IV. Neighborhood Evaluation

Neighborhood Composition
A brief description of the land use pattern adjacent to the street in question.

Utility Overview
A list of municipal utilities available along the street.

Street Maintenance Revenue
The estimated amount of property taxes that will be collected over the next 25 years that will be dedicated to street maintenance. This is based on the city's historical approach to street maintenance spending (approximately 25% of the annual budget).

Street Maintenance Cost
The estimated cost to perform one significant maintenance project on the street over the next 25 years. Results are calculated on a present worth basis.

Percentage of Cost Covered by Adjacent Revenue
The street maintenance revenue as a percentage of the street maintenance cost. Meant to represent how much revenue the current development pattern yields as a percentage of how much the city is obligated to spend to ~~maintain~~ rebuild it.

Walkability Score
An estimate of the ability of pedestrians to travel the corridor. In general, the ratings indicate the following:

1. **Very Poor** – The street presents a hostile and dangerous environment to pedestrians and cyclists. Pedestrian and biking activity would be very low.
2. **Poor** – The street environment is not conducive to pedestrian travel or biking. The adjacent land use pattern does not encourage walking.
3. **Moderate** – The street is safely passable by pedestrians and bikers, but the adjacent land use pattern detracts from the pedestrian environment.
4. **Good** – The street accommodates pedestrians and bikers well. The adjacent land use pattern creates an environment that is inviting to pedestrians and bikers.
5. **Very Good** – The street prioritizes pedestrian and biking travel, providing safety of movement and giving them the right-of-way at intersections. The adjacent land use pattern creates a strong sense of place that makes the street comfortable to those outside of a car.

Redevelopment Potential
An estimate of the land adjacent to the street to support additional development and/or more intensive redevelopment of existing structures. In general, the ratings indicate the following:

> **LOW potential**: The adjacent structures have a high value in comparison to the underlying land value. There is little market incentive to purchase structures along this street and either tear them down or significantly renovate them. Improvements or alterations to the street will not have a significant impact on the amount of development along the street.

MEDIUM potential: The adjacent structures have a value that is comparable to the underlying land value. There is some natural market incentive to improve the value of the structure and maximize the underlying land value. Improvements or alterations to the street can have an impact on the amount of development and redevelopment along the street.

HIGH potential: The adjacent structures have a low value in comparison to the underlying land value. This is an unstable situation where there is a market incentive to tear down or renovate underperforming structures. There is strong potential for improvements or alterations to the street to have a significant impact on the amount of development along the street.

Incremental Repair
Low cost strategies that the city can do immediately to improve value along the street.

Traffic Study
The City Council contracted with Spack Consulting in 2019 to provide a Traffic Study Report for several intersections in the core downtown area of Pequot Lakes. Their findings and recommendations from that Traffic Study Report are included in the Neighborhood Evaluation.

Road Specification Guidelines
The City Council adopted Road Standards/Specification Guidelines in 2018. As part of the review, the streets were classified according to their use and specifications for future use and reconstruction were determined. The street classification from those Guidelines are included in the Neighborhood Evaluation

First (1st) Street

Neighborhood Composition

First Street serves as a frontage road adjacent to Patriot Avenue between Main Street and West Woodman Street. There are four businesses along the west side of the street. This street does not have sidewalks on either side. First Street between West Woodman Street and West Butler Street has very little traffic and is a location for stormwater ponding and ice conditions in the spring.

Utility Overview

- There are no municipal utilities along First Street.

Street Maintenance Revenue: $1,811.42
Street Maintenance Cost: $35,000
Percent of Cost Covered by Adjacent Property Tax: 70%

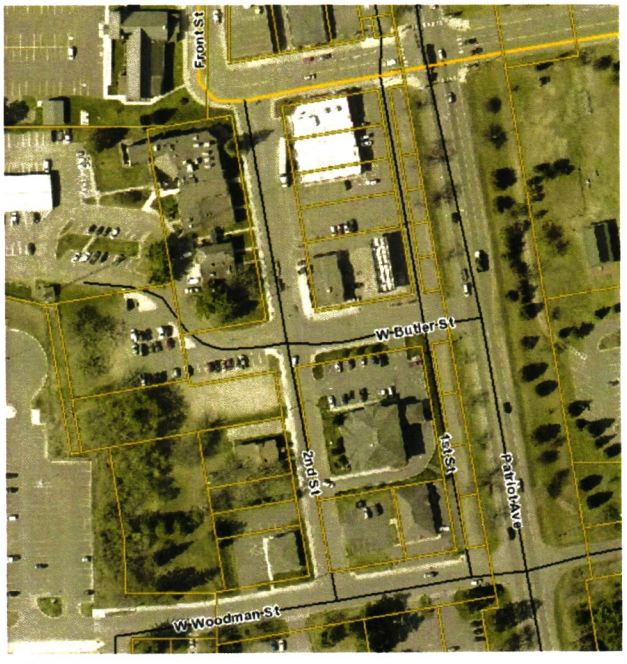
Walkability Score: Moderate?

Redevelopment Potential: Low

Incremental Repair:

- Remove First Street and construct a stormwater pond or additional parking.

Second (2nd) Street



Neighborhood Composition

Second Street is designated as a Commercial street on the 2018 Guidelines for Road Standards / Specifications. Second Street serves as a commercial street for the seven businesses between Main Street and West Woodman Street, as well as traffic to and from the school. This street has sidewalks on the west side of the street.

The Traffic Study found the main issue with the intersection of Second Street and Main Street is the west leg has a 90-degree curve very close to the intersection. This intersection is currently under a side street stop control (Second Street) with no exclusive turn lanes designated. Outside of the school periods, traffic volumes are generally light at this intersection. Vehicles on the northbound leg at the stop sign have decent sight lines for both approaches, but westbound vehicles have poor sight lines making it potentially dangerous to turn left onto Second Street. This issue is exacerbated when vehicles coming from the north/west travel at higher speeds around the curve. It was observed that a number of vehicles coming from the north/west cross over the centerline as they head southeast around the curve.

Utility Overview

- City Sanitary Sewer
- City Water
- Storm Sewer

Traffic Study

- Install flexible bollards along centerline to enforce lane consistency.

Street Maintenance Revenue: $3,862
Street Maintenance Cost: $47,250
Percent of Cost Covered by Adjacent Property Tax: 8%

Walkability Score: Very High

Redevelopment Potential: High

Incremental Repair:

- None
- (Remove 2nd Street between West Butler Street and Main Street and convert to public parking.)

Brown Street

Neighborhood Composition

The Grow Zone includes only one-half block of Brown Street between Front Street and Spruce Street. This area of Brown Street has sidewalks along both sides of the street and is designated as a Residential Collector street. It is designed to funnel traffic from surrounding neighborhood streets to the downtown area. This one-half block consists of a commercial property to the north and a church on the south.

Utility Overview

- Sanitary sewer
- Water
- Storm sewer

Street Maintenance Revenue: $109.66
Street Maintenance Cost: $7,100
Percent of Cost Covered by Adjacent Property Tax: 21%

Walkability Score: Very Good

Redevelopment Potential: Low

Incremental Repair:

- Paint crosswalk at intersection

East Butler Street

Neighborhood Composition

East Butler Street is designated as a Commercial street and runs east and west between Government Drive and Rasmussen Road. The neighboring properties consist of one single family dwelling and four commercial buildings. There are no sidewalks on either side of the street, but has a low volume of traffic, making it traversable for pedestrians.

Honeysuckle Street is classified as a local neighborhood street. It is located at the western edge of the Grow Zone and serves just a handful of single family homes. This street does not have sidewalks but it is easily walkable because of the narrow width and lack of traffic.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: $455.25
Street Maintenance Cost: $28,250
Percent of Cost Covered by Adjacent Property Tax: 22%

Walkability Score: Moderate

Redevelopment Potential: Medium

Incremental Repair:

- Pedestrian crosswalks at intersections.
- Incentivize last residential property to commercial use.

East Sibley Street

Neighborhood Composition

East Sibley Street is designated a Residential Collector street and runs east and west between Government Drive and Rasmussen Road. There are no sidewalks and few street lights. As a Residential Collector it is assumed East Sibley Street would funnel traffic from surrounding neighborhood streets and rural areas to the downtown area. With no sidewalks or crosswalks the street presents a hostile and dangerous environment to pedestrians. The neighborhood consists of eight residential homes, two commercial buildings and a City park.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: $1,937.23
Street Maintenance Cost: $55,000
Percent of Cost Covered by Adjacent Property Tax: 48%

Walkability Score: Very Poor

Redevelopment Potential: ?

Incremental Repair

- Sidewalk along south side of street.

- Crosswalk striping at intersection with Patriot Avenue and with Rasmussen Road.

East Woodman Street

Neighborhood Composition

East Woodman Street is designated a Commercial street and runs east and west between Patriot Avenue and Rasmussen Road. There are no sidewalks on either side of East Woodman Street. The adjacent land use consists of two commercial businesses, one residential dwelling and a City park.

Utility Overview

- Sanitary sewer
- City water

Street Maintenance Revenue: $1,136.50
Street Maintenance Cost: $41,250
Percent of Cost Covered by Adjacent Property Tax: 38%

Walkability Score: Moderate

Redevelopment Potential: Medium

Incremental Repair

- Sidewalk along the north side of street.
- Marked pedestrian crossing at Patriot Avenue.

Front Street

Neighborhood Composition

Front Street runs north and south and consists of commercial businesses on both sides of the street. The businesses located on the west side of the street are arranged in a pedestrian-friendly fashion while the placement of the structures on the east side of the street is predominately designed for automobiles. The southern end of the street's view terminates at the TDS building and the north view terminates with the highway. Front Street has a very high redevelopment potential and is critical to the overall success of the Grow Zone.

Utility Overview

- City Sanitary Sewer
- City Water
- Storm sewer

Street Maintenance Revenue: $3,262.08
Street Maintenance Cost: $52,600
Percent of Cost Covered by Adjacent Property Tax: 84%

Walkability Score: Moderate

Redevelopment Potential: High

Incremental Repair

- Mark crosswalks at each intersection.
- Plant trees and shrubs or place planters to separate the parking areas from the pedestrian friendly downtown area.

Government Drive

Neighborhood Composition

Government Drive is designated as a Commercial street and runs north and south from one-half block north of East Sibley Street south to East Woodman Street. The Paul Bunyan Trail is adjacent to Government Drive, as well as Trailside Park on the west. The neighboring properties on the east side are predominantly commercial in nature. There is one single family dwelling. The Grow Zone should be extended to include one additional commercial parcel to the north. Government Drive north of East Sibley Street is a gravel roadway; the remainder of Government Drive is paved with diagonal parking and

sidewalk along the east side to East Butler Street. The block from East Butler Street to East Woodman Street does not contain sidewalk or on-street parking.

Utility Overview

- Sanitary sewer
- City water
- Storm sewer

Street Maintenance Revenue: $5,931.05
Street Maintenance Cost: $105,000
Percent of Cost Covered by Adjacent Property Tax: 77%

Walkability Score: Very Good

Redevelopment Potential: Some areas medium to high

Incremental Repair

- Add trees on north end on west side of street.
- Extend sidewalk on south end along east side of street.
- Extend walkway from Chamber to street and maintain in the winter (can't do).

Gravdahl Drive

Neighborhood Composition

Gravdahl Drive is designated as a Residential street and runs from Main Street south to Rasmussen Road. The Grow Zone only includes the 4 parcels to the north from Main Street on the west side of the

street. These parcels include a multi-unit condominium, a church and rectory, and a single family dwelling. The street does not have much traffic as the remaining land uses are single family dwellings and duplexes.

Utility Overview

- City Sanitary Sewer

Street Maintenance Revenue: $457.01
Street Maintenance Cost: $80,000
Percent of Cost Covered by Adjacent Property Tax: 8%

Walkability Score: Moderate

Redevelopment Potential:

Incremental Repair:

-

Main Street

Neighborhood Composition

Main Street is designated as a Commercial street running east and west between Front Street and the roundabout. The adjacent land uses are commercial, a City park, a multi-unit condominium, City Hall, and three single family dwellings.

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.

The Traffic Study noted that Main Street east of Patriot Avenue is approximately 45 feet wide. With two westbound lanes and one eastbound lane on this block, Main Street could be reduced in width. With the Paul Bunyan Trail crossing on this block, reducing the width of the roadway would reduce pedestrian and bicycle exposure time at this location. This could be achieved by adding a bump out on the south side of Main Street at the trail crossing, reducing the eastbound through lane to be approximately 12 feet wide. This could be done using pylons or with a concrete curb extension.

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

- Sanitary sewer (Front Street to Rasmussen Road)
- City water (Front Street to Rasmussen Road)
- Storm sewer (Front Street to Washington Avenue)

Traffic Study

- Add removable curb bump outs.

Street Maintenance Revenue: $6,262.83
Street Maintenance Cost: $131,950
Percent of Cost Covered by Adjacent Property Tax: 65%

Walkability Score: Very Good

Redevelopment Potential: High

Incremental Repair

- Eliminate Second Street intersection.

- 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%

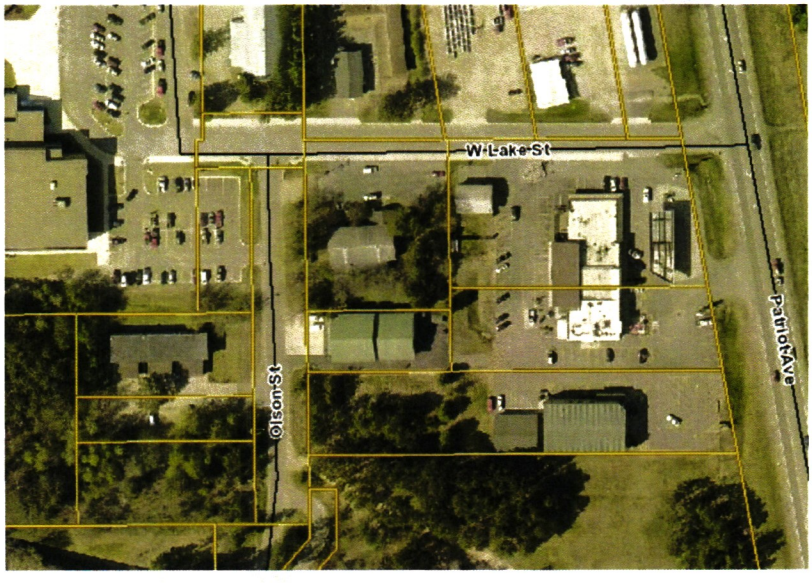
Walkability Score: Moderate to Very Good

Redevelopment Potential: Medium

Incremental Repair

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

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

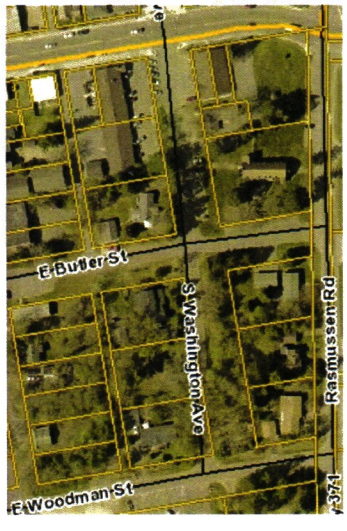
Street Maintenance Revenue: $2,895.04
Street Maintenance Cost: $113,200
Percent of Cost Covered by Adjacent Property Tax: 35%

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

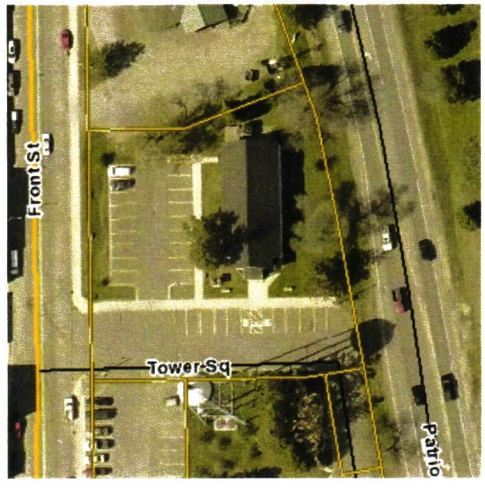
Street Maintenance Revenue: $983.22
Street Maintenance Cost: $34,250
Percent of Cost Covered by Adjacent Property Tax: 39%

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

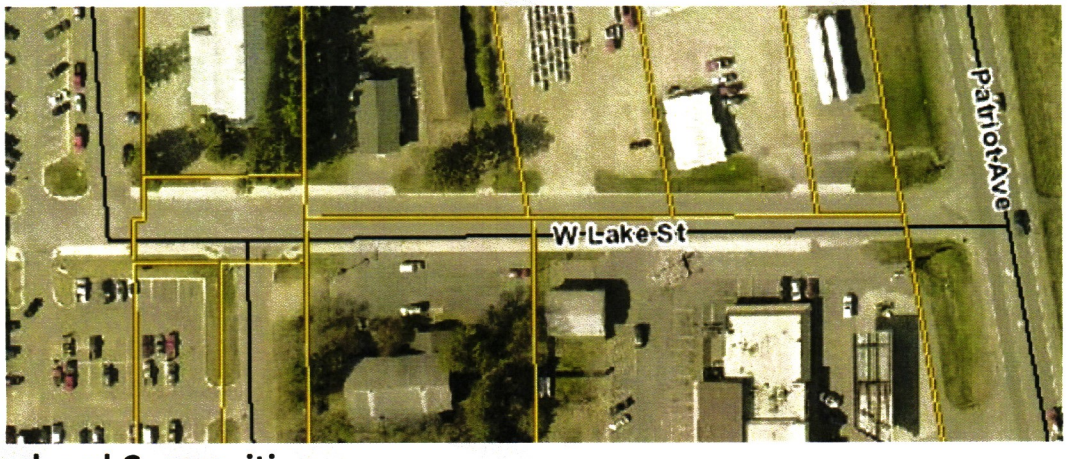
Street Maintenance Revenue: $23.40
Street Maintenance Cost: $10,750
Percent of Cost Covered by Adjacent Property Tax: 3%

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%

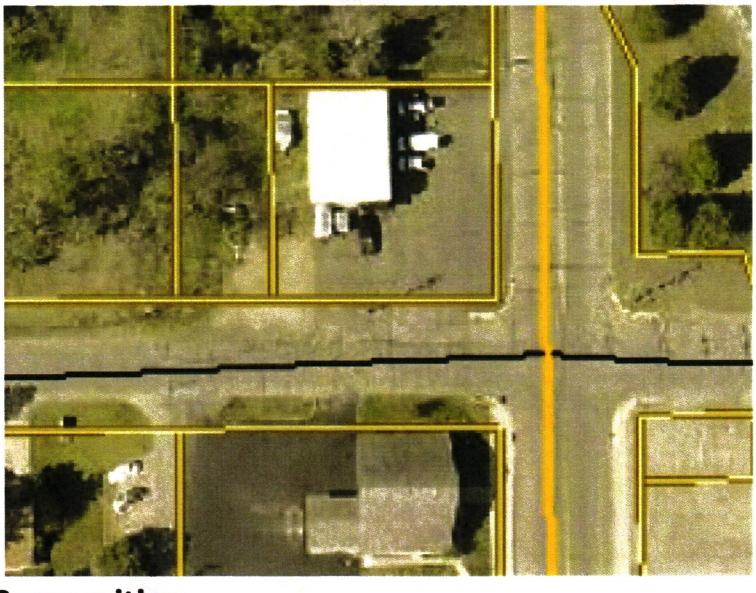
Walkability Score: Moderate

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%

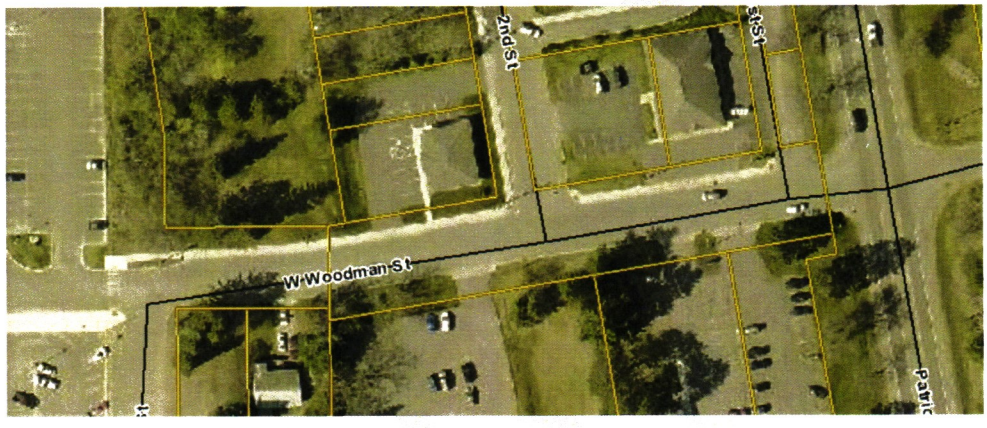
Walkability Score: Very Poor

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: