

An aerial photograph of Marshall, North Carolina, showing the town's layout, surrounding fields, and a river. The town is centrally located, with a grid-like street pattern. The river flows through the town, and there are several large open areas, possibly parks or undeveloped land. The surrounding area is mostly agricultural fields.

A PEDESTRIAN AND BIKEWAY PLAN: A SAFE & HEALTHY MARSHALL

OCTOBER 2008



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INTRODUCTION

PROJECT BACKGROUND

HEALTH AND SAFETY FOCUS

The city of Marshall is the largest community in Southwestern Minnesota. The health and safety of residents and visitors within the community is of paramount importance to the community's leadership and health care providers. The number of people who feel comfortable walking, or bicycling can be one measure a community's quality of life. The City of Marshall has actively engaged the community and participated in activities directly related to improving pedestrian/bicycle/vehicular movement and safety. This study builds on the efforts already accomplished through a deliberative, integrative, and comprehensive design/planning approach to current and future pedestrian and bicycle planning.

The need to improve safety in Marshall is deeply felt. The interest in improving the safe use of streets, bike trails, and sidewalks has been heightened recently by tragedy. Eight young children lost their lives in our community in 2006. Each community member has been touched directly or indirectly by these tragic losses. For example, one 13-year old child died trying to cross a state highway on the way to his cross-country practice at the middle school. He was crossing on his bike at the designated pedestrian crossing when a vehicle struck him.

Marshall's Pedestrian and Bikeway Vision

The vision of Marshall's citizenry includes:

- Designated multi-use bike/pedestrian routes that are safe and efficient in connecting scenic, cultural, educational, health care, workplace, retail, and service destinations;
- Streets, roads, highways, and trails that encourage biking and walking as a transportation alternative for the well-being of our residents, for leisure, and for tourism;
- Community destinations that are linked by pedestrian/bicycle routes;
- Secure and convenient community facilities and accommodations such as bike racks that encourage walking and biking;
- Non-resident daily commuters who are knowledgeable about the city's pedestrian and bicycle corridors and educated in pedestrian and bicycling safety;
- Opportunities for visitors to enjoy Marshall's natural beauty on trails, roads, and highways that are designed for bicycle/pedestrian travel; and
- A Bikeway/Walkway Facility Improvement Program

to enhance bicycle/pedestrian safety and encourage alternative transportation modes.

Marshall's Active Living Efforts

Marshall is a growing, diverse city with many social, cultural, and medical/health services and a strong economic base. The community desires an environment that not only supports active living via alternative transportation modes, but also encourages it by making physical activity safe, attractive, and comfortable. The City is actively engaged with Lyon County, MnDOT, and public-private partnerships to plan and build infrastructure and greenways towards a more active and safe community. This study builds on the many of Marshall's recent initiatives that support the vision of promoting the health, safety, and well being of residents. These initiatives include:

- Marshall's YMCA: Ground-breaking for the current facility was held in May 2002 and the facility opened on July 13, 2003. The community matched a \$5,000,000 donation from The Schwan Food Company for construction of the facility which now has over 5,700 members.
- Pioneering a Healthier Marshall Coalition: In November 2005, the Marshall Area YMCA formed a community-based coalition called Pioneering a Healthier Marshall (PHM). This coalition is part of a larger, nationally-based model that has been proven successful in combating obesity and inactivity. The two action teams of this coalition focus on making prevention a health priority and the development of Marshall's physical environment to encourage healthy lifestyles. PHM's partnering organizations include: the City of Marshall; Iftiin, Inc, a Somali interpretive service; Avera Marshall Regional Medical Center; Marshall Public Schools; Wesley United Methodist Church; Lincoln, Lyon, Murray, Pipestone Public Health; The Schwan Food Company; Bremer Bank; Western Community Action, Inc.; and the Marshall Area YMCA. In 2006, PHM and the organizations that make up its leadership team, conducted programs, events, and activities related to health involving 1,136 participants. Events included hosting national experts Sally Squires, Washington Post Health Report, and Mark Fenton, fitness and community design consultant; a wellness seminar for those of the Muslim faith; and YMCA Healthy Kids Day. Programs included: Get Into Fitness Today (GIFT), a community wide fitness program with over 300 participants; Women on the Move, a fitness program for new immigrant and low-income women funded by Blue Cross and Blue Shield of Minnesota's Prevention Minnesota; and America on the Move walking week. PHM reports reach over 33,000 people through media releases, articles and their monthly electronic newsletter. Following a proven model on sustainable community change "Facilitating

Community Change” (2000, Ayre, Clough & Norris), PHM spent considerable time and energy prior to the study gathering and analyzing data to narrow the focus to combating obesity and inactivity, the two areas where community resources will have the potential for the greatest impact. Additional organizations involved in these action teams include: the Marshall Area Chamber of Commerce; MnDOT; Southwest Minnesota State University; Marshall Community Services; Marshall Area Adult Center; United Way of Southwest Minnesota; Archer Daniels Midland; Hy-Vee Grocery Store; Affiliated Community Medical Center; and the Marshall Area Safe Communities Coalition.

- Marshall Area Safe Communities Coalition: Formed as a result of the loss of the eight young lives from our community, this coalition promotes community-based solutions to transportation safety and other injury problems. The coalition has sponsored a Basic Bike Safety Course, a week-long seat belt campaign at the Marshall High School, radio announcements advocating seat belt use, and the Trail Awareness Day.
- Annual Trail Awareness Day: This annually sponsored event promotes the area trails system and encourages physical activity.
- Education: The business community have been provided several educational opportunities around physical activity including Schwan’s Speaker Series, a presentation by the national fitness expert Mark Fenton, Pioneering a Healthier Marshall activities, and the Marshall Area Safe Communities Coalition activities.
- Safe Route Partnerships: The City, MnDOT, the Marshall High School, Southwest Minnesota State University, and The Schwan Food Company worked together to provide a safe walking/biking route to the high school along Minnesota Truck Highway 19 from Minnesota Trunk Highway 23.
- The Adult Community Center: Two physical activity programs are offered on a weekly basis: Walking at the YMCA three times per week and a Flex & Stretch program twice each week.
- Funding for trails: The City submitted two funding applications to improve and expand its current trail and sidewalk systems. The Marshall North Trail Project was selected for funding under the Federal Transportation Enhancements program. The Safe Routes to School program funding application was not selected but a strengthened application was resubmitted.
- Bike Patrol: The Marshall Police Department’s “Bike Patrol” educates and enforces bicycle safety throughout the community.
- Parks/Trails system: Marshall enjoys 14.7 miles of

trail and 196 acres of parks and facilities that support active lifestyles. The City ordinance prohibits tobacco products in all the city parks. Softball/baseball fields, Marshall Aquatic Center, Boards and Blades Park, tennis courts, playgrounds, and athletic fields are available for residents and non-residents to utilize.

Marshall’s Comprehensive Plan & the Role of A Pedestrian and Bikeway Plan: A Safe & Healthy Marshall

The City of Marshall’s Comprehensive Plan was written in 1996; its transportation, community facilities, and land use sections were updated in 2004. The City plans to revise/update the Comprehensive Plan in 2012. The current amended plan calls for the expansion of bikeways and walkways to better serve the transportation, health, and recreation needs of the community. A City ordinance requires all new residential and commercial developments construct and connect new trails/sidewalks to existing city trails/sidewalks.

A Pedestrian and Bikeway Plan: A Safe & Healthy Marshall will serve as a framework for the development of bikeways and walkways, aid in the budgeting process for enhancements and maintenance of the system, and will provide the basis for the City to seek funding towards plan implementation. It will be amended to the current comprehensive plan.

Needs

As the demographics and health needs of Marshall change, so too, should the response from the City in planning alternative transportation modes. Eighty-three percent of the workforce in Marshall commutes three or fewer miles to work on a daily basis (Marshall Demographic Snapshot, July 2006, Claritas). The flat landscape and short commuting distances make running, walking, and bicycling practical, healthful, and economical alternatives to driving to work in Marshall.

Out of town commuters from Greater Marshall provide a challenge. Marshall is a regional transportation hub; United States Highway 59 and Minnesota State Highways 23, 68, and 19 all cut through the City. On weekdays Marshall’s population increases to over 17,000 people as daily workers commute into the city. With so many commuters driving into the community on a daily basis who are unfamiliar with our pedestrian and bicycle paths, city residents who are currently walking/biking to schools, parks, work, and other destinations are placed at risk.

Marshall is also a college town, home to Southwest Minnesota State University with many students and staff. The campus is known state-wide for facilities and services that meet the needs of students with disabilities. Located on the edge of town, the campus needs strong pedestrian/bicycle links to downtown, off-campus student housing, and

PROJECT BACKGROUND

the neighborhoods where faculty and staff live.

Developing a comprehensive plan around bikeways and walkways will meet the needs of large segments of our community who do not have access to automobiles, the “transportation disadvantaged”: the poor, the young, the elderly, people with disabilities, and others who do not have access to a vehicle for a variety of reasons.

We know that increasing physical activity is one way to reduce risk for chronic disease that is increasing in our community. In Lyon County alone, the prevalence of diabetes among adults increased 19% from 2000 to 2005 (Avera Community Health Needs Assessment, 2006). In the years 1999 – 2004, Lyon County had a higher rate of death due to heart disease than the national average (Avera, September, 2006).

Marshall’s assessment of needs, priorities, and known barriers to physical activity identified the following:

- The City of Marshall Comprehensive Plan does not include a Pedestrian/Bikeway Plan;
- There is a lack of appropriate signage and markings for designated pedestrian crossings and bikeways on city streets and trails; vehicles are often parked on the designated bikeways/crossings;
- Current ordinances do not require property owners of existing homes to install sidewalks;
- The newly constructed Marshall High School is located adjacent to two state highways, creating challenging and dangerous intersection crossing routes for students, faculty, spectators, etc;
- The existing sidewalk infrastructure is fragmented and lacks connectivity throughout the city;
- The current routes represented on the city trails map require revision to improve safety and create clear connections to the destinations in the city;
- Existing bike racks/accommodations are needed for updated locking devices; the number of bike racks is insufficient;
- The Highway 59 corridor, cutting through the center of Marshall, is not safe for pedestrians or bicyclists. Because the city has grown beyond it, the Highway 23 “bypass” is no longer a bypass and is dangerous to cross at Saratoga Street, 4th Street, Highway 59, and County Road 7;
- Approximately 18-24 trains pass through Marshall on any given day and many railroad crossings are unsafe for pedestrians/bicyclists;
- Public transportation options are limited at best. The public transit service provided requires a 24-hour advance notice and the office is not open on weekends or holidays for scheduling rides;
- Faulted sidewalks exist and curb ramps do not meet ADA requirements;
- Count-downs on signal systems at several intersections are needed to increase pedestrian safety;
- Narrow sidewalks exist in heavy traffic areas,
- No trees or other vegetation clearly separate the pedestrian realm from the street in many places. Cars are often parked too close to sidewalks;
- City ordinances relating to debris on trails, garden hoses on sidewalks, sump pump draining, snow shoveling, and ice removal, etc. are not adequately followed by City residents. This makes travel on some sidewalks difficult for most and impossible for persons with barriers to mobility, and some elementary school children are forced to walk in the street during the snowy winter months;
- Lighting systems along select trails and sidewalks are inadequate and need improvement;
- American Legion Field Park represents one of the highest used parks in the summer months due to the aquatic center, yet the trail system surrounding this park is poor;
- A safe connection needs to be created between Southwest Minnesota State University and the newly constructed Marshall High School.

Planning Process and Approach

A Pedestrian & Bikeway Plan: A Safe & Healthy Marshall, was developed through a partnership between the City of Marshall, its community partners, and a team of landscape architects, architects, and community designers from the Center for Changing Landscapes (CCL), College of Design at the University of Minnesota through a community-engaged process. CCL’s design, planning experience, and expertise in bicycle and pedestrian trail planning, highway planning, personal safety issues, land use, community design at the community, neighborhood, and sites scales, and engaged planning/design processes addressed Marshall’s design needs for safe and connected pedestrian and bicycle system that provide access throughout the city and help inform land use decisions to promote healthy, active living. City staff, the City Council, the Community Services Advisory Board, the Greenspace Committee, public-private partners, and the general public participated in the planning process.



THE CITY

CITY CHARACTERISTICS



CULTURAL CHARACTERISTICS



PHYSICAL CHARACTERISTICS



CHALLENGES & OPPORTUNITIES





CITY CHARACTERISTICS

ANALYSIS STRATEGY

The city of Marshall's cultural and physical characteristics offer both opportunities and challenges in creating a safe trail system that provides pathways to important destinations, connects amenities, promotes walking and bicycle riding throughout the city, and provides opportunities for health-enhancing recreation. Both opportunities and challenges are addressed by the plan.

Marshall's flat terrain, many destinations, existing amenities, and past and present civic culture make it a good candidate for a trail system that is both a *transportation system* and *recreational system* that promotes active, healthy living. The city's physical and cultural characteristics were explored and analyzed within the context of the existing conditions, the city's aspirations, and the guidance for city planning for health provided by the Design For Health Project, University of Minnesota. This analysis identified challenges and opportunities to be addressed by the design/plan.



CULTURAL CHARACTERISTICS

HISTORICAL CONTEXT

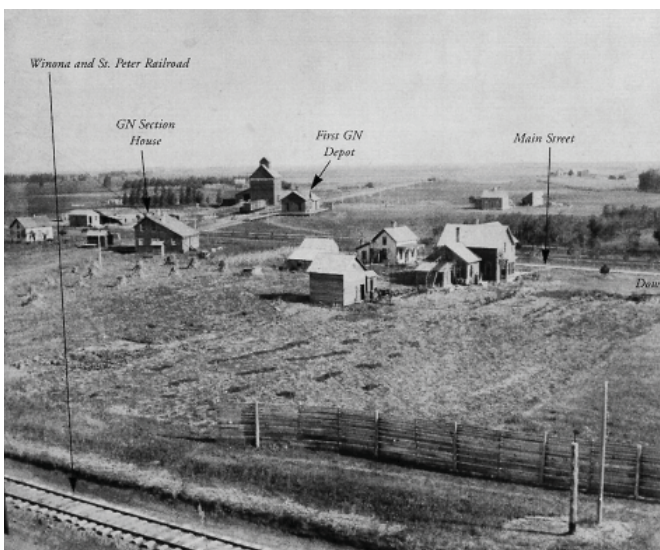
Wetlands, shallow pothole lakes, and tall grasses dominated the nineteenth century prairie landscape that became Marshall and its surrounding area. Prairie fires and droughts destroyed the oak, hickory, maple, and elm trees that previously grew there. The Santee Dakota Indians who lived in southwestern Minnesota both farmed and hunted bison because the area did not have the vast bison herds of the Dakota Territory.

The 1890s photographs of Marshall show that the city's character was established with the European settlement after the United States-Dakota War of 1862 and the Civil War when the city was first platted in 1872 by the Winona & Saint Peter Railroad Company of the Chicago & North Western Railroad. Like many communities sited by the railroad along rivers, the grid was oriented to the railroad and the Redwood River. It was not oriented to the four cardinal directions. An early T Plan, one of the stock layouts used by the rail companies for new communities along the rail line, was used. The T Plan located development on one side of the tracks. When the rival Great River Northern Railroad came to Marshall in 1888 and a branch line in 1901-2, the community became a crossroads and surpassed

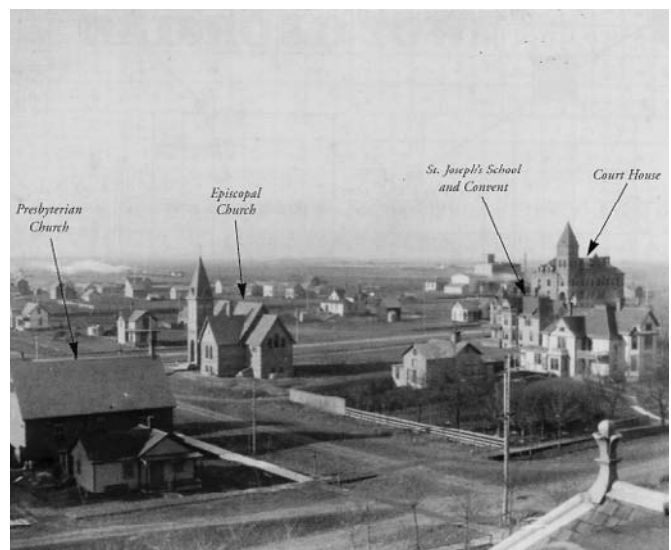
the neighboring towns that were also established by the railroads as land speculations. Because of its crossroads status, Marshall became the Lyon County seat and a regional center. Monumental civic buildings and houses on generous sized lots were set in the original grid on the flat prairie landscape.

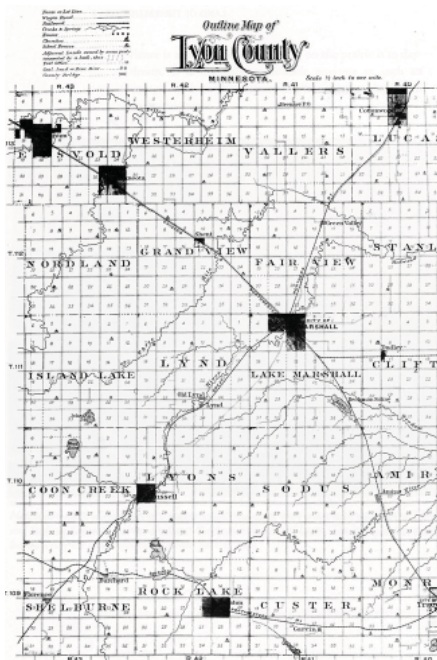
The city's status as an educational center was enhanced when in 1963 a concerted civic effort persuaded the state legislature to authorize a new university in the city. In 1967 Southwest Minnesota State University opened for classes and has been a center to education and cultural activities in southwestern Minnesota ever since.

Marshall has also been a place for recreation. Besides having dance halls, taverns, and other commercial entertainment venues, it has a history of Christmas celebrations, a large Fourth of July celebration, and active recreation. The high school and the Southwest Minnesota State University have provided opportunities for participation by students in a variety of sports for many years. Besides baseball teams run by private clubs, the city formerly had a bicycling club, a bicycle team, and a track for bicycle races.



Marshall in the 1890s.





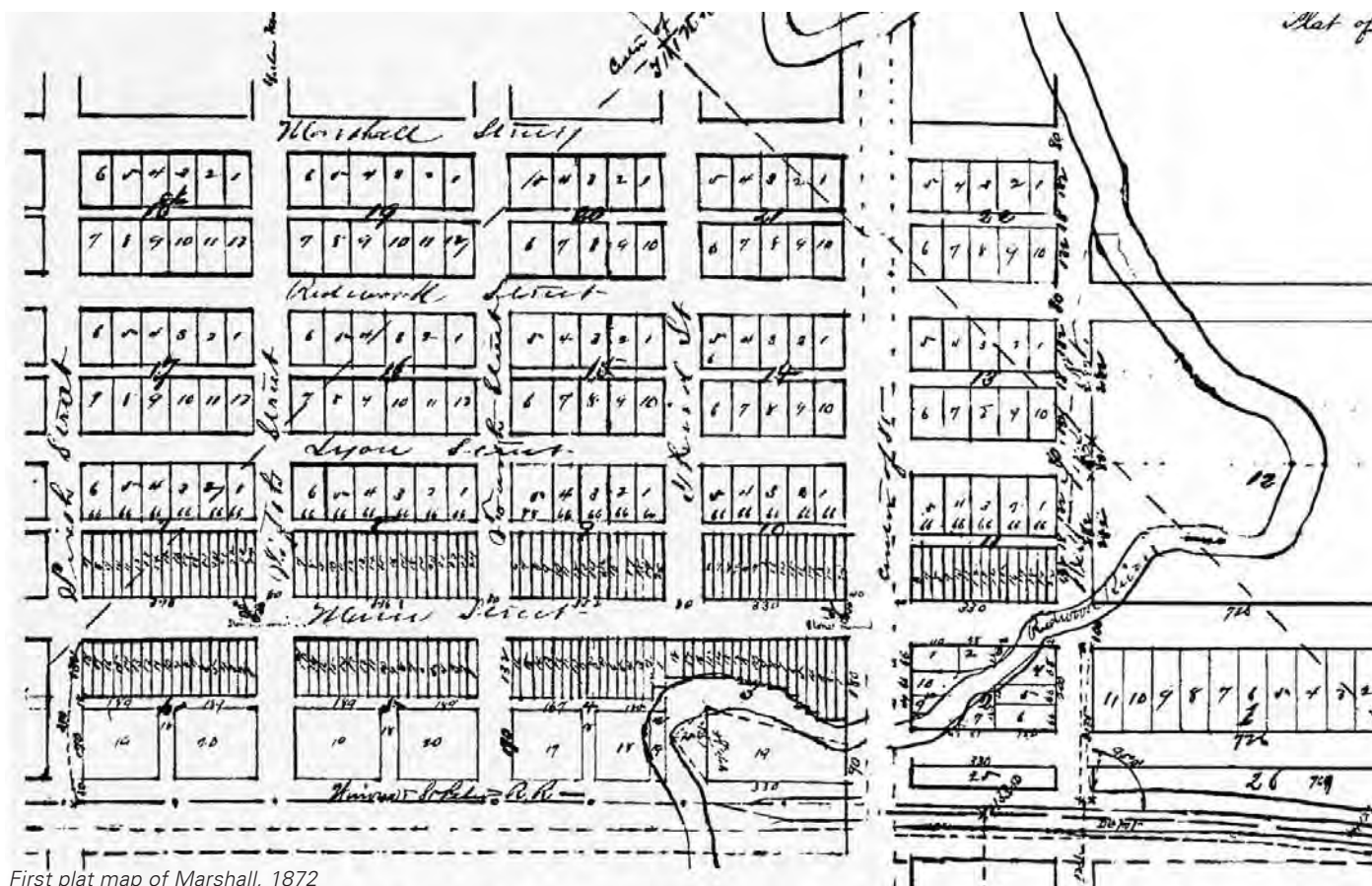
1902 Lyon County Map



Mainstreet Marshall 1881



Marshall men on a bike trip to Camden State Park



First plat map of Marshall, 1872

CULTURAL CHARACTERISTICS

CURRENT CULTURAL CONTEXT

Demographic Groups

Marshall has always had a diverse population. Even though the vast majority of early settlers were of British ancestry, members of other groups have been present from the city's beginnings. The city's diversity has increased throughout its history as waves of immigrants have come to America. Current newcomers are attracted to the city by the jobs in the food processing industries. They include substantial numbers of Hispanics, Southeast Asians, and Africans.

Public Partnerships

Because all public governmental units have a stake in the creation of a citywide comprehensive pedestrian and bikeway system, the cooperation of all the public partners is necessary. Marshall has a track record of cooperation. The City of Marshall, Lyon County, Marshall Public Schools, and Southwest Minnesota State University have worked together on civic projects that enhance the mission of each individual unit while providing for the common good.

Farming and Food

Marshall's economic vitality is connected with both the production and the processing of food. It is the regional center for the fertile farmland and the prosperous farms that surround it. The city's many food-processing plants make it a food-processing center that requires unskilled, skilled, and highly educated personnel.

Special Assets

Marshall's strong economic base, its state university, and its civic culture that engages its citizens in creating a vibrant civic life are its strongest assets. It has five internet service providers and many public/private partnerships. It has many civic organizations and a culture that supports and encourages civic involvement that is very proactive, vital, and forward looking.



Southwest Minnesota State University



Turkey Valley Farms



Schwan Food Company



Farm fields



Marshall Area YMCA



ADM plant

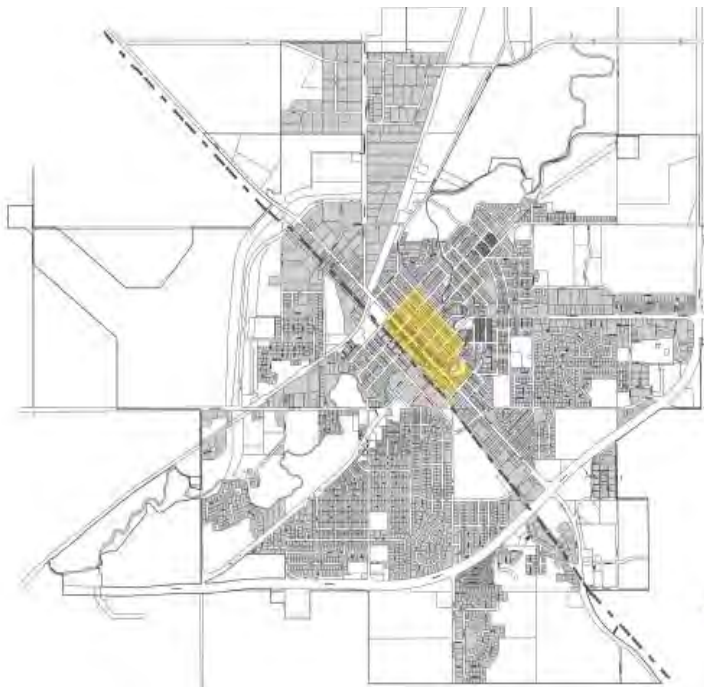
PHYSICAL CHARACTERISTICS

BOUNDARIES AND DEVELOPMENT PATTERNS

The city spins out from its original nineteenth century grid as it continues to outgrow its boundaries. Unlike the original grid, most new grids are oriented to the four cardinal directions; others have cul-de-sacs. Residential, commercial, industrial, and educational developments have leapfrogged the diversion channel and the trunk highway bypass that formerly contained most of the city. Current plans for future developments will continue this pattern.



Marshall 2005



Marshall Parcel Map 2007 with Original Plat and Old Railroad Alignment Highlighted



Marshall 1938



Marshall 1950



Marshall Aerial View 1969



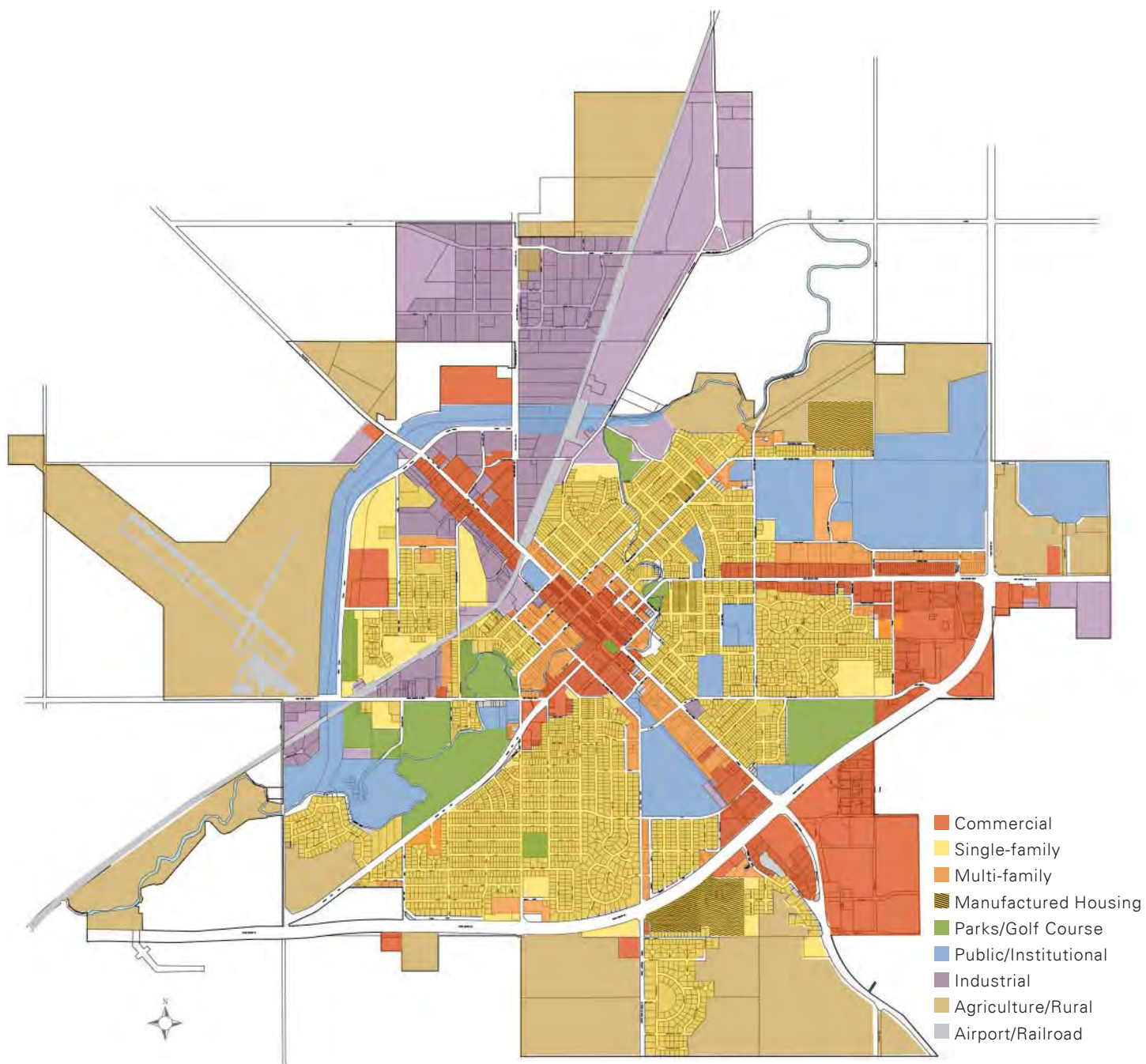
Marshall Aerial View 1983- note Highway 23 bypass



PHYSICAL CHARACTERISTICS

EXISTING ZONING

Commercial uses are concentrated in the downtown and along highway corridors. Institutional uses, open spaces, and parks are dispersed throughout the city. Wedge-shaped residential neighborhoods are located between the highways that cross each other. Future residential development is planned for areas south, southeast, and east of the city away from these areas that historically have been flooded. Annexation will be required for this expansion. Industrial uses are concentrated together in the northwest quarter of the city.





PHYSICAL CHARACTERISTICS

PUBLIC LAND

Although Southwestern Minnesota is characterized by very little public land because a very high percentage of this valuable land is used for farming, Marshall has considerable public land within its boundaries. Much of this land is already dedicated to active recreation in its many parks and on the lands associated with schools. Other land that has the potential for trails and pathways for recreational/active living use are the city's wide streets, right-of ways, and the land associated with the city's drainage system and flood control structures. Scattered parcels of land along the Redwood River also offer opportunities for destinations and trail resting places.





PHYSICAL CHARACTERISTICS

VEHICLE CIRCULATION

County Roads and Highways

Although Marshall started as a crossroads for railroad access, its role as a crossroads for busy trunk highways is more important now. Highways 68, 59, 19, and 23 all bring traffic to and through Marshall. The Highway 23 Bypass was originally constructed to improve safety by diverting the traffic that passed through the town around the town. Because the city has now spread beyond this road, safety issues exist where the road intersects with city streets.

Street System

Because the city was originally laid out along the railroad, the subsequent additions were laid out in north/south or east/west grids, and other developments follow cul-de-sac patterns, odd and potentially dangerous intersections are created where these different development patterns meet. This mixture of orientations and patterns is disorienting and makes way finding difficult in many parts of the city.

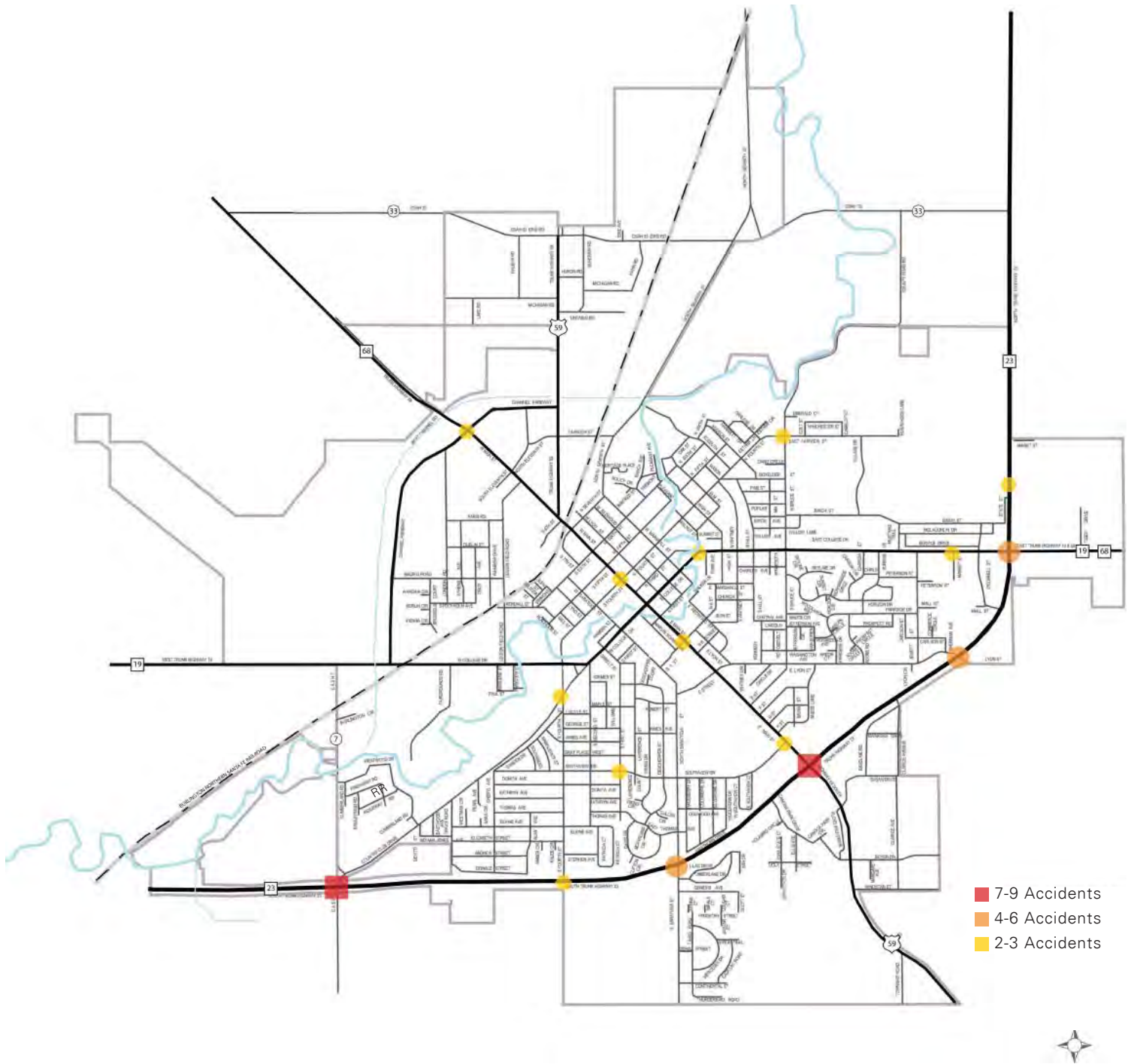
Traffic Patterns

Although many Marshall residents work within the city, many others commute daily to their city jobs from other communities creating peak traffic times when people arrive or leave work. These times of concentrated traffic are also times when children are coming or going to school, and youthful drivers are on the roads.

Traffic Accident Locations

In the last few years Marshall and its surrounding area have experienced an unusually high rate of traffic accidents. Many young people have been injured. Traffic accidents are most frequent where the highest traffic highways and city streets intersect. Highway 23 is the most dangerous. As shown on the map on page 23, the accident pattern on Highway 23 forms a necklace of dangerous intersections.

FREQUENCY OF PERSONAL INJURY TRAFFIC ACCIDENTS 2005-2007





PHYSICAL CHARACTERISTICS

VEHICLE CIRCULATION

Bicycle Paths

Marshall has some bicycle paths, but they are discontinuous, do not serve the entire city, and do not link important destinations. They are not a part of the transportation and recreation system. They do not provide opportunities for healthy physical activity that a system of bike paths can provide, nor do they provide access to areas of job concentration and schools so that residents could bike to work and to school. Bicycles are not mentioned in the city's transportation plan.

EXISTING AND PLANNED BICYCLE TRAILS





PHYSICAL CHARACTERISTICS

PEDESTRIAN CIRCULATION

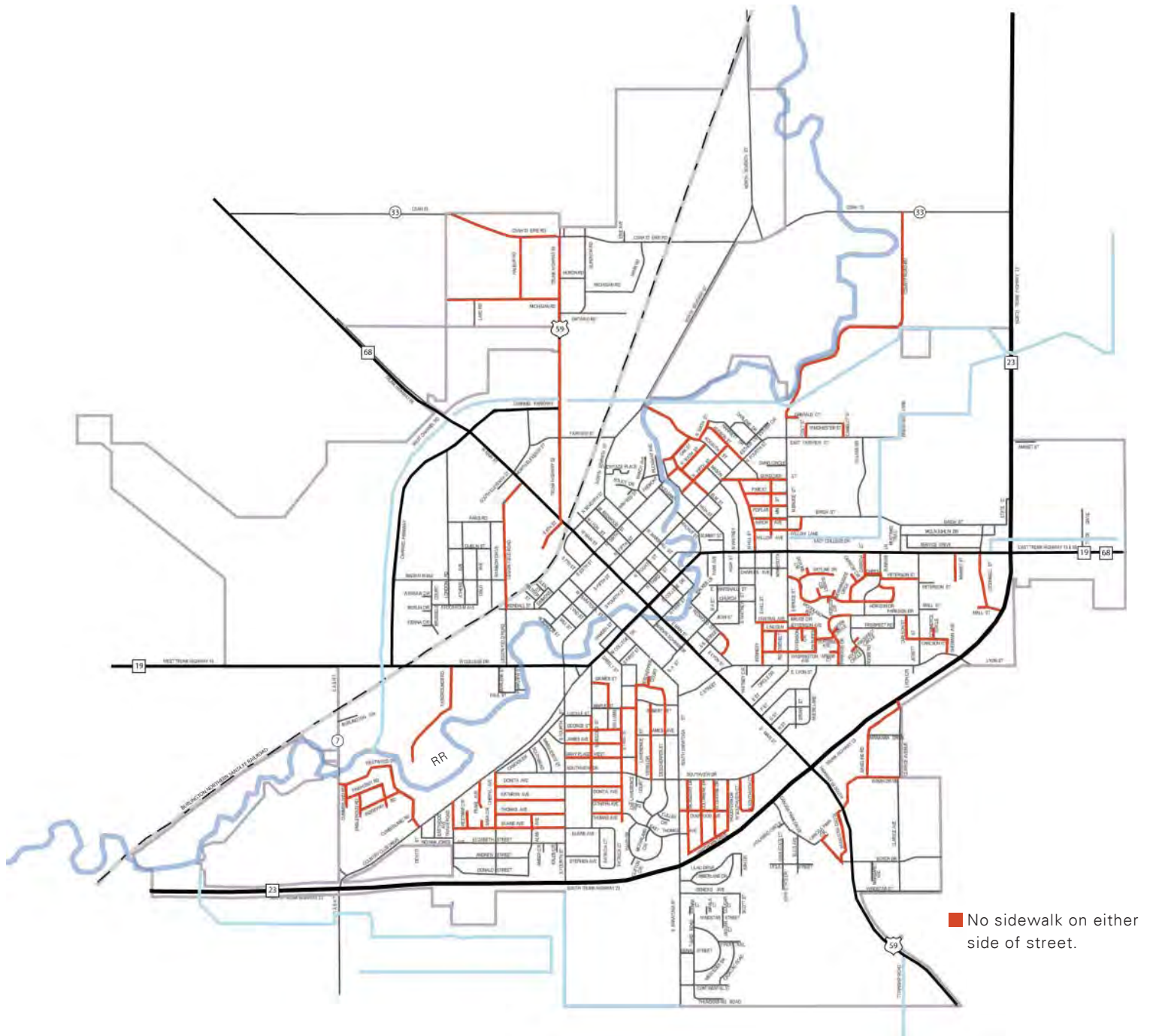
Sidewalks

Although Marshall has a number of sidewalks, they are also discontinuous, and many areas do not have them. The lack of a coherent, integrated city sidewalk system limits pedestrian access to destinations, creates safety issues in places where pedestrians are forced to walk in the streets, and limits walking as a popular activity in the community. The map on page 27 shows the many streets that do not have sidewalks.

Recent city efforts have made the downtown circulation system very pedestrian friendly and easy to use for the young, the old, and those with disabilities. Special paving marks the crossings, traffic lights control traffic, and countdowns on traffic signals that indicate the time left to cross the streets on the green lights. The whole downtown sidewalk and curb system is accessible to those using baby strollers, wheelchairs, and walking devices.

The city's current transportation plan does not effectively address pedestrian needs, a pedestrian system is not part of the city's current transportation plan.

SIDEWALK SYSTEM GAPS





PHYSICAL CHARACTERISTICS

DESTINATIONS

Schools

Most of Marshall's public and private schools are located in neighborhoods making it possible to create pedestrian and cyclist access to them. However, access to the new high school is a challenge because it is located near the wide, busy, and dangerous Highway 23. Although Southwest Minnesota State University is located within the main city's core, there is not a strong connection between the city and the University. Its main entrances are off State Highway 19 and along Highway 23. A "back way pedestrian and bicycle route" to downtown could connect the university and the downtown.

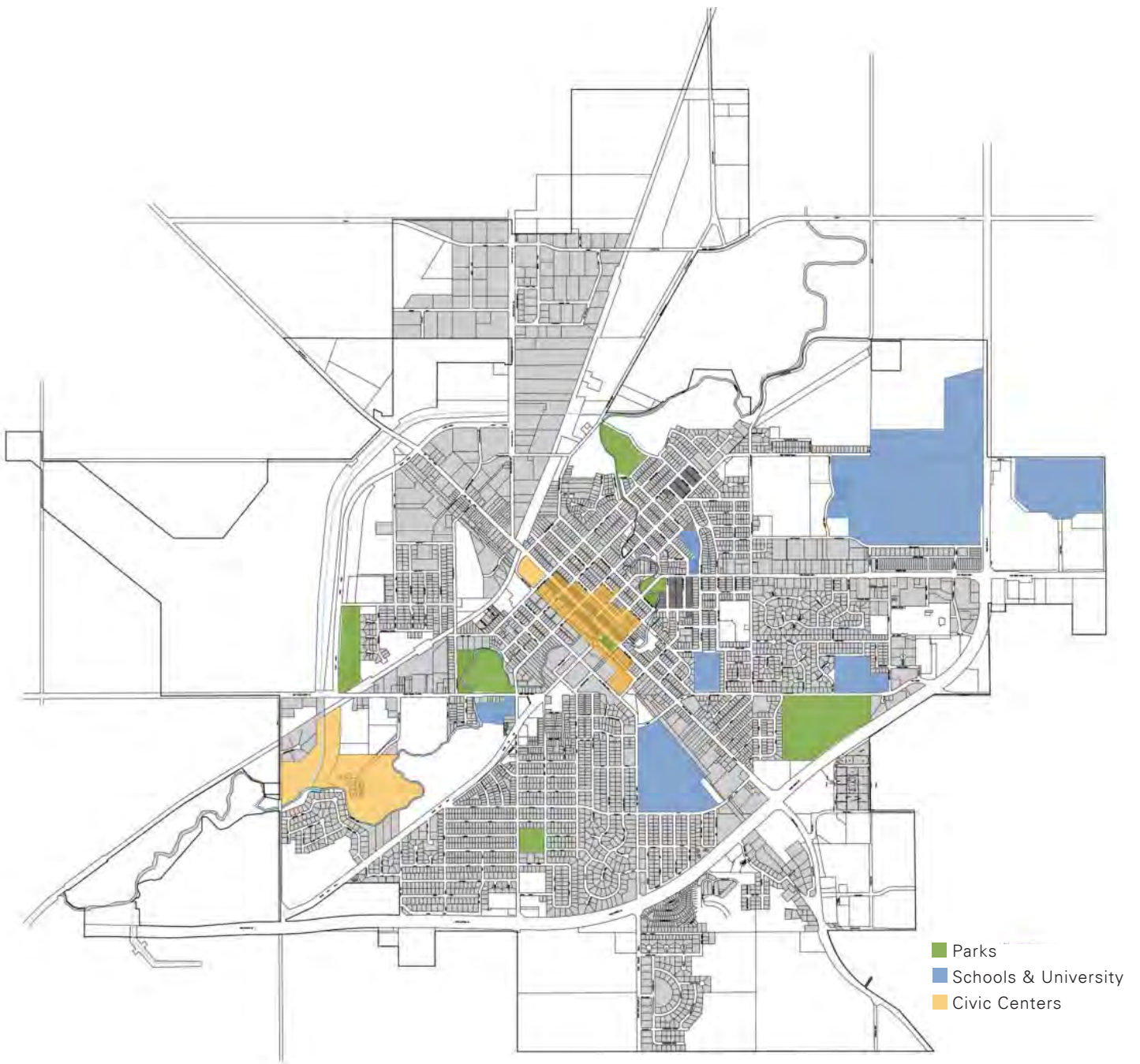
Parks

The city has a number of very well maintained, popular parks that provide spaces for active recreation. The parks are distributed throughout the city making them potentially accessible to most neighborhood residents on foot or by bicycle. Although many of the parks are used primarily by neighborhood residents, some have citywide uses drawing people from all over the city and surrounding communities. Independence Park is Marshall's central park and is the center of civic celebrations. American Legion Field Park has an aquatic center and ballfields. Other parks also have playing fields.

Civic Activity Centers

There are opportunities for increasing walking and biking to areas that are important to Marshall's civic life. Pedestrian and bicycle access to downtown retail and work places, the YMCA, and the public library will encourage active, healthy living. The YMCA is a large and high quality recreational/fitness asset that is unusual for a town of Marshall's size. Its extensive facilities offer a wide range of programming for all ages. The Lyon County Fairgrounds' location on the edge of town makes pedestrian and cyclist access desirable to reduce traffic during periods of heavy use and to encourage active living during times of limited fairground activity. The Regional Event Center on the Southwest Minnesota State University Campus offers the potential for being another popular bike/walk destination.

PARKS, SCHOOLS, & CIVIC CENTERS





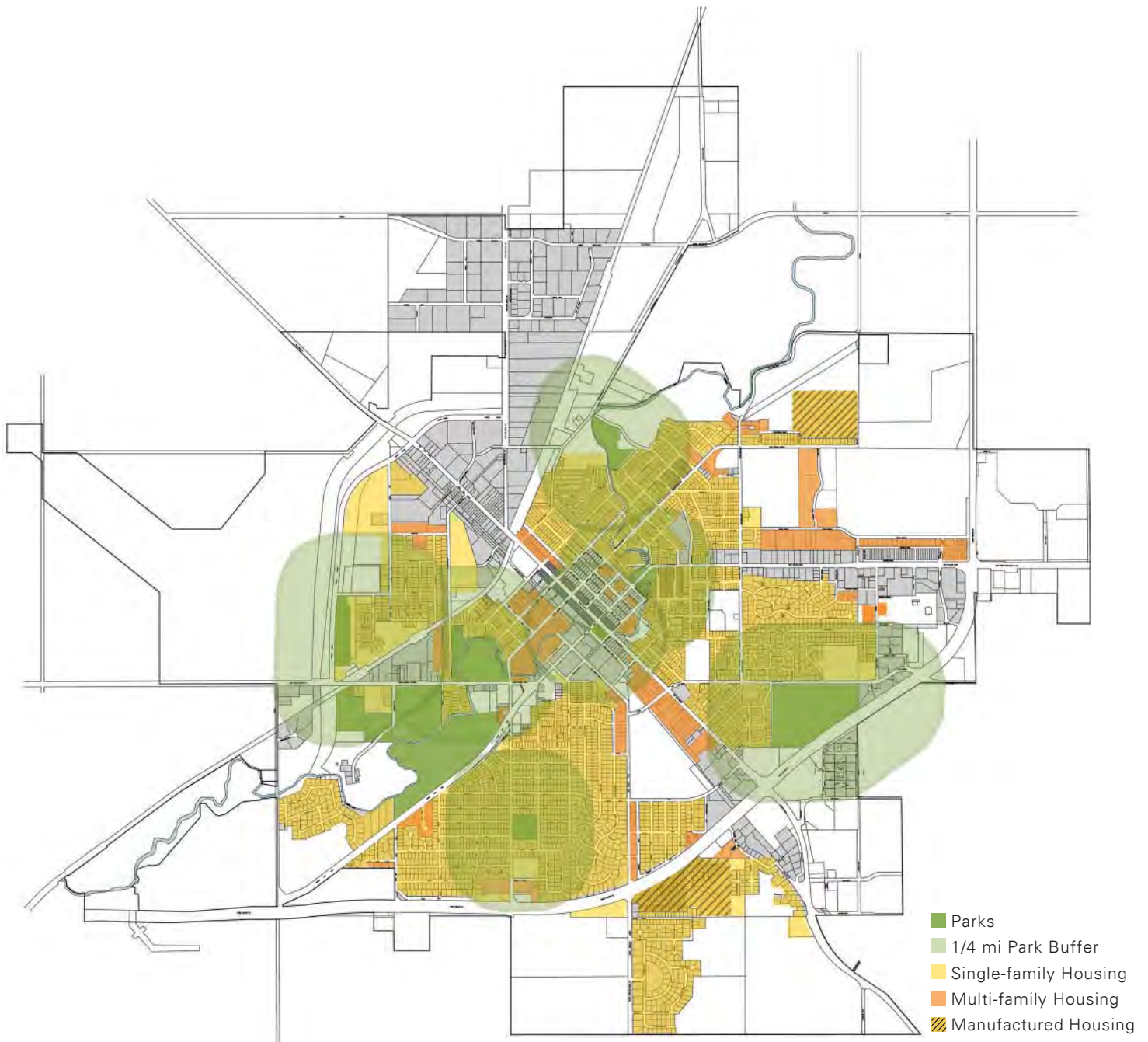
PHYSICAL CHARACTERISTICS

DESTINATIONS

Proximity to Parks

Active living research has documented that siting parks with recreational facilities within 1/4 mile of residences is desirable because the proximity encourages physical activity that promotes health. Although some housing is located at a greater distance, Marshall's many parks are within 1/4 mile of most of the city's single family and multi-family housing. In order to meet healthy/active living recommendations, new park facilities are needed in neighborhoods in the southern and eastern parts of the city, and parks need to be created in areas beyond the Highway 23 bypass.

PROXIMITY TO PARKS





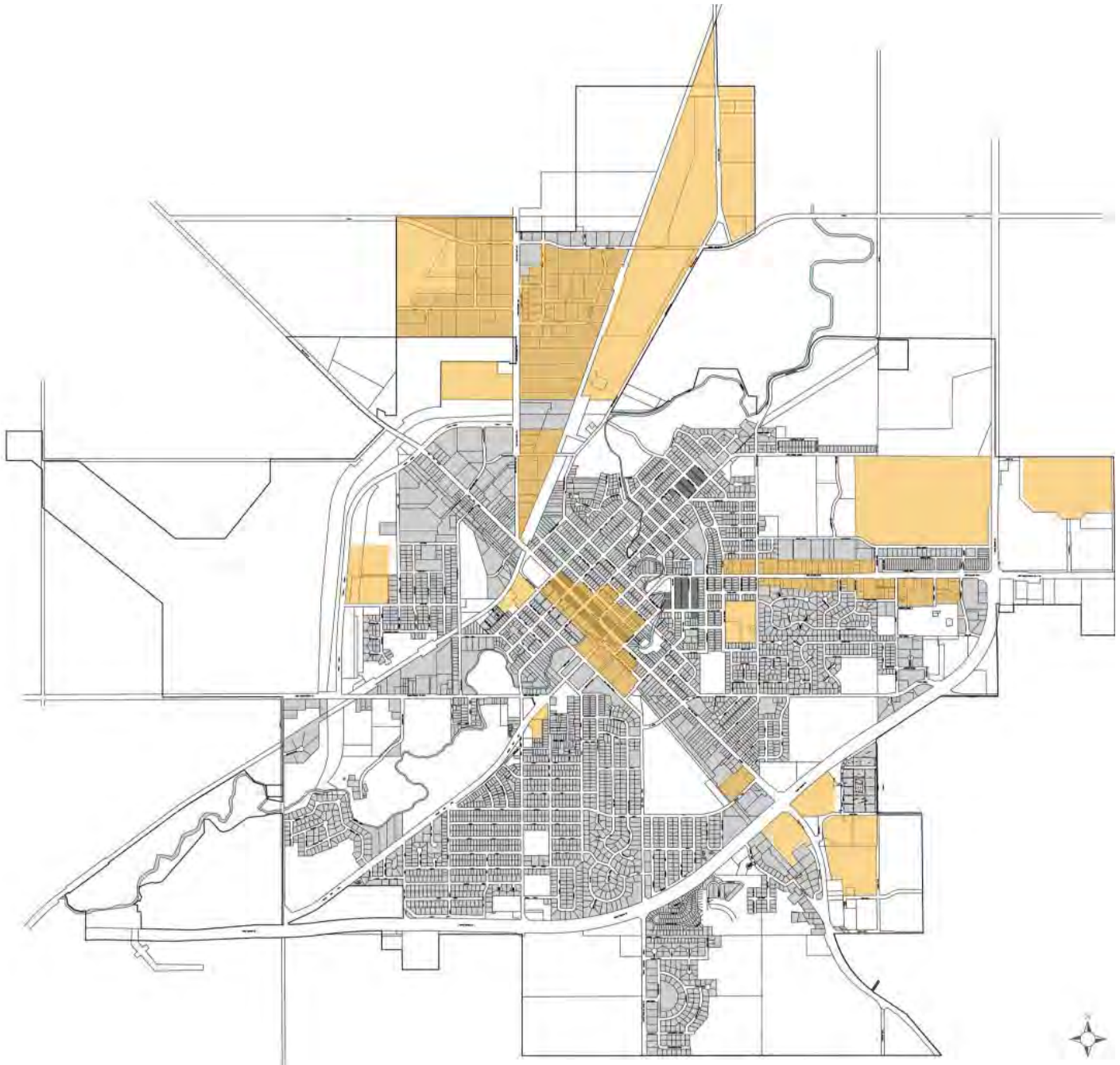
PHYSICAL CHARACTERISTICS

DESTINATIONS

Employment Centers

Although much employment is concentrated in the downtown core and the industrial area in the northwest part of the city, many jobs are also located at the University, the high school, and the hospital. Some low paying service jobs are located in fast food restaurants along Highway 19/ East College Drive and in the expanding commercial area of big box retail along the Trunk Highway 59 corridor in southeastern Marshall. Non-motorized access paths to low paying jobs is desirable to make it easier for lower income people to walk or bike to work.

EMPLOYMENT CENTERS





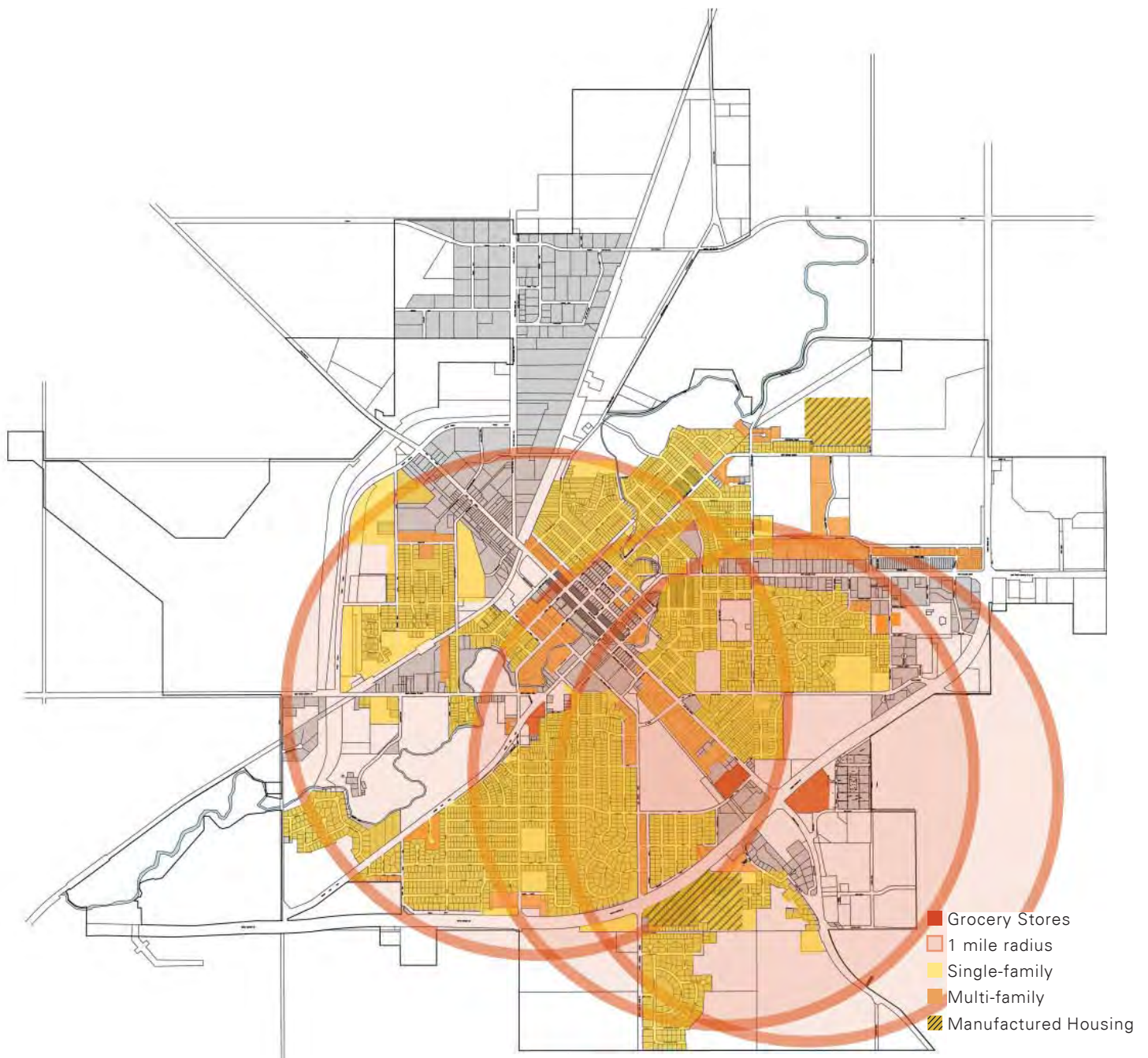
PHYSICAL CHARACTERISTICS

DESTINATIONS

Food Sources

Grocery stores and a seasonal farmers' market provide places where Marshall residents can buy food. These are concentrated in the southeast sector of the city. The northwest area of the city where many low-income residents live is underserved. The popular community gardens provide spaces for residents to grow their own fresh food. The city could benefit if the community garden capacity were expanded and non-motorized access paths to grocery stores were provided.

PROXIMITY TO FOOD



PHYSICAL CHARACTERISTICS

HYDROLOGY

Redwood River

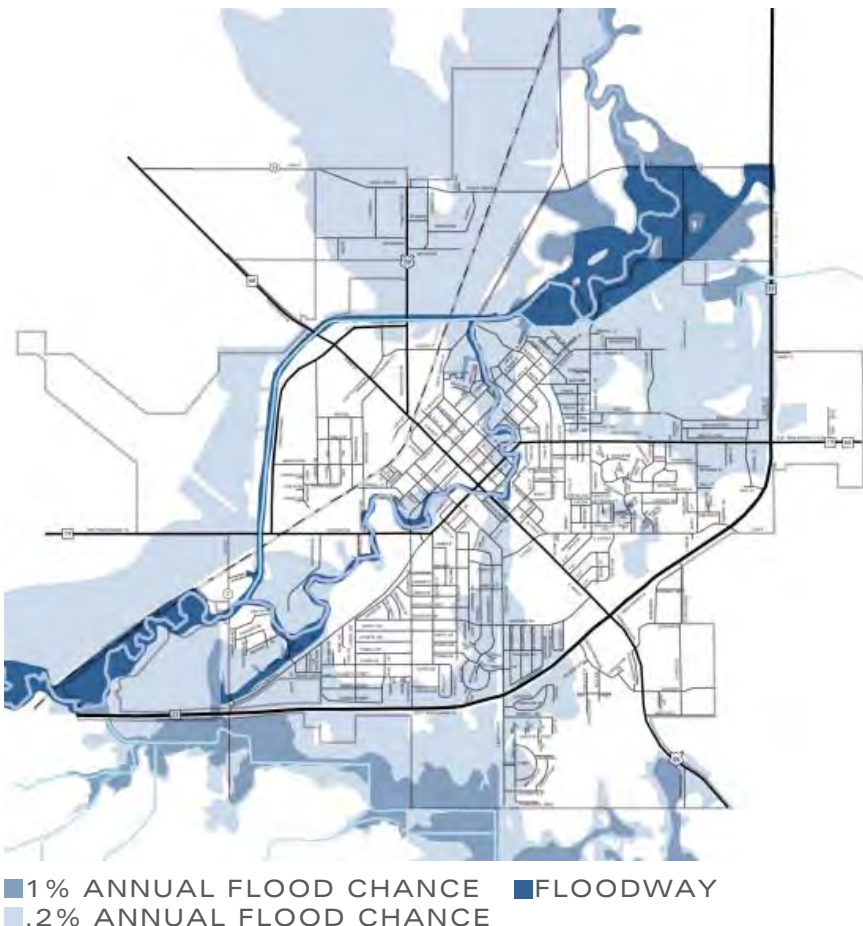
The Redwood River flows through the heart of Marshall, and the river's floodplain starts at Marshall. Because the Redwood River drops 635 feet before reaching the city, historically the city has been very vulnerable to flooding as the spring snow melt or very heavy rainfalls send large amounts of water rushing down the river to spread out on the flat prairie lands in and around the city. In many parts of the city the river is not visible as it winds through neighborhoods, but recent changes to the downtown has increased its presence there. Although the river has some public recreational areas along its banks, it is largely an underutilized community asset.

Floodplains

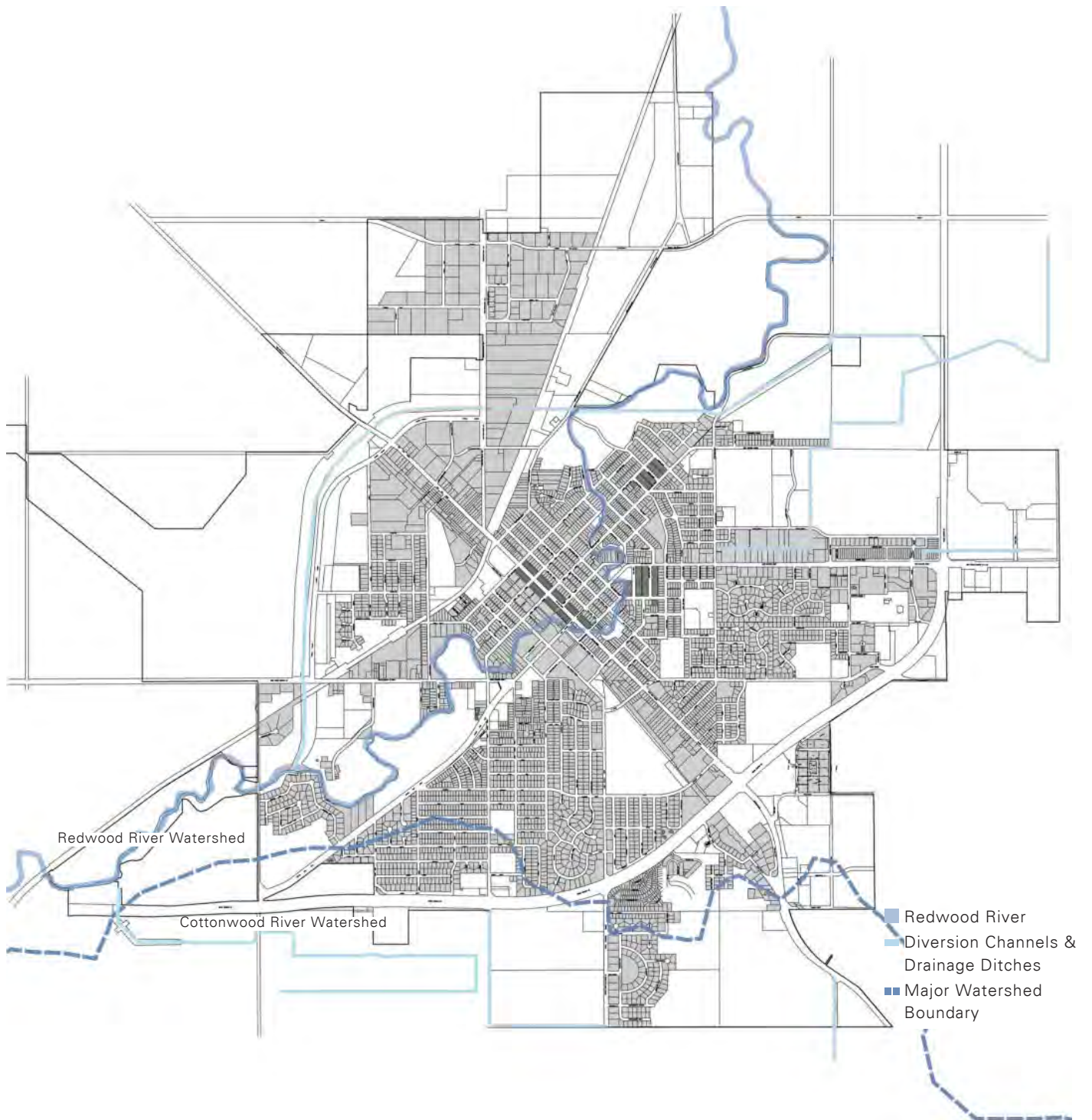
A significant portion of the city is located in the floodplain as designated by Federal Emergency Management Administration (FEMA), which provides both a challenge and an opportunity. Rules restrict development on floodplains, so floodplains can be used for recreational purposes. The infrastructure built in the floodplain needs to be designed to withstand flooding. The city's expansion needs to be in the non floodplain areas to the south and the east which is reflected in its current comprehensive plan.

Surface Water System

In addition to the Redwood River, Marshall has a series of ditches that were created to drain the land and protect it from flooding. The river and the ditches provide opportunities to site trails along them and to create areas that interpret the system. Marshall is in both the Redwood River and the Cottonwood River Watersheds.



SURFACE WATER SYSTEM





PHYSICAL CHARACTERISTICS

HYDROLOGY

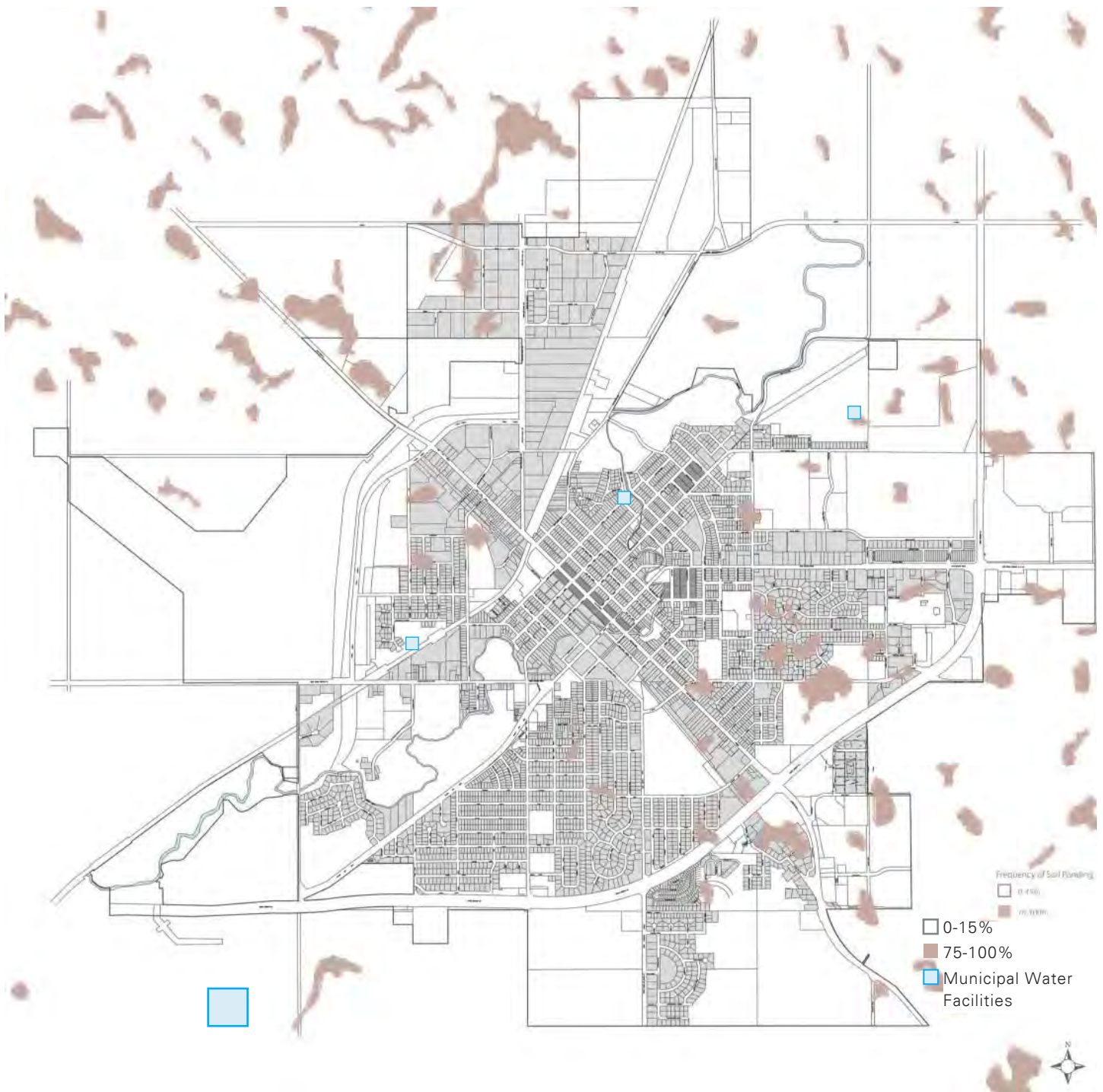
Soil Characteristics & Ponding

The land that is now the City of Marshall is a highly engineered landscape with a very extensive drainage system. It is subject to ponding because it was originally dotted with shallow prairie pothole lakes and wetlands. The ponds and hydric soils are remnants of the former conditions and need to be taken consideration when planning and siting infrastructure. They are also part of the story of the region, and there is an opportunity to enhance understanding of the region's special character by interpreting them.

Municipal Water System

Located in the dry part of Minnesota, the city has had a history of water supply issues that have required periodic searches for sources of a higher quality, more stable water supply.

SOIL PONDING FREQUENCY & MUNICIPAL WATER



PHYSICAL CHARACTERISTICS

AIR QUALITY

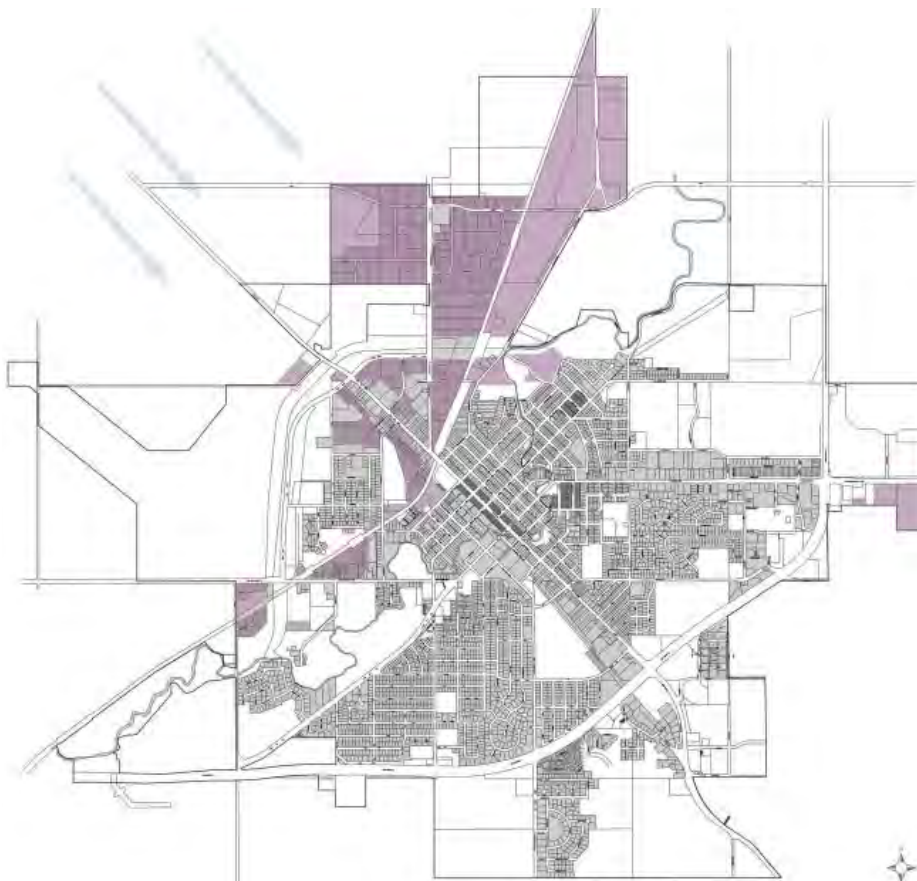
Vehicular and Industrial Pollutants

The many highways that go through the city create a number of corridors that are impacted by emissions from vehicles. Most residences are not located 656 feet from the highways, the recommended buffer from vehicular emissions. Areas planned for new residential are outside the 656 foot buffer area.

Pollutant emitting industries are concentrated in the city's northwestern sector. Although this concentration is desirable to provide access to the transportation systems that serve them, the prevailing northwest winds spread the pollutants across the city.

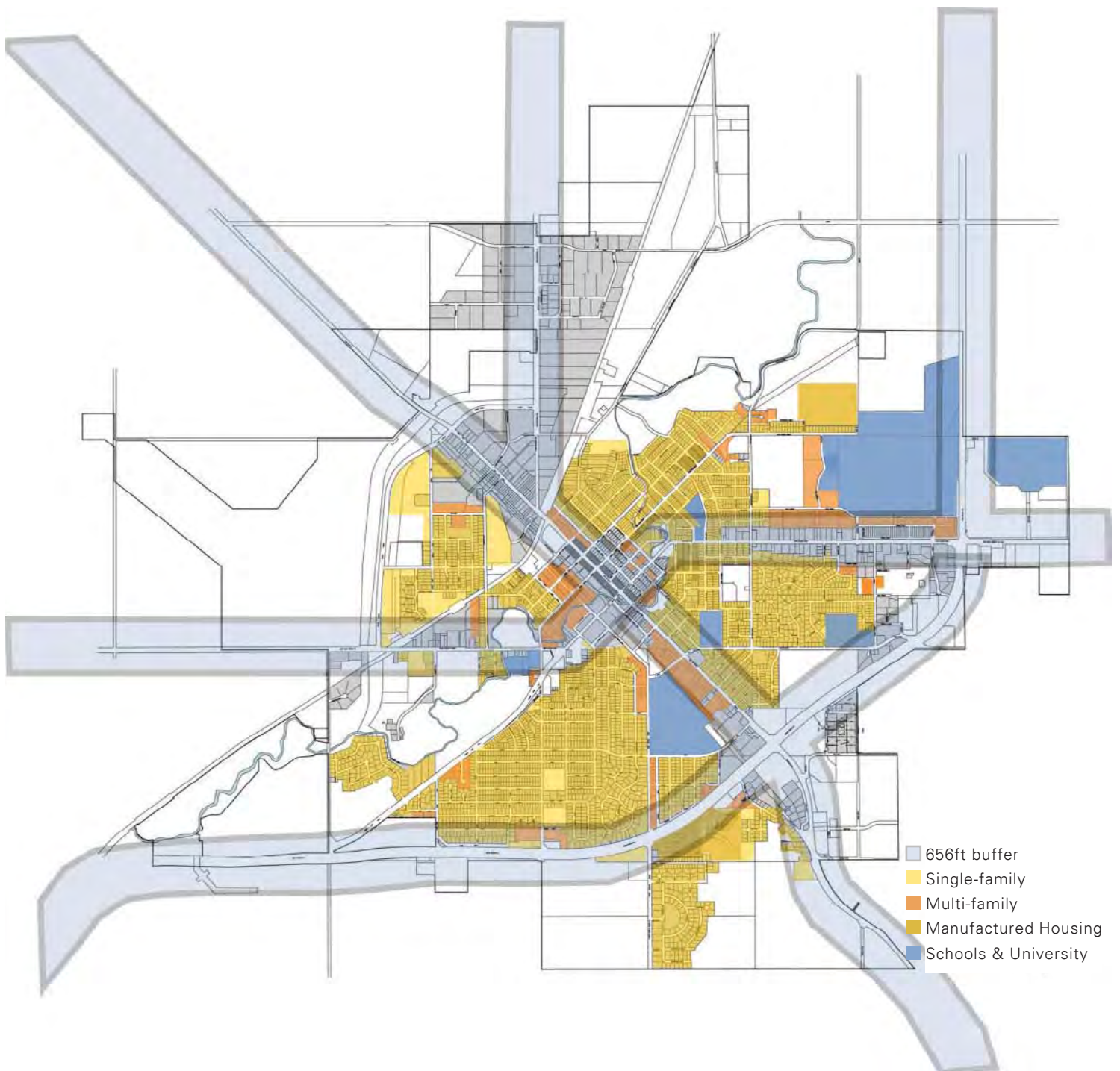
Prairie Winds

The wide-open character of the prairie landscape creates winds that blow almost continually. Shelterbelts of trees and canopies of street trees can temper the wind and provide relief from its force to pedestrians and cyclists.



PREVAILING WINDS & INDUSTRIAL USES

656 FOOT AIR QUALITY BUFFER
FROM HIGHWAYS



CHALLENGES & OPPORTUNITIES

Marshall is a dynamic, proactive community that responds to its challenges creatively; often opportunities are identified when the city addresses its challenges. This plan/design sought to link opportunities with challenges. The challenges/opportunities are:

■ Flood

Because it is located in a flood prone area, solving flooding has been a civic priority for a long time. After several less than entirely successful previous efforts to address flooding through engineering projects, the latest engineering project, the diversion of floodwaters from the Redwood River into the Cottonwood River Watershed during periods of flooding, worked during its initial test in the summer of 2007. This project holds the promise of continuing to address future flooding.

■ Water Supply

As Marshall's industries and population continues to grow making it southwestern Minnesota's strong regional center, the city will continue to face issues of water supply.

■ Embracing the Growing Diversity

New arrivals from third world countries provide challenges of acceptance and integration in this city dominated by people of European ancestry.

■ Town and Gown Issues

Although the Southwest Minnesota State University is an important asset to the region and the city, its potential has yet to be fully realized. Originally the University was located on the outskirts of town. Because the city is now developing around the University, there is an opportunity to make the University a more integrated part of the community. The physical connections between the city and the campus need to be strengthened to strengthen this relationship. A trail plan should provide pedestrian and bicycle access from the town into campus and from campus into town and be compatible with SMSU's Master Plan. For excerpts from the plan see the appendix.

■ Personal Safety

Traffic accidents that have resulted in the injury and death of a number of the Marshall's young residents has put safety at the top of the list of challenges to be addressed by the city and its residents.

■ Continuing Development Patterns

As the city continues to grow and expand its territory, the newer parts of Marshall contribute to its challenges. Because most of the new commercial areas and housing developments are located outside the highway bypass, more local vehicular, pedestrian, and bicycle traffic seek to cross this busy thoroughfare. Because the new residential neighborhoods will be located at

a distance from the existing city parks, more active recreation neighborhood scale parks will be needed in the southern, southeastern, and eastern residential areas of the city.

■ Many Highways

Because Marshall has a number of highways that pass through town, the impacts of highway traffic on the city are a challenge.

■ Confusing Street System

Because Marshall has a number of grid patterns and a sense of disorientation is common within the city, way-finding needs to be strengthened.

■ Accessibility

Although the city has made the downtown accessible, changes to the existing sidewalks and more sidewalks or trails are needed in many areas to improve accessibility throughout the city.

■ High School Access

Although the city is justifiably proud of its new high school with all of its extensive facilities, there are challenges associated with it. The new high school's campus is not as connected to the city as the old high school was. Its location along busy Highway 23 on the edge of town away from areas where most students and staff live presents access and safety challenges for students, staff, and visitors as they come and go to campus. This is particularly so during rush hour times when others are commuting to and from work in Marshall and during events that generate traffic at the high school or the university. The lack of sidewalk and trail systems that reach the high school discourages walking and biking to campus and encourages riding the school bus or driving a car, all of which further increase traffic and increase safe access issues. Being located across from the university campus provides opportunities to attend university classes while still in high school, but high school students that attend university classes on the SWSU campus during regular school hours face a challenge in getting to and from class safely during the school day.

■ Community Gardens

Because the community gardens currently used by residents to grow food are very popular, more community garden spaces are needed within the city that are accessible both to low income residents and to others.

■ Weak Signature Identity

Although Marshall is a prairie city and native prairie plant materials are starting to be used in its parks, its identity as a special place on the prairie could be strengthened.



TRAIL SYSTEM DESIGN

PLANNING/DESIGN STRATEGY ■

TRAIL DESIGN ■

TRAILHEAD DESIGNS ■

TRAIL EXPERIENCE AND SAFETY ■



PLANNING/DESIGN STRATEGY

Goal

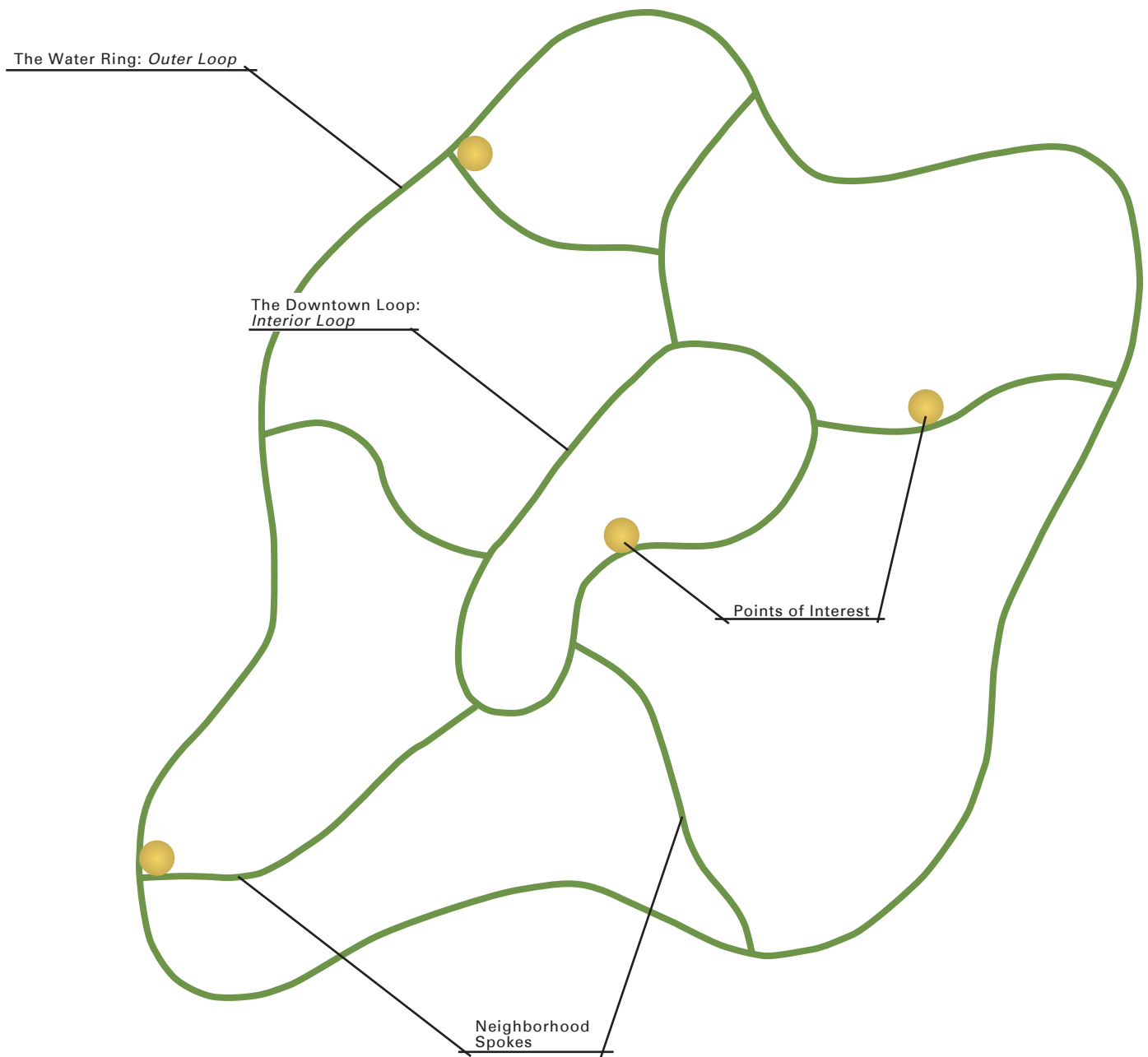
The goal of the planning/design work is to help Marshall become over time a safe walkable, bike able city. Previously trails in Marshall have been regarded as part of the city's recreational system. No mention of trails was made in the transportation section of the city's comprehensive plan. Older subdivisions have been built without sidewalks.

This design/planning work sought to create a bicycle/pedestrian trail system that is an important part of the Marshall's transportation system and its recreation system. Its compelling design sought to also make the system a visible, valued, and loved part of the city's infrastructure.

Concept

The Trail Plan extends and connects existing trail fragments to create a trail system that functions both as a citywide pathway system to destinations within the city and a recreational route to promote cycling and walking for healthy living. It consists of an outer ring, and inner ring, and neighborhood spokes that connect the two rings.

The Marshall Trail Plan responds to the many comments received at the community meeting and subsequent meetings with city staff. It integrates many of the ideas presented in three preliminary schemes presented at the community meeting. Those preliminary schemes are found in the appendix.



TRAIL DESIGN

A SAFE AND HEALTH PROMOTING TRAIL SYSTEM

A Physical Presence

The trail is made safer by creating an identifiable physical presence in the city that extends beyond the usual signs that mark trails. A tree and plant palette and planting plan were created in order to create a trail presence and give the trail and the city a signature identity as a prairie community.

Trail Definition

Because pedestrians and cyclists often jeopardize their safety when they do not stay on the trail, the trail was designed to be very legible and defined. Trail surfaces, trail signs, and signature vegetation identify the trail.

Trail Amenities

Trail amenities play an important role in encouraging trail use. Besides connecting Marshall's many parks, trailheads were designed as points of entry into the system and destinations within the system. These were located at important existing places such as Justice Park and at newly designed locations such as the community garden.

Trail Alignments

Areas where the trail intersects with busy roads and streets are areas where car/pedestrian or car/bicycle accidents often occur. Pains were taken to minimize the number of these crossings in the plan.

Road Crossings

Because crossing roads are necessary, a signature design for road crossings was created in order to alert automobile drivers to the crossing and to encourage their use by pedestrians and bicyclists. Trail crossings are designed to extend the accessibility features found downtown throughout the city.

New Community Garden and Signature Plants

New community garden space was created along the Water Ring. A signature palette of trees and plants are to be used along the trail. These materials can be grown in the new community gardens and the city nursery to be created along County Road 7, the river, and the Diversion Channel. A plan of the community gardens is on page 75.

Trail Information: Health and Safety

Kiosks and signs are sited at important places, near crosswalks, and along the trail to:

- Interpret the natural and cultural aspects of specific sites,
- Mark the distances along the trail, and
- Provide healthy/safe living information such as describing the health benefits of walking, running, and bicycling,

promoting a healthy diet, providing safety tips, etc.

The Marshall Trail Plan features:

- *The Water Ring*: a route that builds on the existing drainage ditches and flood control system and creates a framework for the City's plans to extend residential development to the east and south within the ring and beyond,
- *The Downtown Loop*: an inner ring that follows the river and connects to important destinations downtown, and
- *Neighborhood Spokes*: A series of neighborhood spokes that connect the neighborhoods to many of the important destinations within the city such as the schools and the parks and connects to both the Water Ring and the Downtown Loop.

Trail Phasing

The following pages describe the trail system to be built incrementally over time. There are no expectations that the trail system be built at once. A few suggestions and comments on the plan phasing for the City's consideration are:

- The current safety problems along Highway 23 make it a first priority. Ways to address this challenge are listed on pages 68 and 70. The connection between Southwest Minnesota State University and Marshall High School needs to be addressed first.
- Marshall has many schools in its neighborhoods and the city has invested in many fine parks; however, access to the schools and the parks is problematic, particularly for young children. Creating safe pathways to the schools and parks should be a priority.
- The Downtown Loop builds on and extends the work that has been done to strengthen the downtown.
- Although the Water Ring is ambitious, a large portion of it could be completed if existing segments were to be connected.
- The Prairie Parkway could help to structure the pattern for new residential developments, and developers could build parkway segments incrementally as new neighborhoods are added to the city.
- Enhancing existing sites along the trails and making some new ones not only make the trails more attractive, but they encourage trail use, celebrate Marshall's character, and reinforce Marshall as a prairie city.



- Existing or Planned Off-Road Paved Trail
- Existing or Planned Trail Route With On-Road Bike Path and Wide Sidewalks
- Proposed Off-Road Paved Trail
- Proposed Trail Route With On-Road Bike Path and Wide Sidewalks



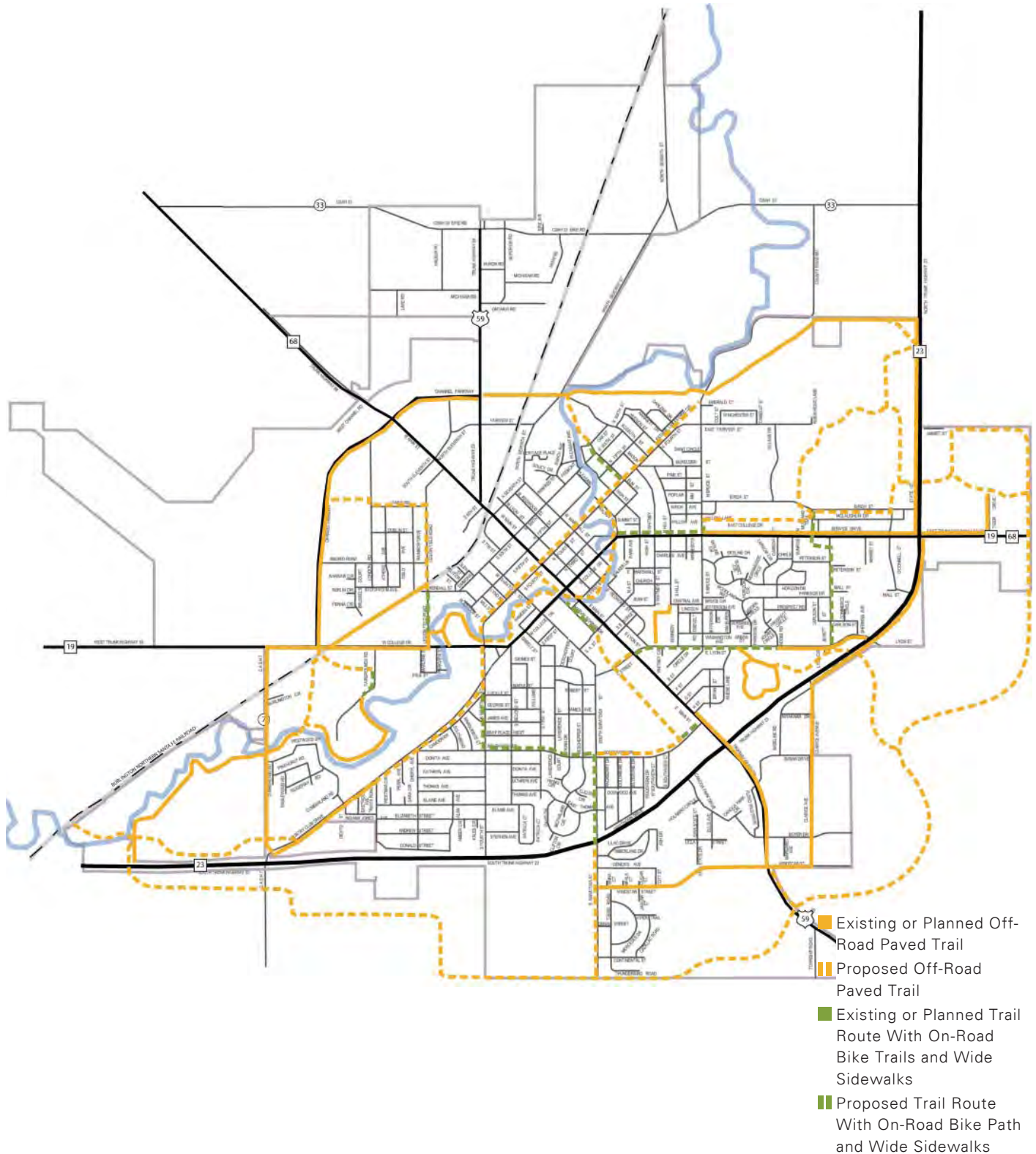
TRAIL DESIGN

EXISTING, PLANNED AND PROPOSED ALIGNMENTS

This map shows the existing trails and sidewalks and the additional ones needed to complete the plan. Work needed ranges from making connections to existing trails, making modifications in some areas particularly in places where the trail crosses roads, modifying existing streets to accommodate the trail, and laying out a new parkway. All the trail and sidewalk alignments should be built to accessibility standards.

In order for the sidewalk system to be fully accessible to all, the new and existing segments should follow the recommendations for access detailed in current best practices such as the *Designing Sidewalks and Trails for Access: Best Practices Design Guide*: US Department of Transportation, September 2001.

EXISTING, PLANNED AND PROPOSED TRAIL TYPES AND ALIGNMENTS

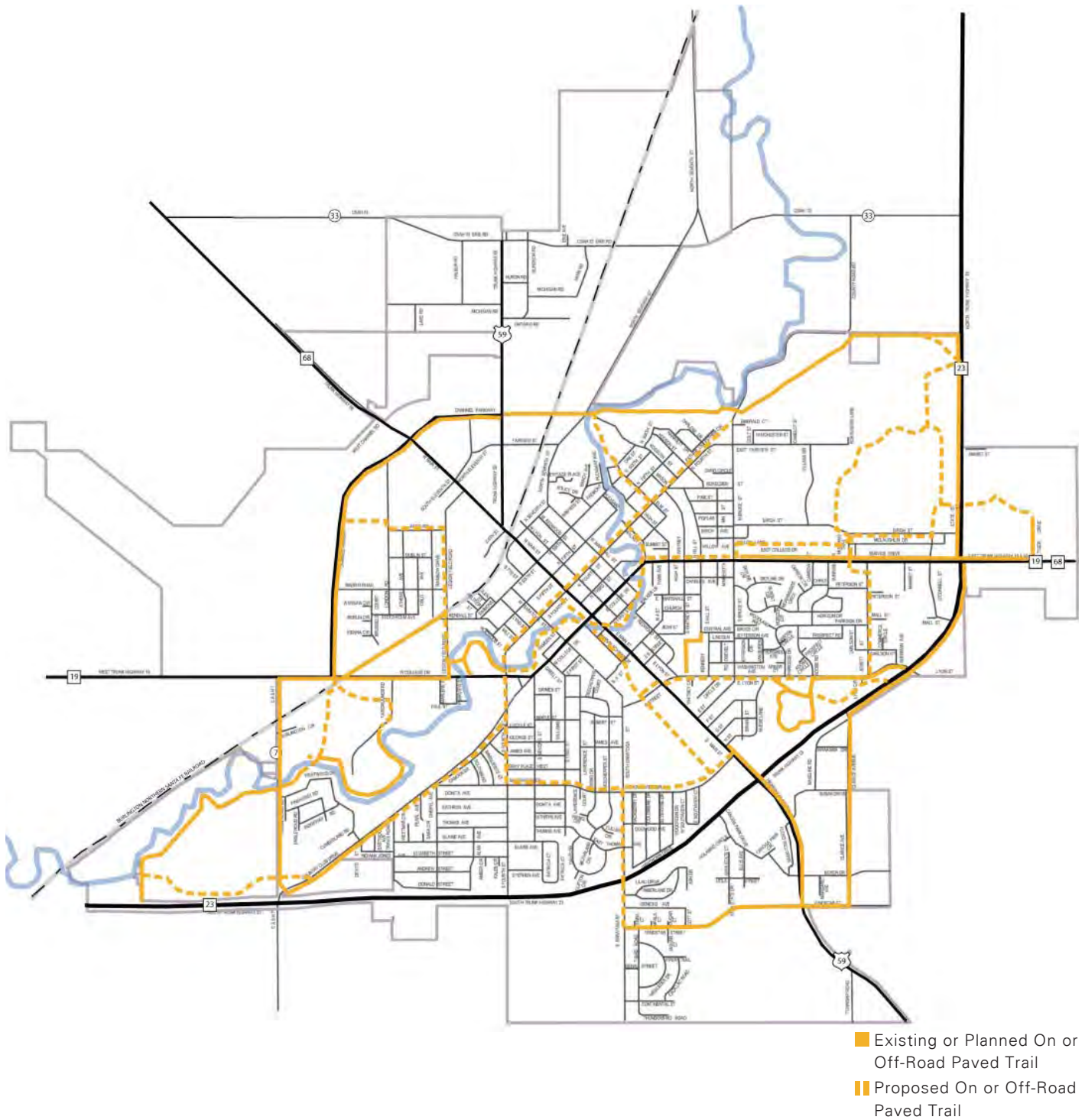




TRAIL DESIGN

SHORT-RANGE TRAIL PLAN (PRESENT TO 15 YEARS)

The first stage of implementing the trail plan involves adding trails to link current amenities and neighborhoods. Proposed trails fill in the gaps of the existing trails and sidewalks within the city limits.

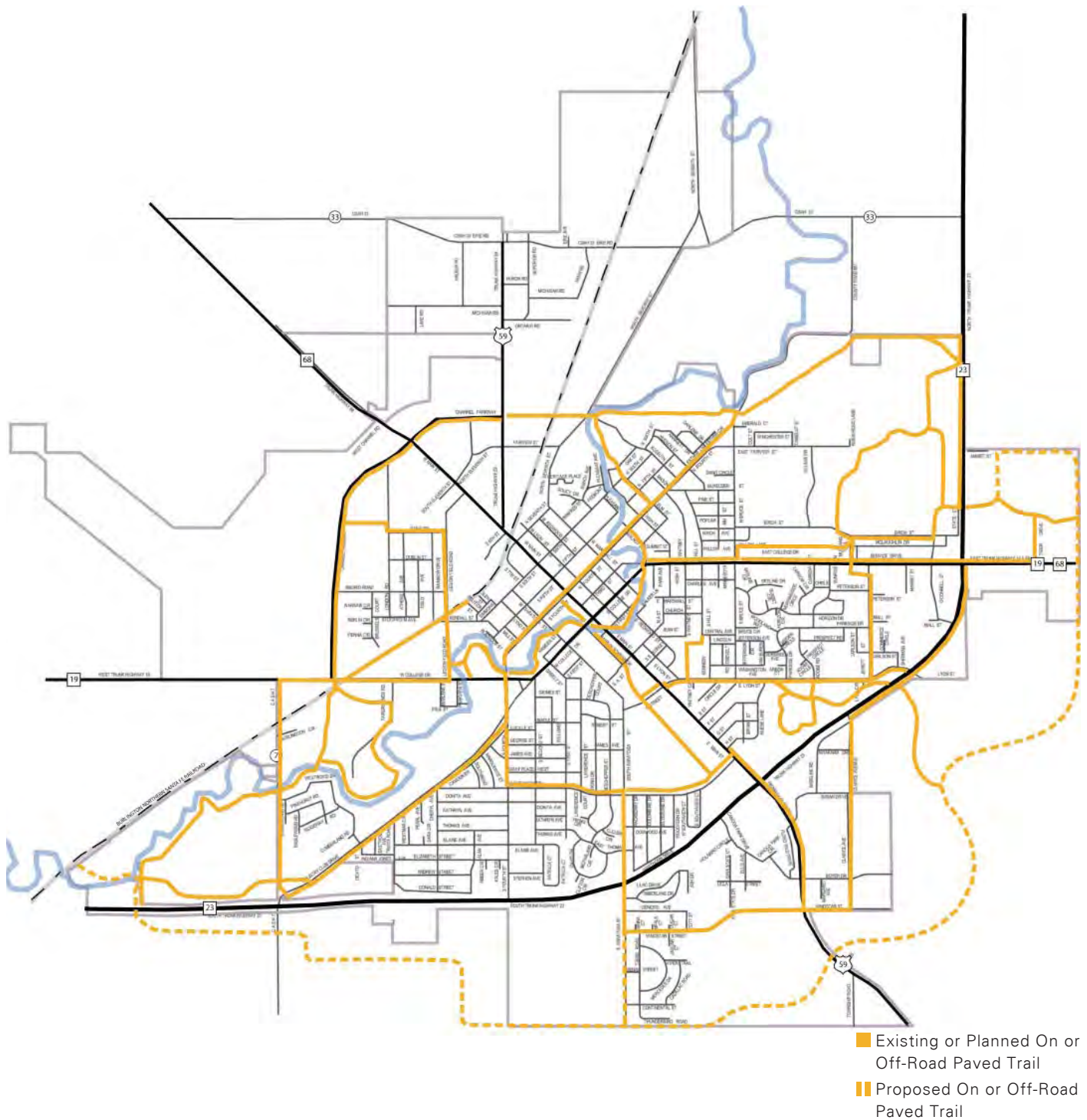




TRAIL DESIGN

LONG-RANGE TRAIL PLAN (15 TO 20 YEARS OUT)

As Marshall grows the trails must grow with it. The major additions to the trail network are the trail along the swale to the south as well as the 'Prairie Parkway' to the southeast and east. The parkway structures future development and designates a large swatch of land for a trail that will be a major amenity.



SIGNATURE PLANTS

A palate of signature trees and plants are to be used:

- To create windbreaks along sections of the trail that were particularly susceptible to the prairie winds,
- To define areas where the trail crosses streets and roads,
- To enhance the trail experience and give a prairie signature to the city,
- To enhance existing amenities such as the Great Water Diversion Park,
- To make special new places like the Channel Park and Marshall River Place, and
- To define the prairie character of the new parkway.



Prairie Grasses in Fall



Vegetated Swale/Creek



Prairie Grasses and Forbs



Prairie Pothole



Poplar Trail Crossing Marker

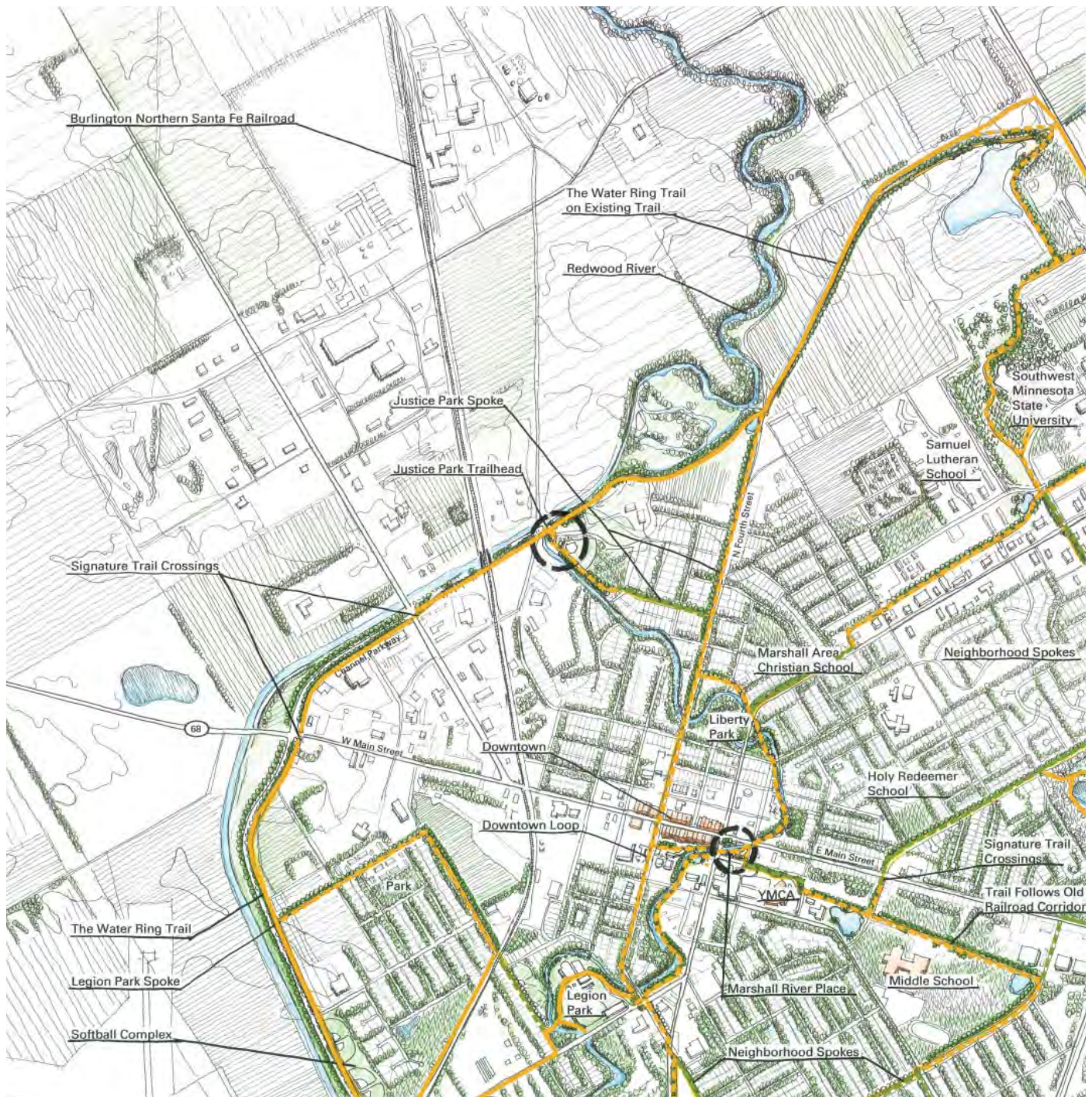


TRAIL DESIGN

NORTHWEST MARSHALL

The Water Ring follows the Diversion Channel in the northwestern section of the city.

- A neighborhood spoke starts on East Lyon Street and links the Water Ring and the Downtown Loop to residential neighborhoods, American Legion Field Park, and Westside School.
- Another neighborhood spoke starts at the Justice Park Trailhead on the Water Ring, follows Elm Street and North Fourth Street, and links to the Downtown Loop.
- Access to the Marshall Area Christian School is provided on the third neighborhood spoke along East College Drive, which follows the utility corridor between North Hill Street and Mustang Trail.



- | | |
|--|--|
| ■ Existing or Planned Off-Road Paved Trail | ■ Existing or Planned Trail Route With On-Road Bike Path and Wide Sidewalks |
| ▬ Proposed Off-Road Paved Trail | ▬ Proposed Trail Route With On-Road Bike Path and Wide Sidewalks |



TRAIL DESIGN

NORTHEAST MARSHALL

The Water Ring follows the Diversion Channel and drainage ditches in the northeastern section of the city to meet the new Prairie Parkway that winds through the area of the city that is planned for new residential development.

- Southwest Minnesota State University and Marshall High School are major destinations along the northern most neighborhood spoke that connects the existing neighborhoods and future developments to the Water Ring and the Downtown Loop.
- A neighborhood spoke along Lyon Street connects the existing and future residential neighborhoods to Parkside School, Holy Redeemer School, and Independence Park, Marshall's outdoor living room.
- A short trail section on Jewett Street links the two spokes together.

Because of the danger that Highway 23 and the Highway 23 Bypass pose and the importance of Southwest Minnesota State University, Marshall High School, and Independence Park as civic destinations, two bicycle/pedestrian underpasses are needed in this part of the city. One connects the two campuses; the other provides access to Independence Park and the rest of the city. For more information see The Highway 23 Challenge, pages 22, 23, 69 and 71.



- | | |
|--|--|
| ■ Existing or Planned Off-Road Paved Trail | ■ Existing or Planned Trail Route With On-Road Bike Path and Wide Sidewalks |
| ▬ Proposed Off-Road Paved Trail | ▬ Proposed Trail Route With On-Road Bike Path and Wide Sidewalks |

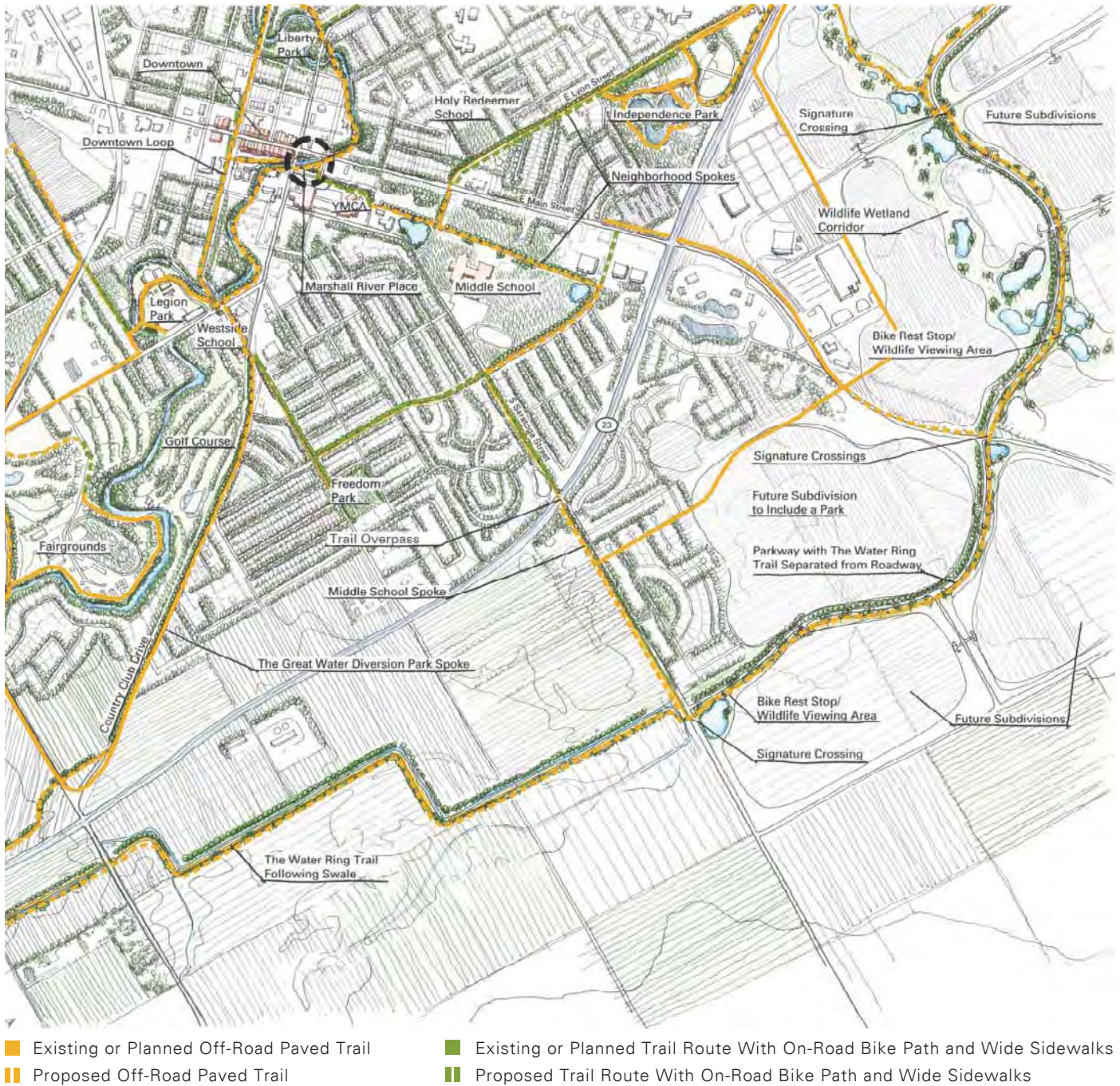


TRAIL DESIGN

SOUTHEAST MARSHALL

The Water Ring Trail follows drainage ditches and the new Prairie Parkway in the southeastern section of the city.

- Wildlife corridors, wildlife viewing areas, and restored prairie pothole lakes that attract wildlife and hold storm water run off are environmental features along the parkway.
- A neighborhood spoke along South Saratoga Street and Southview Drive connects existing and future neighborhoods to the Middle School, the YMCA, and the route to downtown along the historic railroad corridor.
- The trail along the parkway crosses Highway 59 South and South Saratoga Street with signature crossings.
- A bicycle/pedestrian overpass on South Saratoga Street at Highway 23 Bypass is needed for safety.





TRAIL DESIGN

SOUTHWEST MARSHALL

The Water Ring follows the drainage ditches to join the Redwood River at the Great Water Diversion Park. It follows the river past the new community gardens and the county fairgrounds at the river's junction with the Division Channel.

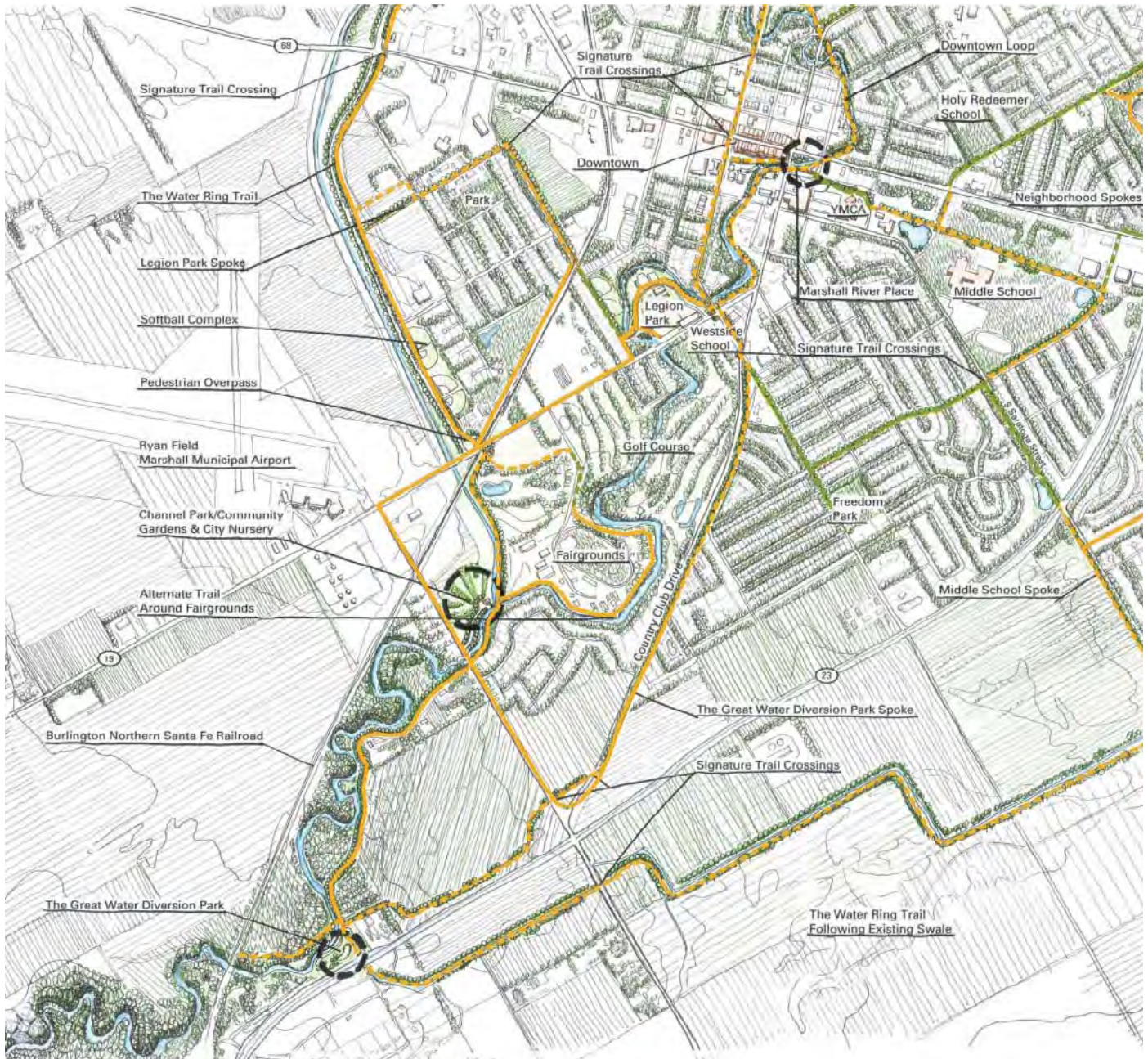
- The trail goes under Highway 23 at the diversion culvert.
- An alternative route circles the fairgrounds.
- A neighborhood spoke along Country Club Drive connects the neighborhoods to the Downtown Loop.

The Highway 23 Challenge

The Highway 23 Bypass is a bypass in name only; it no longer functions as a bypass. It is an integral part of the city and it promises to become even more so in the future as the city continues to grow and development continues to expand beyond the bypass. The area beyond the bypass is the appropriate place for new subdivisions; other areas are in the floodplain.

Highway 23 poses a major threat to making Marshall a safe walkable, bike able city because crossing wide, busy Highway 23 is a challenge for pedestrians and cyclists. The traffic on this busy highway is not only a major safety concern for pedestrians and cyclists, but also for automobile drivers as well. Highway 23's vehicular traffic is a lethal mix of heavy through commercial traffic that is using it as a bypass, commuters who are coming to the city to work, local drivers that are coming and going to the big box retail, residents who live in the subdivisions outside the bypass, and inexperienced drivers that are coming and going to school.

Major initiatives are needed to improve this very dangerous situation. Either a new bypass is built and the current bypass becomes a parkway or traffic lights and a series of underpasses and overpasses should be added to regulate traffic and to provide for safe pedestrian and bicycle crossings. The plan shows two new underpasses and uses one existing culvert for the large scale diversion into the Cottonwood River Watershed at the Great Diversion Park as a third underpass.



- Existing or Planned Off-Road Paved Trail
- Existing or Planned Trail Route With On-Road Bike Path and Wide Sidewalks
- Proposed Off-Road Paved Trail
- Proposed Trail Route With On-Road Bike Path and Wide Sidewalks



TRAIL DESIGN

DOWNTOWN LOOP

The Downtown Loop brings trail users into the retail/civic core of the city and the jobs, recreational, and cultural facilities located there.

- The 4th Street Trail Segment of the loop crosses Main Street. Streets off this spine provide access to the post office, the YMCA, and the major downtown employers.
- The River Route Segment follows the Redwood River. Starting at American Legion Field Park, it passes multi family housing, Schwan's Corporation, and the Marshall River Place Park as it follows along the Redwood River to Liberty Park.
- A spoke trail connects the loop to the YMCA and a site proposed for the new library.
- Signature crossings mark the trail at its intersections with Main Street, Saratoga Street, West College Drive, Redwood Street, 4th Street, and 3rd Street.
- Marshall River Place, an enhanced downtown civic space is a major new amenity along the trail loop.





MARSHALL RIVER PLACE

The Downtown Loop passes through Marshall River Place. This new civic space provides an outdoor gathering place for visitors and those that work in the downtown area and a place for trail users to stop, rest, and visit downtown. Its features include:

- The Redwood River that flows through its center,
- A small amphitheater for performances,
- Kiosks that provide information about Marshall and promote healthy living,
- An observation deck,
- Shorelines with native plants,
- A prairie pothole rainwater garden that catches storm water and cleans pollutants in it,
- Bicycle racks, and
- A variety of trees that define the spaces and provide shelter from the sun and the wind.





TRAIL DESIGN

SOUTHWEST MINNESOTA STATE UNIVERSITY AND MARSHALL HIGH SCHOOL SPOKE

A pedestrian and bicycle friendly pathway connection to the Downtown Loop and the Water Ring is created by the University/high school spoke that is sited along Birch Street. Its features include:

- Signature crossings at street intersections, and
- A well lit Highway 23 underpass provides a safe connection between the University campus and the high school campus and the Prairie Parkway.



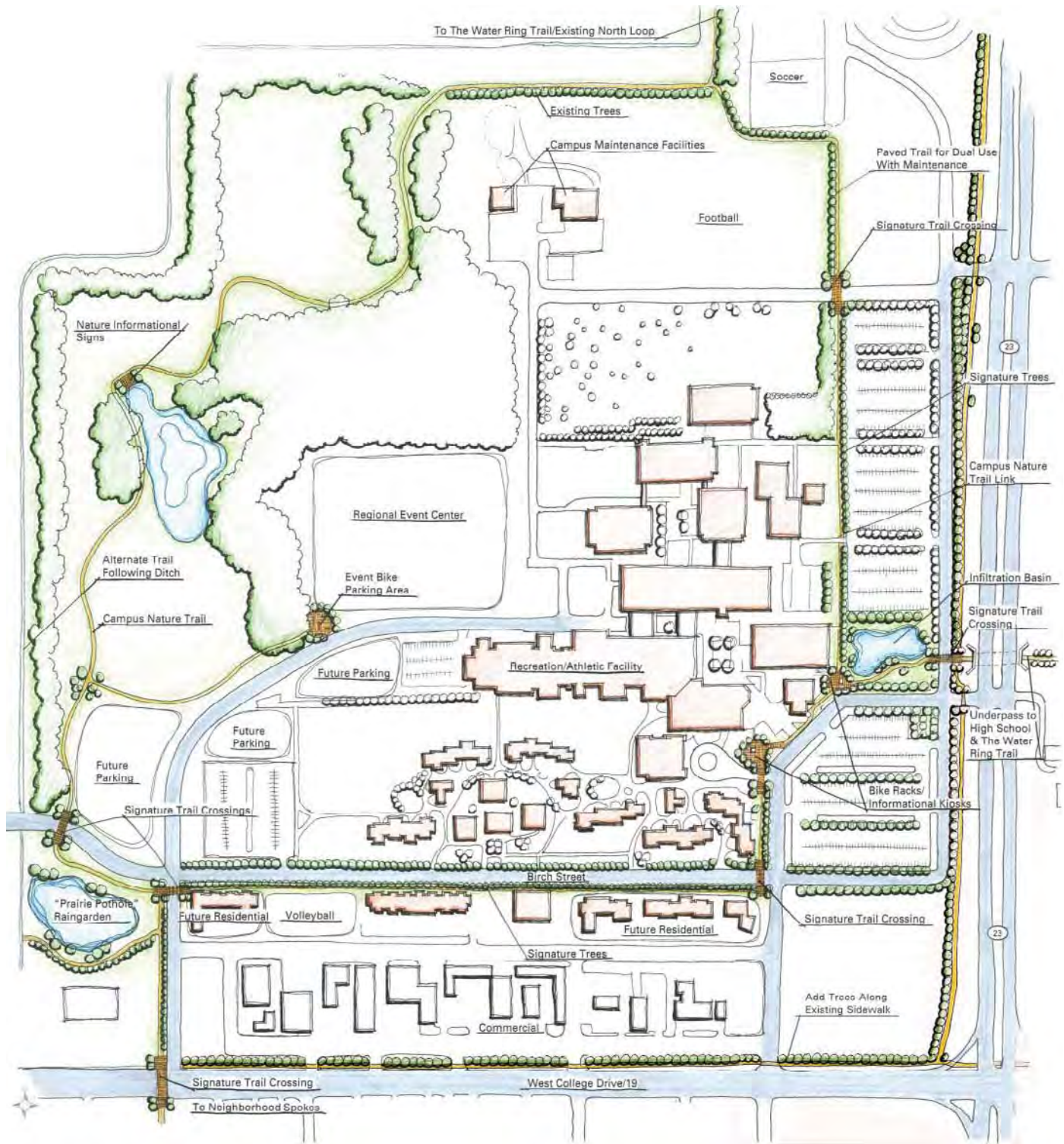


TRAIL DESIGN

SOUTHWEST MINNESOTA STATE UNIVERSITY TRAILS

A pedestrian and bicycle friendly pathway is created through campus. It features include:

- The main stem along the student housing on Birch Street is planted with trees,
- Signature crossings at street intersections,
- Street trees line the main campus street to buffer the campus from the highway,
- Trees and prairie plants that define the parking lots and break up their size,
- An infiltration basin that receives storm water from the University's parking lots,
- Areas that provide spaces for posters announcing campus events or exhibiting art,
- A Nature Trail that provides an alternative route through campus to the Water Ring, and
- Several informational kiosks at the main entry to campus.





JUSTICE PARK TRAILHEAD

Located at the junction of the Diversion Channel and the Redwood River in northwestern Marshall, Justice Park is enhanced to be both a trailhead for the Water Ring and a destination along the ring. Its features are designed to encourage park users to bike and walk to the park; these include:

- Bicycle racks,
- An improved parking lot for trail users,
- A special seal coat for the existing trail,
- A convergence observation deck with kiosks that interpret the Marshall Flood of 1957 and promote healthy living,
- Rest facilities,
- A bike drop-off for cars,
- A parking lot for trail users and those that attend softball games,
- Signature trail trees, swale plantings, and metal fencing, and
- A signature trail crossing at West 7th Street.



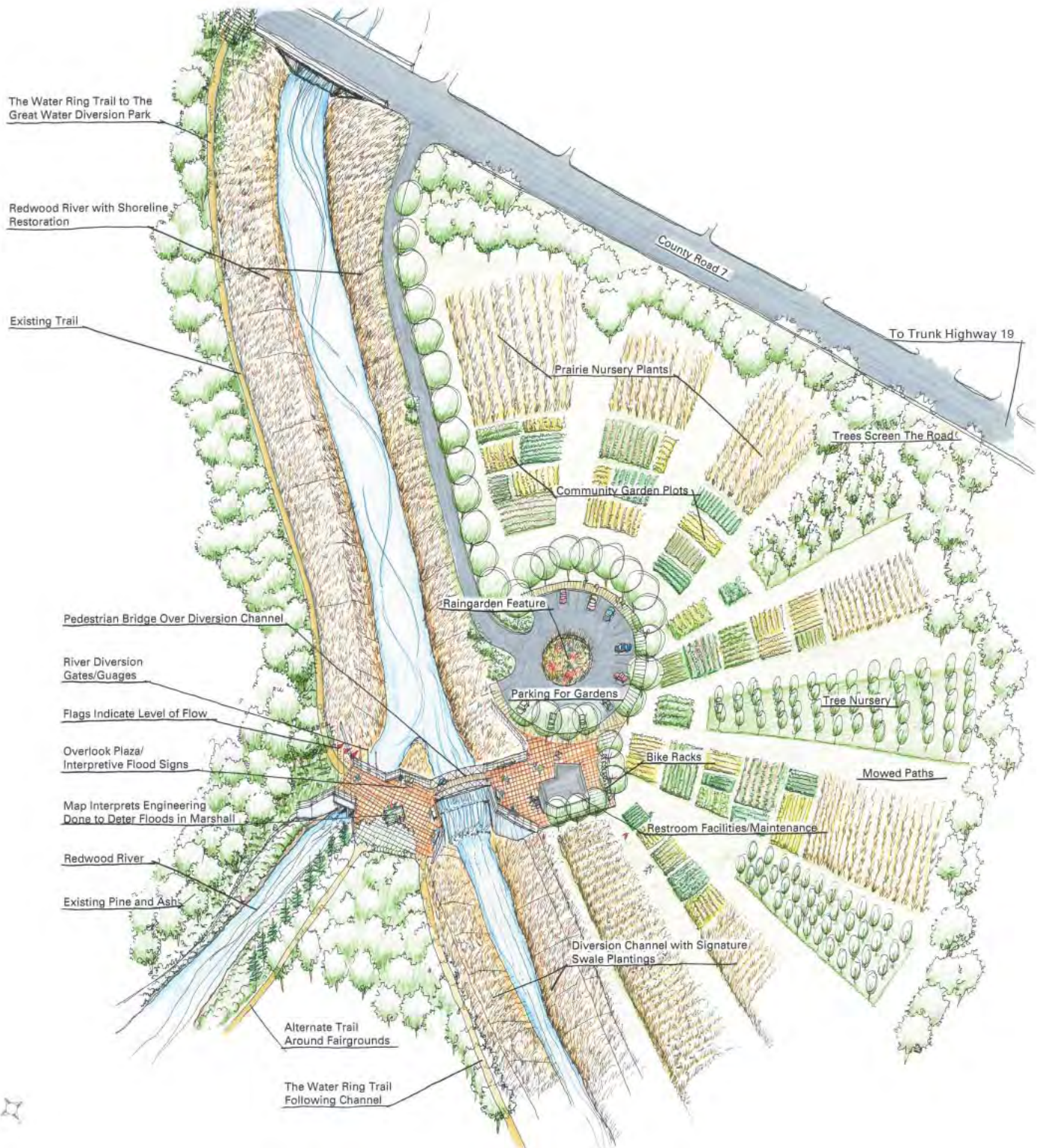


CHANNEL PARK, COMMUNITY GARDENS & CITY NURSERY

A Channel Park, Community Gardens, and a City Nursery are created along the Water Ring Trail at the junction of the Diversion Channel and the Redwood River by the Lyon County Fairgrounds in southwestern Marshall. The garden is a large semi-circular area screened from County Road 7 by a row of trees. The community gardens serve both the city and its individual residents. The garden plots provide opportunities for local residents to grow their own healthy fresh produce. Many of the native plant and tree materials needed for the trail's prairie elements that give Marshall a prairie signature can be grown in this area. Local garden clubs, service clubs, 4-H clubs, and/or city staff can be responsible for growing the trees and plants.

The Channel Park, Community Gardens and City Nursery feature:

- Car and bicycle parking for gardeners,
- A rainwater garden,
- A restroom and maintenance facility,
- Community garden plots with water sources,
- A large native prairie plot,
- An area for growing trees,
- River and channel gauges,
- Flags indicating level of flow,
- An overlook that interprets the flood prevention civil engineering,
- A pedestrian channel bridge with signature railings, and
- An alternative trail around the county fairgrounds.

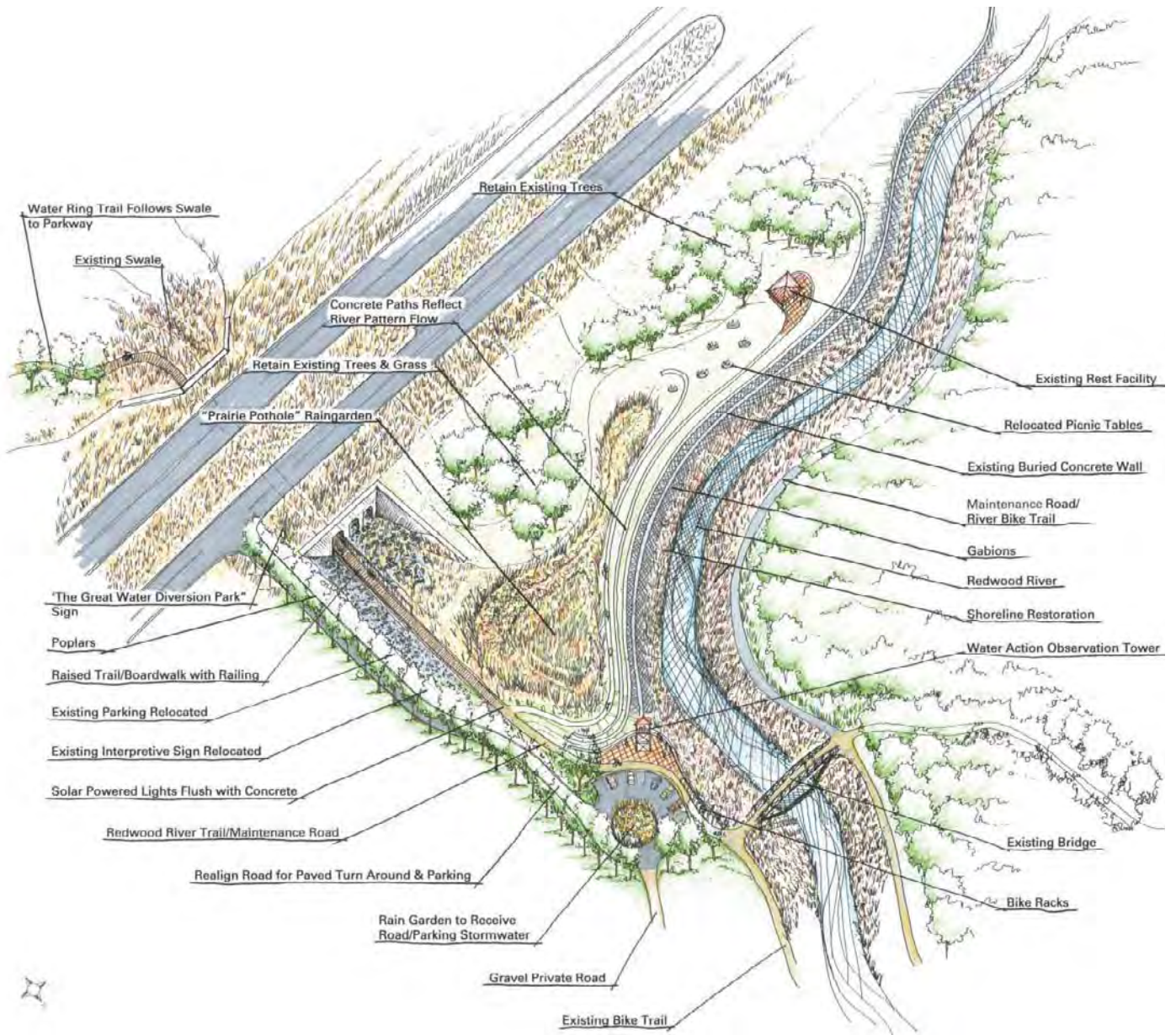




THE GREAT WATER DIVERSION PARK

Existing park facilities are upgraded to interpret the flood prevention strategy, create a trailhead, and make it an important feature of the Water Ring Trail. Its features include:

- Using the existing rest facility,
- Adding bicycle racks,
- Relocating the picnic tables, interpretative sign, and parking area,
- Realigning the road for a paved turnaround and parking area,
- Creating a rainwater garden to receive road and parking lot run off,
- Lining the road with trees,
- Adding an observation area with a tower,
- Adding solar lighting to the park and the underpass, and
- Using one bypass culvert for the trail's highway underpass when not in use.





TRAIL EXPERIENCE AND SAFETY

TRAIL SECTIONS

Suggested sections of some trail segments are presented on the following page.

The 4th Street Trail Section

A safe trail is created along 4th Street by:

- Burying the utility lines that currently line one side of the street to provide more space for the trail,
- Creating separate pedestrian and bicycles pathways, and
- Creating a vegetative buffer between street traffic and the bicycle and pedestrian pathways.

Prairie Parkway Section

The Prairie Parkway right-of-way features:

- One-way vehicular lanes that are separated by a tree lined boulevard,
- Pedestrian and bicycle paths,
- A tree-lined boulevard that separates the housing from the road,
- A planted strip that separates the road from the pedestrian/bicycle paths, and
- Wildlife viewing areas at locations with environmental features.

Trail Along a Swale

Two environmental strategies to encourage trail use are shown in this section:

- Trees shield trail users from the prairie winds, and
- The swale is planted with native plants to clean the storm water runoff, provide wildlife habitat, and create an attractive prairie trail signature.

4TH STREET

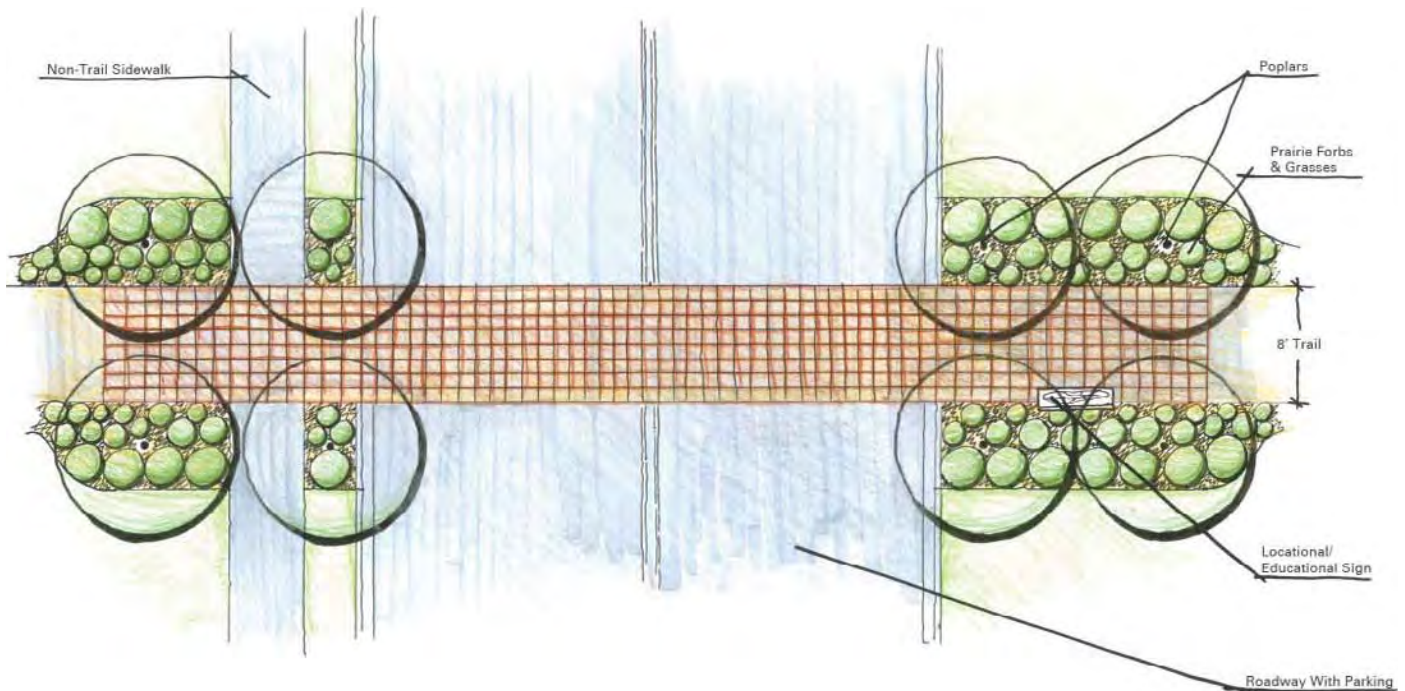


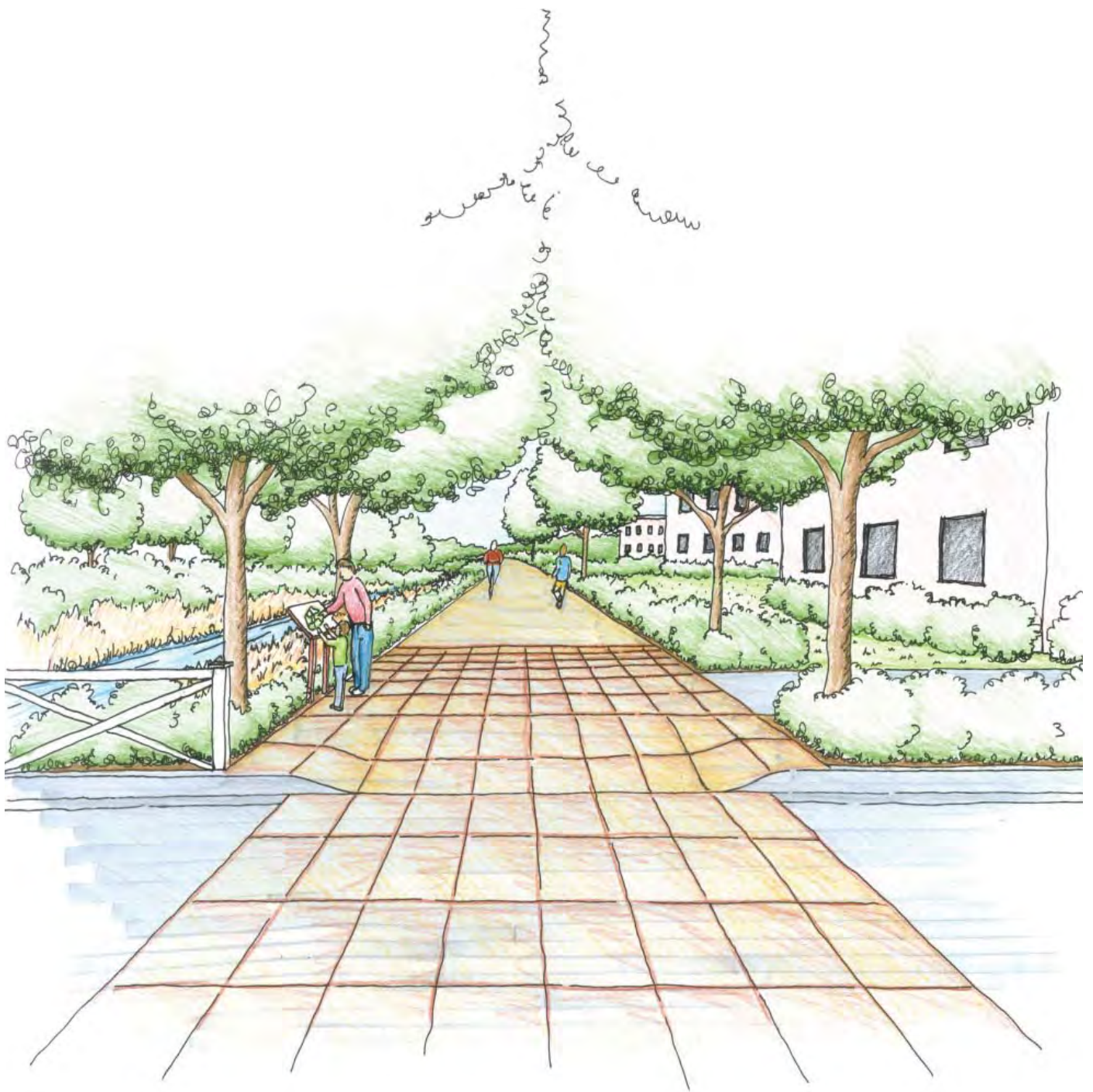
TRAIL EXPERIENCE AND SAFETY

SIGNATURE TRAIL CROSSING

Signature trail crossings are an important part of a safe trail strategy. These distinctive crossings give the trail a presence at intersections that alert drivers to watch for trail users, encourage trail users to use the crossings to cross the street, and help identify the trail as a part of Marshall's transportation infrastructure. Features of the signature crossing include:

- Paving that defines its surface as different from the road,
- Vertical trees that mark the crossing in three dimensions,
- Prairie grasses and flowers that reinforce the prairie theme of the trail, and
- Signs that show location and provide information.





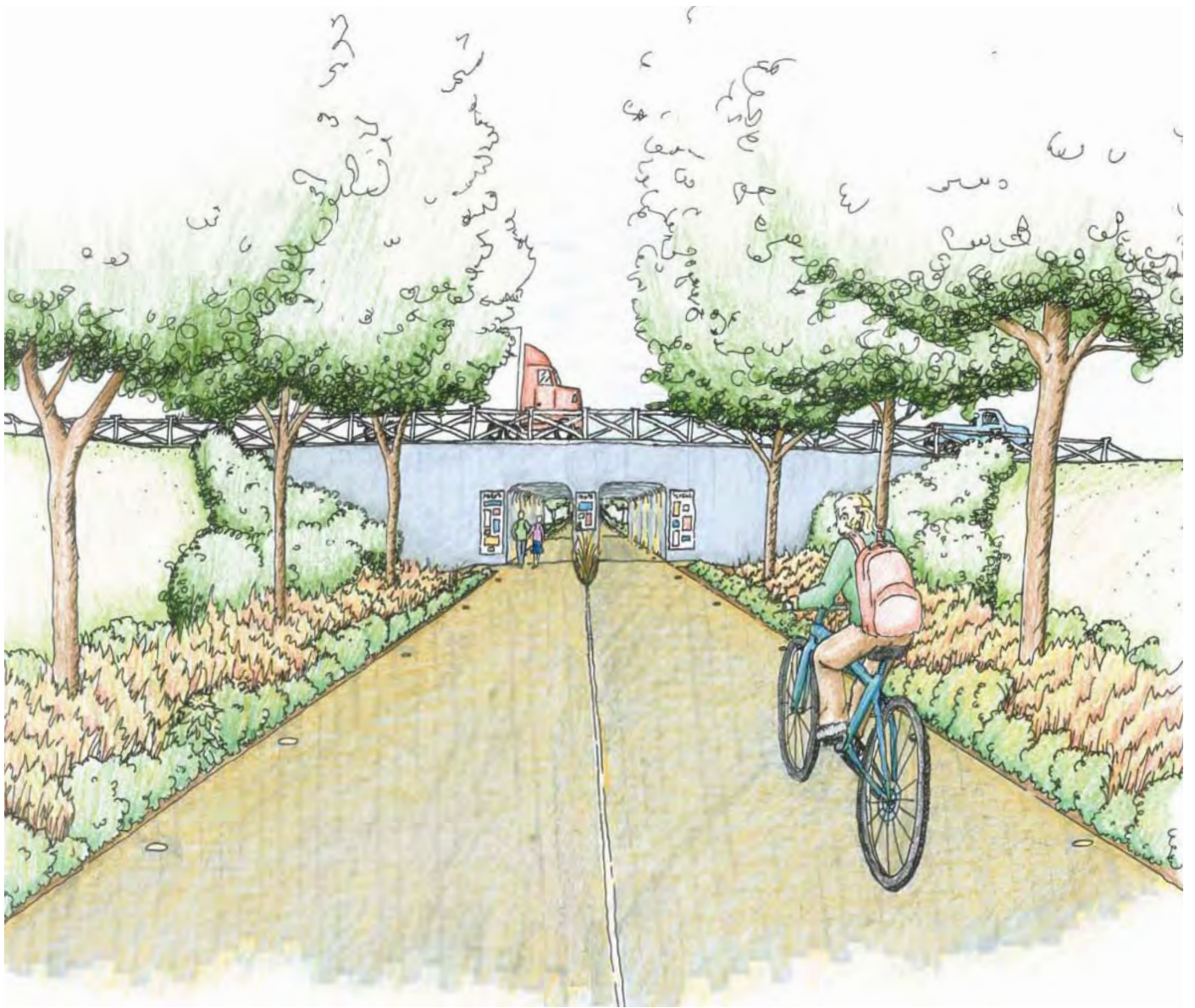


TRAIL EXPERIENCE AND SAFETY

TRAIL UNDERPASS

The Highway 23 underpass that connects the Marshall High School and the Southwest Minnesota State University campuses has:

- Separate pedestrian and bicycle bays,
- Lighting and cameras for safety and security, and
- Display space for public art and/or spaces to display announcements of campus events.

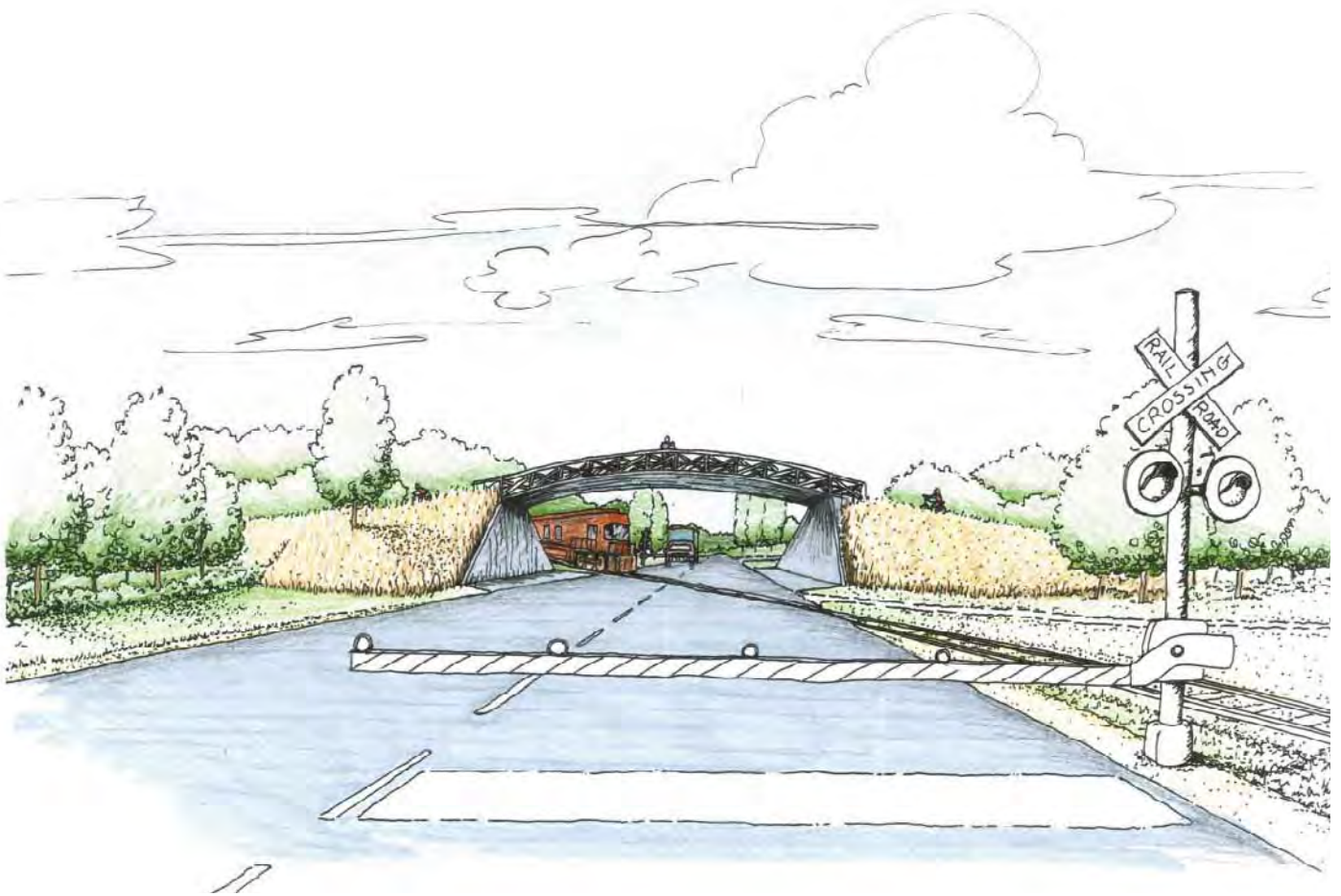




TRAIL EXPERIENCE AND SAFETY

TRAIL OVERPASS

Overpasses are needed to insure a safe trail crossing at Trunk Highway 19 and the railroad and at South Saratoga Street and the Highway 23 Bypass. The approach ramps may have to have turns in order to reach the height required.





SUGGESTED ADDITIONS TO COMPREHENSIVE PLAN



SUGGESTED ADDITIONS TO COMPREHENSIVE PLAN

SUMMARY OF RECOMMENDED CHANGES

The following recommendations are explicit and implicit in the plans/designs presented in this report.

Roads & Streets

Streets and roads structure the city. A well-designed street/road system is efficient, safe, and promotes healthy living and access for all. As the city grows and changes, streets and roads need to change to accommodate the new conditions. New retail and residential areas need to be designed to accommodate future growth while connecting to the existing system. Currently the biggest challenge to Marshall is the Highway 23 Bypass that is no longer a bypass.

- Either build a new Highway 23 Bypass and make the existing bypass a parkway or build underpasses, overpasses and add traffic signals as suggested on page 62. The connection between Marshall High School and Southwest Minnesota State University should be addressed as soon as possible.
- Mitigate air-borne industrial pollutants by planting trees along streets and roads.
- Calm traffic on wide residential streets by planting street trees along them.
- Structure new retail areas for pedestrian, bicycle, and car access and pedestrian movement from store to store.
- Create a new Prairie Parkway that serves as an armature for future residential development that connects the new neighborhoods to each other and to the city's sidewalk and trail systems. In order to inform development patterns and shape development, the Parkway should be laid out before more development occurs.
- Develop collector streets in new residential areas with sidewalks and bicycle paths that are separated by trees and other vegetation from the traffic lanes.
- Implement patterns for new residential development that have a clear hierarchy of streets and alleys to minimize the number of driveways that access residential streets directly.
- Provide pedestrian-scale lighting in residential areas.
- At busy intersections build underpasses and overpasses with clear sightlines and unobstructed views. Mirrors are to be used if blind corners are unavoidable.

- Light overpasses and underpasses with light levels of five foot-candles at face height.
- Make overpass and underpass entrances visible and unobstructed by shrubs or objects.

Intersections & Defined, Accessible Crosswalks

Intersections are key elements in a street system that is designed for safe and healthy living for all. In Marshall many car/people accidents occur at intersections as pedestrians and cyclists attempt to cross the street. Intersections that have distinctive paving or are striped are traffic-calming devices. Standard curbing is a barrier for those that use wheelchairs, baby strollers, etc. Traffic lights that display the time for crossing empower the pedestrian and cyclist to make an informed judgment about crossing the streets.

- Mark the routes used by children to schools and parks by signs and stripe sidewalk/street intersections.
- Install traffic control lights with time indicators at key sidewalk/highway intersections.
- Make every sidewalk/street and trail/street intersection accessible by building them or rebuilding them to accessibility standards.
- Create signature trail/street crossings to promote safety by calming traffic and making the trail system a recognizable and memorable part of the city.

Sidewalks and Bike Trails

Sidewalks and visible designated bicycle paths make walking and biking safer and encourage their use for transportation and healthy living. The current plan does not recognize sidewalks and bicycle paths as important components of Marshall's transportation system. Marshall has an incomplete sidewalk system. Some sidewalks are uneven; others need repair. Many Marshall streets do not have sidewalks at all while others have sidewalks on one side of the street only. Currently Marshall has fragments of a bicycle system. Bike paths are not a very visible part of Marshall's infrastructure. Motorists can easily overlook bicycle paths and the cyclists on them because in many places only signs designate existing bicycle paths.

- Commit the city to creating a sidewalk system that connects every part of the city together.
- Replace deteriorated, uneven sidewalks.

- Require that all new residential neighborhoods have sidewalks on both sides of the street.
- Retrofit existing neighborhoods with sidewalks.
- Separate sidewalks from streets with trees and/or other vegetation.
- Require that all retail areas including big box retail have a pedestrian and bicycle system that connects to the city sidewalk and bicycle systems.
- Commit the city to create over time a bike/walking trail system that is both a transportation system and a recreational system.
- Work with the University to create cycling/walking system that connects the downtown, the University's campus, and Marshall High School's campus.
- Locate the trail segments off the roads and streets wherever possible.
- Stripe bicycle trail segments that are on the streets.
- Create trailheads at city parks and other civic destinations.
- Provide information on the health benefits of walking and cycling at trailheads.
- Provide distance markers along the trail system to accommodate setting exercise goals.
- Promote the installation of bicycle racks at civic destinations and places of employment.

Priority: Creating the part of the sidewalk system that provides safe access to schools and parks should be the city's priority.

Parks

The quality and number of city parks add much to Marshall's quality of life and are important assets for health-promoting physical activities. Although most of city residents live close to a park, those that live in the newer developments do not.

- Connect the internal circulation systems within the parks to the citywide sidewalk and trail networks.
- Create active and passive recreational elements in two new neighborhood parks in the new residential areas that are being developed south and east of Highway 23 and the Highway 23 Bypass. Development of a park for the southern neighborhood should be a priority. A park

in the eastern area should be designated as soon as possible before more development occurs. Both new parks should be connected to the Prairie Parkway.

- Provide access to the new parks and the city sidewalk and trail systems from the neighborhoods.

Priority: Connecting the parks to the city sidewalk and trail systems and designating areas for two new parks should be priorities.

Prairie Signature & Special Places

Marshall has a unique character due to its history as a railroad town and its location as a prairie town along the Redwood River. Reinforce and create special places as destinations along the trail system that reinforce these characteristics.

- Strengthen Marshall's character as a prairie city through the use of trees and plants.
- Install elements at trail heads and along the trail that interpret Marshall's natural and cultural assets and history and promote trail use for healthy living.
- Interpret the city's hydrology at strategic points in the flood control system to where the Diversion Channel connects to the river. Enhance the Great Water Diversion Park to interpret its special role in Marshall's flood protection system.
- Make a special place downtown for group outdoor activities by the Redwood River.

Community Gardens & Vegetation

Community gardens are an important source of food especially for those with low incomes and a place for health promoting outdoor activity. Vegetation is more than an aesthetic strategy to improve the appearance of the city; the use of vegetation is integral to making Marshall a safer and healthier city as referenced above.

- Expand the opportunities for gardening by creating a new community garden and community nursery on land by the Diversion Channel.
- Make the gardens accessible by the city's trail system so residents can bike or walk to them.
- Create a nursery for prairie plants and, shrubs, and trees to used throughout the city to reinforce its signature as a special prairie town.



APPENDICES

APPENDIX A: PRELIMINARY DESIGN CONCEPTS



APPENDIX B: PIONEERING A HEALTHIER MARSHALL
ASSESSMENT



APPENDIX C: 2006 SMSU FACILITIES MASTERPLAN
UPDATE EXCERPTS



APPENDIX D: COMMUNITY INVOLVEMENT



APPENDIX E: OPEN HOUSE COMMENTS



THE WATER RING TRAIL

The drainage ditches that ring the city provide an opportunity for a thirteen mile recreational/fitness trail that interprets the hydrological system that has been engineered over the years to protect this flood-vulnerable community from experiencing the devastating floods of the past and has created rich farm fields and a vigorous farm economy from lands that were dotted with wetlands. The ring by itself cannot be the only trail system because trail connections to the ring are needed to make it accessible to all parts of the city. To concentrate trails only on the ring and its access points would be to miss opportunities to provide bicycle and pedestrian access to the downtown, individual neighborhoods, parks, schools, etc and to link them to each other.

Three strategies for creating trails within the Great Water Ring are presented on the following pages. Each has its own strengths and challenges. Each has a different emphasis and character.

THE WATER RING TRAIL



THE CROSSROADS TRAIL SCHEME

Marshall has been shaped by its identity as a crossroads town: first as a railroad crossroads, then as a highway crossroads. The Crossroads Trail Scheme responds to that identity. In the Crossroads Scheme two trails make a large X pattern. Each trail starts at the edge of the city on the Great Water Ring, moves toward downtown where they meet, and continues across town to the Great Water Ring on the opposite side of town. The southeast/northwest trail follows the old Winona Saint Peter Railroad line referencing Marshall's founding and prospering as a railroad town and bypassing the busy traffic on the highway. The other trail follows the drainage ditches within the ring to avoid traffic and to connect the University to the downtown and the city parks through the university's back door. Although this scheme connects many destinations, it misses others. Many existing and future neighborhoods are not on or close to the crossroads.

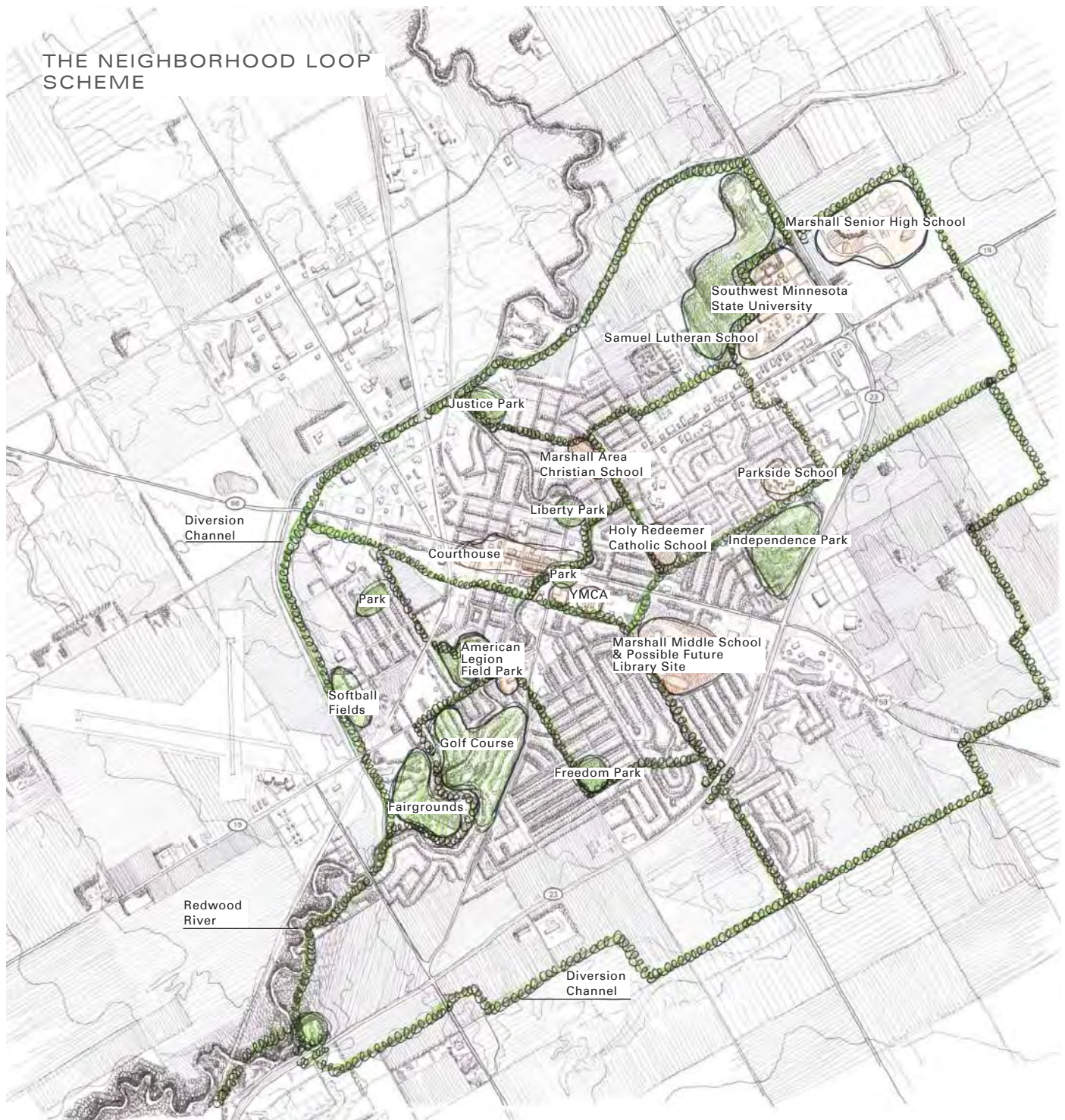
THE CROSSROADS TRAIL SCHEME



THE NEIGHBORHOOD LOOP TRAIL SCHEME

The paths of highways and the orientation and patterns of subdivisions create Marshall's separate neighborhoods. In the Neighborhood Loop Scheme finer grained loop trails connect housing to neighborhood parks and schools to provide access to neighborhood assets and to reinforce and enhance neighborhood identity. Finger trails from the loops connect to the Great Water Ring Trail. It embraces the City's diversity, connects neighborhoods, and strengthens a sense of community.

THE NEIGHBORHOOD LOOP SCHEME



THE REDWOOD RIVER SPINE & SPOKES TRAIL SCHEME

In the Redwood River Spine & Spoke Trail Scheme, the focus is on making the River more present in the city by celebrating it as the asset that it is. The trail follows the twists and turns of the river whenever possible connecting the parks that are located on its banks. Trail “spokes” radiate out from the river to connect to other parks, schools, and other amenities and to connect to the Great Water Ring Trail at several points. The route long the river has many bends making it more of a recreational trail than a transportation route to work or school. This scheme may require private land acquisition that is difficult to achieve.

THE REDWOOD RIVER SPINE & SPOKES TRAIL SCHEME



APPENDIX E: PHYSICAL ACTIVITY COMMUNITY SELF-ASSESSMENT

INTRODUCTION

The Physical Activity Community Self-Assessment tool¹ is designed to help Minnesota communities assess the level at which they are using the “5P” strategies for encouraging active living (i.e., preparation, promotions, programs, policy, and physical projects) in the community, schools, and workplaces.

The Community Self-Assessment is intended to provide greater insight into the Applicant’s community activities to encourage active living. It is also designed as an instructional tool to help Applicants identify potential goals and tactics in the future.

As stated in the Request for Proposals, Blue Cross intends to fund a mix of communities at various stages of readiness—from communities just beginning to lay the groundwork for an integrated approach to communities with strong multidisciplinary partnerships that are pursuing programs and policies in support of physical activity. As such, the Self-Assessment will not be scored; Applicants will **not** be awarded points on the basis of their responses.

INSTRUCTIONS

Please do not unlock or change the Self-Assessment form in any way. Carefully read each question and check all applicable boxes. In some cases, a limited text box is provided where applicants can provide brief “other” information.

All answers must reflect what takes place within the community. It is understood that many of the 5P strategies within municipalities may fall under the county umbrella (e.g., school district, health department, extension agency), and it is acceptable to include these examples in your responses.

The Self-Assessment is comprehensive, and the topics will cover a wide range of disciplines and agencies/organizations. For this reason, **a collaborative effort is highly encouraged** to complete this form, given the broad amount of community information covered. The **Resources** page at the end of this document provides ideas for the people and departments that will be important collaborators in the process.

Before completing the Self-Assessment, please review the Resources page at the end of this document. If you still have questions about how to complete the form, please leave a message at 1.800.760.0052 or email us at prevention_funding@bluecrossmn.com. Answers to questions will be posted at www.bluecrossmn.com/preventionminnesota as part of the “Questions and Answers” page. Select the Community Funding tab from the Prevention Minnesota home page.

¹ The Community Self-Assessment is adapted with permission from the Fit Community Self Assessment developed by Active Living by Design.

SECTION 1. PHYSICAL ACTIVITY IN THE COMMUNITY

Strategies	
A. Preparation	Is there a partnership, coalition or advisory board that addresses access to physical activity in the community? Such a partnership may be led by a municipal or county department, coalition, nonprofit organization, etc. <input checked="" type="checkbox"/> YES If yes, read and respond to A1-A3, and check all of A4-A11 that apply: <input type="checkbox"/> NO If no, skip to Promotions
	A1 Name of partnership/group: Pioneering a Healthier Marshall
	A2 Main focus of partnership/group (i.e., what is their mission?): Development of a healthier community environment by encouraging balanced lifestyles including improving health, embracing diversity, and increasing the activity of the citizenry.
	A3 Provide the chairperson's name and contact information (in case clarification is needed): Theresa Lubke, Marshall Area YMCA 507-532-9622
	A4 Which disciplines/areas of expertise are represented in the partnership? Check all that apply (In order to check a box, at least one person from that discipline must regularly attend meetings): <input checked="" type="checkbox"/> Health (e.g., public health department, medical profession, hospital, wellness center, etc.) <input checked="" type="checkbox"/> Planning (e.g., city, regional, or rural planning authority, smart growth or land use experts, etc.) <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Parks and recreation <input checked="" type="checkbox"/> Local government <input checked="" type="checkbox"/> School officials <input checked="" type="checkbox"/> Business leaders <input checked="" type="checkbox"/> Faith community <input type="checkbox"/> Local media <input type="checkbox"/> Developers <input type="checkbox"/> Law enforcement <input checked="" type="checkbox"/> Housing or Real Estate <input checked="" type="checkbox"/> Community-based organization <input checked="" type="checkbox"/> Other: Chamber of Commerce, Economic Development, Higher Education
	A5 Which priority populations are represented on the partnership? Check all that apply: <input type="checkbox"/> American Indian <input checked="" type="checkbox"/> African/African American <input type="checkbox"/> Gay/Lesbian/Bisexual/Transgender <input type="checkbox"/> Latino <input type="checkbox"/> Asian American <input type="checkbox"/> Other: describe briefly
	A6 <input checked="" type="checkbox"/> The group has some form of official recognition (e.g., 501(c)(3) status, recognized part of local government)
	A7 <input checked="" type="checkbox"/> The group has at least four meetings per year, each attended by a quorum of members
	A8 <input checked="" type="checkbox"/> The group has established subcommittees to accomplish specific tasks and goals
	A9 <input checked="" type="checkbox"/> Within the past 18 months (since June 2006), the group has attempted to

		generate additional resources (e.g., submitted a written grant proposal to foundations, state government, or other donors)
	A10	<p>In what ways does the partnership collaborate with local government? Check all that apply:</p> <p><input type="checkbox"/> Partnership serves as an advisory board to local government on health/physical activity issues</p> <p><input checked="" type="checkbox"/> A dedicated government staff person coordinates with the partnership</p> <p><input checked="" type="checkbox"/> A dedicated partnership member coordinates and maintains relationship with local government</p> <p><input type="checkbox"/> Local government makes an annual budget allocation to the group</p> <p><input checked="" type="checkbox"/> One or more members of local government serve as active partners</p>
	A11	<p>In the last 18 months (since June 2006), have any groups in the community conducted any of the following community assessments related to physical activity? Check all that apply:</p> <p><input type="checkbox"/> Walkability audit</p> <p><input type="checkbox"/> Bikability audit</p> <p><input type="checkbox"/> Inventory of public recreational facilities (e.g., parks, trails, indoor facilities, etc.)</p> <p><input checked="" type="checkbox"/> Data analysis of pedestrian/bicycle accidents to reveal potentially unsafe intersections, sidewalk or bike lane insufficiencies, etc.</p> <p><input checked="" type="checkbox"/> GIS/map-based surveys</p> <p><input checked="" type="checkbox"/> Review of existing policies and environments</p> <p><input type="checkbox"/> Survey of community members' interests/needs/barriers/assets related to physical activity</p> <p><input checked="" type="checkbox"/> Focus groups to explore community members' interests/needs/barriers/assets related to physical activity</p> <p><input checked="" type="checkbox"/> Other: Completed a SWOT analysis with community leaders March, 2006.</p>
B. Promotions		<p>In the past 12 months (since December 2006), have there been any of the following community-wide promotions or communications efforts? Read items B1–B6, and check all that apply:</p>
	B1	<input checked="" type="checkbox"/> A publicly available inventory of physical activity facilities and opportunities within the community
	B2	<input checked="" type="checkbox"/> Widely distributed promotional materials that educate the public on the means for/benefits of physical activity (e.g., web site, newsletters, brochures, a branding initiative or logo)
	B3	<input checked="" type="checkbox"/> Ongoing community-sponsored event(s) that specifically highlight physical activity, such as fun walks/runs/bike rides, or promote the use of playgrounds, parks, trails, etc.
	B4	<input checked="" type="checkbox"/> Collaboration with print or electronic media to place special interest stories that highlight the benefits of physical activity
	B5	<input checked="" type="checkbox"/> Advocacy efforts directed at local decision makers to support community policies or initiatives that would increase opportunities for physical activity
	B6	<input type="checkbox"/> Other: describe briefly

C. Programs	<p>PART I. In the past 12 months, have ongoing physical activity programs been supported in the community (e.g., walking, biking, or other physical activity clubs; recreation leagues supported by parks and recreation department or by private companies; trail use programs; other structured opportunities for regular physical activity)?</p> <p><input checked="" type="checkbox"/> YES If yes, answer Question C1 below. Then answer all questions in Parts II and III (Items C2–C15)</p> <p><input type="checkbox"/> NO If no, skip to Policy</p>	
	C1	<p>Check all that apply, only if they are offered at free or low cost:</p> <p><input checked="" type="checkbox"/> Walking clubs</p> <p><input type="checkbox"/> Biking clubs</p> <p><input type="checkbox"/> Running clubs</p> <p><input checked="" type="checkbox"/> Physical activity classes</p> <p><input checked="" type="checkbox"/> Sports leagues for youth</p> <p><input checked="" type="checkbox"/> Sports leagues for adults</p> <p><input checked="" type="checkbox"/> Sports leagues for seniors</p> <p><input checked="" type="checkbox"/> Exercise programs for youth</p> <p><input checked="" type="checkbox"/> Exercise programs for adults</p> <p><input checked="" type="checkbox"/> Exercise programs for seniors</p> <p><input checked="" type="checkbox"/> Culturally- tailored exercise programs</p> <p><input type="checkbox"/> Trail use programs</p> <p><input checked="" type="checkbox"/> Other: Workplace health promotion by private businesses</p>
	<p>PART II. Which community venues support physical activity programs (e.g., by organizing/facilitating programs, donating space, promoting participation among constituencies, etc.)? Read C2–C13, and check all that apply:</p>	
	C2	<input type="checkbox"/> Churches/faith-based community centers
	C3	<input checked="" type="checkbox"/> Daycares
	C4	<input checked="" type="checkbox"/> Local parks
	C5	<input checked="" type="checkbox"/> Universities and Community Colleges
	C6	<input checked="" type="checkbox"/> Community education
	C7	<input checked="" type="checkbox"/> Hospitals or health care facilities
	C8	<input type="checkbox"/> Physician offices
	C9	<input checked="" type="checkbox"/> Recreation centers
	C10	<input checked="" type="checkbox"/> Senior centers
	C11	<input checked="" type="checkbox"/> Community nutrition sites
	C12	<input type="checkbox"/> Health department or community health center
	C13	<input type="checkbox"/> Other: describe briefly
	<p>PART III. How accessible are physical activity programs in the community? Read C13–C16, and check all that apply:</p>	
C13	<input checked="" type="checkbox"/> One or more programs make provisions for low-income families to gain access	
C14	<input checked="" type="checkbox"/> One or more programs make provisions for children, seniors, and/or people with disabilities to gain access	
C15	<input checked="" type="checkbox"/> One or more programs make provisions for culturally diverse communities to gain access	
C16	<input type="checkbox"/> Other: describe briefly	
D. Policy	<p>To what extent do local public policies make walking, bicycling, and other physical activities a priority? Read items D1–D12, and check all that apply:</p>	
	<p>PART I. Does the local government have a comprehensive land use plan/master plan in</p>	

	place? <input checked="" type="checkbox"/> YES If yes, answer Question D1 below. Then answer all questions in Parts II and III (Items D2–D12) <input type="checkbox"/> NO If no, skip Question D1. Do answer Parts II and III (items D2–D12)
D1	What elements of the comprehensive land use plan are addressed AND being implemented? Check all that apply: <input checked="" type="checkbox"/> Creating and maintaining a comprehensive network of safe walking routes <input checked="" type="checkbox"/> Creating and maintaining a comprehensive network of safe biking routes <input checked="" type="checkbox"/> Protecting open spaces and natural resources <input type="checkbox"/> Supporting mixed use (mixing residential and commercial land in the same area) <input checked="" type="checkbox"/> Creating attractive downtown areas or town centers <input checked="" type="checkbox"/> Providing recreational facilities for people of all ages and abilities <input checked="" type="checkbox"/> Creating and maintaining a network of parks <input type="checkbox"/> Creating greenways between parks, open spaces, and outdoor recreation areas <input type="checkbox"/> Improving access to public transportation <input type="checkbox"/> Ensuring that parks, shared use paths/trails, and open spaces are accessible to most residents, especially those living in affordable housing <input checked="" type="checkbox"/> A budget, cost estimate, or Capital Improvement Plan (CIP) is specifically connected to objectives in the comprehensive plan <input checked="" type="checkbox"/> A timetable for ongoing implementation and review
D2	Does the community have any other planning documents in place? Check all that apply: <input checked="" type="checkbox"/> Regional Transportation Plan <input type="checkbox"/> Non-motorized Transportation Plan (may also be called a Pedestrian Master Plan and/or a Bicycle Master Plan)
PART II. To what extent do specific local public policies make walking, bicycling, and other physical activities a priority? (NOTE: policies may be part of a comprehensive plan) Read D3–D8, and check all that apply:	
D3	<input type="checkbox"/> Promote mixed land use through regulation or other incentives
D4	<input checked="" type="checkbox"/> Protect designated open space and/or natural areas from being developed through regulation or incentives
D5	<input type="checkbox"/> Local governing body has a staff person specifically responsible for bicycle and pedestrian transportation options
D6	<input checked="" type="checkbox"/> Street design guidelines are in place and are implemented with new and re-development projects
D7	<input type="checkbox"/> Special area plans and/or overlay districts are in place that make walking, bicycling, and other physical activities a priority
D8	<input type="checkbox"/> Other policies: describe briefly
PART III. Funding Policy – Does the local government make annual budget allocations towards any of the following infrastructural items to support physical activity? (NOTE: Allocated funding may come from existing municipal funds, new funds through bond measures or taxes, or any other means. Funding policies may be part of a comprehensive plan.) Read D9–D13, and check all that apply:	
D9	<input checked="" type="checkbox"/> Parks and recreation - % of total local government budget: 20
D10	<input checked="" type="checkbox"/> Sidewalks - % of total local government budget: less than 1%
D11	<input type="checkbox"/> Marked bicycle lanes - % of total local government budget: 0
D12	<input checked="" type="checkbox"/> Shared trails/paths/greenways - % of total local government budget: local

		govt unable to provide this information
	D13	<input type="checkbox"/> Other: describe briefly - % of total local government budget:
E. Physical Projects	To what extent are walking and bicycling valued modes of transportation in the community? Read and respond to items E1–E8; check all of E9-E16 that apply:	
	PART I. Relative supply of pedestrian and bicycle infrastructure. Respond to all questions, E1–E5:	
	E1	How many miles of municipal owned roads exist in the community (county or municipality)? 70 City miles, 4 county rd mile, 15 state highway miles
	E2	How many miles of all types of roads exist in the community (county or municipality)? 89
	E3	How many miles of sidewalks exist in the community? approximately 65
	E4	How many miles of distinctly marked bicycle lanes exist in the community? 5
	E5	When major roads (like arterials or collectors) are newly constructed or resurfaced in your community, how often are bicycle accommodations provided in the roadway, such as striping of bike lanes or paving of wide curb lanes/shoulders? <input type="checkbox"/> Always (more than 75% of the time) <input type="checkbox"/> Often (50-75% of the time) <input type="checkbox"/> Sometimes (less than 50% of the time) <input checked="" type="checkbox"/> Never
	E6	How many miles of trails/shared-use paths exist in the community? 19.5
	E7	How many public parks are located within the boundaries of the community? 7
	E8	How many acres of public parks are located within the community? 125
	PART II. What measures is the community taking to make walking and bicycling more inviting? Read E9–E16, and check all that apply:	
	E9	<input type="checkbox"/> Use of street traffic calming measures (e.g., road narrowing, central islands, roundabouts, etc.)
	E10	<input checked="" type="checkbox"/> Enhanced law enforcement patrol in school zones
	E11	<input type="checkbox"/> Pedestrian-scale lighting along most sidewalks or trails
	E12	<input checked="" type="checkbox"/> Crosswalks at most intersections
E13	<input type="checkbox"/> Walk/Don't Walk signals at most intersections	
E14	<input type="checkbox"/> Park or multi-use recreational facilities are located within ¼ mile of all dwelling units (e.g., a public recreation center that offers three or more distinct physical activity opportunities)	
E15	<input type="checkbox"/> Have publicly accessible walking routes/paths been designated or marked (with signage) in the community (e.g., historic downtown routes; walking areas at local church or school grounds, local park facilities, or other community areas; indoor community facilities) ?	
E16	<input checked="" type="checkbox"/> Other: City is considering a roundabout and currently working on a Pedestrian / Bike Addendum to City Comprehensive Plan	

SECTION 2. PHYSICAL ACTIVITY IN SCHOOLS

The questions in this section apply to the schools primarily attended by community residents. In other words, not all schools have to be located within the town/city limits (e.g., a county high school may be the only one that serves municipal residents).

Data							
	School Data within the Community Number of Schools/Number of Students Elementary: 5 / 1012 Middle School: 4 / 750 High School: 2 / 900 Indicate here if private schools are included: YES x NO Source/Date: Bruce Lamprecht, Marshall Public Schools / 2/11/2008						
Strategies							
A. Preparation	<p>PART I. Does the school district have an active Local School Health Advisory Council or other committee that addresses physical activity in schools?</p> <p><input type="checkbox"/> YES If yes, answer the questions directly below, then go to Part II.</p> <p><input checked="" type="checkbox"/> NO If no, skip to Part II, below.</p> <p>If YES, answer the following questions: Provide the chairperson's name and contact information (in case clarification is needed):</p> <p><input type="checkbox"/> The group includes broad representation (e.g., administrators, teachers, students, parents, community members)</p> <p><input type="checkbox"/> The group collaborates with local government and/or other community groups addressing physical activity</p> <p>PART II. Have most schools assessed the extent to which children can walk or bike safely to school (e.g., conducted a walkability audit, established a "walk zone" using a ½ - 1 mile radius)?</p> <p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>						
B. Promotions	<p>PART I. In the past 12 months, have most schools in the community promoted walking and bicycling to school (e.g., via special events, signs/promotional materials, memos sent home to parents, class/loudspeaker announcements)?</p> <p><input checked="" type="checkbox"/> YES If yes, answer Part II</p> <p><input type="checkbox"/> NO If no, skip to Programs</p> <p>PART II. In the past 12 months, have there been any special events that helped to encourage physical activity in schools (e.g. fun runs, obstacle courses, special tournaments, etc.)?</p> <p><input checked="" type="checkbox"/> YES if yes, answer the items directly below, then go to C. Programs</p> <p><input type="checkbox"/> NO if no, skip to C. Programs</p>						
C. Programs	<p>Do most schools in the community make ongoing physical activity programs available for all? Read items C1–C7, and check each box only if the item applies to a majority of schools:</p> <table border="1"> <tr> <td>C1</td><td><input checked="" type="checkbox"/> Athletic programs outside of physical education classes are provided (e.g., intramural, interscholastic, after-school programs)</td></tr> <tr> <td>C2</td><td><input checked="" type="checkbox"/> Physical activity is incorporated into non-physical education lesson plans</td></tr> <tr> <td>C3</td><td><input checked="" type="checkbox"/> A physical education program led by a credentialed PE specialist is in place</td></tr> </table>	C1	<input checked="" type="checkbox"/> Athletic programs outside of physical education classes are provided (e.g., intramural, interscholastic, after-school programs)	C2	<input checked="" type="checkbox"/> Physical activity is incorporated into non-physical education lesson plans	C3	<input checked="" type="checkbox"/> A physical education program led by a credentialed PE specialist is in place
C1	<input checked="" type="checkbox"/> Athletic programs outside of physical education classes are provided (e.g., intramural, interscholastic, after-school programs)						
C2	<input checked="" type="checkbox"/> Physical activity is incorporated into non-physical education lesson plans						
C3	<input checked="" type="checkbox"/> A physical education program led by a credentialed PE specialist is in place						

	C4	<input checked="" type="checkbox"/> Safe Routes to School or Walk to School Day is in place (in the majority of elementary schools)
	C5	<input type="checkbox"/> Walking School Bus programs are in place (in the majority of elementary schools)
	C6	<input checked="" type="checkbox"/> Faculty and staff have access to structured, ongoing programs allowing them to engage in moderate to vigorous physical activity (in the majority of schools)
	C7	<input type="checkbox"/> Other: describe briefly
D. Policy	PART I. Do most schools in the community have policies that address physical activity in the following ways? Read items D1–D5, and check each box only if the item applies to a majority of schools:	
	D1	<input checked="" type="checkbox"/> Health education curriculum teaches the health-related benefits of physical activity
	D2	<input checked="" type="checkbox"/> Students are required to participate in <u>daily</u> physical activity in non-physical education classes instructed by the classroom teacher or designee
	D3	<input checked="" type="checkbox"/> Students are required to participate in at least 150 minutes of PE per week with a credentialed PE teacher
	D4	<input checked="" type="checkbox"/> School facilities are open outside of school hours for physical activity (for students, staff, and residents)
	D5	<input type="checkbox"/> Other: describe briefly
	PART II. Is an existing municipal or county plan being implemented to increase opportunities for children to walk and bike to school? Read items D5–D7, and check all that apply :	
	D6	<input checked="" type="checkbox"/> Regulations are in place that require sidewalks and/or bike lanes for all new developments (e.g., housing, schools, commercial)
	D7	<input type="checkbox"/> Walking and biking infrastructure are required to be in place for new school sites
	D8	<input type="checkbox"/> Other: describe briefly
E. Physical Projects	Is the transportation infrastructure around most schools in the community sufficient and safe for students to walk and bike? Read E1–E7, and check all that apply :	
	E1	<input type="checkbox"/> School walk zones extend for at least 1.5 miles around the majority of schools.
	E2	<input checked="" type="checkbox"/> Sidewalks and/or bike path connections extend at least ½ mile away from the majority of schools
	E3	<input checked="" type="checkbox"/> Crosswalks in the majority of school zones are clearly marked
	E4	<input checked="" type="checkbox"/> Crossing guards are stationed at the majority of intersections within school walk zones (½ - 1 mile radius)
	E5	<input checked="" type="checkbox"/> Bike racks or other means of safe bicycle storage are available for students who bike to school
	E6	<input type="checkbox"/> Other traffic calming measures are applied. List:
	E7	<input type="checkbox"/> Other: describe briefly

SECTION 3. PHYSICAL ACTIVITY IN WORKPLACES

The questions in this section refer to the three employers identified in the Data section, below.

Data	
	Workforce Distribution – Identify the three largest employment sectors that <i>serve</i> (not necessarily located <i>in</i>) your community and provide the percentage of total employed in

	<p>each:</p> <p>Sector 1: Trade, transportation & Utilities Percentage of total employed: 24 %</p> <p>Sector 2: Education & Health Services Percentage of total employed: 17 %</p> <p>Sector 3: Manufacturing Percentage of total employed: 15 %</p> <p>Source/Date: C. Macht MN Dept of Employment & Economic Dev. / March, 2008</p> <p>Workforce Leaders - In the self assessment, you will answer questions about a small sample of employers <i>in</i> your community. List the contact information for: a) the largest private employer for the community (can be combination of public and private); b) a small employer for the community – of your choice (300 or fewer employees); and c) the largest public employer for the community (must be 100% public).</p> <p>Largest Private Employer name*: The Schwan Food Company *Note: can be a combination of public and private Sector: Private Address: 115 West College Drive City, State, ZIP: Marshall MN, 56258 Phone (business/day): 507 - 532 - 3274 Fax (business/day): - - Number of employees: 2400 in Marshall</p> <p>Small Private Employer name*: Western Community Action, Inc. *Note: must be 300 or fewer employees Sector: Non-Profit Address: 400 West Main Street City, State, ZIP: Marshall MN 56258 Phone (business/day): 507 - 537 - 1416 Fax (business/day): 507 - 537 - 1849 Number of employees: 125</p> <p>Largest Public Employer name*: Weiner Memorial Medical Center (dba Avera Marshall Regional Medical Center *Note: Must be 100% public Address: 300 South Bruce Street City, State, ZIP: Marshall MN 56258 Phone (business/day): 507 - 532 - 9661 Fax (business/day): 507 - 532 - 2743 Number of employees: 505</p> <p>Source/Date: Wellness Manager, Schwan; Western Community Action; Avera HR Dept. / March, 2008</p>
Strategies	
A. Preparation	To what extent are workplaces providing support and leadership for increasing opportunities for physical activity? Answer all questions in Parts I–IV:
	PART I. Is there a community-wide coalition or group of business leaders that are working together to address opportunities for physical activity in workplaces? (e.g., through the local Chamber of Commerce)

	<input type="checkbox"/> YES If yes, provide the chairperson's name and contact information (in case clarification is needed): <input checked="" type="checkbox"/> NO If yes, is the group actively working with local government to increase opportunities for alternative transportation to and from workplaces? (e.g., local government helps to facilitate access to greenways, commuter benefits programs, etc.) <input type="checkbox"/> YES <input type="checkbox"/> NO						
	PART II. IF any workplaces are conducting "pilot projects," are any of them disseminating the project to other workplaces in the community? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> Not applicable (no pilot programs being conducted)						
	PART III. Have any employers committed to supporting community-wide physical activity opportunities through monetary or in-kind contributions? (e.g., donations for building physical activity friendly facilities; sponsoring sports/recreation teams, staff time for community-wide coalition meetings, etc.) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO						
	PART IV. Which employers (from your sample) are providing support and leadership to increase physical activity opportunities in their workplaces? Answer A1 and A2 below.						
	<table border="1"> <tr> <td data-bbox="423 961 574 1140">A1</td><td data-bbox="574 961 1529 1140"> A committee or group has been established to increase worksite opportunities and support for physical activity: <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer </td></tr> </table>	A1	A committee or group has been established to increase worksite opportunities and support for physical activity: <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer				
A1	A committee or group has been established to increase worksite opportunities and support for physical activity: <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer						
	<table border="1"> <tr> <td data-bbox="423 1140 574 1392">A2</td><td data-bbox="574 1140 1529 1392"> A worksite assessment has been conducted to determine what opportunities and barriers currently help or hinder physical activity in the workplace (especially those focused on policy and the physical environment): <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input type="checkbox"/> Public employer </td></tr> </table>	A2	A worksite assessment has been conducted to determine what opportunities and barriers currently help or hinder physical activity in the workplace (especially those focused on policy and the physical environment): <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input type="checkbox"/> Public employer				
A2	A worksite assessment has been conducted to determine what opportunities and barriers currently help or hinder physical activity in the workplace (especially those focused on policy and the physical environment): <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input type="checkbox"/> Public employer						
B. Promotions	<table border="1"> <tr> <td colspan="2" data-bbox="423 1392 1529 1518"> Which employers (from your sample) use the following communications/promotions strategies to encourage physical activity among employees: Read items B1-B2 and check all that apply: </td></tr> <tr> <td data-bbox="423 1518 574 1696">B1</td><td data-bbox="574 1518 1529 1696"> Promote and publicize an official "Bike to Work" for one week or day or of the year? Check only those that apply: <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer </td></tr> <tr> <td data-bbox="423 1696 574 1871">B2</td><td data-bbox="574 1696 1529 1871"> Use routine communication to promote physical activity (e.g., memos to employees, newsletters, signage, meetings, email announcements)? Check only those that apply: <input checked="" type="checkbox"/> Large private employer <input checked="" type="checkbox"/> Small private employer </td></tr> </table>	Which employers (from your sample) use the following communications/promotions strategies to encourage physical activity among employees: Read items B1-B2 and check all that apply:		B1	Promote and publicize an official "Bike to Work" for one week or day or of the year? Check only those that apply: <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer	B2	Use routine communication to promote physical activity (e.g., memos to employees, newsletters, signage, meetings, email announcements)? Check only those that apply: <input checked="" type="checkbox"/> Large private employer <input checked="" type="checkbox"/> Small private employer
Which employers (from your sample) use the following communications/promotions strategies to encourage physical activity among employees: Read items B1-B2 and check all that apply:							
B1	Promote and publicize an official "Bike to Work" for one week or day or of the year? Check only those that apply: <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer						
B2	Use routine communication to promote physical activity (e.g., memos to employees, newsletters, signage, meetings, email announcements)? Check only those that apply: <input checked="" type="checkbox"/> Large private employer <input checked="" type="checkbox"/> Small private employer						

		<input checked="" type="checkbox"/> Public employer
C. Programs	Which employers (from your sample) promote physical activity through structured, ongoing programs (e.g., on-site exercise classes, on- or off-site physical fitness programs, walking/running clubs, sports teams)? Check only those that apply:	
	C1	<input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer
D. Policy	Which employers (from your sample) have the following policies that encourage physical activity? Read items D1-D7 and check all that apply:	
	D1	Employer is actively working with local government to increase opportunities for alternative transportation to and from workplaces (e.g., asking for local government help to facilitate access to greenways, commuter benefits programs, etc.) <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input type="checkbox"/> Public employer
	D2	Flexible work hours <input type="checkbox"/> Large private employer <input checked="" type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer
	D3	Flexible break times <input type="checkbox"/> Large private employer <input checked="" type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer
	D4	Incentives for walking, bicycling, or taking public transportation to work (e.g., bus vouchers, guaranteed ride home, gym discounts) <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input type="checkbox"/> Public employer
	D5	Rewards for employees who demonstrate a certain level of physical activity (e.g., reduced health insurance co-pays, extra vacation time, prizes) <input checked="" type="checkbox"/> Large private employer <input checked="" type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer

	D6	Paid work time for physical activity <input checked="" type="checkbox"/> Large private employer <input checked="" type="checkbox"/> Small private employer <input type="checkbox"/> Public employer
	D7	<input type="checkbox"/> Other: describe briefly
E. Physical Projects	Which employers (from your sample) provide the following facilities that promote physical activity? Read items E1–E6, and check all that apply :	
	E1	Shower(s) <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer
	E2	Locker rooms or changing room(s) <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer
	E3	Bicycle rack(s) <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer
	E4	Fitness center(s) <input type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer
	E5	Safe area outside to walk or exercise (e.g., trails or sidewalks) <input checked="" type="checkbox"/> Large private employer <input type="checkbox"/> Small private employer <input checked="" type="checkbox"/> Public employer

RESOURCES FOR THE COMMUNITY SELF-ASSESSMENT

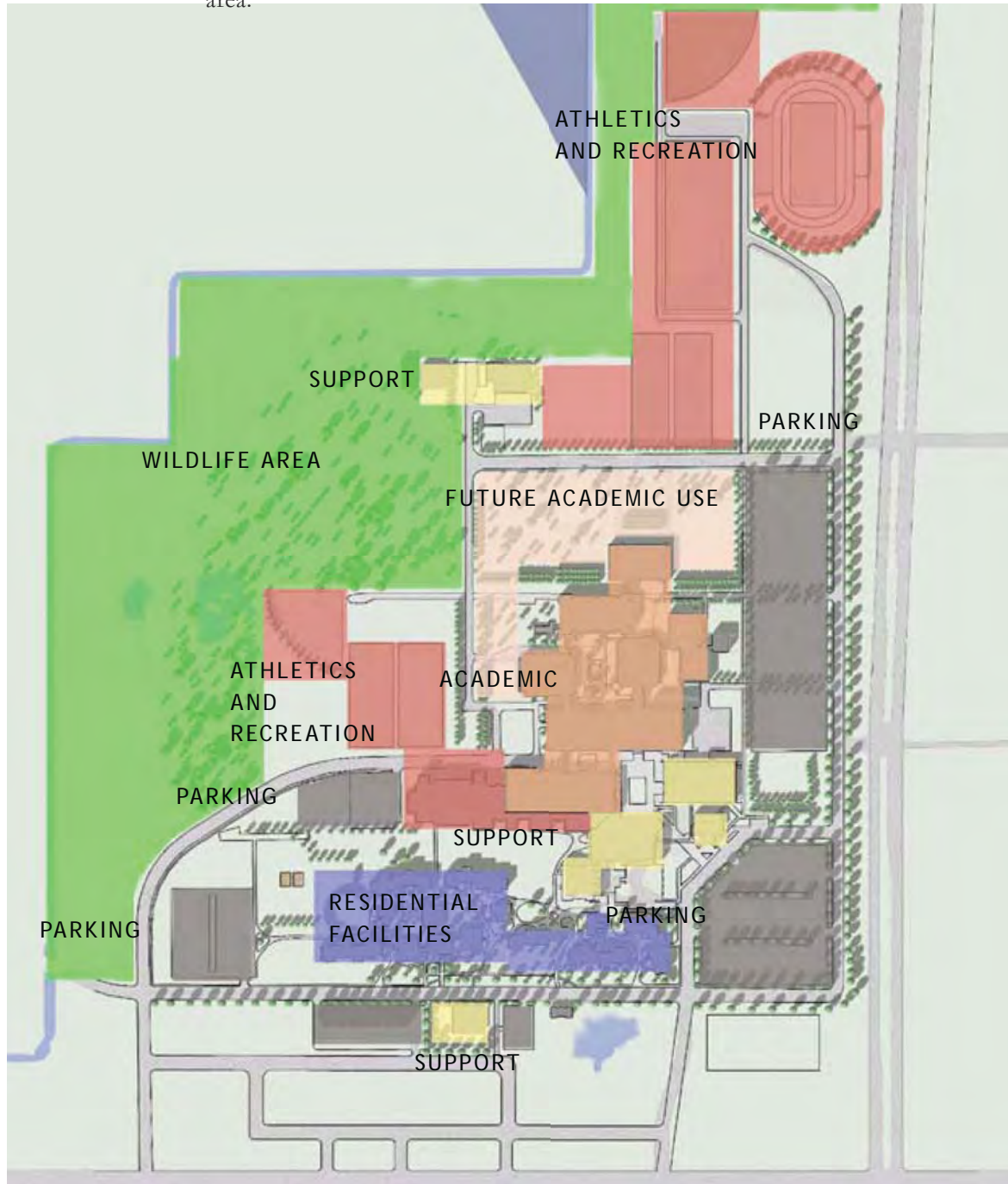
Helpful hints for gathering assessment information:

- Visit your local **Town Hall** or your **County Government Center** for information on municipal advisory boards, coalitions, and/or partnerships. Here you can also find information on preparation, promotions, programs, policies, and physical projects within the community, especially by contacting the following local departments:
 - A. Parks and Recreation Department**
 - B. Planning/Transportation Department**
 - C. Town Manager’s or County Manager’s office**
- Contact your County’s **Health Department**.
- Talk to your local **YMCA** (www.ymca.net – search by zip code) and/or other youth leagues.

3.2 EXISTING SITE ANALYSIS

LAND USE DEFINITION

This illustration shows existing general zones of land use. These zones should guide future program expansion to retain ideal adjacencies and access. The residential zone to the south should be the focus of residential development by SMSU and its foundation. New housing should be placed to frame and shelter open spaces in this area. The central campus lawn should serve as a campus recreation area, easily accessible from the residential life area.



CIRCULATION

VEHICULAR CIRCULATION

Currently the campus is very pedestrian oriented. Virtually all vehicular access occurs at the perimeter of the campus. While it is not possible to drive through the campus, there are a series of streets that ring the campus and provide vehicular access to visitors, students, faculty, staff and service vehicles. Also, all of the streets are "equal access," meaning that cars, bikes, transit buses, and service vehicles use them equally.

PEDESTRIAN CIRCULATION

Pedestrian circulation on campus tends to follow the interior circulation routes of the buildings; that is to say, the internal corridor system. External circulation typically takes two forms: 1) moving from parking areas into the campus and 2) exiting buildings from internal circulation routes and moving outside and then back inside the next building. It should be noted that there is a very pronounced vertical striation between the two primary levels of the campus. Presently there is no clear route to traverse this separation. In part due to this vertical separation, there is no clear pedestrian connection from the north end of the campus to the south end of the campus.

BICYCLE CIRCULATION

Bike routes currently follow primary streets to and through the campus. To alleviate parking demand and to improve air quality, bicycling should be encouraged as a major form of transportation on, and to the campus.

Bicycle use should be looked at as a component of an entire transportation system, rather than as an issue unto itself. Bike lockers and racks should be located near building entries to provide user-friendly amenities for bicyclists. Secure storage also should be provided near housing units for students living on campus and near preferred destinations on campus.

TRANSIT

Currently there is little in the way of transit on campus. The municipal shuttle bus services a small sector of the university population. There is little need for transit internally on the campus. However, synergies should be sought with the City of Marshall and the greater region to encourage more transit based commuting.

PARKING DEMAND

There is currently ample parking on the University campus. The parking lots are typically very large and have little visual screening, tree or hedge planting on their interior or perimeter, and few amenities that would allow them to be used for alternate activities when parking is not in demand. There are no parking ramps or decks above or below grade.

Parking to meet a future peak FYE of 3,800 can be extrapolated from current use rates as reflected in parking permits issued in 2004-2006 when FYE was roughly 3,200. They are as follows:

ENTIRE YEAR PARKING PERMITS - FY05

Employee:	420
Specific Reserve:	44
General Reserve:	58
Regular:	296
Adjunct:	22
Student:	2,026
Specific Reserve:	7
General Reserve:	22
Regular:	1,997
Senior College:	50
Motorcycle:	30
Visitor Passes:	NA

Source: SMSU Dept. of Public Safety, 2005

4.1 BUILDING MASTER PLAN INITIATIVES

URBAN DESIGN COMMENTARY AND OBJECTIVES

The development of the Southwest Minnesota State University Campus Master Plan is a fundamental step in creating a cohesive, beautiful, functional campus. The plan seeks to provide a manageable and achievable set of ideas and principles that can be implemented during the foreseeable future. These principles will also aid in development beyond the planning horizon. The plan concerns itself with a variety of interrelated ideas which contribute to the achievement of the principles outlined below.

PRINCIPLES

Through careful analysis the following six guiding principles have been developed. All future development should reinforce these ideas.

- Express the surrounding regional ecology and character
- Create clear campus entries
- Create clear vehicular circulation
- Distinguish parking areas and better integrate into campus
- Continue development and strategy for exterior and interior wayfinding system
- Acknowledge current density and compactness and take advantage of existing space

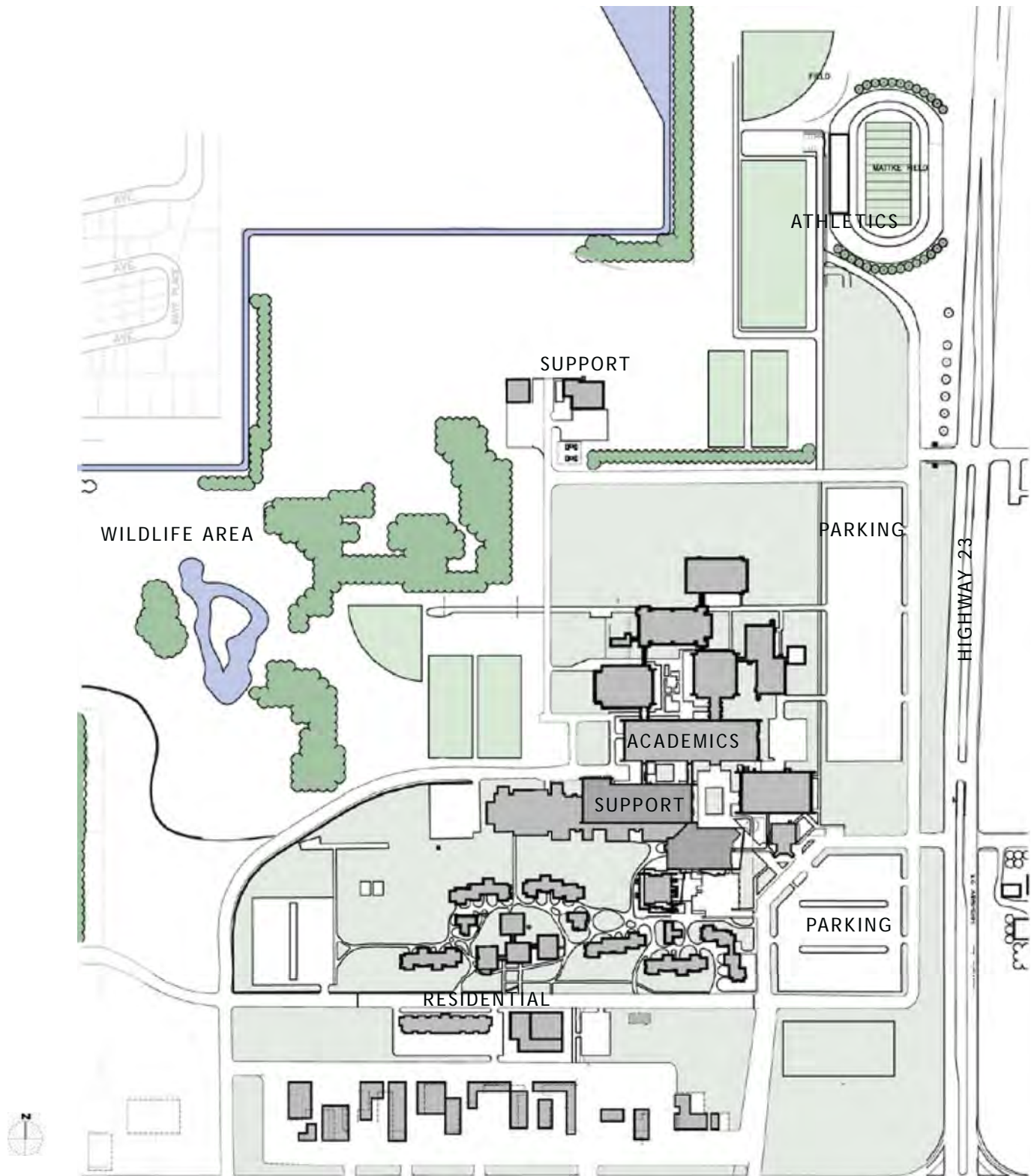


THE FOLLOWING DIAGRAMS ILLUSTRATE THESE PRINCIPLES:

- Distinguish the campus from the surrounding context
- Use trees, fencing, hedges, berms, buildings, lighting and other elements to create recognizable and defined edges to the campus
- Reinforce current strong edge defined on east by Highway 23 and frontage road
- Interstitial space between State Street and East Campus Drive/Hwy 19 needs definition
- Introduce stronger elements on west and north sides of campus - Mustang Trail provides structure to the west side but gives no clear definition to campus boundaries while the northern edge is defined by Mattke Stadium, the baseball diamond and a windbreak

4.2 BUILDING MASTER PLAN

PRESENT CAMPUS PLAN



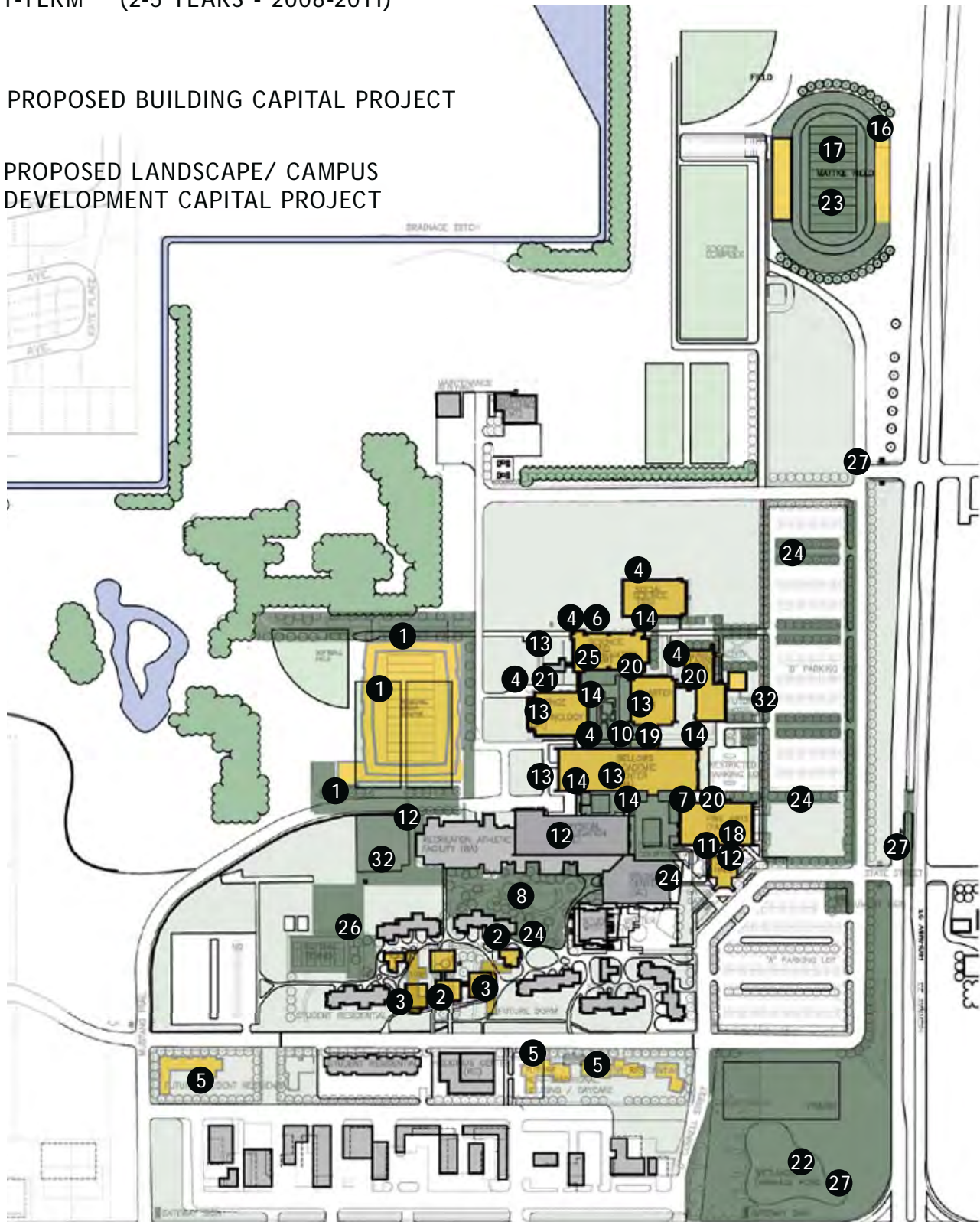
SOUTHWEST MINNESOTA STATE UNIVERSITY
FACILITIES MASTER PLAN UPDATE

4-5



BUILDING MASTER PLAN
SHORT-TERM (2-5 YEARS - 2008-2011)

- PROPOSED BUILDING CAPITAL PROJECT
- PROPOSED LANDSCAPE/ CAMPUS DEVELOPMENT CAPITAL PROJECT



MASTER PLAN KEY SHORT-TERM (2-5 YEARS - 2008-2011)

- 1) Regional Event Center
- 2) F Hall Demolition
- 3) Student Housing Construction
- 4) Instructional Classroom Renovations/Upgrades Phase 1
- 5) Student Housing Construction
- 6) Science Lab Renovations Phase 1
- 7) Fine Arts Renovations (Theatre and Studio Arts)
- 8) Alumni Garden grading, plantings, and associated walks
- 9) Fire Safety Phase 3
- 10) Elevator Renewal and Code Compliance
- 11) FH Roof Renewal
- 12) RA/PE/FH Connection to Central Chiller
- 13) Link Renovation: SM-ST and SM-CH
- 14) Code Blue Lights, Civil Defense Siren, Courtyard Lighting
- 15) Electrical Meters
- 16) Bleachers: Replace Visitor and Improve Home Side
- 17) Mattke Stadium - Improvements
- 18) Abate Lobby Ceiling in FH
- 19) Replace Ceiling Units in BA
- 20) Instructional Classroom Renovations/Upgrades Phase 2
- 21) Science Lab Renovations Phase 2
- 22) Prairie Restoration at Southeast Entry/New Entry Monument
- 23) Running Track and Event Site Construction
- 24) Campus Beautification
- 25) Renovate Bellows Commons
- 26) Design and construct tennis and sand volleyball courts
- 27) Create "Front Door" Image and better entrance to campus (align entry road with Loop Road)
- 28) Modifications for Interior Safety Measures
- 29) Vestibules: SM, PE/BA West Link, FA-N.East Door
- 30) Different Switch at Manhole #3
- 31) FH Tuckpointing and Window Replacement
- 32) Design and Construct new drop-off and Plaza at Recreational Athletic Facility (RA)

REFER TO SECTION V FOR CAPITAL PLAN SCHEDULE

BUILDING MASTER PLAN
MID-TERM (6-15 YEARS - 2002-2017)



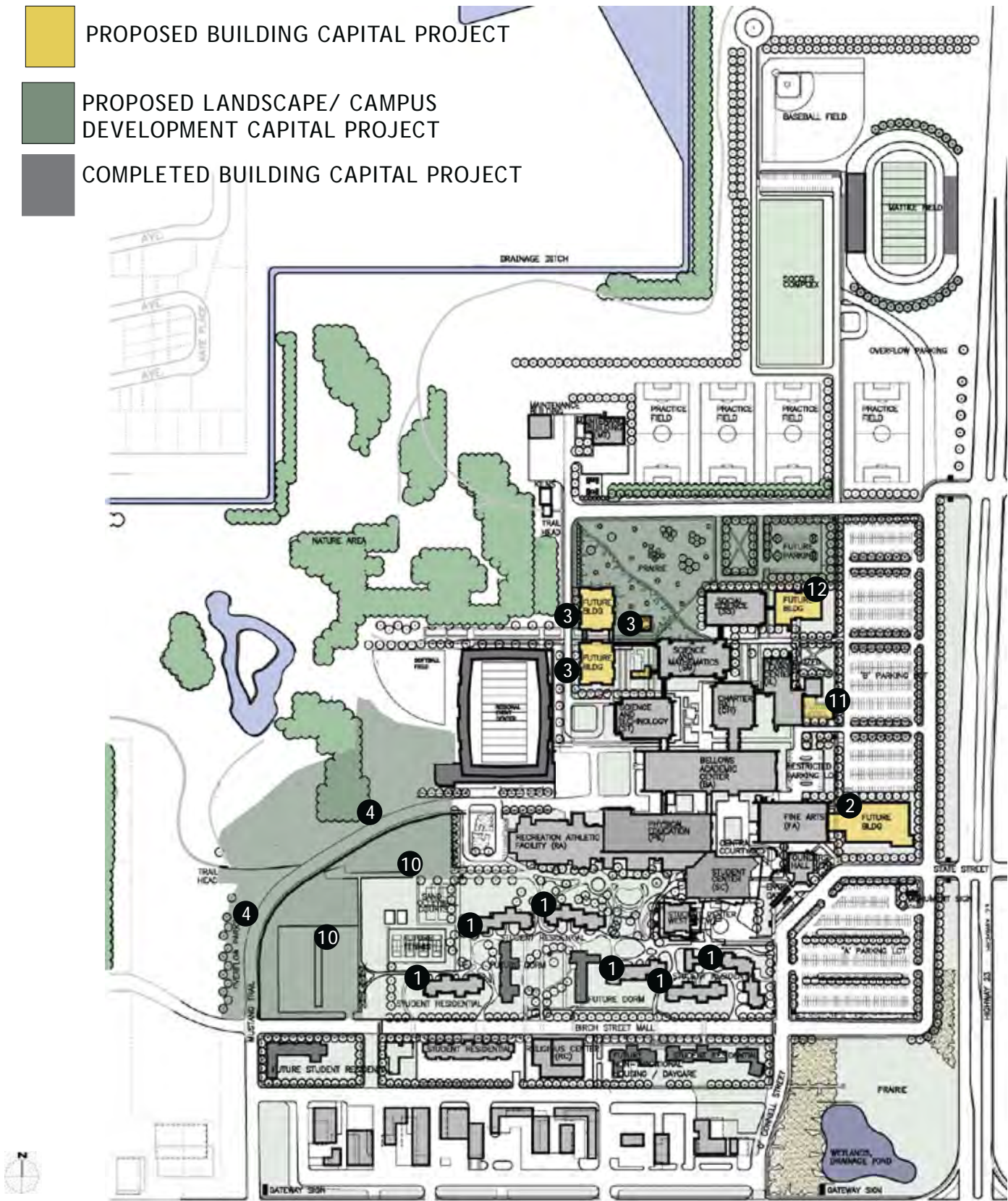
PROPOSED BUILDING CAPITAL PROJECT



PROPOSED LANDSCAPE/ CAMPUS
DEVELOPMENT CAPITAL PROJECT



COMPLETED BUILDING CAPITAL PROJECT



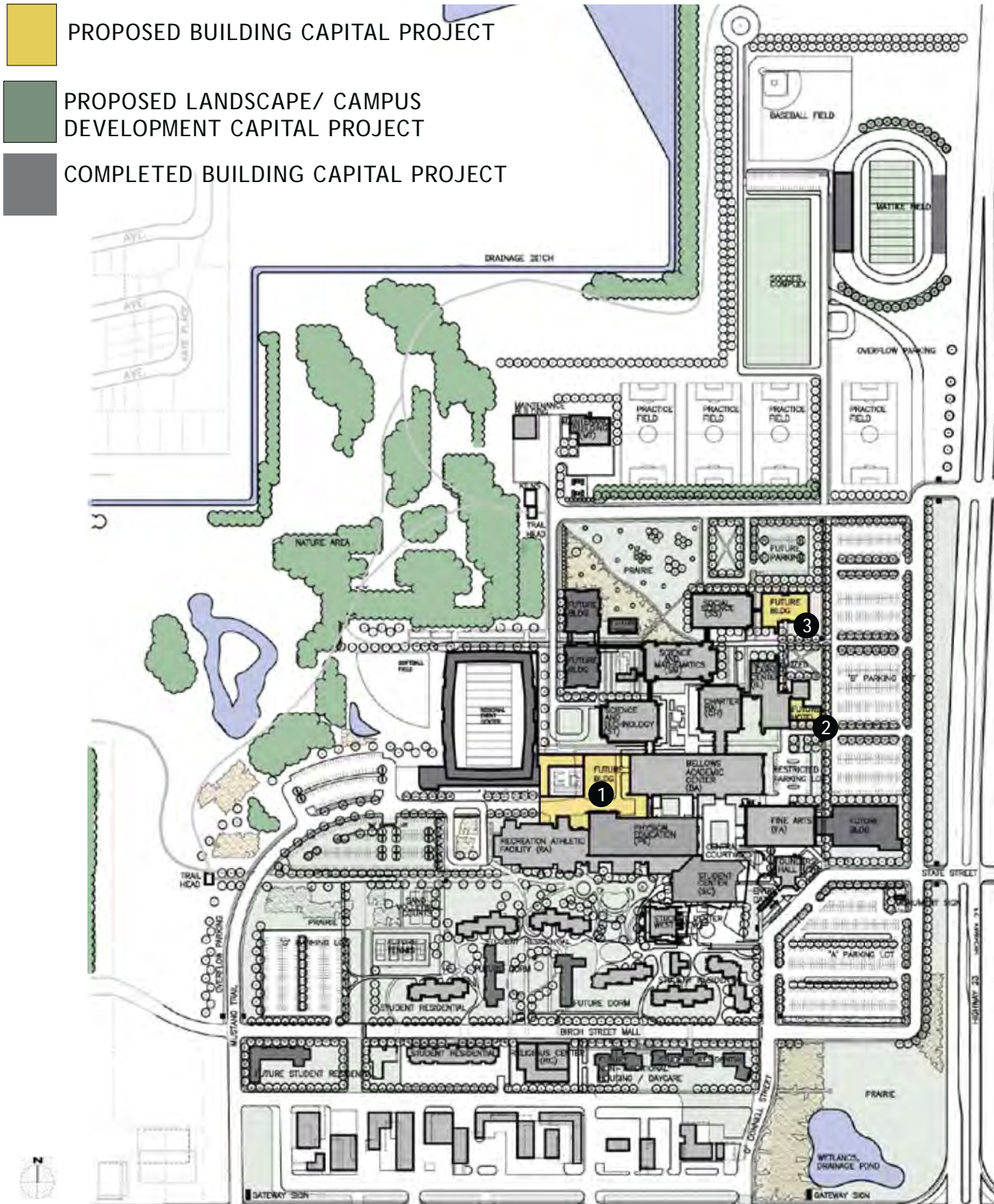
MASTER PLAN KEY MID-TERM (6-15 YEARS)

- 1) Student Housing Modifications
- 2) Design and construct Fine and Performing Arts Addition
- 3) Plant Science Learning Center
- 4) Redesign Mustang Trail
- 5) Generator Systems for Campus
- 6) Replace Priority 1 and 2 Water Heaters
- 7) New Heating Units Throughout Campus
- 8) Replace Switchgear in all Buildings, 1-2 Buildings 1 year
- 9) Development of comprehensive Wayfinding System, Exterior/Interior
- 10) Right-size parking on Mustang Trail
- 11) Conduct Predesign and Design for Hotel
- 12) Conduct Predesign and Design for Culinary Facility

REFER TO SECITON V FOR CAPITAL PLAN SCHEDULE

Projects are listed not necessarily in
chronological order or by priority.

BUILDING MASTER PLAN LONG-TERM (15+ YEARS - 2018+)



MASTER PLAN KEY
LONG-TERM (15+ YEARS)

- 1) Recreation Athletic Facility (RA) Extension to REC plaza and Bellows Academic Center (BA).
- 2) Construct Hotel
- 3) Construct Culinology Facility

REFER TO SECTION V FOR CAPITAL PLAN SCHEDULE

Projects are listed not necessarily in
chronological order or by priority.

SOUTHWEST MINNESOTA STATE UNIVERSITY
FACILITIES MASTER PLAN UPDATE

4-11



Bike, pedestrian trails subject of open house

By Megan Hanson

POSTED: June 14, 2008 Marshall Independent

<http://www.marshallindependent.com/page/content.detail/id/502516.html>

An open house will take place Wednesday at the Marshall Area YMCA to discuss and get public input on the Pedestrian and Bikeway Plan, an addendum to Marshall's comprehensive plan of bike and pedestrian trails in the city.

Four conceptual plans will be available for viewing and community input from 5-6:30 p.m. Wednesday.

Harry Weilage, director of Community Services for the City of Marshall, and Sheila Dubbs, the assistant to the city administrator, along with Mary Vogel, the city's consultant on the project, have been working since 2005 to acquire funding and finalize plans for new bike and pedestrian trails in Marshall.

"It's the perfect time to talk about this subject," said Weilage, who thinks that with the north trail project set to be done in 2009 — which will pave the existing trails from Wayside Park to north of Southwest Minnesota State University — and rising fuel costs pushing more people to bike and walk instead of driving, more people will be concerned about this topic.

"Also, now that we have located most public facilities, such as the YMCA, the high school, and the middle school, it is time to move forward with this," Weilage said.

Project planners will seek community input on the plans as well as the value of trails.

Planners hope that new trails will accomplish three goals, the first of which is safety for pedestrians.

"We need to make sure that people can get where they need to by biking and walking safely," Dubbs said.

The four plans hope to connect the trail system to amenities such as grocery stores.

The second goal is to make Marshall a healthier city with the trails.

The primary funder of the plans is Blue Cross and Blue Shield of Minnesota, an independent licensee of the Blue Cross and Blue Shield Association, which gave \$30,000 toward the plan in order to encourage more people to get outside and engage in physical activity.

Marshall is one of five cities awarded funding for these kinds of projects, along with Rochester, Maplewood, Excelsior

and Shoreview.

"We're part of an elite group that is trying to change how communities are designed," Weilage said about the tough application process Marshall went through to receive funding.

The project also received \$14,000 from the Pioneering a Healthier Marshall Coalition.

The third goal of the plan is to create community by connecting neighbors.

"We want to reverse the trend of three-car garages and bring back the value of a front porch," Weilage said.

The goal of Wednesday night's meeting is to finalize a plan that can be approved by the city council, Dubbs said.

The plan will then become guidelines for all future decisions the council will make on the project, said Dubbs.



Photo by Megan Hanson, Marshall Independent

Public gets look at trio of trails

By Megan Hanson

POSTED: June 19, 2008 Marshall Independent

<http://www.marshallindependent.com/page/content.detail/id/502610.html?na>

A meeting took place Wednesday night at the YMCA to discuss plans for further development of the bike and pedestrian trail system in Marshall.

The plans, which have been in the works since 2005, were put on display for an open house where citizens were invited to see the plans, discuss issues and provide feedback.

Three plans were presented, named "Spine and Spokes," "Neighborhood Loop" and "The Crossroads."

"Each plan considers proximity to food and parks, as well as traffic accident sites," said Harry Weilage, Marshall Community Services director.

Each plan was presented before they were discussed by Mary Vogel, the "expert on trails for the state of Minnesota," said Weilage.

Vogel discussed the features unique to the different plans.

The Spike and Spoke plan has the Redwood River as the "spine" of the city with "spokes" jutting out into the community.

The Neighborhood Loop plan "has a lot going on in the system," said Vogel.

The plan tries to define neighborhood boundaries and provide easy access to residents in each area of the city.

Finally, the Crossroads plan models after the historical development of the city of Marshall as a crossroads when it was originally designed as a railroad and major highway cross point.

Once the discussion started, citizens provided plenty of feedback for each plan. One major issue that was often discussed was how to cross busy roads when connecting the town.

Krista Bjella, a resident of Marshall and a mother, said it's not just about major thoroughfares like highways 23 and 19, but busy residential roads as well.

"As a mom, I don't want my kids crossing busy roads unsafely ...bike trails provide a safe way for my kids to play," Bjella said.

David Horstmann, owner of the Bike Shop, said he attended to figure out "how it (the plan) can be designed to be safe and efficient."

The Spine and Spoke plan is the most ambitious with its

street crossings, crossing Highway 23 four times.

Nikki Schlepp, part of the design team, led the discussion on the Spine and Spoke plan and said, "This is the most ambitious plan because we cross a major highway more than any other plan. It has to be done safely. A safe plan is over or under. On a major highway like 23, flashing lights and signs just aren't a safe option."

Another major issue that was raised was what city features each plan connects to, such as schools, parks and popular sites like the pool.

Some citizens also wanted to ensure that the trails are not just signs and lines painted on the roads, but actual trails away from streets.

A unique issue was also raised by Dale Janiszeski, who is a handicapped resident of Marshall and would use his scooter to navigate the trails.

"I am hoping for more driver education," Janiszeski said. "We need to make drivers aware of pedestrians and let them know that they share the road. I have problems all the time with cars straddling the crosswalk or cutting me off when I have the walk signal."

City and county officials were also present at the open house.

Lyon County Board Chairman Mark Goodenow attended the meeting to see what the initial plan would be for a larger county project.

"This is the beginning of the project; we (the county) will continue to build off from this into the rest of the county," Goodenow said.

Goodenow hopes that someday the trails can connect all the way down to Camden Park and all the way up to Granite Falls.

City councilman Dan Ritter said that he was excited to see the turnout at the meeting and also for the future of the trails.

Overall, Weilage was very encouraged by the turnout.

"The overriding comment is when are we going to get started," Weilage said.

After Wednesday's meeting, all of the plans and feedback will go back to the design team for review and consideration.

Weilage hopes to have a preliminary plan to bring before the city council by the end of the year.

If anyone has further comment on the plans or would like more information, they are asked to contact either Weilage at (507) 537-6767 or assistant city administrator Sheila Dubs at (507) 537-6790.

Community Responses to Preliminary Schemes From Community Meeting

A community open house was held in Marshall's YMCA from 5 o'clock to 7 o'clock on June 18th. Over forty community members attended representing a cross section of the community. Although some parents of small children attended, it was disappointing to the meeting's organizers that more did not attend.

The analysis drawings and the three preliminary trail plans were displayed. After viewing the display boards and having informal conversations with the planning/design team members, a formal welcome by the YMCA and the city, and an overview of the project by the leader of the p/d team, community members were asked to join in a discussion about the merits and challenges of each scheme and post their comments with post-it notes on the drawings. Three members of the planning/design team were seated at separated tables; each one had a large drawing of one of the three schemes. Community members circulated to another scheme at another table every 30 minutes.

The community discussions and comments were most helpful in identifying the issues to be addressed. Immediately after the meeting another meeting was held with city and YMCA staff to debrief and agree on the directions to be followed. Below is a listing of the comments from the discussion tables:

Crossroads Scheme

Challenges:

- Will trails run along sidewalks & streets in the inside of the city?
- Highway 19 will run on top of bike path at the armory
- There is a safety issue when crossing Hwy 23 in the SW part of town. (Crossing 4 lanes)
- This section is already designated as a trail
- This is a narrow street for 4 blocks
- Connect the trail to the community gardens
- It is too narrow along the river by the condos for a trail
- The wooded area raises issues of safety
- This is a dangerous crossing
- Connect the trail to the new housing area
- Paths are too long for short family bike rides
- City streets should not be considered to be a trail; develop off-road paved trails

- Dangerous crossing at high school, put a tunnel @ midpoint of the campus
- Marshall does not have safe connections to public areas for children
- Need to pave the trail in the ditch area off of Hwy 59 where it joins the bike trail that goes to N. 7th street

Environmental Amenities:

- Existing trail
- Holy Redeemer/Med Center

Spine & Spokes Scheme

Challenges:

- State highway crossings need to have push buttons at intersections for pedestrians/bikers to cross
- Possible easement locations
- Need additional state funding to build the trail
- Cost of development will be significant
- Crossings should meet ADA guidelines; the crosswalks in the new downtown main street are very accessible
- Homeowner's acceptance is important
- Financially feasibility is a concern
- Develop points of interest along the trail
- 4 crossings of Highway 23 is feasibly difficult
- Following the river all the way will not work unless you can provide ways to cross back and forth
- 23/59 is still bad even with the traffic light
- Accessibility for disabled pedestrian crossings
- Library may move to old school house site; it should be on trail
- Crossing West College Drive to go to Legion Field is a problem if you live on south side of town
- Crossing 23 4 times

Cultural amenities:

- Marshall has many parks & schools to use as trails
- Trails are very much needed and desired by community
- We need an off-road connection from Camden State

- Park to Marshall (tar surface)
- We need a safe connection from the university to downtown
- Good connectivity with schools, parks & institutions

Environmental Amenities:

- Connect the trail to the community gardens
- Utilize University's Nature ARCO
- New green space w/parking lot & trail access south of
- Independence underpass
- Lyon good for a trail, Southview is also good
- The plan does provide drive-by to the limited environmental amenities in Marshall
- Build a bike and ped. Trail around retention pond at Southwest State University
- Crossing 23 safely opens up many opportunities
- Connect to existing trails

Neighborhood Scheme

Challenges:

- Not a biking community. People do not look for or give the right-of-way to bikers and ped. (needs signs, etc)
- Thoroughfares connected to state highways need more stop signs for safety
- Many drivers are completely unaware of pedestrians
- Driver education concerning pedestrian laws and rules is needed
- Strict enforcement of pedestrian laws and/or rules
- Heavy US Bank traffic
- Speed limit too high on Hwy 23
- Need safer crossing to golf course & fairgrounds
- Freedom Park needs walking paths
- Saratoga needs re-striping for safe biking especially going north
- South trail needs more spokes lead into town
- Need for safe bike crossing on 23: overpass/underpass to the high school via university
- The road through the golf course is dangerous to a bike rider due to golfers teeing off

- Fairgrounds path needs to be paved
- Sidewalks in American Legion Field Park: Finish so kids do not have leave to the park ESPECIALLY by the little league fields
- Bike trails are not clearly marked
- I don't know if Marshall really is a city of neighborhoods
- W/o putting trails in and just designating streets for the bikes paths will not help in trying to define neighborhoods
- Safer crossings are needed for access to children-intensive spots
- Crossing Bruce Street is a challenge
- Highway 23 is dangerous
- Bruce Street could use another stop sign
- Large numbers of people in this area, have another stop sign
- Need safe crossing for kids at Saratoga to the Middle School
- As developed put more neighborhood trails at SE of 23. Many vehicles are there put trail in back yards

Cultural Amenities:

- SW State University
- Fairgrounds
- Saratoga would be best place for a crossing under 23
- Need 5h Street access to pool

Neighborhoods:

- Westwood
- Parkway 1& 2
- Legion Field
- Eatros Addition
- Viking Neighborhood
- Holy Redeemer School Neighborhood
- Parkside
- Carr Estates

Environmental Amenities:

- None identified

RESOURCES

Books:

Shaw, Daniel, & Rusty Schmidt. *Plants for Stormwater Design: Species Selection for the Upper Midwest*. Minnesota Pollution Control Agency, St. Paul, MN. 2003.

Radzilowski, John. *Prairie Town: A History of Marshall, Minnesota, 1872-1997*. Lyon County Historical Society, Marshall, MN. 1997.

Rose, Arthur P. *An Illustrated History of Lyon County Minnesota*. Northern History Publishing Company, Marshall, MN. 1912.

Reports:

Building a Sense of Community: Marshall Community Survey Results. Prepared by Neighborhood House, Saint Paul, MN. May 23, 2006.

City of Marshall 1996 Comprehensive Plan (including 2004 Updates and Amendments). City of Marshall, MN. 2004.

Center for Excellence in Rural Safety: Midterm Report. Published by Center for Excellence in Rural Safety; Hubert H. Humphrey Institute of Public Affairs. July 2008.

Comprehensive Infrastructure Planning Study. Prepared by Bolton & Menck, Inc. for City of Marshall, MN. June 2003.

Minnesota State Colleges & Universities Facilities Master Plan Update for Southwest Minnesota State University Marshall, MN. Prepared by Hay Dobbs, Minneapolis, MN. August 2006.

Data:

Special thanks to City of Marshall for providing the following information:

2007 City Map, AutoCAD file.

2007 City Zoning Map, AutoCAD file.

2005 Sidewalk Survey

Traffic Accident Reports

Public Lands

Existing Trail Information

ADT Reports, Minnesota Department of Transportation.

GIS data. Minnesota Department of Natural Resources Data Deli.

Internet Sources:

Design for Health. Collaboration between University of

Minnesota, Cornell University, and University of Colorado. Supported by Blue Cross Blue Shield of Minnesota. <http://www.designforhealth.net/>

Photo Credits:

Images from the Minnesota Historical Society (MHS) Visual Database:

Main Street, Marshall. (page 12)

Photographer: Joseph McGandy

Photograph Collection, Stereograph 1881

Location no. ML9.9 MR2 r3

Negative no. 3336

Aerial view, Marshall (Page 17)

Photographer: Vincent H. Mart

Photograph Collection 1969

Location no. Collection I.303.1443

Negative no. MIBC53-23

Aerial view, Marshall (page 17)

Photographer: Vincent H. Mart

Photograph Collection 1983

Location no. Collection I.303.3737

Negative no. MIBC133-24

Images scanned from *Prairie Town: A History of Marshall, Minnesota*:

Page 12, Marshall in the 1890's (p.8-9)

Page 13, 1902 Lyon County Map (p.10), Original Plat (p. 14-15),

Marshall Men on Bike Ride to Camden State Park (p.51)

Images scanned from the John Borchert Map Library:

Page 17, 1938 Aerial and 1950 Aerial view. Compiled by CCL.

Images from various internet sources:

Page 54, Prairie Grasses, *Shelby County Conservation Board*, <http://conservation.shco.org/>

Page 55, Vegetated Creek/Swale, *University of Idaho Facilities Services*, <http://www.dfm.uidaho.edu/>

Page 55, Prairie Restoration, *Shelby County Conservation Board*, <http://conservation.shco.org/>

Page 55, Prairie Pothole, *Mr. Lovrein's Home Page*, State of South Dakota K-12 Data Center, <http://jl041.k12.sd.us/>

Page 55, Poplar, *Aromatherapy.com*, <http://www.apitherapy.com/poplar.JPG>