

## **Residential Sidewalk Improvements Proposed**

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The City Council authorized the creation of a Sidewalk Committee in 2005. This committee was made up of government and citizen representatives. The committee was charged with discussing and making recommendations to the City Council on sidewalk policies affecting new housing and commercial developments, existing residential neighborhoods, reconstruction projects, and areas of the city where gaps in current walking routes exist.

The goals for this committee were to integrate safety into all forms of traffic by:

- Addressing the needs of pedestrians and vehicles.
- Establishing priorities.
- Developing proposals to meet future needs of connecting the community according to the Comprehensive Plan.
- Making neighborhood connections that encourage people to walk as a “Healthy Community” initiative.

The committee met throughout the spring and summer of 2006 to discuss numerous possibilities pertaining to sidewalk improvements. They established a schedule for sidewalk improvements based on pedestrian safety. The first priority was to identify areas near schools that were most in need of connected walking routes due to recent busing changes requiring children to walk from further distances to school. Other considerations were neighborhood connectivity, new developments and areas where gaps in sidewalks exist. Some of these gaps, considered infill areas, are created when new home construction is done without complying with City Code or when building lots remain vacant. Owners of these properties are being notified that they can choose to either construct boulevard sidewalks on their own, in accordance with city specifications, or the city will construct the sidewalks and invoice them at 100-percent of the construction costs.

Properties developed prior to the implementation of the City Code pertaining to sidewalks in 1991 (see list below) are proposed to be assessed for the cost of the new sidewalks only, which accounts for approximately 35 percent of the overall construction costs. This does not include additional costs such as excavating, curb removal and replacement, pedestrian ramps, driveway modifications, retaining walls, topsoil and turf establishment.

The City Council unanimously approved the sidewalk committee’s recommendations on August 14, 2006 and, more recently, authorized city staff to begin the initial survey work and drafting of plans for possible sidewalk projects in 2007, 2008, and 2009. These proposed priority sidewalk projects are:

### **2007**

- Eunice Avenue – entire length of street (sidewalks on both sides of the street)
- Brooks Avenue – Pioneer Road to 900 feet southerly (sidewalks on both sides of the street)

### **2008**

- Reichert Avenue – entire length of street (sidewalks on both sides of the street)
- Lidberg Street – entire length of street (sidewalks on both sides of the street)

- Twin Bluff Road – south of Pioneer Road to the city limit line (eight-foot bituminous path on the west side of the road)

The City of Red Wing has received a federal “Safe Routes to School” grant for this proposed 2008 project. If received, it would pay for nearly 100 percent of the total project costs. This funding would help the City’s Capital Improvement Program costs to stretch the construction dollars further.

## 2009

- Hallquist Avenue – Pioneer Road to Pine Ridge Boulevard (sidewalks on both sides of the street)

The City Council has authorized city staff to apply for another federal “Safe Routes to School” grant for this proposed 2009 project. The grant applications are due later this summer.

Each of the above proposed priority projects will require individual approval by the City Council. There will be neighborhood meetings held later this year to discuss each project with the affected property owners. Project Public Hearings will be held after the neighborhood meetings, at which time the City Council will determine if the proposed projects will move forward to construction. All affected property owners will receive notices of these important meetings.

Other sidewalk projects proposed for construction between the years of 2010 and 2012 are listed below in priority ranking:

- Neal Street – alley west of Hillside Drive to Hay Creek Valley Road (sidewalks on both sides of the street)
- Hay Creek Valley Road – Neal Street northerly to connection with Hay Creek Trail (sidewalk on the west side of the road)
- Bush Street – 17<sup>th</sup> Street to end of the curb and gutter (sidewalks on both sides of the street)
- South Park Street – between 17<sup>th</sup> and 18<sup>th</sup> Streets (sidewalk on the south side of the street)
- Hennings Avenue – entire length of street (sidewalks on both sides of the street)
- Old West Main Street – Withers Harbor Drive to Harrison Street (sidewalk on the south side of the street)
- Withers Harbor Drive – from the bowling alley to Old West Main Street (sidewalk on the east side of the street)

The sidewalk committee recommendations, city ordinances, and Current articles featuring sidewalk improvements can be viewed on-line at [www.red-wing.org](http://www.red-wing.org) under the Engineering Department.

For more information about these proposed residential sidewalk improvements, please contact the Engineering Department at 385.3600.