

# *Transportation*



## **INTRODUCTION**

The Transportation Plan is based upon the total transportation system in Delano and how it relates to and serves the land use patterns within the community. The transportation system emphasizes several modes of travel including automobile, transit, pedestrian, and bicycle within the community.

Delano's existing transportation system is reflective of the physical barriers. The Crow River, the Burlington Northern Santa Fe Railroad, and U.S. Highway 12 dictate travel patterns through the City by limiting street and pedestrian crossings over these barriers. As the City and County have grown, the streets crossings over these physical barriers and the highway access points have become more heavily used and congested, presenting issues of public safety and slower travel times. In recognizing these growing concerns, it is critical that, the Comprehensive Plan emphasizes the need to coordinate transportation system planning with its Land Use Plan to identify future alternative travel corridors, secure necessary rights-of-way, identify need traffic improvements to provide some traffic relief on the existing system to preserve the function of the City's overall transportation network.

In addressing the City's transportation concerns, Delano has undertaken in the past planning and transportation efforts as a means of being prepared for future transportation improvements.

- 2007-2009 – The City undertook extensive planning and implementation efforts with the Minnesota Department of Transportation (MnDOT) for the upgrade of U.S. Highway 12 through Delano. This project preserved Highway 12 as a principal arterial through the community with a highway design that enhanced through traffic, controlled highway access, provided signalized intersections, and integrated pedestrian trails and sidewalks along the highway.
- 2011 – Delano Parks and Trails Plan identifies the City's proposed trail and sidewalk system for the City. This plan emphasizes the need to provide a safe and convenient trail system for pedestrians and bicyclists.
- 2012 – The Delano 2030 Comprehensive plan includes a Transportation plan that outlines a functional classification street network and proposed street improvements needed to support the planned land uses within the Delano Extraterritorial Land use area.

City growth during the past two decades has reinforced the need to coordinate transportation improvements with the land use planning. The city is experiencing traffic congestion and safety concerns at various locations within the community that require attention and mitigation if the City wishes to continue to grow. The following sections outline the recommendations that will guide the City's future transportation planning.



## **PROPOSED FUNCTIONAL STREET CLASSIFICATIONS**

Functional classification refers to the role each roadway shall perform. In defining the functional classification of Delano streets, the City recognizes the different roles that streets perform in relationship to traffic movement, street design, and property access. The Delano Transportation Plan Map illustrates a future planned functional classification street system that will be needed to support the City planned land uses. The Transportation Plan shows the proposed extension of various streets to provide a complete street network. The routing of these proposed streets is conceptual; the actual street routes will be determined with further study of the physical constraints of the area, and the determination of the most effective and environmentally sensitive route for these needed streets. The following paragraphs define the various functional classification categories and provide planning recommendations for those streets.

### **Arterial Streets**

Arterial streets will be designed to serve trips between major destinations within the City and to destinations beyond the City's borders. The arterial street's primary function is to provide for through traffic movements. To implement this primary function, the street design will promote smooth traffic flow with limited interruptions. Direct lot access will be limited, and street intersections controlled.

The Delano Transportation Plan identifies U.S. Highway 12 as Delano's only principal arterial. This State highway connects Delano to the Twin Cities Metropolitan Area and other communities in greater Minnesota. In 2009, this highway was improved through Delano to an upgraded two-lane highway design with the intent of improving traffic safety, through traffic movement, and controlled access points. This design consisted of the following components:

1. Two opposing 12-foot traffic lanes.
2. The U.S. Highway 12 design incorporated a 13-foot center left turn lane and 14-foot shoulders to accommodate right turns.
3. The highway design is an urban section design with curb and gutter.
4. Six-foot-wide sidewalks are provided on both sides of the highway. This element will serve to provide pedestrian connections to most areas of the City.



INSERT TRANSPORTATION PLAN MAP HERE





In looking to the future, the City will continue to work with MnDOT on future U.S. Highway 12 improvement and intersection locations. The Delano Transportation Plan identifies the following future highway access needs:

1. McKinley Parkway/U.S. Highway 12 intersection is a priority for the City. This intersection provides access to the Delano West Metro Business Park. In 2012, the City received grants from the Minnesota Transportation Economic Development Program to help facilitate the roadway, intersection improvements, and utility extension to the Delano West Metro Business Park. The intersection improvements at that time included two through traffic lanes, left turn lanes, and shoulders for right turn lanes. The intersection is not signalized, however the initial construction included utilities to accommodate future signalization once traffic warrants are met. As the Delano West Metro Business Park continues to expand, it is anticipated that signalization or alternative intersection improvements will become necessary within the next ten years.
2. The second full intersection along U.S. Highway 12 is planned at the Dague Avenue/County Road 14 alignment. As shown on the Transportation Plan map, this long-range recommendation anticipates connecting County Road 13 and County Road 14 as a more direct north-south minor arterial street as the City grows to the western edge of its Extraterritorial land use area. The Dague intersection is consistent with Wright County's Long Range Highway Plan.
3. As the City continues to grow along U.S. Highway 12, Delano will also request U.S. Highway 12 access at the 65<sup>th</sup> Street alignment. The future 65<sup>th</sup> Street is proposed as east-west major collector street connection between Highway 12 and Farmington Road. This major collector street will provide an alternative travel route around the City, providing traffic relief for Highway 12 intersections at Bridge Avenue and County Road 30.

The 65<sup>th</sup> Street / Highway 12 intersection will also provide access to future commercial development guided for the east side of U.S. Highway 12. This access is deemed important to make this area's commercial land use viable.

4. The Dalton Avenue access is needed to provide access to an existing Township residential subdivision.

All future Highway 12 intersections shall comply with MnDOT access spacing guidelines and intersection design standards. U.S. Highway 12 represents the gateways into and through Delano. In this respect, the City shall protect its image and identity along the corridor by promoting quality development and redevelopment, establishment of landscaped medians and boulevards, and the establishment of a landscaped buffer yard within the Delano West Metro Business Park.



## **Minor Arterials**

The Delano Transportation Plan identifies four proposed minor arterial streets – County Road 30, County Road 16, County Road 17, and a future north-south County Road 13/14. These streets shall emphasize through traffic movements and will have limited access points. Concerns have been expressed over these existing minor arterial routes related to traffic volume, traffic speeds, safe intersection design, and their interface with sidewalks and trails.

In examining County Roads 16, 17, and 30 the City will pursue the following transportation objectives:

1. In planning for these future minor arterials, Delano will examine their use, function, and design and obtain the needed right-of-way as properties abutting the roadways develop. Required rights-of-way for minor arterials may range from 86 feet to 120 feet depending on future design.
2. These County Roads bring traffic to Delano from far beyond the City's boundaries. The transition from rural speed (55 mph) to urban speed (30-40 mph) presents concerns for City residents that are attempting to enter the street, crossing the street, or using trails along the street. Delano will continue to work with Wright County to investigate means for controlling traffic speeds entering the City. These efforts may include:
  - Reducing traffic speeds beyond the City borders to allow slow down time for rural traffic entering the City.
  - Future street design of the minor arterial may include elements such as divider medians, roundabouts, or boulevard treatments that provides an introduction to the community. These types of improvements will make motorists aware of the changes in the traffic environment.
  - Intersection design may include roundabouts, or right and left turn lanes and signalization if traffic signal warrants are met. A roundabout has been installed at the County Road 30 / McKinley Parkway intersection as a means of slowing traffic and introducing motorists into the City. The City will work with the County to explore the options of roundabouts or other intersection improvements at the following intersection locations.
    1. County Road 30 / County Road 16 intersection.
    2. County Road 16, south of River Court.
    3. County Road 16 / 85<sup>th</sup> street intersection.
    4. County Road 16 / 90<sup>th</sup> Street intersection.



- The future street rights-of-way for these minor arterial streets must include space to accommodate trails and sidewalks segregated from the traffic lanes.
3. Future direct residential lot access to the minor arterials shall be prohibited. All future street intersections shall follow Wright County access management guidelines and be approved by the County.

The Long-Range Transportation Plan proposes to extend County Road 13 north to intersect with U.S. Highway 12 at the Dague Road alignment. This proposed minor arterial is intended to provide a north-south travel route that bypasses Delano, when the City develops to the outer portions of its extraterritorial land use area.

### **Collector Streets**

This classification will be further divided into major collector streets and minor collector streets. Major collector streets provide travel connections between neighborhoods, and from neighborhoods to business concentrations, or to the arterial street system. Mobility is still a priority over land access. The major collector streets within Delano will be comprised primarily of major streets having a spacing of one-half to one mile apart in developed areas. The City will limit direct residential lot access onto the major collector system to protect the mobility function of this street.

Minor collectors provide mobility and land access equally. These streets generally are the most heavily traveled streets within a residential subdivision serving to channel traffic from the neighborhood to the major collector or arterial street system.

The Transportation Plan map illustrates the street corridors that the City anticipates being major and minor collector streets. Continued maintenance and expansion of the City's collector street system is required to support future growth. The following collector street improvements will be considered as the community continues to grow. These improvements shall serve to complement the proposed arterial street network and land uses of future development.





### Major Collector Streets

1. Direct residential lot access shall be limited along future major collector streets. The City shall require residential lots that back up to major collector streets to provide additional lot depth to afford space for a landscaped buffer yard that screens the rear yards from motorists.
2. Intersections with County highways shall meet the County access management guidelines and be approved by the County. The City, through the administration of its Subdivision Regulations, has regulated the location and design of all street intersections on a major collector street.
2. The City shall secure require major collector street rights-of-way through the subdivision process. Rights-of-way may range from 70 to 86 feet, depending on forecasted traffic volumes.
3. The City shall require major collector streets to provide sidewalks or trails on both sides of the street. The street right-of-way and design shall provide some separation between the street travel lanes and the sidewalks or trails.
5. McKinley Parkway is proposed as a north-south major collector street extending from U.S. Highway 12 to Darrow Avenue. This major collector street will serve a number of functions:
  - The north portion between U.S. Highway 12 and the railroad tracks will serve as the main roadway to the Delano West Metro Business Park. The street has been constructed having a width and design to accommodate large trucks and industrial traffic.
  - McKinley Parkway will have a railroad crossing near the 72<sup>nd</sup> Street alignment. This railroad crossing must be constructed compliant with railroad quiet zone specifications to reduce noise impact on future residential growth to the south. The City has acquired the property to allow for the complete construction of the McKinley Parkway from the Delano West Metro Business Park though to County Road 30. This street improvement is included in the City Capital Improvement Plans and anticipated to be undertaken in the next five years.
  - South of the railroad tracks, McKinley Parkway is intended to be a residential major collector street. Through this area, McKinley Parkway will be designed as a parkway with landscaped center medians and landscaped boulevards. The parkway design shall extend south of County Road 30 to Darrow Avenue. With roundabouts constructed County Road 30 and Greywood Boulevard.



- McKinley Parkway, south of County Road 30, curves west and connects with Darrow Avenue. The connection with Darrow Avenue will provide a north-south major collector that bisects the City's entire extraterritorial land use area, providing a convenient travel route for residents wishing to travel west on U.S. Highway 12 without traveling through the City.
  - McKinley Parkway and Darrow Avenue serve active farms south and west of the City. The design of these streets shall include the needed street widths and maneuvering requirements for farm vehicles and equipment that will also travel on these streets.
6. 65<sup>th</sup> Street is guided as a future major collector street extending from Highway 12 to Farmington Road, north of the City's current boundaries. This street is needed to provide an alternative traffic route around the north side of the City which will provide some traffic relief for currently congested Highway 12 intersections. As the City grows north along Highway 12 the need for this major collector street will become more evident. The Transportation Plan Map shows a conceptual route for this future major collector street. Further study is needed to define an acceptable route. Issues to be addressed related to planning for this street corridor include property ownership, rural residential land use patterns, floodplain, topography, wetlands, and river crossings.
7. 72<sup>nd</sup> Street is guided as a future major Collector street extending from Highway 12 west into the City Extraterritorial Land Use area. Improvements are anticipated for 72<sup>nd</sup> Street with the extension of McKinley Parkway and the construction of a railroad crossing. Initial street improvements will include shifting the alignment of the 72<sup>nd</sup> Street away from the future railroad crossing to intersect with McKinley Parkway and upgrading the rural gravel road to a paved street between McKinley Parkway and Highway 12. The paving of the street will be an initial improvement, long-range improvement will require the construction of urban major collector street meeting Delano's street design standards.
8. River Crossings. The Delano Extraterritorial Land use Plan anticipates that Delano residential growth will occur to the west and southwest of the current City boundaries. These areas will be served by minor arterial and collector streets; however, these roadways funnel traffic traveling east to the Twin Cities Metropolitan Area to the intersections of County Roads 30 / 16 and County Road 30 / U.S. Highway 12. Continued growth in Delano and traffic beyond the City boundaries have contributed traffic volumes that have reduced the service levels of at these intersections below reasonable standards.

In anticipation of continued future growth, the Delano Transportation Plan



identifies potential river crossings for a future east-west major collector streets south of the City. These collector streets will provide alternative travel routes that bypass U.S. Highway 12 through Delano. This is intended to provide traffic relief on the existing street system and convenience to Delano commuters living in southwestern Delano neighborhoods.

The river crossing locations shown on the map includes 90<sup>th</sup> Street, and 100<sup>th</sup> Street. In 2023, the City has initiated a study to determine the design and feasibility of a river crossing at the 90<sup>th</sup> Street alignment. The 90<sup>th</sup> Street corridor was selected due to development patterns south of the City on both sides of the Crow River and in-place street rights-of-way. The study will identify the physical constraints within the corridor that will influence bridge and street design, design recommendations, project costs and the various agencies that will be involved in the project review. Upon completion of the study the City will make a decision as to whether the river crossing will proceed or if an alternative location is more practical.

The 100th Street River Crossing is a long-range river crossing corridor that may be needed if urban growth extends to the boundaries of Delano's Extraterritorial Land Use Plan. There is no definite timeframe for this river crossing, however, The City will protect each river crossing option through the acquisition of a major collector street right-of-way from future subdivisions along this proposed street corridor.

The City will continue to monitor the capacity and transportation issues related to County Roads 30 and 16 and Highway 12 to establish anticipated benchmarks that will determine the timing of the future river crossing.

7. County Line Road currently serves as a north-south major collector street along the City's eastern boundary. This street is shared with the City of Independence and Franklin Township. County Line Road already carries significant traffic from Delano, accessing U.S. Highway 12 at a signalized intersection. The Delano Land Use Plan anticipates continued expansion of urban growth southeast of the City's current boundaries. Continued urban growth, a potential river crossing at 90<sup>th</sup> Street contributes to the need to upgrade both 90<sup>th</sup> Street and County line road between 90<sup>th</sup> Street and Highway 12 to a major collector street design in the future. A lesser interim street design is proposed to upgrade 90<sup>th</sup> Street and County Line Road from a rural gravel road to an urban paved street to accommodate growing traffic. With the cooperation of the Township, the City is willing to undertake the street improvements at their cost and assume responsibility for the maintenance and plowing of this shared street once it is improved.

In addition to Delano development, the City of Independence has guided 60



acres of land at the County Line Road/U.S. Highway 12 intersection for urban commercial land use. The future commercial land use and growth will create issues for County Line Road related to traffic lane design, site access, traffic movements, and the safe crossing of the railroad. Any future upgrade of County Line Road will require the cooperation of Delano, Franklin Township and Independence. In examination of this roadway, the following recommendations must be considered:

- Expanded street right-of-way to accommodate travel lanes, center left turn lanes, and right turn lanes at intersections.
- Street access between the cities must be coordinated to provide full intersections.
- The timing of future development along County Line Road must include a traffic analysis to determine the impact that new development will have on the level of service of County Line Road and the U.S. Highway 12 intersection.
- The City of Delano will investigate the opportunity to install a “quiet zone” rail crossing at the County Line Road crossing to eliminate train whistles near Delano’s residential neighborhoods. As the land along County Line Road continues to develop, the City will investigate alternatives to an on-grade railroad crossing to allow uninterrupted traffic movements on County Line Road.
- As a border road, Delano will seek the cooperation of Independence in all designs and improvements of County Line Road to ensure benefit and costs are distributed equitably.
- The transportation plan shows the potential future extensions of the major collector streets through the extraterritorial land use area. These major Collector street corridors are conceptual showing the intended connections between the higher functional classification streets. The actual future route will require further study in establishing a route that is sensitive to the environmental features of the area and provide the most logical travel corridors.

#### Minor Collector Streets

Minor collectors are the streets within a neighborhood that collects and channels local traffic to the City’s collector and arterial streets. Minor collector streets are also intended to provide street connections into adjoining neighborhoods. The design of minor collector streets shall include:



1. Minimum right-of-way of 66 feet.
2. Urban street design having a minimum street width of 36 feet.
3. Sidewalks shall be required along at least one side of the street.
4. Direct lot access is allowed.

Future minor collector streets shall be considered with each new subdivision. The Transportation Plan, however, identifies the following specific minor collector street extensions:

1. Fox Meadows to Parkview Hills. This minor collector street extension is necessary to connect Fox Meadows to the neighborhoods to the north. This connection will be provided with the subdivision of the land lying between Fox Meadows and Parkview Hills.
2. Ebersole Avenue extension to Eaken Avenue. The Extraterritorial land use plan proposes commercial land use along Highway 12 north of the City. Ebersole Avenue is guided as a minor Collector street intended to provide commercial lot access and traffic movements between the proposed Highway 12 intersections at Eaken Avenue and 65<sup>th</sup> Street.
3. Minor collector industrial streets proposed to facilitate the western expansion of the Delano West Metro Business Park.

### **Local Streets**

Delano has a number of areas with incomplete local street systems. Many neighborhoods are served by long dead streets or cul-de-sacs. Improved local street networks will serve to improve local traffic circulation patterns, reduce the City's reliance on its collector and arterial streets, and economize on the provision of local public services. Through the review of new subdivisions, the City shall implement the following local street standards.

1. Local and minor collector streets within a subdivision shall be the financial responsibility of new development.
2. Local and minor collector streets shall be designed and constructed to City design standards.
3. Local and minor collector streets shall meet the City and or County spacing guidelines for intersections with major collector or arterial streets.



- 4 Local and minor collector street shall provide a sidewalk on one side of the street.
- 5 Future street extensions must integrate with the existing street networks extending outward from the existing development.
- 6 New subdivisions shall extend local streets to the subdivision boundaries to provide future access into undeveloped areas of the community and access future growth areas within the Township.

## **STREET IMPROVEMENTS**

The Transportation Plan identifies a number of street improvements that are necessary to accommodate a comprehensive transportation system. The implementation of these improvements will require the efforts and financing of both the public and private sectors.

New development must bear the construction expense of the expanding local and minor collector street systems. New subdivisions will be evaluated against the Premature Subdivision Criteria of the Delano Subdivision Code to ensure that the new development will not create traffic issues that may compromise the safety or effectiveness of the City's street system or result in premature City expenditures on street improvements needed to remedy traffic issues created by the new subdivision.

City involvement will be required with future improvements to State and County highways and major local collector street projects. These projects may include but not be limited to:

### **Arterial Streets:**

- 1 Highway 12 intersection improvements at McKinley Parkway, Dague Road, 65<sup>th</sup> Street SE, Bridge Avenue, County Road 30
- 2 Intersection improvement at County 16 / County Road 30.
- 3 Intersection improvement at County Road 16/ 85<sup>th</sup> Street.
- 4 Intersection improvement at County Road 16/ 90<sup>th</sup> Street.
- 5 Future planning and construction realigning County Road 13 north of County Road 30 to connect with Dague Road.

### **Major Collector Streets:**

- 1 Complete the construction of McKinley Parkway between Highway 12 and Darrow Road.
- 2 Intersection improvement at Highway 12 and McKinley Parkway.
- 3 Construction of a new quiet zone railroad crossing at McKinley Parkway and



- 72<sup>nd</sup> Street SE.
- 4 Construction of Major Collector street river crossing at the 90<sup>th</sup> Street alignment. This will include construction of both the bridge and an urban major Collector street from County Road 16 to County Line Road.
- 5 Improvement of 72 Street from a rural gravel road to a paved street.
- 6 Investigate the options to align 72<sup>nd</sup> Street with Ebersole Avenue at a Highway 12 intersection.
- 7 Improvement of County line Road between Highway 12 to 90<sup>th</sup> Street.
- 8 Quiet zone railroad Crossing at County Line Road.
- 9 Future development of the proposed arterial and major collector streets illustrated in the Transportation Plan as the area develops.

The arterial and major collector street systems provide community benefit beyond serving an individual neighborhood, in this respect the City has adopted policy to cost share with the developer on the construction cost of major collector or arterial streets that are located within a specific subdivision. The City will bear the cost of the major collector or arterial streets that are in excess of the cost of a minor collector street. The subdivision will be responsible for the dedication of the required right of way for the major collector or arterial street and paid the equivalent of the construction costs of a minor collector street.

The transportation plan identifies the street system that will be needed to support the Extraterritorial Land Use plan. In recognizing the future needed improvements and related costs the city will manage growth and plan for the timing and financing of these street improvements. The transportation improvements will be identified, prioritized, and scheduled based on available funding and determination of need. When available the City will seek cooperation from the State, County, and adjoining communities to reduce costs to the City.

In addition to future street improvements, the City faces a significant issue of street maintenance and reconstruction of its existing local street system. The City annually conducts a street condition inventory of all the Delano local streets. This inventory evaluates both street condition and condition of utilities that underlie the street to give the City a clear understanding of which street segments require immediate repair, reclamation, or reconstruction.

The street inventory identifies streets to be included in the City's capital improvement planning and programming. The Capital Improvement Plan (CIP) establishes improvement priorities, schedule for improvements, and financing options for paying for future street reconstruction. The continued maintenance and reconstruction of existing streets within older neighborhoods contributes to the appearance and the property values within the City's older portions of the community.





## **PEDESTRIAN/BICYCLE FACILITIES**

The Proposed Trail System Map defines a comprehensive system of trails, sidewalks and street shoulders intended to promote walking and biking for both transportation and recreation. This system interconnects neighbors and provides trail connections to the City's major destinations and amenities. Additionally, the proposed trail and sidewalk system attempts to provide comfortable walking circuits that promote walking for exercise.

The Trail System Map depicts three types of trails intended to work with the street cross section:

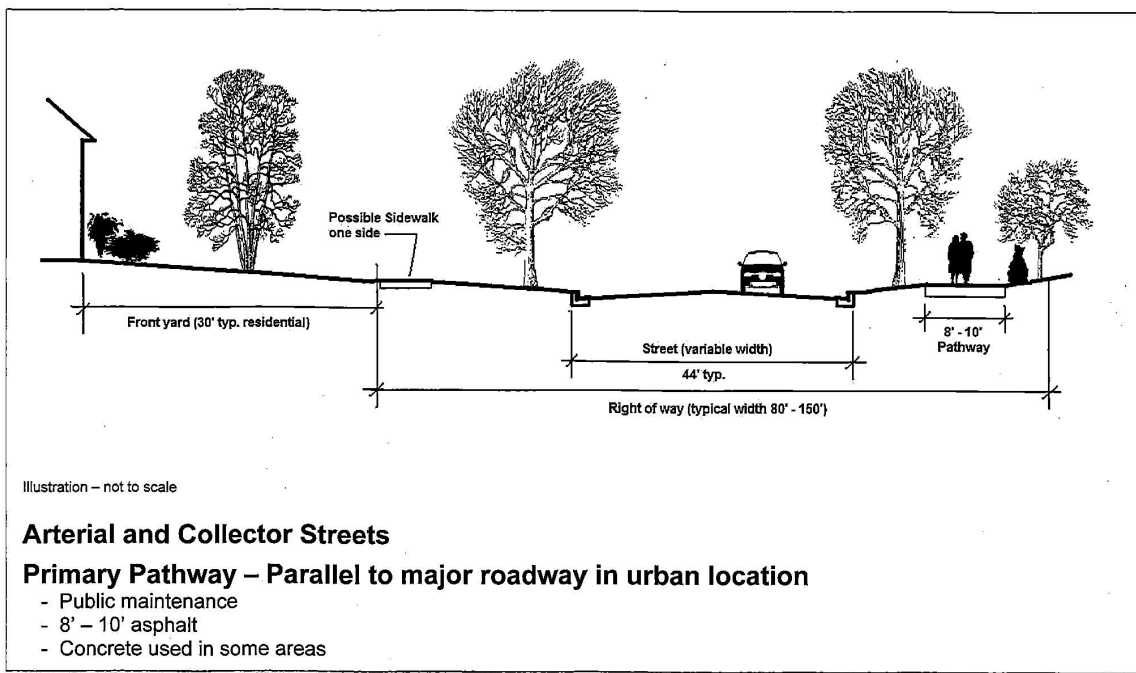
## **ARTERIAL AND COLLECTOR STREETS**

The arterial and collector streets in Delano currently include Highway 12, County Road 30, County Road 17, County Road 16, County Line Road, Elm Avenue, Davidson Avenue, and Tiger Drive. These are the major traffic carriers in the community. The Delano Subdivision Ordinance requires a five foot wide sidewalk on one side of the street and an eight foot wide trail on the other side, or trails on both sides.

Highway 12 provides a sidewalk on one side and a trail on the other side of this major roadway through most of the community. Other collector streets generally have an eight foot trail on one side of the street. These roadway trails provide an excellent pedestrian/bicycle network, providing access to the City's major destinations, parks, commercial areas, City Hall, and the schools. Additionally, their spacing provides comfortable walking circuits that allow for recreational walking and exercise.







INSERT TRAILS PLAN MAP HERE



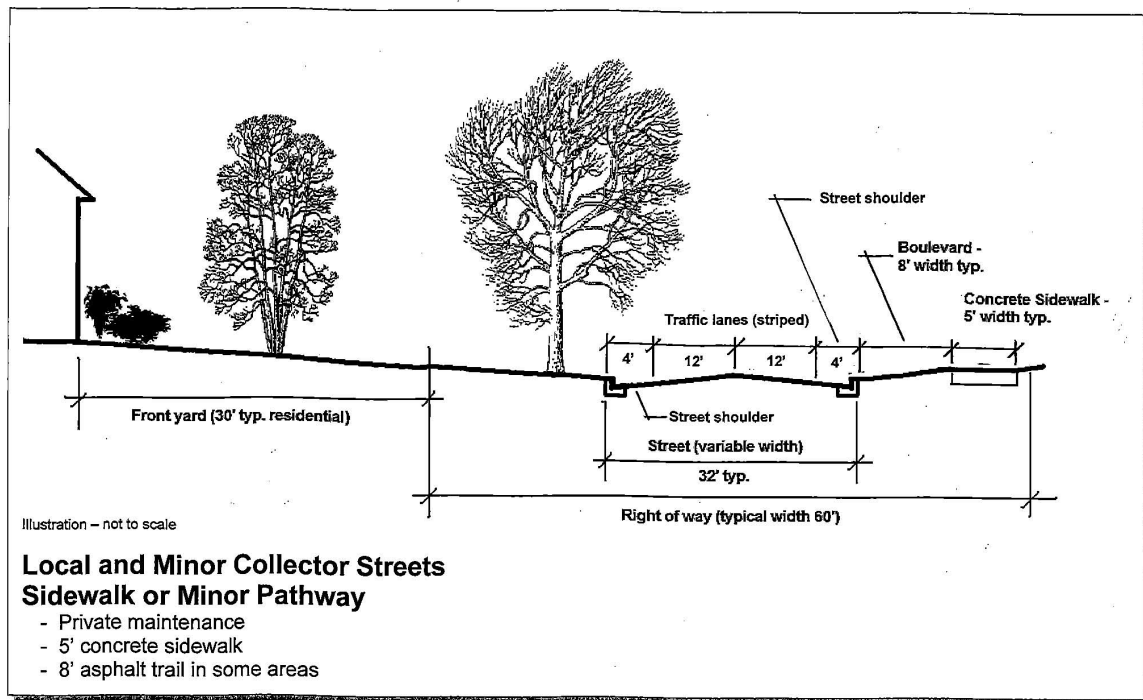
## **MINOR COLLECTORS / LOCAL STREETS**

The Delano Subdivision Ordinance requires a five foot sidewalk along one side of any minor collector or local street except cul-de-sacs. Since 2003, all of the new subdivisions have been constructed with sidewalks.

The older portions of the City have four foot sidewalks on both sides of the street. The sidewalks offer opportunities for walking in these neighborhoods. The community survey respondents suggested that wider sidewalks are preferred to accommodate couples walking side-by-side.

Many neighborhoods are without sidewalks and trails, requiring pedestrians and bicyclists to share the street surface with automobiles. Where it is not practical to install sidewalks, it is suggested that the traffic lanes be striped at 12 foot widths to define a street shoulder that is available for walking, biking, or on-street parking. Delano standards for a local street width is 32 feet. Striping the traffic lanes will afford a four foot wide shoulder on both sides of the street.





## OVERLAND TRAILS / GREENWAYS

A priority of the community is to maintain its small-town character through the preservation of open space and environmentally sensitive areas. The City will seek to accomplish this goal through the creation of greenway corridors. Greenways are corridors of protected open space managed for conservation, utility, and recreational purposes.

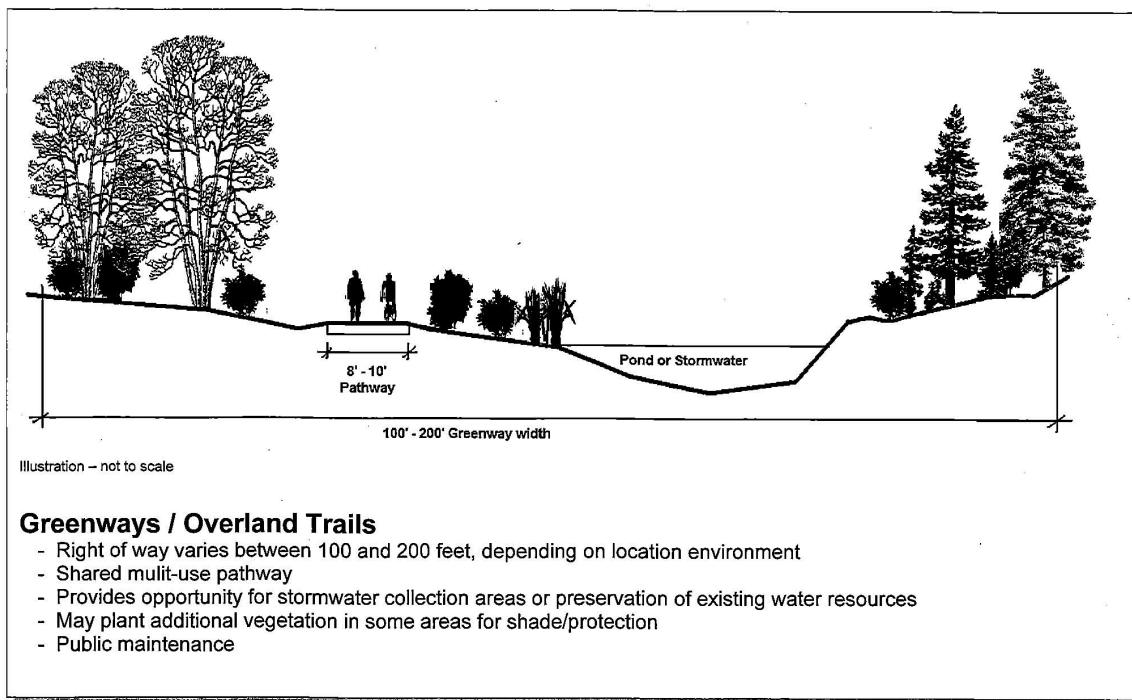
The physical features of Delano's river corridor, floodplains, wetlands, and tree cover lend itself to greenway planning. Together, these features will help define the City's desired greenway corridors. Greenways as they apply to Delano, are intended to accomplish the following:

1. Preserve areas of contiguous open spaces as a means of maintaining the City's small-town character. The establishment of linear greenways will serve to break up the urban land use patterns and define neighborhoods. The City will establish greenways with a trail system that will connect the various commercial, residential and recreational destinations throughout the community.
2. Preserve the ecological functions of the City's environmentally sensitive areas. In this respect, development with the greenways will be limited to passive



recreational uses. Urban land uses will be allowed at the periphery of the greenways with subdivisions and site design that preserve the view sheds and vistas into the greenway corridors. Infrastructure planning (i.e., street and utilities) that cannot parallel the greenway corridor shall be located and designed so as to have the least disruption possible of the greenway.

3. Provide a diversity of natural features and habitats. This is to allow for wildlife for wildlife habitats and to facilitate wildlife movement through areas dominated by human activities. In this respect, the greenways will be configured to include both low lands and upland areas.
4. Provide passive recreational opportunities to Delano residents. Overland trail planning shall be integrated with the greenway areas. This would allow all community residents the opportunity to enjoy the natural amenities of Delano.



The trail plan builds on the City's existing system of trails and sidewalks. The system identifies future desired trail improvements based on the following criteria:

- **Dedication.** Trails along streets fall within the street rights-of-way. In this respect, all future right-of-way dedications shall be wide enough to include trails or sidewalks. Trails outside of rights-of-way shall be platted as outlots or placed in easements at the discretion of the City Engineer in terms of size to allow for easy maintenance and access. When planning for trails within existing street rights-of-way, the City will investigate a variety of options such as separated off-street trails, trails or sidewalks behind the curb, or on-street shoulders or bike lanes to provide for pedestrian and bicyclist needs in a safe and cost effective manner.
- **Safety.** When placing trails in a right-of-way, the trail shall be constructed off-street with grade separation, whenever possible, to maximize safe use. Where physical separation is not possible, the City will investigate alternative options to provide safe and comfortable use of the City's trail sidewalk system.
- **Minimize Costs.** In an effort to minimize construction costs, trails, where designated, may be constructed in conjunction with State, County, and City street improvements. Developers may be expected to install trails at the time of street construction. As part of the City's street maintenance plans, the City will evaluate pedestrian needs with all reconstruction projects.
- **Connectivity.** Trails shall be placed in subdivisions to serve the City's intent of connecting amenities and resources. This connection shall be done in an efficient manner providing as direct of a connection as feasible. The City expects the trail system to connect residences to parks, open spaces, and businesses. Businesses should develop site amenities to encourage trail use. With the slowdown in housing construction, Delano has a number of incomplete and isolated neighborhoods that do not have trail connections that link them to the larger park and trail system. Permanent trail and sidewalk connections are planned to be provided with the future build out of these subdivisions. In the interim, the City will investigate temporary trail easements and wood chip trails to connect isolated neighborhoods to the City's paved trail system.
- **Coordination.** The City will coordinate with other governmental units to provide trail resources when opportunities arise.
- **Signage.** The City hopes to promote the use of the trail system and encourage residents to walk for both recreation and transportation. In this respect, the City will provide kiosks at significant intersections that identify the City streets and trails and provide directions and distances to City destinations and other trail circuits.





## **TRAIL IMPROVEMENTS**

Through the comprehensive plan interviews the following trail improvements are recommended:

1. Investigate with Wright County to reduce traffic speeds on County Road 30 to 35 mph between McKinley Parkway and Highway 12.
2. Investigate with Wright County the opportunity to stripe the traffic lanes on County Road 30 between Highway 12 and 3<sup>rd</sup> Street to create a street shoulder separation between the eastbound traffic lane and the trail.
3. Install marked crosswalks with proper warning signs at trail crossings on arterial and collector streets.
4. Investigate temporary wood chip trails to connect isolated neighborhoods to the City's park and trail system.



5. In residential neighborhoods absent of sidewalks and trails, consider striping the traffic lanes on the local streets to define areas for parking, walking and biking. Some streets that may benefit from this treatment include:
  - Maple Knoll: Rucks Farm Road
  - Maplewood Estates: Maplewood Drive, Northwoods Drive
  - Woods Creek: Woods Creek Drive
  - County Line/Stahlke: 14<sup>th</sup> Street, Shadywood Drive
  - Prairie Estates/Rebecca Park Estates: 14<sup>th</sup> Street, Country Lane



- Jap Sunny Slope Addition: Buffalo Street
- Delano Industrial Park: 7<sup>th</sup> Street, Johnson to County Road 17

The striping of traffic lanes can be coordinated with street repair and seal coating on a street improvement schedule. The striping of traffic lanes is less intrusive within a neighborhood than sidewalk construction and less expensive. Sidewalks may be considered at time of street reconstruction or if petitioned for by the neighborhood.

6. Improve bicycle and pedestrian access to the Delano Downtown.
  - Improve pedestrian and bicycle crossings on Highway 12. Notable at Bridge street and County Road 30.
  - Improve sidewalks on the bridge on Bridge Avenue.
  - Construction of a pedestrian /bicycle bridge over the Crow River.
  - Install wayfinding signs at locations to direct pedestrians and bicyclists to the Delano Downtown and its key destinations.
  - Provide pedestrian and bicycle friendly amenities; (lighting, restrooms, water fountains, seating areas, bike racks and open spaces).
7. The Comprehensive Trail Plan identifies an entire system. The City will evaluate the need for trails and sidewalk improvement with its annual street maintenance evaluation program. Streets scheduled for reconstruction will give attention to the need for sidewalks, trails or bike lanes as part of the larger project.
8. The construction of information trail kiosks at the following locations:
  - Southeast corner of County Road 30 and Highway 12
  - Corner of County Line road and Highway 12
  - Central Park area
  - Corner of River Street and Bridge Avenue
9. To ensure safe trail use, the City will investigate the need and feasibility of solar lighting along major trail corridors.





## **RAIL**

The Burlington Northern Santa Fe Railroad passes through the City of Delano, providing daily rail service. The railroad is a significant amenity that the City hopes to utilize in the following ways:

1. The City has on-grade railroad crossings at Tiger Drive and County Line Road. As the community grows, the Delano Transportation Plan anticipates additional on-grade crossings at McKinley Parkway and future County Road 13. The City has guided land in proximity of these rail crossings for residential development. To protect Delano's residential neighborhoods, the City will pursue "quiet zone" railroad crossing designs to reduce noise nuisances within these neighborhoods.
2. The railroad owns a significant amount of right-of-way for railroad operations south of Delano Downtown. The railroad has permitted the creation of a public parking lot on the railroad right-of-way between River Street and 2<sup>nd</sup> Street. The City will investigate with the railroad the opportunity to utilize the edge of the railroad right-of-way along Railroad Avenue for additional public parking and landscape screening of the railroad operations as a means of providing an aesthetically pleasing streetscape along Railroad Avenue.
3. The Minnesota Department of Transportation's "State Rail Plan 2015" identifies the railway through Delano as a Phase 2, Long Range Passenger Rail Line. The City of Delano supports the opportunity to have a passenger rail corridor connecting the City with the Twin Cities Metropolitan Area. Delano supports the concept of a transit rail station along Railroad Avenue to reduce commuter's reliance on the automobile. A Railroad Avenue transit station would complement the Delano Downtown Commercial area by bringing people Downtown on a daily basis. The City will continue to monitor MnDOT's plan and provide support if this line comes under consideration for passenger rail.
4. Delano's West Metro Business Park abuts the Burlington Northern / Santa Fe railroad. The City will continue to investigate options for providing rail service within the southern portion of the industrial park to take advantage of this unique amenity.



## **TRANSIT**

The City of Delano provides its residents and businesses with mass transit services through its participation with Wright County's contract with Trailblazer Transit. Through this program public transit service is available to almost anyone for almost any reason on weekdays between 6:30 a.m. and 5:30 p.m. except on New Year's Day, Memorial Day, 4<sup>th</sup> of July, Labor Day, Thanksgiving, and December 25<sup>th</sup>.

In addition, to general public transit service; Trailblazer Transit also offers demand response services. Demand response service allows a rider to schedule transit service outside of the general transit times for a specific need and destination. The rider can schedule and cancel rides with a Trailblazer Transit dispatcher. The service provides door-to-door transportation. Casual ride requests can be scheduled up to seven days in advance. Standing orders can be scheduled between 8 and 14 days in advance. Trailblazer Transit. Same-day and on-demand requests are welcomed, but such last-minute requests may be difficult to accommodate due to other rides that are scheduled in advance. Demand response services require a fee for the rider.

Delano will continue to be an active participant in Wright County Transit programs, monitoring ridership, quality of service and needs of its residents to ensure that the program operates in an efficient and high-quality manner.





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