

## **Final Recommendations of the Sidewalk Advisory Committee to the City Council**

The mission of the sidewalk committee is to integrate safety for all of our traffic needs in the city by addressing safe travel for pedestrians and vehicles, establishing priorities, and developing proposals to meet future needs of connecting our community within the comprehensive plan. Another priority of the committee is to make neighborhood connections that encourage people to walk as a “healthy community” initiative.

- A) Sidewalks should be installed on both sides of the street wherever possible and should begin with infill areas and priority areas in the ranking of priority.
- B) Begin proactively completing construction of all sidewalk infill areas immediately and progressing as staff time allows (consistent with city ordinance No. 113 and City Code).
- C) Construct sidewalks in the following ten priority locations in the listed order of priority over the next 6 years if we’re successful with grant funding; or as local funding allows. Incorporate these projects into the Capital Improvement Program (C.I.P). (Estimated Costs listed below include engineering and contingencies)
  - 1. Reichert Avenue and Lidberg Street - Entire streets (\$127,168.75)  
4’ concrete sidewalks on both sides of both streets. (Federal grant applied for)
  - 2. Twin Bluff Road - South of Pioneer Road to city limit line (\$49,531.25)  
8’ bituminous trail on NW side of road only. (Federal grant applied for)
  - 3. Hallquist Avenue - Pioneer Road to Pine Ridge Blvd. (\$237,843.75)  
4’ concrete sidewalks on both sides of the street.
  - 4. Eunice Avenue - Entire street (\$59,100.00)  
4’ concrete sidewalks on both sides of the street.
  - 5. Brooks Avenue - Pioneer Road to 900’ sly (\$60,443.75)  
4’ concrete sidewalks on both sides of the street.
  - 6. Neal Street - Alley west of Hillside Drive to Hay Creek Valley Road, and  
Hay Creek Valley Road - Neal Street northerly to connection with Hay Creek Trail (\$51,031.25)  
4’ concrete sidewalks on both sides of Neal Street and 5’ concrete sidewalk on the westerly side of Hay Creek Valley Road.
  - 7. South Park Street - Between 17<sup>th</sup> and 18<sup>th</sup> Streets (\$45,378.13)  
4’ concrete sidewalk on south side of street only.
  - 8. Bush Street - 17<sup>th</sup> Street to end of C&G (\$261,031.25)  
4’ concrete sidewalks on both sides of the street.
  - 9. Hennings Avenue - Entire street (\$35,318.75)  
4’ concrete sidewalks on both sides of the street.
  - 10. Old West Main Street - Withers Harbor Drive to Harrison Street, and  
Withers Harbor Drive - Bowling Alley to Old West Main Street (\$49,031.25)  
4’ concrete sidewalks on the east side of Withers Harbor Drive and on the south side of Old West Main Street.

D) It is recommended to apply for the new federal “Safe Routes to School Grant” each year of the program (now through 2009) as a way to supplement funding of the sidewalk construction program. The maximum allowed for each yearly application is \$175,000.00.

<b>Construction Year</b>	<b>Street #</b>	<b>Cost Estimate</b>	<b>Remarks</b>
2007	1 & 2	\$176,700.00	Grant applied for in the amount of \$148,428 towards sidewalks.
2008	3	\$237,843.75	Could apply for Grant in the amount of \$175,000.
2009	4, 5 & 6	\$170,575.00	Could apply for Grant in the amount of approximately \$150,106.
2010	8	\$261,031.25	Could apply for grant in the amount of \$175,000. This project is moved up on the list in order to utilize the last year grant program.
2011	7 & 9	\$80,696.88	Grant program expired.
2012	10	\$49,031.25	Grant program expired.

- E) Sidewalks should be constructed along the East side of West Avenue between Hawthorn Street and Sanford Street when the West Avenue reconstruction project is scheduled in the next 5-10 years. The steep rocky slopes and retaining walls behind the curb were discussed along this section of roadway and it was recommended to narrow the street from 40’ wide to 32’ wide along this area, remove parking from the easterly side of West Avenue, and install a 5’ sidewalk directly behind the curb.
- F) Require new sidewalks to be constructed on both sides of all new streets in areas of new plats, including private streets. Examples where this has not been the case in the past are the Ridgeview Addition & Cannon River Bluffs Addition. Continue to make property owners responsible to construct sidewalks with individual building permits on new home construction.
- G) Sidewalks should be assessed evenly regardless of project funding options. The assessable costs of the new sidewalks in existing areas should be the full rate of the sidewalk as set annually by fee resolution of the City Council. All other construction related costs (retaining walls, pedestrians ramps, bituminous patching, curb replacement, excavations, embankments, turf establishment, etc.) should be paid by the City of Red Wing except in areas where infill sidewalks are constructed. Infill sidewalk construction in conformance with ordinance #113 should be assessed at 100% of all construction related costs.
- H) Staff should hold neighborhood meetings for each project area prior to the project hearing to discuss design, installation location & time frames, reforestation, the assessment process, and other related concerns.
- I) Re-evaluate the program after the above listed sidewalks have been constructed to decide if a new sidewalk committee should be formed for future routes and needs.
- J) Any funding remaining in the project account after construction of the project should be carried over as funding for the next years project (there may be more funding than project costs on certain years if full grants are received and assessments are added to it).