

- Update murals.
- Bury overhead lines.
- Add pedestrian light at City Hall entrance.

North Washington Avenue



Neighborhood Composition

The first block of North Washington Street from Main Street is designated a Commercial street, while the remainder of the street is designated a Residential street. North Washington is a paved street between Main Street and East Sibley Street, while the extension north of East Sibley Street is gravel.

The walkability from Main Street to Oriole Street is very high. There is an existing sidewalk on the west side of the street and an existing sidewalk for 2/3 of the block on the east side. This block is also a one-way street with diagonal and parallel parking. This section contains a commercial building and a vacant lot on the east and a commercial building and two single family dwellings.

The next section of street contains three single family dwellings and a vacant lot. There are no sidewalks along this section with very little vehicular traffic.

The gravel section north of East Sibley Street contains two single family dwellings and is not a through street.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: \$1,149.42

Street Maintenance Cost: \$71,350

Percent of Cost Covered by Adjacent Property Tax: 22%

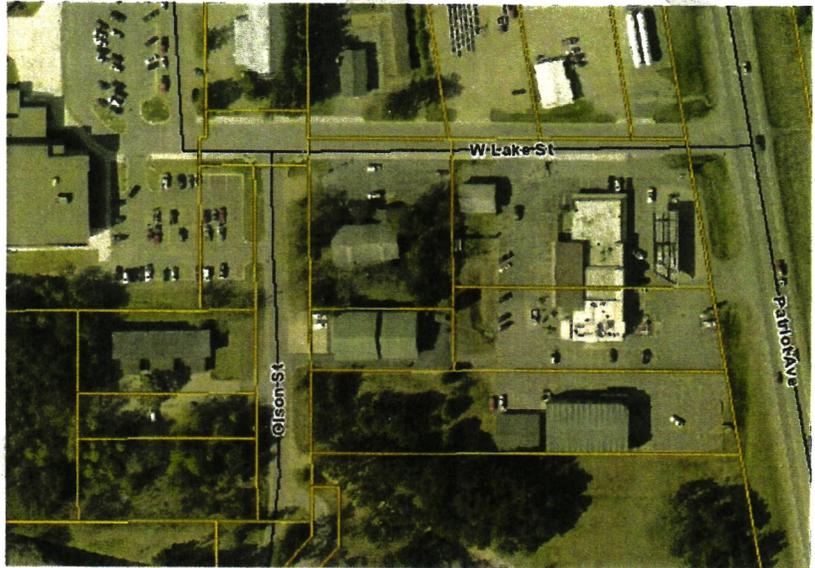
Walkability Score: Moderate to Very Good

Redevelopment Potential: Medium

Incremental Repair

- Incentivize property owner at North Washington and Oriole Streets to sell or commercially develop vacant lot.
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Olson Street



Neighborhood Composition

The Grow Zone includes the three parcels along the east side of Olson Street, south of West Lake Street. Olson Street is designated a Residential street. There are no sidewalks along Olson Street, even though it is in close proximity to the school. The neighborhood consists of the school, and a small apartment building on the west side. There are three commercial properties included in the Grow Zone.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$1,360.22

Street Maintenance Cost: \$12,350

Percent of Cost Covered by Adjacent Property Tax: 150%

Walkability Score: Very Poor

Redevelopment Potential: Medium

Incremental Repair:

-

Oriole Street



Neighborhood Composition

Oriole Street runs east and west between Government Drive and Rasmussen Road and is designated a Residential street. The neighborhood consists of two commercial buildings, four single family dwellings, the Library and two vacant lots. There are no sidewalks on either side of the street. The downtown area would benefit from striping for parallel parking spaces.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$612.55

Street Maintenance Cost: \$33,750

Percent of Cost Covered by Adjacent Property Tax: 25%

Walkability Score: Moderate

Redevelopment Potential: High

Incremental Repair:

- Striping for parallel parking along both sides of the street.
- Incentivize the property owners of the two vacant lots to sell them or develop them as commercial properties.

Patriot Avenue



Neighborhood Composition

The portion of Patriot Avenue included in the Grow Zone is from Builders First Choice south to the Lonesome Cottage Showroom, approximately 2,900 feet in length. Patriot Avenue is designated a Commercial street. The adjacent land uses are commercial, a City park, and a multi-use City building. There are no sidewalks along either side of Patriot Avenue creating a hostile environment for pedestrians.

With the desire to keep heavy vehicle traffic on Patriot Avenue and not use alternate routes through Pequot Lakes, the Traffic Study did not recommend adding on-street parking on Patriot Avenue. Parking would cause more interruptions in the traffic flow and create a confined feel, negatively impacting how truck drivers view the corridor.

Patriot Avenue and Front Street

The intersection of Patriot Avenue and Front Street is under side-street control with Patriot Avenue free-flowing with a two-way left turn lane. This intersection is skewed with left turns off of Patriot Avenue and right turns off of Front Street being at very tight angles. Right turns off of Patriot Avenue and left turns off of Front Street are at very shallow angles. Vehicles turning right off of Patriot Avenue are able to make that turn without much speed reduction.

The Traffic Study analyzed the traffic volumes at the intersection of Front Street and Patriot Avenue and found they are very low throughout the day. Because the intersection is not highly utilized and the angles lead to challenging or high speed turns, it could be considered for closure. Both the north and south legs have alternative routes within approximately 300 feet that could be taken, so there would be little impact to travel times. It is recommended that a temporary closure of the Front Street legs be conducted. Using parries, the legs of Front Street can be temporarily closed and operations be monitored to determine how drivers adapt to the change.

Patriot Avenue and Main Street

The Traffic Study considered lane layouts and control types at the intersection of Main Street and Patriot Avenue. It was recommended that the right turn lanes on Patriot Avenue at Main Street be removed, allowing Patriot Avenue to be narrowed in the area around Main Street. With the desire to keep heavy vehicle traffic on Patriot Avenue and not use alternate routes through Pequot Lakes, adding on-street parking on Patriot Avenue is not recommended. Parking would cause more interruptions in the traffic flow and create a confined feel, negatively impacting how truck drivers view the corridor.

The Traffic Study also analyzed the existing signalized control. The existing turning movement volumes at the intersection do not meet the warrants for signal installation. Other options for traffic control are an all-way stop and roundabout control. Traffic volumes are too high and balanced to consider side-street stop control. The benefits of all-way stop over a signal is usually seen during off-peak times when vehicle volumes are lower. The same is true for a roundabout. Roundabouts can handle higher traffic volumes than all-way stops and have been proven safer than traditional intersections, preventing most serious injury and fatal crashes. Due to the large construction costs for a roundabout, it was determined that the timing on the existing signal could be updated.

Patriot Avenue and Woodman Street

This intersection is under side-street stop control with Patriot Avenue free-flowing. Two-way left turn lanes are provided on Patriot Avenue. The Traffic Study found there are longer eastbound queues in the afternoon peak hour. These queues are generally not long lasting as they are due to traffic coming from the school as the school lets out for the day. Over 10% of the daily eastbound traffic on this eastbound approach occurs in one 15-minute period in the afternoon peak hour. Once the school traffic passes the queues on Woodman Street are relatively short. The Traffic Study found no mitigation measures would be recommended to accommodate the vehicle traffic on Woodman Street.

Due to the close proximity to the school, there are pedestrians that cross Patriot Avenue at this intersection. The Traffic Study found that while the pedestrian crossing volumes are moderate, about 40 crossing Patriot Avenue per day, the proximity to the high school makes this location a desirable place to cross and pedestrian crossing improvements would be beneficial. This location is approximately 680 feet south of the pedestrian crossing at the signal at Patriot Avenue and Main Street.

With a sidewalk on the north side of Woodman Street west of Patriot Avenue, a crossing across Patriot Avenue on the north side of this intersection would be the appropriate location. The Traffic Study recommends pedestrian crossing signage and striping to communicate to drivers and pedestrians the location of the crossing. In-road pedestrian crossing signs placed on the lane lines would further communicate to drivers on Patriot Avenue that they may need to stop in a location they previously may not have anticipated stopping. Curb landings with ADA compliant ramps are recommended on either side of the crossing.

The two-way left turn lane on Patriot Avenue increases the distance pedestrians would need to cross. The Traffic Study analyzed the Patriot Avenue left turning volumes at this intersection and found the highest hourly volume is northbound left turns in the morning peak hour where there are 73 vehicles turning left. With this level of left turning traffic, they recommend the northbound left turn lane provides enough benefit to remain.

For southbound Patriot Avenue, the highest hourly left turning movement only contains eight left turns. That level of left turning traffic does not need an exclusive left turn lane. With a pedestrian crossing on the northern portion of this intersection, the southbound left turn lane could be removed and a median could be placed for pedestrian refuge. This means the two-way left turn lane would start at Woodman Street and extend south. North of Woodman Street, there could still be exclusive lanes for Butler and Main Street, but not a two-way left turn lane.

Patriot Avenue and West Lake Street

This intersection is also under side-street stop control with Patriot Avenue free-flowing. Two-way left turn lanes are provided at this intersection. The Traffic Study found some larger queues in the afternoon peak hour, but those are also related to school traffic. No mitigation measures are recommended to accommodate the vehicle traffic at this intersection.

Though some pedestrians were observed to cross Patriot Avenue and cut through the wooded area to the east without a defined destination on the east side, the Traffic Study found a pedestrian crossing is not recommended here. If a pedestrian crossing were included at Woodman Street, pedestrians would be encouraged to route one block north to cross.

Utility Overview

- Sanitary Sewer from Main Street to West Sibley Street

Traffic Study

- Budget for the implementation of the pedestrian crossing at West Woodman Street.
- Utilize temporary barriers to close Front Street approaches.

Street Maintenance Revenue: \$2,520.63

Street Maintenance Cost: \$145,250

Percent of Cost Covered by Adjacent Property Tax: 24%

Walkability Score: Very Poor

Redevelopment Potential:

Incremental Repair

- Budget for the implementation of the pedestrian crossing at West Woodman Street.
- Utilize temporary barriers to close Front Street approaches.

Rasmussen Road



Neighborhood Composition

The portion of Rasmussen Road that is included in the Grow Zone is designated as both a Residential Connector street and a Commercial street. The adjacent land uses from East Grove Street south to Main Street consists of 13 single family dwellings, 2 vacant lots, a public library, a commercial parking lot and two commercial businesses. The adjacent land uses from Main Street south to East Woodman Street consists of a multi-tenant condo, a church and 4 dwellings/buildings owned by the church, a vacant commercial lot, and two single family dwellings. There are no sidewalks or other pedestrian features on the street. The fast moving traffic along with the lack of sidewalks makes Rasmussen Road difficult for pedestrians to traverse.

The City is currently in the planning stages for reconstruction of Rasmussen Road from East Sibley Street south to Rae Avenue. This improvement project will entail extensive upgrades to the City's water, sewer, and drainage infrastructures and a bituminous reconstruction of the roadway. Other amenities will include walking/biking paths, multi-purpose lanes, street lighting, sidewalks, curb and gutter, and improved parking.

The Traffic Study also looked at the intersection of Main Street and Rasmussen Road. This is an all-way stop control with one lane on each approach. Other control types available would be either a single-lane roundabout or a side-street stop-controlled intersection. A roundabout may not be a good option at this location due to the need for a larger footprint. A side-street stop control would remove the stop signs along Main Street. Vehicles along Main Street would no longer need to stop at this intersection meaning speeds will be increased through the intersection. With pedestrian crossings on all sides of this

intersection, higher speeds would not be desired and would make crossing more difficult and likely less safe. Changing the traffic control at this intersection may not be appropriate. In addition, to accommodate pedestrians/bicycles as well as keep heavy vehicle traffic on main routes, one way to accomplish this would be install curb bump outs to reduce the crossing distance and making it more challenging for large vehicles to turn. The bump outs could be created with paint and pylons.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$2,895.04

Street Maintenance Cost: \$113,200

Percent of Cost Covered by Adjacent Property Tax: 35%

Walkability Score: Very Poor

Redevelopment Potential:

Incremental Repair

South Washington Street



Neighborhood Composition

South Washington Street runs north and south between Main Street and East Woodman Street and is designated a Residential street. The adjacent land uses are four commercial buildings, three dwellings/buildings owned by the church, two single family dwellings and a vacant lot.

The first block of South Washington Street south of Main Street contains commercial businesses along the east side of the street and 2/3 of the block on the west side of the street. There are no sidewalks on either side of the street. On-street parking is provided on the east side of the street.

The next block between East Butler Street and East Woodman Street contains the rear yards of the three parcels owned by the church on the east side, two single family dwellings and a vacant lot. This portion of the street does not have sidewalks, but it is easily walkable because of the narrow width and lack of traffic.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$983.22

Street Maintenance Cost: \$34,250

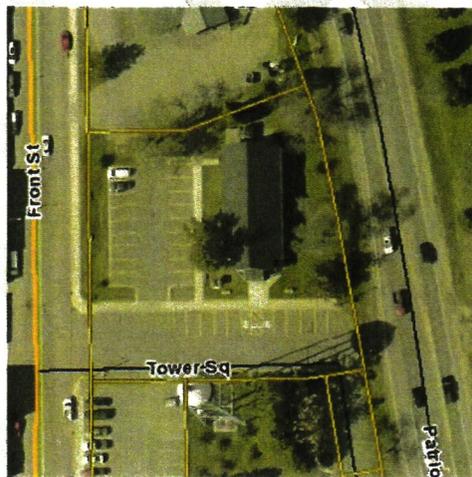
Percent of Cost Covered by Adjacent Property Tax: 39%

Walkability Score: Moderate

Redevelopment Potential: Low

Incremental Repair:

Tower Square



Neighborhood Composition

Tower Square runs east and west between Front Street and Patriot Avenue and serves three properties, two of which are owned by the City. The street has a City owned multi-purpose building and parking lot on the north side and a parking lot and City park on the south side.

Utility Overview

- City Sanitary Sewer

- City Water
- Storm Sewer

Street Maintenance Revenue: \$23.40

Street Maintenance Cost: \$10,750

Percent of Cost Covered by Adjacent Property Tax: 3%

Walkability Score: Moderate

Redevelopment Potential: Low

Incremental Repair:

West Lake Street



Neighborhood Composition

West Lake Street is designated as a Commercial street and runs east and west between Olson Street and Patriot Avenue. West Lake Street serves as one of the two main linkages between Patriot Avenue and the public high school. Other than the School District property, the adjacent property is commercial. West Lake Street has a sidewalk the entire length of the south side of the street and approximately a quarter of the length of the north side of the street.

As noted earlier in the Patriot Avenue evaluation, the Traffic Study found no mitigation measures are recommended to accommodate the vehicle traffic at the intersection of West Lake Street and Patriot Avenue. In addition, if a pedestrian crossing were included at Woodman Street, pedestrians would be encouraged to use that crossing.

Utility Overview

- Sanitary sewer
- City water
- Storm sewer

Street Maintenance Revenue: \$776.55
Street Maintenance Cost: \$33,500
Percent of Cost Covered by Adjacent Property Tax: 32%

Walkability Score: Moderate

Redevelopment Potential: Medium

Incremental Repair

- Striping for parallel parking along both sides of the street.
- Pedestrian crosswalks at all intersections.

West Sibley Street



Neighborhood Composition

The Grow Zone only includes one-half block of West Sibley Street between Front Street and Spruce Street. This area of West Sibley Street has no sidewalks and is designated as a Residential Connector street. It is designed to funnel traffic from surrounding neighborhood streets to the downtown area and Patriot Avenue. This one-half block consists of two commercial properties.

Utility Overview

- City Sanitary Sewer
- City Water

Street Maintenance Revenue: \$281.98
Street Maintenance Cost: \$13,700
Percent of Cost Covered by Adjacent Property Tax: 28%

Walkability Score: Very Poor

Redevelopment Potential: Medium

Incremental Repair:

- Construct a safe pedestrian crossing to the other side of the highway thereby connecting the two neighborhoods.

West Woodman Street



Neighborhood Composition

West Woodman Street is designated as a Commercial Street and runs east and west between Olson Street and Patriot Avenue. West Woodman Street serves as one of the two main linkages between Patriot Avenue and the public high school. The adjacent land uses are commercial.

As noted in the Patriot Avenue evaluation, the Traffic Study recommends a pedestrian crossing at the north side of West Woodman Street and Patriot Avenue.

Utility Overview

- City Sanitary Sewer
- City Water
- Storm Sewer

Street Maintenance Revenue: \$1,568.84

Street Maintenance Cost: \$30,000

Percent of Cost Covered by Adjacent Property Tax: 71%

Walkability Score: Moderate

Redevelopment Potential: Low

Incremental Repair:

