these sidewalks are not in the best condition.

Property values are one of the more significant variables impacting where people want to live. If you build or buy a house you want to have a return on your investment. Another element of the economic benefits of a more walkable community is their effect on property values. “Houses with the above-

² Safe Routes to School National Partnership. Accessed: 12/26/14. Available: <http://saferoutespartnership.org/about/history/what-is-safe-routes-to-school>

³ Transportation Policy Institute: Accessed: 1/22/15. Available: <http://www.vtpi.org/walkability.pdf>

average levels of walkability command a premium of about \$4,000 to \$34,000.”⁴ Higher property values can help to increase the tax base for your city. In the City of Mountain Lake, higher property values could help to entice new housing construction. Currently, the cost of building a new home in some areas of Southwest Minnesota may not generate a positive net return when trying to sell the new house. The construction costs of a new home are higher than the market price of a house in the region. This is only one of the reasons why several cities in Southwest Minnesota are facing housing shortages.

The National Realtors Association points to the changing behavior of home buyers, “people prefer to live in communities that allow them to walk to shops, parks and other destinations and will pay more for a home that allows them to do just that.”⁵ First time home buyers are looking for neighborhoods and cities that are more walkable. “Millennials, though, are just part of the picture. As baby boomers get older, many are opting to live in places where they don’t have to drive as much to get to services and where they can age in place.”⁶ This is a national trend and Southwest Minnesota needs to recognize livability, walkability, and bikeability as economic development tools.

Southwest Minnesota has had difficulties attracting workers to move to the region. Southwest Minnesota has some of the lowest unemployment rates in the state. Southwest MN has about as many people unemployed as there are jobs available; however, factors on both the supply side and the demand side come into play. On the supply side, hiring difficulties are generally caused by a mismatch between job requirements and the training, skills, and experience of the applicant. On the demand side, hiring difficulties are generally caused by candidates’ preferences such as work hours, compensation, geographic location, etc.

How can the City of Mountain Lake and other cities in southwest Minnesota attract people to their city?

- ▶ Concentrate on livability as an economic development strategy.
- ▶ Make land use decisions that encourage compact efficient developments that are pedestrian friendly and increase connectivity.
- ▶ Promote regional activities to highlight everything southwest Minnesota has to offer. A livability strategy needs to be regional, since it is difficult to market a smaller population city on your own.

⁴ National Realtors Association. The Value of Walkability. Accessed: 5/13/15. Available: <http://www.realtor.org/newsroom/real-estate-story-ideas/the-value-of-walkability> Source: Brookings Institute: <http://www.brookings.edu/research/papers/2012/05/25-walkable-places-leinberger>

⁵ National Realtors Association. The Value of Walkability. Accessed: 5/13/15. Available: <http://www.realtor.org/newsroom/real-estate-story-ideas/the-value-of-walkability> Source: Brookings Institute: <http://www.brookings.edu/research/papers/2012/05/25-walkable-places-leinberger>

⁶ Builder Magazine. Why Smart Builders Care About Walkability. Accessed: 5/29/15. Available: http://www.builderonline.com/land/development/why-smart-builders-care-about-walkability_o

Health Benefits

Walking and biking are two of the most popular ways to integrate regular physical activity into your daily routine. Physical activity is one of the most important things you can do for your health. Physical activity can help:

- ▶ Control your weight
- ▶ Reduce your risk of cardiovascular disease
- ▶ Reduce your risk for type 2 diabetes and metabolic syndrome
- ▶ Reduce your risk of some cancers
- ▶ Strengthen your bones and muscles
- ▶ Improve your mental health and mood
- ▶ Improve your ability to do daily activities and prevent falls, if you're an older adult
- ▶ Increase your chances of living longer

Transportation Benefits

Communities that have pedestrian scale infrastructure and programs promoting walking and biking tend to be more physically active. “People who live by trails are 50 percent more likely to meet physical activity guidelines.”⁷ Adding pedestrian infrastructure and promoting walking and biking will help to reduce:

- ▶ Roadway congestion
- ▶ Time wasted stuck in traffic
- ▶ Driver frustration
- ▶ Pollution

“Roadway improvements to accommodate pedestrians and bicyclists also can enhance safety for motorists. For example, adding paved shoulders on two-lane roads has been shown to reduce the frequency of run-off-road, head-on, and sideswipe motor vehicle crashes.”⁸

⁷ Active Living Research. Accessed: 1/22/15. Available:
http://activelivingresearch.org/files/ALR_Brief_ActiveTransportation_0.pdf

⁸ University of North Carolina Highway Safety Research Center. Accessed: 1/22/15. Available:
<http://www.pedbikeinfo.org/data/factsheet.cfm>

Environmental Benefits

Newer developments in cities have moved away from sidewalks on both sides of the street, having garages facing the alleyway behind the house, and having similar sized lots. This creates a disincentive to walk and bike and decreases the interconnectedness of the community. A study conducted by the University of British Columbia found that lowering neighborhoods' walkability increases the use of motor vehicles and, therefore, raises the air pollution and body mass index per capita.⁹ Cul-de-Sacs were also found to decrease the walkability of a neighborhood.

Motor vehicle traffic generated by the travel to and from school adds 20 to 30 percent more traffic volume to the roads.¹⁰ Replacing short trips with walking or biking can help reduce air pollution and energy consumption. There are also a number health benefits (refer to health benefits above).

Geographic Location

City of Mountain Lake

The City of Mountain Lake is located in southwestern Minnesota along the Highway 60 corridor that links Minneapolis/ St. Paul to Sioux Falls and Omaha. With a population of 2,149, Mountain Lake is the second largest city in Cottonwood County.¹¹ The City of Mountain Lake is a hub for eastern Cottonwood County and western Watonwan County.

Mountain Lake enjoys a growing industrial base. A new industrial park is in the planning stages to keep up with demand. There are two strong schools (public and private), a lake with public access, park and walking trail, golf course, medical center, excellent public library, low crime rate, a variety of senior housing options, employment opportunities and a full service downtown will make you want to call Mountain Lake home.

Cottonwood County

Cottonwood County is located in southwest Minnesota. The county is bordered on the north by Redwood and Brown County, on the south by Jackson County, on the east by Brown and Watonwan County, and on the west by Murray County. Cities within Cottonwood County include: Bingham Lake, Comfrey (partial), Jeffers, Mountain Lake, Storden, Westbrook, and Windom (county seat). In addition, the county has one unincorporated community, Delft.

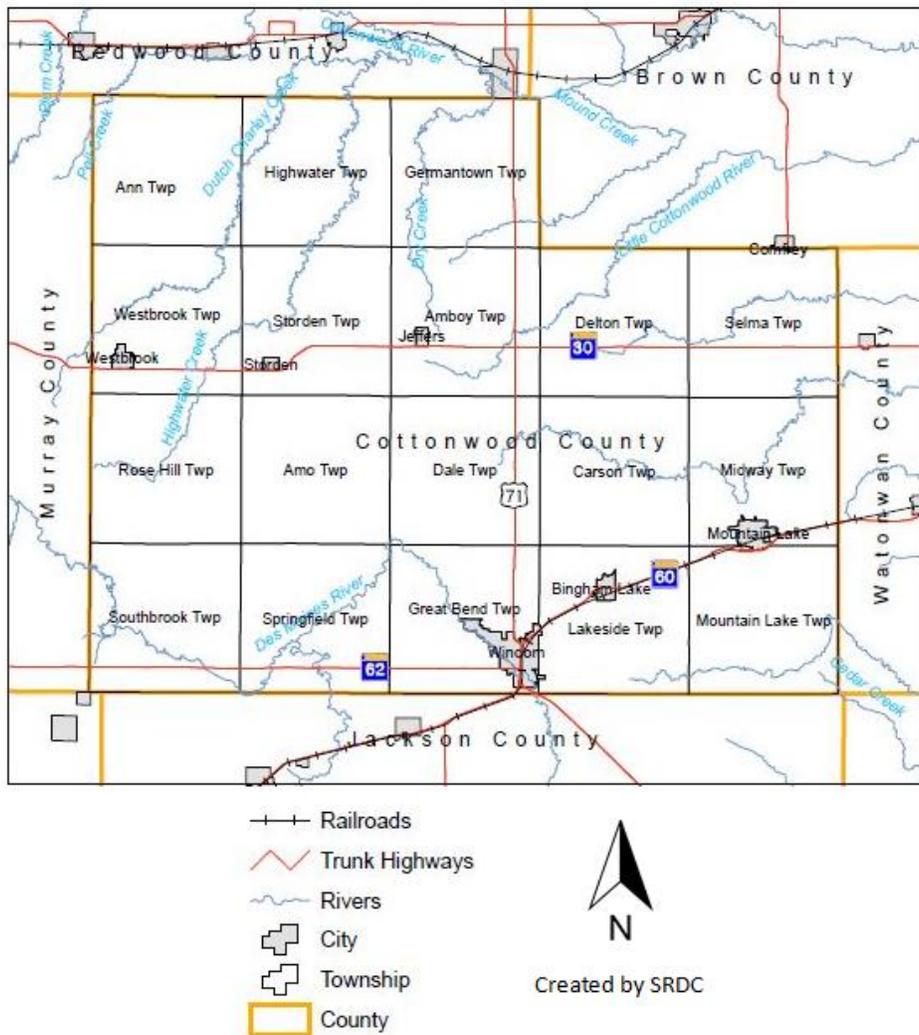
⁹ Environmental Health Perspectives. Healthy Neighborhoods: Walkability and Air Pollution. Accessed 1/22/15. Available: <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2801167/>

¹⁰ Safe Routes to School Guide. Accessed: 1/22/15. Available: http://guide.saferoutesinfo.org/pdf/SRTS-Guide_Introduction.pdf

¹¹ City of Mountain Lake. Information Request: 6/18/15.

Table #1

Cottonwood County Jurisdiction Map



II Planning Process

The City of Mountain Lake Active Living Planning Process was an efficient planning process that was based on identifying destinations, gaps, areas of concern, and potential projects. The Planning Team consists of community members and city staff who attended the two community meetings.

Planning Process

- Wikimapping (continuous...)
- Community Meeting #1
- Community Survey
- Community Meeting #2
- City Council will rank projects

Wikimapping

Wikimapping is an online public input tool community members can use to identify issues regarding walking and biking in the City of Mountain Lake. Community members can provide input by adding a point or route on an interactive map or by commenting on existing posts. Wikimapping was an effective way of engaging community members who were not able to attend the two community meetings.

Community members could add points on an interactive map regarding: barriers to walking and biking, bus and transit stops, existing bike parking, lighting is poor, need bike parking, places I go, problem intersection, school, driving issue, traffic and congestion, and trash is an issue. Community members could add a route on the interactive map regarding: existing on street bike route, high stress area (speed/ traffic), no sidewalk, on street bike route needed, recreational route, routes I'd like to use, route to and from after school activity, route to and from school, shortcut I use (not a trail or road), sidewalk in poor condition. When a community member clicks on a point the user can select one of these categories and a box will appear. The user can then write a description of the issue in the box. Other users can click on the point or route and agree, disagree, or abstain with the comment. Other users can also comment on the existing comment.

Community Meeting #1

The first community meeting was held at City Hall on January 28th, 2015, from 5pm to 6:30pm. The agenda for the meeting was to discuss the local issues and concerns that were identified via Wikimapping and conversations with community members. Community members were also able to identify additional issues and concerns that were not identified before the meeting. The first meeting was an opportunity to discuss the existing conditions and voice opinions and concerns regarding walking and biking in Mountain Lake.

Community Survey

A community survey was distributed between the first and second community meeting. The survey was distributed along with the City's monthly utility bill. The survey was another tool to engage community members who were not able to attend the two community meetings. The survey asked community members eight questions. Five of these questions had community members quantify the category on a scale of one to 10. The Mountain Lake Community Assessment Survey can be found in the Appendix to this plan.

The quantitative and qualitative questions include:

- Did you have room to walk?
- Was it is to cross the street?
- Did drivers behave well?
- Could you follow safety rules?
- Was your walk pleasant?
- General atmosphere (summary of all the categories)

The qualitative questions included:

- Are there any routes you would like to walk and currently cannot due to safety issues, existing gaps in the sidewalk network, or other pedestrian infrastructure that discourages you from walking or biking?
- Please highlight on the map the route you walked or biked in Mountain Lake.

Community Meeting #2

The second community meeting was held at City Hall on April 14th, 2015, from 5pm to 6:15pm. The agenda for the meeting was to discuss potential goals and strategies regarding walking and biking in Mountain Lake. There were a number of issues that were identified and discussed at the first community meeting on January 28th. At the second meeting, community members were still able to discuss existing conditions that were not identified at the first meeting.

City Council Meeting

A draft Mountain Lake Active Living Plan was presented to the Mountain Lake City Council on June 22nd, 2015. The City Council was asked to rank the goals and strategies and provide feedback regarding the plan. A Complete Streets Policy was also presented to the City Council as a next step in ensuring pedestrians are considered in all land use decisions. The Complete Streets Policy can be found in the Appendix to this plan.

III Existing Conditions

Existing Health Issues

Research conducted by the USDA shows that one in three American children are overweight or obese, putting them at risk of preventable disease like diabetes, high blood pressure, and heart disease.¹² In 2010, the obesity rate in Cottonwood County was 28 percent while the state average was 26 percent. In 2014, the obesity rate in Cottonwood County was 29 percent while the state average was 26 percent.¹³

According to the 2013 Minnesota Student Survey, on a typical day 39 percent of Cottonwood County 5th graders reported that they spend zero hours going outside, taking a walk, or going for a bike ride. Only 36 percent of 5th graders reported being physically active for at least 60 minutes per day.¹⁴ In 2013, 43 percent of Cottonwood County 8th grade students reported being overweight or obese.¹⁵

¹² Kuphal Kyle and Fodness Mavis. New school meal standards target obesity. Accessed 12/26/14. Available at: <http://www.pipestonestar.com/Stories/Story.cfm?SID=38130>

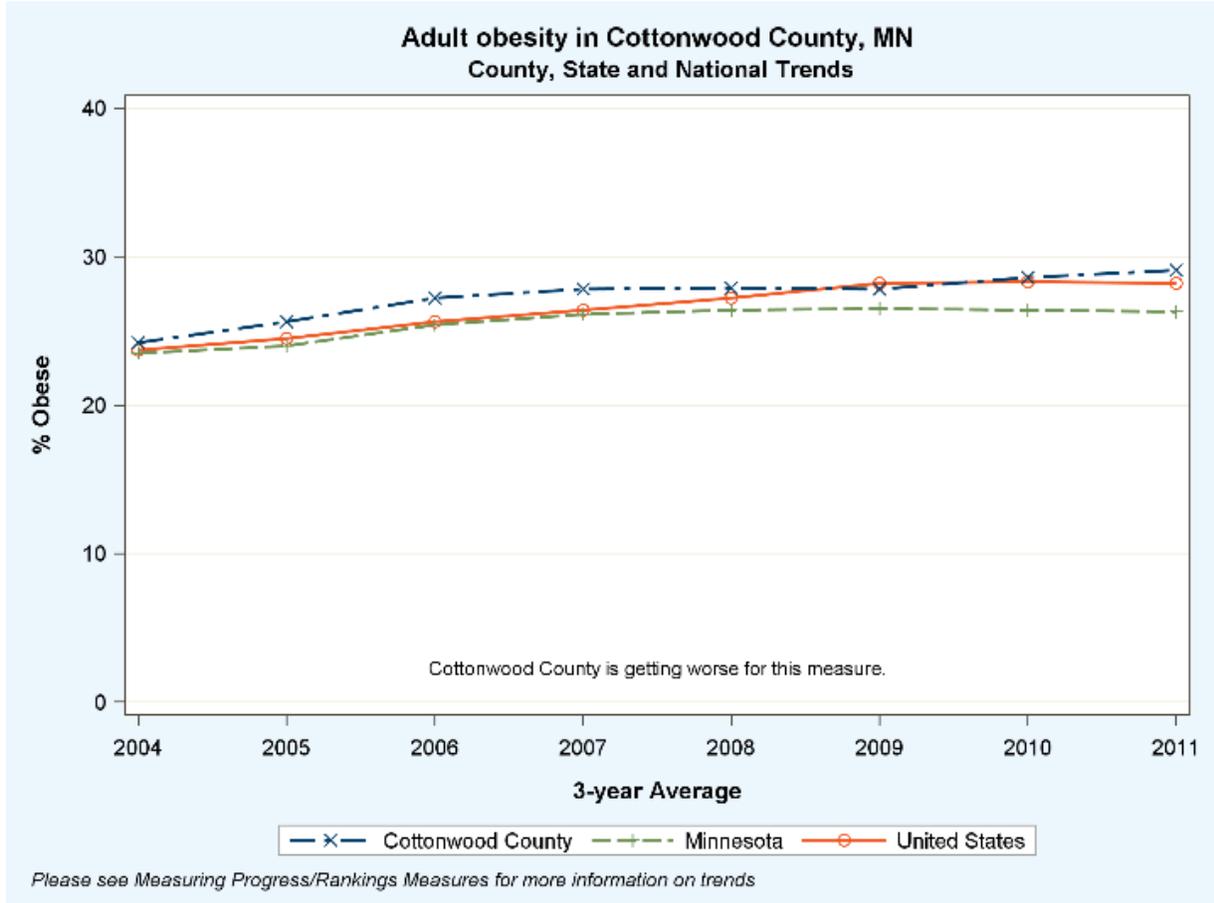
¹³ Robert Wood Johnson Foundation. County Health Rankings. Accessed 12/26/14. Available: <http://www.countyhealthrankings.org/app/minnesota/2014/rankings/Cottonwood/county/outcomes/overall/snapshot>

¹⁴ Minnesota Department of Health. Minnesota Student Survey. Accessed: 12/29/14. Available: <http://www.health.state.mn.us/divs/chs/mss/countyttables/cottonwood13.pdf>

¹⁵ Minnesota Department of Health. Minnesota Student Survey. Accessed: 12/29/14. Available: <http://www.health.state.mn.us/divs/chs/mss/countyttables/cottonwood13.pdf>

Table #2

Adult Obesity in Cottonwood County



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Being overweight or obese not only increases the risk of premature death and many other diseases and health conditions, but there are substantial economic costs as well. There are both direct and indirect costs associated with being overweight or obese. Direct costs are the higher medical costs associated with diagnosing, treating, and trying to prevent conditions related to being overweight or obese.

Indirect costs of being overweight and obese include morbidity and mortality costs such as lost productivity, absenteeism, and premature death. “Based on national estimates, the overall financial burden of obesity in Minnesota in 2006 was estimated at \$2.8 billion.”¹⁷ The medical costs associated with obesity nationally were estimated at \$147 billion in 2008. This translates into a \$1,429 higher yearly medical cost for people who are obese over those of normal weight.¹⁷

¹⁶ Robert Wood Johnson Foundation. County Health Rankings. Accessed: 12/30/14. Available: <http://www.countyhealthrankings.org/app/minnesota/2014/rankings/Cottonwood/county/outcomes/overall/snapshot>

¹⁷ Minnesota Medicine. The Obesity Challenge. 12/26/14 Available at: <http://www.minnesotamedicine.com/PastIssues/December2012/theobesitychallenge.aspx>

Since the late 1960's, there has been a dramatic decline in the percentage of students who walked or bicycled to school. Nationally, only 13 percent of students grades Kindergarten through 8th grade reported usually walking or bicycling to school in 2009, while 48 percent of kindergarten students through 8th grade reported usually walking or bicycling to school in 1969. Distance is a strong indicator associated with how children get to school, but only 35 percent of kindergarten through 8th grade students nationally, who lived within a mile of school, reported usually walking or bicycling to school once a week. In 1969, 89 percent of kindergarten through 8th grade students, who lived within a mile of school, reported usually walking or bicycling to school once a week.¹⁸

Table #3

Trends in Childhood Obesity & Overweight



CDC, Nation Center for Health Statistics

Just a decade or two ago, a large number of children were free-range children. These children walked or bicycled around the neighborhood and community being more independent. Increasingly children are dependent on their parents for transportation. Instead of walking or bicycling children are getting rides. Five to seven percent of vehicle miles traveled and 10 to 14 percent of all personal vehicle trips made in high traffic times in the morning are personal vehicles taking Kindergarten through 8th grade students to school.¹⁹

Reducing the number of vehicle trips would create a more efficient, safe, and connected community. Getting children walking and bicycling again is one way to combat inactivity and the dramatic rise in

¹⁸ The National Center for Safe Routes to School. How Children Get to School: School Travel Patterns from 1969 to 2009. Accessed: 12/26/2012. Available:

http://saferoutesinfo.org/sites/default/files/resources/NHTS_school_travel_report_2011_0.pdf

¹⁹ The National Center for Safe Routes to School. How Children Get to School. Accessed 12/31/2014. Available:

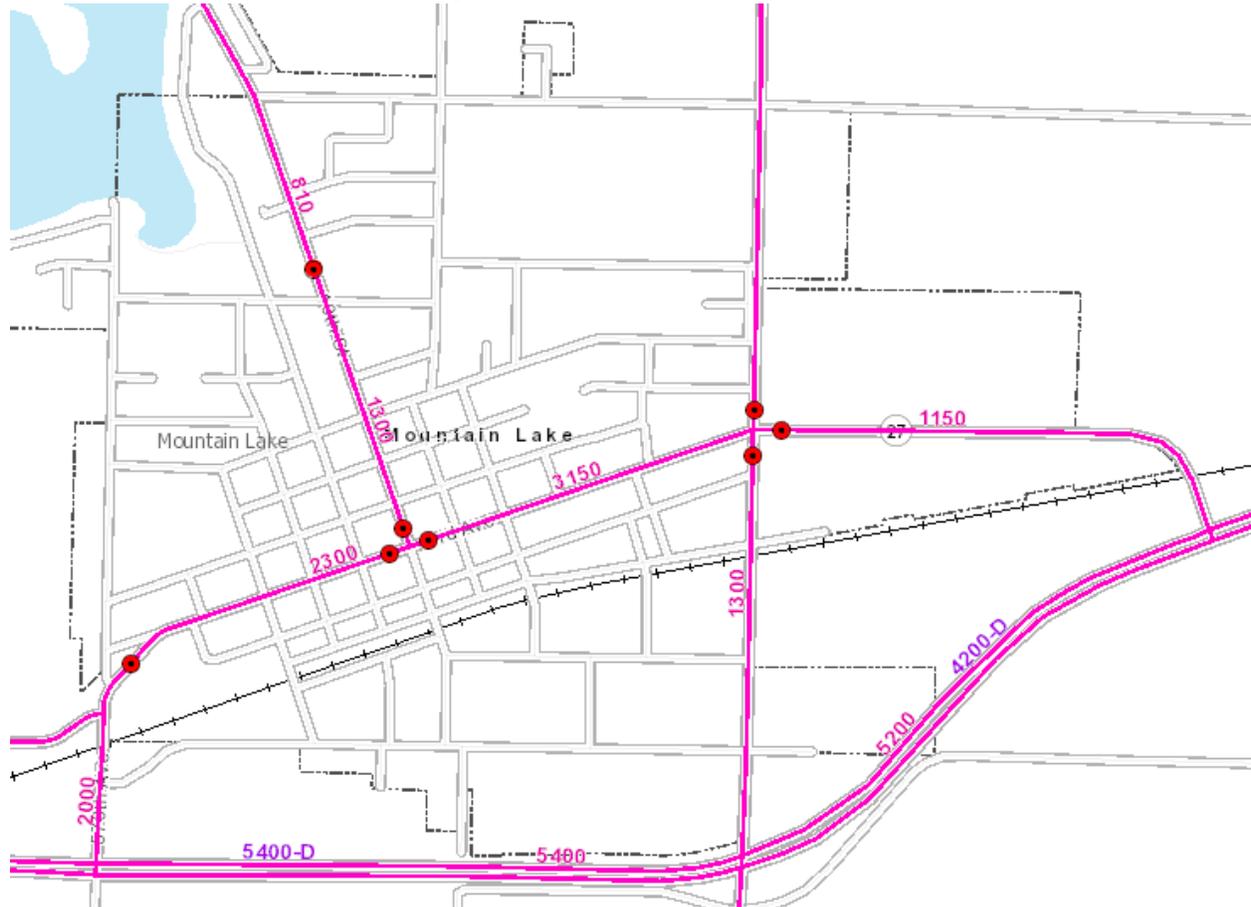
http://saferoutesinfo.org/sites/default/files/resources/NHTS_school_travel_report_2011_0.pdf

obesity. Addressing obesity through Safe Routes to School and promoting an active lifestyle has a number of positive externalities.

Traffic Volumes

The Mountain Lake Active Living Planning Process analyzed traffic volumes from 2013.

Table #4 City of Mountain Lake, Traffic Volumes, 2013



Crash Data

The Mountain Lake Active living Planning Process analyzed crash data within the City of Mountain Lake. Within the City of Mountain Lake, there were 153 reported crash occurrences from 2004 through October 2014. Three of the outlined crashes involved a biker (none of the crashes were fatal). There were no reported crashes involving pedestrians.

Table #5

City of Mountain Lake Crash Data, 2004 through October 2014

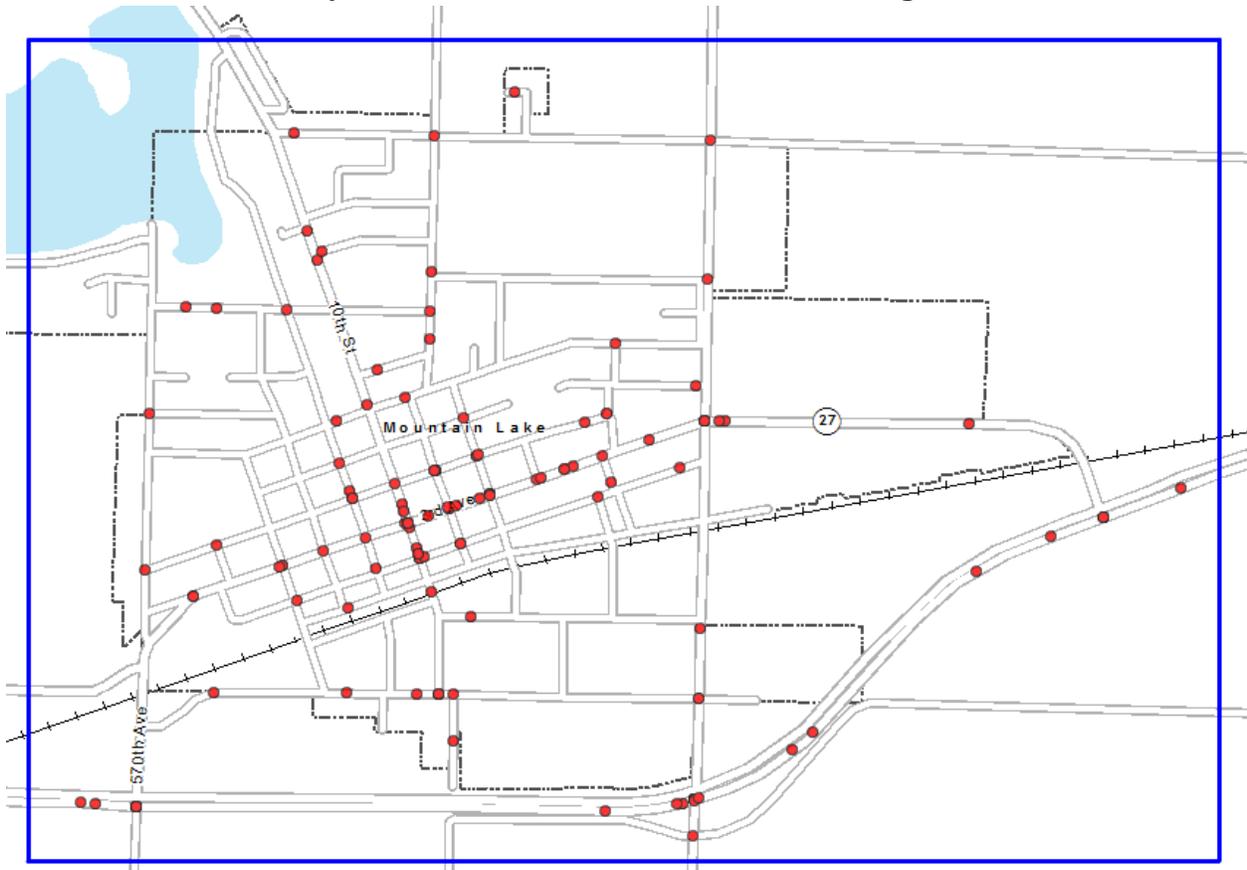
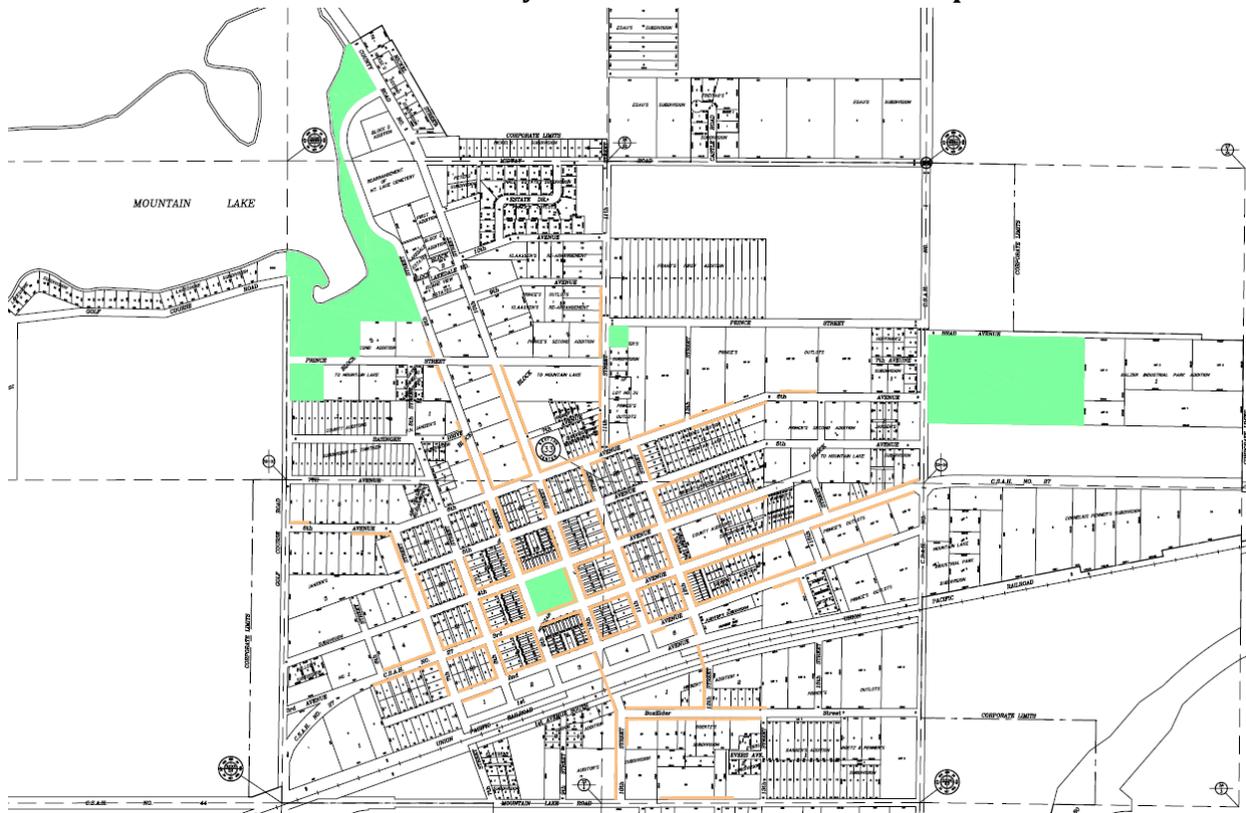


Table #7

City of Mountain Lake Sidewalk Map



Walkability & Bikeability

Community members in the City of Mountain Lake had an opportunity to rank the existing conditions in regards to walking and biking on a scale of one to 10 (10 being best and 1 being the worst). The categories that were ranked include: general atmosphere, did you have room to walk, was it easy to cross streets, did drivers behave well, could you follow safety rules, and was your walk pleasant. Refer to Appendix for the survey and the variables that impact each category. Below is a summary of the ranking for arrival and departure.

Table #8 Community Survey Summary

General Atmosphere	Room to Walk	Easy to Cross	Drivers Behave Well	Follow Safety Rules	Walk Pleasant
8	7	8	8	9	8

Main Themes

- Trail is an asset.
- Golf Course Road is a problem area for walkers – no sidewalk / trail – traffic.
- Gaps in the sidewalk network.

- Sidewalks:
 - Need to be cleared of snow.
 - Need to be repaired when in poor condition
 - Reinstall blocks where sidewalks have been removed.
- Parked cars blocking sidewalks.
- Vehicles not stopping for pedestrians in crosswalks (some drivers are polite and others are not).
- Dogs need to be leashed – some dogs are nice but others are not (avoid 10th Street due to dogs).
- Some homes and lawns are not taken care of.
- The bike trail could be better lit at night (especially in Lawcon Park).
- Pedestrian scale lighting issues – there is limited lighting along the trail, which does not encourage walking and biking later in the evening.
 - Add lighting on 6th Street
 - Add lighting on 2nd Avenue between the Lutheran Church and Radtke Welding
 - Too much lighting on 3rd Avenue (take every other street light out)

Below is a summary of comments – this is not an exhaustive list of comments. The list of comments highlights issues and needs that were identified in the Community Survey.

General Atmosphere:

- Trail for biking and walking is wonderful.
- Diverse ecosystem along the trail makes it fun to explore and get exercise.
- Smelly in town due to the lagoons and smoke from burning leaves (or even worse things like plastic or when thousands of fish died).
- Need to clean the trail in the winter.
- Sidewalks are very uneven in some areas.

Room to walk:

- Cars often park blocking the sidewalk.
- Winter adds others complications where sidewalks and curbs are not cleared of snow.
- When walking in town there are a lot of sidewalks that start and randomly end.

- It would be nice if the sidewalks were wider too.
- There is no room for pedestrians along Golf Course Road.
- Sidewalk needs to be cleared off of snow (repeat offenders year after year).
- Cracked and crumpled sidewalks need to be repaired.
- Replace blocks where they have been removed.
- 5th Street across from the school needs sidewalks (dangerous when games get out and people are walking on the street).
- 4th Avenue between 10th and 11th Street has shrubbery blocking the sidewalk (behind old Ross Cleaners)
- 10 Street going from town to the lake needs some marking or signs (traffic is heavy and there are lots of walkers and bikers).
- There should be sidewalks on the east side of the public school on 4th Avenue (at least on one side of the street).
- Water collects in the gutters in front of the elementary school, which makes it hard to cross.
- Lack of sidewalks (especially on 10th street and on most Avenues).
- Biggest issue for walking in town is sidewalks that are broken, missing sections or cracked.

Easy to Cross Street:

- Sometimes water pools where the sidewalk enters the street.
- Do not know if drivers are going to stop and let you cross.

Drivers Behave Well:

- Drivers never yield to walkers!
- Some drivers stop and wait for me to cross.
- There are a few drivers who could be a little more considerate of walkers and bikers.
- Sometimes drivers do not yield to pedestrians.

Follow Safety Rules:

- Not all places have sidewalks and the sidewalks are often not shoveled in the winter forcing me to walk in the street.

- Crosswalks should be identified better.
- This is a problem in the winter when the only place to walk easily is in the street.
- Sidewalks not shoveled in the winter - both business & homeowners
- People need to clean up after their pets.

Walk Pleasant:

- Dogs can be a problem.
- I do wish our community had pet waste baskets either on the trail or throughout town. I do pick up after my pet but then it's no fun to walk around with a bag of poo; it would be nice to have somewhere to dispose it.
- Sometimes dogs are unleashed.
- Some homes and lawns not taken care of properly.
- I love all the flowers, grass, etc. (need more of this).
- If I walk at night, I much prefer moonlight to street lights, which I find very unpleasant when I am trying to see the stars.
- Scary dogs - this is worst (I or my walking companions have been bit 3 times by dogs on 10th Street).
- The best walking/biking paths are the ones without roads close by.
- It would be nice to have port-a-potties placed around walking & biking trails or town routes!

Gaps in the Sidewalk & Trail Network

A number of gaps in the sidewalk / trail network were discussed as part of the Mountain Lake Active Living Planning Process.

Table #9

Westside Trail Connection



Table #10

Trail Signage Needed / Off Road Trail Needed

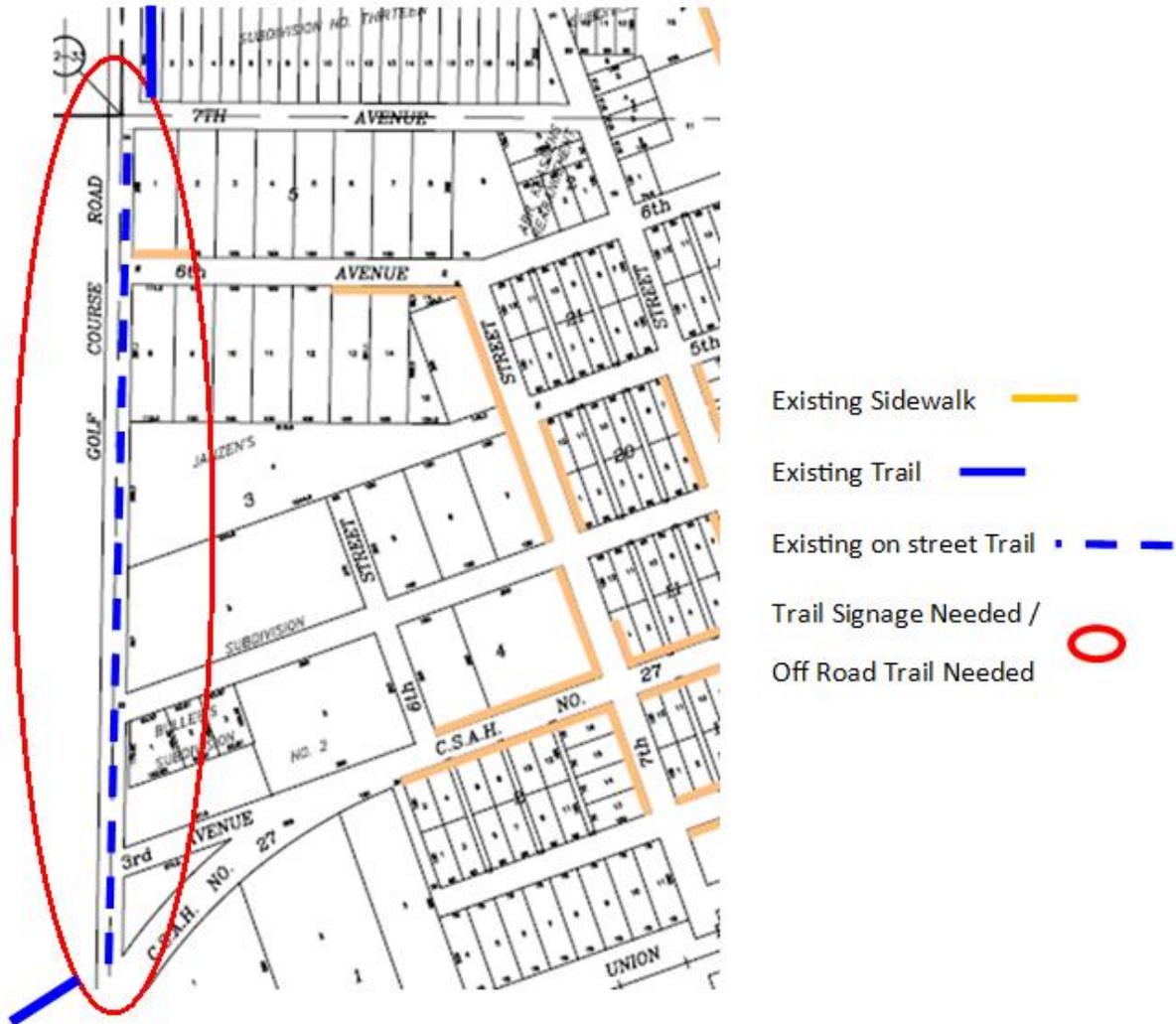


Table #11

Lawcon Park Connection



Table #12

Heritage Village Connection



Table #13

10th Street Sidewalk Gap



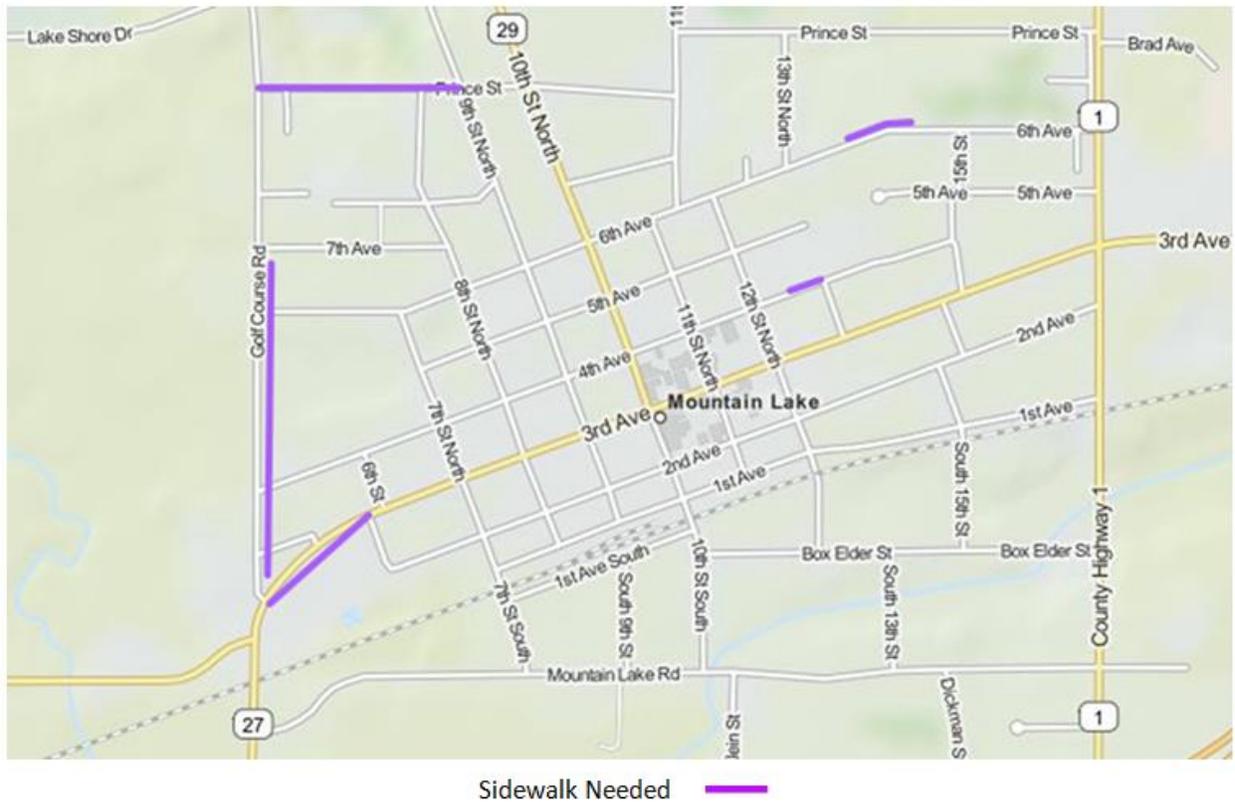
Table #14

Safe Routes to School Sidewalk Gap



Table #15

Public Input from Wikimapping - Sidewalks Needed



IV Goals & Strategies

Goals are general guidelines that explain what the City of Mountain Lake wants to achieve. Strategies narrow the general guidelines and define in more detail how the goal will be achieved. Strategies are the actual steps to be taken to achieve the goals. A strategy may just be the first step, but the general need for the project is outlined.

The identified Goals and Strategies were created throughout the planning process with input from the community residents. It should be noted that not every existing issue identified within the Existing Conditions Chapter has a goal outlined below. Goals were only developed for certain existing conditions and some issues did not have a definite solution. Identifying the existing condition is the first step in working towards a solution.

The city council ranked the infrastructure projects and the non-infrastructure. This ranking or prioritization will help with directing time and money. Prioritization does not mean that the first goal has to be accomplished before moving onto another goal.

The purpose of the prioritization is to show that there was a discussion about the possible options and with unlimited resources this is what they would choose to accomplish first. Due to scarce resources, it may be necessary to start with a goal that has less upfront costs and is relatively easier to implement. The goals and action steps being outlined in the Mountain Lake Active Living Plan are recommendations, so during implementation modifications can take place. Additional engineering work may also be needed before implementation can take place.

Goal

To enable the City of Mountain Lake to become a more walkable community through strategic pedestrian improvements outlined in the Mountain Lake Active Living Plan.

Objective

Identify destinations, gaps, areas of concern, and prioritize projects for addressing pedestrian infrastructure in the City of Mountain Lake.

Proposal

Think about walkability and bikeability when considering decisions that influence the built environment.



Mountain Lake Goals & Strategies

Complete Streets

Goal: Ensure all streets in Mountain Lake are Complete Streets.

Strategy:

Implement a Complete Streets Policy.

When constructing a new street or resurfacing an existing street, consider and discuss the function of that street and the pedestrian amenities needed to make that street safe for pedestrians.

5 E(s): Engineering and Encouragement

Existing Conditions:

Some community members may not have access to a motor vehicle, so walking, biking, and transit are their primary transportation modes. Sidewalks and trails have a community benefit and help to increase connectivity within the community. If there are gaps in the sidewalk and trail network, it is not convenient to walk and bike.

Different streets require different pedestrian amenities. A Complete Street does not have a singular definition. A Complete Street is any street you feel safe walking or biking on. A Complete Street does not have to have a sidewalk on both sides of the street, but you have to consider all users when deciding if is safe for pedestrians.

Younger children may need a sidewalk to separate them from vehicle traffic. Younger children may be learning how to ride a bike, so it is not safe for them to share the road with vehicle traffic. When making a decision whether a street needs sidewalks or not, the function of the street needs to be considered.

The Mountain Lake City Council should classify streets in Mountain Lake, so a discussion will occur around the function of the street. Below are three classifications that can be used to identify the pedestrian amenities a street needs.

▶ Connector Streets

- Connects primary destinations
- Highest traffic volumes streets
- Require the highest level of pedestrian amenities - Sidewalks on both sides of the street or a trail conveniently located along the corridor that connects key locations.

▶ Neighborhood Connector Streets

- Connects Residential Streets to Connector Streets
- Medium level traffic volume streets

- Require some pedestrian amenities – A sidewalk on one side of the street or the other is required or a trail conveniently located that connects the neighborhood to key locations. The sidewalk needs to have continuity throughout, so the route is not jumping back and forth from one side of the street to the other.

▶ Residential Streets

- All other streets
- Lower traffic speeds
- Lower traffic volumes
- Sidewalks are encouraged but there is no sidewalk requirement

New Developments

For new developments the developer should have to get an exemption from the Mountain Lake City Council for why a sidewalk is not needed (street is wide, low traffic volumes, it is reasonable to walk on the street...).

Existing Sidewalks

To remove an existing section of sidewalk the landowner should be required to get approval from the Mountain Lake City Council. This will help to prevent gaps in the sidewalk and trail network.

Mountain Lake Infrastructure Goals & Strategies

Safe Routes to School Sidewalk Gaps

Goal: Increase walking and biking to school.

Strategy:

Fill in the sidewalk gap on 5th Avenue.

Fill in the sidewalk gap on 4th Avenue.

5 E(s): Engineering and Encouragement

Existing Conditions:

Mountain Lake Public School is located on 12th Street between 4th Avenue and 5th Avenue. The school had an enrollment of 478 during the 2014 -15 school year. The five year average class size was 31.6 in 2014.²⁰

Schools are major traffic generators during arrival and departure. The Mountain Lake Public School is no exception. A number of parents are dropping off and picking up students. The school is also kindergarten through 12th grade, so there are high school drivers present during arrival and departure.

Congestion is an issue during arrival and departure and during school events. There are two sidewalk gaps that are along key connections to the school. The first sidewalk gap is along 5th Avenue between 11th Street and 12th Street. The second sidewalk gap is east of school property to 15th Street.

Filling in these sidewalk gaps will provide safe and convenient routes to school. The first block or so around the school are the most congested. Filling in these gaps will provide an off street route that will encourage walking and biking to school.

Table #18 Safe Routes to School Sidewalk Gaps



²⁰ Mountain Lake Public Schools. Accessed: 6/1/15. Available: http://home.mountainlake.k12.mn.us/files/8514/2599/7539/Joint_School_Board_Meeting.pdf

School Crossing Safety

Goal: Increase safety along 3rd Avenue and 10th Street at the primary school crossings.

Strategy:

Install a push button activated Rectangular Rapid Flashing Beacon (RRFB) at the following intersections:

- 3rd Avenue and 12th Street
- 4th Avenue and 10th Street

Short Term – have crossing flags at the intersections of listed above.

5 E(s): Encouragement and Engineering

Existing Conditions:

The intersections of 3rd Avenue and 12th Street and 4th Avenue and 10th Street are the primary crossings for students going to school. There are crosswalks and school crossing signage, but these intersections were still identified as dangerous intersections. Crossing 3rd Avenue has been identified by multiple parents as a barrier to walking and biking to school. Tenth Street is also a busy street with high traffic volumes. These intersections discourage walking and biking to school.

Installing a push button activated RRFB would help to alert drivers that a child is crossing the road. The visibility of the crossing is increased with the RRFB. Drivers will be able to see the flashing beacon easier than a small child. The RRFB is also more effective than a static sign, since it will only be flashing when pedestrians are crossing the road.

Improving the safety at designated crossings will help to direct pedestrians to these crossings. Designating certain crossings and directing pedestrian traffic to these crossings will help to increase safety. Drivers become more aware of pedestrians at these crossing, so drivers will look for pedestrians when driving in that area.

Table #19

Rectangle Rapid Flashing Beacon



The RRFB is a rectangular shaped, high intensity signal head, which flashes in a wig-wag, rapid flickering pattern. The alternating signals provide direct, ultra-bright concentration as well as wide-angle intensity. The beacons are pedestrian activated, push button or passive detection.

Adding crossing flags can help to increase the visibility of students crossing around the school at the intersections identified above. Crossing flags can be purchased relatively cheaply and can be stored on each side of the intersections. The flags can be stored in a holder that can be fixed to a street sign or utility pole. Periodically, school staff will have to check the flags and distribute the flags equally on each side of the crossing.

Table #20

Crossing Flags



Casey's / Trail Connection

Goal: Increase access and safety to the Mountain Lake Trail in the southwest corner of Mountain Lake.

Strategy:

Connect the sidewalk along 3rd Avenue to the Mountain Lake Trail and Casey's General Store.

5 E(s): Engineering and Encouragement

Existing Conditions:

County State Aid Highway 27 or 3rd Avenue functions as a collector in the City of Mountain Lake. A Collector Street connects primary destinations and has the highest traffic volumes. Collector Streets require the highest level of pedestrian amenities to create a safe area for pedestrians.

▶ Connector Streets

- Connects primary destinations
- Highest traffic volumes streets
- Require the highest level of pedestrian amenities - Sidewalks on both sides of the street or a trail conveniently located along the corridor that connects key locations.

Third Avenue is a main artery through Mountain Lake, so there are high traffic volumes. Due to higher traffic volumes it is not safe and convenient to walk on 3rd Avenue. A continuous sidewalk is needed along 3rd Avenue to encourage walking by providing a safe area for pedestrians.

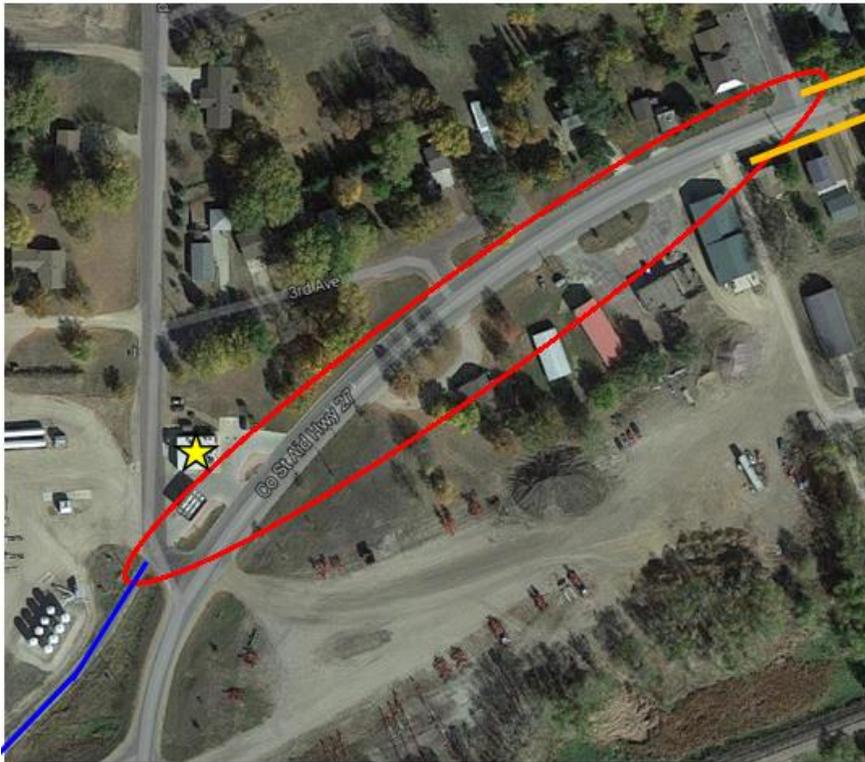
There are sidewalks on both sides of 3rd Avenue along the majority of the street. Having these sidewalks encourages walking by providing a safe and separate area for pedestrians. There is one gap in the sidewalk network along 3rd Avenue.

The sidewalk gap along 3rd Avenue is between the trail, Casey's General Store and the existing sidewalks along 3rd Avenue by 6th Street. The sidewalk gap is from 6th Street to Golf Course Road. Golf Course Road is also part of the Mountain Lake Trail, so the proposed sidewalk will be the main connection to the trail.

It is not safe to walk along 3rd Avenue. In this area vehicles are entering the community, so traffic speeds are an issue along with traffic volumes. The Planning Team recommends a sidewalk connecting Golf Course Road to 6th Street, the Mountain Lake trail, and Casey's General Store. Having a safe connection to these destinations will increase safety and use of the trail. This is a critical connection within the City of Mountain Lake.

Table #21

Casey's / Trail Connection



- Existing Sidewalk 
- Existing Trail 
- Sidewalk / Trail Gap 
- Casey General Store 

Table #22

Proposed Casey's / Trail Connection



- Proposed Sidewalk Route 

Lawcon Park Connection

Goal: Increase walking and biking to Lawcon Park.

Strategy:

Pave Prince Street.

Extend the Mountain Lake Bike Route along Prince Street to Golf Course Road.

5 E(s): Engineering and Encouragement

Existing Conditions:

Lawcon Park is on the northwest corner of Mountain Lake. Lawcon Park has open greenspace and other park amenities. The Mountain Lake Trail also traverses Lawcon Park and along the west side of Mountain Lake. Lawcon Park is an excellent trail head location for people who drive to the trail, but it is not as convenient for pedestrians.

The main connection to Lawcon Park is Prince Street. Prince Street is a gravel road, so at times it can be dusty and at other times it can be muddy. Not having a paved connection to Lawcon Park and the trail discourages walking and biking to Lawcon Park.

There is an existing parking lot for Lawcon Park on Prince Street. Paving Prince Street will provide a more convenient route to Lawcon Park for all users. Walkers and bikers will no longer have to deal with the street being gravel; drivers will have improved access; home owners will most likely see increased property values, and Prince Street will no longer be an obstacle for walkers and bikers.

Table #23 Lawcon Park Connection



Heritage Village Connection

Goal: Increase walking and biking to Heritage Village and the community garden.

Strategy:

Fill in the sidewalk gaps between 10th Street and Heritage Village along Mountain Lake Road.

5 E(s): Engineering and Encouragement

Existing Conditions:

Heritage Village is located on the southeast edge of Mountain Lake. Heritage Village was established in 1972 to remember and celebrate the Russian-Mennonite and German-Lutheran immigrants that were early settlers in the area. There are 21 unique buildings filled with displays depicting pioneer life. Visitors can see how each structure plays a part in telling the story of the areas 19th century founders.

Heritage Village attracts visitors from the region, state, and beyond. Heritage Village is also a destination for local residents, since there is a community garden on the grounds and locals volunteer at the village. Heritage Village has been identified as a key destination to walk and bike to.

Currently, there is not a convenient walking route to Heritage Village. Heritage Village is on County Road 1 by the intersection with Mountain Lake Road. County Road 1 has the highest traffic volumes of any county road in Cottonwood County. Mountain Lake Road is a logical and safer route to use when walking or biking to Heritage Village.

There are existing sidewalks leading to Heritage Village, but there are gaps along Mountain Lake Road. Mountain Lake Road functions as a Neighborhood Connector, so it is generally not safe to walk on the street. A continuous sidewalk is needed on one side of the street to provide adequate pedestrian infrastructure.

▶ Neighborhood Connector Streets

- Connects Residential Streets to Connector Streets
- Medium level traffic volume streets
- Require some pedestrian amenities – A sidewalk on one side of the street or the other is required or a trail conveniently located that connects the neighborhood to key locations. The sidewalk needs to have continuity throughout, so the route is not jumping back and forth from one side of the street to the other. (Refer to the Complete Streets Goal for a description of the function of different streets and the pedestrian amenities needed to make that street safe for pedestrians).

Filling in the sidewalk gaps will provide a safe and convenient route to Heritage Village. It will also provide a safe and convenient route for visitors of Heritage Village to be directed to downtown Mountain Lake and other amenities in the community.

Table #24

Heritage Village Connection



Central Trail Connection

Goal: Increase the connectivity of the City of Mountain Lake to the Mountain Lake Trail.

Strategy:

Fill in the sidewalk gap on 6th Avenue between Golf Course Road and 7th Street.

5 E(s): Engineering and Encouragement

Existing Conditions:

Currently, there are no sidewalk connections to the Mountain Lake Trail. Not having an off road connection to the trail discourages walking to the trail. As part of the Planning Process for Mountain Lake Active Living Plan, several sidewalk connections have been identified.

The sidewalk connection along 6th Street to the trail would be a central connection. The other two proposed connections are along 3rd Avenue and on Prince Street. There are several blocks between these three connections, so filling in the sidewalk gaps along 6th Street will help to create a convenient network of connections to the trail. Increasing the connectivity to the trail will help to increase walking to the trail and trail use.

Table #25

Central Trail Connection



Golf Course Road

Goal: Increase safety along Golf Course Road.

Strategy:

Work with land owners along Golf Course Road to acquire right-of-way to create a continuous off-road trail.

Add a paved shoulder and fog line to Golf Course Road.

5 E(s): Engineering and Encouragement

Existing Conditions:

The Mountain Lake Trail is a convenient, safe, off road loop, except for a portion of the trail along Golf Course Road. A section of trail along Golf Course Road, between County Highway 27 and 7th Avenue, is on the street and there is not a wide paved shoulder. This area of Mountain Lake has been identified as the most problematic area for walking and biking.

Golf Course Road is a narrow street that serves as a Neighborhood Connector. Golf Course Road connects residential streets to the golf course and County Road 27. Traffic volumes, the width of the road, and higher pedestrian volumes are the main issues why additional pedestrian infrastructure improvements need to be made.

A continuous sidewalk or trail on one side of the road or the other is preferable. Having an off road facility for pedestrians is safer and will encourage trail use. Opposition from property owners along Golf

Course Road is why the existing gap exists. Revisiting the topic and showing the community benefit of the trail may help to generate enough support for the trail gap to be addressed.

A secondary solution is to add paved shoulders to Golf Course Road. Widening the road and painting fog lines will help to provide a safer space for pedestrians. The road should be striped with 10 feet travel lanes. Having narrower travel lanes help to calm traffic.

“According to the AASHTO Green Book, for rural and urban arterials, lane widths may vary from 10 to 12 feet.”²¹ In a study by the Midwest Research Center, narrower lanes were associated with lower rather than higher crash frequencies.²² Narrowing the road surface will not only provide space for pedestrians, but it also makes the road safer for all users. Filling in this trail gap will provide a safe, continuous, off road walking route around the lake.

Table #26 Mountain Lake Trail Gap



²¹ Pedestrian and Bicycle Information Center. The Truth about Lane Widths. Access: 6/9/15. Available: <http://www.pedbikeinfo.org/data/library/details.cfm?id=4348>

²² Relationship of Lane Width to Safety for Urban and Suburban Arterials. Transportation Research Board, 2007. Accessed: 6/9/15. Available: <http://www.smartgrowthamerica.org/documents/cs/resources/lanewidth-safety.pdf>

Lakeshore Drive

Goal: Increase walking and biking to the Mountain Lake Golf Course.

Strategy:

Build a trail or sidewalk along the south side of Lakeshore Drive that connects the Mountain Lake Trail and the Mountain Lake Golf Course.

5 E(s): Engineering and Encouragement

Existing Conditions:

The Mountain Lake Golf Course is a destination in the community. There are community events held at the golf course, and the golf course is within a convenient walking distance from the western neighborhoods of Mountain Lake. Community members are currently walking, jogging, and biking along Lakeshore Drive because of the scenic nature of the street and since Lakeshore Drive provides the only connection to the Mountain Lake Golf Course.

Lakeshore Drive is a narrow street that serves as a Neighborhood Connector. Lakeshore Drive connects residential streets to the golf course and Golf Course Road. As more development occurs along Golf Course Road and Lakeshore Drive, traffic volumes will increase.

The width of the road does not provide a safe place for pedestrians. Adding a trail or sidewalk to the south side of Lakeshore Drive will make it more convenient to walk and bike and may help to market the open lots in this area. The scenic nature of Lakeshore Drive along with a convenient off road connection to the existing trail and golf course are positive features home buyers are looking for.

The National Realtors Association points to the changing behavior of home buyers, “people prefer to live in communities that allow them to walk to shops, parks and other destinations and will pay more for a home that allows them to do just that.”²³ First time home buyers are looking for neighborhoods and cities that are more walkable. “Millennials, though, are just part of the picture. As baby boomers get older, many are opting to live in places where they don’t have to drive as much to get to services and where they can age in place.”²⁴

When lots were developed along Lakeshore Drive, additional right-of-way was added to the south side of Lakeshore Drive for a trail or sidewalk. This right-of-way should be developed to provide a convenient off road trail or sidewalk connection. An off road connection along Lakeshore Drive would provide a safe and scenic connection between the Golf Course, existing trail, Lawcon Park, and western

²³ National Realtors Association. The Value of Walkability. Accessed: 5/13/15. Available: <http://www.realtor.org/newsroom/real-estate-story-ideas/the-value-of-walkability> Source: Brookings Institute: <http://www.brookings.edu/research/papers/2012/05/25-walkable-places-leinberger>

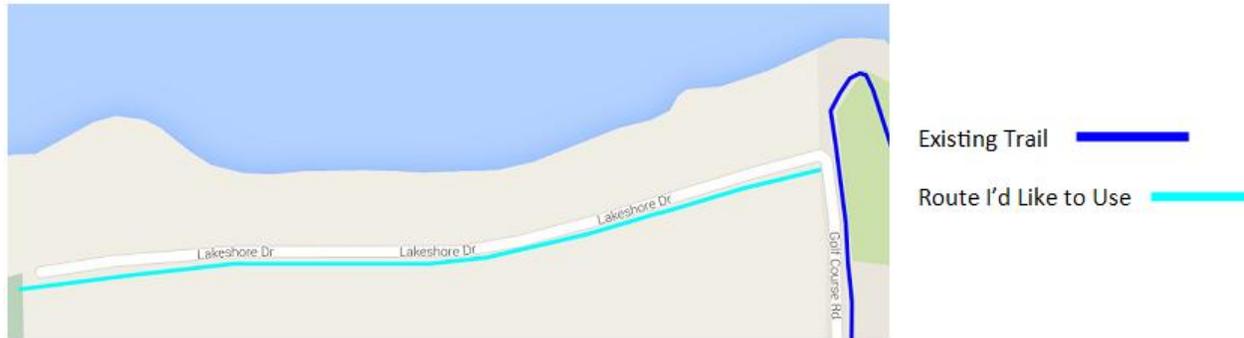
²⁴ Builder Magazine. Why Smart Builders Care About Walkability. Accessed: 5/29/15. Available: http://www.builderonline.com/land/development/why-smart-builders-care-about-walkability_o

neighborhoods in Mountain Lake. This will encourage walking and biking and may stimulate housing development in this area.

Comments from Community Survey:

“Recreational path or trail to golf course would be nice.”

Table #27 Lakeshore Drive – Route I’d Like to Use



Sidewalk Repair Policy

Goal: Ensure sidewalks are maintained along primary routes in the City of Mountain Lake.

Strategy:

Reinstate a sidewalk repair policy.

5 E(s): Enforcement, Encouragement, and Engineering

Existing Conditions:

In the early 1990s a sidewalk repair policy was still being implemented. The policy required a minimum sidewalk condition, or the sidewalk had to be replaced. This sidewalk maintenance policy was only for existing sidewalks, but it did help to maintain the sidewalk network in the City of Mountain Lake.

A similar policy should be reinstated. A policy could assess all sidewalks equally or require primary routes be maintained and gaps filled. Primary routes could include: routes to school, to key destinations, the downtown business district, and sidewalks that have a community benefit.

A sidewalk maintenance policy would help to ensure sidewalks that provide a community benefit are being maintained. Outlining primary routes will also help to designate these routes and direct community members to these routes. Since there is more of a community benefit to some sidewalks, a cost share program could be developed. A cost share program would assist property owners with a percentage of the cost to replace sidewalks that are in poor condition.

The primary routes would have to be mapped out, so community members could discuss what sidewalks have more of a community benefit. Public participation would be critical in identifying primary routes. The city council would have the final decision in determining primary routes.

Pedestrian Lighting Issues

Goal: Improve pedestrian lighting in Mountain Lake.

Strategy:

Improve lighting on 10th Street by the Mountain Lake City Park.

Improve lighting on 9th Street from 3rd to 5th Avenue.

Install pedestrian scale lighting along the trail in Lawcon Park.

5 E(s): Encouragement, and Engineering

Existing Conditions:

Pedestrian scale lighting helps to encourage walking and biking. With work and school some people may only have time to walk or bike in the morning or in the evening. It is important to have good visibility, so vehicles can see pedestrians. Well lit streets also make pedestrians feel safer from harassment and abduction.

The locations above were identified at the Active Living community meetings. These locations have poor pedestrian lighting. Below are examples of pedestrian scale light and street lighting.

Table #28

Pedestrian Lighting Examples



Mountain Lake Non-infrastructure Goals & Strategies

Southwest Trail Head

Goal: Promote the Mountain Lake Trail

Strategy:

Establish a Trailhead for the Mountain Lake Trail in the greenspace by Casey's general store.

Add trail signage to the Mountain Lake Trail.

5 E(s): Education, Engineering, and Encouragement

Existing Conditions:

It is essential that trail users and potential trail users have access to information regarding trails to enhance their experience. Trail information can be disseminated in a wide variety of formats, including kiosks, brochures, websites, guidebooks, and on-trail signs and blazes. Trail and trailhead signage is an indispensable part.

The Mountain Lake Trail has a brochure that outlines the route and other attractions in the City of Mountain Lake. Through the planning process for the Mountain Lake Active Living Plan the need for trailhead and trail signage was identified. Below is a quote from a resident regarding the need for trail signage.

"As you approaches Casey's from the west, there is not a sign directing you north to where the trail resumes. I have taken walking trails in several towns and have gotten myself lost on several occasions, not knowing which street to follow when I'm looking to reconnect to the walking trail."

A balance regarding the appropriate level of signage must be reached between providing adequate signage for users to find their way and avoiding sign pollution. The objectives of trail signing are to:

- Improve the trail user experience
- Attract new trail users
- Enhance the safety of pedestrian
- Increase comfort and confidence in navigating the trail or trail network
- Promote recreational trail use;

The Planning Team recommends establishing a trailhead on the greenspace by Casey's General Store. A trailhead in this location will help to promote the Mountain Lake Trail. As part of the trailhead a kiosk will be built. The kiosk will display promotional brochures for Heritage Village, Mountain Lake Walking

Tour, Mountain Lake Campground, City of Mountain Lake, Mountain Lake Trail, and other annual events in Mountain Lake like the Pow Wow and the Pow Wow Road Race.

Table #29

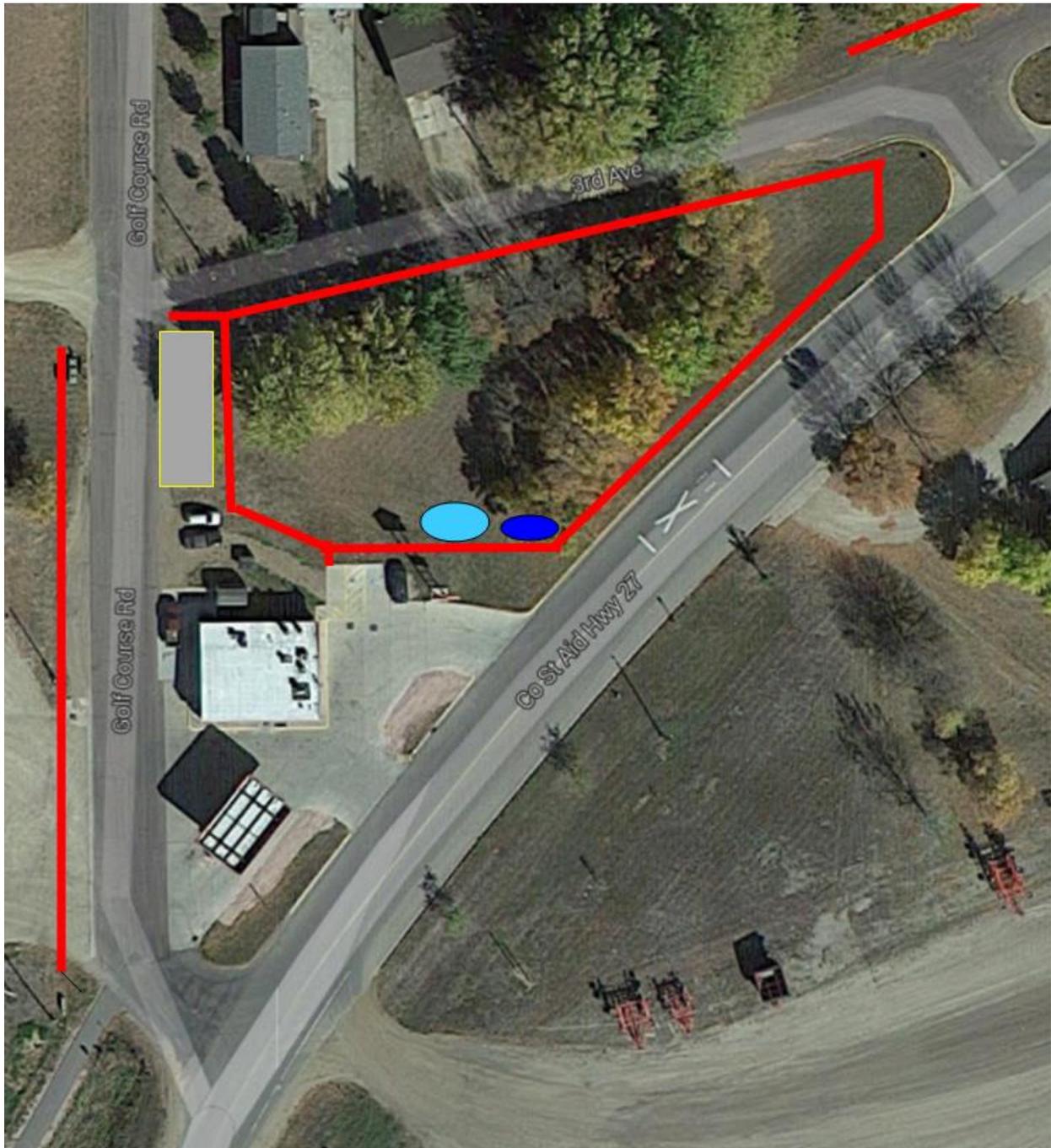
Trail Head Kiosk Examples



An outdoor patio was also proposed as part of the trailhead. Casey's General Store is already a destination within the City of Mountain Lake. Adding picnic tables and a patio to the greenspace will help to attract people to Casey's General Store and to the Mountain Lake Trail.

Table #30

Proposed Mountain Lake Trailhead



Proposed Sidewalk Route 

Trail Head Sign 

Proposed Bench / Outdoor Eating 

Casey's / Trailhead Parking 

Mountain Lake Bike Loop

Goal: Increase biking within the City of Mountain Lake

Strategy:

Create a signed bike route within the City of Mountain Lake.

Market the Mountain Lake bike Loop via maps.

5 E(s): Engineering and Encouragement

Existing Conditions:

Mapping a bike route encourages greater use, so bikers can be directed to a specific route and safety improvements can be made along the route. A designated route helps to direct users and inform drivers of increased bike traffic in this area. Outlining the route will also show users and potential users how long the route is, so they know what to expect. As usage increases, visibility will also increase, making the loop safer.

The Planning Team identified a need of connecting the City of Mountain Lake to the boat ramp north of town on County Road 29 . A bike path along 10th Street and County Road 29 was originally proposed. As this discussion progressed, a bike loop was proposed.

The proposed bike route is a loop that runs in a clockwise direction. Having a one-way bike loop encourages users to only make right-hand turns, which decreases potential conflicts between motor vehicle traffic and bike traffic. The Mountain Lake Bike Loop is outlined below (10th Street --- Midway Road--- 11th Street North---Prince Street---County Road 1---Mountain Lake Road---10th Street).

Signing, promoting, and maintaining the Mountain Lake Bike Loop will help to increase visibility and usage. The bike loop should be signed at intersections where a change in course is required with the bike route sign and arrow sign. A bike route sign should also be placed after turning onto a new street or trail and periodically along the route. Signing the course will not only help to direct bikers along the loop, but will increase drivers responsibility to expect higher volumes of bike traffic. This increase in visibility will increase safety along the loop and will help to promote the loop.

Promoting the bike loop is not only for local residents, but for visitors as well. Some local residents are using this route, but visitors and new residents may be unaware of the route. The Mountain Lake Bike Loop has been outlined as a preferred route due to wide paved shoulders and lower traffic volumes.



Outlining a route and promoting the route can help to direct maintenance to the route. Current bikers in the City of Mountain Lake have expressed concerns regarding gravel on the shoulders of the road. As part of regular road maintenance, the shoulders of the road should be swept monthly during summer months. Having the street sweeper clear debris from the bike loop will help to increase safety. Promoting a clear shoulder will also help to market the route and increase use.

Boat Ramp Trail Map

Goal: Increase walking and biking in the City of Mountain Lake.

Strategy:

Add a brochure holder to the kiosk at the boat landing.

5 E(s): Education and Encouragement

Existing Conditions:

It is essential that trail users and potential trail users have access to information regarding trails to enhance their experience. Trail information can be disseminated in a wide variety of formats, including kiosks, brochures, websites, guidebooks, and on-trail signs and blazes. Trail and trailhead signage is an indispensable part.

There is a trail map by the boat landing north of Mountain Lake on County Highway 29. This helps to direct users and potential users to the trail. This trail signage does not help to direct people to the Mountain Lake Walking Tour and other activities within the City of Mountain Lake.

The Planning Team recommends adding an outdoor brochure dispenser. The brochure dispenser can display promotional brochures for Heritage Village, Mountain Lake Walking Tour, Mountain Lake Campground, City of Mountain Lake, Mountain Lake Trail, and annual events in Mountain Lake like the Pow Wow and the Pow Wow Road Race.

Table #32

Brochure Dispenser Example



Sidewalk Maintenance

Goal: Keep sidewalk clear of debris and snow

Strategy:

Work with land owners to keep sidewalks clear of debris and obstructions.

Enforce the snow removal policy.

5 E(s): Encouragement and Engineering

Existing Conditions:

A vehicle or branch blocking a sidewalk can be a major obstacle for an elderly person or someone with a disability. It is important to keep sidewalks cleared of debris and snow. A sidewalk is public right-of-way and so is the space along a street where a sidewalk could be.

It is illegal to block a sidewalk with a vehicle parked in a driveway. The Mountain Lake Police Department should work with land owners to not block sidewalks with parked cars. A written warning should be issued when a sidewalk is blocked and a ticket should be written for repeat offenders.

It is the responsibility of the land owner to remove branches and other debris that can block a sidewalk. A written warning could be issued when a sidewalk is blocked and a ticket should be written for repeat offenders. It is important to work with property owners, since the majority of residents will comply if asked.

The City of Mountain Lake has a snow removal policy for sidewalks. This policy needs to be enforced. A written warning could be issued when a sidewalk is not cleared of snow and a ticket should be written for repeat offenders.

Keeping sidewalks cleared helps to encourage walking in Mountain Lake. If sidewalks are not maintained, pedestrians will have to walk on the street. Some streets in Mountain Lake may not be safe to walk on due to higher traffic volumes and traffic speeds. Not maintaining sidewalks creates a potential safety issue.

During the Active Living community meetings, a specific section of sidewalk by the library was identified. The sidewalk by the library is partially blocked by bushes. These bushes need to be trimmed back to provide adequate clearance. It may be difficult for a person in a wheelchair to navigate this section of sidewalk.

Walk to School Day Event

Goal: Increase walking and biking to school.

Strategy:

Work with Cottonwood-Jackson-Nobles SHIP to organize a Walk to School Day Event.

5 E(s): Education and Encouragement

Existing Conditions:

Currently, the majority of students who live in town are dropped off and picked up by parents or ride the bus. Creating a Walk to School Day Event will help to increase the awareness of walking and biking to school. For more information regarding Walk to School Day Events visit walkbiketoschool.org.

➔ 1. Walk or bicycle from home

Great for: Students and families who live close enough to walk or bicycle to school on a route that's appropriate for these modes.

How it's done: Encourage students and their families to walk or bicycle to school. They might join other families and form groups in their neighborhoods to travel to school together. This is the essence of Walk and Bike to School Days.



➔ 2. Designated starting points

Great for: Families who live too far to walk or bicycle, families with limited routes for walking and bicycling, bus riders and children with disabilities.

How it's done: Identify one or more locations where students and their families will gather to walk or bike to school together or where families can park and make their way to school when they're ready. Have a parade, park and walk or ride and stride...the sky's the limit!



➔ 3. Walk or bike AT school

Great for: Families who live too far to walk or bicycle, families with limited routes for walking and bicycling, bus riders, children with disabilities and times when few parents can participate.

How it's done: Walk at school during an assembly, recess or as part of a class activity. Sometimes student aftercare providers will get involved by walking or bicycling from school to the after-school facility. These events can foster a lifelong appreciation for walking and bicycling and develop important safety skills. They're also the easiest way to include every student.



Pedestrian Safety Improvements / Road Art / Crosswalk Painting

Goal: Ensure existing pedestrian safety improvements are maintained along higher traffic volume streets in the City of Mountain Lake.

Strategy:

Maintain crosswalks on 3rd Avenue.

Maintain crosswalks around the school in the City of Mountain Lake and key crosswalks leading to school.

Paint a crosswalk on 5th Avenue crossing County Road 1.

5 E(s): Encouragement, and Engineering

Existing Conditions:

Third Avenue and 10th Street have been identified as higher risk areas due to the higher traffic volumes. Third Avenue and 10th Street are two of the busiest streets in Mountain Lake. These streets are barriers to walking in the community.

Crosswalk paint and signage can help to increase the visibility at these crossing. Increased visibility will help to increase safety and encourage walking and biking. The identified crosswalks are along higher traffic volume areas and are primary crossings for pedestrians.

The City of Mountain Lake does stripe crosswalks every summer before Pow Wow Days. This annual striping helps to ensure the crosswalks are clearly marked. The striping of crosswalks could also be paired with a road art campaign.

Road art is one way of making crosswalks more visible and increasing the neighborhood charm of your community. Road art can consist of filling in existing crosswalks with unique images. Road art examples may include painting wolverine paws (school mascot), handprints, footprints, or other approved images in the crosswalk.

The road art campaign in Mountain Lake can be a community effort. It is recommended that students be involved. The road art campaign can be used to encourage students to use crosswalks since they are taking part in the creation of the road art in the crosswalks. There can also be an educational component of the campaign. While the students are creating the road art, adults can educate students about proper crossing protocol. Below are examples of existing road art in other communities.

Table #33

Crosswalk Road Art Examples



Trail Adoption Program

Goal: Ensure trail maintenance during warm weather months.

Strategy:

Implement a trail adoption program.

5 E(s): Encouragement and Engineering

Existing Conditions:

To help ensure a clean and attractive looking trail network in and around the City of Mountain Lake, you can adopt a section of the trail. Adopting a section of the trail provides an opportunity for you to be actively involved in helping to maintain and enhance existing trails for all to enjoy.

When you adopt a trail, you are making sure trail users will always have a well-maintained trail to walk or bike. Managing the trail entails: keeping the trail surface clear of sticks, rocks, and other debris; picking up litter; reporting vandalism, large debris, and safety issues to the City. You are asked to visit the adopted trail section at least twice a month. You can visit the section of trail at your convenience, choosing the days and times you would like to visit the trail.

Who can adopt a trail?

1. Schools
2. Youth Groups
3. Church, Community and Service Organizations
4. Businesses
5. Families, Individuals or Groups of Individuals

Table #34

Adopt a Trail Signage



Stop for PED Signs

Goal: Increase awareness of driver's responsibility to stop for pedestrians.

Strategy:

Purchase 4 'Stop for PED' signs that the city can rotate around the city at high pedestrian traffic intersections.

Install a 'Stop for PED' sign on the alley by Parkwood Place leading to 3rd Avenue.

5 E(s): Encouragement and Engineering

Existing Conditions:

Drivers in Minnesota are supposed to stop for pedestrians in a crosswalk, but the majority of drivers do not stop for pedestrians. 'Stop for Pedestrian' signs will help to educate drivers on their responsibility to stop for pedestrians. Seeing more of these signs will help to make all crosswalks safer for pedestrians.

The Active Living Planning Team identified a need for 'Stop for PED' signs. These signs help to make drivers aware of their responsibility to stop for pedestrians. The City of Mountain Lake will rotate these signs between high pedestrian traffic intersections. These signs will also be used during community events.

The Minnesota Crosswalk Law

- ▶ Drivers MUST stop for crossing pedestrians at marked crosswalks and at all intersections without crosswalks or stop lights.
- ▶ Pedestrians MUST obey traffic signs and signals at all intersections that have them.
- ▶ Vehicles stopped for pedestrians can proceed once the pedestrian has completely crossed the lane in front of the stopped vehicle.
- ▶ Pedestrians MUST NOT enter a crosswalk if a vehicle is approaching and it is impossible for the driver to stop. There is no defined distance that a pedestrian must abide by before entering the crosswalk; use common sense.
- ▶ When a vehicle is stopped at an intersection to allow pedestrians to cross the roadway, drivers of other vehicles approaching from the rear MUST NOT pass the stopped vehicle. Failure to obey the law is a misdemeanor. A second violation within one year is a gross misdemeanor.²⁵



Bike Parking / Bike Share Program

Goal: Increase biking within the City of Mountain Lake.

Strategy:

²⁵ Minnesota Safety Council. Accessed: 4/17/15. Available: <http://www.minnesotasafetycouncil.org/facts/factsheet.cfm?qs=BD3BE1A6DFA3335E>

Make biking more convenient within the City of Mountain Lake by installing bike racks at key locations.

Maintain the bike share program in Mountain Lake.

5 E(s): Encouragement and Engineering

Existing Conditions:

Bike racks make it convenient and safe to ride, store, and lock your bike. Not having bike racks in convenient locations discourages biking and leads potential bikers to not ride their bikes. There are bike racks at the following locations: City Park, Heritage Village, campground, library, and boat ramp.

During the Mountain Lake Active Living Plan Planning process additional locations were identified that need bike parking. These locations are major destinations in the community.

1. Casey's General Store (if trailhead is established)
2. Lawcon Park
3. Munson Field
4. City Hall
5. Maynard's Grocery Store

The proposed bike rack at the proposed trailhead by Casey's General Store will be similar to the existing bike racks in the City of Mountain Lake. Mountain Lake has a bike share program. There are bikes located at identified bike racks in Mountain Lake. These bikes are free to use. When finished using the bike, patrons are asked to leave the bike at one of the identified bike racks. These bikes are not locked up, so they are more convenient to use. Below is a picture of the bike rack used for the bike share program.

Table #35

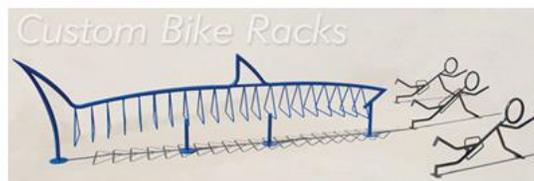
Mountain Lake Bike Rack



The bike racks could be unique and double as art in the community at the other identified locations. Having unique bike racks will increase the community feel and promote biking. Bike rack use may increase, since children may be more likely to use a bike rack shaped like a fish than a plain metal bike rack. The Planning Team did not choose a specific bike rack. Below are a few examples.

Table #36

Example Bike Racks - Public Art



Enforcement

Goal: Increase safety for all users in the City of Mountain Lake.

Strategy:

Increase police patrols in the following areas:

- 3rd Avenue as you come into town from the east.
- 10th Street as you come into town from the north.

5 E(s): Enforcement

Existing Conditions:

Through the Active Living community meetings and the community survey, the locations above were identified as areas where speeding occurs.

Bike Rodeo

Goal: Improve bike safety within the City of Mountain Lake.

Strategy:

Establish an annual bike rodeo hosted by the Mountain Lake Public School and the Mountain Lake Police Department.

Reestablish the annual Mountain Lake Police Department Bike Rodeo.

5 E(s): Enforcement

Existing Conditions:

The Mountain Lake Police Department hosted an annual bike rodeo in the past. The police department bike rodeo typically occurred the first week after school let out and was open to all children in the community. The police department bike rodeo has not occurred the past couple of years. Bike safety education is a critical component to ensure children know traffic laws and how to be safe while biking.

In 2014, Mountain Lake Public Schools hosted a bike rodeo during the last week of school. It is important for a bike rodeo to occur annually, so all children in the community will have an opportunity to participate and be safe while biking. The Mountain Lake Police Department is interested in hosting an annual bike rodeo.

WALK! BIKE! FUN! is a bike safety curriculum that was developed specifically for Minnesota. "WALK! BIKE! FUN! is a comprehensive curriculum that teaches safe traffic behavior through classroom activities

and on-the-bike skills practice. The goals of the extensive lesson plans teach skills to children to walk and bicycle safely — building confidence and helping them stay safe, active, and healthy.”²⁶

Six benefits to walking or biking to school:

- To increase academic achievement — research shows that students who exercise before school concentrate better in class.
- To increase happiness — children that engage in physical activity are more likely to be happy.
- To lower your carbon footprint — a whole school committed to walking and biking can make an enormous impact on reducing carbon dioxide emissions and harmful pollutants.
- To help reduce traffic accidents — the benefit to schools that teach walking and bicycling skills is up to a forty-nine percent decrease in childhood pedestrian and bicycle collision rates.
- To foster independence — children who walk or bike to school are more likely to walk to other destinations in the neighborhood.
- To increase physical activity — the CDC recommends that children get sixty minutes of physical activity every day.



Maynard's Grocery Store

Goal: Increase safety in the Maynard's Grocery Store parking lot.

Strategy:

Install a landscaping bumpout.

Paint a pedestrian walkway in the parking lot, which connects to the sidewalk.

Add one-way only signage in the parking lot.

5 E(s): Encouragement, Engineering, and Education

Existing Conditions:

²⁶ Walk! Bike! Fun! Curriculum. Accessed: 4/29/15. Available: <http://www.dot.state.mn.us/saferoutes/pdf/toolkit/walk-bike-fun-curriculum.pdf>

Pedestrian safety was identified as an issue in the Maynard’s Grocery Store parking lot. This area is one of the busiest areas in Mountain Lake. The identified safety improvements will help to improve pedestrian safety in this area.

Community Survey, “The entry in and out of Maynard's grocery is dangerous. The exit is almost impossible to see people coming from the north on 11th when cars are allowed to park so close to the exit. Paint the curb yellow farther back.”

Table #37 **Maynard’s Grocery Store**



Trail Committee

Goal: Continue trail, sidewalk, and pedestrian planning in the City of Mountain Lake.

Strategy:

Create a Mountain Lake trail committee or a Cottonwood County Trails Committee.

5 E(s): Education, Encouragement, Engineering, Enforcement, and Evaluation

Existing Conditions:

Continued planning is critical to the implementation of goals and strategies outlined in the Mountain Lake Active Living Plan. Planning will help to ensure proposed projects are vetted and new projects are being identified through a planning process. The Minnesota Department of Transportation typically will not fund pedestrian infrastructure projects that are not outlined in a plan.

The Mountain Lake Active Living Plan Planning Team could meet quarterly or when necessary to continue planning and moving projects forward. According to the 2010 Census, the City of Mountain Lake has a population of 2,104. It may be more practical to form a countywide trails committee.

Jackson County formed the trails committee, Friends of Jackson County Trail, to oversee countywide trail planning. This is a good model for rural counties. It helps to ensure smaller communities can participate and identify and discuss projects through a planning process.

Post Office Handicap Parking

Goal: Improve handicap accessibility at the Mountain Lake Post Office.

Strategy:

Establish two handicap parking spots by the Mountain Lake Post Office.

5 E(s): Enforcement

Existing Conditions:

Handicap parking at the Mountain Lake Post Office was identified as a need at the Active Living community meetings. Adding handicap parking by the post office will increase access in this area and make it safer for people with disabilities.

Table #38

Post Office Handicap Parking



Handicap Parking 

Removable Curb Extensions

Goal: Increase safety when crossing 3rd Avenue.

Strategy:

Install removable curb extensions along 3rd Avenue at the intersection of 10th and 11th Street.

Outline the bumpout with paint to help delineate the bumpout.

5 E(s): Encouragement, and Engineering

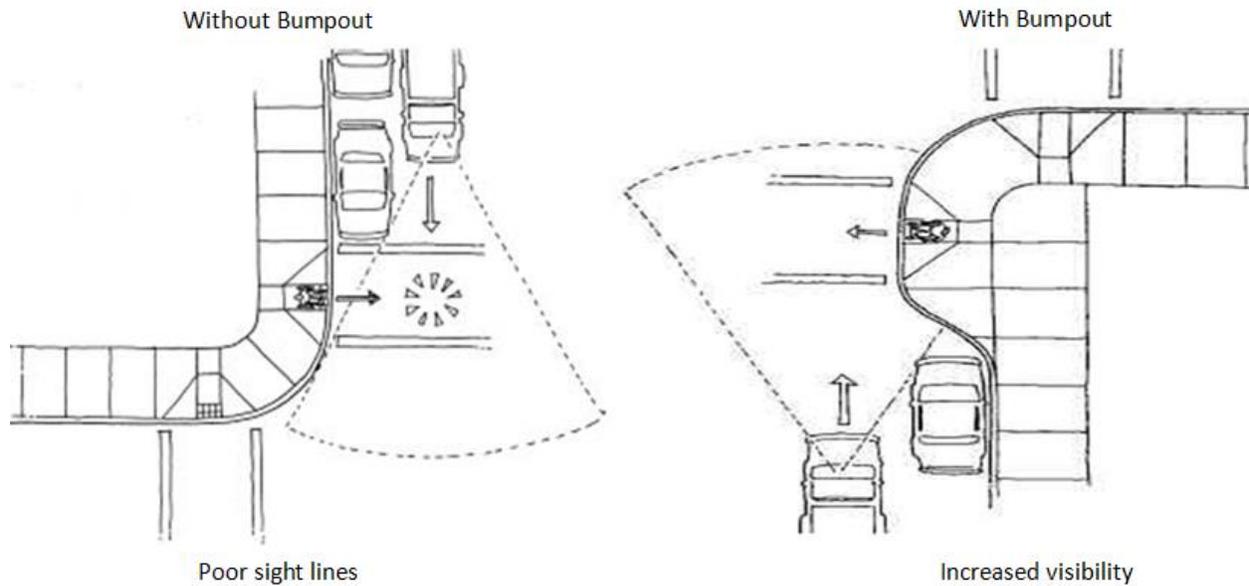
Existing Conditions:

Present this to the city council when you discuss the plan.

Third Avenue has been identified as a higher risk area due to the higher traffic volumes and the volume of pedestrian traffic. Two of the busier crossings along 3rd Avenue are at 10th and 12th Street. Curb extensions at 10th and 12th Street can help make 3rd Avenue safer.

Removable bumpouts are a form of curb extensions. Curb extensions are a traffic calming device that helps to slow traffic speeds, increase visibility, and reduce crossing times. Curb extensions narrow the street crossing distance for pedestrians. This helps to increase safety at the crossing.

Table #39 A Curb Extension Comparison



Pedestrians are in a better position to look past parked vehicles to see oncoming traffic. Installing removable curb extensions, in the form of planters, not only make it safer for pedestrians, but they help to make 3rd Avenue more aesthetically pleasing. During the summer months these planters will be green and in winter months the planters can be removed for easy snow removal. The area within the bump-out and the crosswalk can be dyed red to make the area stand out.

Table #39 B

Removable Curb Extension



A positive aspect of removable curb extensions is that if they are not effective at slowing traffic and making it safer for pedestrians, the planters can be easily removed. Planters give the city time to evaluate this action without installing permanent curb extensions. If planters are effective, then a more permanent traffic calming device could be considered.

Walking School Bus

Goal: Increase walking and biking to school.

Strategy:

Work with A.C.E., senior volunteer program to implement a walking school bus.

5 E(s): Education and Encouragement

Existing Conditions:

A walking school bus is a group of students walking to school together. The group can be led by an adult or by older students. You want to run the walking school bus like a real bus, so you should establish a route, meeting points, meeting times, and a regular schedule. The walking school bus can start small with a couple families and can easily grow when visibility of the route increases.

Parents often cite safety issues as one of the primary reasons they are reluctant to allow their children to walk or bike to school. Having an adult or older student may help reduce those worries for families who live within walking or bicycling distance to school. A group of students is also more visible than students walking alone, so safety is increased with numbers.

In Mountain Lake a walking school bus could be established from daycares and from Mountain Lake Apartments along Golf Course Road. Students who live between the daycares could join the walking school bus. A walking school bus encourages students to walk to school, since they are in a group with their friends.



V Plan Maintenance

The Mountain Lake Active Living Plan is a working document. The City of Mountain Lake will maintain the plan. The City of Mountain Lake will continue to make updates to the plan with assistance and recommendations from local organizations and groups.

Monitoring, Evaluation, & Updating the Plan

As community planning occurs, additional goals and strategies will be added in Chapter VI, Additional Goals and Strategies. It is critical to allow for public input regarding additional goals and strategies. Community residents and the Mountain Lake City Council should be asked to provide input regarding infrastructure projects.

Continued Public Involvement

Future trails and pedestrian projects will be discussed at city council meetings and open community meetings. It is recommended that a trails committee be formed in the City of Mountain Lake or in Cottonwood County. A trails committee will help to ensure continued planning occurs. Continued planning and public involvement will ensure proposed projects have been vetted.

VI Additional Goals & Strategies

The Mountain Lake Active Living Plan is a working document. The City of Mountain Lake will continue to make updates to the plan. As planning continues, additional recommendations should be made to the Additional Goals and Strategies Chapter.

Conclusion

When making a land use decision and an investment in the future, it is critical to consider all the costs, not just the construction costs. There are costs associated with sprawl, inactivity and negative health outcomes, and the loss of community. Decision makers need to consider the function of every street, road, and plot of land. Is the function of this place to create wealth or is the function of this particular roadway to move cars quickly. If it is to move cars quickly, do not try and generate developments that will decrease walkability and connectivity in the community.

When you are rebuilding a street, ask yourself if this street can be narrow. The cost savings of narrowing the street could be used to install sidewalks and create a more livable community. On existing streets consider other higher return investments, like painting crosswalks or putting in striping on the streets to narrow the lanes and slow down traffic.

*“When you narrow up the street lanes, cars drive slower, people feel more comfortable there. They walk across the streets, to a store across the street. And in a real subtle and cheap way you get a lot more pedestrian traffic, a lot more retail, a lot more people. And people spend money, and that's what makes a place wealthier. **When people are there, people invest more.**”²⁷*

Table #40 Decision Makers Checklist: Built Environment

Ask Yourself and the Decision Making Group

- How will my decision impact health?
- How will my decision impact connectivity?
 - Compact efficient development vs. sprawl (which decreases connectivity)
- Will my decision make the community more inviting (more walkable and bikeable)?
- Were all users considered when making the decision?

²⁷ Econ Talk. Charles Marohn on Strong Towns, Urban Development, and the Future of American Cities. Accessed: 5/13/15. Available: http://www.econtalk.org/archives/2014/05/charles_marohn.html

Appendix

Mountain Lake Community Survey

Mountain Lake Community Assessment Survey:

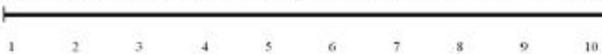
Please help the City of Mountain Lake prioritize funding for pedestrian projects, by documenting factors that help or hinder safe walking and biking within your community.



Instructions:

1. Please highlight on the map the route you walked or biked in Mountain Lake.
2. On your average walk in your community, score each category on a scale of 1 to 10 on the criteria outlined within each category.
3. Add comments regarding specific issues you would like to address.
4. Please complete by April 6th and return to City Hall. You can also complete the survey online at <http://www.surveymonkey.com/s/S52681EF93>
5. Comments can also be added at <http://wikimapping.com/wikimap/Mountain-Lake-Active-Living-Plan.html> regarding citywide pedestrian issues

General atmosphere (Summary of all categories) (10 being the best...1 being the worst)



Comments....

1. Did you have room to walk?

- Sidewalks or paths started and stopped
- Sidewalks broken or cracked
- Sidewalks blocked
- No sidewalks, paths or shoulders
- Too much traffic

1 2 3 4 5 6 7 8 9 10

Comments....

2. Was it easy to cross streets?

- Road too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Crosswalks/traffic signals needed
- View of traffic blocked by parked cars, trees, or plants
- Needed curb ramps or ramps needed repair

1 2 3 4 5 6 7 8 9 10

Comments....

3. Did drivers behave well?

- Backed without looking
- Did not yield
- Turned into walkers (at intersections)
- Drove too fast
- Sped up to make traffic lights or drove through red lights

1 2 3 4 5 6 7 8 9 10

Comments....

4. Could you follow safety rules?

- Cross at crosswalks or where you could see and be seen
- Stop and look left, right, left before crossing
- Walk on sidewalks or shoulders facing traffic
- Cross with the light

1 2 3 4 5 6 7 8 9 10

Comments....

5. Was your walk pleasant?

- Needs grass, flowers, trees
- Scary dogs
- Scary people
- Not well lit
- Dirty, litter
- Lots of traffic

1 2 3 4 5 6 7 8 9 10

Comments....

6. Are there any routes you would like to walk and currently can not due to safety issues, existing gaps in the sidewalk network, or other pedestrian infrastructure that discourages you from walking or biking?

Example Complete Streets Policy

A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY.

WHEREAS, it is the purpose of complete streets to create transportation corridors that are safe, functional and aesthetically attractive for all users;

AND WHEREAS, the mobility of freight and passengers and the safety, convenience, and comfort of motorists, cyclists, pedestrians - including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities should all be considered when planning and designing Mountain Lake's streets;

AND WHEREAS, integrating sidewalks, bike facilities, and safe crossings into the initial design of street projects avoids the expense of retrofits later;

AND WHEREAS, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development;

AND WHEREAS, active living integrates physical activity into daily routines and active living communities encourage individuals of all ages and abilities to be more physically active;

AND WHEREAS, communities that support active living strive to create amenities that will enhance the quality of life of its residents, improve the physical and social environment in ways that attract businesses and workers, and contribute to economic development;

AND WHEREAS, the goal of complete streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation;

AND WHEREAS, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete streets environment;

NOW THEREFORE, Be It Resolved that the City Council of the City of Mountain Lake, Minnesota establish a Complete Streets Policy that provides as follows:

1. The City of Mountain Lake will, whenever it is economically feasible, seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including bicyclists, pedestrians (including people requiring mobility aids), motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

2. Unless one or more of the conditions set forth in Section 4 exist, transportation improvements will include appropriate facilities and amenities that are recognized as contributing to complete streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; bicycle accommodations including bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities.
3. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicycle, pedestrian, from the very start of planning and design work This will apply to all roadway projects, including those involving new construction, full reconstruction, or changes in the allocation of pavement space on an existing roadway such as the reduction in the number of travel lanes or removal of on-street parking.
4. Bicycle, pedestrian and transit facilities will be considered when developing street construction, reconstruction, re-paving, and re-habilitation projects, except under one or more of the following conditions:
 - A. Reconstruction or re-paving of a street, excluding collector and arterial streets, which does not involve substantial curb removal.
 - B. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
 - C. The County Engineer, with Council consultation, determines there are relatively high safety risks.
 - D. The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway or walkway as part of a project.
 - E. It is determined that the construction is not practically feasible or cost effective for reasons including, but not limited to: significant or adverse environmental impacts to streams, floor plains, remnants of native vegetation, wetlands, steep slopes or other critical areas; or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - A. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - B. Whether the corridor provides access to across a natural or man-made barrier such as a river or freeway;
 - C. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - D. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
 - E. Whether nearby routes that provide a similar level of convenience and connectivity already exists
6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. (For example, under most circumstances, bridges, which last for 75 years or more, should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities.)
7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with City streets and utility maps and will carry out projects to reduce gaps in the sidewalk and trail networks.
8. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets Policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.

BE IT FURTHER RESOLVED, that the feasibility report prepared for a street project shall address this policy.

Adopted by the City Council of the City of Mountain Lake, Minnesota.

Mayor

City Administrator

Date

Date
