

Fairmont Active Transportation Plan

July 2013, with 2017 Appendix

Prepared by:



FAIRMONT
T.M.

Table of Contents

I.	Introduction	1
A.	Plan Purpose and Goals.....	1
II.	Existing Trail System	1
A.	Existing Trail System.....	1
III.	Active Transportation Plan Development	3
IV.	Proposed Trail Connections.....	4
A.	Target Areas	4
B.	Additional Trail Improvements.....	9
V.	Implementation.....	9
A.	Priorities for Implementation	9
B.	Funding	11

Figures

FIGURE 1 – Existing Trail Network	2
FIGURE 2 – Target Areas	5
FIGURE 3 – Proposed Connection.....	6
FIGURE 4 – Off-Road Trail Projects	10

Tables

TABLE 1 - Off-Road Trail Priorities and Implementation.....	12
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Appendices

APPENDIX A – Off-Road Trail Typical Section.....	17
APPENDIX B – Public Survey Questions & Responses.....	18
APPENDIX C – Cost Estimates	19

I. INTRODUCTION

A. Plan Purpose and Goals

Purpose

The purpose of the City of Fairmont's Active Transportation Plan (ATP) is to evaluate the city's walking and biking trails and identify trail improvement target areas within Fairmont in need of future investments to improve connectivity and use of the overall trail system. This plan will be used as a basis for funding requests and implementation prioritization of future trail projects by the Park Board and City Council.

Goals

The primary goal of the Fairmont ATP is to support active living throughout the community by providing alternatives to automobile transportation by linking people to jobs, shopping and schools via the city's trail network. The City's ATP identifies the following strategies to achieve this goal:

- Provide a fun, safe, recreational resource for all populations, thereby benefiting their health and improving their quality of life;
- Remove perceived barriers for walking and bicycling for users of all ages and abilities;
- Close gaps in the existing trail system;
- Remove trails from roads (off-road) for increased safety and user experience where possible; and
- Complete links to improve connectivity to shopping, schools, neighborhoods, recreational areas and the lakes.

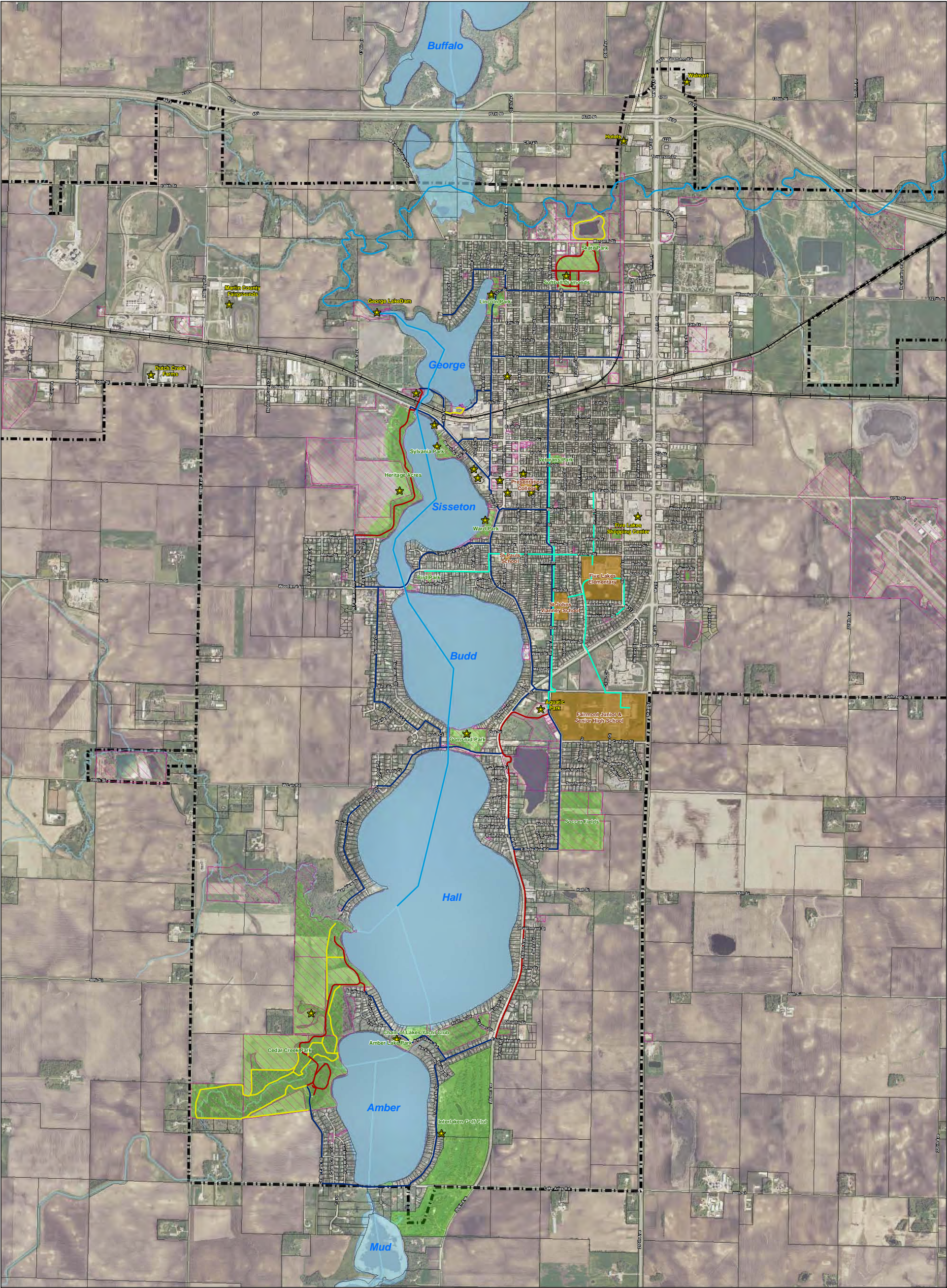
II. EXISTING TRAIL SYSTEM

A. Existing Trail System

Figure 1 illustrates Fairmont's existing trail network which includes both on-street and off-road trails. Although a few connection gaps exist in the existing trail network, it is a comprehensive network serving important destinations such as the schools, downtown, and providing some connections around the lakes in the community. The following sections describe the types of trails on the existing trail network and the trail uses.

1. Trail Types

The existing trail system in Fairmont includes both on-street and off-road trails. On-street trails are trails located on streets with sufficient width to safely accommodate pedestrian and bicycle trail users along with vehicular traffic. Because these trails are located on the street, they have a paved surface. These trails are often designated with signage indicating the presence of a street trail to alert both users of the trail's location and vehicles of the presence of trail users sharing the roadway. Examples of existing on-street trails as shown in **Figure 1** include, Prairie Avenue, Main Street and Summit Drive.



Legend

Existing Off Road Trail

Existing Street Trail

Existing Non-Paved Trail

Safe Routes To School

Points of Interest

Parks

School Boundary

Creek

Parcels

City Owned Parcels

City Limits

Railroad



ACTIVE TRANSPORTATION PLAN

Existing Trail Network

Figure 1

*Identified through PMT meeting
on May 8, 2013

May, 2013

Off-road trails are paved trails separated from the street by grass, natural surface or curb buffer. These trails are often 8-10 feet in width and offer additional recreational user experience by separating trail users from vehicular traffic and often by providing connections through natural areas. Examples of existing off-road trails as shown in **Figure 1** include, Albion Ave and trails through the Cedar Creek Park area. **Appendix A** includes a typical section of an off-road trail.

In addition to on-street and off-road trails, **Figure 1** also illustrates Safe Routes to School. The Safe Routes to School routes shown on this figure include a combination of sidewalks, on-street routes and off-road trails for students to safely walk and/or bike to school. These routes were identified and designated as such through coordination between the School District and the City of Fairmont.

2. Trail Uses

The Fairmont Trail System currently is and is proposed to remain multi-use, accommodating the following recommended trail uses: bicycling, hiking and walking, dog walking, running/jogging, in-line skating/skate skiing and environmental education/interpretation.

III. ACTIVE TRANSPORTATION PLAN DEVELOPMENT

The City of Fairmont received a grant from the Minnesota Statewide Health Improvement Program (SHIP) to complete an Active Transportation Plan (ATP) for the community. A consultant was hired to lead the City and its stakeholders through the plan development process. A Project Management Team (PMT) consisting of representatives from the City, SHIP, Fairmont Community Education and Recreation, Fairmont Park Board, Martin County Senior Voices and community bicycle advocates met twice during the plan development. The first meeting took place in November 2012 to discuss issues and needs related to the existing trail network. The second meeting was held in May 2013 to provide input on the potential future trail improvements identified.

Input from the general public and trail users was also sought during the plan's development. A public survey was conducted through the city's website to gain a better understanding of the public's familiarity with the existing trail system and to gather input on trail system gaps, needs, opportunities and safety concerns. 94 responses to the city's online survey were received in early 2013. A complete list of the survey questions and responses are included in **Appendix B** of this report. The following general results were collected from the survey:

- Majority of the community members were familiar with Fairmont's trails and used the trail system often.
- The primary activity on the trail system was walking followed by running and biking.
- Top reported reasons for using the trail system were for enjoyment of the natural environment and fitness and exercise.
- Responses for not using the trails or perceived flaws in the trail system were due to lack of connectivity throughout and around the community (much emphasis on the lakes), undesirable and unsafe on-street trails and the lack of sidewalk and pathway maintenance, especially during the winter months.
- There was a strong response for more/better connections to key destinations such as shopping, schools and the downtown.

The survey also asked individuals to list up to three existing intersections that need to be addressed and three locations that require new or better connected trails, bikeways or sidewalks. Public recommendations for intersection improvements and potential trail alignments were used to develop preliminary trail alignments and target area recommendations illustrated on **Figure 2**.

IV. PROPOSED TRAIL CONNECTIONS

Input from PMT members and the general public (through survey responses) were used to identify target areas for potential trail improvement needs and preliminary trail alignments. The primary themes identified by both the PMT and the public survey responses were to:

- Connect residential neighborhoods to key destinations (schools, shopping downtown, commercial areas, park and recreational facilities)
- Complete links to create trail loops around the lakes
- Remove trails from roads (off-road trails) for increased safety and user experience where possible

Using this input, the PMT identified five primary target areas for the City to focus their trail improvement efforts. **Figure 2** illustrates each of these target areas which are listed below in no particular order and reviewed in additional detail in the following sections.

- Target Area A – Connections between the Winnebago Avenue Sports Complex, hotels, Wal-Mart and across Interstate 90
- Target Area B – Connections around George Lake
- Target Area C – Connections to and within the downtown area
- Target Area D – Connections around Budd Lake
- Target Area E – Connections to and within the Cedar Creek Park area

Figure 3 illustrates the proposed trail alignments within each target area. It should be noted the trail alignments identified on **Figure 3** are conceptual in nature and identify the primary connection that is desired to be made. Additional feasibility study and design is needed to determine the actual alignments of each option the City desires to pursue.

A. Target Areas

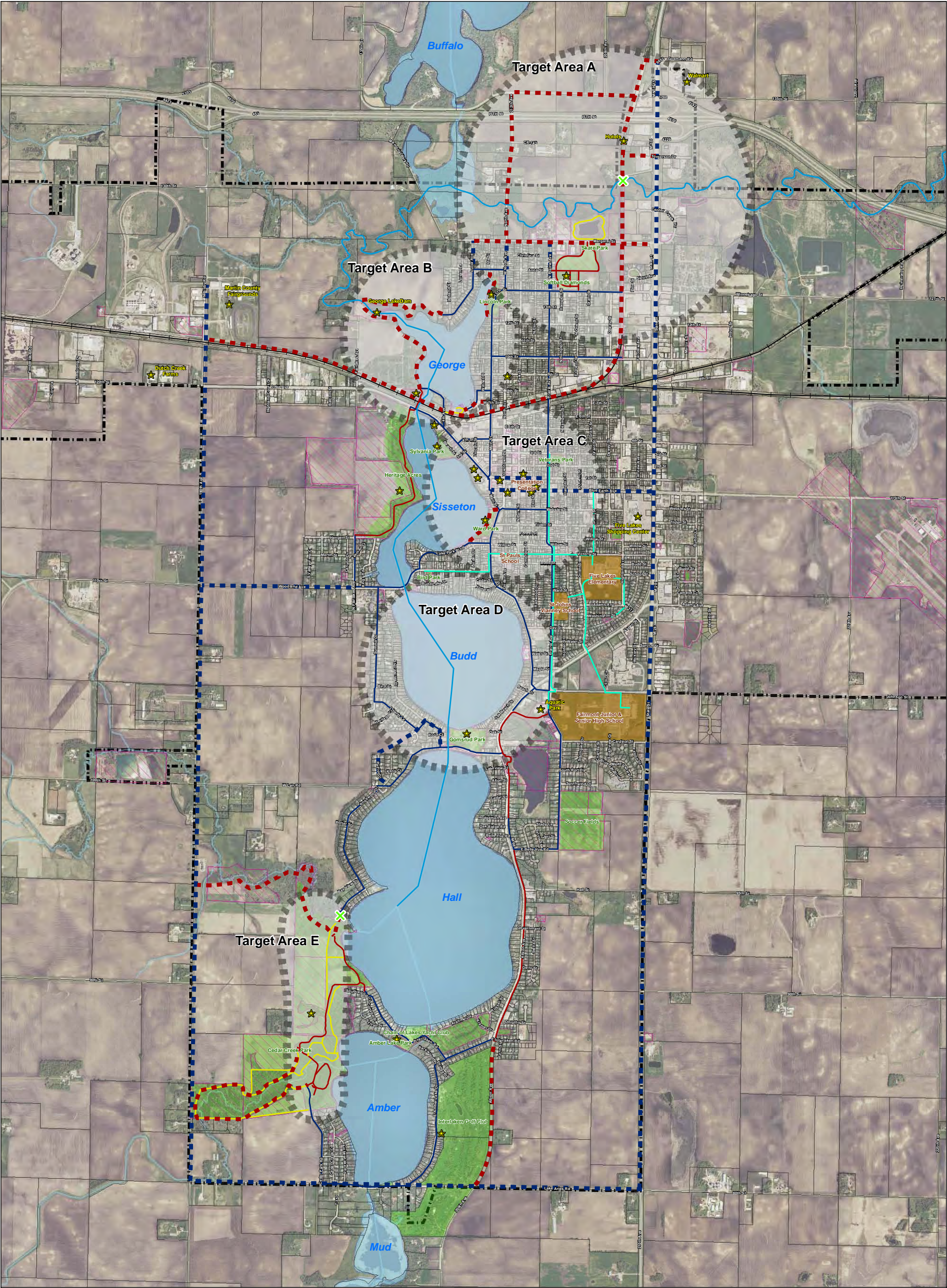
1. Target Area A – Winnebago Avenue Sports Complex to Hotels/Wal-Mart/I-90 Area

Target Area A encompasses the northern most parts of the city limits. Key features include: hotels, restaurants, Wal-Mart and the Winnebago Avenue Sports Complex. An abandoned railroad corridor runs north-south just east of the sports complex and provides an opportunity for a north-south off-road trail connection from 10th Street to Wal-Mart. The goal within this target area is to make connections between the existing trails within and near the city's sports complex and the hotels, restaurants, shopping areas to the north near Interstate 90 (I-90).

Target Area A includes four proposed off-road alignments, four proposed on-street alignments and one proposed grade-separated pedestrian crossing:

Off-Road Trails

- Margaret Street (Lucia Ave to TH 15)
- North Ave (Margaret St north over I-90, east along 135th St to TH 15)



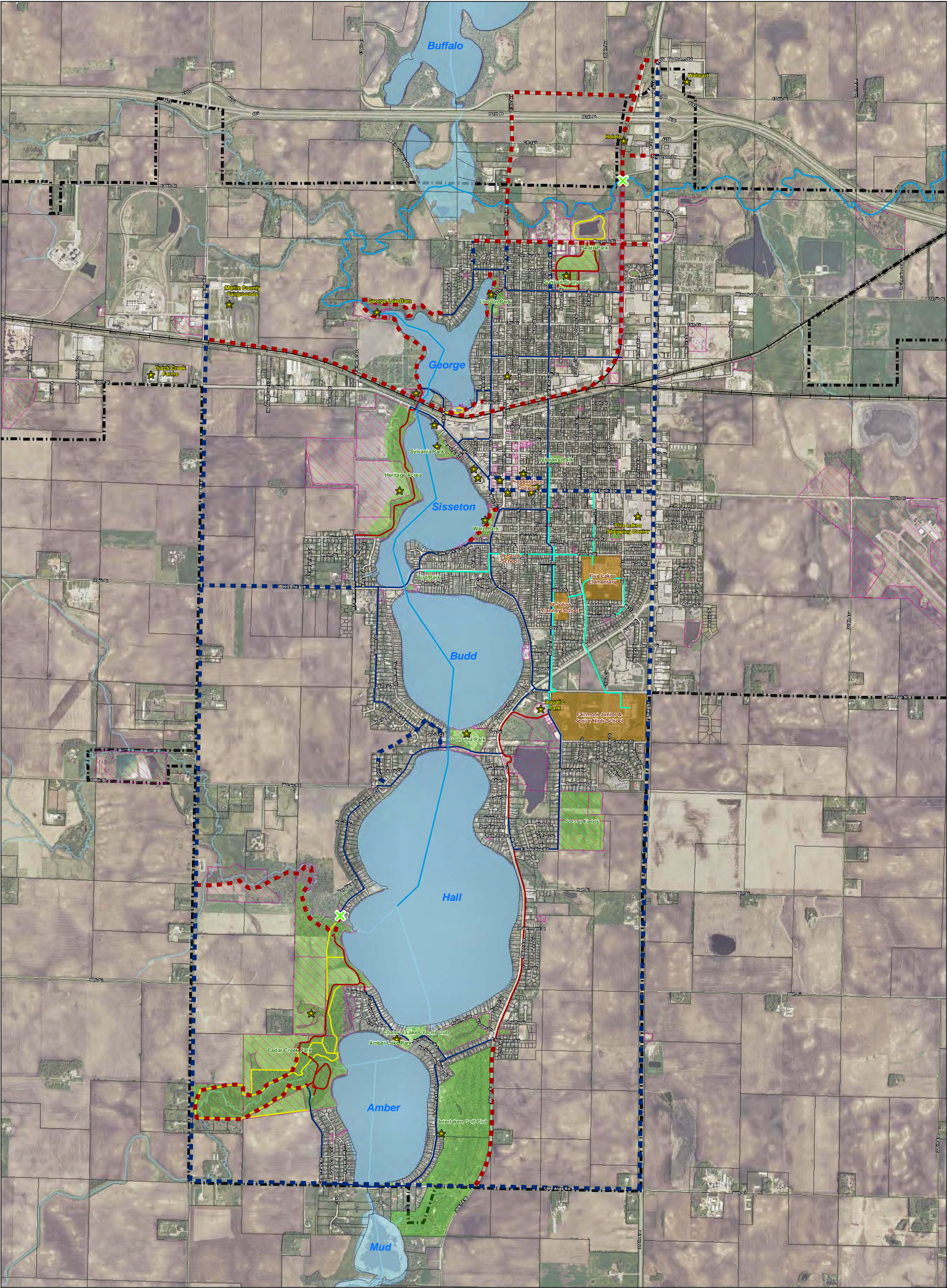
Legend

- Proposed Street Trail
- Proposed Off Road Trail
- Grade Separated Pedestrian Crossing Needed
- Existing Off Road Trail
- Existing Street Trail
- Existing Non-Paved Trail
- Safe Routes To School
- Points of Interest
- Parks
- School Boundary
- Creek
- Parcels
- City Owned Parcels
- City Limits
- Railroad



ACTIVE TRANSPORTATION PLAN
Proposed Improvement
Target Areas

Figure 2
*Identified through PMT meeting
on May 8, 2013
July, 2013



Legend

- Proposed Street Trail
- Proposed Off Road Trail
- Grade Separated Pedestrian Crossing Needed
- Existing Off Road Trail
- Existing Street Trail
- Existing Non-Paved Trail
- Safe Routes To School
- Points of Interest

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ACTIVE TRANSPORTATION PLAN
Proposed Connections Map

Figure 3

*Identified through PMT meeting
on May 8, 2013

July, 2013

- Old railroad corridor (Margaret St north under I-90, east to connect with Goemann Rd)
- East-west connection (old railroad corridor to TH 15 at Torgerson Dr)

On-Street Trails

- TH 15 (Goemann Rd to 12th St)
- Prairie Ave (Winnebago St to Margaret St)
- North Ave (Anna St to Margaret St)
- Lucia Ave (Anna St to Margaret St)

Grade-Separated Pedestrian/Bicycle Crossings

- Abandoned Railroad Corridor and Center Creek

2. Target Area B – George Lake Area

Target Area B encompasses the areas surrounding George Lake. Key features include: Lincoln Park, Center Creek, George Lake, George Lake Dam, Hobo Trail and Nature Park. The primary goal of improvements within this target area is to provide trail connections to complete the loop around George Lake. An undeveloped area north of George Lake and George Lake Dam allows the city a future opportunity to provide a trail connection through this area when it develops. This would connect the existing residential areas north of George Lake to the west and south sides of the lake. Proposed off-road trail alignments along the east side of George Lake through Lincoln Park and from Center Creek to Hobo Trail offer users a highly desired connection to the lake.

Target Area B includes five proposed off-road alignments:

Off-Road Trails

- Lincoln Park (south side of the park at Main Street along George Lake to Ida Street)
- Northwest side of George Lake (existing on-street trail on Lucia Ave through undeveloped area to Center Creek)
- West side of George Lake (Center Creek (near the Dam) south to Hobo Trail)
- Railroad Corridor (County Road 39/190th Ave to Margaret St)
- South side of George Lake (Bullhead Park to Main Street)

3. Target Area C – To/From the Downtown Area

Target Area C encompasses the downtown area of Fairmont. Key features include: the library, City Hall, courthouse, Historical Society, Red Rock Center, Presentation College, Fairmont Opera House, shopping, restaurants, Veterans Park, Sylvania Park, Ward Park and Sisseton Lake. The primary goal of

improvements within this target area is to provide trail connections to and from the downtown area and key destinations within and surrounding this area.

Sidewalks and existing on-street trail connections are prevalent in the downtown area. However, the city's current policy does not allow bicycles on sidewalks within the downtown area. Therefore, Target Area C includes two on-street trail alignments that could be used to accommodate bicycles either through an on-street trail designation or dedicated bicycle lanes. Either of these options would likely need to be coordinated with a road "diet", if located on Blue Earth Avenue, to reduce vehicular lane widths to accommodate the trail and/or bicycle lane designations.

Target Area C includes one proposed off-road alignment and two proposed on-street alignments:

Off-Road Trail

- Ward Park (Lake Park Blvd, along Sisseton Lake to Main St)

On-Street Trails

- 1st Street (Main Street to Prairie Ave)
- Blue Earth Ave (Main Street to TH 15)

4. Target Area D – Budd Lake Area

Target Area D encompasses the Budd Lake area. Key features of this area include: Gomsrud Park, Bird Park, the Aquatic Park, and Budd Lake. Existing on-street trails are located to the north, west and east of the lake. An existing off-road trail provides a connection to the southeast of the lake. The primary goal of this target area is to complete the loop around Budd Lake by filling in the gap on the south side of the lake. To accomplish this, one on-street trail was identified as follows:

On-Street Trails

- Patriot Dr (Knollwood Dr to Independence Dr and then south/east on Shoreacres Dr to Lair Rd)

5. Target Area E – Cedar Creek Park Area

Target Area E stretches along the west sides of Hall and Amber Lakes to make a connections between Cedar Creek Park and Knollwood Dr. Key features within this target area include: Cedar Creek Park, Hall Lake, Amber Lake and existing on-street trail connections to Amber Lake Park, Chain of Lakes Yacht Club, Interlaken Golf Club and nature trails within Cedar Creek Park. The primary goal within this target area is to complete the missing gap within the existing trail system on the west side of Hall Lake through Cedar Creek Park and to connect to the other adjacent key features as noted above.

Target Area E includes four proposed off-road alignments and one grade separated pedestrian crossing:

Off-Road Trails

- Knollwood Drive connection to Cedar Creek Park
- Cedar Creek Park north end trail connection to the west through the city owned property to County Road 39/190th Ave
- Natural surface trails within Cedar Creek Park upgraded to paved off-street trails
- Albion Avenue from Lake Aires Rd to Interlaken Rd

Grade-Separated Pedestrian/Bicycle Crossing

- Bridge over the inlet to Hall Lake at the north end of Cedar Creek Park to connect to Knollwood Drive

B. Additional Trail Improvements

In addition to the trail improvements identified within each of the target areas above, the following additional on-street trail improvements were also identified as important to the future trail network:

- TH 15 (12th Street to Lake Aires Rd)
- Lake Aires Rd (County Road 39/190th Ave to TH 15)
- County Road 39/190th Ave (Martin County Fairgrounds to Lake Aires Rd)
- Woodland Ave (County Road 39/190th Ave to Fairlakes Ave)

V. IMPLEMENTATION

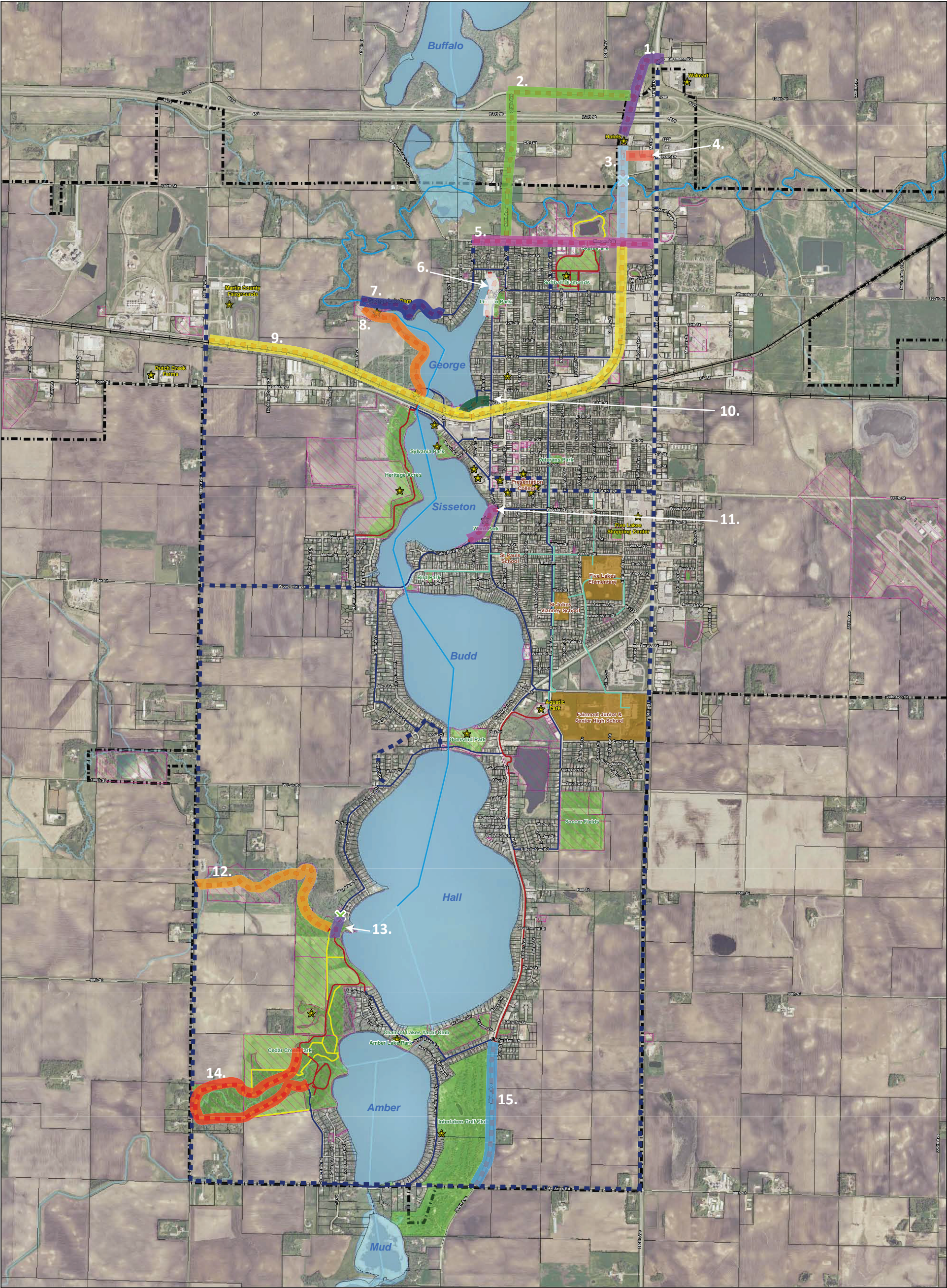
A. Priorities for Implementation

In order for the City of Fairmont to make the Active Transportation Plan a reality, priorities for trail improvement implementation are needed. This will allow the City and its stakeholders to focus their efforts in developing the proposed trail network in a systematic manner, taking advantages of opportunities for implementation as they arise.

The City and its stakeholders agreed to implement on-street trail projects as opportunities present themselves. Examples of this would include reconstruction of the street, development of a new neighborhood or subdivision, extension of a city street to serve a growing area, etc. The City of Fairmont Park Board and City Council should be cognizant of the proposed on-street trail connections as identified in this plan and pursue efforts to develop these connections as opportunities such as those described above arise.

The City and its stakeholders wish to take a more proactive approach in developing the proposed off-road trails as identified in this plan. Many of these trails provide missing links and increase the recreational trail user experience desired by the public. The following provides a comprehensive list of the proposed off-road trail improvements illustrated in **Figures 3 and Figure 4**:

1. Old railroad corridor from the east-west connection with Torgerson Dr north to Goemann Rd
2. North Ave from Margaret St north over I-90, east along 135th St to TH 15
3. Old railroad corridor from Margaret St north to east-west connection with Torgerson Dr (includes a bridge over the creek)



Legend

- Proposed Street Trail
- Proposed Off Road Trail
- Grade Separated Pedestrian Crossing Needed
- Existing Off Road Trail
- Existing Street Trail
- Existing Non-Paved Trail
- Safe Routes To School
- Points of Interest

- Parks
- School Boundary
- Creek
- Parcels
- City Owned Parcels
- City Limits
- Railroad



ACTIVE TRANSPORTATION PLAN
Proposed Off-Road Trail Projects

Figure 4

*Identified through PMT meeting
on May 8, 2013

July, 2013

4. East-west connection from old railroad corridor to TH 15 at Torgerson Dr
5. Margaret Street from Lucia Ave to TH 15
6. Lincoln Park from the south side of the park at Main Street along George Lake to Ida Street
7. Northwest side of George Lake from existing on-street trail on Lucia Ave through undeveloped area to Center Creek
8. West side of George Lake from Center Creek (near the Dam) south to Hobo Trail and the railroad
9. Railroad Corridor from County Road 39/190th Ave to Margaret St
10. South side of George Lake from Bullhead Park to Main Street
11. Ward Park from Lake Park Blvd, along Sisseton Lake to Main St
12. Cedar Creek Park north end trail connection to the west through the city owned property to County Road 39/190th Ave
13. Knollwood Drive connection to Cedar Creek Park (includes a bridge over the creek)
14. Natural surface trails within Cedar Creek Park upgraded to paved off-street trails
15. Albion Avenue from Lake Aires Rd to Interlaken Rd

In order to prioritize the above projects for implementation, PMT and public input on desired trail connections and goals were reviewed. In addition, construction cost estimates were developed to identify the planning-level resources needed to construct each project¹. Using this information, each of the above projects was assigned as a short-term (0 to 10 years), mid-term (10-20 years) and long-term (20+ years) improvement project for planning purposes. The City can then use this as a guide to seek and prioritize funding for proposed off-road trail improvements. **Table 1** illustrates the proposed trail improvement priorities, their associated timeframe for implementation, and planning-level construction cost estimates. **Figure 4** identifies each of these off-road trail projects with a reference number tied to **Table 1**.

B. Funding

The Fairmont ATP includes a comprehensive list of desired trail improvements over the course of the next twenty plus years. Funding will likely come from a variety of sources at different times throughout the trail implementation process. Below is a list of potential funding sources the City could consider in its pursuit of trail improvements.

1. Transportation Alternatives Program (TAP)

The MAP-21 surface transportation bill was enacted by the federal government in October 2012. This new two-year federal transportation law provides funding to the state through 2014, replacing SAFETEA-LU, the 2005 Federal Transportation Act. MAP-21 creates the Transportation Alternatives Program (TAP) to integrate transportation enhancements and non-traditional programs such as Safe Routes to School (SRTS) and Scenic Byways under a single umbrella. MAP-21 also changes eligibility and eliminates some dedicated

¹ Cost estimates include construction costs only.
Prepared by: Bolton & Menk, Inc. – T42.105912
Fairmont Active Transportation Plan Final Report

TABLE 1 - Off-Road Trail Priorities and Implementation

Figure 4 Ref #	Target Area	Off-Road Trail Name	Termini	Construction Cost Estimate	Implementation Timeframe	Notes
5	A	Margaret St	Lucia Ave to TH 15	\$149,000	Short-term	City has federal funds to reconstruct Margaret St in 2017. An off-road trail should be constructed at same time as street project.
13	E	Knollwood D connection to Cedar Creek Park	Knollwood Dr to Cedar Creek Park	\$225,000	Short-term	Completing this gap would fill a major void in the connection around Hall Lake and to adjacent resources such as Amber Lake Park, Chain of Lakes Yacht Club, Interlaken Golf Club and the Albion Ave trail. Cost estimate includes a bridge over the creek.
3	A	Old Railroad Corridor	Margaret St to east/west connection with Torgerson Dr (near hotels)	\$355,000	Short-term	This connection works towards the goal of connecting the Winnebago Avenue Sports Complex to the hotels, restaurants and shopping near I-90. This is attractive not only for the community's use but also for the economic opportunities associated with visitors at the hotels and sports complex. Cost estimate includes a bridge over Center Creek
7	B	Northwest side of George Lake	Lucia Avenue to Center Creek	\$97,000	Short-term	Works towards the goal of an off-road trail connection surrounding George Lake.
8	B	West side of George Lake	Center Creek (near the Dam) south to Hobo Trail and the railroad	\$110,000	Short-term	Works towards the goal of an off-road trail connection surrounding George Lake.
10	B	South side of George Lake	Bullhead Park to Main Street	\$28,000	Short-term	Works towards the goal of an off-road trail connection surrounding George Lake.
4	A	East-West Connection	Old railroad corridor to TH 15 at Torgerson Dr	\$37,000	Short-term	This connection works towards the goal of connecting the sports complex to the hotels, restaurants and shopping near I-90. This is attractive not only for the community's use but also for the economic opportunities associated with visitors at the hotels and sports complex.
SUBTOTAL SHORT-TERM (0-10 yrs) TRAIL CONSTRUCTION COSTS				\$1,001,000		
14	E	Trails within Cedar Creek Park	Upgrade trails to paved off-road trails	\$292,000	Mid-term	Desire for additional paved trails within park area.
6	B	Lincoln Park Trail	South side of the park at Main Street along George Lake to Ida Street	\$47,000	Mid-term	Creates off-road connection adjacent to the lake for increased user experience.
11	C	Ward Park Trail	Lake Park Blvd along Sisseton Lake to Main St	\$44,000	Mid-term	Creates off-road connection adjacent to the lake for increased user experience.
2	A	North Avenue	Margaret St north over I-90, east along 135 th St to TH 15	\$249,000	Mid-Term	This connection works towards the goal of connecting the Winnebago Avenue Sports Complex to the hotels, restaurants and shopping near I-90. This is attractive not only for the community's use but also for the economic opportunities associated with visitors at the hotels and sports complex.
1	A	Old Railroad Corridor	East-west connection with Torgerson Dr to Goemann Rd	\$92,000	Mid-Term	This connection works towards the goal of connecting the sports complex to the hotels, restaurants and shopping near I-90. This is attractive not only for the community's use but also for the economic opportunities associated with visitors at the hotels and sports complex.
SUBTOTAL MID-TERM (10-20 yrs) TRAIL CONSTRUCTION COSTS				\$724,000		
12	E	Cedar Creek Park to CR 39/190 th	Existing Cedar Creek Park Trail to CR 39/190th Ave	\$219,000	Long-term	Utilize existing city property to make connection to County Road 39/190 th Ave
9	A/B	Railroad Corridor	County Road 39 to Margaret St	\$478,000	Long-term	Parallel rail corridor to connect fairgrounds area to I-90 area. Would require coordination/approval from railroad for those portions adjacent to active rail operations. A grade separated trail crossing would also likely be required by the railroad. Costs for a grade-separated trail structure at George Lake are not included in the construction cost estimate (this would likely add another \$350,000 - \$400,000 to the cost).
15	E	Albion Ave	Lake Aires Rd to Interlaken Rd	\$132,000	Long-term	Connects Golf Club to existing paved trail on Albion Ave
SUBTOTAL LONG-TERM (20+ yrs) TRAIL CONSTRUCTION COSTS				\$829,000		
TOTAL				\$2,554,000		

funding sources. The TAP provides federal funding for projects defined as transportation alternatives through a competitive grant process. At the writing of this report, MnDOT is still taking feedback to steer the future of the TAP program. A final decision will be made in August 2013 as to how the available funds will be distributed and the application process for which eligible projects must follow to secure funds. Eligible activities for the TAP include:

- On-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation
- Transportation projects to achieve Americans with Disabilities Act of 1990 compliance
- Safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs
- Conversion and use of abandoned railroad corridors
- Construction of turnouts, overlooks and viewing areas
- Inventory, control or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management to improve roadway safety, prevent against invasive species, and to provide erosion control
- Archaeological activities
- Environmental mitigation to address storm water management
- Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity
- Recreational trails program
- Safe Routes to School

Visit MnDOT's website for additional information <http://www.dot.state.mn.us/>

2. Minnesota DNR Legacy Grants

In 2008, Minnesotans passed the Clean Water Land and Legacy Act (the "Legacy Amendment"). It is funded by a 3/8 percent increase in the state's sales tax. State and regional parks and trails receive 14.25 percent of the funds generated from the Amendment. The Minnesota DNR administers the legacy grant program to support parks and trails of regional or statewide significance. Trail legacy grants are awarded for the acquisition, development and rehabilitation of trails of regional or statewide significance. Grants funded under this program are intended to accelerate the acquisition and development of recreational trails as well as provide funding for rehabilitation of existing trails. Trails that provide connections to trail of regional or statewide significant are also an integral part of this program.

This program has an annual funding cycle. The following information pertains to the most recent round of funding. The next round of applications will likely be due in the Fall of 2013.

- Eligible projects include acquisition, development, restoration, and maintenance of park and trail facilities that are considered of regional or statewide significance.

- Eligible applicants: Local units of government outside of the seven county metropolitan area.
- Trail acquisition projects require a perpetual easement for recreational purposes.
- Trail development projects require a 20-year maintenance commitment by the project sponsor.
- Grants are reimbursement-based, up to 100% of the total eligible project costs. Additional consideration in the selection process will be given to applicants that provide a non-state cash match.
- The minimum grant request is \$20,000; no maximum
- FY 2013 funds: \$7,493,850
- All work funded for the FY 2013 (this past round of recipient projects) must be completed no later than June 30, 2015.

Visit the DNR website for additional information

http://www.dnr.state.mn.us/grants/recreation/pt_legacy.html

3. Minnesota DNR Local Trail Connections Program

This has been an annual funding program since 2006. The last round of applications was due March 29, 2013. The purpose of the program is to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails. The following information pertains to the most recent round of funding.

- Eligible Projects: Acquisition and development of trail facilities. Trail linkages include connecting where people live (e.g. residential areas within cities, entire communities) and significant public resources (e.g. historical areas, open space, parks and/or other trails). Acquisition projects require a perpetual easement for recreational purposes. Development projects require a 20-year maintenance commitment by the project sponsor.
- Priority for trail project funding will be given to projects that provide significant connectivity. Considerations also include trail length, expected amount and type of use, and quality and attractiveness of natural and cultural resources.
- Eligible Applicants: counties, cities, and townships.
- Grants are reimbursement-based, up to 75% of the total eligible projects costs; recipients must provide a non-state cash match of at least 25%.
- The minimum grant request is \$5,000, and the maximum grant award is \$150,000.
- Anticipated funding available (FY 2014): \$805,000. This funding is divided between the Local Trails Connections Program and the Regional Trail Program.

Visit the DNR website for additional information

http://www.dnr.state.mn.us/grants/recreation/trails_local.html

4. Minnesota DNR Regional Trail Grant Program

This has been is an annual funding program since 2006. The last round of applications was due on March 29, 2013. The purpose of the program is to promote development of regionally significant trails outside the seven-county metropolitan area. The following information pertains to the most recent round of funding.

- Eligible Projects: acquisition and development of trail facilities outside the seven-county metropolitan area that are considered of regional or statewide significance. Acquisition projects require a perpetual easement for recreational purposes. Development projects require a 20-year maintenance commitment by the project sponsor.
- Eligible Applicants: counties, cities, and townships.
- Funding available for FY 2014 is \$805,000. This funding is divided between the Local Trails Connections Program and the Regional Trail Program.
- Recipients must provide a non-state cash match of at least 25% of eligible project costs. The minimum grant request is \$5,000, and the maximum award is \$250,000.

Visit the DNR website for additional information

http://www.dnr.state.mn.us/grants/recreation/trails_regional.html

5. Minnesota DNR Federal Recreational Trail Program

This program has an annual funding cycle. The purpose of this program is to encourage the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance. The following information pertains to the most recent round of funding. The next round of applications will likely be due in early 2014.

- Eligible projects: motorized and non-motorized trail projects; construction of trails on federal (with limitations), state, county, municipal or private lands (with easement); development of urban trail linkages near homes and workplaces; contracted maintenance of existing recreational trails; development of permanent trailside and trailhead facilities (e.g., drainage, crossings, stabilization, parking, signage, controls, open-sided shelters, water, and sanitary facilities); provision of features that facilitate access and use of trails by persons with disabilities; land acquisition from willing sellers, only if twenty-year

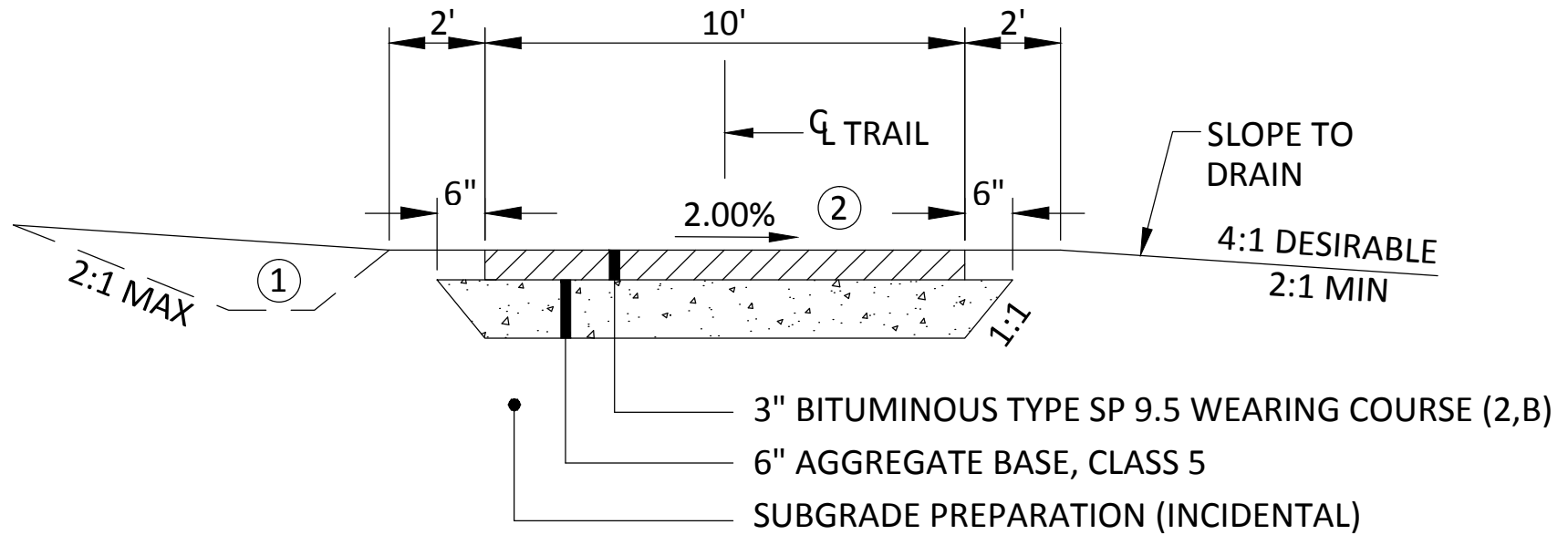
easements for recreation trail purposes is conveyed to the state; purchase of equipment (e.g., snowmobile trail groomers).

- The 2013 solicitation's funding priorities include:
 - Projects that accommodate both motorized and non-motorized uses, including same-season access corridors (however motorized only and non-motorized only projects are eligible and will be funded).
 - Projects that involve urban youth corp workers such as Conservation Corps Minnesota.
 - For all horse, in-line skate, cross-country ski, hike and bicycle facilities, priority will be given to trail linkages and restoration to existing trail systems, necessary trail facilities, trail signage to improve safety, and trail grooming equipment.
- Ineligible projects: condemnation; trail construction in federally designated wilderness areas; facilitating motorized trail use on trails on which motorized use is either currently prohibited or has not occurred; other restrictions.
- Eligible Applicants: local units of government (cities, counties, townships).
- Applications were due February 28, 2013. Funding available is approximately \$1.7 million.
- A 25% local funding match for eligible elements of the project proposal is required.
- The minimum grant request is \$1,000, and the maximum grant award is \$150,000. Funding comes from the Federal Highway Trust Fund.

Visit the DNR website for additional information

http://www.dnr.state.mn.us/grants/recreation/trails_federal.html

APPENDIX A – OFF-ROAD TRAIL TYPICAL SECTION



- ① DITCH IF REQUIRED FOR DRAINAGE
- ② SLOPE TOWARDS INSIDE OF CURVE

BITUMINOUS TRAIL

NOT TO SCALE



BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN BURNSVILLE, MN
 WILLMAR, MN CHASKA, MN RAMSEY, MN MAPLEWOOD, MN
 BAXTER, MN ROCHESTER, MN AMES, IA SPENCER, IA

CITY OF FAIRMONT, MINNESOTA
 ACTIVE TRANSPORTATION PLAN
 OFF-ROAD TRAIL TYPICAL SECTION

JULY, 2013

APPENDIX A

APPENDIX B – PUBLIC SURVEY QUESTIONS & RESPONSES

Trail Survey Questions for Fairmont Active Transportation Plan:

1. How familiar are you with Fairmont's trails?
 - a. Very familiar
 - b. Somewhat familiar
 - c. Not familiar
2. How many times in the past 6 months have you used Fairmont's trail system?
 - a. I use the trail system almost every day
 - b. 10-20 times per month
 - c. 1-10 times per month
 - d. I do not use the trail system
3. What is your primary activity on the trail system?
 - a. Walking
 - b. Running
 - c. Biking
 - d. Rollerblading
4. On average, how far is your distance traveled when using Fairmont's existing trail system? (one way)
 - a. Less than 1 mile
 - b. 1 to 3 miles
 - c. 4 to 6 miles
 - d. 7 to 10 miles
 - e. Greater than 10 miles
5. Please select which reasons currently motivate you to use the trail system in Fairmont?
 - a. Enjoyment of the natural environment
 - b. Fitness / exercise
 - c. Commute to work / school
 - d. Destinations oriented trips such as travel, visiting family/friends, run errands etc.
 - e. Other, please specify_____
6. If you do not use Fairmont's trails, which reason best describes why you do not currently use these trails?
 - a. Lack of time
 - b. Lack of trail connectivity
 - c. Lack of awareness of what is available
 - d. Other, please specify_____
7. Please pick the top three statements that might encourage you to walk or bike more often.
 - a. Secure bicycle parking at work/school/shopping centers
 - b. Improved road maintenance
 - c. Improved signage for biking and pedestrian routes
 - d. More off-street trails
 - e. Cycling and trails route map
 - f. Bike lanes or paved shoulders for cycling (on-street)

- g. More connections to key destinations (i.e. shopping, school, downtown)
 - h. Reduced traffic speeds
 - i. Improved sidewalk and pathway maintenance
 - j. No improvements are necessary, the existing trails and sidewalks are meeting my needs
8. The level of walkability and bikeability is defined by how safe, convenient and accessible places are to walk or bike in your community. Please rank the walkability and bikeability of Fairmont.
- a. Very walkable and bikeable
 - b. Adequate, but could be better
 - c. Not walkable
 - d. Not bikeable
 - e. If not, why? _____
9. List up to three existing intersections you would like the Active Transportation Plan to address in order to make your biking and walking experience safer and more enjoyable in Fairmont.
- _____
- _____
- _____
10. List up to three other locations that require new or better connected trails, bikeways, or sidewalks.
- _____
- _____
- _____

Survey Results Summary

Survey results show the majority of the community members are familiar with Fairmont's trails and use the trails several times a month. The primary activity on the trail system was walking followed by running and then biking. Top reasons for using the trail system are for enjoyment of the natural environment and fitness and exercise. Throughout the survey, consistent responses for not using the trails or perceived flaws in the trail system were due to lack of connectivity throughout and around the community (much emphasis on the lakes), undesirable and unsafe on-street trails and the lack of sidewalk and pathway maintenance, especially during the winter months. The survey resulted in a strong response for more/better connections to key destinations such as shopping, schools and the downtown.

At the end of the survey, individuals were asked to list up to three existing intersections that need to be addressed and three locations that require new or better connected trails, bikeways or sidewalks. Listed below are the most common responses.

Intersections Suggested to be Addressed:

- Hwy 15 (State St) and Blue Earth Ave
- 1st St and Main St
- Albion and South Prairie
- Prairie Ave and Blue Earth
- Woodland and Albion
- State St and Orient St
- Winnebago and Prairie Ave
- Albion and Park St
- Woodland and Summit
- Albion and Lair to Gomsrud Park
- Albion and State St
- Lair Rd and Shoreacres Dr
- Hwy 15 and Adams St
- Lake Ave and 1st St
- 4th and Park St
- 4th and Prairie Ave
- Orient St and Victoria St
- Tilden and Prairie Ave
- North Ave and Winnebago Ave
- North Prairie and 10th St
- Lake Ave and Pioneer Trail
- Albion and Lake Aires Rd
- Blue Earth Ave and Downtown Plaza

Suggested Location for Trails, Bikeways or Sidewalks

- Connect Knollwood to Cedar Creek Park
- Bike/walk lane on Lake Aires Road

Fairmont Active Transportation Plan

- North from Lincoln Park over bridge to Wal-Mart
- Around Hall Lake
- Better path connecting bike path on Lake Avenue to the Downtown
- Around all lakes
- Cedar Park north to and around George Lake
- Sidewalks along Albion Ave
- Along Shoreacres Drive
- Anywhere connecting to schools, library or downtown
- Cedar Park to Town
- Connect Skate Park to 10th Street using old rail line. Extend trail north behind McDonald's under I-90 to area across from Wal-Mart. Connect to Motels
- Develop trails in Cedar Creek Westside around the disc golf course
- Develop connections through Martin County with adjacent counties and Iowa
- Along Prairie from Cardinal St to Winnebago St
- Connect Holland Street through the George Lake Dam and south to the Day Farm by a trail
- Dutch Creek to Knollwood Dr
- Heritage Acres to Holland St (west side of George Lake) along Center Creek
- George Lake Dam to Holland Street
- Summit Drive to Knollwood
- From the groundhog exhibit down Lake Avenue then down County Road 39 and joining up to Cedar Park
- Designated bike trails along highways
- Connect Heritage Acres to another trail
- Connect Heritage Acres to north part of town
- Heritage acres to Lucia Ave
- Amber Lake Rd
- From Heritage Acres out by the Fairgrounds and across interstate bridge out by Beemer's Well Drilling and by Lincoln Park back to Heritage Acres
- Expand trails from Dam on Lake George
- Continue floating trail by Lake Ave through Cemetery
- Margaret St to Fairgrounds
- Margaret to County Road 39 and Fairlakes Avenue
- Complete loop around Fairmont
- Lair Rd to Johnson Street
- Extension of Fairlakes Ave to Day Farm
- Albion Ave to Cedar Creek Park
- North Avenue from Lincoln Park to Center Creek
- Albion Ave
- Prairie Ave
- Lake Ave
- State St
- Albion by Baptist to Triangle
- Cedar Creek Park to East Interlaken
- Pioneer Trail under the bridge

Fairmont Active Transportation Plan Survey Results

Total Started Survey: 94
Total Finished Survey: 94 (100%)

How familiar are you with Fairmont's trails?

	answered question	93	
	skipped question	1	
	Response Percent		Response Count
Very familiar	53.80%		50
Somewhat familiar	43.00%		40
Not familiar	3.20%		3

How many times in the past 6 months have you used Fairmont's trail system?

	answered question	93	
	skipped question	1	
	Response Percent		Response Count
I use the trail system almost every day	8.60%		8
10-20 times per month	21.50%		20
1-10 times per month	59.10%		55
I do not use the trail system	10.80%		10

What is your primary activity on the trail system?

	answered question	86	
	skipped question	8	
	Response Percent		Response Count
Walking	62.80%		54
Running	20.90%		18
Biking	16.30%		14
Rollerblading	0.00%		0

On average, how far is your distance traveled when using Fairmont's existing trail system? (one way)

	answered question	86	
	skipped question	8	
	Response Percent		Response Count
Less than 1 mile	11.60%		10
1 to 3 miles	68.60%		59
4 to 6 miles	17.40%		15
7 to 10 miles	2.30%		2
Greater than 10 miles	0.00%		0

Please select which reasons currently motivate you to use the trail system in Fairmont?

	answered question	88	
	skipped question	6	
	Response Percent		Response Count
Enjoyment of the natural environment	68.20%		60
Fitness/exercise	76.10%		67
Commute to work/school	0.00%		0
Destination orientated trips such as travel, visiting with family/friends, run errands, etc.	0.00%		0

Other (please specify)	10.20%	9
Walking the dog		
All of the above		
Walk my dog		
Roads are not safe to travel with bicycle		
No access to current trail as it is not connected		
Please spend money for business instead of trails		
Try to stay off of roadways		
Walk the dog		
Family fun		

If you do not use Fairmont's trails, which reason best describes why you do not currently use these trails?

	answered question	45	
	skipped question	49	
	Response Percent		Response Count
Lack of time	20.00%		9
Lack of trail connectivity	53.30%		24
Lack of awareness of what is available	8.90%		4
Other (please specify)	17.80%		8
I don't use the trails out by Cedar Park because they do not connect			
Distance to get to the trail by car - would be nice to have one close to walk to			
Currently, the trails are not clear of snow and have not been maintained during the winter months-I am making reference to the one along Albion Avenue and by the swimming pool			
Traffic and too far too access without car. Too far to get to place to walk.			
Please spend money for business instead of trails			
Get the trails off the roadway			
Waste of money			
Not living in Fairmont			

Please pick the top three statements that might encourage you to walk or bike more often.

	answered question	92	
	skipped question	2	
	Response Percent		Response Count
Secure bicycle parking at work/school/shopping centers	10.90%		10
Improved road maintenance	17.40%		16
Improved signage for biking and pedestrian routes	17.40%		16
More off-street trails	71.70%		66
Cycling and trails route map	23.90%		22
Bike lanes or paved shoulders for cycling (on-street)	39.10%		36
More connections to key destinations (i.e. shopping, school, downtown)	42.40%		39
Reduced traffic speeds	5.40%		5
Improved sidewalk and pathway maintenance	33.70%		31
No improvements are necessary, the existing trails and sidewalks are meeting my needs	6.50%		6

The level of walkability and bike ability is defined by how safe, convenient and accessible places are to walk or bike in your community. Please rank the walkability and bikeability of Fairmont.

answered question	91
skipped question	3

	Response Percent	Response Count
Very walkable and bikeable	17.60%	16
Moderately walkable and bikeable	73.60%	67
Not walkable	3.30%	3
Not bikeable	5.50%	5
If not walkable or bikeable, why?		15

Need more trails/greater length. Also smoothness for rollerblading.

The roads are not safe in town

Bike trails need to go out around town also, not safest to ride county roads. I truly believe you don't realize what a good trail system does for the community. The out of town dollars alone would boost all businesses and promote the greater good of Fairmont.

Need more trails

During the snow months, they are not walkable and then people are forced to walk on the street on Albion Avenue

Too many busy street to cross to get to destinations of interest

The trails on the south end of town are not accessible in the winter at all due to snow piled on them.

If we paid for them, why shouldn't they be able to be used year round?

Stuck in dead ends, no circuits, many places no sidewalks, uncontrolled truck traffic

Trails are not cleared of snow in winter months, clearing would make my exercise easier in winter months. At present, I walk in the streets due to icy sidewalks and this is not safe.

Sidewalks are unsafe

Way to dangerous for children and adults to walk or bike on street with on-coming traffic

It is crazy how you can start on a trail at Cedar Creek and it is beautiful - it is a very nice path, and then suddenly, it just STOPS - what the heck - link it up to Knollwood and make it accessible and worth the walk already!!!!!!

Please spend money for business instead of trails

The paths are on roadways

The drivers in this town are quite unfriendly to bikers, making it difficult to follow what are typically considered safe biking practices.

List up to three existing intersections you would like the Active Transportation Plan to address in order to make your biking and walking experience safer and more enjoyable in Fairmont.

answered question	39
skipped question	55

Response Count
39

A safer crossing at the intersection Hwy 15 and State St. Blue Earth Ave at the intersection of 1st and Main St

intersection of Albion Ave and State Street

Albion St and its intersections; Emphasize the safety and accessibility around all the lakes; the lakes are Fairmont's biggest asset, which need to be more promoted.

Connect all trails. Period. Get this DONE!

Albion and South Prairie; Out near Armory

1. Connect Cedar Creek Park to Knollwood and beyond! 2. Complete trail from Hobo Camp - behind power plant to North Main St 3. Improve signage for Safe Route to School

Prairie and Blue Earth & Woodland and Albion

State Street and Orient Street Winnebago and Prairie Albion and Park

Woodland to Summit Dr, Crossing of State St, Corner of Albion and Lair to Gomsrud Park

You could paint mile markers every 1/4 mile on the pavement

I am from the country and would use the trails more if they were connected.

We need to connect the Cedar Creek Trail to Knollwood.

All okay with me

Albion/Prairie. Hwy 15 Blue Earth Avenue

1. Connecting the Heritage Acres trail to the northern area of town. 2. Access to Cedar Creek Park from Knollwood

The bike trail that ends on Hengen St needs to connect to other trails. The trail that is behind Interlaken Road should be connected to other trails as well.

Albion and State Street Lair Road and Shoreacres Drive

Albion Avenue to Amber Lake then on to Cedar Creek Park

State Street and Albion Ave. TH 15 and Blue Earth Avenue. TH 15 and Adams Street

Too much truck traffic on Winnebago and N North. Even though I do not live close this applies to 4th St. This should be curtailed. Give up state road funds for this. Striping of N North make a highway - what the heck- who is responsible for that - poor choice of money

I feel the intersections are safe. Cleared trails year-round would definitely be my ideal trail system. I realize this would be expensive, but I also know many walkers and bikers who would enjoy the trails year-round.

The city should plow the walkway along Albion Avenue and from Albion to the ball diamonds.

The city should make sure that residents shovel. It is hard to walk around the lakes with many people not shoveling their walks.

Lake Avenue, 1st Street

Intersections on 4th at Park & Prairie. Orient and Victoria. Tilden and Prairie

Create a safer crossing and walking along the road from the Shell Station all the way to Hy-vee. Add a sidewalk the entire length of Shoreacres Drive. Create a passenger bridge over the intersection by Pizza Hut area.

Albion and State; Albion and Woodland

Cedar Creek to Knollwood. Cedar Creek to Knollwood. Cedar Creek to Knollwood.

By KCS on Lake Avenue

Please spend money for business instead of trails

Make new path off of roadways to make it safer

North Avenue from Winnebago Avenue

There are not sidewalks at all on Shoreacres. Several roads have "hit and miss" sidewalks that randomly end. The floating bridge trail ends at a confusing and broken down intersection of a nasty bridge and a fence around the cemetery.

Albion Ave and Woodland Ave. North Prairie Ave and 10th Street. Albion Ave and Lair Road.

Birds bridge area and around Budd Lake and also when you get out of Cedar Park onto Amber Lake Drive

Albion and Gomsrud - the bike path that veers along Luedtke Slough - I always want to stop and walk out onto a dock with a bench and watch the wildlife. Please put in a viewing station.

I would love to see LONGER trails for biking, running and walking. Also for them to be SAFE.

Lair and Albion. Shoreacres and Lair

Lake Avenue and Pioneer Trail; Albion and Lake Aires Road

Blue Earth Avenue and Downtown Plaza, State Street to Hy-Vee, Albion Avenue and State Street

List up to three other locations that require new or better connected trails, bikeways or sidewalks.

answered question

61

skipped question

33

Response Count

61

Connect Knollwood area to Cedar Creek park. Bike/walking lane on Lake Aires, North North - from Lincoln park over the bridge, have to get to Wal-Mart on foot or bike
Path around Hall Lake. Better path from bike path on Lake Avenue towards downtown
We need to expand the system all around all the lakes. We need to connect to Cedar Park and north around Lake George. I understand that opposition exists on this idea at both ends, but we need to do what is best for Fairmont. You will always have opposition with every city project you attempt. Fairmont needs a larger trail system.

Sidewalks/bike lanes along busier streets. Thank you for this survey. I am new to Fairmont and see much potential for this town to become much more healthy and active.

I would just like to see the maps more accessible. I don't know where to find one.

Albion Avenue all sidewalks. All sidewalks that are in a range to get to a school, public library, downtown area or park. We need sidewalks or safe walking on Shoreacres Drive.

1. South end of bike trail by Kings Road 2. Connect all the trails so small can ride with their family without using much street from Lincoln Park to Cedar Creek Park.

Connecting Cedar Creek Park to town

Connect skate park to 10th Street using old rail line. Extend trail north behind McDonald's under I-90 to area across from Wal-Mart - connect to Motels. 2. Develop trails in Cedar Creek westside around the disc golf course. 3. Develop connections throughout Martin County with adjacent counties and Iowa.

To bad Cedar Park is not connected to anything

I'm thinking trail usage is used by very few people, mostly the same ones, money could be better spent elsewhere to help more people.....

The south end of Knollwood should be connected to Cedar Park by a trail. A sidewalk or trail is needed from the intersection of Cardinal and Prairie south to the end of Prairie. Connect Holland Street through the George Lake Dam and south to the Day Farm by a trail.

Dutch Creek to Knollwood Dr, Heritage Acres to Holland St (west side of George Lake) along Center Creek

Cedar Creek Park to Bay View St or Knollwood, George Lake Dam to Holland Street, Summit Drive to Knollwood

The current trail NEEDS to be connected at Knollwood to connect the City and make our path more enjoyable. This has been going on long enough and is totally ridiculous that the path at Cedar Park ends at Knollwood. Let's finally get this done, no more excuses!

I would love to see some trails starting from the groundhog exhibit down Lake Avenue then down County Road 29 and joining up to Cedar Park.

Need to continue to work on trail north of dam and the outside of the city. Also south, don't just think inside.

Please link up Cedar Park to Knollwood so we can go around Hall Lake - would make Cedar Park much more usable. You only have a few hundred feet to go.

Knollwood Knollwood Knollwood

We need to connect the Cedar Creek Trail to Knollwood... this is crazy that you cannot get around Hall Lake. It's the path to nowhere as everyone calls it. Come on Fairmont, lets make this happen!! No ONE person should be able to stop progress.

I would like a safe HIGHWAY bike trail where the shoulder has been paved so you can go faster than on a designated trail. I don't want to run down the walkers, strollers and other bikers

A bike and walking path around Hall Lake, down Knollwood Avenue to connect Cedar Creek Park.

Cedar Creek Park connect to another trail. Heritage Acres connect to another trail. Why not have a trail go from Heritage Acres out by the fair grounds and across interstate bridge out by Beemer's Well Drilling and by Lincoln Park back to Heritage Acres?

Connect Cedar bike trail to Knollwood. Continue floating trail by Lake Avenue through cemetery.

Expand trails from dam on Lake George.

Cedar Park to Knollwood

Connecting the heritage Acres trail to the northern area of town.

West and north side of George Lake, and trail from the south end of Knollwood across Dutch Creek to the trail system in Cedar Park would provide easier and safer access to our cities. Biggest and most underused park.

All paved trails in Fairmont are no longer than 2 miles, which is almost useless, CONNECT THE TRAILS! I would like to see at least 5 if not 10 continuous miles of paved path with little to no street contact or crossings.

Cedar Creek park to Knollwood Drive. Heritage Acres to Lucia Ave. Amber Lake Drive

Sidewalks are a wonderful way to use existing paved surfaces and get to know the neighbors

Knollwood to Cedar Park. Winnebago Avenue to Wal-Mart - not necessarily along TH15. Hobo Trail to Fairgrounds to Margaret Street

Margaret to Cty Road 29 and Fairlakes Avenue. This already should be in the plan if there was any thought. Just do it without the housing builder. This solves a lot for north side as long as walkable/bikeable when constructed. Why not enforce sidewalks. Don't give in.

Shoreacres is dangerous to walk on with no sidewalks

Finish bike path north from Cedar

Would like to be able to bike a complete loop around Fairmont

Connect Cedar Creek Park trail to Knollwood

Knollwood cul-de-sac to Cedar park Road. Lair Road to Johnson Street. Extension of Fairlakes Ave to Day Farm.

It is dangerous to expect families to take their small children onto public streets where there is on-coming traffic. For that reason, we do not bike in town. We do walk on side-walks.

Cedar Creek to Knollwood Connection

Knollwood to Cedar Creek - It is way OVERDUE!!!!

Obviously, a major improvement would be to connect the Cedar Park Trail to the Knollwood Trail. Utterly ridiculous to have to make u-turns at each end of the trail. You would have beautiful 5 to 6 mile loop around Hall Lake.

The trail needs to be connected from North to South in Fairmont - We have raised 4 kids and are located right between North and South Trails and it would've been nice to have them connected - Surprised no one has been hit going down the Lair Road hill. How can a few people have so much power to regulate the connectivity of a trail system that should have been done years ago? I would not have a problem if it ran by my backyard - if you can't handle people or kids or neighbors, maybe the people that have held this back need to be in the country in their own Bah-Humbug-World. Much of my family lives in the Chaska/Eden Prairie area - ever check out those trails? I have and they are awesome - we could have some similar if only they were connected. Let's connect the North and the South and let everyone enjoy the great bike and trail system. We would use it daily/weekly if we had access to it.

Please spend money for business instead of trails

Any other locations would be better than any trail on a roadway

Connect the bike trail between Cedar Creek Park and Knollwood Drive. Continue the bike trail from Albion Avenue to Cedar Creek Park.

Cedar Park area thru to Knollwood.

The woods near Cedar Creek where the trail just ends randomly. Can that be added to?

North Avenue from Lincoln Park to Center Creek

Complete connection around Fairmont Lakes, especially Hall Lake around the end of the Knollwood trail so we can connect directly to Cedar Park trail.

I would like to see all the trails actually go around the lakes and connect without having to go on the road. See Minneapolis' lake trail system

Albion Ave., Prairie Ave., and Lake Ave.

Cedar Creek to Knollwood. It would be nice if the Hobo trail was bigger.

Knollwood Drive should be connected to the Cedar Park trail system.

From Cedar Creek to East Interlaken

Connect Cedar park to Knollwood Drive, need to cross Dutch Creek. Please complete this essential link in trails.

All of the lakes - how nice it would be to bike next to the lakes.

Cedar Creek Park to connect with Knollwood? I think the size of Fairmont can have more trails and longer ones!

Shoreacres, Albion by Baptist to Triangle, State Street

Amber Lake section to Knollwood

Cedar Creek trail north; pioneer trail under the bridge

Cedar Park & Hobo trail. The small portion of Day Street cross from the new water plant that has no sidewalk is at the top of a hill, making it difficult from drivers to see people walking down the street.

APPENDIX C – COST ESTIMATES

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
CONSTRUCTION COST ESTIMATES

Off-Road Trail Segment 1 - Hotels to Walmart (2,629 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	690	\$6.00	\$4,138
3" BITUMINOUS WALK	SF	26,290	\$1.75	\$46,008
AGGREGATE BASE (CV) CLASS 5	CY	487	\$22.00	\$10,711
TURF EST. & EROSION CONTROL	LS	1	\$10,000.00	\$10,000
SUBTOTAL				\$70,856
+30% CONTINGENCY				\$21,257
TOTAL				\$92,114

\$92,000

Off-Road Trail Segment 2 - North Ave Across I-90 to TH 15 (7,203 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,890	\$6.00	\$11,338
3" BITUMINOUS WALK	SF	72,030	\$1.75	\$126,053
AGGREGATE BASE (CV) CLASS 5	CY	1,334	\$22.00	\$29,346
TURF EST. & EROSION CONTROL	LS	1	\$25,000.00	\$25,000
SUBTOTAL				\$191,736
+30% CONTINGENCY				\$57,521
TOTAL				\$249,258

\$249,000

Off-Road Trail Segment 3 - Margaret St to Hotels (2,730 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	716	\$6.00	\$4,297
3" BITUMINOUS WALK	SF	27,300	\$1.75	\$47,775
AGGREGATE BASE (CV) CLASS 5	CY	506	\$22.00	\$11,122
TURF EST. & EROSION CONTROL	LS	1	\$10,000.00	\$10,000
GRADE SEPARATED CROSSING	LS	1	\$200,000.00	\$200,000
SUBTOTAL				\$273,194
+30% CONTINGENCY				\$81,959
TOTAL				\$355,154

\$355,000

Off-Road Trail Segment 4 - Hotels to TH 15/Torgerson Dr Intersection (1,042 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	273	\$6.00	\$1,640
3" BITUMINOUS WALK	SF	10,420	\$1.75	\$18,235
AGGREGATE BASE (CV) CLASS 5	CY	193	\$22.00	\$4,245
TURF EST. & EROSION CONTROL	LS	1	\$4,000.00	\$4,000
SUBTOTAL				\$28,120
+30% CONTINGENCY				\$8,437
TOTAL				\$36,558

\$37,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
CONSTRUCTION COST ESTIMATES

Off-Road Trail Segment 5 - Margaret St (4,727 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,240	\$6.00	\$7,441
3" BITUMINOUS WALK	SF	47,270	\$1.75	\$82,723
AGGREGATE BASE (CV) CLASS 5	CY	875	\$22.00	\$19,258
TURF EST. & EROSION CONTROL	LS	1	\$5,000.00	\$5,000
SUBTOTAL				\$114,421
+30% CONTINGENCY				\$34,327
TOTAL				\$148,749

\$149,000

Off-Road Trail Segment 6 - Lincoln Park (1,447 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	7	\$6.00	\$42
3" BITUMINOUS WALK	SF	14,470	\$1.75	\$25,323
AGGREGATE BASE (CV) CLASS 5	CY	268	\$22.00	\$5,895
TURF EST. & EROSION CONTROL	LS	1	\$5,000.00	\$5,000
SUBTOTAL				\$36,260
+30% CONTINGENCY				\$10,878
TOTAL				\$47,138

\$47,000

Off-Road Trail Segment 7 - North Side Lake George (3,000 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	15	\$6.00	\$87
3" BITUMINOUS WALK	SF	30,000	\$1.75	\$52,500
AGGREGATE BASE (CV) CLASS 5	CY	556	\$22.00	\$12,222
TURF EST. & EROSION CONTROL	LS	1	\$10,000.00	\$10,000
SUBTOTAL				\$74,810
+30% CONTINGENCY				\$22,443
TOTAL				\$97,253

\$97,000

Off-Road Trail Segment 8 - West Side of George Lake (3,376 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	16	\$6.00	\$98
3" BITUMINOUS WALK	SF	33,760	\$1.75	\$59,080
AGGREGATE BASE (CV) CLASS 5	CY	625	\$22.00	\$13,754
TURF EST. & EROSION CONTROL	LS	1	\$12,000.00	\$12,000
SUBTOTAL				\$84,932
+30% CONTINGENCY				\$25,480
TOTAL				\$110,413

\$110,000

Off-Road Trail Segment 9 - Along Railroad (14,705 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	71	\$6.00	\$429
3" BITUMINOUS WALK	SF	147,050	\$1.75	\$257,338
AGGREGATE BASE (CV) CLASS 5	CY	2,723	\$22.00	\$59,909
TURF EST. & EROSION CONTROL	LS	1	\$50,000.00	\$50,000
SUBTOTAL				\$367,675
+30% CONTINGENCY				\$110,303
TOTAL				\$477,979

\$478,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
CONSTRUCTION COST ESTIMATES

Off-Road Trail Segment 10 - W 7th St (750 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	4	\$6.00	\$22
3" BITUMINOUS WALK	SF	7,500	\$1.75	\$13,125
AGGREGATE BASE (CV) CLASS 5	CY	139	\$22.00	\$3,056
TURF EST. & EROSION CONTROL	LS	1	\$5,000.00	\$5,000
SUBTOTAL				\$21,202
+30% CONTINGENCY				\$6,361
TOTAL				\$27,564

\$28,000

Off-Road Trail Segment 11 - Ward Park (1,329 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	6	\$6.00	\$39
3" BITUMINOUS WALK	SF	13,290	\$1.75	\$23,258
AGGREGATE BASE (CV) CLASS 5	CY	246	\$22.00	\$5,414
TURF EST. & EROSION CONTROL	LS	1	\$5,000.00	\$5,000
SUBTOTAL				\$33,711
+30% CONTINGENCY				\$10,114
TOTAL				\$43,825

\$44,000

Off-Road Trail Segment 12 - 190th Ave to Cedar Creek Park (5,548 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,455	\$6.00	\$8,733
CLEARING AND GRUBBING	LS	1	\$20,000.00	\$20,000
3" BITUMINOUS WALK	SF	55,480	\$1.75	\$97,090
AGGREGATE BASE (CV) CLASS 5	CY	1,027	\$22.00	\$22,603
TURF EST. & EROSION CONTROL	LS	1	\$20,000.00	\$20,000
SUBTOTAL				\$168,426
+30% CONTINGENCY				\$50,528
TOTAL				\$218,954

\$219,000

Off-Road Trail Segment 13 - Knollwood Dr to Cedar Creek Park (484 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	127	\$6.00	\$762
CLEARING AND GRUBBING	LS	1	\$10,000.00	\$10,000
3" BITUMINOUS WALK	SF	4,840	\$1.75	\$8,470
AGGREGATE BASE (CV) CLASS 5	CY	90	\$22.00	\$1,972
TURF EST. & EROSION CONTROL	LS	1	\$2,000.00	\$2,000
GRADE SEPARATED CROSSING	LS	1	\$150,000.00	\$150,000
SUBTOTAL				\$173,204
+30% CONTINGENCY				\$51,962
TOTAL				\$225,166

\$225,000

Off-Road Trail Segment 14 - Cedar Creek Park (7,552 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,981	\$6.00	\$11,887
CLEARING AND GRUBBING	LS	1	\$25,000.00	\$25,000
3" BITUMINOUS WALK	SF	75,520	\$1.75	\$132,160
AGGREGATE BASE (CV) CLASS 5	CY	1,399	\$22.00	\$30,767
TURF EST. & EROSION CONTROL	LS	1	\$25,000.00	\$25,000
SUBTOTAL				\$224,815
+30% CONTINGENCY				\$67,445
TOTAL				\$292,260

\$292,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
CONSTRUCTION COST ESTIMATES

Off-Road Trail Segment 15 - Albion Ave (4,000 FT)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	19	\$6.00	\$117
3" BITUMINOUS WALK	SF	40,000	\$1.75	\$70,000
AGGREGATE BASE (CV) CLASS 5	CY	741	\$22.00	\$16,296
TURF EST. & EROSION CONTROL	LS	1	\$15,000.00	\$15,000
SUBTOTAL				\$101,413
+30% CONTINGENCY				\$30,424
TOTAL				\$131,837

\$132,000

APPENDIX D – 2017 ATP Updates

I. 2017 ACTIVE TRANSPORTATION PLAN UPDATE

A. Overview

In 2017, the City of Fairmont was awarded funding through the Statewide Health Improvement Partnership (SHIP) to update the 2013 Active Transportation Plan (ATP). Updates to the document included the identification of more off-street trail connections, adding recently completed segments and focusing on a more contiguous network throughout the community. The plan was originally completed in 2013 as a master plan to guide future improvements to the City's trails and sidewalks.

This update consists of revisions to Table 1 – Off-Street Trail Priorities and Implementation that include proposed trails from the 2013 document that remained viable options as well as new trail alignments generated as part of this process. Implementation cost estimates were updated to reflect 2017 dollars. Project prioritization was also updated as input was gathered from the public and the Active Living Committee to reflect community preferences. These changes can be seen in **Table D.1**.

Updates were also made to the existing and proposed on-street bike routes to identify a more bicycle friendly network. These updates were made based on bicycle facility design guidance provided by a number of industry accepted multi-modal transportation guides published by the Federal Highway Administration (FHWA) and Minnesota Department of Transportation (MnDOT).

B. Public Involvement

Active Living Committee Meeting

The ATP update process included one meeting with the Active Living Committee to brainstorm ideas for revisions to the plan. There were 14 participants at this meeting including members of the City Council, City staff, project staff, park board members, trails committee members, and members from Project 1590. A summary of that meeting can be seen in **Appendix D.1**.

Online (Virtual) Open House

Plan updates and materials were posted on the City's website from September 11, 2017 through September 29, 2017 during an online open house. This gave all in the community an opportunity to visit the site and provide their input on the ATP proposed trail recommendations.

There were 46 responses collected through the open house process. Participants were generally supportive of the planned Off-Street trails and bike routes in the plan. The Knollwood Drive connection over Dutch Creek to Cedar Creek Park (**#14 in Table D.1**) received overwhelming support that far surpassed other options. The online open house webpage can be seen along with a summary of public feedback in **Appendix D.1**.

Martin County Fair Booth

Members of Project 1590 manned a booth through the duration of the Martin County Fair where maps of the improvements were on display on large boards. No formal summary was completed regarding feedback received, however, those members of Project 1590 present at the booth mentioned the public was generally pleased with the improvements being proposed.

C. Priorities for Implementation

As discussed, projects were re-prioritized to reflect desires expressed through the public process. The 2017 ATP updates will allow the City and its stakeholders to focus their efforts

in developing the proposed trail network in a systematic manner, taking advantages of opportunities for implementation as they arise.

The City will continue to establish bike routes as opportunities present themselves and where off-street options are either cost prohibitive or not feasible due to land availability. The City hopes to continue its proactive approach in developing the proposed Off-Street trails identified in this 2017 update. Many of these trails provide missing links and increase the recreational trail user experience desired by the public. The following provides a comprehensive, updated list of the proposed Off-Street trail improvements illustrated in **Figure D.1 and Figure D.2:**

- 1** - Torgerson Dr to Goemann Rd along TH 15
- 2** - North Ave to Future Western Connection (#4)
- 3** - Connection through Lincoln Park along George Lake shoreline
- 4** - Margaret Street Connection (#2) to George Lake Dam (includes a bridge over Center Creek)
- 5** - West side of George Lake from Center Creek (new crossing at the Dam) south to Hobo Trail and the railroad
- 6** - George Lake Dam through Martin County Fairgrounds to new Off-Street trail #7.
- 7** - 190th Ave/N Bixby Rd to 4th Ave along railroad track
- 8** - South side of George Lake from Bullhead Park to Main St
- 9** - 10th St from the trail on the former railroad bed (2020 Construction) west to Prairie Ave
- 10** - Prairie Ave from Hall St to State St
- 11** - Ward Park from Lake Park Blvd, along Sisseton Lake to Main St
- 12** - Hengen St south to agricultural land along N Fairlakes Ave, south to summit drive connection (near tower), to new Off-Street trail (#18) near Patriot Dr
- 13** - New Dutch Creek crossing at new Off-Street trail #14B to CR 39/190th
- 14A** - Knollwood Dr connection to Cedar Creek Park (includes a bridge over Dutch Creek)
- 14B** - Lair Rd Connection to Cedar Creek Park (includes a bridge over Dutch Creek)
- 15** - Connection to existing trail and new trail surrounding Soccer Fields adjacent to Prairie Ave
- 16** - Natural surface trails within Cedar Creek Park upgraded to paved off-street trails
- 17** - Albion Avenue from Lake Aires Rd to Interlaken Rd
- 18** - Western Connection from Independence Dr to Lair Rd
- 19** – Albion Ave to Gomsrud Park Entrance
- 20** – Prairie Ave from State St to 10th St
- 21** – Lake St from Main St to 4th St
- 22** – Woodland Ave from Fairlakes Ave to Lake Park Blvd

As was the case in 2013, projects were prioritized as short-term (0 – 10 years), mid-term (10 – 20 years), and long-term (20+ years). **Table D.1** illustrates the proposed trail improvement priorities, their associated timeframe for implementation, and planning level construction cost estimates. **Appendix D.2** includes details on cost estimation figures. **Figure D.1 and D.2** identify each of these Off-Street trail projects with a reference number tied to **Table D.1**. It is recommended that the City continue to use this plan to pursue funding opportunities as this has been successful in the past.

D. Discussion

1. Public Input

A major desire expressed by the community has been to ensure Cedar Creek Park's designation as a regional trail hub. The City is currently pursuing this option. This would facilitate future expansion of a regional trail system that could accommodate connections from Iowa and areas surrounding Fairmont in southern Minnesota. Participants in the public process expressed desires for trail improvements looking forward. The most favored additions to the trail system include the bridge crossing from Knollwood Drive to Cedar Creek Park over Dutch Creek (#14A), Western Trail connections from Hengen St through the agricultural areas (#12 and #14B), and trails accessing the Soccer fields adjacent to Prairie Ave (#15). Discussions and input gathered through the public process informed the planning for improvements and will guide the City in its future trail planning activities. This information is provided in **Appendix D.1**

2. Bike Routes (On-Street Facilities)

Project staff reviewed various guidance documents for evaluation of the City's existing and future designated bike routes. While it is lawful to operate a bicycle on any street or highway in Minnesota as defined in Minnesota Statutes Section 169.222, participants in the public process expressed concerns related to designating bike routes on streets without providing markings or signage. This concern was particularly prevalent on higher speed and/or volume roadways. In response to this, and to provide users with safe, efficient and comfortable bike routes, the project team researched and reviewed guidance from the following documents to achieve an appropriate standard application of bicycle facilities throughout the community:

1. National Association of City Transportation Officials (NACTO) - <https://nacto.org/publication/urban-bikeway-design-guide/>
2. Federal Highway Administration (FHWA) - https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
3. Manual on Uniform Traffic Control Devices (MUTCD) – FHWA - <https://mutcd.fhwa.dot.gov/>
4. MnDOT State Aid Manual - <http://www.dot.state.mn.us/stateaid/manual.html>
5. MnDOT Bikeway Facility Design Manual - <https://www.dot.state.mn.us/bike/pdfs/manual/manual.pdf>

Based on guidance from these documents, the City revised the designated on-street bike routes to locations where average annual daily traffic (AADT) volumes do not exceed 3,000 vehicles per day and posted speed limits do not exceed 35 mph. Bike routes were also designated on some roadways with greater than 35 mph posted speed, as long as the roadway has no curb and gutter, no on-street parking and a paved shoulder at least 4 feet in width. On local State-Aid designated roadways, bicycle

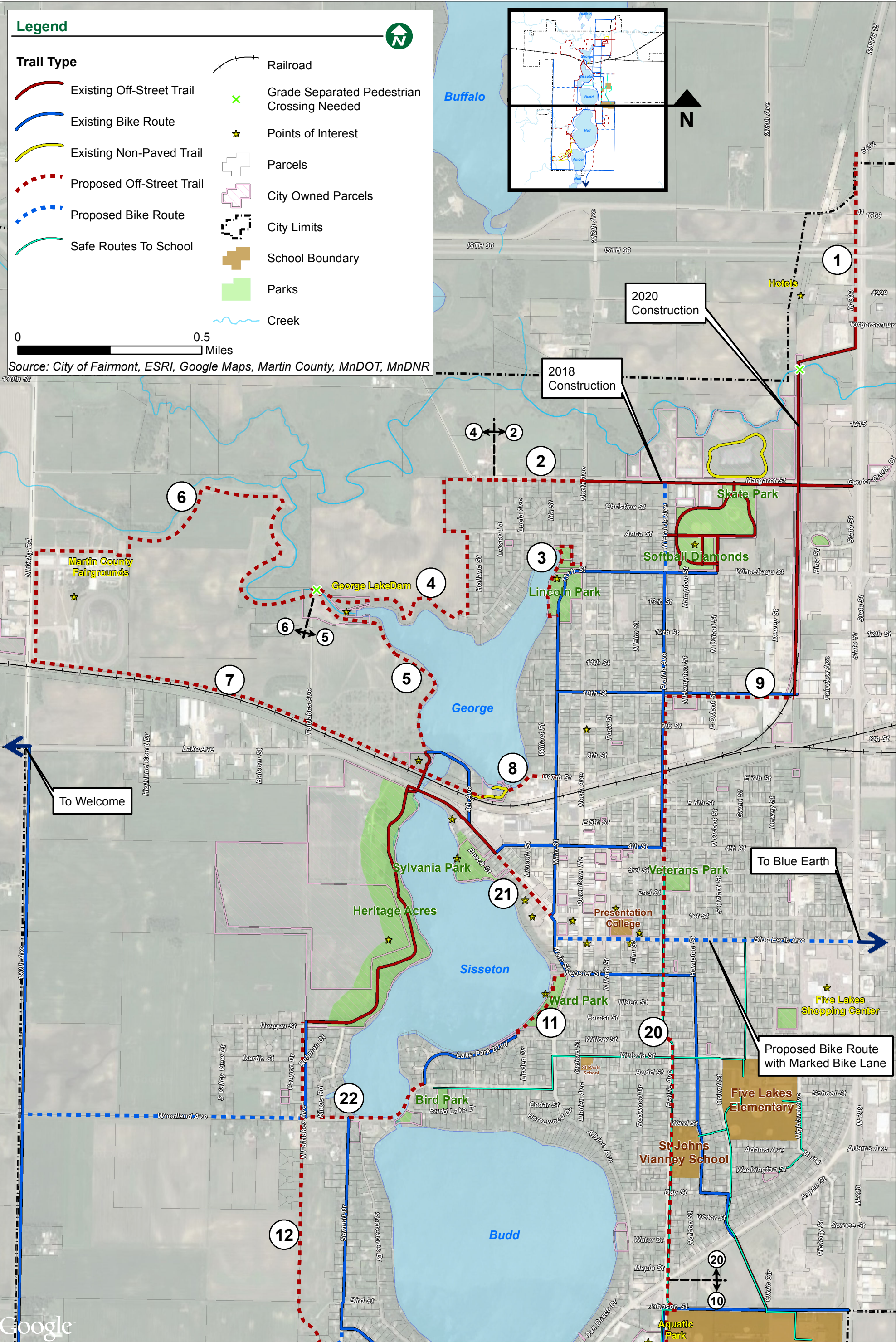
facility design standards are defined in Minnesota Administrative Rules 8820.9941 and 8820.9951.

Because bicycle traffic is allowed to share the road with vehicular traffic, specific striping or signage is not statutorily or otherwise required for any particular bicycle facility. Rather, guidance or recommendations for various facility types, traffic conditions, roadway dimensions etc. is provided by the Minnesota Manual of Uniform Traffic Control (MMUTCD) and other documents listed above. For designated bike routes in the City of Fairmont, bike route way-finding signs (such as D11-1) have been and will continue to be installed. Pavement markings such as shared lane markings, or sharrows may be added at the City's discretion when bicycle traffic volumes or roadway conditions warrant.

TABLE D.1 – 2017 Fairmont Active Transportation Plan Update: Off-Street Trail Priorities and Implementation

Figure 4 Ref #	Target Area	Off-Street Trail Name	Termini	Construction Cost Estimate	Implementation Timeframe	Notes
10	D	Prairie Ave	Hall St to State St	\$469,000	Short-term	Provides Off-Street connection along Prairie Ave where users have identified hazardous conditions
11	C	Ward Park Trail	Lake Park Blvd along Sisseton Lake to Main St	\$95,000	Short-term	Creates Off-Street connection adjacent to the lake for increased user experience
14A	E	Knollwood Rd Connection	Knollwood Dr to Cedar Creek Park (includes a bridge over Dutch Creek)	\$523,000	Short-term	Creates a connection to Cedar Creek trail that will be constructed in 2018.
15	D	Soccer Field Trail	Connection to existing trail and new trail in Soccer Fields adjacent to Prairie Ave	\$291,000	Short-term	Completes the trail in the soccer complex tying it into the network
17	E	Albion Ave	Lake Aires Rd to Interlaken Rd	\$272,000	Short-term	Connects Golf Club to existing paved trail on Albion Ave
SUBTOTAL SHORT-TERM (0-10 yrs) TRAIL CONSTRUCTION COSTS				\$1,650,000		
2	A	Margaret St Extension Trail	North Ave to Future Western Connection (#4)	\$136,000	Mid-term	This connection would provide a link from existing facilities on Margaret Street west to a new Off-Street facility connecting the George Lake Dam and other western connections.
3	B	Lincoln Park Trail	along George Lake shoreline from North Ave to Main St	\$129,000	Mid-term	Creates Off-Street connection adjacent to the lake for increased user experience.
5	B	West side of George Lake	Center Creek (near the Dam) south to Hobo Trail	\$229,000	Mid-term	Works towards the goal of an Off-Street trail connection surrounding George Lake.
9	A	10 th St Trail	Railroad Trail west to Prairie Ave	\$262,000	Mid-term	Creates western connection from the 2020 project on old railroad bed to Prairie Ave
13	E	Dutch Creek to CR 39/190 th Ave	New Dutch Creek crossing at new Off-Street trail #14B to CR 39/190 th	\$197,000	Mid-term	Utilize existing city property to make connection to County Road 39/190 th Ave
18	D	Western Connection from Independence Dr	Independence Dr to Lair Rd	\$167,000	Mid-term	Provides access to future western connection from nearby residential neighborhoods
19	D	Lair Rd	Albion Ave to Gomsrud Park Entrance	\$85,000	Mid-term	Provides Off-Street connection to area park from existing Off-Street trail on Albion Ave
20	C	Prairie Ave	State St to 10th St	\$1,073,000	Mid-term	Provides Off-Street connection along Prairie Ave where users have identified hazardous conditions
SUBTOTAL MID-TERM (10-20 yrs) TRAIL CONSTRUCTION COSTS				\$2,278,000		
1	A	TH 15	Torgerson Dr to Goemann Rd	\$172,000	Long-term	A connection from 10 th St to Torgerson Dr will be constructed in 2020. The TH 15 Off-Street trail addition would complete this, providing access to businesses and lodging north of Interstate 90 (I-90).
4	B	North George Lake	Margaret Street Connection (#2) to George Lake Dam (includes a bridge over Center Creek)	\$958,000	Long-term	This continues the western Off-Street trail connection from locations in the north and provides views of the lake for users.
6	B	Martin County Fairgrounds Trail	George Lake Dam through Martin County Fairgrounds to new Off-Street trail #7	\$593,000	Long-term	Creates Off-Street connection along Center Creek for increased user experience and access to the Martin County Fairgrounds.
7	B	Railroad West Trail	190th Ave/N Bixby Rd to 4th Ave	\$459,000	Long-term	Creates western connection along railroad track from south of George Lake
8	B	South Side of George Lake	Bullhead Park to Main St	\$55,000	Long-term	Provides Off-Street access to Bullhead Park from Main St
12	D & E	Western Connection	Hengen St to new Off-Street trail (#18) near Patriot Dr	\$472,000	Long-term	Provides a portion of a continuous connection from properties at I-90 to Cedar Creek Park, an expressed desire from the community and a recommendation of this plan.
14B	E	Lair Rd to Cedar Creek Park	Lair Rd to Cedar Creek Park (includes a bridge over Dutch Creek)	\$1,039,000	Long-term	Creates a connection to Cedar Creek trail that will be constructed in 2018.
16	E	Trails within Cedar Creek Park	Upgrade trails to paved Off-Street trails	\$547,000	Long-term	Desire for additional paved trails within park area.
21	B	Lake Ave (Move to 10-20 yr)	Lake Ave from Main St to 4 th St	\$151,000	Short-term	Connects the Heritage Acres Trail to Bike Routes on 4 th Ave, 4 th St, and Main St
22	D	Woodland Ave	Fairlakes Ave to Lake Park Blvd	\$162,000	Long-term	Provides connection from the east side of the lakes to the west continuing the bike route from Lake Park Blvd and connecting to a future Woodland Ave bike route.
SUBTOTAL LONG-TERM (20+ yrs) TRAIL CONSTRUCTION COSTS				\$4,608,000		
TOTAL				\$8,536,000		

Figure D.1



Appendix D.1: Meeting Summaries



Fairmont Active Transportation Plan Update

City of Fairmont, Minnesota

Active Living Committee Meeting

Wednesday, August 9, 2017

Cedar Creek Park Shelter House

5:30 – 7:00 PM

Meeting Summary

Attendee:	Title
Micaela Gochanour	Project 1590 Intern
Jim Zarling	City of Fairmont, City Council
Eric Johnson	City of Fairmont, Trails Committee
Craig Nelson	City of Fairmont, Park Board
Greg Gellert	City of Fairmont, Park Board
Phil Hanson	City of Fairmont, Trails Committee
Chuck Anderson	
Joe Burns	Resident
Ruth Cyphers	Admin. Project 1590; City of Fairmont, City Council
Nick Lardy	City of Fairmont
Dan Kerhberg	
Troy Nemmers	City of Fairmont, City Engineer
Wes Brown	Bolton & Menk, Principal Engineer
Matt Lassonde	Bolton & Menk, Transportation Planner

1. Introductions –

- Troy Nemmers opened up the conversation introducing project staff to committee members.

2. Background Discussion for the Fairmont Active Transportation Plan Update

- Troy discussed the background of the plan and the necessity for an update due to new circumstances in the community and desires for changes to the plan.



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- Wes Brown discussed the focus of the first meeting among City Staff and the rationale for the placement of off-road trails in the community. He explained that the new proposed off-road trails fit into what is possible for providing major connections around the community.

3. Proposed Improvement Discussion

- Meeting participants discussed concerns and ideas with project staff. The following comments outline the discussion points:
 - Discussion began with the question of whether an on-street trail should be proposed for Blue Earth St or 1st St. The group agreed that Blue Earth is a more viable option due to available right-of-way, however, this street is much busier than 1st Ave and only confident bikers will use it.
 - Many asked what qualifies an “on-road trail”. Participants agreed that there is a lack of signage and markings for trails on streets. Generally, the group discussed that well-marked facilities have better response from drivers and are safer in that regard. They would like to see enhanced markings on the roadways for designations. Matt suggested that the City look into the application of sharrows on the pavement that would provide markings alerting both bicyclists and drivers that cars and bikes are using the roadway. This has worked in other communities and could be a recommendation of this plan.
 - The group agreed that wider sidewalks, multi-use paths are more desirable.
 - Participants discussed the potential of designating prairie as an on-street trail. Several were apprehensive about this because there are portions of Prairie Ave that are high traffic and seemingly dangerous for inexperienced bikers. The group agreed that an on-street facility could work from Winnebago St to 10th St, but an off-road trail should be planned for the rest of the road to the south. The group identified a preference for diverging the on-street facilities onto Webster Street to the east where it could continue on Hampton Street to the south and connection to existing Safe Routes to School Infrastructure. It would then reconnect to Prairie Ave at Johnson St. This was an agreeable solution for the interim until the Prairie Ave off-road trail becomes a priority. As of now, the Prairie Ave off-road trail is a long-term priority with the group.
 - Participants would like to see a trail connection on the eastern side of the Lakeside Cemetery. This has not been supported in the past and further discussion is needed. This trail would provide users close access to the lakeside for increased user experience.
 - There are snowmobile trails that used to exist connecting the George Lake Dam to the Martin County Fairgrounds along Center Creek. Users would like to develop that as a future trail connection to utilize the natural setting of the creek.
 - The group discussed that the trails should not only focus on major connections within town, but should also focus on regional connections. There is a movement to designate Cedar Creek Park as a regional trail hub that could accommodate connections along future trails accessing Iowa, and the surrounding Minnesota communities. The City will be pursuing this designation.
 - The group discussed the application of a trail on the northern side of George Lake. This property is currently agricultural and is on the real estate market. However, the City is not in a position to purchase such a pricy property. City staff did suggest that they could work with property owners to potentially include easements for a trail in future development plats so that this could be accommodated. This will require ample negotiation and is uncertain at this point.

4. Improvement Preferences and Priority Ranking

- The group discussed priorities for trail improvements looking forward. Three connections were preferred for meeting short-term goals. Getting Cedar Creek Park designated as a

regional hub was the first mentioned. Second, connecting the northern hotels to Cedar Creek Park via the western route was desired. Third, Ward Park and Lincoln Park seemed like high value, simple additions to pursue early.



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**2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017**



Purpose:

The purpose of the City of Fairmont's Active Transportation Plan (ATP) Update - Online Open House was to solicit input on proposed off-road trails and bike routes included in the 2017 ATP update.

Responses:

46 interested citizens responded to the request for comments on the ATP Updates.

Online Open House Outline and Materials Presented:

The online open house was set up in an open house format giving users the opportunity to view materials and provide comments. The following information was available for public review and input:

- Introduction
- Background
- Project Purpose and Goals
- Resources:
 - Fairmont ATP Final Report – July 2013
 - Updated Improvement Maps
 - Project Implementation Table
- Schedule
- Public Input: Questions were provided for public input as shown:
 - Your Name
 - Your Email
 - 1. What are your top three (3) off-road trail priorities of those being proposed for the City of Fairmont?
 - 2. Are there other locations in the community that you would like to see off-road trails? Please explain.
 - 3. Do you have concerns or comments on what is being proposed?
 - 4. Any general comments?
- Contacts

Comments Received:

Public input was collected throughout the duration of the open house through the online form and written comments submitted to the City via the City Hall and Public Library. The following is a summary of the comments received. The table following the summary includes all public comments collected:

1. What are your top three (3) off-road trail priorities of those being proposed for the City of Fairmont?

Based on the following table, the improvements receiving the highest priority ranking are:

1. Improvement 14: Knollwood Dr to Cedar Creek Park
2. Improvement 12: Hengen St to New Dutch Creek Crossing
3. Improvement 15: Connection to existing trail in Soccer Fields adjacent to Prairie Ave

2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017



Top 3 Priorities Based on Public Input		
Improvement Reference ID#	Number of Priority Votes	Priority Ranking Based on Input
1	3	5
4	5	4
5	5	4
6	1	7
10	3	5
12	8	2
13	2	6
14	32	1
15	6	3
16	5	4
17	5	4

2. Are there other locations in the community that you would like to see off-road trails? Please explain.

- More sidewalks in general
- Trail from Patriot Dr to Lair Rd
- Utilize old railroad right-of-way
- Create off-road from Margaret to I-90
- Connection through cemetery
- Single-track trail in Cedar Creek Park
- Expand off-road trails in general in Fairmont
- Create handicap accessible path from Sisseton Park parking lot to bandshell
- Margaret St to 10th St
- Create a bike boulevard on 1st St
- Safe school route crossing at High School and Hospital at corner crossing Highway 15
- Expand improvement 15 to go around the soccer fields
- Trail from Margaret west to the creek and from the creek west to Memorial Drive
- Off-road trail in ditch off of Bixby
- Paved passage to skate park
- Trail from 4th St to Winnebago Ave next to State St
- From Albion to Gomsrud Park

3. Do you have concerns or comments on what is being proposed?

Generally, responses applauded the City on proposed trails. Some reiterated the importance of the connection from Knollwood Dr to Cedar Creek Park. Some cautioned that current trails need to be maintained as well. The following concerns were expressed:

- The hard surface trail upgrade in improvement 16 will take away from the park experience
- Road connection on North, north of Margaret is unsafe and should only be considered if widened
- Focus sales tax money on trails not a rec center/gym

2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017



- Parking provisions should be made at the Knollwood connection to Cedar Creek Park
- Trails should be off-road to eliminate accident risk
- Too many big dollar spurs
- Give up on fairgrounds road improvements
- On-road trails need more width to them or additional signage for motorists
- Would be better to budget funds for maintaining existing high-use trails than to build new trails in areas where few will use them

4. Any general comments?

Similar to question 3 responses, respondents suggested support for the Knollwood connection to Cedar Creek Park and applauded the proposed trails. The following are specific concerns and comments from the responses:

- City should spend money on streets in poor condition
- Paved shoulders should be added on streets such as Lair Rd
- Would like a sidewalk on south Knollwood Dr
- Lair Rd is dangerous to walk on
- Work towards a regional system at Cedar Creek Park
- On-street trail designation seems misleading and may lead to legal issues.

2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017



	1. What are your top three (3) off-road trail priorities of those being proposed for the City of Fairmont?	2. Are there other locations in the community that you would like to see off-road trails? Please explain.	3. Do you have concerns or comments on what is being proposed?	4. Any general comments?
1	1. The crossing between Cedar Creek Park and Knollwood Drive(14) 2. Trails in Cedar Creek (16) 3. Trails behind Knollwood Community (12)	More sidewalks in the community in general. This would provide safe passage for kids and those seeking to exercise and access our great parks.	We would love to see the completion of systems that helps family have access to our parks from nearby communities. Allowing families from all over Fairmont to have access to the West side over our lakes. Connection through to Cedar Creek would greatly expand the access for bikers and pedestrians. Connecting Cedar Creek to Knollwood Drive, which is practically near completion, would bring a lot of benefit to the entire community creating easy access around all four lakes.	
2	#14 - Cedar Creek to Knollwood Dr. #16 - Expansion of current Cedar Creek Park to the west. #13 - Trail behind Knollwood Dr & to road from Cedar Creek	I don't know if all of #12 is necessary (Western Connection). But I do think that the hill from Knollwood Dr down to the Channel is very dangerous. It is curvy & hilly. I feel that it is very busy with 1) many walkers & joggers AND 2) fast motorist getting out of town as fast as possible (a bad combination). Would be interested in a trail from behind Patriot Drive and somehow connecting back up with Lair Rd at the bottom of the hill.		Not being able to go all the way around Hall Lake seems like a huge hole in the system if you want a cohesive & connected trail system. Table D-1 says this is to be completed in 2018 which I will be very glad to see done.
3	#14 - Knollwood Connection #17 Albion Avenue by Interlaken Golf Club - That is such a busy road with high MPH and not too big of a shoulder, curves #5 to begin the entire loop around George Lake		All of the proposed trails on the maps would be the ultimate goal and would be awesome. However, we must remember that we need to keep our current paved trails in good shape. Many of them need repair and that is not cheap. I feel that many citizens do not realize the cost and maintenance of trails.	
4	13, 15, 17	Some of the old railroad tracks that are unused going from east to west look interesting as new trails.	So excited to get going on these trails for Martin County.	Keep up the great work.
5	Connecting Cedar Park with Knollwood - bike trail off street past knollwood to shoreacres More trails around the soccer fields to the high school Complete bike trails around town off the streets	Between Cedar Park and Knollwood, some off road trails thru the wilderness by Gerhardts land	Do what you have to do to complete the Cedar Park to Knollwood connection.	
6	Projects 1, 14, 12. After that projects 2, 4, 5	The on street trail designation north of Margaret Street on North North avenue should not be considered or marked a trail since it is unsafe for walking and biking due to narrow width and vehicle speeds. This should be considered for an off road trail (added width at least).	Hard surface for project 16 (Cedar park unpaved loop) will take away from the park experience. I prefer that to be non-bike. Hard surface connections around the entire west side of all lakes should be a priority along with wal-mart/hotels access. The road connection on North North, north of Margaret is unsafe for bikes and walking, therefore it should not be considered an on-street trail until it is widened.	

**2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017**



7	Complete the Knollwood/Cedar Creek Trail across Dutch Creek. Build a campground on the west side of Lake Sisseton Extend the trail from Margaret St to I90		The Knollwood connection is long overdue. Get it done!	
8	Connect cedar park trail to Knollwood. Trail around george lake. Trail between Woodland and Lair.		I would like to see the sales tax money be focused on trails and not a rec center / gym that competes with established local small businesses.	The city counsel needs to take action and stop catering to obstructive NIMBY's.
9	Complete the Knollwood trail connection across Dutch Creek. Extend the trail from Margaret St to I90. Get a campground started behind Heritage Acres on the west shore of Lake Sisseton.			
10	Complete thr trail from Lnollwood to Cedar Creek Park There is a beautiful trail at the end of Interlaken Rd that is a dead end!!!			
11	Priority #1 Complete the TRAIL connecting Cedar Creek to Knollwood Drive Priority #2 Finish the incomplete TRAIL connecting Cedar Creek to Knollwood Drive Priority #3 Connect the long over-do unfinished TRAIL from Cedar Park to Knollwood Drive	First things first!		This has been unfinished business far too long. Do whatever it takes! Get off your duffs! Finish it!
12	Knollwood connection	Lakeview cemetery		
13	14 & 16 5 & 4	Potentially a single track trail in cedar creek park. This would attract another bicycling audience that we don't currently serve. The park has natural terrain that would lend itself to this style of riding and the trail cost are likely comparatively less expensive to develop.	Project 14 is the critical missing element to link up north and south riding on the west side of town. Project 16 would allow for greater enjoyment of Cedar Creek Park and make riding there more substantive in nature. Project 5 linking up to Project 4 would open up the whole northside via off road trail and provide a critical link to the hotel district. This would also allow users to enjoy George Lake as no other on or off road alternative really exists to serve that purpose.	Thanks for the work done on the current projects to date and for the opportunity to provide input.
14	Our family's top priority on what is being proposed is the trail connection from Knollwood to the Cedar Creek Park trail system, the off-road trail system near the high school and soccer fields and the trail that follows the west side of knollwood heading north.		I fully support what is being proposed.	I firmly believe that providing a link from Knollwood to the Cedar Creek Park trail system will provide easy access for families to travel to other resources via bike and/or walking that Fairmont has to offer including the Chain of Lakes Yacht club, disc golf at Cedar Creek Park as well as Interlaken Golf Club and Amber Lake Park. In the end, it makes sense to complete the gap, thank you for addressing this!
15				The city should spend there time and money first on the streets, not trails. The streets in town are atrocious!!!!!!
16	Primarily connecting Cedar Creek to Knollwood Dr.			Thank you for keeping this project moving forward.

**2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017**



17			At number 14, provisions for parking should be made. I am sure walkers will use cars to get there and want to get on trail at this place.	Paved shoulders should be added to streets such as Lair Road. Safety and convenience for walkers and bikers. Economical way to add trails. Need a sidewalk on south Knollwood.
18	Completing the Knollwood connection.			
	It would be nice to see the Knollwood Trail connection across the Dutch Creek completed. Seems like something simple that should have been done years ago.			
19	1. Please complete the Knollwood Bike Trail - have raised family of four on Patriot and own lot on Knollwood - terrible bike access for kids and adults - someone will eventually get clipped on Lair going down to Channel - Cannot believe a town the size of Fairmont has such a poor trail system and that just a few people can have the power to stop this for years - They are certainly looking out for their own interest - too bad people have to live with that negativity and hatred - we are way behind other Municipalities our size - if this ever goes through and I'm here yet - I will be buying a bike ! P.S. If it went through my back yard I would welcome it as a positive.		My concern is if they do get this through to link the North to South is to not use Lair Road going down to Channel for safety reasons?!?!?!?	
20	Knollwood trail connection			We do not need a community center. Running competition against local businesses
21	1. Target Area A – Connections between the Winnebago Avenue Sports Complex, hotels, Wal-Mart and across Interstate 90 2. Target Area E – Connections to and within the Cedar Creek Park area 3. Target Area C – Connections to and within the downtown area	I would love to see off road trails throughout our community in as many areas as we can. An expanded trail system greatly assists in marketing our community and increases economic development.	Full speed ahead! I appreciate the effort and the process to ensure this is a well thought out plan, but we are decades behind in our trail system. I'm appreciative and excited to be moving forward.	I understand the process to expand the trail system is time consuming and expensive, my hope is that we continue to keep this plan in the forefront continuously crossing project off the list and adding new ones!
22	#12 #17 #10	No!	No	I think that these trails, especially, the off road trails that are being proposed would be a great addition to Fairmont. I personally love running and running outside in the summer. I have found it to be rather dangerous to run in town as cars do not stop at crosswalks and they do not move over on the road if I end up having to run along side a road. I think that with all of the younger families with children moving into this town it would be highly utilized and a huge bonus to many people in town.
23	Complete the Knollwood Trail connection across Dutch Creek.			

**2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017**



24	connecting Knollwood Dr to Shorewood Acres via bike trail	It seems that we have an abandoned rail line through the heart of the community running parallel to an existing line. It would be fantastic if that could be converted to a bike path that would be protected from traffic. It would require minimal grading and signage. Mostly, just like with the Knollwood/Shorewood connection, it would allow safe bicycle transport for people of all ages to use and enjoy. The city streets are not very safe for young children or casual rides by adults to bike on. This pathway would open up a safe route that would travel the length of town going east to west that does not currently exist.	The trail system in town is a very nice feature that the community has. It is, however, incomplete. The connection of the two neighborhoods would go a long way towards making the citywide trail system fully functional. Being able to ride safely is a significant concern for parents with children, for casual riders and even the cycling community that rides thousands of miles a year. As a community, to provide this before there is a serious accident is paramount. Why, as a community, are we waiting until we have a fatal accident that could have been avoided by making safe places to enjoy this activity?	
25	I would like to see the trail connecting Knollwood Dr. to Shoreacres. It would give us so many more safe options of riding our bikes. It would give us more time to ride together as a family and feel safe doing it.			
26	Connecting Cedar Park to Knoll wood Dr. Making an off road trail from Knoll wood to the Bike trail at Heritage Acres and Day Farm trail Making more off road trails. Lair Rd specifically is a dangerous road to walk and bike because it is too narrow.	There should be handicap accessible path from the parking at Sisseton Park to the band shell Seniors with walkers and wheelchairs can not get to the bandshell.	I think the plans look good, and we would like implementation	I walk Lair Rd daily, and the cars come very close to me. It is not safe, but I want to walk to Gomsrud Park. I bet there is hardly 12 inches from walkers or joggers to cars.
27	Cedar creek park -stay within the park and circle back to area above the main bridge. (2b) follow fence north to radio station.	Run trail from Margerat street south to 10th street. Go south, across RR to 4.th street. Make 1st street a "bike blvd" to the court house.		
28	16E 5B 15D	It would be nice to see some type of safe school crossing by the high school/hospital corner crossing Hwy 15. I've seen a mix of young drivers and walkers trying to get to and from school. The speed of the Hwy 15 traffic & the amount of traffic turning makes it very unsafe before and after school.		Any of the off road trails would be great to increase safety and have more options for users. Thanks for working on this project!
29	1. Knollwood 2. Cedar Creak 3. St. John Vianney		For years this has been the concern that our current off-road trails don't link up and it makes riding bike next to impossible for children to ride safely around town. If you want to draw people into the community you need to offer a decent bike trail system. Unfortunately my children are now grown but were never able to ride from Knollwood into town as there were no safe paths. I would be shocked if anyone could get this through and if they did by all means use my back yard for the path!!	
30	Connect the bike trails around the lakes Connect Knollwood and Southwood Drive with bike trails Build a community center	More trails around the lakes to all the parks including Cedar Creek Park	No	Thank you for all you do to improve the community of Fairmont! I am excited to see community improvements!
31	4 6 15	15 should go all the way around the soccer complex, give kids a place to play when siblings are playing soccer, would also be a nice "off shoot" to the main trail. It	No	No

**2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017**



		would also give pople who parked on the street for soccer games somewhere to walk to get to games.		
32	Connect cedar creek park trails to knollwood drive.			
33	completion of Knollwood Trail - connecting Knollwood & Southwood Drive with access to Cedar Creek Park			
34		Margaret Street going west to the creek then follow the creek back to Memorial Park Drive. Or walking path along Memorial Park Drive to the cemetery.		Very happy with the walking paths around the ball diamonds at Winnebago Avenue. Glad those were put in and maintained.
35	<p>#1 Variety. I love being able to walk outdoors and enjoy being able to have a different scenery from time to time. Many areas of the town are missing sidewalks making it hard to go for walks without having to share the road with vehicles, so it's great to see this plan.</p> <p>#2 Garbage Cans. I walk my dog and I absolutely follow the responsibility of picking up after her, but sometimes it's inconvenient to only have a handful of public trash cans available. And that's only one reason to have a few more available.</p> <p>#3 Maintenance. It's great to have proposed off-road trails, but hopefully they will be well maintained.</p>	I think the major locations are those around the lakes. As long as there are trails nearby to where people are living, people are likely to utilize them. The proposed locations serve citizens on all sides of town.		
36	Completing the Knollwood connection on the bike trail.	Yes, it is nice to see all the sidewalks that are being put in. I run and cover different areas for variety. Great for road safety. Mankato has a nice trail system that goes a ways around the outer city area.		This would be one of the best connections to complete. We have lived in our current location for 15 years. We walked on the path before it was paved! (which was great when done!) We walk, run, bike and snowshoe all through the park area. We would love to be able to expand our adventures to another section of town by easily taking a bike path that is safe from vehicle travel. I have family on Knollwood. Our kids could connect all the time and make many memories, let alone hold each accountable for healthy activity. Other families from that section of town could easily enjoy what Cedar Creek Park has to offer as well. We all know there is not a lot of yardage to complete the connection. I can stand at the end of the paved trail and see the curb of Knollwood. Thank you for seeking our comments! I hope we can succeed with completing this.
37	North to I90 area #1 Cedar Creek connection #14 or #12 George Lake area #4 #6 #5		Trails benefit all ages and public interest is high	
38	4,5,12	Any areas that set up for a regional system. Is there a way on trail 12 go get walkers around Hall without going down Lair Road? Lair is narrow and unsafe.	Thank you for moving to a more off road trail concept. Very exciting!	Work towards a regional system starting at Cedar Park. Martin, Watonwan, Jackson, Blue Earth and Faribault County collaboration?
39	(1) Safety. 190th ave and Bixby should never have bicycles on them. (2) Continuity, ie - round trip (3) Exercise, training (4) Ice cream or eat out.	I am having trouble understanding the maps. These are thoughts not knowing much about the legend. etc.	Too many big \$dollar spurs. I would like to bike to MacDonald's for Ice cream, but I cannot see building a bike bridge. I would like service road along 15 - from	The lowest cost options that would create a safe (very few trucks), loop around town that takes by bars and eating/treats would be the best use of funds. Perhaps

**2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017**



		<p>The blue line on the fair grounds (north-south) indicates that there is a bike lane. (Bixby and 190th) This is an incredibly dangerous road. I have taken the ditch when trucks meet while passing me. I tell everyone to avoid. I like the straight away and when round tripping Fairmont, I always check the wind. I like to open up on each ride. If you want to use Bixby/190th, I would like trail in the ditch area off the road on the east side IF a path could be made east of 190th, I would like to see trail from trail on west side of Sisseton go west to fairgrounds road and then south on the east side to pickup your balloon 16 at cedar creek park. Otherwise, going to 190th is a terrible idea. I would not mess with spur, 13, Same reason. As is, 190th is a terrible place for bikes. I like staying off the city streets, if possible verses eliinate crossing at balloon 14.. I definitely would not put a bridge ant balloon 14 as marsh is wide. If anything, . The idea of a loop around Fairmont is appealing as most live somewhere on either side of lake. A wider trail on the south side of Amber may get away from grain trucks. I would not spend anymore money by the soccer fields as street riding is easy there already. Improve other places first. I would make sure that there is paved passage to the skate park. It was ridiculous that the kids could not skate to the skate park. They had to have someone bring them. Perhaps this problem has been fixed. I see no value for me in the Hobo loop, Balloons 4,5,6. People fish on the floating structures and this is asking for troubles. Too difficult for younger /smaller riders. Also the cemetery could be an issue. Again, it appears to dump bikers onto the fairgrounds road to battle the grain trucks.... Terrible idea (ie building a "bridge to nowhere" comes to mind- Just a waste.).</p>	<p>Margaret to McDonalds. If you want to go out to Walmart, go under I90 using the old railroad underpass to the west of 15. I would like to see a safe loop around town with options. Trucks do not mix with bikes very well. I would give up on anything along fairgrounds road if another option can be made to connect</p>	<p>get to Gomsrud at some point in the future. Some of the plan should never be built.</p>
40	Complete the Knollwood trail connections across Dutch creek			
41	We would like to see the trail at the end of Knollwood Drive connect up to Cedar Park.			
42	10, 15 and 17	<p>From 4th Street to Winnebago Street next to State street.</p>	<p>For number 10 I would like to see the section from Cardinal to Belle Vue Road done sometime in the next few years.</p>	
43	4-8 14, 16, 17	<p>I think you have pretty much laid out a great map of things to improve for rec use, and it will obviously take some time to improve with our area, but the ideas laid out are a great start in the right direction.</p>	<p>Some of the considered "on-road trails" need more width to them, or additional signage for motorists to be aware of walkers, bikers, runners....all too often people are not slowing down and whizzing by those who are exercising and it can be very dangerous. Signage may</p>	

**2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017**



			not necessarily be of crazy impact, but it may be less of financial cost for hopefully some greater awareness.	
44				Plan is four years old in booklet. Knollwood Drive is listed as bike trail. Not legal size lanes.
45	Bridge to connect Cedar Creek over to Knollwood-(14) Around George (4 or 5) Along Albion next to Interlaken golf course (17)		Nice proposal! Hoping that some of these projects get completed-especially the trails/paths around the lakes.	
46	10) Prairie Ave (particularly from Belle Vue to Cardinal St / FHS) 14) Knollwood Rd connection 12) Western Connection	Albion to Gomsrud Park	Maintenance costs - trails aren't a one-time cost. It would be better to budget funds to maintain existing high-use trails than to build new trails in areas where few will use them.	No
47				<p>It has come to my attention that you are updating trails objectives in Fairmont, MN and are soliciting public opinion. I am a professional trails person and thus eager to comply.</p> <p>First, on-line opinion taking is not a substitute for public forums (where people appear in person). As Jim Zarling stated a year ago when I was presenting a letter, on-line surveys are not particularly valid in gaging public opinion. That being said, from a qualitative standpoint you may receive new ideas.</p> <p>I am most happy that you have placed Safety as a high priority. As I am certain you are well aware, the City is presenting "street trails" in blue lines on their website trail map. Travel around town indicates these to be imaginary. There are NO such trails.</p> <p>I am certain that you are concerned about the safety of the citizens of Fairmont. However, the following needs to be stated.</p> <p>If a citizen walks in the middle of the street and is run over, he does so at his own risk. Even in this situation, you can bet there will be large law suits.</p> <p>On the other hand. if the city actively MISLEADS the citizens to believe there is safe passage where there is none, then the city has created a large LIABILITY for itself. The lack of lawsuits currently is a testament to precious little use by bicycle or pedestrian of these imaginary "street trails". Considerably increased use will greatly increase the chance that serious INJURY or DEATH will occur over time.</p> <p>When liability attorneys file suit, the city will be named.</p>

2017 Fairmont Active Transportation Plan Update
Online Open House
September 11, 2017 – October 2, 2017



				Unfortunately, every private entity including individuals who have participated in the project will also be named.
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Appendix D.2: Cost Estimates

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
SEGMENT COST ESTIMATES

Off-Road Trail Segment 1 - Torgerson Dr to Goemann Rd Along TH 15 (2,524 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	728	\$13.00	\$9,469
3" BITUMINOUS TRAIL	SF	25,240	\$2.00	\$50,480
AGGREGATE BASE (CV) CLASS 5	CY	514	\$50.00	\$25,707
TURF EST. & EROSION CONTROL	LS	1	\$21,000.00	\$21,000
SIGNAGE	LS	1	\$3,000.00	\$3,000
SUBTOTAL				\$109,656
+30% CONTINGENCY				\$32,897
+20% ENGINEERING				\$28,511
TOTAL				\$171,065

\$172,000

Off-Road Trail Segment 2 - North Ave to Future Western Connection (#4) (1,301 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	375	\$13.00	\$4,881
3" BITUMINOUS TRAIL	SF	13,010	\$2.00	\$26,020
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	420	\$70.00	\$29,400
AGGREGATE BASE (CV) CLASS 5	CY	265	\$50.00	\$13,251
TURF EST. & EROSION CONTROL	LS	1	\$11,000.00	\$11,000
SIGNAGE	LS	1	\$2,000.00	\$2,000
SUBTOTAL				\$86,552
+30% CONTINGENCY				\$25,966
+20% ENGINEERING				\$22,504
TOTAL				\$135,022

\$136,000

Off-Road Trail Segment 3 - Connection through Lincoln Park (1,787 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	516	\$13.00	\$6,704
CLEARING & GRUBBING	LS	1	\$5,000.00	\$5,000
3" BITUMINOUS TRAIL	SF	17,870	\$2.00	\$35,740
AGGREGATE BASE (CV) CLASS 5	CY	364	\$50.00	\$18,201
TURF EST. & EROSION CONTROL	LS	1	\$15,000.00	\$15,000
SIGNAGE	LS	1	\$2,000.00	\$2,000
SUBTOTAL				\$82,645
+30% CONTINGENCY				\$24,794
+20% ENGINEERING				\$21,488
TOTAL				\$128,927

\$129,000

Off-Road Trail Segment 4 - Margaret St to the George Lake Dam (5,783 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,669	\$13.00	\$21,695
3" BITUMINOUS TRAIL	SF	57,830	\$2.00	\$115,660
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	210	\$70.00	\$14,700
AGGREGATE BASE (CV) CLASS 5	CY	1,178	\$50.00	\$58,901
TURF EST. & EROSION CONTROL	LS	1	\$47,000.00	\$47,000
SIGNAGE	LS	1	\$6,000.00	\$6,000
GRADE SEPARATED CROSSING	LS	1	\$350,000.00	\$350,000
SUBTOTAL				\$613,956
+30% CONTINGENCY				\$184,187
+20% ENGINEERING				\$159,629
TOTAL				\$957,773

\$958,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
SEGMENT COST ESTIMATES

Off-Road Trail Segment 5 - W. Side Lake George to Hobo Trail & the RR (3,376 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	974	\$13.00	\$12,665
3" BITUMINOUS TRAIL	SF	33,760	\$2.00	\$67,520
AGGREGATE BASE (CV) CLASS 5	CY	688	\$50.00	\$34,385
TURF EST. & EROSION CONTROL	LS	1	\$28,000.00	\$28,000
SIGNAGE	LS	1	\$4,000.00	\$4,000
SUBTOTAL				\$146,570
+30% CONTINGENCY				\$43,972
+20% ENGINEERING				\$38,109
TOTAL				\$228,652

\$229,000

Off-Road Trail Segment 6 - George Lake Dam to 190th Ave/N. Bixby Rd (8,725 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	2,518	\$13.00	\$32,732
CLEARING & GRUBBING	LS	1	\$5,000.00	\$5,000
3" BITUMINOUS TRAIL	SF	87,250	\$2.00	\$174,500
AGGREGATE BASE (CV) CLASS 5	CY	1,777	\$50.00	\$88,866
TURF EST. & EROSION CONTROL	LS	1	\$70,000.00	\$70,000
SIGNAGE	LS	1	\$9,000.00	\$9,000
SUBTOTAL				\$380,098
+30% CONTINGENCY				\$114,030
+20% ENGINEERING				\$98,826
TOTAL				\$592,954

\$593,000

Off-Road Trail Segment 7 - 190th Ave/N Bixby Rd to 4th Ave (6,834 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,972	\$13.00	\$25,638
3" BITUMINOUS TRAIL	SF	68,340	\$2.00	\$136,680
AGGREGATE BASE (CV) CLASS 5	CY	1,392	\$50.00	\$69,606
TURF EST. & EROSION CONTROL	LS	1	\$55,000.00	\$55,000
SIGNAGE	LS	1	\$7,000.00	\$7,000
SUBTOTAL				\$293,924
+30% CONTINGENCY				\$88,178
+20% ENGINEERING				\$76,421
TOTAL				\$458,523

\$459,000

Off-Road Trail Segment 8 - S. Side George Lake from Bullhead Park to Main St (788 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	227	\$13.00	\$2,956
3" BITUMINOUS TRAIL	SF	7,880	\$2.00	\$15,760
AGGREGATE BASE (CV) CLASS 5	CY	161	\$50.00	\$8,026
TURF EST. & EROSION CONTROL	LS	1	\$7,000.00	\$7,000
SIGNAGE	LS	1	\$1,000.00	\$1,000
SUBTOTAL				\$34,742
+30% CONTINGENCY				\$10,423
+20% ENGINEERING				\$9,034
TOTAL				\$54,200

\$55,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
SEGMENT COST ESTIMATES

Off-Road Trail Segment 9 - 10th St trail from Railroad trail west to Prairie Ave (1,846 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	533	\$13.00	\$6,925
3" BITUMINOUS TRAIL	SF	18,460	\$2.00	\$36,920
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	1,260	\$70.00	\$88,200
AGGREGATE BASE (CV) CLASS 5	CY	376	\$50.00	\$18,802
TURF EST. & EROSION CONTROL	LS	1	\$15,000.00	\$15,000
SIGNAGE	LS	1	\$2,000.00	\$2,000
SUBTOTAL				\$167,847
+30% CONTINGENCY				\$50,355
+20% ENGINEERING				\$43,641
TOTAL				\$261,844

\$262,000

Off-Road Trail Segment 10 - Prairie Ave from Hall St to State St (5,968 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,722	\$13.00	\$22,389
3" BITUMINOUS TRAIL	SF	59,680	\$2.00	\$119,360
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	630	\$70.00	\$44,100
AGGREGATE BASE (CV) CLASS 5	CY	1,216	\$50.00	\$60,785
TURF EST. & EROSION CONTROL	LS	1	\$48,000.00	\$48,000
SIGNAGE	LS	1	\$6,000.00	\$6,000
SUBTOTAL				\$300,634
+30% CONTINGENCY				\$90,191
+20% ENGINEERING				\$78,166
TOTAL				\$468,992

\$469,000

Off-Road Trail Segment 11 - Ward Park from Lake Park Blvd to Main St (1,329 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	384	\$13.00	\$4,986
CLEARING & GRUBBING	LS	1	\$2,500.00	\$2,500
3" BITUMINOUS TRAIL	SF	13,290	\$2.00	\$26,580
AGGREGATE BASE (CV) CLASS 5	CY	271	\$50.00	\$13,536
TURF EST. & EROSION CONTROL	LS	1	\$11,000.00	\$11,000
SIGNAGE	LS	1	\$2,000.00	\$2,000
SUBTOTAL				\$60,602
+30% CONTINGENCY				\$18,181
+20% ENGINEERING				\$15,757
TOTAL				\$94,540

\$95,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
SEGMENT COST ESTIMATES

Off-Road Trail Segment 12 - Hengen St to new Off-Road Trail Facility 18 at Parlor Dr (5,940 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	1,714	\$13.00	\$22,284
CLEARING & GRUBBING	LS	1	\$2,500.00	\$2,500
3" BITUMINOUS TRAIL	SF	59,400	\$2.00	\$118,800
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	630	\$70.00	\$44,100
AGGREGATE BASE (CV) CLASS 5	CY	1,210	\$50.00	\$60,500
TURF EST. & EROSION CONTROL	LS	1	\$48,000.00	\$48,000
SIGNAGE	LS	1	\$6,000.00	\$6,000
SUBTOTAL				\$302,184
+30% CONTINGENCY				\$90,656
+20% ENGINEERING				\$78,569
TOTAL				\$471,410

\$472,000

Off-Road Trail Segment 13 - County Rd 39/190th Ave to new Dutch Creek Crossing (2,807 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	810	\$13.00	\$10,531
CLEARING & GRUBBING	LS	1	\$5,000.00	\$5,000
3" BITUMINOUS TRAIL	SF	28,070	\$2.00	\$56,140
AGGREGATE BASE (CV) CLASS 5	CY	572	\$50.00	\$28,590
TURF EST. & EROSION CONTROL	LS	1	\$23,000.00	\$23,000
SIGNAGE	LS	1	\$3,000.00	\$3,000
SUBTOTAL				\$126,260
+30% CONTINGENCY				\$37,879
+20% ENGINEERING				\$32,828
TOTAL				\$196,968

\$197,000

Off-Road Trail Segment 14A - Knollwood Dr to Cedar Creek Park (558 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	161	\$13.00	\$2,093
CLEARING & GRUBBING	LS	1	\$10,000.00	\$10,000
3" BITUMINOUS TRAIL	SF	5,580	\$2.00	\$11,160
AGGREGATE BASE (CV) CLASS 5	CY	114	\$50.00	\$5,683
TURF EST. & EROSION CONTROL	LS	1	\$5,000.00	\$5,000
SIGNAGE	LS	1	\$1,000.00	\$1,000
GRADE SEPARATED CROSSING	LS	1	\$300,000.00	\$300,000
SUBTOTAL				\$334,937
+30% CONTINGENCY				\$100,482
+20% ENGINEERING				\$87,084
TOTAL				\$522,503

\$523,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
SEGMENT COST ESTIMATES

Off-Road Trail Segment 14B - Lair Rd Connection to Cedar Creek Park (5,835 ft)					
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST	
COMMON EXCAVATION	CY	1,684	\$13.00	\$21,890	
CLEARING & GRUBBING	LS	1	\$15,000.00	\$15,000	
3" BITUMINOUS TRAIL	SF	58,350	\$2.00	\$116,700	
AGGREGATE BASE (CV) CLASS 5	CY	1,189	\$50.00	\$59,431	
TURF EST. & EROSION CONTROL	LS	1	\$47,000.00	\$47,000	
SIGNAGE	LS	1	\$6,000.00	\$6,000	
GRADE SEPARATED CROSSING	LS	1	\$400,000.00	\$400,000	
SUBTOTAL				\$666,021	
+30% CONTINGENCY				\$199,807	
+20% ENGINEERING				\$173,166	
TOTAL				\$1,038,994	\$1,039,000

Off-Road Trail Segment 15 - Connection to Existing Trail in Soccer Fields Adjacent to Prairie Ave (4,309 ft)					
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST	
COMMON EXCAVATION	CY	1,243	\$13.00	\$16,165	
3" BITUMINOUS TRAIL	SF	43,090	\$2.00	\$86,180	
AGGREGATE BASE (CV) CLASS 5	CY	878	\$50.00	\$43,888	
TURF EST. & EROSION CONTROL	LS	1	\$35,000.00	\$35,000	
SIGNAGE	LS	1	\$5,000.00	\$5,000	
SUBTOTAL				\$186,233	
+30% CONTINGENCY				\$55,871	
+20% ENGINEERING				\$48,421	
TOTAL				\$290,526	\$291,000

Off-Road Trail Segment 16 - Upgraded Trails in Cedar Creek Park (7,553 ft)					
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST	
COMMON EXCAVATION	CY	2,180	\$13.00	\$28,335	
CLEARING & GRUBBING	LS	1	\$25,000.00	\$25,000	
3" BITUMINOUS TRAIL	SF	75,530	\$2.00	\$151,060	
AGGREGATE BASE (CV) CLASS 5	CY	1,539	\$50.00	\$76,929	
TURF EST. & EROSION CONTROL	LS	1	\$61,000.00	\$61,000	
SIGNAGE	LS	1	\$8,000.00	\$8,000	
SUBTOTAL				\$350,324	
+30% CONTINGENCY				\$105,098	
+20% ENGINEERING				\$91,085	
TOTAL				\$546,508	\$547,000

Off-Road Trail Segment 17 - Albion Avenue from Lake Aires Rd to Interlaken Rd (4,001 ft)					
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST	
COMMON EXCAVATION	CY	1,155	\$13.00	\$15,010	
3" BITUMINOUS TRAIL	SF	40,010	\$2.00	\$80,020	
AGGREGATE BASE (CV) CLASS 5	CY	815	\$50.00	\$40,751	
TURF EST. & EROSION CONTROL	LS	1	\$33,000.00	\$33,000	
SIGNAGE	LS	1	\$5,000.00	\$5,000	
SUBTOTAL				\$173,781	
+30% CONTINGENCY				\$52,135	
+20% ENGINEERING				\$45,184	
TOTAL				\$271,100	\$272,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
SEGMENT COST ESTIMATES

Off-Road Trail Segment 18 - Independence Dr to Lair Rd (2,409 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	695	\$13.00	\$9,037
CLEARING & GRUBBING	LS	1	\$2,000.00	\$2,000
3" BITUMINOUS TRAIL	SF	24,090	\$2.00	\$48,180
AGGREGATE BASE (CV) CLASS 5	CY	491	\$50.00	\$24,536
TURF EST. & EROSION CONTROL	LS	1	\$20,000.00	\$20,000
SIGNAGE	LS	1	\$3,000.00	\$3,000
SUBTOTAL				\$106,754
+30% CONTINGENCY				\$32,027
+20% ENGINEERING				\$27,757
TOTAL				\$166,538

\$167,000

Off-Road Trail Segment 19 - Albion Ave to Gomsrud Park Entrance (560 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	162	\$13.00	\$2,101
3" BITUMINOUS TRAIL	SF	5,600	\$2.00	\$11,200
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	420	\$70.00	\$29,400
AGGREGATE BASE (CV) CLASS 5	CY	114	\$50.00	\$5,704
TURF EST. & EROSION CONTROL	LS	1	\$5,000.00	\$5,000
SIGNAGE	LS	1	\$1,000.00	\$1,000
SUBTOTAL				\$54,405
+30% CONTINGENCY				\$16,322
+20% ENGINEERING				\$14,146
TOTAL				\$84,873

\$85,000

Off-Road Trail Segment 20 - Prairie Ave from State St to 10th St (8,456 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	2,440	\$13.00	\$31,723
3" BITUMINOUS TRAIL	SF	84,560	\$2.00	\$169,120
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	4,620	\$70.00	\$323,400
AGGREGATE BASE (CV) CLASS 5	CY	1,723	\$50.00	\$86,126
TURF EST. & EROSION CONTROL	LS	1	\$68,000.00	\$68,000
SIGNAGE	LS	1	\$9,000.00	\$9,000
SUBTOTAL				\$687,369
+30% CONTINGENCY				\$206,211
+20% ENGINEERING				\$178,716
TOTAL				\$1,072,296

\$1,073,000

FAIRMONT ACTIVE TRANSPORTATION PLAN
OFF-ROAD TRAIL PROJECTS
SEGMENT COST ESTIMATES

Off-Road Trail Segment 21 - Lake St from Main St to 4th St (1,199 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	346	\$13.00	\$4,498
3" BITUMINOUS TRAIL	SF	11,990	\$2.00	\$23,980
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	630	\$70.00	\$44,100
AGGREGATE BASE (CV) CLASS 5	CY	244	\$50.00	\$12,212
TURF EST. & EROSION CONTROL	LS	1	\$10,000.00	\$10,000
SIGNAGE	LS	1	\$2,000.00	\$2,000
SUBTOTAL				\$96,790
+30% CONTINGENCY				\$29,038
+20% ENGINEERING				\$25,166
TOTAL				\$150,995

\$151,000

Off-Road Trail Segment 22 - Woodland Ave from Fairlakes Ave to Lake Park Blvd (1,949 ft)				
BID ITEM	UNIT	QTY	UNIT COST	TOTAL COST
COMMON EXCAVATION	CY	562	\$13.00	\$7,312
CLEARING & GRUBBING	LS	1	\$5,000.00	\$5,000
3" BITUMINOUS TRAIL	SF	19,490	\$2.00	\$38,980
REMOVE & REPLACE DRIVEWAY PAVEMENT	SY	210	\$70.00	\$14,700
AGGREGATE BASE (CV) CLASS 5	CY	397	\$50.00	\$19,851
TURF EST. & EROSION CONTROL	LS	1	\$16,000.00	\$16,000
SIGNAGE	LS	1	\$2,000.00	\$2,000
SUBTOTAL				\$103,843
+30% CONTINGENCY				\$31,153
+20% ENGINEERING				\$27,000
TOTAL				\$161,996

\$162,000