TRACY

Active Living Plan
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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, areas of concern, and prioritizing projects to make the community more pedestrian-friendly. Through the implementation of this plan, the City of Tracy 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, health, traffic, and environmental benefits.

Benefits

Economic Development Benefits

Though economic development is often considered the attraction of new businesses to a community, another strategy is to attract and retain residents and encourage them to contribute to the local economy. Part of that strategy is planning for pedestrian traffic and developing community facilities. Supporting walking and biking can have a positive impact on attracting and retaining residents, business, and workers. Compact, walkable developments provide economic benefits through increased property values, enhanced marketability, and faster sales than conventional developments.

Livability is a primary economic development strategy. A significant element of livability is creating a pedestrian-friendly community. The City of Tracy does have a well-developed network of sidewalks in the core of the city; however, the network does not reach the outer blocks, nor does it reach the section of the city that lies south of the railroad. There are connectivity issues in instances such as crossing US Highway 14 and connecting to the ends of the Tracy walking and biking path. Additional trail connections and sidewalks can be tools to attract and retain residents.

Property values are one of the more significant variables in impacting where people want to live. When you build or buy a house you want to have a return on your investment. Walkable communities can have a positive effect on property values. Higher property values are an increased tax base as well as a draw for new housing construction. Currently, the cost of building a 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 homebuyers when they state, "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 homebuyers 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 where they can age in place.” This is a national trend and Southwest Minnesota stands to benefit from recognizing these economic development tools of livability, walkability, and bikeability.

Southwest Minnesota has had difficulties attracting workers to move to the region. Southwest Minnesota has some of the lowest unemployment rates in the state and 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 Tracy 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.

**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 the risk of certain diseases such as diabetes, cancers, and cardiovascular disease
- Strengthen bones and muscles
- Improve health and mood
- Improve your ability to do daily activities and prevent falls
- Increase 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% more likely to meet physical activity guidelines.” Adding pedestrian infrastructure and promoting walking and biking will help to reduce:

- Roadway congestion and dangerous 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.”

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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. Cul-de-sac were also found to decrease the walkability of a neighborhood.

Motor vehicle traffic generated by the travel to and from school adds 20-30% more traffic volume to the roads. Replacing short trips with walking or biking can help reduce air pollution and energy consumption.

Geographic Location

City of Tracy

The City of Tracy is located in Lyon County in Southwest Minnesota. With a population of 2,163, it is the second-largest city in the county. It is located along Highway 14, about 22 miles southeast of Marshall, MN. Tracy is known for its annual Boxcar Days, held to commemorate its historic location along the Chicago & Northwestern Railway and the Canadian Pacific Railway.

Tracy is home to Tracy Area Public Schools (PreK-12) and St. Mary’s Catholic School (PreK-6). It has multiple churches and a strong agriculture-based economy. One can also find numerous small businesses including automotive shops, hair salons, daycares, restaurants and bars, various health care services, grocery and hardware stores, gas stations, insurance agencies, financial services, photography, and other specialty stores. Community assets also include the post office, library, and aquatic center.

Lyon County

Lyon County is located in Southwest Minnesota, bordered by Yellow Medicine County (north), Lincoln County (west), Murray County (south), and Redwood County (east). The largest city and county seat is Marshall followed in size by the cities of Tracy, Minneota, Cottonwood, Balaton, Lynd, Ghent, Russell, Taunton, Garvin, and Florence.
PLANNING PROCESS

The City of Tracy Active Living Planning process took place over 4 months and was based on identifying destinations, gaps, areas of concern, and potential projects. The Planning Team consisted of community members, city staff, and the SRDC planner, all of whom attended the two community meetings. The process timeline was:

- WikiMapping (Throughout)
- Community Survey (Throughout)
- Community Meeting #1 (8/23/2016)
- Community Walk Audit & Outreach (9/27/2016, High School Volleyball Match)
- Community Meeting #2 (10/4/2016)
- City Council Meeting to Rank Projects (10/24/2016)

WikiMapping

WikiMapping is an online public input tool that community members could use to identify issues regarding walking, biking, and recreation in the City of Tracy. Community members could provide input by adding points, routes, and comments on the interactive map. This tool was an effective way to engage community members who were not able to attend the community meetings.

Community members could add points on an interactive map regarding: walking and biking barriers, existing/needed benches and bike racks, transit stops, community assets, lighting issues, parks, destinations, problem intersections, traffic issues, and trash issues. Community members could add a route on the interactive map regarding existing and desired bike lanes, high speed roads, their walking/biking routes, sidewalk issues, routes to/from school, and routes they would like to use. The users could leave comments on their points and routes as well as on other users’ points and routes.

Community Survey

A community survey was distributed throughout the planning process both online and on paper. The survey was distributed via social media and local businesses. The survey was another tool to engage community members who were not able to attend the community meetings. The survey asked a number of both qualitative and quantitative questions regarding walking, biking, and recreation in Tracy. The full text of the Tracy Community Assessment Survey can be found in the Appendix to this plan.

Community Meeting #1

The first community meeting was held at the Tracy Municipal Building on Tuesday, August 23, 2016 from 6:00 PM – 7:00 PM. The agenda was to discuss local issues and concerns as well as to discuss the issues that had already been identified via the WikiMap and outreach. This community meeting provided a space to voice opinions and concerns regarding active living in Tracy.
Walk Audit & Community Outreach

The planning team set up a table at a Tracy High School volleyball match from 5:15 PM – 7:15 PM on Tuesday, September 27, 2016. In order to gather input, the team spoke with Tracy residents attending the match about walking, biking, and recreation in the city. The team also dispersed community surveys and information about the upcoming community meeting.

Community Meeting #2

The second community meeting took place on Tuesday, October 4 from 6:00 PM – 7:00 PM at the Tracy Municipal Building. The focus of this meeting was to discuss potential goals and strategies for addressing barriers to walking, biking, and recreation in Tracy. Attendees were still able to discuss existing conditions that were not identified at the first meeting.

City Council Meeting

A draft of the Tracy Active Living Plan was presented to the Tracy City Council on Monday, October 24, 2016. The City Council was asked to rank the goals and strategies and to provide feedback regarding the plan. A Complete Streets Policy was also presented to the City Council as a next step to ensure pedestrians are being considered in future land use decisions. A sample Complete Streets policy can be found in the Appendix to this plan.
EXISTING CONDITIONS

Health Conditions

According to a 2016 health survey conducted by Wilder Research and Southwest Health and Human Services, 73% of adults in Lyon County are either overweight or obese (39% overweight and 34% obese). Only 38% of Lyon County adults met the recommendations for either at least 30 minutes of moderate exercise 5+ days/week or 20 minutes of vigorous physical activity 3+ days/week.

Data gathered about Lyon County students via the Minnesota Center for Health Statistics’ 2013 Minnesota Student Survey showed that only about 21% of 5th grade students, 28.5% of 8th grade students, 22% of 9th grade, and 17.5% of 12th grade students get 60 minutes of physical activity per day. According to self-reported height and weight, about 25.5% of 12th graders, 26% of 9th graders, and 31% of 8th graders were either overweight or obese.

Being overweight or obese not only increases the risk of premature death and many other 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. According to Minnesota Department of Health’s Office of Health Improvement Initiatives, “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 additional yearly medical cost for people who are obese over those of normal weight.

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% of students grades K-8 reported usually walking or bicycling to school in 2009, while 48% of K-8 students reported usually walking or bicycling to school in 1969. Distance is a strong indicator associated with how children get to school, but currently only 35% 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% of K-8 students who lived within a mile of school, reported usually walking or bicycling to school once a week. Increasingly, children are dependent on their parents for transportation. Reducing the number of vehicle trips would create a more efficient, safe, and connected community as well as combat the rise in obesity.
Traffic Volumes

The Tracy Active Living Planning process analyzed traffic volumes from 2014. As the Figure 1 shows, Craig Avenue/US Highway 14 has the heaviest traffic in the City of Tracy, ranging from 2,500-3,100 vehicles per day within the city limits. Center Street intersects with Craig Avenue and also has a fairly high volume of traffic ranging from 760 on its south end to 1,400 at its intersection with Craig Avenue. This intersection (or either of the two streets) must be crossed in order to access Tracy’s walking and biking path.

South 4th Street is a natural walking path from the more residential northern portion of Tracy to the public elementary and high schools located south of the railroad. Its volume is about 1,800 vehicles per day on that path (many of which is heavy truck traffic). Residents using that path would need to cross South Street, which averages anywhere from 810-1,400 vehicles per day.

Crash Data

The Tracy Active Living Planning process analyzed crash data within the City of Tracy. From 2006-2015, there were 98 reported crash occurrences, only one of which involved a pedestrian and none of which were fatal. None of the crashes involved a bicyclist.

The crash involving pedestrian error was a one-car collision into a building at 7th Street and Rowland Street but there were no injuries (March 2009). There was one crash causing incapacitating injury at the 3-way intersection of Craig Avenue, 9th Street, and Harvey Street due to failure to yield during a left turn (February 2010). There were 5 other crashes causing non-incapacitating injuries. Refer to Figure 2 for their locations.
Walkability & Bikeability

Community members in Tracy had the opportunity to rank the existing conditions in regards to walking and biking on a scale of 1-10 (1 being the worst and 10 being the best). The categories that were ranked and their average score are below:

<table>
<thead>
<tr>
<th>Room to Walk</th>
<th>Ease of Crossing</th>
<th>Driver Behavior</th>
<th>Follow Safety Rules</th>
<th>Walk Pleasant</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.63</td>
<td>6.91</td>
<td>6.06</td>
<td>7.13</td>
<td>6.16</td>
</tr>
</tbody>
</table>

Main Themes

- Sidewalk Gaps
- Sidewalks in Poor Condition
- Bike Lane Safety
- Vehicles not Stopping for Pedestrians in Crosswalk
- Lighting is Very Limited in Town

Comments Summary

- Room to Walk
  - "The hardest part to picking a path is the inconsistency of roads having sidewalks, or if they are in good enough condition for young kids to ride or push a stroller on."
  - "Bike path is very small on Highline Road."
  - "Sidewalks are few and in poor condition."
  - "The highway is an unsafe place to walk."
  - "I know there is a designated lane, but it doesn’t feel as safe as a path that is not on a street."
  - "Another concern is the lack of curb ramps which increases difficulty for pushing a stroller or bikes with training wheels, not to mention those in wheelchairs."

- Ease of Crossing
  - "We need crosswalks and signage."
  - "Severe lack of curb ramps."
  - Trains blocking crossing.

- Driver Behavior
  - "A lot of teens driving too fast on our street and around Sebastian Park."

Figure 2: Tracy Crash Data (2006-2015)
All summer kids walk and bike down Elm Street to the pool and must share the road with drivers. “We really need stop signs on Elm St. in order to keep our children safe.”

- Drivers do not respect crosswalks.
- Lots of drivers go too fast and barely stop at the signs on Emory and 4th & E Hollett, nor do they watch for children.

Follow Safety Rules

- There are no crosswalks or lights in our neighborhood.
- ‘Shoulders have adequate room, but no sidewalks on 4th St. which is busy due to being a hospital access road.’

Walk Pleasant

- ‘Lighting in town is horrible.’
- ‘The path is too dark.’
- ‘Many properties do not maintain their yard – lawn too long or many items in the yard.’
- Most dog owners keep their dogs secured, but some obviously make trouble.
- ‘I am scared to walk alone.’

Gaps in the Sidewalk and Trail Network

There are a number of gaps in the sidewalk and trail network that were discussed at the community meetings. Figure 3 shows a map of Tracy with sidewalks highlighted in red. The survey also asked whether there were routes that pedestrians and bicyclists would like to use, but cannot due to safety concerns, sidewalk gaps, or other issues. A summary of those comments is below:

- ‘It would be nice if Highline Road had a wider bike lane.’
- ‘The intersection of 1st St. E and North Street has large potholes.’
- ‘S. 4th Street needs sidewalks leading to the Elementary School.’
- ‘The sidewalks on Morgan Street coming from the east toward downtown are bad.’
- ‘I would like to bike to school.’
- ‘We need sidewalks to our schools!’

![Figure 3: Tracy Sidewalk Map](image-url)
- “There are a lot of cracked and uneven sidewalks and streets with potholes which make walking difficult.”

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 Tracy. The classification system was based on traffic volumes and reported usage. The suggested functional pedestrian classification of Tracy’s streets is shown in Figure 4, traffic speeds, perceived safety, and usage. 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

![Figure 4: Functional Pedestrian Classification](image)
• 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, though they are encouraged.

WikiMapping Input + Survey Results

Input from the public WikiMapping process is summarized below. The map can be found at http://www.wikimapping.com/wiki/Tracy-Active-Living-Plan.html and is represented in Figure 5.

Problem Intersections
• 3rd St & South St: Entering South Street from the north on both 3rd St. and the alleyway between 3rd and 4th St is a blind spot due to cars parked along South Street.
• The entrance to the pool and Sebastian Park (Elm St. & 2nd St E) is busy with a lot of traffic.

Barriers to Walking and Biking
• ‘Bike lanes are not clearly painted.’
• ‘Road surface near entrance to RR Shop is in bad condition for biking.’
• ‘Removing the sidewalk along S 4th St. was a big mistake. It is a bad area to walk/bike because the
road curve blocks drivers’ vision.’

**Trail & Swift Lake Park Comments**
- ‘We should give incentives for young people to use the trail. Why doesn’t Community Education do something like summer trail programming for youth?’
- ‘The bathroom at Nehl’s Park is unclean and not inviting to use.’
- ‘The bathroom/shower house at Swift Lake Park Campground is a disaster; unclean, full of bugs, not inviting to use at all.’
- ‘The area of Swift Lake Park between the highway and the playground is just a bunch of trees and grass that has little use and always has to be mowed. It would be a perfect spot for a Frisbee golf course.’
- ‘How about mowing a few spots right down to the lake so shore fishing can be done? Right now, except in early spring, the only shore fishing is from the fishing dock. Or throw a few shipping pallets over the grass/reeds in a couple of spots so a shore angler can get down to the water to fish. You used to be able to fish off that dam, but that is fenced off now.’

**Other Comments**
- ‘How about a picnic table under the pine trees at the north end of City Park?’
- ‘Lighting is an issue around town. Due to my job hours, I can only go outside for exercise at night, but the lighting is limited to downtown, so I can only walk there and back.’
- ‘Consider using County Road 73 as a corridor to link Tracy to the Casey Jones Trail.’
- ‘It would be nice to have a place to sit at the cemetery. It is a walking/biking destination.’
- ‘It is absolutely essential that the Bandshell be renovated and used more.’
GOALS & STRATEGIES

Goals are general guidelines that explain what the City of Tracy wants to achieve. Strategies narrow the general guidelines and define in more detail how the goal will be achieved. Actions are the actual steps to be taken to achieve the goals. An action 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 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 projects. This 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 Tracy Active Living Plan are recommendations, so that during implementation modifications can take place.

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

**Overall Strategy**: Identify destinations, gaps, areas of concern, and prioritize projects for addressing pedestrian, biking, and recreational infrastructure and programming in the City of Tracy.
GOAL I: ENSURE ALL STREETS IN TRACY ARE COMPLETE STREETS

Strategy 1: Adopt and Implement a Complete Streets Policy
Strategy 2: Maintain and implement the Pedestrian Functional Classification System that classifies all streets in Tracy in regards to their pedestrian infrastructure needs.

Currently the City of Tracy has a well-connected network of sidewalks within the core of the city. This network becomes sparse to non-existent further from the city center, however. Residents have stated that there is a need for some sort of policy or ordinance to determine which types of streets should require sidewalks or bike lanes and which types of streets do not require them.

A Complete Streets policy addresses this disconnect. A “complete street” is any street you feel safe walking or bicycling on – thus some complete streets might look different from others. For example, on a busy downtown road, a street might require sidewalks on both sides of the street along with a separated bike lane on the road in order to accommodate all users, whereas a less-traveled rural road might only need a wide shoulder on one side of the road to meet the same goal. The idea is to consider all types of users when deciding whether a street is safe and complete for all users.

Why are complete streets important? Some community members may not have access to a motor vehicle, so walking and biking are their primary transit modes. Sidewalks, trails, and bike lanes thus have a community benefit not only for those users for whom walking and biking are the only choice, but also for all residents who would benefit from increased physical activity. Significant gaps in the sidewalk and trail network limit the convenience of walking and biking.

As referenced earlier, a Complete Streets Policy can specify which types of streets require what level of pedestrian infrastructure (page 13 of this plan has a map with suggested levels of pedestrian functionality are appropriate for the streets of Tracy). This will also assist in ensuring that new residential developments are built with complete streets and are connected to Tracy’s existing pedestrian infrastructure. Tracy’s future land use plan has specified that new residential development is likely to take place in the north and east sections of the city (refer to Figure 6 from the Tracy Land Use Plan, 2000).
GOAL II: INCREASE WALKING AND BICYCLING TO SCHOOL

Strategy: Build and maintain safe pedestrian and bicycling routes to Tracy Area Elementary and High schools.
- Action 1: Build a 4th St. sidewalk/trail connection to the Elementary School.
- Action 2: Connect the sidewalk or path to the High School.
- Action 3: Implement a walking policy change at Tracy Elementary School.
- Action 4: Implement a “Walking School Bus” to encourage walking and biking to school.
- Action 6: Implement crossing flags/guards on 4th St. and at the railroad.
- Action 7: Position the City of Tracy to be eligible for Safe Routes to School funding through the adoption of subdivision regulations as identified in Minnesota Statute 174.40, subd. 4a.

Tracy Area Public Schools are located on the southern edge of the City of Tracy. However, the majority of the population lives in the northern portion of the city, which lies north of the railroad and can be accessed via Highline Road, 4th Street, and Center Street. While all three of those streets have a shoulder or bike lane available, this does not constitute a safe path for young student pedestrians on their way to school. In fact, students at Tracy Elementary are not allowed to walk or bike to school because there is no safe route. However, if a safe route were available, this policy would be subject to change.

4th Street was identified by input via WikiMapping, in-person community outreach, survey results, and the community meetings as the preferred street for pedestrian infrastructure leading to the schools. This street carries heavy traffic.
truck and other traffic due to its location and the commercial industries located nearby.

Previously there was a sidewalk along 4th Street, which is a County State Aid Highway. Lyon County made the decision to remove the sidewalk due to maintenance concerns. As demonstrated through the planning process, the community has identified a sidewalk connection to school as a high priority. Given this need, this goal can and should be a joint effort between the City of Tracy, Lyon County, and Tracy Area Public Schools.

Once the 4th Street sidewalk/trail connection is built, the walking and bicycling policy at Tracy Area Schools will need to be reviewed and revised. Currently, students are not allowed to walk or bike to Tracy Elementary due to the lack of pedestrian infrastructure.

Even once pedestrian infrastructure leading to the schools is established, programming is needed in order to ensure that students utilize the new paths.

(5) Walking School Buses are a program where adults in the community lead a group of children to school, gradually picking up more students at various “bus stops” along the way. Many schools have seen success at increasing the number of students walking and biking to school after implementing this program. This is especially useful in Tracy, where even once pedestrian infrastructure to the schools has been established, the railroad still presents a barrier to walking and bicycling to school. With the help of a walking school bus volunteer, both students and parents will feel safer about the new route to school and students will become more accustomed to taking it.

(6) Walk to School Day is held yearly in early October. Establishing an annual Walk to School Day event at Tracy-Milroy-Balaton Elementary School will complement the Walking School Bus programming by functioning to increase awareness of walking and biking to school. This day can also be used to host further programming and education during and after the school day.

(7) When the route to school has been established along one side of 4th Street, crossing guards or flags will ensure the safety of students crossing from one side of 4th Street to another. Many schools give the opportunity for older students to fill the role of crossing guard during arrival and dismissal at school. Another low-cost safety solution is crossing flags that can be stored in a holder fixed to a street sign or utility pole. With this option, school staff will have to periodically check the flags and distribute the flags equally on each side of the crossing. The railroad was
identified as a difficult barrier to address even if pedestrian infrastructure is built leading to the schools. Because of this, it would be helpful to establish adult volunteer crossing guards at the railroad as well in order to ensure student safety.

(8) The Minnesota Department of Transportation has introduced new subdivision regulation requirements in order to be eligible for Safe Routes to School state funds. According to Minnesota Statute 174.40, subd. 4a, “A statutory or home rule charter city, county, or town is eligible to receive funding under this section only if it has adopted regulations that require safe routes to school infrastructure in developments authorized on or after June 1, 2016.” Since there is no singular definition of “safe routes to school infrastructure,” this can be considered improvements for non-motorized modes of transportation. A copy of the eligibility changes and a sample subdivision regulation from the City of Rushford, Minnesota can be found in the Appendix to this plan.
GOAL III: INCREASE WALKING AND BICYCLING AROUND THE CITY OF TRACY

Strategy 1: Complete the pedestrian sidewalk connection at key locations.
- Action 1: Build along the north side of Craig Avenue.
- Action 2: Build at the northwest end of Morgan Street.
- Action 3: Build along State Street to the Healthcare Center and in anticipation of future development.
- Action 4: Fill in sidewalk gaps along Center Street.
- Action 5: Maintain existing sidewalk infrastructure along main arterial and connector routes.
- Action 6: Review and prioritize the sidewalk infrastructure for ADA compliance.
- Action 7: Construct sidewalk infrastructure to comply with ADA.

(1) Craig Avenue lies along US Highway 14 and is the main arterial route of traffic in Tracy. The street carries anywhere from 2,500 to 3,100 vehicles per day (2,550 – 3,400 adjusted) and from 2006-2015, there have been 18 automobile crashes along Craig Avenue. The heavy traffic on this highly commercial road creates an environment that requires pedestrian infrastructure. Input gained through the planning process supports this goal. Additionally, during the walking and biking audit around the City of Tracy, multiple pedestrians, runners, and bicyclists were seen walking in the street along Craig Avenue. Completing the sidewalk here is imperative to the safety and connectedness of the city.

Currently, there is a sidewalk extending from Highline Road on the west end of Craig Avenue to an area just west of 8th Street. A bit further east there is another short two-block stretch of sidewalk between 3rd Street and Otis Court. However, this leaves about three-quarters of one mile of Craig Avenue without pedestrian infrastructure. Completing this stretch of sidewalk along the north side of Craig Avenue will connect this commercial stretch of Tracy to the residential area and existing pedestrian network. It will also connect the southern trailhead of the walking and biking path to the sidewalk network.

(2) Morgan Street was identified as a main connector route in Tracy, along which many pedestrians will walk to destinations on Craig Avenue, in downtown Tracy, and for recreational purposes. Referring to the pedestrian functional classification system, completing the sidewalk network on the north side of Morgan Street to Craig Avenue would better serve both recreational pedestrians and those accessing businesses at the northwest end of Morgan Street.

(3) Again, considering future land use, Tracy has planned for residential development east of 4th St E. Currently, however, there are no sidewalks.

FIGURE 10: A RUNNER AVOIDS TRAFFIC WHILE SHARING US. HIGHWAY 14 WITH VEHICLES. MUCH OF THE STREET HAS NO SIDEWALK
extending east of 2nd St. E. The Healthcare Center was also identified as an important destination in the City of Tracy. Given this, it would be advantageous to choose a frequented street to complete this connection to where future residential development may take place. Of the three streets extending east of 4th St. E (those being E Hollett, State, and E Union), State street is centrally located, lines up with the existing sidewalk network, and leads to the Healthcare Center. Completing the sidewalk connection along this route ensures future developments will be connected not only to the Healthcare Center, but also to the rest of the city. Should the future site of residential development not include a connection to State St, the connection could be considered along Hollett and E Hollett St in order to have the same impact of connecting the new development to the existing network.

(4) Center Street was identified as a frequented walking path. There are sidewalks located on each side of the street; however, there are frequent gaps necessitating either frequent crossing or walking on the street. Though there is a wide shoulder on the west side of the street, this is often occupied by parked cars, which have caused visibility problems in places such as Center Street’s intersection with Emory Street. Completing this sidewalk connection will enable pedestrians access to a safe path separated from traffic.

(5) It is important that Tracy’s existing pedestrian infrastructure be maintained. While all sidewalks should be maintained, ensuring that frequently used routes and routes that connect neighborhoods to destination areas are given specific consideration. Ensuring quality and ADA access along connector and neighborhood connector streets ensures a safe and inclusive environment for all users in the future.

(6) As stated in the Tracy City Code (Chapter 4.50, subd. 4), new sidewalk radii must be handicap accessible. In order to continue ensuring handicap accessibility, the City of Tracy should research sidewalks that are not ADA compliant, prioritize those locations, and build them to comply with ADA standards.

Strategy 2: Increase the walking/biking path connectivity and length.

- Action 1: Connect the south end of the path to sidewalk and/or bike lanes.
- Action 2: Extend the path.

(1) At its southern terminus, the walking and biking path ends abruptly with no connecting sidewalks or bike lanes. Despite being a frequented route (as demonstrated by survey results), there is no pedestrian or bicycle infrastructure. Pedestrians and bicyclists entering and exiting the path would benefit from a sidewalk or bike lane connection to continue their route. As specified in Infrastructure Goal 3, Craig Avenue should be connected to the path by extending the sidewalk network along the north side of the street.

Because 4th St. E was identified as a frequented walking and bicycling route, however, it is another option to consider extending the bike lane and/or sidewalk network southward on 4th St. E. Given the recommendation to expand the sidewalk network along State Street in Goal 3, creating an additional sidewalk connection to the trail via 4th St. E would ensure any new residential developments have an active transportation connection to the walking and biking path.
Currently, the City of Tracy’s walking and biking path begins near the intersection of Craig Avenue/U.S. Highway 14 and 4th Avenue E. travels north and then west to its end on County Road 11, about one-half mile north of Craig Avenue/U.S. Highway 14. The trail itself is just over one mile in length.

Many survey respondents and community meeting participants expressed a desire for a longer walking and biking path. Some also suggested that having a longer path would influence them to use it more often. Some respondents gave suggestions for potential path extensions, which can be found in the Figure 11. The Committee should note that these are suggestions and residents’ ideal paths if there were no barriers to developing them. The Committee should consider them as such – suggestions, not recommendations.

Because selecting a specific route for potential path extensions goes beyond the scope of this plan, the Active Living Committee should continue researching and planning for trail extensions. Developing a plan specifically for trail extension may be necessary. The Committee will need to give consideration to variables such as cost, land ownership, funding availability, future land use plans, and the airport influence zone, among others. The Minnesota Department of Transportation typically will not fund infrastructure projects with a solely recreational purpose, so identifying creative funding sources will be key to implementation.

Strategy 3. Improve safety downtown.
- Action 1: Implement Traffic calming techniques on 3rd Street.
- Action 2: Consider off-street parking and/or reduced parking near the intersections.

The intersection of South Street and 3rd Street was identified via the WikiMap as a dangerous intersection and was confirmed via the community meetings. Downtown Tracy is centered around the intersection of 3rd Street and Morgan Street, meaning that not only is there frequent motor vehicle traffic, but also pedestrian traffic for businesses as well. Residents stated that in order for vehicles to exit 3rd Street on to South Street (as well as from the alleyway directly west of that intersection), drivers have to inch their way out in order to view oncoming traffic. This creates a dangerous situation for bicyclists who utilize the on-street bike lane along South Street.  

In order to enhance the walkability of Downtown Tracy, and calm traffic for pedestrians and bicyclists, Tracy can consider painting or installing temporary curb extensions at the intersection of 3rd Street and South Street. Another option is reducing parking near intersections in order to increase visibility for drivers.
By narrowing the street crossing, curb extensions help to slow traffic speeds, increase visibility, and reduce pedestrian crossing times. The extensions can be permanent, removable, or painted. Removable curb extensions can be placed in order to test their effectiveness, whereas a more permanent installation can be put in place once its effectiveness is demonstrated. Because rebuilding curbs and modifying storm water drainage systems can be very expensive, removable or painted extensions can be more cost-efficient. Removable or painted curb extensions are also advantageous in Minnesota’s climate since they will not hinder winter snow removal. Curb extensions can also beautify the street as they make room for landscaping in the newly created open space.

Strategy 4: Increase pedestrian safety through crosswalks

- **Action 1:** Establish a crosswalk at key intersections:
  - Craig/U.S. Highway 14 & Center Street
  - Craig/U.S. Highway 14 & 4th St. E (leading to the pedestrian/bicycle path)

Crosswalks ensure the safety of pedestrians by signifying to motorists the expected presence of walkers as well as giving a designated safe and convenient space to direct pedestrians across busy roads.

Once a sidewalk is established along the entire length of Craig Avenue, residents expressed a need for a crosswalk across Craig Avenue/U.S. Highway 14. As stated previously, Craig Avenue carries between 2,500 to 3,100 vehicles per day (2,550–3,400 adjusted). This is the most heavily traveled street in Tracy according to MnDOT counts. As shown on the Figure 1, the west end of Craig Avenue/U.S. Highway 14 near its intersection with Center Street/County Road 11 records the lower 2,500 amount. Due to this intersection’s location for accessing Tracy when returning from the northern end of the walking/biking path as well as residents’ preference to use this intersection, it is listed here as a goal to work with the Minnesota Department of Transportation and Lyon County to establish a crosswalk here.

An alternative crosswalk identified is at the intersection of Craig Avenue/U.S. Highway 14 and 4th St. E. Survey respondents and attendees at the community meetings stated that this intersection is often accessed from the south across Craig Avenue in order to reach the walking/biking path. Placing a crosswalk here allows residents from the eastern section of Tracy to more safely enter the walking and biking path.

Strategy 5: Increase usage of the walking/biking path and Swift Lake Park

- **Action 1:** Work with partners to introduce youth programming on the trail.
- **Action 2:** Maintain the cleanliness of the trail, park, and campground.
- **Action 3:** Install disc golf or another recreation option.

(1) The existing walking and biking path is a valuable community asset. In order to foster active living in the City of Tracy and also to garner enough support to successfully expand the path, programming should be introduced along the trail to encourage
Some residents suggested partnerships with local groups to establish education or competitions utilizing the trail. This could include educational and recreational programming via Community Education as well as competitive events for various age groups at Boxcar Days.

(2) The WikiMapping input showed that residents are concerned about the cleanliness of the walking and biking path as well as Swift Lake Park. The city should ensure that the walking and biking path and the amenities at Nehl’s Park and Swift Lake Park and Campground are kept clean and inviting in order to encourage use of the trail and its facilities.

(3) The area between Swift Lake Park and County Road 11 lies along the trail and is an open, mowed grassy area, but that is not utilized. This area can be utilized for recreation such as disc golf, which requires large open spaces and less recreational equipment. Other recreational sports that require less infrastructure could also be considered.

Strategy 6: Improve pedestrian and bicyclist safety through lighting enhancements.

- Action 1: Install lighting along the walking/biking path.
- Action 2: Ensure adequate pedestrian lighting by researching areas in need and addressing them appropriately.

Throughout the data gathering phase of the planning process, residents expressed a need for lighting throughout both the city and walking and biking path. Though residents stated many places in Tracy’s neighborhoods are not well-lit, those places remained vaguely identified (though residents at the community meeting specified there are lights every two blocks). One resident specified further that because of her irregular work hours, the only time she can walk recreationally is in the evening or at night, greatly reducing the areas she can walk in due to the limited lighting around town. The Active Living Committee should take the following steps to address lighting in Tracy.

(1) Install lighting along the walking and biking path in order to keep the trail accessible and safe for early and late users. The upcoming solar installation near the trail presents a unique opportunity to collaborate with that utility on lighting for the trail.

(2) Research areas in Tracy (such as parks or secluded neighborhoods) that might have poor lighting and work with the utility to address them.
Strategy 7: Increase bicycling and bicycling safety around the City of Tracy.

- **Action 1:** Increase the visibility of bike lanes through distinct paint.
- **Action 2:** Install bike racks at key locations.
- **Action 3:** Widen the shoulder on Highline to better accommodate existing pedestrian and bicycle traffic.
- **Action 4:** Continue to support bicycle education efforts (e.g., bike rodeos, WalkBikeFun curriculum).

Tracy has taken steps to have a well-connected network of bike lanes extending across the city. These developments have been key in taking the first step toward encouraging bicycling. In order to continue fostering a bicycle-friendly environment, the Committee should advocate for the following strategies.

1. Increase the visibility of bike lanes through distinct paint. During the planning process, it became evident that motorists in Tracy have not become accustomed to the bike lanes, nor have the lanes been maintained. As shown in Figure 14, some sections of the bike lanes in Tracy are not readily visible and motorists continue to drive in them, even though the bike lane was initially painted with a solid white stripe. Many on-street bike lanes across Minnesota have been painted a distinct shade of green (see Figure 15) to alert drivers that the lane is reserved for bicycles and not for motor vehicles. The lanes can be painted (in either a solid or striped pattern) as long as the lane is not a shared lane with motor vehicles. The City of Tracy’s lanes have been established as separate lanes and will benefit from being distinguished with highly visible paint. Because Tracy’s bike lanes lie on County State Aid Highways, the Committee will have to work with both the City of Tracy and Lyon County to paint these lanes.

2. Install bike racks at key locations. There are currently bike racks at the library and the pool/Sebastian Park. Tracy should widen the reach of their bike racks in order to ensure bicyclists have access to appropriate parking. Some identified locations where bike racks are needed were:
   - Legion Park
   - TMB Elementary School

![Figure 14: Bike Path Along South Street, Facing Northwest. Note the faded paint and vehicle driving within the bike lane.](image-url)
The above list of bike parking locations is not exhaustive, and other locations may be necessary. Bike racks can also take the form of public art. Modern bike racks are often found in creative shapes and colors. Consider making the bike racks inviting and encouraging for users.

(3) Highline Road continues to present a space issue for pedestrians and bicyclists. While it has a shoulder, the shoulder is not very wide and due to the landscape surrounding the road, many motorists speed on it because they believe they have entered rural country roads, despite still being within the city limits. The narrow shoulder coupled with high speed traffic makes an uninviting and potentially dangerous path for pedestrians and bicyclists. The Active Living Committee should work with Lyon County to widen this shoulder in order to more safely accommodate active transportation modes.

(4) Education is a key component of fostering an active living culture in Tracy. The Active Living Committee can implement this through partnerships with law enforcement and other groups to host bike rodeos and also by encouraging the schools or Community Education to implement a curriculum such as Walk! Bike! Fun! from the Bicycle Alliance of Minnesota. Using these creative engagement efforts, children can begin safe bicycling at an early age.

Strategy 8: Increase safety for all sidewalk and park users in Tracy.
- Action 1: Increase speed enforcement at identified problem areas.
- Action 2: Install “Stop for Pedestrian” signs at key crosswalks and enforce them.
- Action 3: Maintain park safety and cleanliness.

(1) Speed continues to be an issue on multiple roads in Tracy. Partnerships with law enforcement can help to bring speeds back down to reasonable and safe levels for pedestrians and bicyclists. This can take the form of increased police patrols in targeted areas or working with the County or MnDOT to install a radar speed sign temporarily or permanently along a chronic speeding area. The problem areas for speeding identified during the planning process were:
- Morgan Street
- South Street
- S 4th Street
- 4th Street E
- South Center Street
- Pine Street

FIGURE 15: GREEN BIKE LANES (PHOTO SOURCE: MINNPOST/TYLER SCHOW)
Highline Road

(2) “Stop for Pedestrians” signs can be relatively inexpensive, but should be used sparingly so as not to dilute their effectiveness. The City of Tracy has already placed “Stop for Pedestrians” signs on Morgan Street, though they are not always heeded by motorists. Once a path to the school has been established, a “Stop for Pedestrians” sign would be useful on S 4th Street to enhance the visibility of students and crossing guards.

(3) Many residents stated a need for increased park safety and cleanliness in order to make the parks a desirable walking and biking destination. Some parks have been the subjects of intimidating activity and vandalism as well as pet owners not cleaning up after pets. In order to keep the parks inviting for all users, the Active Living Committee can advocate for increased law enforcement patrols of parks. Additionally, lighting and beautification such as murals can greatly reduce unwanted activity in public spaces. In order to address the pet problem, pet waste bag dispensers can be placed at parks alongside garbage bins.
**PLAN MAINTENANCE**

The Tracy Active Living Plan is a living document, meant to reflect the ever changing needs of the community while also planning for the future with pedestrians and bicyclists in mind. In order to implement the strategies contained within it, an Active Living Committee made up of key partners should be formed. This can and should include diverse stakeholders and representatives from city government, walking/bicycling groups, schools, law enforcement, community education, parents, students, and other active and involved residents, among others. They can meet quarterly to continue planning and moving projects forward. It would be advantageous for at least one of the committee members to regularly update the Tracy City Council on new Active Living developments and to collaborate with the council when needed.

The Tracy Active Living Committee should treat the Active Living Plan as a living and malleable document that can be updated and added to when necessary to suit the community’s needs. The Goals & Strategies as well as the work plan can be updated when new goals are identified by the Active Living Committee. The public should continue to be involved in the planning process and evaluation should occur periodically after implementation of goals take place.

**CONCLUSION**

When making land use decisions and investments for the future, it is critical to consider all costs, not just the construction costs. There are costs associated with sprawl, inactivity, negative health, and loss of community. Decision makers need to consider the functions and utility of every street and parcel of land.

Ask yourself the following questions when making these decisions:
- How will my decision impact health?
- How will my decision impact connectivity?
- Will my decision make the community more inviting to pedestrians and bicyclists?
- Were all users considered when making this decision?
- Is there any way to make this development encourage physical activity?

**WORK PLAN**

On the following pages, you will find the Active Living Plan Goals and Strategies laid out into a “Work Plan” style for the purposes of easily assigning responsibilities, monitoring progress, and evaluating outcomes.
<table>
<thead>
<tr>
<th>GOAL</th>
<th>STRATEGY</th>
<th>ACTION STEPS</th>
<th>RESPONSIBLE PARTNERS</th>
<th>IMPLEMENTATION STATUS</th>
<th>OUTCOME</th>
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</thead>
<tbody>
<tr>
<td>1) Ensure all streets in Tracy are Complete Streets</td>
<td>Strategy 1: Adopt and Implement a Complete Streets Policy</td>
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<td></td>
<td>Strategy 2: Maintain and implement the Pedestrian Functional Classification System that classifies all streets in Tracy in regards to their pedestrian infrastructure needs.</td>
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<tr>
<td>2) Increase walking and bicycling to school.</td>
<td>Strategy: Build and maintain safe pedestrian and bicycling routes to Tracy Elementary and High schools.</td>
<td>Action 1: Build a 4th St. sidewalk/trail connection to the Elementary School</td>
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<td></td>
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<td>Action 2: Connect the sidewalk or path to the High School.</td>
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<td></td>
<td></td>
<td>Action 3: Walking policy change at Tracy Elementary School.</td>
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<td></td>
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<td>Action 4: Implement a “Walking School Bus” to encourage walking and biking to school.</td>
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<td></td>
<td></td>
<td>Action 6: Implement</td>
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</tbody>
</table>
3) Increase walking and biking around the City of Tracy.

<table>
<thead>
<tr>
<th>Strategy 1: Complete the pedestrian sidewalk connection at key locations.</th>
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<tbody>
<tr>
<td>Action 1. Along the north side of Craig Avenue.</td>
</tr>
<tr>
<td>Action 2. At the northwest end of Morgan Street.</td>
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<tr>
<td>Action 3. Build Along State Street to the Healthcare Center and in anticipation of future development.</td>
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<tr>
<td>Action 4. Fill in sidewalk gaps along Center Street.</td>
</tr>
<tr>
<td>Action 5. Maintain existing sidewalk infrastructure along main arterial and connector routes.</td>
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<tr>
<td>Action 6. Review and prioritize the</td>
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</table>

Action 7: Position the City of Tracy to be eligible for Safe Routes to School funding through the adoption of subdivision regulations as identified in Minnesota Statute 174.40, subd. 4a.
<table>
<thead>
<tr>
<th>Strategy 2: Increase walking/biking path connectivity and length.</th>
<th>Action 1: Connect the south end of the path to sidewalk and/or bike lanes.</th>
<th>Action 2: Extend the path.</th>
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<td>Strategy 3: Improve safety downtown.</td>
<td>Action 1: Implement Traffic calming techniques on 3rd Street.</td>
<td>Action 2: Consider off street parking and/or reduced parking near the intersections.</td>
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<tr>
<td>Strategy 4: Increase pedestrian safety through crosswalks.</td>
<td>Establish a crosswalks at key intersections:</td>
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<td>• Craig Ave &amp; Center</td>
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<td>• Craig Ave &amp; 4th St. E</td>
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<tr>
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<td>Action 3. Install disc golf or another recreation options.</td>
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**Strategy 6: Improve pedestrian and bicyclist safety through lighting enhancements.**

| Action 1. Install lighting along the walking/biking path. |
| Action 2. Ensure adequate pedestrian lighting by researching areas in need and addressing them appropriately. |

**Strategy 7: Increase bicycling and bicycling safety around the City of Tracy.**

<p>| Action 1. Increase the visibility of bike lanes through distinct paint. |
| Action 2. Install bike racks at key locations. |
| Action 3. Widen the shoulder on Highline to better accommodate existing pedestrian and bicycle traffic. |
| Action 4. Continue to support bicycle education efforts (Bike Rodeo, WalkBikeFun). |</p>
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APPENDIX

(1) Tracy Community Active Living Survey
(2) Sample Complete Streets Policy
(3) Safe Routes to School funding eligibility under Minnesota Statute 174.40, subd. 4a
(4) Sample Subdivision Regulation from Rushford, MN
Tracy Community Active Living Survey

Please help the City of Tracy prioritize pedestrian and recreation projects by documenting factors that hinder safe walking, biking, and recreation within your community. Complete this survey by Friday, September 23, 2016 and return it to City Hall. Alternatively, you can complete the survey online at http://www.surveymonkey.com/s/SMH5A5D08#. We’d also like you to add your comments to our WikiMap at http://www.wikimapping.com/wikimap/Tracy-Active-Living-Plan.html.

Join us for our series of two community meetings! We will be discussing barriers, goals, and solutions.
Community Meeting #1 (Issues and Concerns): Tuesday, August 23, 6:00 PM - 7:00 PM, Tracy Municipal Bulid Community Meeting #2 (Goals and Strategies): Tuesday, October 4, 6:00 PM - 7:00 PM, Tracy Municipal Bulid

8. Do you have any other comments about parks, trails, or recreation in Tracy?

On your average walk in your community, score each category on a scale of 1 to 10 (1 being the worst, 10 being the best).

1. Did you have room to walk?
   - Sidewalks or paths started and stopped
   - Sidewalks broken or cracked
   - Sidewalks blocked
   - No sidewalks, paths or shoulders
   - Too much traffic

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

3. Did drivers behave well?
   - Backed without looking
   - Did not yield
   - Turned into walkers
   - Drove too fast
   - Sped up to make traffic lights or drove through red lights

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

5. Was your walk pleasant?
   - Needs grass, flowers, trees
   - Scary dogs
   - Scary people
   - Not well lit
   - Dirty, litter
   - Lots of traffic

6. 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/biking?
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 Tracy's streets;

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

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

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

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

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

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

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

1. The City of Tracy 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.
Way recognition

To improve on neighboring land uses, including impact from high-of-

way vegetation, medians, steps or other obstructions, one of the

adverse environmental impacts to streams slope planes, remains of

effective for reasons including, but not limited to, significant or

E.

a project

The City Council exempts a project due to excessive and

disproportionate cost of establishing a breakway or walkway as part of

D.

really high safety risks.

The County Engineer, with Council consultation, determines there are

C.

inherent measures are implemented on temporary or half round.

sweeping, spot repair, concave joint repair or portable fillings, when

keep access in structural condition, such an inordinate cleanup

B.

A project involves only ordinary maintenance activities designed to

artefact streets, which does not involve substantial curb removal.

A.

Reconstruction one-paving of a street, excluding collector and

4.

except under one or more of the following conditions:

street reconstruction, reconstruction, re-paving or re-habilitation projects;

Bicycle, pedestrian and transit facilities will be considered when developing

3.

Lanes of removal of on-street parking

space or existing roadway with the reduction in the number of lanes

construction. Full reconstruction of changes in the selection of permanent

work will apply to all roadway projects, including those involving new

construction to bicycle, pedestrian, from the very start of planning and design

of this policy. Those planning and designing these projects will give due

2.

Early consideration of all modes for all users will be important to the success

landsape, street function and adequate drainage facilities.

which involve lanes of bike lanes as appropriate; and street trees, including

accommodations including bicycle barrier, bike lane, bike path, pedestrian and

 australia with disabilities act (compliant accessibility; bike

medium reliefs or crosswalk improvements; improvements such as

sidewalk height, sidewalks and pedestrian safety improvements; such as

recognition as contributing to complete streets which may include street and

improvements will include appropriate benches and amenities that are

2.

Unless one or more of the conditions set forth in Section 4 exist, transportation
5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

A. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;

B. Whether the corridor provides access to across a natural or man-made barrier such as a river or freeway;

C. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;

D. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or

E. Whether nearby routes that provide a similar level of convenience and connectivity already exist.

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.
BE IT RESOLVED, that the feasibility report prepared for the street project shall be addressed by the City Council.

12. The Public Works Department shall be responsible for developing and implementing the Complete Streets Policy, including the recommendations of the project.

11. This policy will provide notification to the Parks Board for review of impacts to identified goals and targets, and develop evaluation methods to evaluate success.

10. The City will develop implementation strategies that may include evaluating...
Safe Routes to School Eligibility Changes for State Funds

2015 Eligibility Changes
In 2015, the following eligibility requirement was added to the state SRTS program:

Minnesota Statutes 174.40, subd. 4a

Subd. 4a. Eligibility. A statutory or home rule charter city, county, or town is eligible to receive funding under this section only if it has adopted subdivision regulations that require safe routes to school infrastructure in developments authorized on or after June 1, 2016.

How does the change affect eligibility for non-infrastructure grants?
This eligibility requirement does not apply to non-infrastructure funds. There is no change to eligibility for mini-grants, bicycle fleets, or planning assistance grants.

How does the change affect eligibility for infrastructure grants?
The eligibility requirement will be added to statewide SRTS infrastructure solicitations when state funds are available. To prepare for future solicitations, MnDOT recommends communities review their subdivision regulations with their SRTS team, local planners, attorneys and elected officials to see if they meet the requirements or should adopt new subdivision regulations.

What is SRTS infrastructure?
A definition for SRTS infrastructure was not provided under Minnesota Statutes 174.40. Since the program is modeled after the federal program, eligible SRTS infrastructure-related projects and improvements for non-motorized transportation under the federal SRTS program may be considered SRTS infrastructure. For examples of typical SRTS infrastructure projects in Minnesota funded through the SRTS program, check out projects previously awarded projects under the grant history section on the grants page.

What will a city or town need to include in an application?
The city or town applying for infrastructure funds will be asked to provide a signed resolution by their governing board acknowledging and confirming compliance with the requirements under Minnesota Statutes 174.40, subd. 4a.

What will a county sponsor need to include in an application?
The county sponsor is acting on behalf of the city or town and will be asked to certify that the city or town receiving the funding assistance has met the statute requirements.

Note: This does not have any impact on the 2015 statewide SRTS solicitation with federal funds. Visit the MnDOT SRTS website for more information.
WHEREAS, the City of Rushford currently has a Subdivision Regulations Ordinance regulating the subdivision and platting of land within the corporate limits of the City of Rushford, MN, providing for the installation or guarantee of installation of utilities, street pavements and other essential development by the subdivider; and

WHEREAS, this Subdivision Ordinance also establishes minimum requirements to protect the public health, safety, morals, comfort, convenience and general welfare of the people; and

WHEREAS, the City wishes to include pedestrian safety into transportation infrastructure planning to encourage and ensure the safety of the growing pedestrian and cyclist population; and

WHEREAS, the City wishes to take advantage of any federal or state grant funding which may become available for infrastructure improvements;

NOW, THEREFORE, the following amendment to the Subdivision Regulations Ordinance will further clarify definitions and establish standards for the City to be eligible to participate in Safe Routes to School Programs and funding opportunities:

THE CITY OF RUSHFORD ORDAINS:


CITY OF RUSHFORD, MINNESOTA SUBDIVISION REGULATIONS

CHAPTER 3. DEFINITIONS

A. The following definitions shall pertain to works used in this ordinance.


32. Safe Routes to School Program Funding: The State of Minnesota has established an account consisting of state bond proceeds and other funds as appropriated to the Commissioner to be expended on eligible costs of a project receiving financial assistance. Assistance may be offered for acquisition of land or permanent easements, predesign, design, preliminary and final engineering, environmental analysis, construction and reconstruction of publicly owned infrastructure with a useful life of at least ten years that provides for nonmotorized transportation to and from a school; preparation of land for which a route to school is established, including demolition of structures and remediation of any hazardous conditions on the land; and the unpaid principal on debt issued by a political subdivision for a safe route to school project.

33. Safe Routes to School Program Administration: The Commissioner has established program requirements and a competitive process for financial assistance following MN Statutes 174.40; establishing criteria to evaluate capital improvements of transportation infrastructure that improves safety and encourages nonmotorized transportation to and from a school.

34. Safe Routes to School Infrastructure: A safe and appealing nonmotorized means of transportation to and from a school.

CHAPTER 7. REQUIRED IMPROVEMENTS

7.60 STREETS:

H. In order to insure eligibility for Safe Routes to School Program Funding, it is required that any subdivision development authorized in the City of Rushford on or after June 1, 2016, will incorporate safe routes to school infrastructure in the subdivision development plans.

SECTION 2. EFFECTIVE DATE

This ordinance amendment becomes effective upon its passage and publication according to law.

Adopted by the City Council of the City of Rushford this 13th day of Nov., 2015.

Chris Hallum, Mayor

Attest:
Kathy Zachr, City Clerk/Treas.

Publication Date: 10-22-15