

City  
Adrian  
Active  
Living  
Plan

of

July

2015

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*This project was supported by a U-Care Foundation Community Grant.*

Prepared by  
the Southwest  
Regional  
Development  
Commission

# ADRIAN ACTIVE LIVING PLAN

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## 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.**”<sup>1</sup>*

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

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

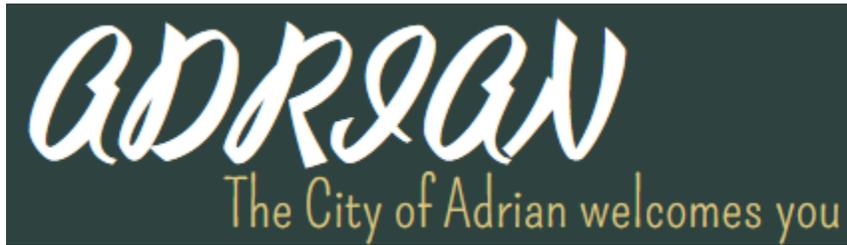
**A Proposal:** Think about walkability and bikeability when considering decisions that influence the built environment.



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<sup>1</sup> 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](http://www.econtalk.org/archives/2014/05/charles_marohn.html)

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# CHAPTER 1: INTRODUCTION

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## 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 Adrian 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.”<sup>2</sup>*

### 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.<sup>3</sup>

Livability is a primary economic development strategy. A significant element of livability is creating a pedestrian friendly community. The City of Adrian does have a well-developed sidewalk but does not have any trail network, and there are gaps and connectivity issues within the sidewalk network.

Property values are one of the more significant variables impacting where people want to live. If you build or buy a house you want to have a return on your investment. Another element of the economic benefits of a more walkable community is their effect on property values. “Houses with the above-average levels of walkability command a premium of about \$4,000 to \$34,000.”<sup>4</sup> Higher property values

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

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

<sup>4</sup> 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>

can help to increase the tax base for your city. In the City of Adrian, 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.”<sup>5</sup> 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.”<sup>6</sup> 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 Adrian 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.

### *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:

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<sup>5</sup> 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>

<sup>6</sup> 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](http://www.builderonline.com/land/development/why-smart-builders-care-about-walkability_o)

- ▶ 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.”<sup>7</sup> 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.”<sup>8</sup>

### *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

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<sup>7</sup> Active Living Research. Accessed: 1/22/15. Available: [http://activelivingresearch.org/files/ALR\\_Brief\\_ActiveTransportation\\_0.pdf](http://activelivingresearch.org/files/ALR_Brief_ActiveTransportation_0.pdf)

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

motor vehicles and, therefore, raises the air pollution and body mass index per capita.<sup>9</sup> 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.<sup>10</sup> Replacing short trips with walking or biking can help reduce air pollution and energy consumption. There are also a number health benefits (refer to health benefits above).

## **Geographic Location**

### *City of Adrian*

The City of Adrian is located in southwestern Minnesota along Minnesota State Highway 91, adjacent to Interstate 90 to the south. With a population of 1,209, Adrian is the second largest city in Nobles County.<sup>11</sup> “The City was established in 1876 as an expansion of the St. Paul-Dakota Railroad and was named in honor of Adrian Iselin, the mother of one of the railroad company's directors. Over the years, Adrian has maintained a solid economic base due to its agricultural ties and the many businesses that provide employment. The City itself is administered by a five member council, consisting of four council persons and a presiding mayor. Various city departments and appointed boards assist the council in the delivery of needed services to the community. In addition to the City's efforts there are numerous clubs, organizations, churches, and the school which all play an important part in moving the community forward and enhancing the quality of life in Adrian.”<sup>12</sup>

### *Nobles County*

Nobles County is located in southwest Minnesota. The county is bordered on the north by Murray County, on the south by the State of Iowa, on the east by Jackson County, and on the west by Rock County. Cities within Nobles County include: Adrian, Bigelow, Brewster, Dundee, Ellsworth, Kinbrae, Lismore, Round Lake, Rushmore, Wilmont, and Worthington (county seat).

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

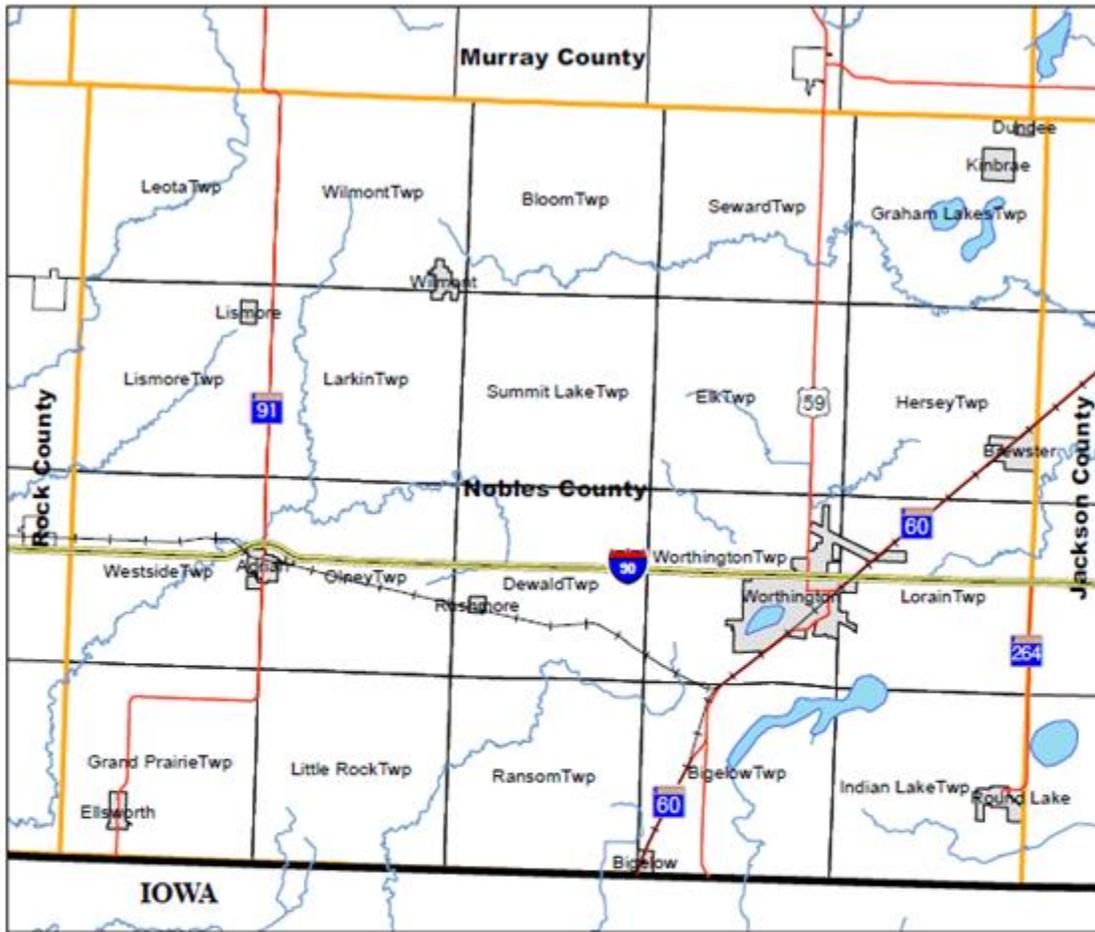
<sup>10</sup> Safe Routes to School Guide. Accessed: 1/22/15. Available: [http://guide.saferoutesinfo.org/pdf/SRTS-Guide\\_Introduction.pdf](http://guide.saferoutesinfo.org/pdf/SRTS-Guide_Introduction.pdf)

<sup>11</sup> American Fact Finder. 2010 Census. Accessed: 5/29/15. Available: [http://factfinder.census.gov/faces/nav/jsf/pages/community\\_facts.xhtml](http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml)

<sup>12</sup> City of Adrian. Accessed: 6/15/15. Available: <http://www.adrian.govoffice2.com/>

Table #1

Nobles County Jurisdiction Map



## II Planning Process

The City of Adrian 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
- Walking Audits
- 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 Adrian. 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 March 4th, 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 Adrian.

### *Walking Audits*

*Adrian Elementary School* – A walking audit was conducted at the Adrian Elementary School on March 4<sup>th</sup>, 2015. During the walking audit members of the Planning Team asked themselves and discussed five core questions, which are outlined below. The walking audit was a great opportunity to observe arrival and departure and discuss issues and sidewalk gaps.

- 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)

*Citywide Sidewalk Assessment* – A citywide sidewalk gap assessment was conducted on March 4<sup>th</sup>, 2015. SRDC staff and the Adrian City Administrator visited sidewalk gaps in the City of Adrian that were identified on Wikimapping and at the first community meeting. This included the majority of the sidewalk gaps listed in the existing conditions section. This assessment helped to gather additional information that was discussed at the second community meeting.

*Campground Connection Loop Assessment* – A site assessment was conducted to research the possibility of a trail connecting Grove Park (Upper Park) to Lower Park on April 6<sup>th</sup>, 2015. The Nobles County Engineer assisted with this site assessment. Part of this assessment consisted of SRDC staff and the Adrian City Administrator researching right-of-way along the railroad and privately held property along the possible route.

*City Walking Loop Assessment* – A site assessment was conducted by the Adrian City Administrator of the City Connection Walking Route. There are 3 sidewalk gaps along this route that were identified at the first community meeting via the Adrian sidewalk map. The Planning Team also wanted to research the condition of the existing sidewalk.

### *Community Meeting #2*

The second community meeting was held at City Hall on April 6<sup>th</sup>, 2015, from 5pm to 6:15pm. The agenda for the meeting was to discuss potential goals and strategies regarding walking and biking in Adrian. There were a number of issues that were identified and discussed at the first community meeting on March 4th. 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 Adrian Active Living Plan was presented to the Adrian City Council on July 27<sup>th</sup>, 2015. The City Council was asked to rank the goals and strategies and provide feedback regarding the plan. A Complete Streets Policy was also presented to the City Council as a next step in ensuring pedestrians are considered in all land use decisions. The Complete Streets Policy can be found in the Appendix to this plan.

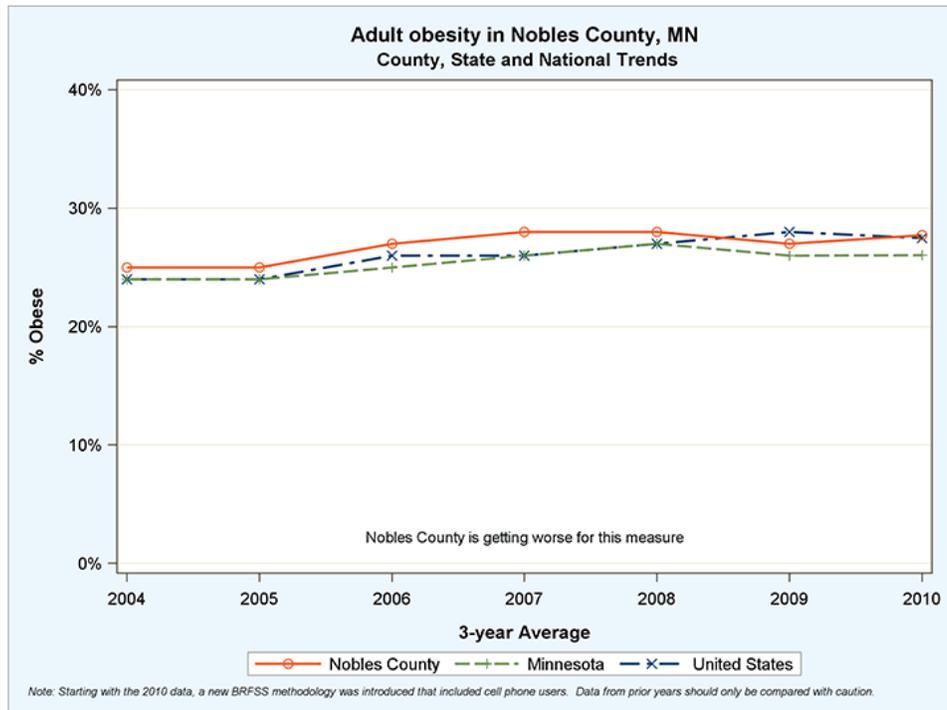
### III Existing Conditions

#### Existing Health Issues

Research conducted by the USDA shows that one in three American children are overweight or obese, putting them at risk of preventable disease like diabetes, high blood pressure, and heart disease.<sup>13</sup> In 2010, the obesity rate in Nobles County was 28 percent while the state average was 26 percent. In 2014, the obesity rate in Nobles County was 28 percent while the state average was 26 percent.<sup>14</sup>

According to the 2013 Minnesota Student Survey, on a typical day 29 percent of Nobles County 5<sup>th</sup> graders reported that they spend zero hours going outside, taking a walk, or going for a bike ride. Only 41 percent of 5<sup>th</sup> graders reported being physically active for at least 60 minutes per day.<sup>15</sup> In 2013, 32 percent of Nobles County 8<sup>th</sup> grade students reported being overweight or obese.<sup>16</sup>

**Table #2 Adult Obesity in Nobles County**



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<sup>13</sup> 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>

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

<sup>15</sup> Minnesota Department of Health. Minnesota Student Survey. Accessed: 12/29/14. Available: <http://www.health.state.mn.us/divs/chs/mss/countyttables/nobles13.pdf>

<sup>16</sup> Minnesota Department of Health. Minnesota Student Survey. Accessed: 12/29/14. Available: <http://www.health.state.mn.us/divs/chs/mss/countyttables/nobles13.pdf>

<sup>17</sup> Robert Wood Johnson Foundation. County Health Rankings. Accessed: 12/30/14. Available: <http://www.countyhealthrankings.org/app/minnesota/2014/rankings/nobles/county/outcomes/overall/snapshot>

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.”<sup>18</sup> 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.<sup>17</sup>

Since the late 1960’s, there has been a dramatic decline in the percentage of students who walked or bicycled to school. Nationally, only 13 percent of students grades Kindergarten through 8th grade reported usually walking or bicycling to school in 2009, while 48 percent of kindergarten students through 8th grade reported usually walking or bicycling to school in 1969. Distance is a strong indicator associated with how children get to school, but only 35 percent of kindergarten through 8th grade students nationally, who lived within a mile of school, reported usually walking or bicycling to school once a week. In 1969, 89 percent of kindergarten through 8th grade students, who lived within a mile of school, reported usually walking or bicycling to school once a week.<sup>19</sup>

**Table #3**

**Trends in Childhood Obesity & Overweight**



CDC, Nation Center for Health Statistics

<sup>18</sup> Minnesota Medicine. The Obesity Challenge. 12/26/14 Available at: <http://www.minnesotamedicine.com/PastIssues/December2012/theobesitychallenge.aspx>

<sup>19</sup> 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](http://saferoutesinfo.org/sites/default/files/resources/NHTS_school_travel_report_2011_0.pdf)

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.<sup>20</sup>

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.

### **Traffic Volumes**

The Adrian Active Living Planning Process analyzed traffic volumes from 2013. Minnesota Highway 91 is a major obstacle to walking and bike from the east side of town to the west side and vice versa.

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<sup>20</sup> 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](http://saferoutesinfo.org/sites/default/files/resources/NHTS_school_travel_report_2011_0.pdf)

Table #4

City of Adrian, Traffic Volumes, 2013



## Crash Data

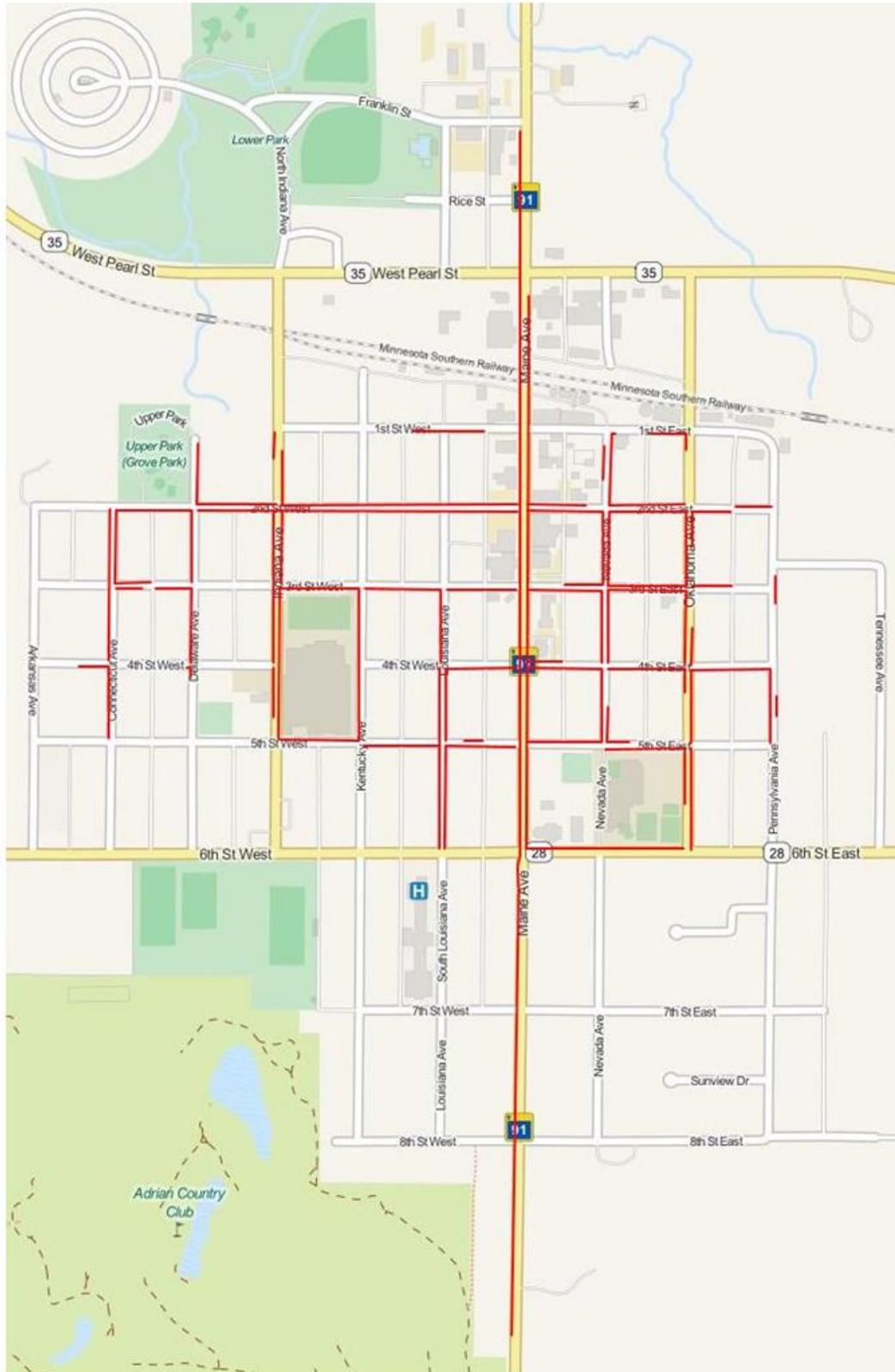
The Adrian Active living Planning Process analyzed crash data within the City of Adrian. Within the City of Adrian, there were 153 reported crash occurrences from 2004 through October 2014. Three of the outlined crashes involved a biker (none of the crashes were fatal). There were no reported crashes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

**Table #5 City of Adrian Crash Data, 2004 through October 2014**



Table #6

City of Adrian Sidewalk Map



Existing Sidewalk —

## Walkability & Bikeability

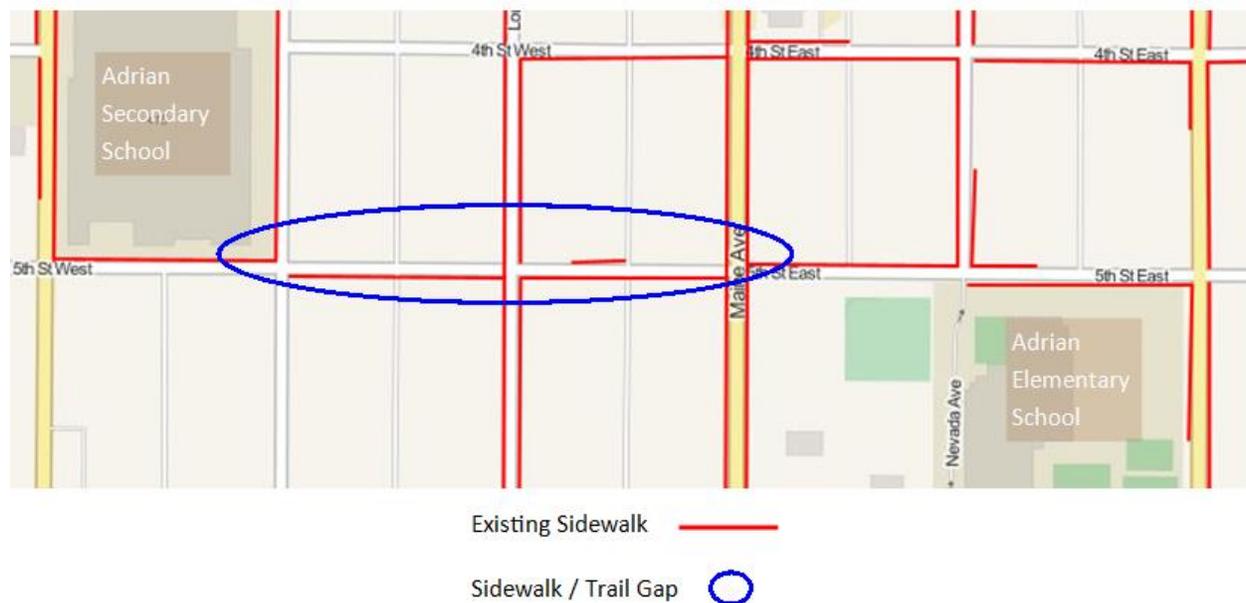
Community members in the City of Adrian had an opportunity to identify issues regarding walking and biking via Wikimapping and at the two community meetings. During the community meetings, community members were asked to think about past experiences regarding walking and biking in Adrian and identify issues. When a sidewalk gap or pedestrian issue was discussed, meeting attendees were asked to think about five core questions: 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. These questions provided a basis for the discussion at the two community meetings.

## Gaps in the Sidewalk / Trail Network

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

**Table #7**

**Adrian School Connection Gap**



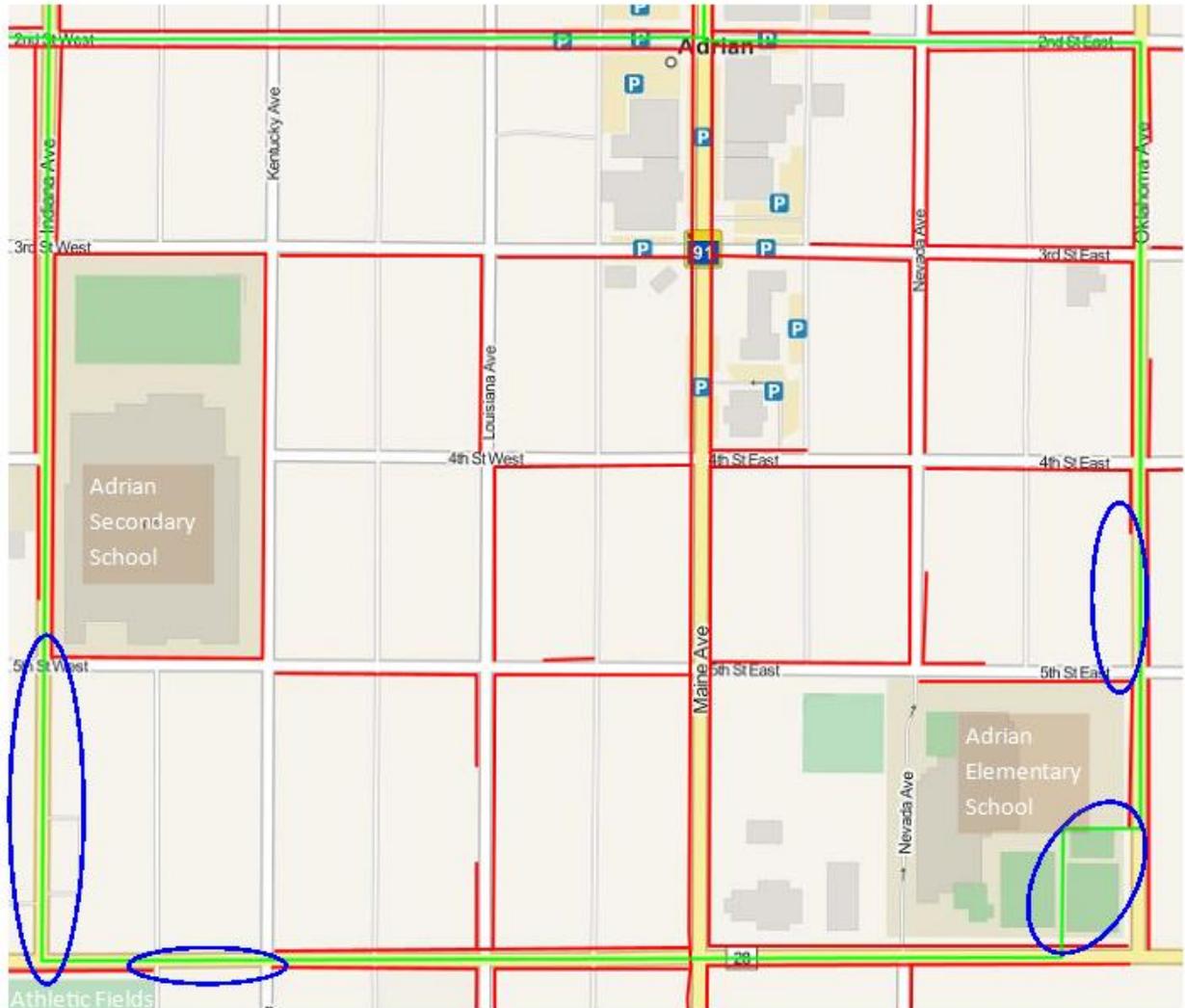
**Table #8**

**Adrian School Connection Gap - Intersections**



Table #9

City Connection Walking Route



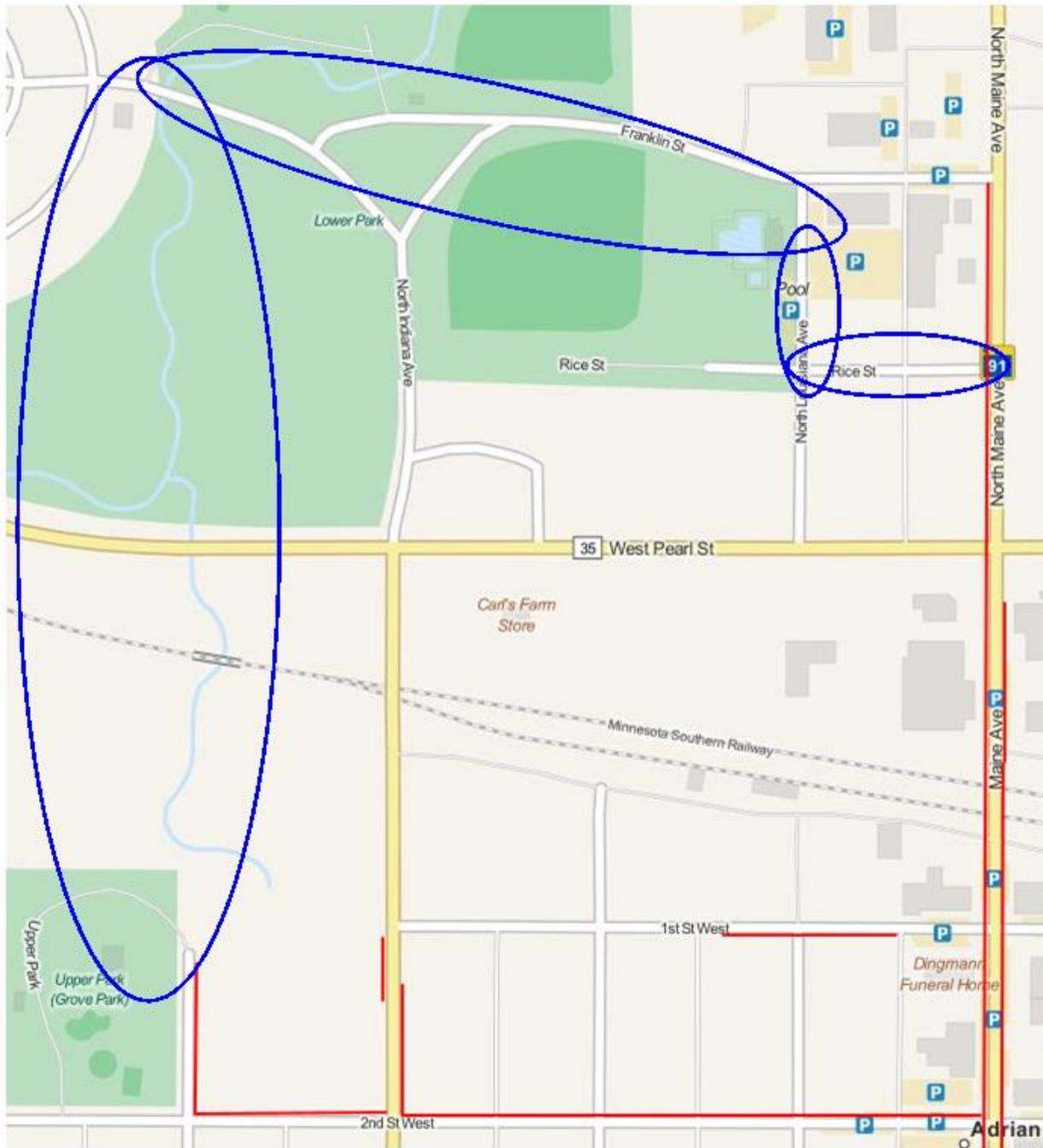
Existing Sidewalk ———

City Loop Walking Route ———

Sidewalk Gap ○

Table #10

Campground Connection Trail - Scenic Route



Existing Sidewalk ———

Sidewalk / Trail Gap ○

Table #11

Campground Connection Trail - Road Route

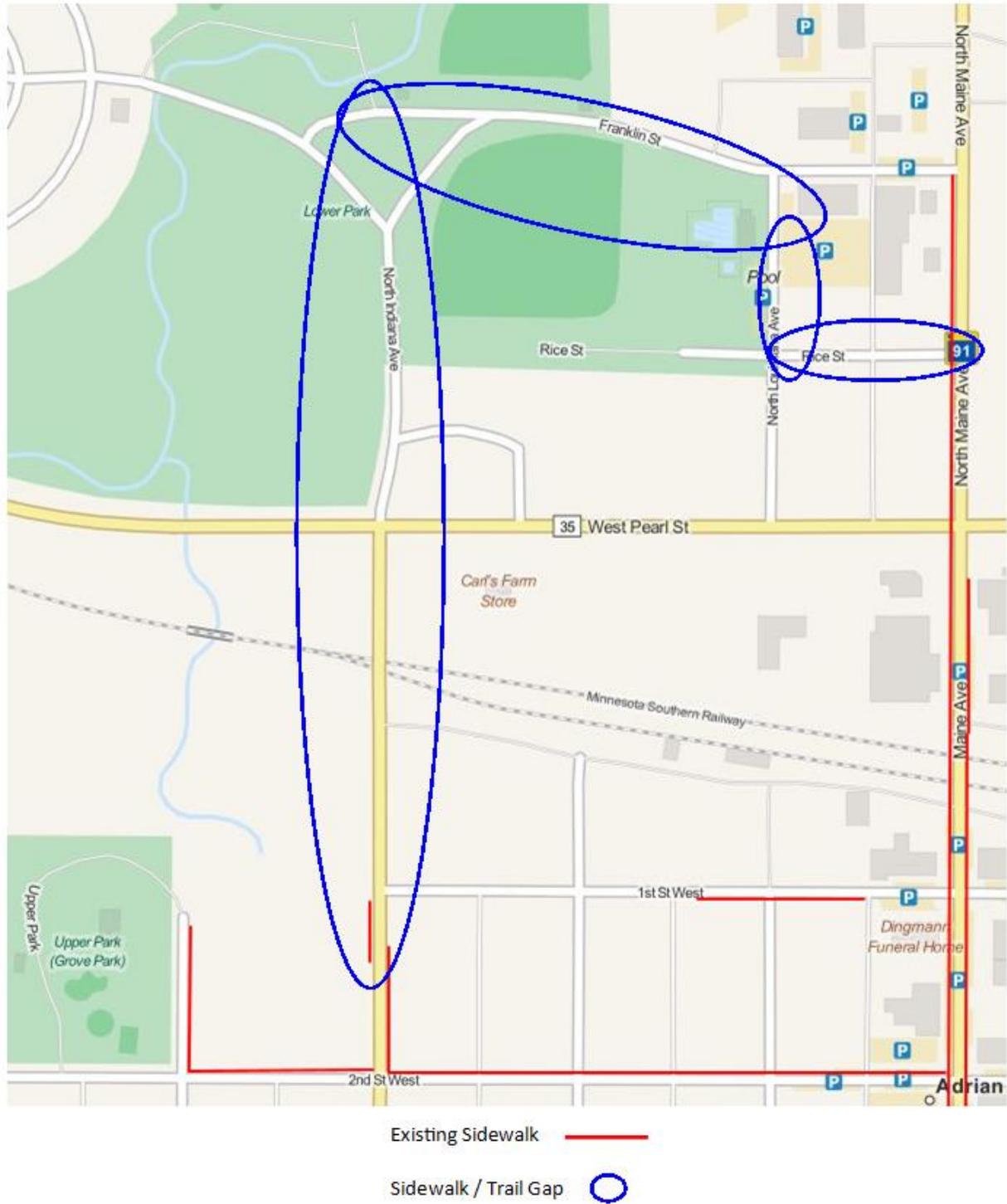
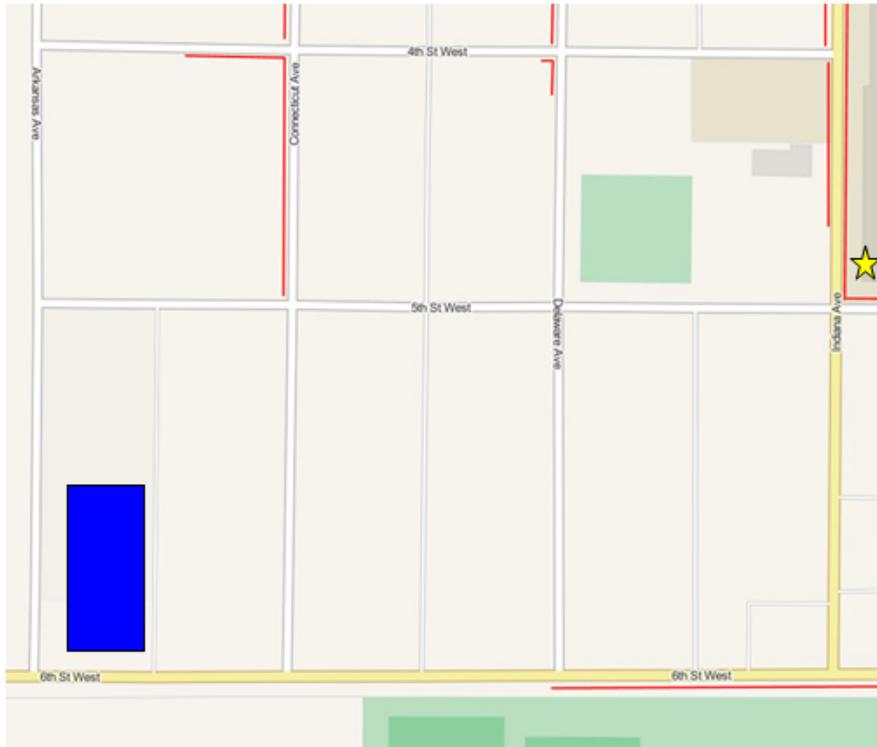


Table #12

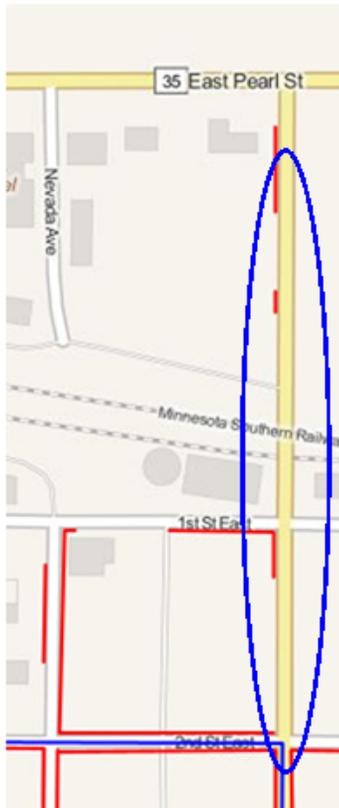
Southwest Neighborhood Connection



- Existing Sidewalk ———
- Apartments ■
- Adrian Secondary School ★

Table #13

Baptist Church Sidewalk Gap

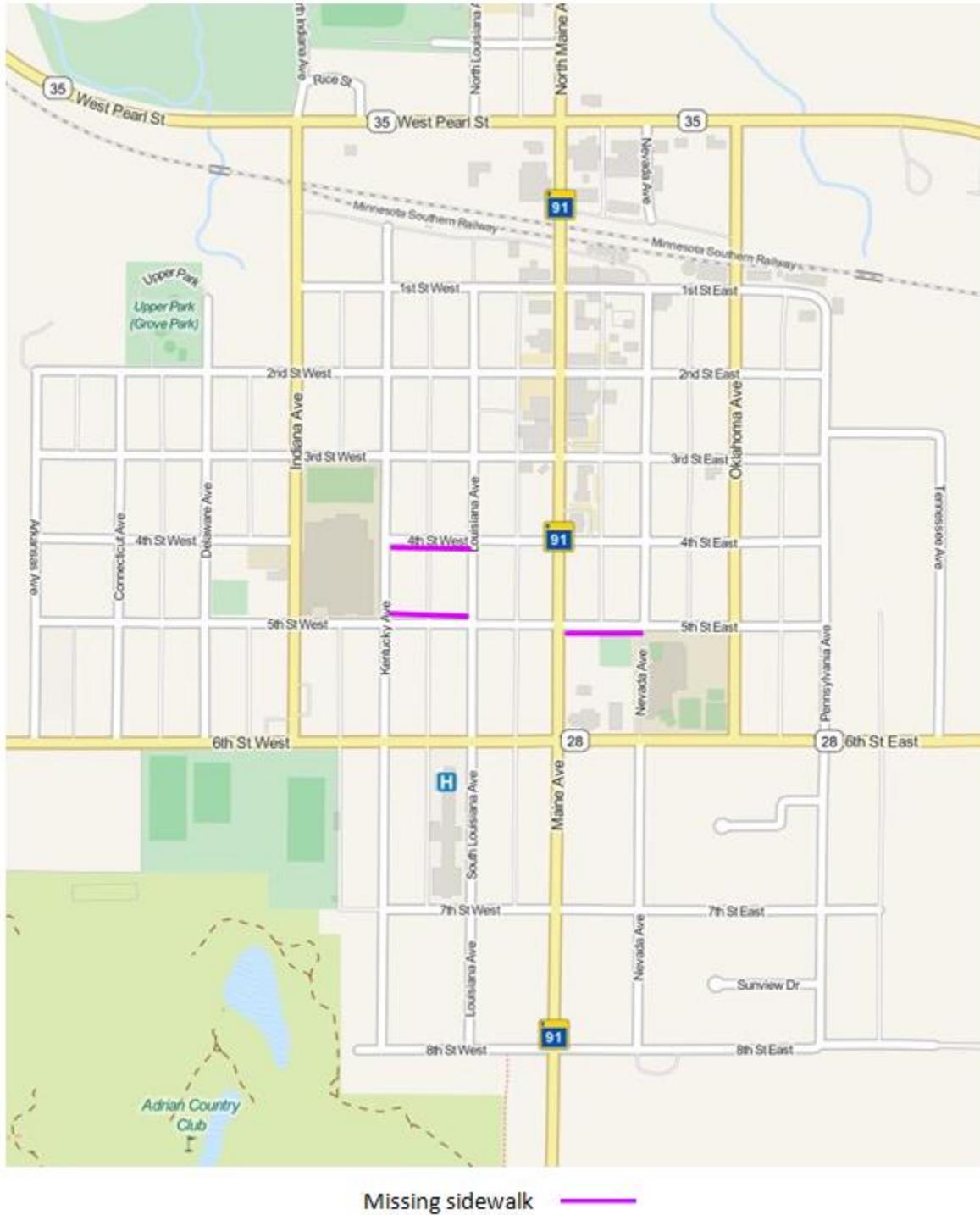


- Existing Sidewalk ———
- Proposed City Loop Walking Route ———
- Sidewalk Gap ○

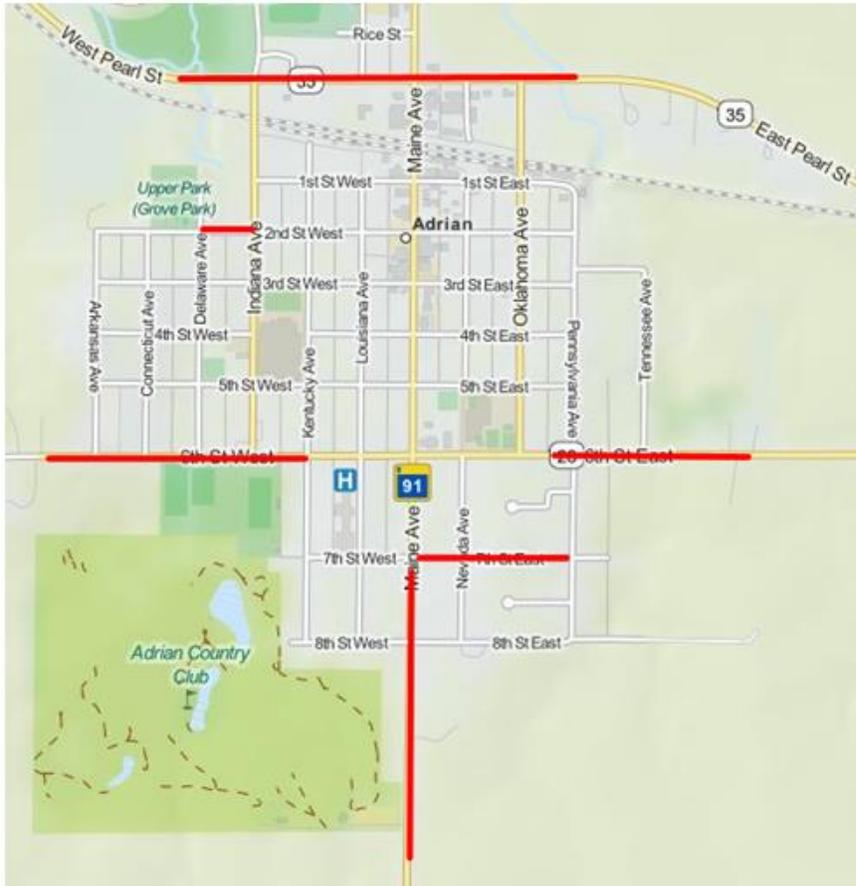
### Other Pedestrian Issues

A number of other pedestrian issues were discussed as part of the Adrian Active Living Planning Process.

**Table #14 Public Input from Wikimapping - Sidewalks Needed**

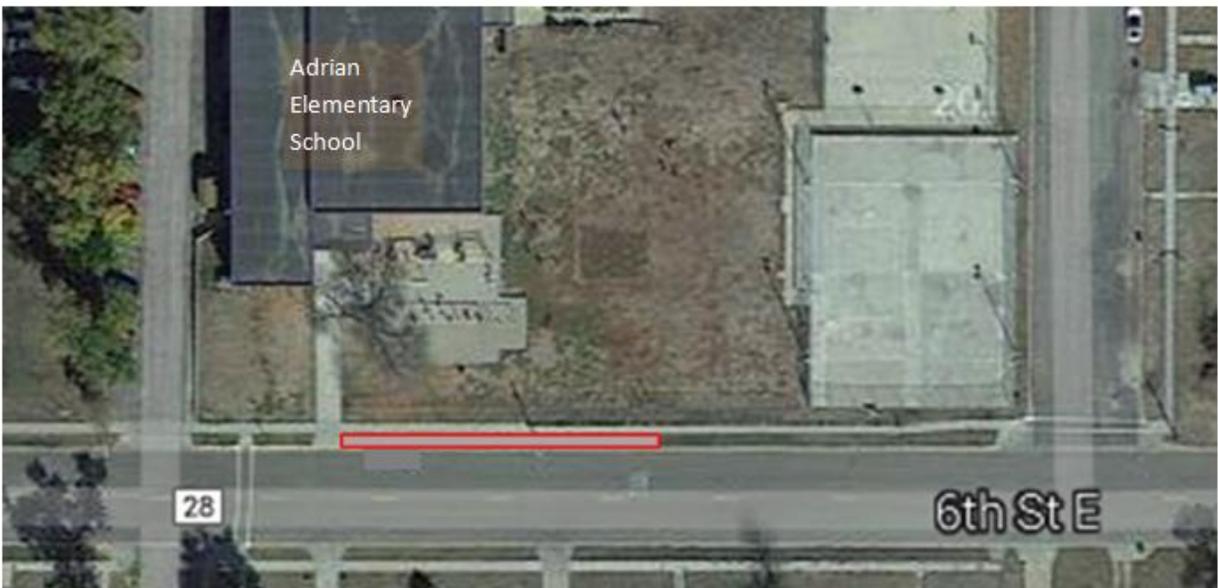


**Table #15 Public Input from Wikimapping - High Stress: Speed / Traffic**



High Stress Area for Walking and Biking 

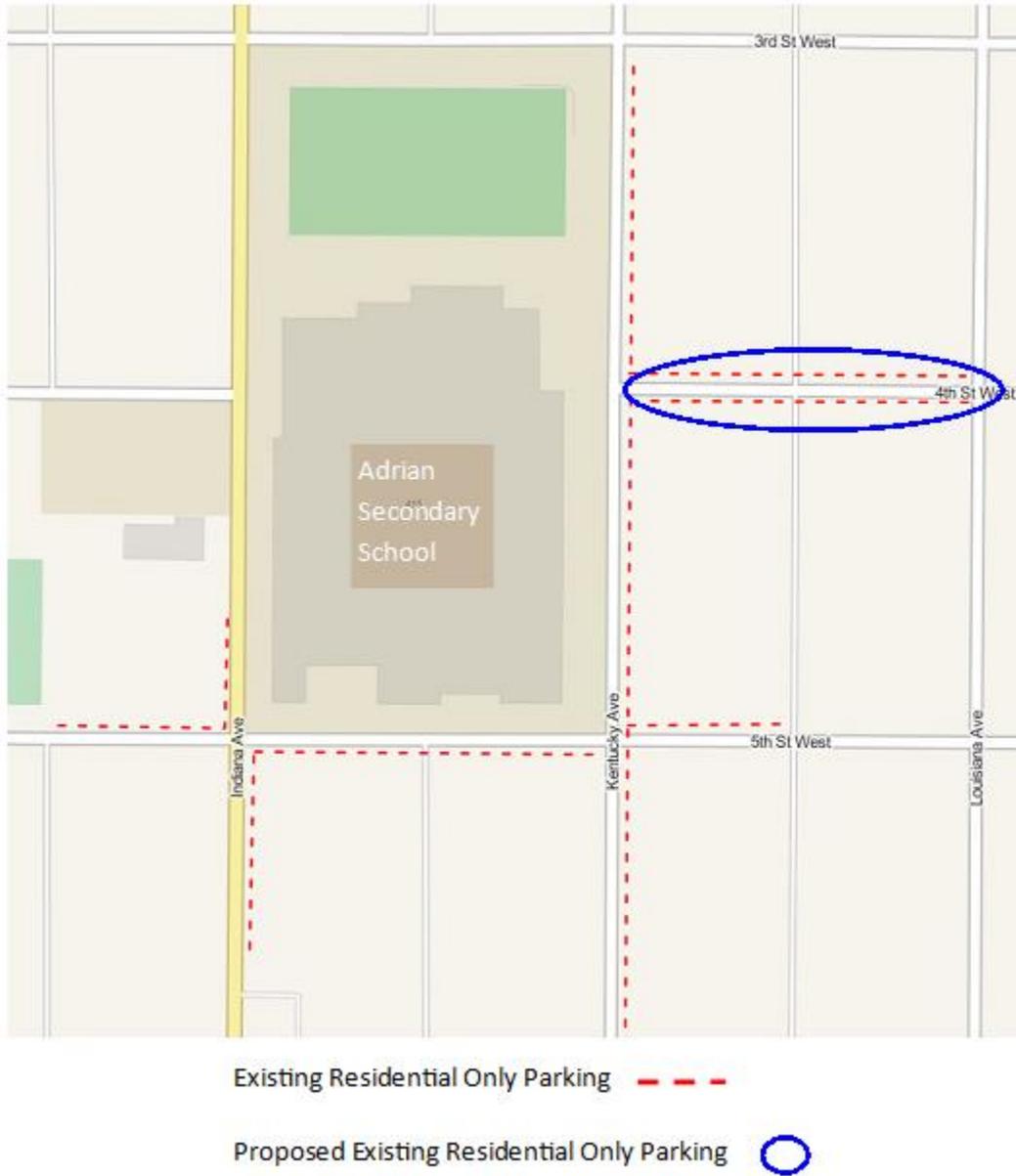
**Table #16 Adrian Elementary – Sidewalk Extension**



Sidewalk Extension—Sidewalk to Curb 

**Table #17**

**Residential Only Parking – Adrian Secondary School**



**Table #18**

**Intersections – Pedestrian Safety**

- Nevada Avenue and 5<sup>th</sup> Street
- Maine Avenue and 5<sup>th</sup> Street
- Louisiana Avenue and 5<sup>th</sup> Street
- Kentucky Avenue and 5<sup>th</sup> Street
- Maine Avenue and 1<sup>st</sup> Street
- Maine Avenue and 6<sup>th</sup> Street



## IV Goals & Strategies

Goals are general guidelines that explain what the City of Adrian 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 Adrian Active Living Plan are recommendations, so during implementation modifications can take place. Additional engineering work may also be needed before implementation can take place.

### Goal

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

### Objective

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

### Proposal

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



## Adrian Goals & Strategies

### Complete Streets

**Goal:** Ensure all streets in Adrian are Complete Streets.

**Strategy:**

Implement a Complete Streets Policy.

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

5 E(s): Engineering and Encouragement

**Existing Conditions:**

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

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

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

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

▶ Connector Streets

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

▶ Neighborhood Connector Streets

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

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

▶ Residential Streets

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

*New Developments*

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

*Existing Sidewalks*

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

**Adrian Infrastructure Goals & Strategies**

*School Crossing – Maine Avenue*

**Goal:** Increase safety along Maine Avenue (Minnesota State Highway 91) by Adrian Public Schools.

**Strategy:**

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

- Maine Avenue and 4<sup>th</sup> Street
- Maine Avenue and 5<sup>th</sup> Street
- Maine Avenue and 6<sup>th</sup> Street

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

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

*Existing Conditions:*

The intersections of Maine Avenue and 5<sup>th</sup> and 6<sup>th</sup> Streets are the primary crossing for students going to the elementary school. The intersection of Maine Street and 4<sup>th</sup> Street is a Primary crossing for Middle

School and High School students. There are crosswalks and school crossing signage, but the Planning Team has still identified these intersections as dangerous intersections. Crossing Maine Avenue has been identified by multiple parents as a barrier to walking and biking to school. These intersections discourage walking and biking to school.

Russell Lofthus, Adrian Elementary School principal, has reported two incidents during the Adrian Active Living Plan Planning Process when vehicles had to lock up their breaks to stop for elementary school children crossing Maine Avenue. Traffic volumes and traffic speeds contribute to the safety issue at these intersections.

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.

An RRFB will also help to supplement the crossing guard system. The crossing guards are only out for a short time period during arrival and departure. The RRFB will make crossing Maine Avenue all of the time.

**Table #21**

**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

A short term temporary solution could be to have crossing flags at the school crossings along Maine Avenue. Crossing flags can be purchased relatively cheaply and can be stored on each side of the intersections. The flags can be stored in a holder that can be fixed to a street sign or utility pole. Periodically, school staff will have to check the flags and distribute the flags equally on each side of the crossing.

**Table #22** **Crossing Flags**



Crossing Flags are typically spaced at intersections that are not controlled by a traffic signal or other traffic control device. Pedestrian flags increase safety at intersections by attracting the attention of the driver sooner vs. an unaided pedestrian.

*Adrian Elementary School Drop-off & Pick-up South*

**Goal:** Decrease congestion around the Adrian Elementary School.

**Strategy:**

Increase the width of the sidewalk along 6<sup>th</sup> Street by Adrian Elementary School.

Implement no parking along 6<sup>th</sup> Street by Adrian Elementary School during arrival and departure.

5 E(s): Education and Encouragement

**Existing Conditions:**

The primary drop off and pick up at Adrian Elementary School is on 5<sup>th</sup> Street. There is a loop, but this loop is very congested. To decrease congestion on 5<sup>th</sup> Street and in the loop, a second drop off and pick up location is being proposed on 6<sup>th</sup> Street.

Some parents are currently dropping off and picking up on 6<sup>th</sup> Street, but safety needs to be improved if a larger number of parents are going to be using 6<sup>th</sup> Street. There is currently a sidewalk that runs along 6<sup>th</sup> Street by Adrian Elementary School. There is a grass buffer between the sidewalk and street. Normally a buffer is a good thing, since it helps to separate pedestrians from vehicle traffic.

In this instance, the buffer decreases safety when dropping off and picking up students. The buffer is an obstacle when dropping off and picking up students. Currently, parents pull off into the parking lane to drop off and pick up children. Students are being unloaded on the driver's side, in front of oncoming

traffic. Parents do not unload on the passenger side, since space is limited and snow banks on the grass buffer block the way to school.

Congestion is also an issue. Parking is permitted along 6<sup>th</sup> Street by Adrian Elementary. Parents stopping to drop off children back up traffic. This traffic has blocked intersections and has made it more difficult for students to cross the street. Students have to peek past vehicles that are dropping off and picking up students. All of these issues contribute to the pedestrian safety concern in this area.

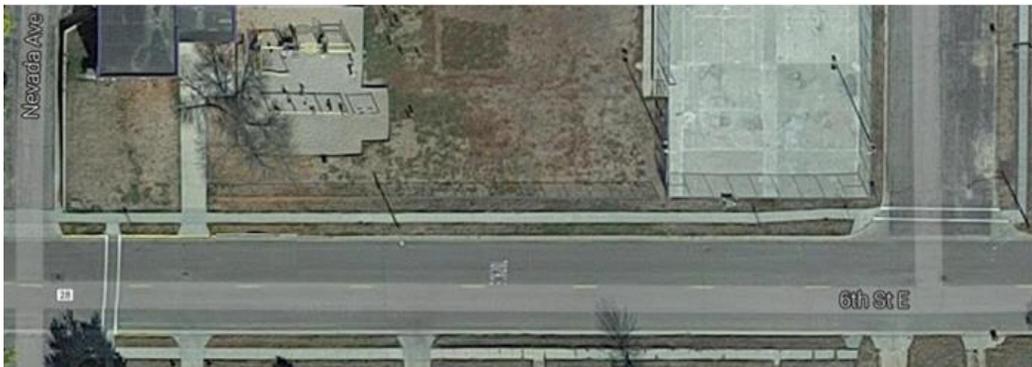
The Planning Team recommends widening the sidewalk all the way to the curb and adding 'No Parking' signage during arrival and departure. The entire sidewalk south of the south entrance will be filled in. The proposed no parking area during arrival and departure will be on the east side, but filling in the entire sidewalk will make this entire area more accessible. This area could also be used for busing in the future, since the sidewalk is filled in all the way to the curb.

The 'No Parking' signage will allow enough room for 5 vehicles to be dropping off and picking up students. Arrival will be defined as 7:30am to 8:30am. Departure will be defined as 2:30pm to 3:30pm. The parking restriction will only be when school is on session.



**Table #23 Adrian Elementary School Drop-off and Pick-up South**

Current



Proposed



Drop off Zone   
 New Sections of Sidewalk 

### *Adrian School Connection*

**Goal:** Promote safe walking and biking between the Adrian Elementary School and the Secondary School.

**Strategy:**

Fill in sidewalks on the north side of 5th Street East to have a continuous sidewalk connection between the Elementary School and Secondary School.

Ensure the sidewalk is cleared of snow before school starts.

Maintain safe crossing along this route.

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

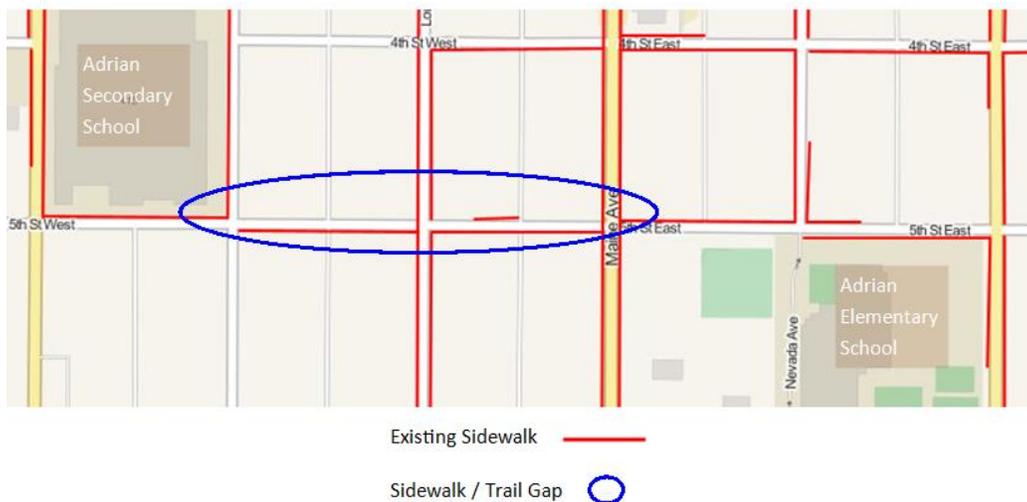
**Existing Conditions:**

Fifth Street is the main connection between the Adrian Elementary School and the Adrian Secondary School. A number of students walk between the school before, during, and after school. Fifth Street is a busy pedestrian route that crosses Maine Avenue (Minnesota State Highway 91).

Currently, students walk on the street since there is not a continuous route on one side of the street or the other. Walking on the street is not safe in this area during arrival and departure. There are higher average daily traffic volumes in this area and during arrival and departure, so this area becomes very congested at those times. There are also High School Drivers around the Adrian Secondary School, which is another reason why a continuous sidewalk is needed.

The Adrian Active Living Planning Team recommends filling in the gap on the north side of 5<sup>th</sup> Street. The gap on the south side has a very steep bank by the curb, so engineering a sidewalk on the south side is more problematic. The north side of 5<sup>th</sup> Street is also the more natural course for students. If you do not make the route convenient, then students may not use the route.

**Table #24 Adrian School Connection Gap**



This is a primary route, so snow removal is essential. This sidewalk needs to be cleared of snow before school starts, so students can walk safely on the sidewalk. The City of Adrian does have a 48 hour snow removal policy, but the school and city are going to work with the property owners along this route to ensure the sidewalk is cleared of snow before school starts. If property owners are not willing to ensure the route is cleared of snow before school, the school will make clearing this route a priority.

Part of ensuring the safety of this route and directing students to use the crosswalk is maintaining and establishing crosswalks along the route. There are painted crosswalks at the intersections of 5<sup>th</sup> Street and Nevada Avenue and 5<sup>th</sup> Street and Maine Avenue. There are also crossing guards at the intersections of the 5<sup>th</sup> Street and Nevada Avenue and 5<sup>th</sup> Street and Maine Avenue. It is essential to maintain these crosswalks and establish crosswalks at the intersections of 5<sup>th</sup> Street and Louisiana Avenue and 5<sup>th</sup> Street and Kentucky Avenue. Crosswalks will help to encourage students to use the sidewalk.

**Table #25 Intersections along – Adrian School Connection**



Once the sidewalk is established on the north side of 5<sup>th</sup> Street, Adrian Public Schools should conduct an education and encouragement campaign. This campaign will highlight the new sidewalk and encourage students to use the sidewalk. This campaign can also be used to reinforce proper crossing technique.

*Radars Speed Sign*

**Goal:** Increase safety on Maine Street.

**Strategy:**

Install a radar speed sign by the golf course driveway on the south end of Adrian on Minnesota Highway 91.

5 E(s): Education and Encouragement

**Existing Conditions:**

Traffic speeds on Minnesota State Highway 91 as you enter Adrian from the south are an issue. At the community meetings speeding into Adrian was identified as an issue and was discussed. The 30 mph speed limit is established between the golf approach and the sidewalk on the west side of the Highway 91. The problem with slowing traffic down is the road characteristics do not change for roughly another

500 feet. Curb and gutter along with houses on both sides of the highway help to calm traffic. The roadway becomes visually narrower, which helps to slow traffic.

The results of a U.S. Roads study revealed, " both speed display boards and photo-radar effectively reduce vehicle speeds while deployed" and are "particularly effective in reducing the number of vehicles traveling ten or more miles over the speed limit." However, "only the display boards demonstrated carry-over effects," particularly in the long term. Already the most cost-effective of the speed control devices, the speed reduction capabilities of display boards can be greatly enhanced with "intermittent police enforcement."<sup>21</sup>

A radar speed sign in this area will help to alert drivers when they are driving too fast. The radar speed display will blink when the vehicle is traveling faster than the posted speed limit. This will help to calm traffic before natural traffic calming occurs.

**Table #26** **Radar Speed Sign**



- 30 mph Speed Limit ●
- Radar Speed Sign ●
- Road Characteristics Change ●



<sup>21</sup> TransSafety Inc. Road Injury Prevention & Litigation Journal. Accessed: 6/10/15. Available: <http://www.usroads.com/journals/p/rij/9805/ri980504.htm>

### *City Connection Walking Route*

**Goal:** Increase walking within the City of Adrian.

**Strategy:**

Fill in sidewalks gaps along the City Connection Walking Route.

Fix problem sidewalk areas along City Connection Walking Route.

Promote the walking route to increase usage and visibility.

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

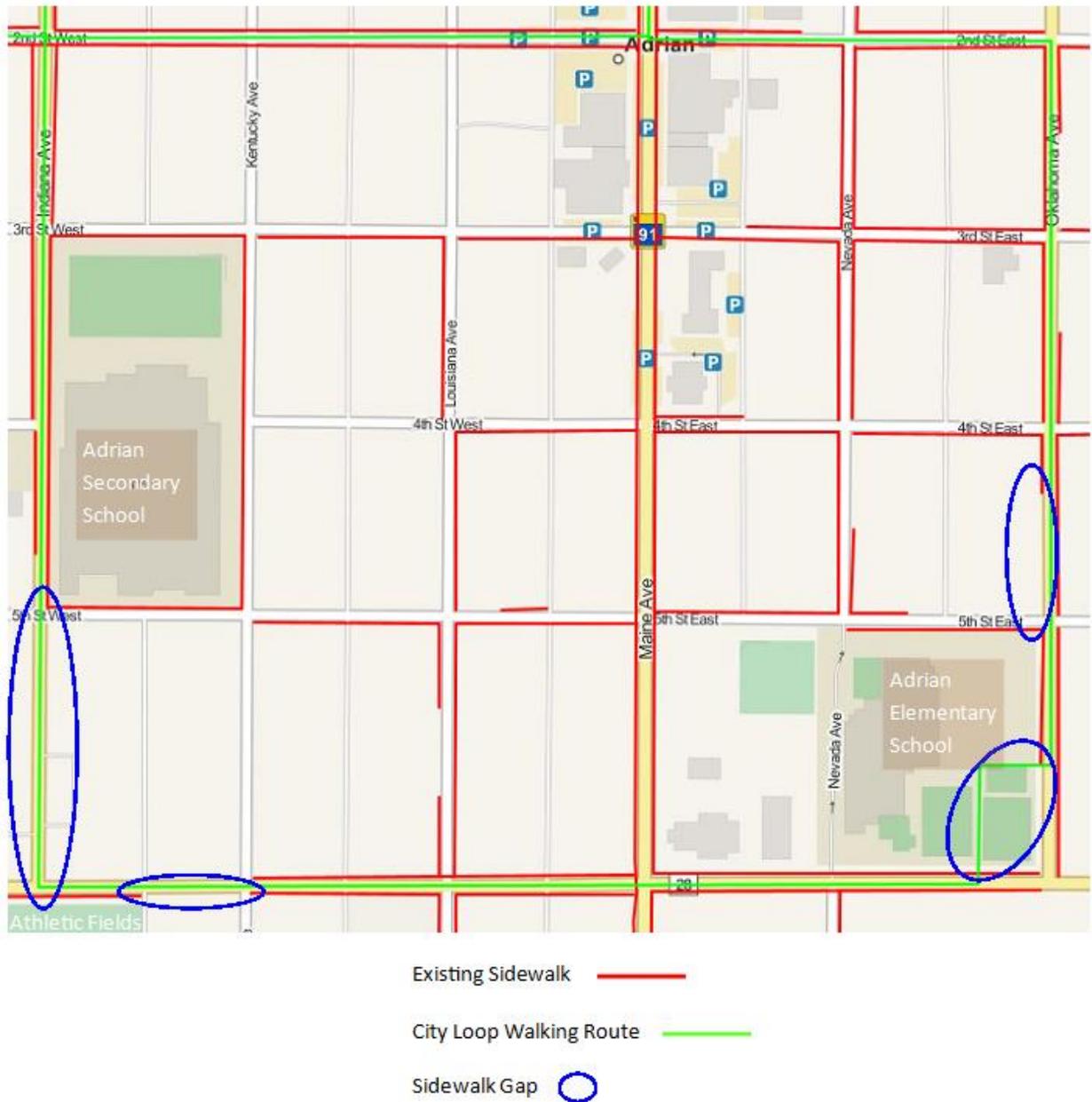
**Existing Conditions:**

The City Connection Walking Route is an outlined walking route within the City of Adrian. The City Connection Walking Route utilizes existing sidewalks within the City. The route travels along Indiana Avenue to 6<sup>th</sup> Street to Oklahoma Avenue to 2<sup>nd</sup> Street and back to Indiana Avenue. The entire route is 18 blocks long.

There are 3 gaps that need to be filled in to create a continuous sidewalk walking route. These three gaps include: Athletic Field Gap, Adrian Elementary Playground Gap, and the Adrian Elementary Northeast Safe Route Gap. Filling in these three gaps will improve connectivity to the Adrian Elementary School and the Secondary School, connect both schools to the track and athletic fields, make walking to school more convenient and safe, and create a continuous walking route within the City of Adrian.

Table #27

City Connection Walking Route



*Athletic Field Gap*

The Athletic Field Gap is on Indiana Avenue between the Adrian Secondary School and the athletic fields, and on 6<sup>th</sup> Street West between the athletic fields and Kentucky Avenue. The gap on Indiana Avenue is the primary route between the Adrian Secondary School and the athletic fields. The gap on 6<sup>th</sup> Street is the primary route between the Adrian Elementary School and the athletic fields. The athletic fields entail the High School football field, the track, and two practice football fields / open greenspace. This open greenspace is often used for other school and city outdoor activities.

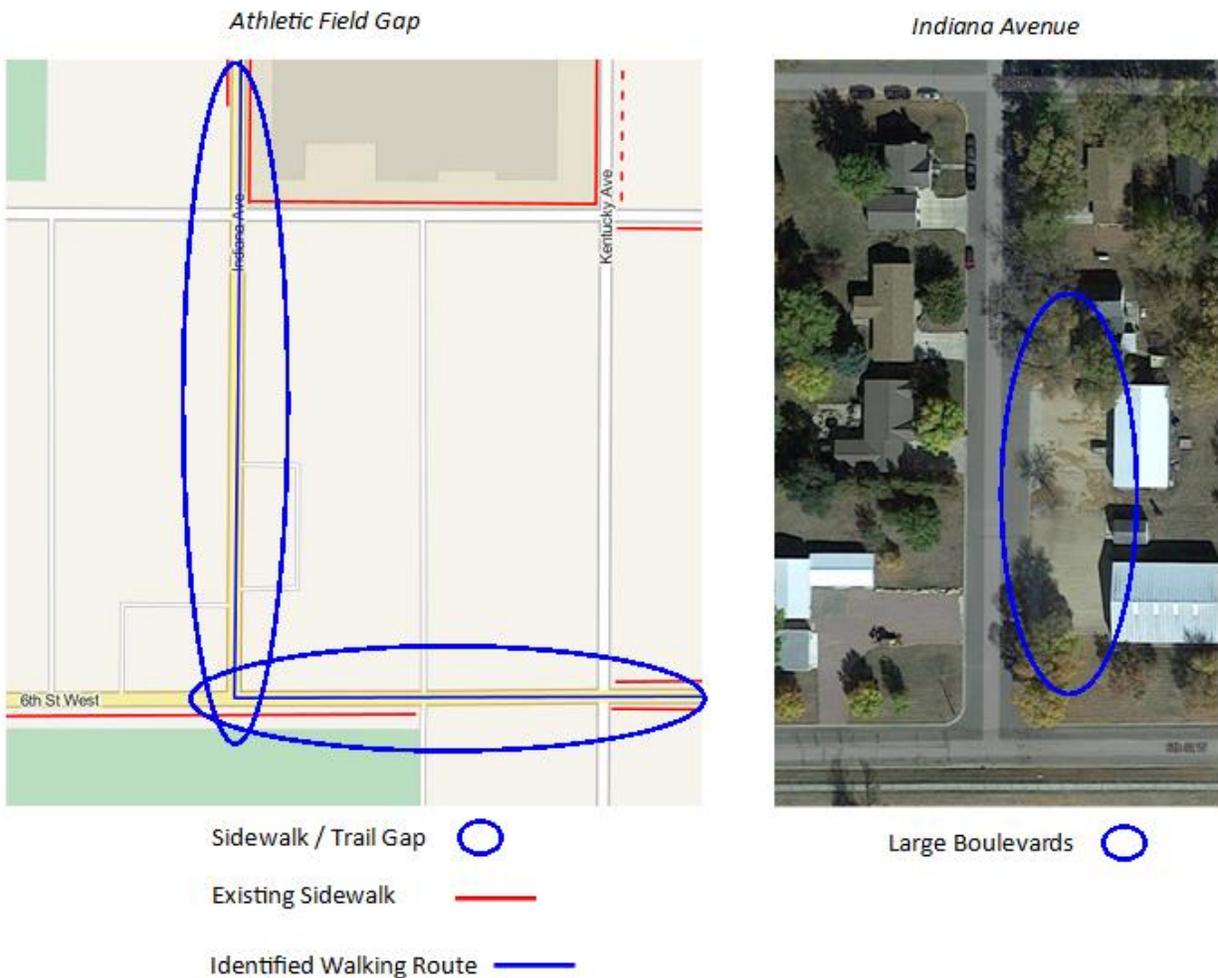
The gap along Indiana Avenue is also a route to school. Safety along this route would be increased with a sidewalk connecting to the Adrian Secondary School. Indiana Avenue is a very busy street during arrival and departure. Indiana Avenue has been referred to as the autobahn, due to higher traffic volumes and High School drivers.

The Planning Team thinks the sidewalk should be established on the west side of Indiana Avenue. The west side of Indiana Avenue is all residential housing. The east side of Indiana Avenue has two shops / storage building. These two buildings have large boulevards that are more problematic to cross.

The gap along 6<sup>th</sup> Street West connects the sidewalk along 6<sup>th</sup> Street. Sixth Street is the primary route between the Adrian Elementary School and the athletic fields. The athletic fields are only three and a half blocks away, so these fields are also used by the elementary school.

The gap along 6<sup>th</sup> Street should be filled with a sidewalk along the south side of the street. Establishing a sidewalk on the south side of 6<sup>th</sup> Street would make walking the route more convenient than having the sidewalk on the north side of 6<sup>th</sup> Street.

**Table #28 Athletic Field Sidewalk Gap**





*Adrian Elementary Northeast Safe Route Gap*

The last gap along the City Connection is by the northeast corner of the Adrian Elementary School property. The gap is on the west side of Oklahoma Avenue between 5<sup>th</sup> Street East and 4<sup>th</sup> Street East. Filling in this sidewalk gap not only helps to complete a continuous walking route around the City, but it is also a critical route to school.

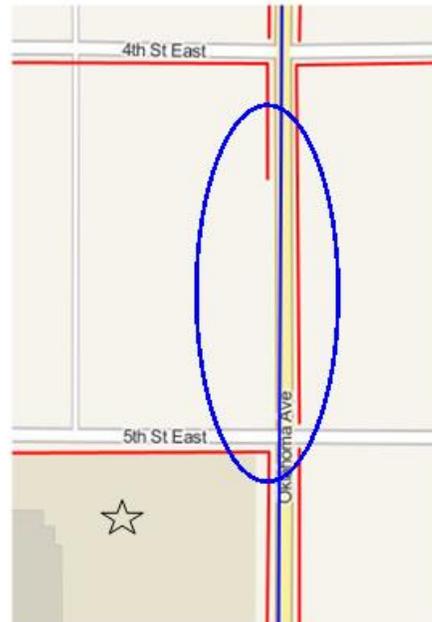
This area is very congested during arrival and departure. The drop off and pick up loop is just to the east of the intersection of 5<sup>th</sup> Street East and Oklahoma Avenue. The majority of parents exit the loop and head east. Currently, students can use the sidewalk on the east side of Oklahoma Avenue, but one block north the sidewalk ends on the east side of Oklahoma Avenue. Students then have to jump back over to the west side of the street. It is not convenient having to jump back and forth from the sidewalk on the east side of Oklahoma Avenue to the west side of Oklahoma Avenue.

A number of students live in this area and there are a couple of daycares in this area as well. Filling in this gap will make it more convenient and safe for students to walk to school, while completing a continuous walking route around the City. The Planning Team selected this route since it utilized existing sidewalks, filled in critical sidewalk gaps around the schools, and connected the schools to the athletic fields. Other routes would require more gaps in the sidewalk network to be filled in and would be more costly.

**Table #30                      Adrian Elementary School Northeast Sidewalk Gap**



Drop off and Pick up Loop



Sidewalk / Trail Gap 

Existing Sidewalk 

Identified Walking Route 

Bruce Heitkamp, Adrian City Administrator, conducted a walking audit along the walking route. The audit estimates to establish the City Connection Walking Route, three or more blocks worth of sidewalk would need to be constructed. An additional 10%-15% of the established sidewalks would need to be replaced. Patching or mud jacking may also be needed at several locations. Refer to the Appendix for the complete Walking Audit Summary.

#### *Walking Route Promotion*

As more people walk a route visibility increases and as visibility increases drivers become more aware of pedestrians along that route. Safety increases since drivers are more aware of pedestrians. The number of walkers can also increase as other community members see more people walking the route. This can have a cascading effect, but it all starts with marketing the route. Marketing the route can be done by posting a map of the route on Adrian's public access TV channel, distributing and posting route maps around the community, highlighting safety improvements and the route in a news article, and having a community walk along the route.

#### *Campground Walking Loop*

**Goal:** Increase walking and biking to the campground and the City Pool.

#### *Strategy:*

Build to a pedestrian trail between the Grove Park and the campground that connects the trail with the existing sidewalk along Maine Avenue.

5 E(s): Engineering and Encouragement

#### *Existing Conditions:*

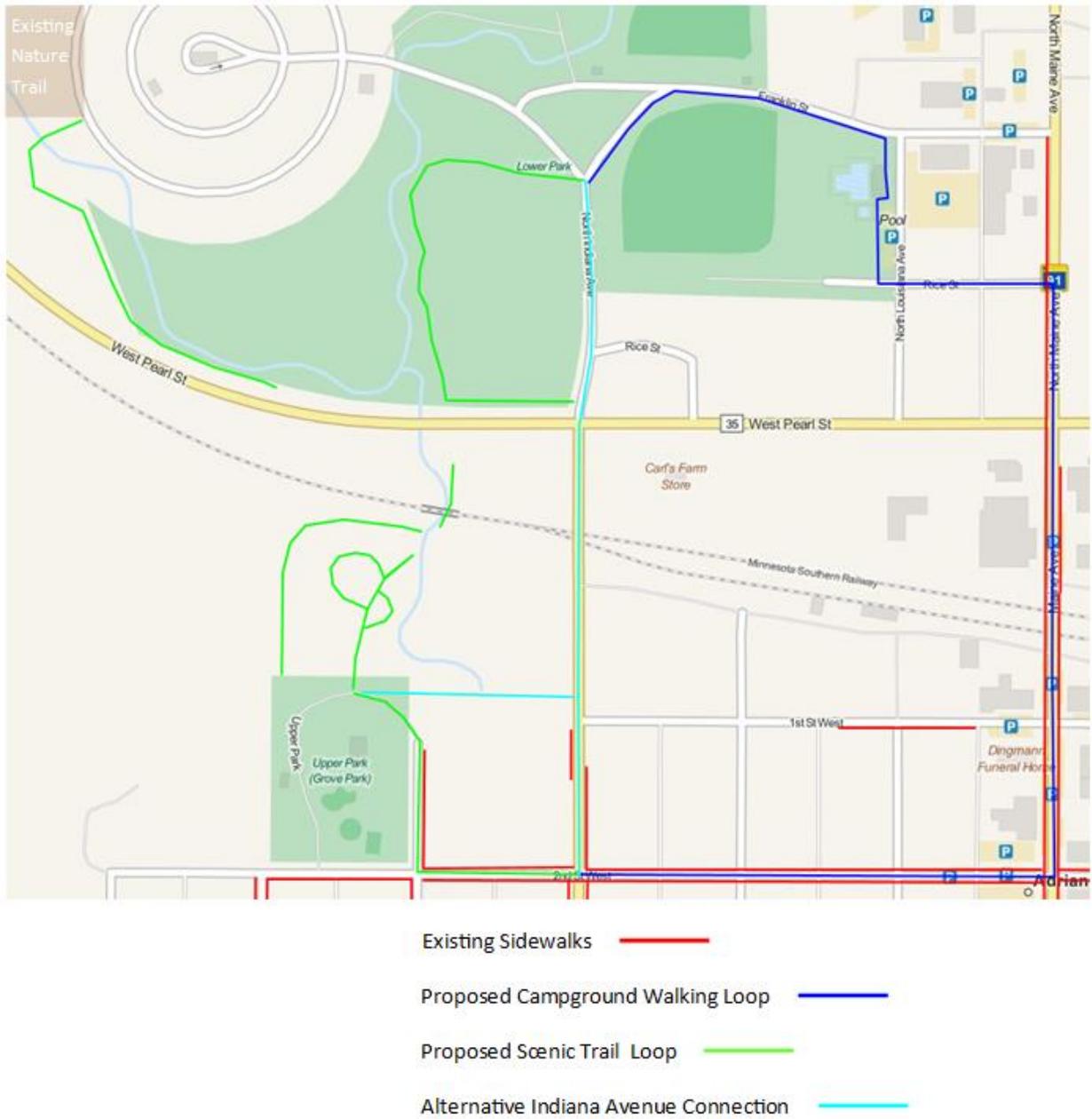
The Grove Park (Upper Park) is located in the northwest corner of the core residential area in the City of Adrian. The Lower Park is the largest city park and is part of the Adrian Municipal Campground. Adrian's Campground is a regional destination and is busy throughout the summer session. The campground also has a disc golf course, which attracts other users to the campground area.

There are two options for connecting Grove Park with the Lower Park and campground. The first option would create a scenic trail through the nature area north of Grove Park that would connect to Lower Park and a proposed sidewalk or trail along Franklin Street. The second option would create a sidewalk or trail along Indiana Avenue that connects with the proposed sidewalk or trail along Franklin Street.

The scenic trail would create a scenic connection between Grove Park, Lower Park, the campground, and the city pool. This would increase use at both parks and provide a convenient, safe, and scenic place to walk. The preferred option is to create a more scenic connection that would be part of the Campground Walking Loop.

**Table #31**

**Campground Walking Loop**



There are currently several animal / natural trails in the Grove Park nature area. A subgroup of the Adrian Planning Team walked this area between the two parks during the Adrian Active Living Plan Planning Process.

The majority of the proposed nature trail would be on city owned property. There is railroad right-of-way that would have to be crossed and one privately owned property. The trail could potentially pass under the railroad tracks, which would be a safer pedestrian crossing.

There are several routes for the portion of the nature trail in Grove Park. The trail could traverse down one of the animal / nature trails that already exist or the trail could run along the west side of the city owned property. Both routes would provide a scenic place to walk.

It would be preferable to have the trail cross along the stream by the railroad bridge. Not having to cross railroad tracks, while keeping the trail more scenic, will encourage trail use. Below is a parcel map that outlines the rail-road bridge and the parcels around the bridge. The parcel to the southwest is a city owned parcel. The lot to the north is privately owned. Adrian city staff has contact information for the property owner to the north.

**Table #32 Campground Connection Loop - Railroad Crossing**



If a crossing cannot happen by the railroad bridge a secondary option is to engineer a path east from Grove Park to Indiana Avenue. There are existing sidewalks along Indiana Avenue. A sidewalk or trail connection in the public right-of-way along Indiana Avenue could be made with the proposed sidewalk or trail along Franklin Street. The Indiana Avenue connection would create a convenient loop to the Lower Park, Campground, and pool, but it would not be as scenic.

Creating a loop between the two parks, the campground, and the pool would increase connectivity and access. There are existing sidewalks on Maine Avenue. A connection could be made along Rice Street that leads to the pool on North Louisiana Avenue and Franklin Street that leads to the campground and proposed nature trail in the Lower Park.

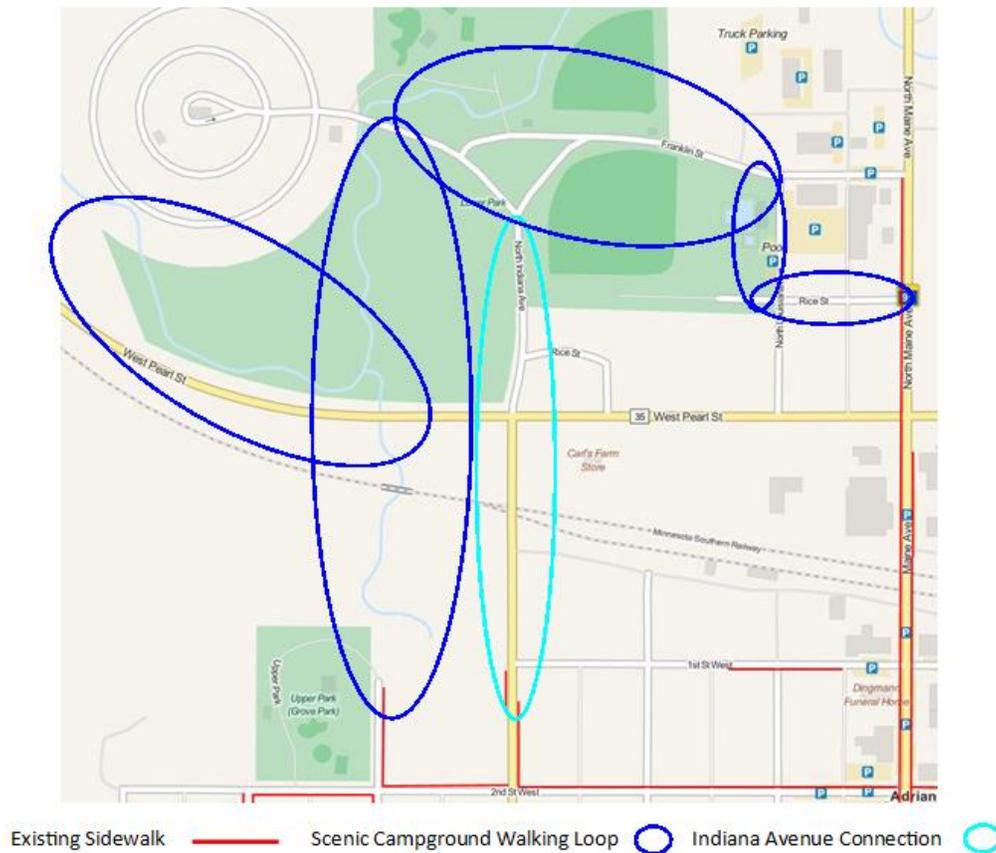
Maine Avenue is the main pedestrian route to the pool and campground since there are existing sidewalks along Maine Avenue. Rice Street and North Louisiana Avenue have truck traffic, so walking on the street is not preferable. A sidewalk along the north side of Rice Street would be preferable.

The pool is a traffic generator, so a sidewalk along North Louisiana Avenue on the west side of the street and parking is preferable. Extending the sidewalk along Rice Street to the west of North Louisiana Avenue would provide for a sidewalk connection to the pool that would not have to cross North Louisiana Avenue and the pool parking.

Franklin Street is narrow and is the primary connection to the campground. There is not enough space on the paved road surface for two vehicles and a pedestrian. Pedestrians frequently have to walk and bike on the gravel / grass shoulder. Walking and biking along Franklin is not safe or convenient due to the narrow road surface and vehicle traffic in and out of the campground.

Additional research is needed regarding connecting the sidewalk or trail along Franklin Street to the nature trail in Grove Park. A crossing point on County Road 35 has not been finalized, since a route through Lower Park and the campground required additional research. This area is all property owned by the city, but it is in the floodplain. A potential route is west on County Road 35 to the existing nature trail and pedestrian bridge over the stream. Another route is north along the stream, which will connect to North Indiana Avenue. A third option is straight east along County Road 35 to North Indiana Avenue.

**Table #33 Campground Connection Loop Gap**



## Adrian Non-infrastructure Goals & Strategies

### *Stop for Pedestrian Signs – School Crossings*

**Goal:** Increase safety around the Adrian Elementary School.

**Strategy:**

Establish Stop for pedestrian signs at the following intersections:

- Maine Avenue and 5<sup>th</sup> Street
- Nevada Avenue and 5<sup>th</sup> Street

5 E(s): Education and Encouragement

**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. Fifth Street is the busiest street around the Adrian Elementary School during arrival and departure. Russell Lofthus, Adrian Elementary School principal, has identified two intersections to frequently place ‘Stop for Pedestrian’ signs at. These two intersections are Maine Avenue and 5<sup>th</sup> Street and Nevada Avenue and 5<sup>th</sup> Street. These pedestrian signs are going to be rotated to other intersections around the elementary school to increase the crosswalk visibility and to educate drivers on their responsibility to stop for pedestrians.

#### 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.<sup>22</sup>

*Stop for Pedestrian Signs – City Connection Walking Route*

**Goal:** Increase safety at critical intersections along the City Connection Walking Route in the City of Adrian.

**Strategy:**

Establish Stop for pedestrian signs at the following intersections:

- Maine Avenue and 2<sup>th</sup> Street
- Nevada Avenue and 6<sup>th</sup> Street

5 E(s): Education and Encouragement

**Existing Conditions:**

Minnesota State Highway 91 (Maine Street) has the highest average daily traffic volumes of any street within the City of Adrian. The City Connection is an outlined walking route within the City of Adrian that crosses Maine Street at 2<sup>nd</sup> Street and 6<sup>th</sup> Street. These two intersections see higher volumes of pedestrian traffic, so additional safety measures need to be added to these intersections.

‘Stop for Pedestrians’ signs at the intersections of Maine Avenue and 2<sup>nd</sup> Street and 6<sup>th</sup> Street will help to increase visibility at intersections. The two ‘Stop for Pedestrian’ signs will also be rotated to other intersections around the city to increase the crosswalk visibility and to educate drivers on their responsibility to stop for pedestrians.



Removable “Stop for  
PED Sign

*Pedestrian Crossings –City Connection Walking Route*

**Goal:** Increase safety at critical intersections along the City Connection walking route.

**Strategy:**

Establish pedestrian flags at the following intersections:

\_\_\_\_\_

<sup>22</sup> Minnesota Safety Council. Accessed: 4/17/15. Available: <http://www.minnesotasafetycouncil.org/facts/factsheet.cfm?qs=BD3BE1A6DFA3335E>

- Maine Avenue and 2<sup>th</sup> Street
- Maine Avenue and 6<sup>th</sup> Street

Paint a crosswalk at the intersection of Maine and 2<sup>nd</sup> Street and install crosswalk signage.

Maintain the crosswalk at the intersection of Maine Avenue and 6<sup>th</sup> Street.

5 E(s): Education and Encouragement

*Existing Conditions:*

The City Connection is an outlined walking route within the City of Adrian. The City Connection utilizes existing sidewalks within the City. There are two critical crossings with Minnesota State High 91 (Maine Street). Maine Street has higher traffic volumes, so crossing Maine Street is a barrier to walking or biking in Adrian. The two critical crossings are Maine Avenue and 2<sup>nd</sup> Street and 6<sup>th</sup> Street.

To increase safety at these two critical intersections crossing flags should be establish at the intersections to increase the visibility of the crossing pedestrian. Crossing flags can be purchased relatively cheaply and can be stored on each side of the intersections. The flags can be stored in a holder that can be affixed to a street sign or utility pole. Periodically, school staff will have to check the flags and distribute the flags equally on each side of the crossing on 6<sup>th</sup> Street. City staff will maintain the crossing flags at the 2<sup>nd</sup> Street intersection.

Crosswalk paint and signage also helps to increase the visibility at these crossing. Sixth Street already has crosswalk signage and a painted crosswalk. Second Street required both crosswalk signage and the crossing to be painted.

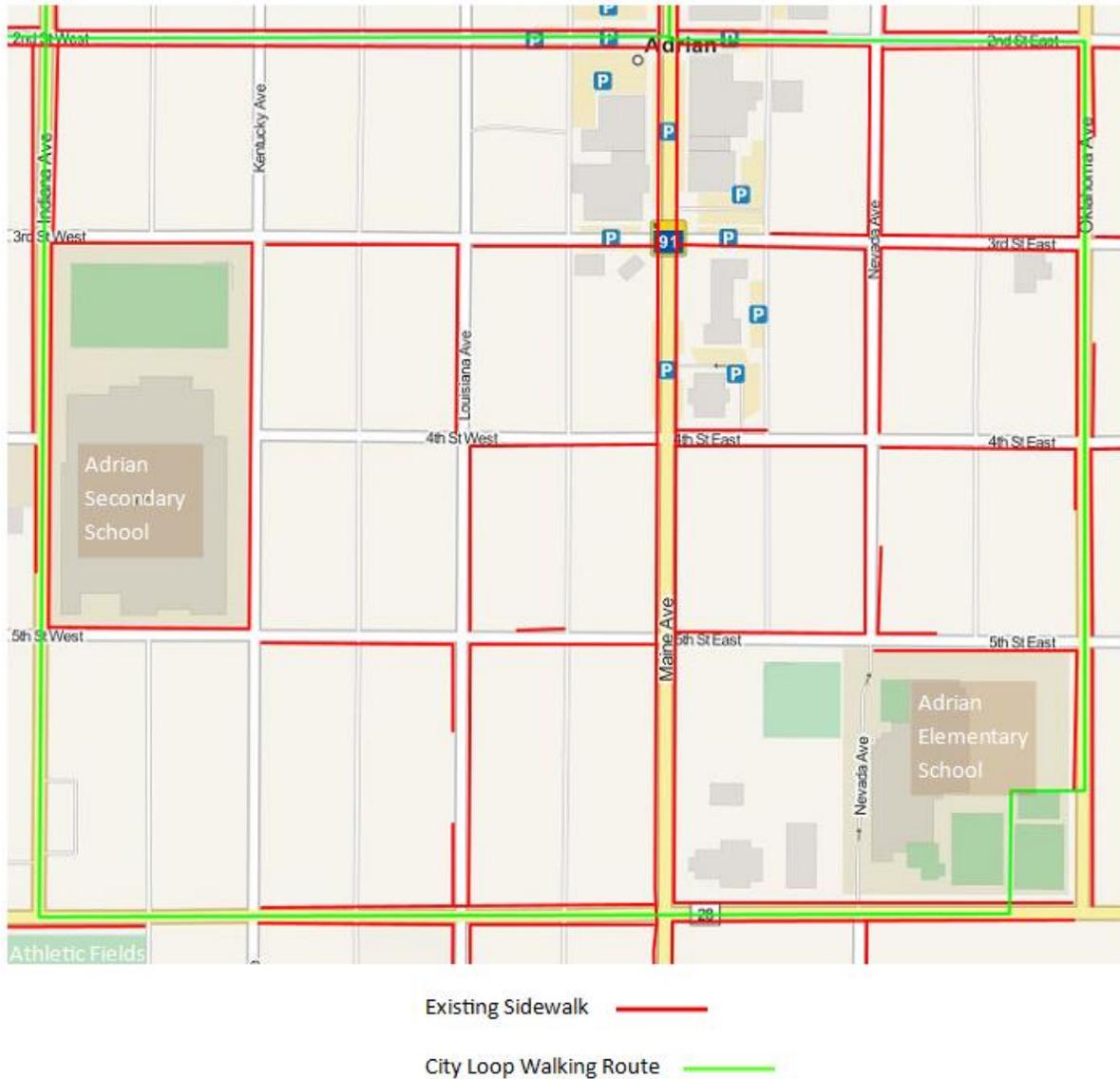
**Table #34** **Crossing Flags**



Crossing Flags are typically spaced at intersections that are not controlled by a traffic signal or other traffic control device. Pedestrian flags increase safety at intersections by attracting the attention of the driver sooner vs. an unaided pedestrian.

**Table #35**

**City Connection Walking Route**



*School Zone Signage*

**Goal:** Increase safety in the Adrian Elementary School Zone.

**Strategy:**

Add school zone signage on 6<sup>th</sup> Street by Adrian Elementary School.

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

**Existing Conditions:**

There is school zone signage and dragon crossing signage around the Adrian Elementary School, but there is no school zone signage as you approach the school from the east on 6<sup>th</sup> Street. As you approach

the school from the east on 6<sup>th</sup> Street, you are driving up a hill. With no school zone signage you may be unaware you are approaching a school zone and a school crossing by Oklahoma Avenue.

Identifying a school zone provides important information to drivers about the potential for increased pedestrian traffic, children are in the area, and that you should slow down and be more alert. Children may not use proper crossing techniques, so increased driver awareness is critical.

Signage alone only helps to identify a school zone as a higher risk area. Enforcement also plays an important role. School Administrators need to work with law enforcement to ensure periodic patrols are occurring during arrival and departure. This will help to ensure drivers are obeying laws in the school zone and are more aware. Effective signage along with law enforcement monitoring arrival and departure times will make the school zones around Adrian Public Schools safer, which may encourage more walking and biking.

### *School Zone Speed Limit*

*Goal:* Increase safety in the Adrian Elementary School Zone.

*Strategy:*

Add school zone speed limit around Adrian Elementary School.

5 E(s): Education and Enforcement

*Existing Conditions:*

There is a 15 mph speed limit around the Adrian Secondary School. This school zone speed limit was not established around the Adrian Elementary School. The school zones in the City of Adrian should be consistent.

The vehicle speed does have a significant impact on the odds of pedestrian death in a collision with a vehicle. Signage alone will not ensure lower traffic speeds. Effective signage along with law enforcement monitoring arrival and departure times will make the school zones around Adrian Public Schools safer, which may encourage more walking and biking.

**Table #36 Vehicle Speed – Odds of Pedestrian Death**

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%

### *Enforcement*

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

**Strategy:**

Increase police patrols in the following areas:

- Indiana Avenue during arrival and departure.
- Minnesota State Highway 91 as you enter Adrian from the south.
- 6<sup>th</sup> Street as you enter Adrian from the east and west.
- County Road 35 in Adrian
- County Road 35 as you enter Adrian from the east and west.
- Oklahoma Ave by 3<sup>rd</sup> Street – slow school bus down before a kid gets hurt.
- 7<sup>th</sup> Street East – speeding vehicles going over the hill. Area residents are scared of a pending accident.
- Pearl Street – speeding is an issue.
- 2<sup>nd</sup> Street West – between Delaware and Indiana coming down the hill.

5 E(s): Enforcement

**Existing Conditions:**

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

### *Walking School Bus*

**Goal:** Increase walking and biking to school.

**Strategy:**

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

5 E(s): Education and Encouragement

**Existing Conditions:**

A walking school bus is a group of students who walk 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.

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<sup>23</sup> NHMRC Road Accident Research Unit. Effects of Vehicle Speed on Pedestrian Fatalities. Accessed: 1/5/15. Available: <http://humantransport.org/sidewalks/SpeedKills.htm>

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 Adrian a walking school bus could be established from the daycares that are within walking distance from the school. 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.



### *Sidewalk Maintenance*

**Goal:** Keep sidewalk clear of debris and snow

**Strategy:**

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

Enforce the snow removal policy.

**5 E(s):** Encouragement and Engineering

**Existing Conditions:**

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

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

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

The City of Adrian has a snow removal policy for sidewalks. Property owners have 48 hours to clear their 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 Adrian. If sidewalks are not maintained, pedestrians will have to walk on the street. Some streets in Adrian may not be safe to walk on due to higher traffic volumes and traffic speeds. Not maintaining sidewalks creates a potential safety issue.

During the Active Living community meetings, a specific section of sidewalk by St. Adrian Catholic Church was identified. The sidewalk by the church has a tree that needs to be trimmed, so branches do not scrape pedestrian's heads. Other areas in Adrian may also pose clearance issues. It may be difficult for a person in a wheelchair to navigate this section of sidewalk.

### *Walk to School Day Event*

**Goal:** Increase walking and biking to school.

#### **Strategy:**

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

5 E(s): Education and Encouragement

#### **Existing Conditions:**

Adrian Public Schools do not offer any in-town busing, so there is an opportunity to dramatically increase walking and biking to school. Currently, the majority of students who live in town are dropped off and picked up by parents. Creating a Walk to School Day Event will help to increase the awareness of walking and biking to school. For more information regarding Walk to School Day Events visit [walkbiketoschool.org](http://walkbiketoschool.org).

## ➔ 1. Walk or bicycle from home

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

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



## ➔ 2. Designated starting points

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

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



## ➔ 3. Walk or bike AT school

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

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



### *Residential Only Parking*

**Goal:** Decrease congestion around the Adrian Secondary School.

#### *Strategy:*

Expand the residential only parking around the Adrian Secondary School

5 E(s): Education and Encouragement

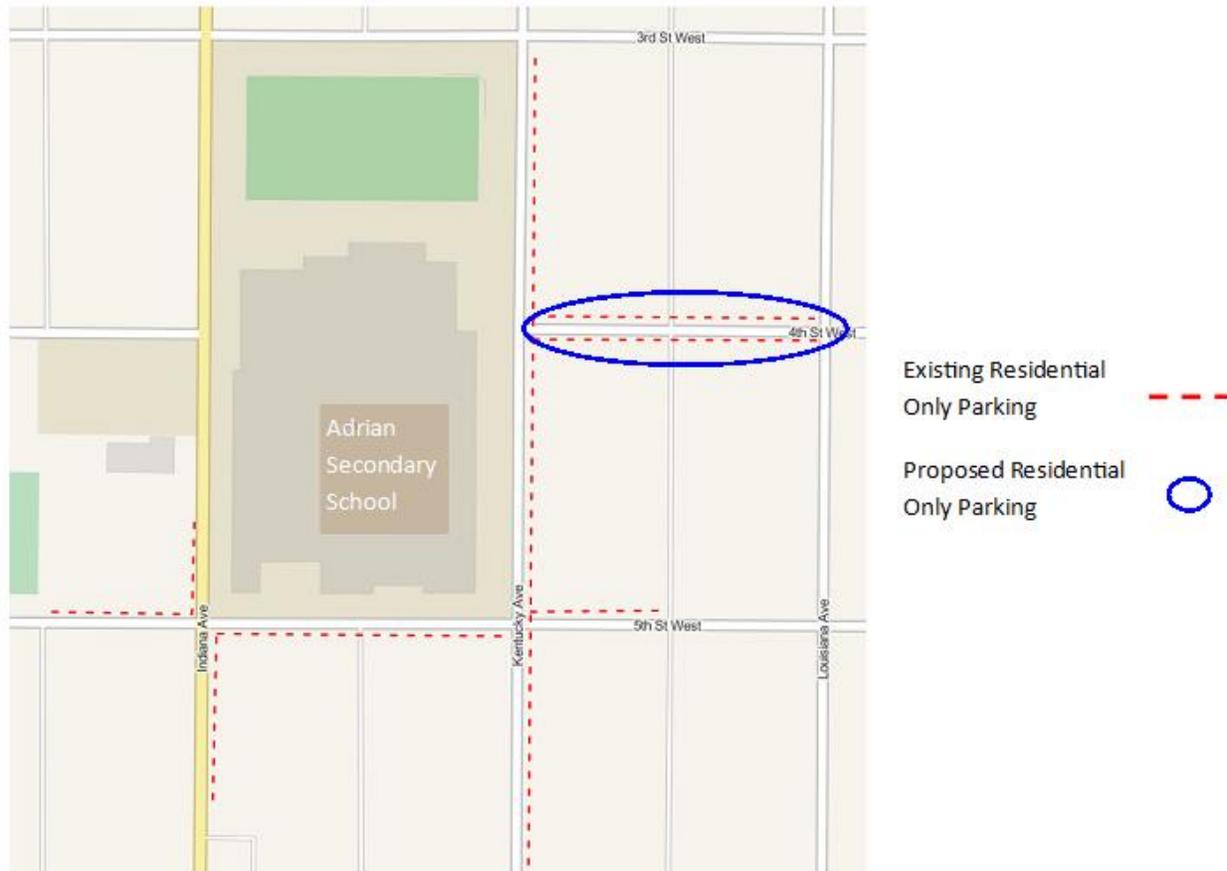
#### *Existing Conditions:*

There are a number of streets around the Adrian Secondary School that have residential only parking. Residential only parking was established to decrease congestion, which makes it safer for students walking and biking to school. A few of the streets around the High School are also narrow, so decreasing parking also helps to ensure emergency vehicles can access these streets.

Additional residential only parking was identified during the Adrian Active Living Community Meetings. The Planning Team recommends adding residential only parking to the north and south side of 4<sup>th</sup> Street. Increasing residential parking also has a secondary positive benefit. It encourages high school students to walk to school. As parking is restricted students have to use the parking on the north side of the school.

The proposed residential only parking on 4<sup>th</sup> Street will be similar to the residential only parking on other streets around the school.

**Table #37 Residential Only Parking – Adrian Secondary School**



*Pedestrian Safety on Maine Avenue Sidewalk by Auto Garage*

**Goal:** Increase safety on the sidewalk along Maine Avenue leading to the city pool.

**Strategy:**

Install a pedestrian motion alert system in the garage detecting pedestrians on the sidewalk.

Install a ‘Caution Watch for Cars’ sign on the sidewalk.

Install a convex mirror by the sidewalk to see if pedestrians are going to cross the driveway.

5 E(s): Education and Encouragement

*Existing Conditions:*

There are a number of pedestrians who walk and bike along Maine Avenue. There are a number of shops and businesses along Maine Avenue and Maine Avenue is the primary route to the city pool. On the intersection of Maine Street and 1<sup>st</sup> Street is an auto mechanic shop. This shop has a driveway that crosses the sidewalk. This driveway crossing the sidewalk has been identified as a safety issue by the Planning Team.

Two potential solutions were discussed at the Adrian Active Living Community Meetings to make the sidewalk safer. The first solution is to install a motion detector in the garage, which detects motion on the sidewalk. There are a range of motion alert systems ranging from around 50 dollars to more expensive models. The majority of these sensors have around a 12 foot detecting radius. The sensor would potentially detect cars crossing on Maine Avenue, which would also increase the safety of the vehicle backing onto Maine Avenue. Two potential models are included below (these are just examples).

*GTO R4450 Wireless Driveway Alarm*

*Chamberlain CWA2000 Wireless Motion Alert System*

The second is to install a sign and convex mirror. The sign would alert pedestrians of the driveway and to watch out for cars. The convex mirror would help the auto mechanic see pedestrians that are approaching the driveway on the sidewalk. Both of these potential solutions will help to increase the safety of pedestrian on the sidewalk.

**Table #38**

**Watch for Cars Signage / Convex Mirror**



*Bike Parking*

**Goal:** Increase biking within the City of Adrian.

**Strategy:**

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

## 5 E(s): Education and Encouragement

### *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 bike.

During the Adrian Active Living Plan Planning process a number of locations were identified that need bike parking. These locations are major destinations in the community. Below is a list of locations that need bike parking.

- Adrian Elementary School
- City Pool
- City Hall and Library (on sidewalk or parking lot –at Maine Ave and 3<sup>rd</sup> Street or Maine Ave and 2<sup>nd</sup> Street)

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

**Table #39**

**Example Bike Racks – Public Art**



*Handicap Parking*

**Goal:** Increase handicap accessibility at City Hall / Library.

**Strategy:**

Add a second handicap parking spot on the street by City Hall / Library.

5 E(s): Education and Encouragement

**Existing Conditions:**

There is one handicap parking spot by City Hall / Library. A second handicap parking spot has been identified as a need. The current handicap parking spot is north of the curb cut leading to City Hall / Library. The second handicap parking spot is proposed to be south of the curb cut.

**Table #40**                      **City Hall / Library – Handicap Parking**



Proposed handicap parking spot 

*Adrian State Bank Parking Lot*

**Goal:** Increase safety in and around the Adrian State Bank Parking Lot

**Strategy:**

Install 'Enter Only' and 'Exit Only' signs in the Adrian State Bank parking lot.

5 E(s): Education and Encouragement

**Existing Conditions:**

The Adrian State Bank parking lot has been identified as a safety concern by the Planning Team. The parking lot is one-way, but feedback from residents suggests that everyone does not treat it as a one-way. This issue is primarily a vehicle safety concern, but it can impact pedestrian safety as well.

Congestion in the parking lot can block the sidewalk and pedestrians may not be expecting a vehicle exiting the wrong way. This area is busy, so increasing safety benefits all users. Installing 'Enter Only' and 'Exit Only' signs will help to increase safety in this area.

**Table #41 Enter & Exit Signage**



**V Plan Maintenance**

The Adrian Active Living Plan is a working document. The City of Adrian will maintain the plan. The City of Adrian 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 Adrian City Council should be asked to provide input regarding infrastructure projects.

**Continued Public Involvement**

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

## VI Additional Goals & Strategies

The Adrian Active Living Plan is a working document. The City of Adrian 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.**”<sup>24</sup>*

**Table #42 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?

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<sup>24</sup> 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](http://www.econtalk.org/archives/2014/05/charles_marohn.html)

## Appendix

### Example Complete Streets Policy

#### **A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY.**

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

**AND WHEREAS**, the mobility of freight and passengers and the safety, convenience, and comfort of motorists, cyclists, pedestrians -including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities should all be considered when planning and designing Adrian'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 Adrian, Minnesota establish a Complete Streets Policy that provides as follows:

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

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

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

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 address this policy.

Adopted by the City Council of the City of Adrian, Minnesota.

Mayor

City Administrator

\_\_\_\_\_

\_\_\_\_\_

Date

Date

\_\_\_\_\_

\_\_\_\_\_

## City Walking Loop – Sidewalk Assessment

Adrian Active Living Plan

Sidewalk Assessment

Sixth to Oklahoma to Second to Indiana Loop

By: Bruce Heitkamp, Admin/Clerk-Treas.

This document serves as an assessment of a walking loop within the following portion of Adrian, MN:

- Sixth Street between Indiana Avenue and Oklahoma Avenue
- Oklahoma Avenue from Sixth Street E. to Second Street E.
- Second Street E. between Oklahoma Avenue to Indiana Avenue
- Indiana Avenue from Second Street W. to Sixth Street W.

The Assessment starts at the St. Adrian Catholic Church on Maine Avenue and Sixth Street East and progresses east. A tree near the St. Adrian Catholic Church could be trimmed so it doesn't scrape pedestrian's heads during the walk. Sidewalks in this location are adequate and safe. The sidewalk ends at the corner of Sixth Street East and Oklahoma (walking from the east and turning north). Pedestrians are forced to walk on the Elementary School's grounds or on Oklahoma Avenue; around the tennis courts.

The route turns north along Oklahoma Avenue. The sidewalk resumes after the tennis court and within the boulevard of Oklahoma Avenue (east side of the Elementary School). A stub sidewalk at the corner of Oklahoma Avenue and Fifth Street E is missing (S.W. corner of the intersection). The west sidewalk is missing for half of the 400 block of Oklahoma Avenue. Sidewalk is present along the former Benson Funeral Home. However, it is in below average condition.

The west sidewalk of Oklahoma Avenue is in good condition near the Hokeness and Edwards properties (300 block). The sidewalk breaks down a bit along the Loring and Methodist Church locations; but is still adequate to be walked upon.



The western sidewalk between Third Street E. and Second Street E. on Oklahoma Avenue is in average condition. There is a slight tripping hazard in front of the Klein property; near the corner of Oklahoma Avenue and Second Street E.



Turning west on Second Street E displays average to better than average sidewalks on the south side of the Second Street E. The south Second Street E. sidewalk is broken up at the alley between Oklahoma Avenue and Nevada Avenue. The sidewalk improves near the Hoffman property. However, steps are used to access the Nevada Avenue crossing area.



Continuing west between Nevada Avenue and Maine Avenue; the south sidewalk of Second Street E. is in above-average condition. The sidewalk over the alley between Nevada Avenue and Maine Avenue is broken up a bit. The remaining westerly sidewalk to Maine Avenue is appropriately maintained though.

Continuing west over Maine Avenue, the southern sidewalk is in decent shape between Maine Avenue and the alley. There is one spot at the corner of Maine Avenue and Second Street W. that is missing.

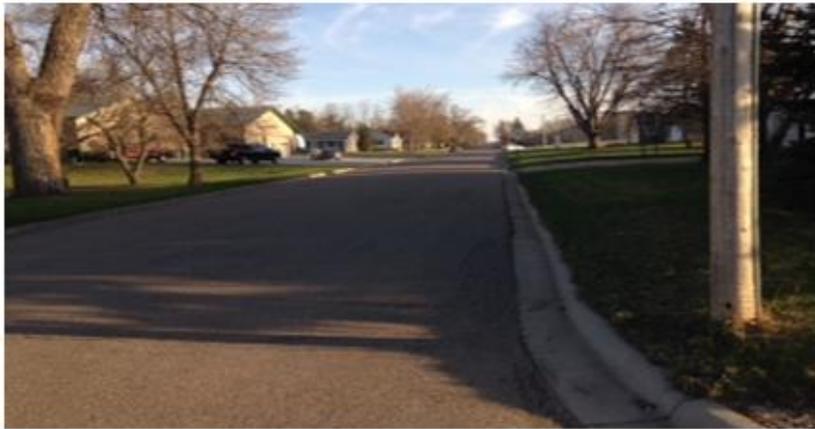


The southern sidewalk on this block is in poor condition though between the alley and Louisiana Avenue.



The Second Street W. sidewalks between Louisiana Avenue and Kentucky Avenue are in good condition. However, much of this sidewalk is a Henning Construction driveway; not really a sidewalk. The sidewalk on the Vandekieft property isn't in as good condition but still adequate as a walking surface.

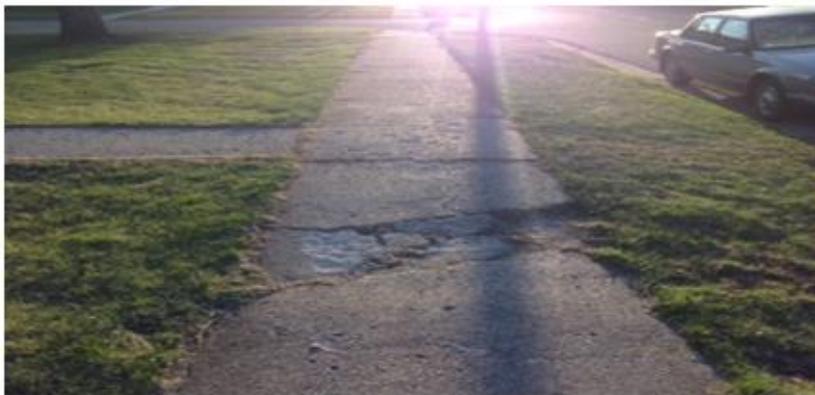
The corner of Second Street W. and Kentucky Avenue poses some problems. If a pedestrian chooses to turn south (toward the High School), they are forced to walk on the street.



A pedestrian continuing west to Indiana Avenue is left with similar options because the sidewalk is in terrible condition.



The south Second Street W. alley between Kentucky Avenue and Indiana Avenue is cracked up; and that break-down of the sidewalk extends 20' into the next property.



The route now turns south along Indiana Avenue. The sidewalks between Second Street W and Third Street W are in marginal condition. Tree roots have pushed a portion of the sidewalk up and the sidewalk somewhat rolls up and down.



The sidewalks appear to be narrow at this location. A hedge extends into the east sidewalk at the location of Third Street E. and Indiana Avenue.

The east Indiana Avenue sidewalks heading north and south along the High School are in excellent condition. Several joints of the sidewalk by the Fifth Street intersection are raising; but they are marked with paint. The High School's sidewalks are nice and wide and two people can easily walk side by side to stay off of the street. The Adrian High School property is two blocks long. Therefore, there is no intersection to cross on the east-sidewalks at the Fourth Street intersection.

The route continues south on Indiana Avenue between Fifth Street W. and Sixth Street. Neither side of this portion of Indiana Avenue offer sidewalks. The east boulevard has infrastructure access panels where a walk would be located.



Additional water infrastructure (football field water line) has been placed at the location of a sidewalk at the corner of Indiana Avenue and Sixth Street W. These are just considerations though. There is adequate space to place a walk in this Indiana Avenue Boulevard.

The route then continues east from Indiana Avenue to Kentucky Avenue along Sixth Street W. No sidewalks are present on the north side of the Sixth Street W between Indiana Avenue and Kentucky Avenue.



Sidewalks are present along the south side of the route; adjoining the football field. However that football-field sidewalk ends when it adjoins the property to the east.

The Sixth-Street sidewalks are in great condition between Kentucky Avenue and Louisiana Avenue (both sides of the street). The sidewalks in this area offer numerous connections to other sidewalks; extending in every direction. The connections to Louisiana Avenue aren't ADA on the north side of Sixth Street W. However, ADA approaches are available on the southwest corner of the Sixth Street W and Louisiana Avenue intersection (clinic location).



The last block of this route follows Sixth Street W. from Louisiana Avenue to Maine Avenue. The sidewalks on either side of the street are in average condition. The alley locations show additional wear and tear. The north sidewalk approaching Maine Avenue is in excellent condition. The south sidewalk approaching Maine Avenue illustrates more use.

To establish a connected route along this path, perhaps three or more blocks worth of sidewalk would need to be constructed. An additional 10%-15% of the established sidewalks would need to be replaced. Patching or mud jacking may also be needed at several locations.