City of Edgerton Active Living Plan

February

2016

This project was supported by the City of Edgerton and a grant from the Southwest Statewide Health Improvement Program (SHIP).

Prepared by the Southwest Regional Development Commission

EDGERTON 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."

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 Edgerton to become a more walkable community through strategic pedestrian improvements outlined in the Edgerton Active Living Plan.

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

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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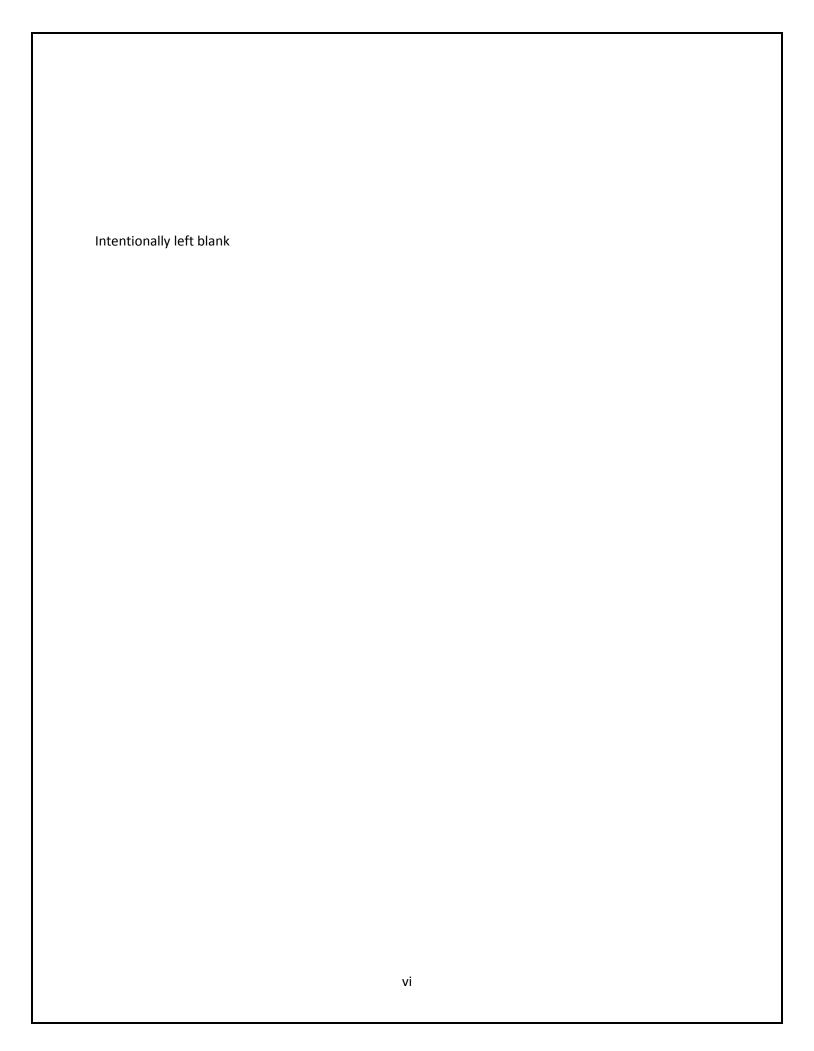


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CHAPTER 1: Introduction

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 Edgerton 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 Edgerton does have a well-developed network of sidewalks, but there are gaps, connectivity issues, and some of these sidewalks are not in the best condition. There is only one trail in Edgerton leading to the campground. Additional trails and sidewalks can tools to attract and retain residents.

Property values are one of the more significant variables impacting where people want to live. When 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

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

above-average levels of walkability command a premium of about \$4,000 to \$34,000." Higher property values can help to increase the tax base for your city. In the City of Edgerton, 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." 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." 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 Edgerton 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." 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."

⁷ Active Living Research. Accessed: 1/22/15. Available:

http://activelivingresearch.org/files/ALR_Brief_ActiveTransportation_0.pdf

⁸ University of North Caralina 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. Replacing short trips with walking or biking can help reduce air pollution and energy consumption. There are also a number of health benefits (refer to health benefits above).

Geographic Location

City of Edgerton

The City of Edgerton is located in Pipestone County in the southwestern corner of Minnesota. With a population of 1,189, Edgerton is the second largest city in Pipestone County. 11 Edgerton is approximately 15 miles southeast from the city of Pipestone and is home to the Dutch Festival, held annually the second weekend in July. The City of Edgerton has a unique small town feel and is proud of their ethnic heritage.

Edgerton has terrific schools (both public and private), churches that welcome guests and members with open arms, and a strong economy supported by local agriculture, several manufacturers, and numerous small, thriving businesses. In Edgerton, you will find a public elementary and high school, two private elementary schools and a private high school. In addition, there is a strong early education program for children (and their parents) beginning as early as age three.

Edgerton has a vibrant business community. There are two grocery stores, two hardware stores, two car dealerships, several hair and beauty salons, two card and gift shops, a bakery, a bank, a shoe repair shop, a weekly newspaper, eye care office, medical clinic, chiropractic clinic, and a meat market. Our main street businesses pride themselves in drawing customers from throughout the county and beyond. In addition, there are a number of public services that include: a post office, library, and volunteer ambulance and fire department.

Pipestone County

Pipestone County is located in southwest Minnesota. The county is bordered on the north by Lincoln County, on the south by Rock County, on the west by South Dakota, and on the east by Murray County.

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

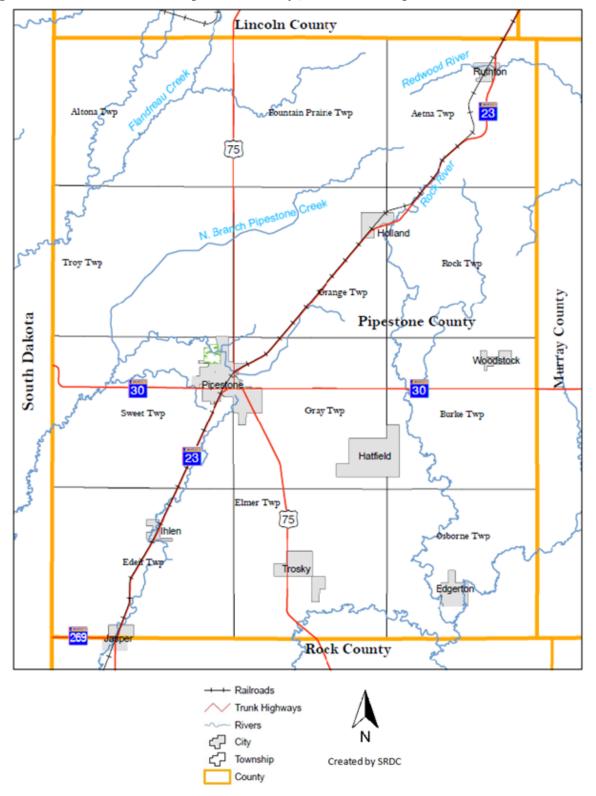
¹⁰ Safe Routes to School Guide. Accessed: 1/22/15. Available: http://guide.saferoutesinfo.org/pdf/SRTS-Guide_Introduction.pdf

¹¹ City of Edgerton. Information Request: 6/18/15.

Cities within Pipestone County include: Edgerton, Hatfield, Holland, Ihlen, Jasper (partially in Rock County), Pipestone (county seat), Ruthton, Trosky, and Woodstock.

Figure #1

Pipestone County Jurisdiction Map



CHAPTER II: Planning Process

II Planning Process

The City of Edgerton 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 Edgerton. 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 August 31st, 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 Edgerton.

Community Survey

A Community Survey was distributed between the first and second community meetings. The survey was distributed via email through community list serves and was posted on the City of Edgerton's website and Facebook. The survey was also available in hard copy at City Hall and the Edgerton Library. 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 Edgerton 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 easy 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 Edgerton.

Community Meeting #2

The second community meeting was held at City Hall on October 6th, 2015, from 7pm to 8:15pm. The agenda for the meeting was to discuss potential goals and strategies regarding walking and biking in Edgerton. There were a number of issues that were identified and discussed at the first community meeting on August 31st. 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 Edgerton Active Living Plan was presented to the Edgerton City Council on January 6th, 2016. 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 being considered in all land use decisions. The Complete Streets Policy can be found in the Appendix to this plan.

CHAPTER III: Existing Conditions

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 Pipestone County was 27 percent while the state average was 26 percent. In 2014, the obesity rate in Pipestone County was 29 percent while the state average was 26 percent. ¹³

According to the 2013 Minnesota Student Survey, on a typical day 24 percent of Pipestone County 5th graders reported that they spend zero hours going outside, taking a walk, or going for a bike ride during a typical day.¹⁴ Only half of Pipestone County 5th graders are getting the recommended 60 minutes of activity a day. In 2013, 31 percent of Pipestone County 9th grade students reported being obese.¹⁵

Figure #2

Obesity Health Risks



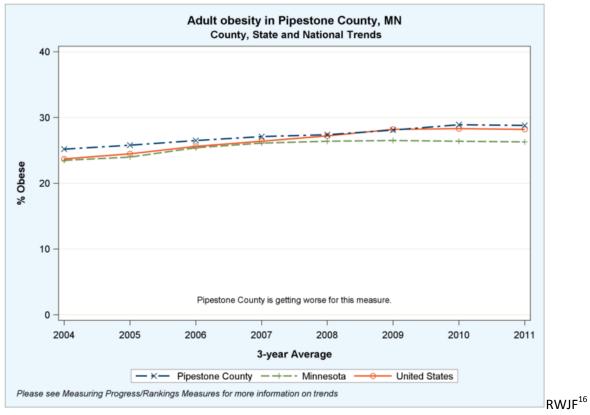
¹² Kuphal Kyle and Fodness Mavis. New school meal standards target obesity. Accessed 12/26/14. Available at: http://www.pipestonestar.com/Stories/Story.cfm?SID=38130

¹³ Robert Wood Johnson Foundation. County Health Rankings. Accessed 12/26/14. Available: http://www.countyhealthrankings.org/app/minnesota/2014/rankings/pipestone/county/outcomes/overall/snapsh of

¹⁴ Minnesota Department of Health. Minnesota Student Survey. Accessed: 12/29/14. Available: http://www.health.state.mn.us/divs/chs/mss/countytables/pipestone13.pdf

¹⁵ Minnesota Department of Health. Minnesota Student Survey. Accessed: 12/29/14. Available: http://www.health.state.mn.us/divs/chs/mss/countytables/pipestone13.pdf

Figure #3 Adult Obesity in Pipestone County



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.

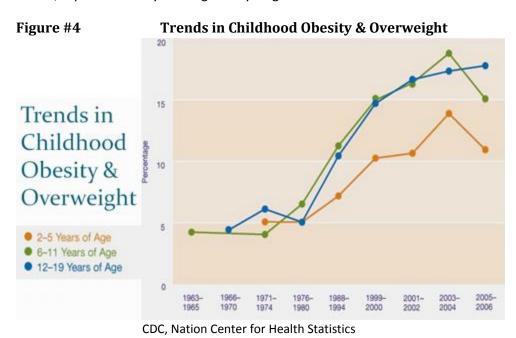
Indirect costs of being overweight and obese include morbidity and mortality costs such as lost productivity, absenteeism, and premature death. "Based on national estimates, the overall financial burden of obesity in Minnesota in 2006 was estimated at \$2.8 billion." The medical costs associated with 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

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

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

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

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



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

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

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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

Traffic Volumes

The Edgerton Active Living Planning Process analyzed traffic volumes from 2013.

Figure #5

Traffic Volumes - City of Edgerton

PIPESTONE

1350

1350

1050

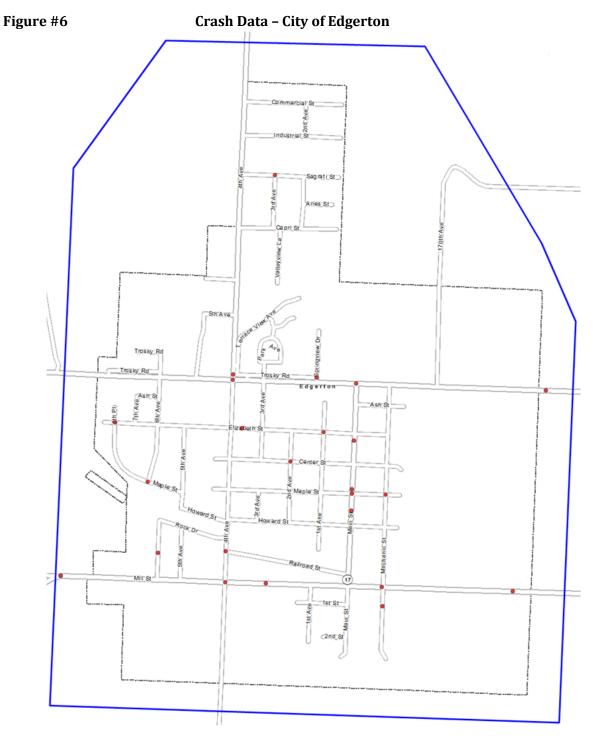
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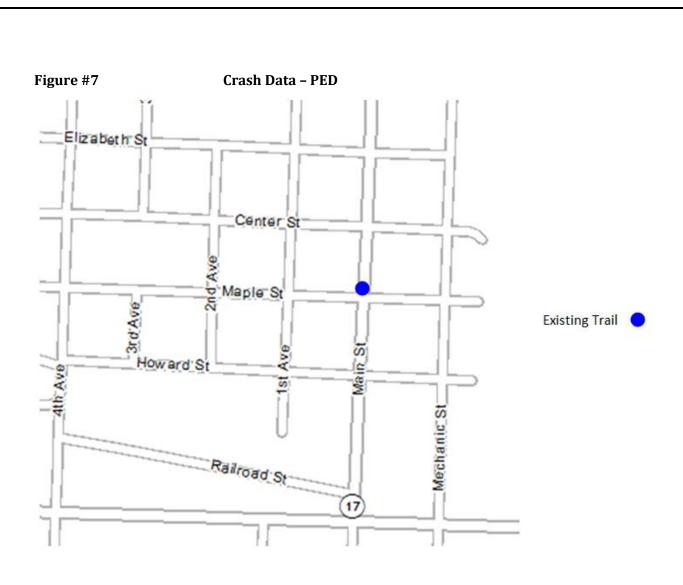
500

Crash Data

The Edgerton Active living Planning Process analyzed crash data within the City of Edgerton. Within the City of Edgerton, there were 27 reported crash occurrences from 2004 through April 2015. One of the outlined crashes involved a pedestrian (none of the crashes were fatal). There were no reported crashes involving a biker.



The crash involving a pedestrian occurred at the intersection of Maple Street and Main Street. The severity of the crash was incapacitating injury, but it was not fatal.





Edgerton Sidewalk Map



Walkability & Bikeability

Community members in the City of Edgerton 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 #1Community Survey Summary

General Atmosphere	Room Walk	to	Easy to Cross	Drivers Behave Well	Follow Safety Rules	Walk Pleasant
7.4	6.7		7.9	7.3	8.3	7.9

Main Themes

- ➤ Gaps in the sidewalk network
- Some sidewalks are in bad condition (uneven)
- > Sidewalks:
 - Need to be cleared of snow
 - Need to be repaired when in poor condition
- Vehicles not stopping for pedestrians in crosswalks
- Lighting is an issue in some parts of town

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:

- "Sidewalks uneven in older parts of town."
- "Love the new sidewalks."
- "Very good, but there are some sidewalks that are really bad and should be repaired."
- "Mostly good conditions except in the winter time there are a few sidewalks not kept clean."
- "The town needs to have a standard on sidewalks. Some areas have them and some areas don't.
 I feel all areas, especially the new developments need to have an ordinance that sidewalks are mandatory."

"No complaints"

Room to walk:

- "Sidewalks are patches of good to cracked to no sidewalks."
- "Sidewalks or paths start and stopped. Broken or cracked or none at all."
- "Start and stop"
- "No sidewalk on some of my route."
- "It's getting better thanks"
- "In winter certain sidewalks can be blocked from snow."
- "Some areas don't have sidewalks on both sides of the street so you find more and more people just walking in the street."

Easy to Cross Street:

- "Main Street and Howard Street Parking causes blind spots crossing Main Street."
- "Crossing by C Store difficult with early morning traffic to Feys and after 3pm."
- "Only place really have to watch out is by the C store."
- "Traffic on County Road 9 fast and don't slow down for crosswalks."
- "Do not know if drivers are going to stop and let you cross."
- "Curbs and ramps"

Drivers Behave Well:

- "Drivers not stopping at Elizabeth Street 4 way stop."
- "Highway 9 going into Edgerton by hill blind spot."
- "Drivers in Edgerton RARELY yield for pedestrians (even if they see them).
- "Drivers never yield to walkers!"
- "Don't yield"
- "Drive to fast in general"

Follow Safety Rules:

"I always walk facing traffic and appreciate sidewalks and wider road to park."

- "Crosswalks are nice."
- "Mostly except in winter when sidewalks aren't cleared of snow."
- Some areas don't have sidewalks so you are forced to walk on the street if you want to walk in that area of town."
- "Drivers in Edgerton not yielding for pedestrians or not moving over etc. This can make it a bit scary and risky."

Walk Pleasant:

- "Not all sidewalks well lit."
- "Highway 1 has a lot of liter."
- "Several areas where dogs chase and nip."
- "Some houses just look a bit 'yuck' and 'scary'."
- "Overall it is very pleasant though with friendly people and things well kept."
- "Not well lit"
- "Not Well Lit no light on 6th Ave W.by our house."
- "There is alot of streetlights that need repair or areas of town that are poorly lit."
- "There are some areas in town that are not very well lit."
- "Bike path to the park isn't well lit during the fall/winter when it gets dark early."
- "6th Ave to Maple is dark."

Gaps in the Sidewalk Network

- "Elizabeth Street across from ECES."
- "No complete bike trail around Edgerton."
- "The hill going to Fey Industries could use a sidewalk."
- "County Road 9 has no sidewalk from 4th Ave to 6th Ave."

Gaps in the Sidewalk & Trail Network

A number of gaps in the sidewalk / trail network were discussed as part of the Edgerton Active Living Planning Process. When examining different sidewalk gaps you have to consider the function of the streets.

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.

Different Streets require different pedestrian amenities. 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 on whether a street needs sidewalks or not, the function of the street needs to be considered.

Below are the three classifications that were used to describing the need for sidewalks and other pedestrian infrastructure on streets in Edgerton. The classification system was based on traffic volumes, traffic speeds, and perceived safety. The classification system helped to provide guidance when making transportation decisions.

Connector Streets

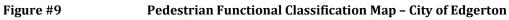
- Connects primary destinations
- Highest traffic volumes streets
- Typically require the highest level of pedestrian amenities Sidewalks on both sides of the street or a trail conveniently located along the corridor that connects key locations.

Neighborhood Connector Streets

- Connects Residential Streets to Connector Streets
- Medium level traffic volume streets
- Typically require some pedestrian amenities A sidewalks 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.

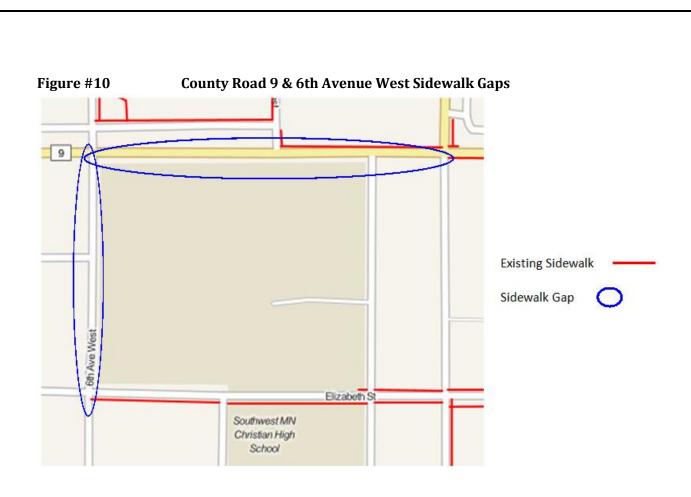
Residential Streets

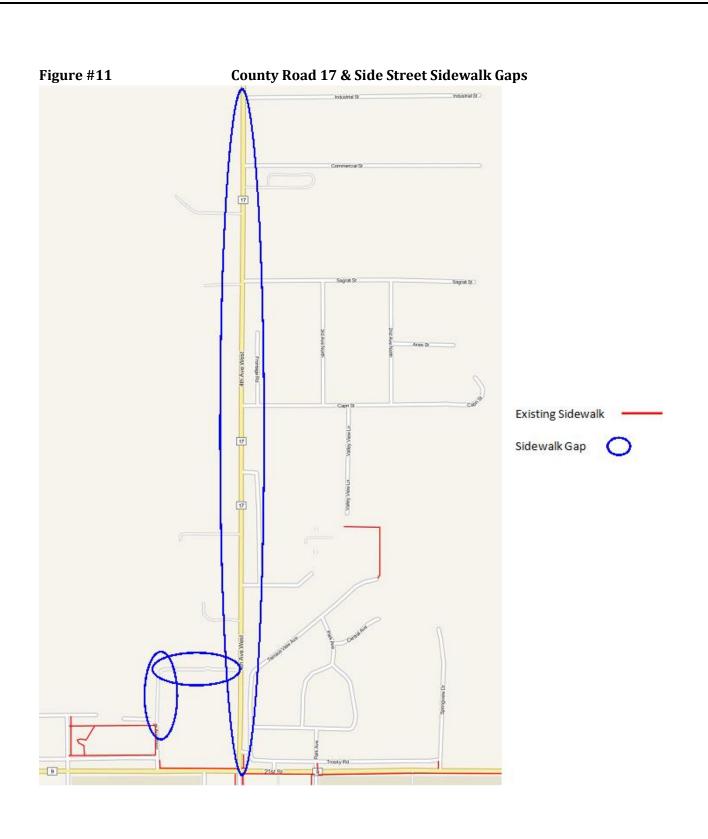
- All other streets
- Lower traffic speeds
- Lower traffic volumes
- Typically have no sidewalk requirement. Sidewalks are encouraged but there is no sidewalk requirement.





Connector Streets and Neighborhood Connector Streets are generally not safe to walk on. These streets require higher levels of pedestrian infrastructure and providing this pedestrian infrastructure serves more as a community benefit. A number of sidewalk gaps below are along Connector Streets and Neighborhood Connector Streets. Other identified sidewalk gaps are along safe routes to school or were identified by community members.







Mechanic Street Sidewalk Gap South



Figure #13 Mechanic Street & 21st Street Sidewalk Gap

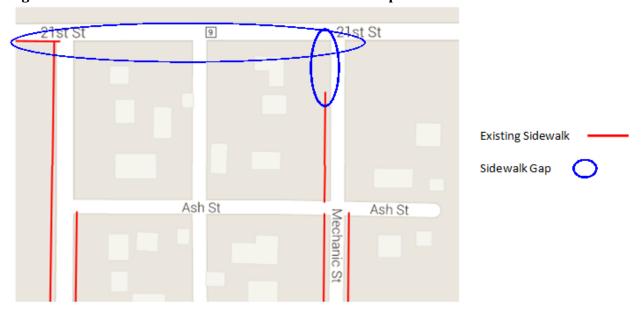
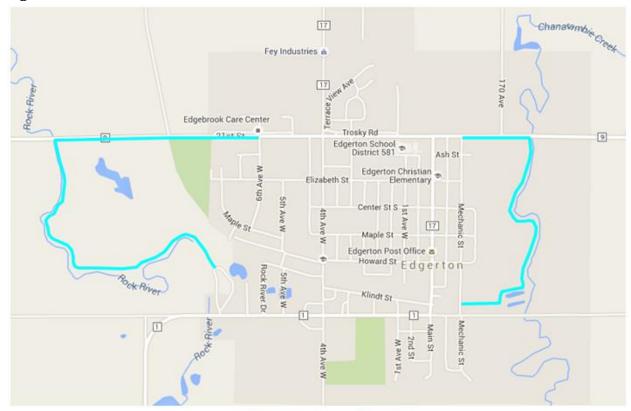


Figure #14

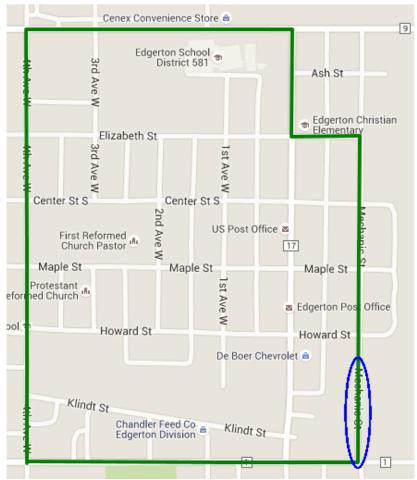
Route I'd Like to Use



Route I'd like to use



Edgerton Walking Route



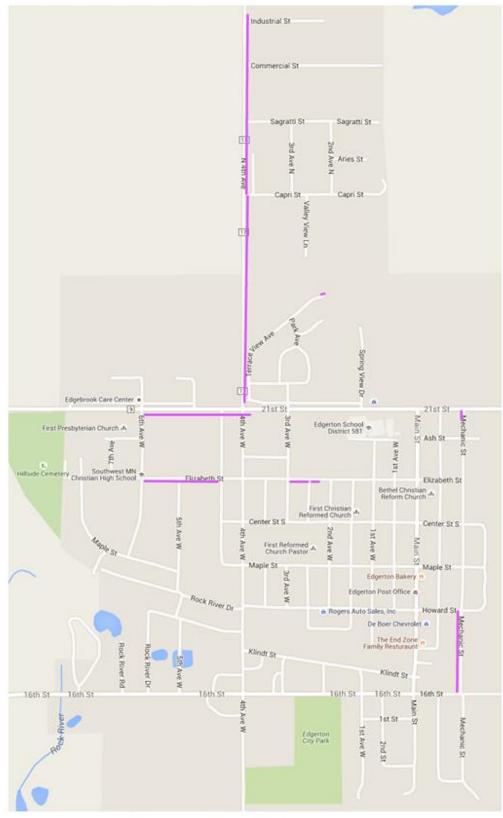
Existing Walking Route

Sidewalk Gap





Public Input from Wikimapping - Sidewalk Gaps



No Sidewalk / Sidewalk Gap

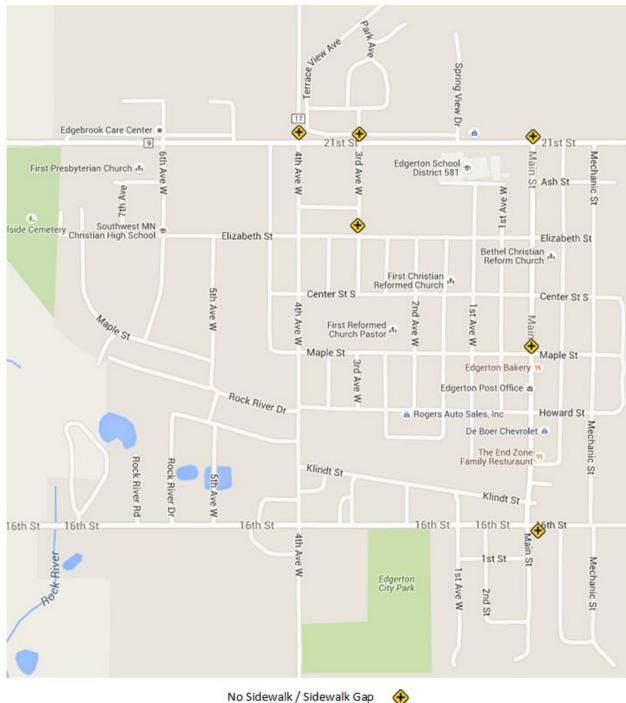
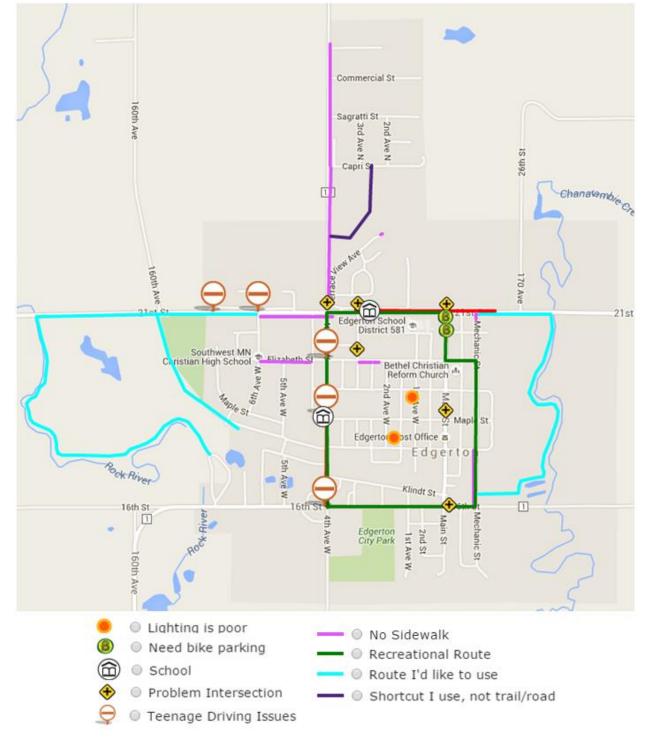


Figure #17 Public Input from Wikimapping - Problem Intersections

- County Road 9 and County 17: "Very fast, not safe for kids to cross alone."
- County Road 9 and 3rd Avenue: "Fast traffic / trucks, not safe for children to cross alone."
- > County Road 9 and Main Street: "A lot of students crossing and loading / unloading of students. Car traffic is high."

- Elizabeth Street and 3rd Avenue: "Needs to be a 4-way stop."
- ➤ Maple Street and Main Street: "Difficult to cross wide and hard to see around cars."
- County Road 1 and 16th Street: "This stop sign gets ran all the time."

Figure #18 Public Input from Wikimapping



CHAPTER IV: Goals & Strategies

IV Goals & Strategies

Goals are general guidelines that explain what the City of Edgerton 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 Edgerton Active Living Plan are recommendations, so during implementation modifications can take place.

Goal

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

Objective

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

Proposal

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



Edgerton Goals & Strategies

Complete Streets

Goal: Ensure all streets in Edgerton are Complete Streets.

Strategy:

Implement a Complete Streets Policy.

Use the Pedestrian Functional Classification System 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.

Existing Conditions:

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 it is safe for pedestrians.

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.

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 on whether a street needs sidewalks or not, the function of the street needs to be considered.

A Pedestrian Functional Classification System was established as part of the Planning Process for this plan. The classification system used three levels to determine pedestrian infrastructure needs on all streets within the City of Edgerton. The three tiered classification system includes: Connector Streets, Neighborhood Connector Streets, and Residential Streets. Below are descriptions of the classifications that were used to describe the need for sidewalks and other pedestrian infrastructure on streets in Edgerton. The classification system is based on traffic volumes, traffic speeds, and perceived safety. The classification system helped to provide guidance when making transportation decisions. Refer to Figure 19 for the Pedestrian Functional Classification System Map.

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

In new developments, the developer is required to get an exemption from the Edgerton City Council for why a sidewalk is not needed (street is wide, low traffic volumes, it is reasonable to walk on the street...). As such, new develops require sidewalk(s), unless an exemption from the Edgerton City Council is granted. This will help to ensure an adequate discussion occurred regarding pedestrians.

Existing Sidewalks

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

Edgerton Infrastructure Goals & Strategies

School Crossing Safety - County Road 9 & 17

Goal: Increase safety at the intersection of County Road 9 and County Road 17.

Strategy: Install a push button activated Rectangular Rapid Flashing Beacon (RRFB) at the intersection of County Road 9 and County Road 17.

Short Term – have crossing flags at the intersections of County Road 9 and County Road 17.

Existing Conditions:

The intersection of County Road 9 and County Road 17 is the busiest intersection in Edgerton. The intersection doubles as primary crossings to school and work. Students going to school from neighborhoods north of County Road 9 cross at this intersection. A number of major employers are along County Road 17, so community members going to work cross at this intersection.

The Cenex Gas Station and Convenience Store is also located at this intersection. This convenience store is the main convenience store in Edgerton. This intersection is extremely busy during arrival and departure of school and during shift changes at Fey Industries.

There are crosswalks and crossing signage at the intersection of County Road 9 and County Road 17, but this intersection was still identified as a dangerous intersection. County Road 9 has been identified by multiple community members as a barrier to walking and biking.

- "Only place in Edgerton you really have to watch out is by the C Store."
- "Traffic on County Road 9 is fast and they don't slow down for crosswalks."

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 this designated crossing will help to direct pedestrians to the crossings. Designating certain crossings and directing pedestrian traffic to the crossing will help to increase safety and decrease random crossings when there is a gap in traffic. Drivers become more aware of pedestrians at this crossing, so drivers will look for pedestrians when driving in this area.

Figure #19





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 be a short term solution to help to increase the visibility of students crossing at this intersection. Crossing flags are a low cost solution that can help to increase safety. The flags can be stored on each side of the intersections in a holder that can be fixed to a street sign or utility pool. Periodically, school staff will have to check the flags and distribute the flags equally on each side of the crossing.

Figure #20

Crossing Flags





Safe Routes to School Sidewalk Gaps

Goal: Increase walking and biking to school.

Strategy: Fill in the sidewalk gaps around Southwest Christian on County Road 9 and 6th Avenue

West.

Existing Conditions:

Southwest Christian is located at 550 Elizabeth Street. Schools are major traffic generators during arrival and departure. Southwest Christian is no exception. A number of parents are dropping off and picking up students. The school is grades nine through 12, so there are high school drivers present during arrival and departure.

Congestion is an issue during arrival and departure and during school events, especially soccer games. There are two sidewalk gaps that are along connections to the school. The first sidewalk gap is along County Road 9 between 4th Avenue West and 6th Avenue West. The second sidewalk gap is along 6th Avenue West between County Road 9 and Elizabeth Street. Both of these sidewalk gaps are on school property.

County Road 9 is a Connector Street. Connector Streets require the highest level of pedestrian infrastructure. Sidewalks or trails are needed along connector streets to provide a separate space for pedestrians, since it is generally not safe to walk on the street.

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.

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. Filling in these sidewalk gaps will also provide safe and convenient routes to the First Presbyterian Church. The First Presbyterian Church is located on the west side of 6th Avenue West. Southwest Christian and the First Presbyterian Church are two destinations community members in Edgerton would like to walk to.

9 **Existing Sidewalk** Sidewalk Gap Elizabeth St Southwest MN Christian High School

County Road 9 & 6th Avenue West Sidewalk Gaps Figure #10

County Road 17 Sidewalk Gap

Goal: Increase connectivity to neighborhoods north of County Road 9 and to Fey Industries.

Establish a sidewalk or trail in the public right-of-way along County Road 17 between Strategy: County Road 9 and Industrial Street.

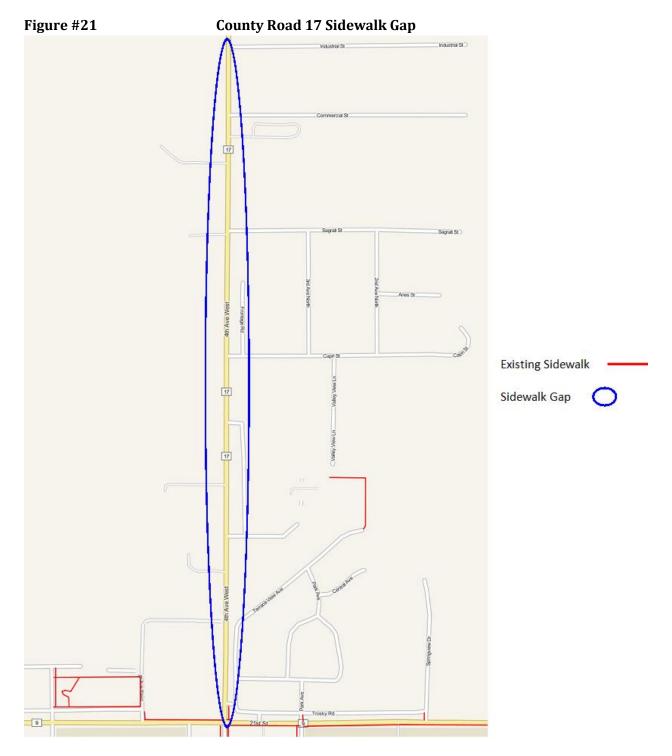
Existing Conditions:

County Road 17 is a Neighborhood Connector. Neighborhood Connector Streets require higher levels of pedestrian infrastructure to create a safe environment for pedestrians. A Neighborhood Connector requires 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.

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.

A sidewalk or trail along County Road 17 would provide a safe and convenient route to school and to work. There are a number of families that live in the neighborhoods along County Road 17. There are also a number of major employers along County Road 17. Fey Industries is the largest employer in Edgerton, so a number of community members would benefit from a sidewalk or trail along County Road 17.



Rock River Recreational Trail

Goal: Increase walking and biking in and around the City of Edgerton.

Strategy: Build to a nature trail between along Rock River that connects with the existing sidewalk along County Road 9 and the campground trail.

Existing Conditions:

Rock River is roughly a third of a mile west of the City of Edgerton along County Road 9. The Rock River is a scenic tributary of the Big Sioux River. Along the Rock River towards the southwest corner of Edgerton is the Rock River Campground and Park.

The Rock River Campground and Park is a regional destination that offers updated restrooms and shower facilities, a picnic shelter, fishing pond, modern playground equipment, paved pedestrian trail, and a free sewer dump site. There are 16 electric sites that are equipped with 50 amp hookups. There are also 8 sites in the center of the park that have sewer hookup.

The campground is connected to the Edgerton by a convenient paved pedestrian trail. It is a close walk or bike along the pedestrian trail to the Edgerton City Park and swimming pool. Roughly a half mile away from the pedestrian trail is downtown Edgerton, where there are a restaurants and shops.

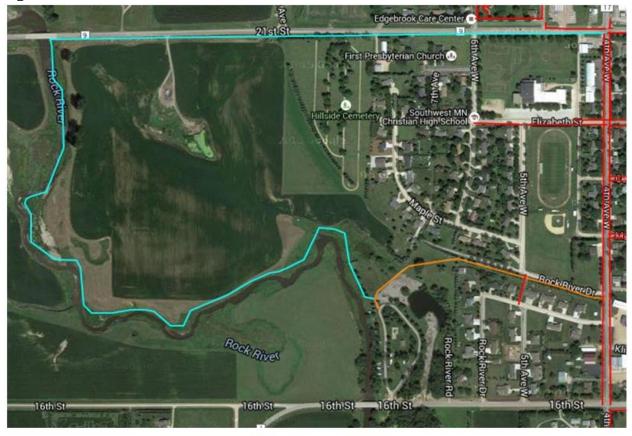
A trail along the Rock River would provide a scenic recreational trail. The trail would encourage community members to walk and bike and would help to make Edgerton and the Rock River Campground and Park a regional destination. Rock River Campground and Park already draws visitors from the region and other states.

The Rock River Recreational Trail would head west out of Edgerton along County Road 9 and would connect to the Hillside Cemetery. Past the cemetery the trail would connect to the Rock River and would traverse along the Rock River until connecting with the existing pedestrian trail that connects the City of Edgerton to the Rock River Campground and Park.

The trail could be constructed in the public right-of-way along County Road 9. One owner owns all the land along the Rock River between County Road 9 and the existing pedestrian trail. The Rock River Recreational Trail could potentially be constructed in or adjacent to the grass buffer along the Rock River. Potentially there would be no farm land taken out of production to construct the Rock River Recreational Trail.

Figure #22

Rock River Recreational Trail



Existing Sidewalk

Existing Trail

Route I'd like to use

Mechanic Street Sidewalk Gap South

Goal: Increase connectivity and safety along Mechanic Street and complete the off street

Edgerton Walking Route.

Strategy: Fill in the southern sidewalk gap along Mechanic Street.

Existing Conditions:

Mechanic Street is a Neighborhood Connector. Neighborhood Connector Streets require higher levels of pedestrian infrastructure to create a safe environment for pedestrians. A Neighborhood Connector requires 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.

- 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.

Filling in the southern sidewalk gap along Mechanic Street would provide a safe and convenient walking route within the City of Edgerton. Mechanic Street is currently part of the existing walking route. The gap along Market Street is the only sidewalk gap along the Edgerton Walking Route.

There are a number of community members who use the Edgerton Walking Route. The southern sidewalk gap along Mechanic Street was identified as a safety concern. Filling in this sidewalk would complete the off road Edgerton Walking Route and would provide a community benefit.

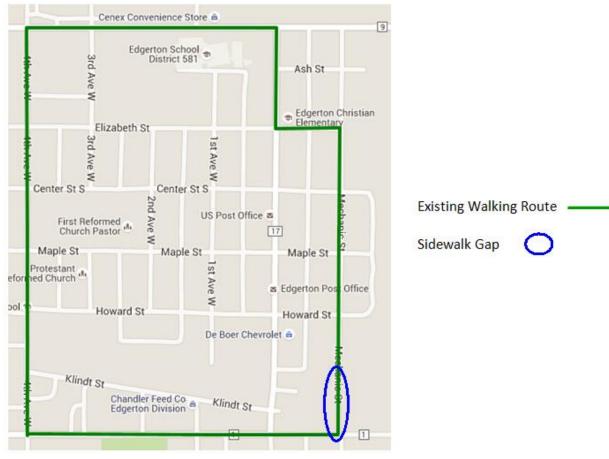
The City of Edgerton owns the property on the west side of Mechanic Street where the sidewalk gap exists. It is recommended to fill in the sidewalk gap on the west side of Mechanic Street. There is also a gap on the north end of Mechanic Street, but the established Edgerton Walking Route bypasses this area. The Planning Team thought filling in the northern sidewalk gap along Mechanic Street was not as critical as the southern sidewalk gap. Figure number 12 below outlines the Mechanic Street Sidewalk Gap

Figure #12 Mechanic Street Sidewalk Gap South





Edgerton Walking Route



Pedestrian Lighting Issues

Goal: Improve pedestrian lighting in Edgerton.

Strategy: Research areas in Edgerton that were identified as having poor lighting.

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 below were identified through the Edgerton Active Living Plan Planning Process as having poor pedestrian lighting. Lighting was also identified as an issue in the Community Survey. Refer to page 15 for a summary of main themes in the Community Survey.

Figure #23

Lighting is Poor - Wikimapping

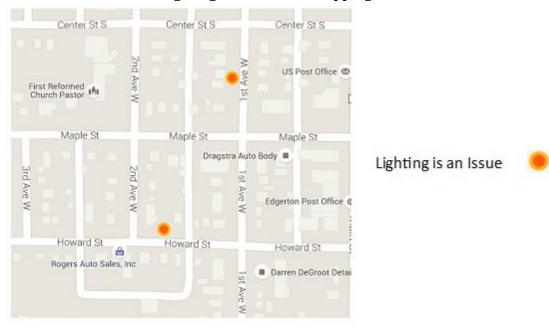


Figure #24

Pedestrian Lighting Examples



Midblock Crossing – County Road 9

Goal: Increase safety and connectivity along County Road 9.

Strategy: Add a midblock crossing on County Road 9.

Existing Conditions:

The intersection of County Road 9 and County Road 17 is the busiest intersection in Edgerton. The intersection doubles as primary crossings to school and work. Students going to school from neighborhoods north of County Road 9 cross at this intersection. A number of major employers are along County Road 17, so community members going to work cross at this intersection.

The Cenex Gas Station and Convenience Store is also located at this intersection. This convenience store is the main convenience store in Edgerton. This intersection is extremely busy during arrival and departure of school and during shift changes at Fey Industries.

To help alleviate some of the pedestrian traffic at this intersection, a midblock crossing could be established west of the intersection of County Road 9 and County Road 17. A goal to make the intersection of County Road 9 and County Road 17 safer was also created. Refer to page 34 for the goal to make the intersection of County Road 9 and County Road 17 safer.

What are Mid-Block Pedestrian Crossings?

"Mid-block pedestrian crossings are marked crosswalks placed between intersections. They look similar to intersection crosswalks, but often incorporate several design features to increase safety. Mid-block crossings frequently include pedestrian islands, which provide a safe refuge for pedestrians crossing two-way traffic. Users can check traffic one way, cross to the island, and check traffic in the other direction before continuing to cross. Yield lines can be set back to require vehicles to stop farther away from the intersection. Bulb-outs (curb extension / bumpout) that narrow the roadway can be used to calm traffic by slowing speeds, and can make pedestrians more visible to drivers. Where traffic volumes are heavy, mid-block crossings can be signalized to further increase safety and comfort."²⁰

Why Use Mid-Block Pedestrian Crossings?

"Many people do not go out of their way to cross at established intersections. Instead, they choose to cross the street using the most direct route, even if that means crossing several lanes of busy traffic. Mid-block pedestrian crossings decrease random and unpredictable crossings associated with a high risk of collisions, especially in areas that are heavily travelled by pedestrians or where block lengths are long." ⁹³

When to Use Mid-Block Pedestrian Crossings:

"An engineering study should be completed to determine the need for a mid-block crossing, which incorporates roadway width, traffic volume, traffic speed and type, desired lines for pedestrian movement and adjacent land use. Heavily traveled areas that have high incidences of random crossings

²⁰ Michigan Complete Street Coalition. Mid-Block Pedestrian Crossings Explained. Accessed: 6/24/15. Available: https://michigancompletestreets.wordpress.com/2014/01/21/mid-block-pedestrian-crossings-explained/

are good candidates for mid-block crossings, including schools, shopping centers, transit centers, and college campuses."²¹

Figure #25

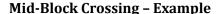
Intersection of County Road 9 & County Road 17



Safety Benefits:

"Mid-block locations account for more than 70% of pedestrian fatalities. Mid-block pedestrian crossings increase safety by decreasing random and unexpected pedestrian crossings. As stated before, people tend to cross where it is most convenient for them to cross, creating a high risk of collisions. Mid-block pedestrian crossings consolidate pedestrian traffic and allow drivers to predict and expect pedestrian traffic. Around 83% of pedestrians surveyed in an East Lansing, MI study changed their crossing behaviors where mid-block crossings were present. Where pedestrian islands have been included in the crosswalk design, pedestrian crashes were reduced by 46% and vehicle crashes were reduced by 39%. Because mid-block crosswalks can be difficult to use for individuals with visual impairments, adding a crosswalk signal to the crossing will help make the treatment safer for all users."²²

Figure #26







²¹ Michigan Complete Street Coalition. Mid-Block Pedestrian Crossings Explained. Accessed: 6/24/15. Available: https://michigancompletestreets.wordpress.com/2014/01/21/mid-block-pedestrian-crossings-explained/

²² Michigan Complete Street Coalition. Mid-Block Pedestrian Crossings Explained. Accessed: 6/24/15. Available: https://michigancompletestreets.wordpress.com/2014/01/21/mid-block-pedestrian-crossings-explained/

Rapid flashing beacons (RRFB) should be part of the mid-block crosswalks. 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.

Figure #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

Main Street

Goal: Increase safety and the esthetic characteristic of Main Street.

Strategy: Install curb extensions or removable bumpouts at the following intersections

Main Street and Maple Street

o Main Street and Howard Street

Explore options to make Main Street more inviting, safer, and pedestrian friendly.

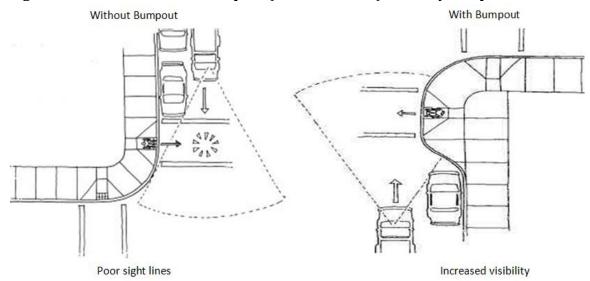
Existing Conditions:

Curb extensions are also 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, since pedestrians are in a better position to look past parked vehicles to see oncoming traffic.

"Main Street and Howard Street – Parking causes blind spots crossing Main Street." – Survey

Figure #27

Bumpout (Curb Extension) Visibility Comparison



Curb extensions can be permanent or removable. Removable curb extensions can be put in to test their effectiveness at slowing traffic and making the environment safer for pedestrians. Removable curb extensions give the city time to evaluate this action before installing permanent curb extensions. If the removable curb extension is effective, a more permanent curb extension can be installed.

Curbs and storm water drainage do not have to be altered with removable curb extensions. Rebuilding curbs and modifying storm water drainage can be very expensive. A removable curb extension is an add-on to the existing street.

Curb extensions not only make it safer for pedestrians, but they can also help make the street more aesthetically pleasing. During the summer months landscaping can be done within the curb extension to make the area stand out and to provide natural drainage. During winter months a removable Curb Extension can be removed to allow for easier snow removal.

Figure #28

Removable Curb Extension



Figure #29

Curb Extensions - Landscaping Examples





Figure #30

Removable Curb Extensions - Planters





The central business district in Edgerton is along Main Street. The intersection of Main Street and Howard Street was identified as a busy intersection where crossing is difficult. The intersection of Main Street and Howard Street was also identified as a busier intersection that was problematic to cross. Adding a curb extension or bumpout along Main Street at these two intersections will make it safer for pedestrians to cross. The curb extension or bumpout can also help make the street more aesthetically pleasing.

Parklets

Parklets are an extension to the sidewalk that provides space for amenities and people to better utilize a space. Parklets help to break up the street and concrete feel by adding seating, plants, trees, and bike racks. Parklets are designed with pedestrians in mind, so people have a comfortable and convenient place to relax and enjoy the atmosphere of the city or business district.

Parklets can be designed to be permanent fixtures or seasonal. A seasonal parklets can be removed for easier snow removal. Parklets benefits local businesses by proving unique public spaces that attract customers and foster community feel. Below are a few examples of existing parklets. Parklets can help to improve the pedestrian friendly atmosphere along Main Street. Street trees, landscaping, bunches, and other pedestrian amenities should also be explored as part of making Main Street more of a destination.

Figure #31

Parklet Examples



Eastern Square Pedestrian Route

Goal: Increase walking and biking in and around the City of Edgerton.

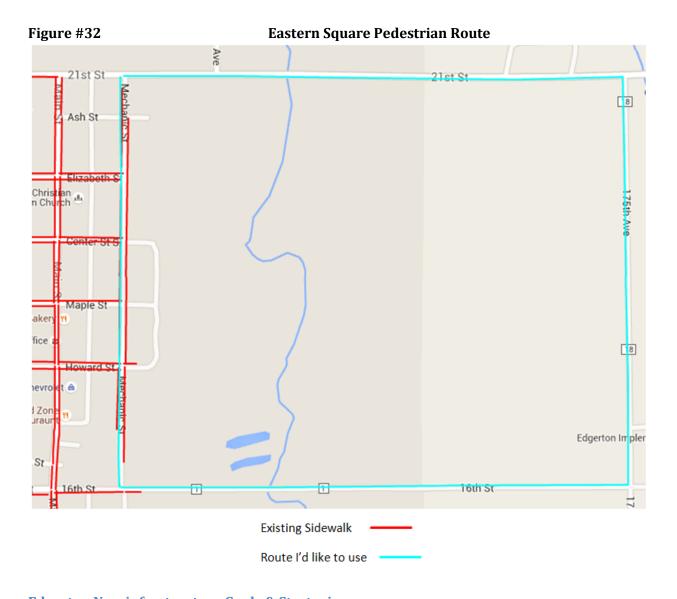
Strategy: Establish paved shoulders along the west side of County Road 18 and the north side of

County Road 1.

Existing Conditions:

County Road 9 has paved shoulders between the City of Edgerton and County Road 18. A convenient pedestrian loop could be established by adding paved shoulders to the west side of County Road 18 and the North side of County Road 1. Paved shoulders would provide a safer place for community members to walk and bike.

This 2.2 route would connect to Mechanic Street to complete the route. The route should be clockwise, so paved shoulders would only have to be established on one side of the road. Having the route turn right will also decrease the need for crossing.



Edgerton Non-infrastructure Goals & Strategies

Sidewalk Maintenance – Condition

Goal: Ensure sidewalks are maintained along primary routes to school and along Connector

Streets and Neighborhood Connector Streets.

Strategy: Maintain the existing sidewalk repair policy.

Existing Conditions:

The City of Edgerton currently has a sidewalk repair policy. The policy requires a minimum sidewalk condition, or the sidewalk has to be replaced. Property owners are required to maintain their sidewalks. If the sidewalk falls into disrepair, the property owner will be instructed to replace the existing section of sidewalk. If the sidewalk is not replaced, the City will have the section of sidewalk replaced and the cost will be assessed to the property owner.

Primary routes to school and routes along Connector Streets and Neighborhood Connector Streets serve more of a community benefit. These sidewalks are needed to provide a safe place for pedestrians. More frequent inspections should be conducted along these primary routes.

When improving or building new sidewalks, the City of Edgerton should work towards following ADA guidelines.

Stop for Pedestrian Signs

Goal: Increase pedestrian safety in the city of Edgerton.

Strategy: Establish Stop for pedestrian signs at the following intersections:

- County Road 9 and County Road 17
- Main Street and Elizabeth Street
- Main Street and Howard Street
- 4th Avenue and Elizabeth Street

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. The intersections above are busier intersections that see higher levels of pedestrian traffic along with safety concerns. The intersection of County Road 9 and County Road 17 is the busiest intersection in Edgerton. This intersection is along primary routes to school and to work. The Cenex Convenience Store also adds to pedestrian and vehicle traffic at this intersection.

Figure #33 Stop for PED Sign



Main Street is the central business district. There is a higher density of pedestrian traffic with community member walking from store to store. There are also higher levels of vehicle traffic moving through the corridor.

Elizabeth Street is a primary route to school. Crossing 4th Avenue West can be problematic. These pedestrian signs can also be rotated to other intersections around Edgerton to increase the crosswalk visibility and to educate drivers on their responsibility to stop for pedestrians.

"Drivers in Edgerton RARELY yield for pedestrians (even if they see them." – Survey

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.²³

Sidewalk Maintenance – Snow and Debris

Goal: Keep sidewalk clear of snow and debris.

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 City of Edgerton 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

²³ Minnesota Safety Council. Accessed: 4/17/15. Available: http://www.minnesotasafetycouncil.org/facts/factsheet.cfm?qs=BD3BE1A6DFA3335E

offenders. It is important to work with property owners, since the majority of residents will comply if asked.

The City of Edgerton 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 Edgerton. If sidewalks are not maintained, pedestrians will have to walk on the street. Some streets in Edgerton may not be safe to walk on due to higher traffic volumes and traffic speeds. Not maintaining sidewalks creates a potential safety issue.

Crossing Flags

Goal: Increase safety at school crossings.

Strategy: Establish crossing flags at school crossings:

o 4th Avenue and Elizabeth Street

County Road 9 and County Road 17

Other school crossings as needed

Existing Conditions:

Adding crossing flags can be a short term solution to help to increase the visibility of students crossing at various intersections intersection. Crossing flags are a low cost solution that can help to increase safety. The flags can be stored on each side of the intersections in a holder that can be fixed to a street sign or utility pool. Periodically, school staff will have to check the flags and distribute the flags equally on each side of the crossing.

Figure #20



Crossing Flags



Road Art / Crosswalk Painting

Goal: Ensure existing pedestrian safety improvements are maintained along higher traffic

volume streets in the City of Edgerton.

Strategy: Maintain crosswalks on Main Street.

Maintain crosswalks at the intersection of County Road 9 and County Road 17.

Maintain crosswalks around the schools in the City of Edgerton and key crosswalks

leading to school.

Existing Conditions:

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 Edgerton does stripe crosswalks annually or when needed. 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 Edgerton 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.

Figure #34

Crosswalk Road Art Examples



Active Living Committee

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

Strategy: Create an Active Living Committee to help the City implement strategies outlined in the

Edgerton Active living Plan.

Existing Conditions:

Continued planning is critical to the implementation of goals and strategies outlined in the Edgerton 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 Edgerton Active Living Committee could meet quarterly or when necessary to continue planning and moving projects forward. The Edgerton Active Living Committee could work with Pipestone Active Living Group to help advance projects and to learn more about best practices.

Walk to School Day Event

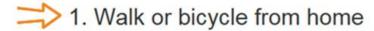
Goal: Increase walking and biking to school.

Strategy: Work with Southwest SHIP (Statewide Health Improvement Program) to organize a Walk

to School Day Event.

Existing Conditions:

Creating a Walk to School Day Event is a great way to increase the awareness of walking and biking. Walk to School Day events can be used as an annual event to teach pedestrian and bike safety. For more information regarding Walk to School Day Events visit walkbiketoschool.org.



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.







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.



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.

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 Edgerton a walking school bus could be established from daycares and from different neighborhoods within Edgerton. 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.

Figure #35

Walking School Bus - Example





Bike Parking

Goal: Increase biking within the City of Edgerton.

Strategy: Make biking more convenient within the City of Edgerton by installing bike racks at key

locations.

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. During the Edgerton Active Living Plan Planning Process, locations were identified where bike parking is needed. These locations are major destinations in the community.

1. Junior High Gym and playground

3. Main Street

2. Edgerton Public School Main Entrance

4. Ballfields

Larger bike racks are great for schools, libraries, and other places that see higher volumes of bike traffic. It is also important to think about locations that need bike parking, but a larger bike rack is not needed. Main Street may be one of these locations. The picture below shows animal outlines that work well for one or two bikes. You can have a few of these smaller bike racks along Main Street or in other shopping areas.

Figure #36 Bike Rack Examples, Singles - Public Art



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 of larger bike racks.

Figure #37 Bike Rack Examples, Multiple - Public Art



Support Walk! Bike! Fun!

Goal: Improve pedestrian and bike safety in City of Edgerton.

Strategy: Encourage schools in Edgerton to incorporate the WALK! BIKE! FUN! Curriculum into

your school curriculum.

Existing Conditions:

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."²⁴

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.











²⁴ Walk! Bike! Fun! Curriculum. Accessed: 4/29/15. Available: http://www.dot.state.mn.us/saferoutes/pdf/toolkit/walk-bike-fun-curriculum.pdf

Enforcement

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

Strategy: Increase enforcement in areas of Edgerton identified below.

Existing Conditions:

Through the Active Living community meetings, the locations below were identified as areas where traffic safety issues occur:

- ➤ Elizabeth Street & 4th Avenue Stop sign gets ran all the time
- ➤ County Road 9 Speeding in and out of town on
- ➤ Main Street & County Road 1 Stop sign gets ran all the time
- ➤ 4th Avenue Teens speeding and peel outs at the intersections of County Road 1, Maple Street, and Elizabeth Street.

Additional Goals - Edgerton Active Living Plan

An additional goal and strategy was developed prior to the ranking of the Edgerton Active Living Plan Goals. This goal and strategy was developed as part of the Edgerton Active Living Plan Planning Process.

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

School Zone Speed Limit & County Road 9 Speed Limit

Goal: Establish a School Zone Speed Limit along County Road 9.

Strategy: Work with Pipestone County and the Minnesota Department of Transportation to establish a school zone speed limit along County Road 9 by Edgerton Public School.

Work with Pipestone County and the Minnesota Department of Transportation to establish extend the 30mph speed limit on County Road 9 to east of Edgerton, just west of County Road 18.

Existing Conditions:

Traffic speeds and traffic volumes along County Road 9 have been identified by multiple parents as a barrier to walking and biking to school. In response to these concerns, it is recommended that Pipestone County Public Works request a speed study from the Minnesota Department of Transportation (MnDOT).

The existing speed limit along County Road 9 by Edgerton Public School is 30 mph. The effects of vehicle speeds on reaction time and pedestrian fatalities are significant. Establishing a 20 mph speed limit from

a 40 mph speed limit dramatically reduces the odds of pedestrian death from being stuck by a motor vehicle. A vehicle traveling 20 mph compared to 40 mph can stop much faster.

The City of Edgerton recommends a 20 mph speed limit. The speed limit will only be in place from 7:00AM to 8:30AM and from 2:30PM to 4PM or when children are present. The City of Edgerton plans to work with Pipestone County Public Works and MnDOT to establish a school zone speed limit.

Table #2 Effects of Vehicle Speed on Pedestrian Fatalities

Vehicle Speed	Odds of Pedestrian Death, (Source 1)	Odds of Pedestrian Death, (Source 2)
20 mph	5%	5%
30 mph	45%	37%
40 mph	85%	83%

NHMRC Road Accident Research Unit²⁵

Community members are also concerned with safety on County Road 9 east of Edgerton. There is a wide paved should along County Road 9 between Edgerton and house just west of County Road 18. Community members use this wide paved shoulder as a walking route.

A 30 mph speed limit would increase safety along this walking route. The currently speed limit is 55mph. This is an unsafe speed when pedestrians are walking along the shoulder.

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²⁵ NHMRC Road Accident Research Unit. Effects of Vehicle Speed on Pedestrian Fatalities. Accessed: 1/5/15. Available: http://humantransport.org/sidewalks/SpeedKills.htm

CHAPTER V: Plan Maintenance

V Plan Maintenance

The Edgerton Active Living Plan is a working document. The City of Edgerton will maintain the plan. The City of Edgerton 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 Edgerton 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 an Active Living Committee be formed in the City of Edgerton or in Pipestone County. A trails committee will help to ensure continued planning occurs. Continued planning and public involvement will ensure proposed projects have been vetted.

CHAPTER IV: Additional Goals & Strategies

VI Additional Goals & Strategies

The Edgerton Active Living Plan is a working document. The City of Edgerton 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." ²⁶

Figure #38 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?

-

²⁶ 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

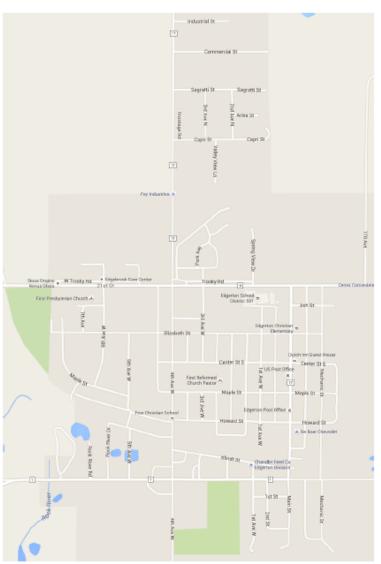
Edgerton Community Survey

Please help us document factors that help or hinder safe walking and biking within your community.

Please use the map and highlight the route you walk or bike in Edgerton.

Instructions:

- On your average walk in your community, score each question on a scale of 1 to 10 (10 being the best and 1 being the worst). Each question has subareas that outline variables that impact the scoring of each question (questions are on the back).
- Add comments regarding specific issues related to walking and biking you would like to address.
- Please return to City Hall or the Edgerton Library. You can also complete the survey online at http://www.surveytool.com/s/ Edgerton
- Questions contact Ross Brands;
 City of Edgerton; 507-442-7891 or
 Drew Hage; SW Regional
 Development Commission; 507-836-1633.



Comments can also be added at http://wikimapping.com/wikimap/Edgerton-Active-Living-Plan.html regarding citywide pedestrian issues (sidewalk gaps, problem intersections, areas of concern, etc.)

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?

Routes, Issues & Comments...

On your average walk								
1. Did you have room to walk?	1 2 3				7	020		_
Sidewalks or paths started and stopped Sidewalks broken or cracked Sidewalks blocked No sidewalks, paths or shoulders Too much traffic	Comments	•	5	6		8		10
2. Was it easy to cross streets?			V/35		200	V2355		_
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	Comments	٠	5	6	7	8	9	10
3. Did drivers behave well?			,	2				
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	Comments	4	5	6	χ:	*	9.	10
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	Comments	•	5	6	7	8	9	10
5. Was your walk pleasant?	-		- 23	25	6	202	0	_
Needs grass, flowers, trees Scary dogs Scary people Not well lit Dirty, litter Lots of traffic	Comments		5	.0	7	*	2	10
6. General atmosphere (Summary of all cate	gories) (10 being t	the be	st1 k	eing t	he wo	orst)		
Comments	9 10							
		· · · · · · · · · · · · · · · · · · ·						
7 Would you be interested in participating in a If yes, please provide your name and email. Name			_		iking i	n Edge	erton?	

Example Complete Street 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 Edgerton'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 ItResolved that the City Council of the City of Edgerton, Minnesota establish a Complete Streets Policy that provides as follows:

The City of Edgerton 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 manmade 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 our 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.

- 10. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and developing methods to evaluate success.
- 11. This policy will provide notification to Parks Board for review of impacts to street trees and incorporate recommendations into design consideration.
- 12. The Public Works Department shall be responsible for developing and implementing the Complete Streets Policy through the recommendations of project to the City Council.

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

Adopted by the City Council of the City of Edgerton, Minnesota.						
Mayor	City Administrator					
Date	Date					