



AITKIN



**DEMONSTRATION  
PROJECT**

WHAT DOES THE DATA SAY?

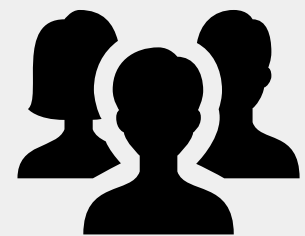




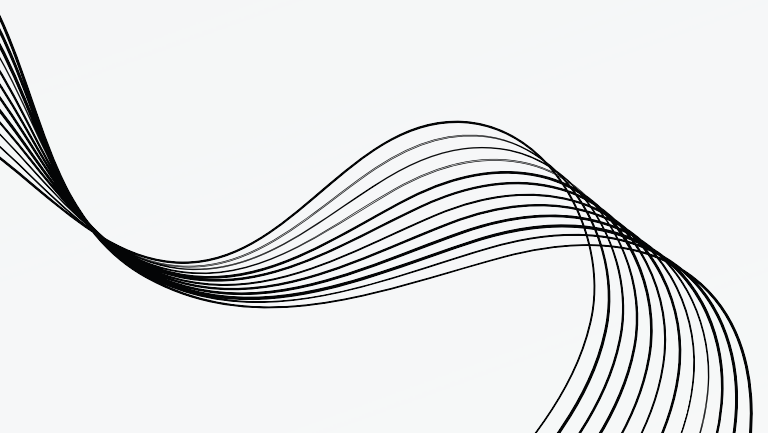
# ABOUT THE PROJECT



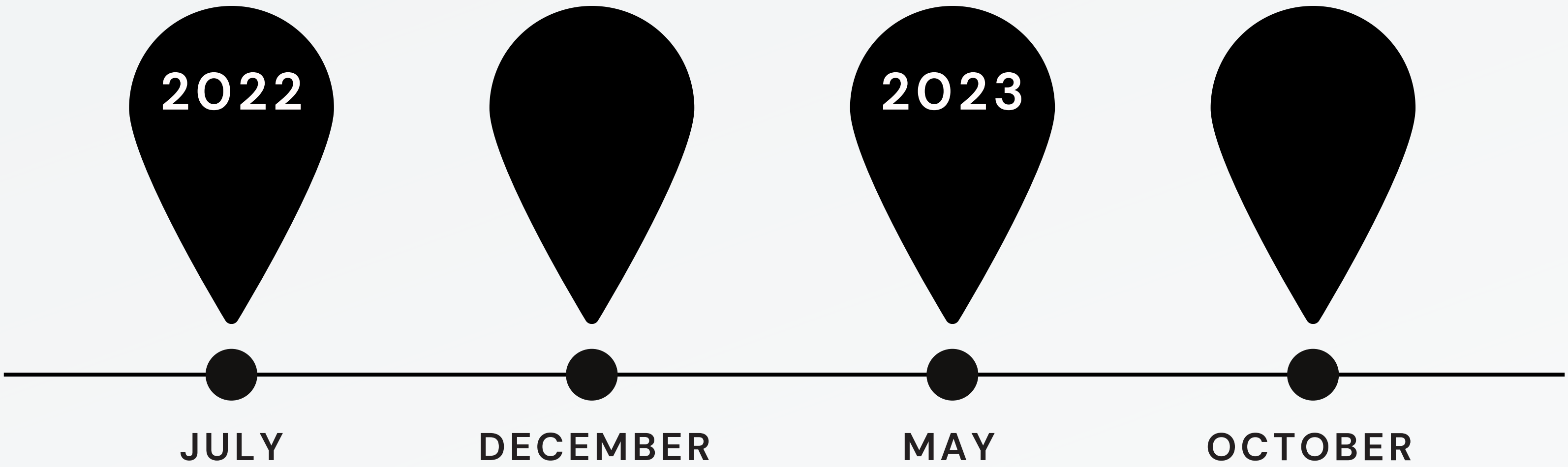
Walk audits can be most effective when public officials and community members of varying backgrounds, ages and abilities are intentionally invited and welcomed along so they can experience and react to the conditions directly.



The improving safety and active transportation work group was formed and identified an area they would like to focus improving the safety for those who walk and bike for transportation.



# PROJECT TIMELINE



Community Walk Audit

The committee refined the project layout and order the supplies.

The demonstration project was installed on May 10, 2023

Removal of the temporary materials. Continue the collaboration with MnDOT for the future reconstruction of Hwy. 210/169 in 2030.

# LET'S REVIEW THE DATA



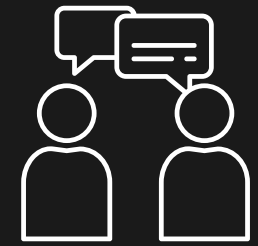
SURVEY



SPEED



PEDESTRIAN  
BICYCLE  
COUNTS



INTERVIEWS



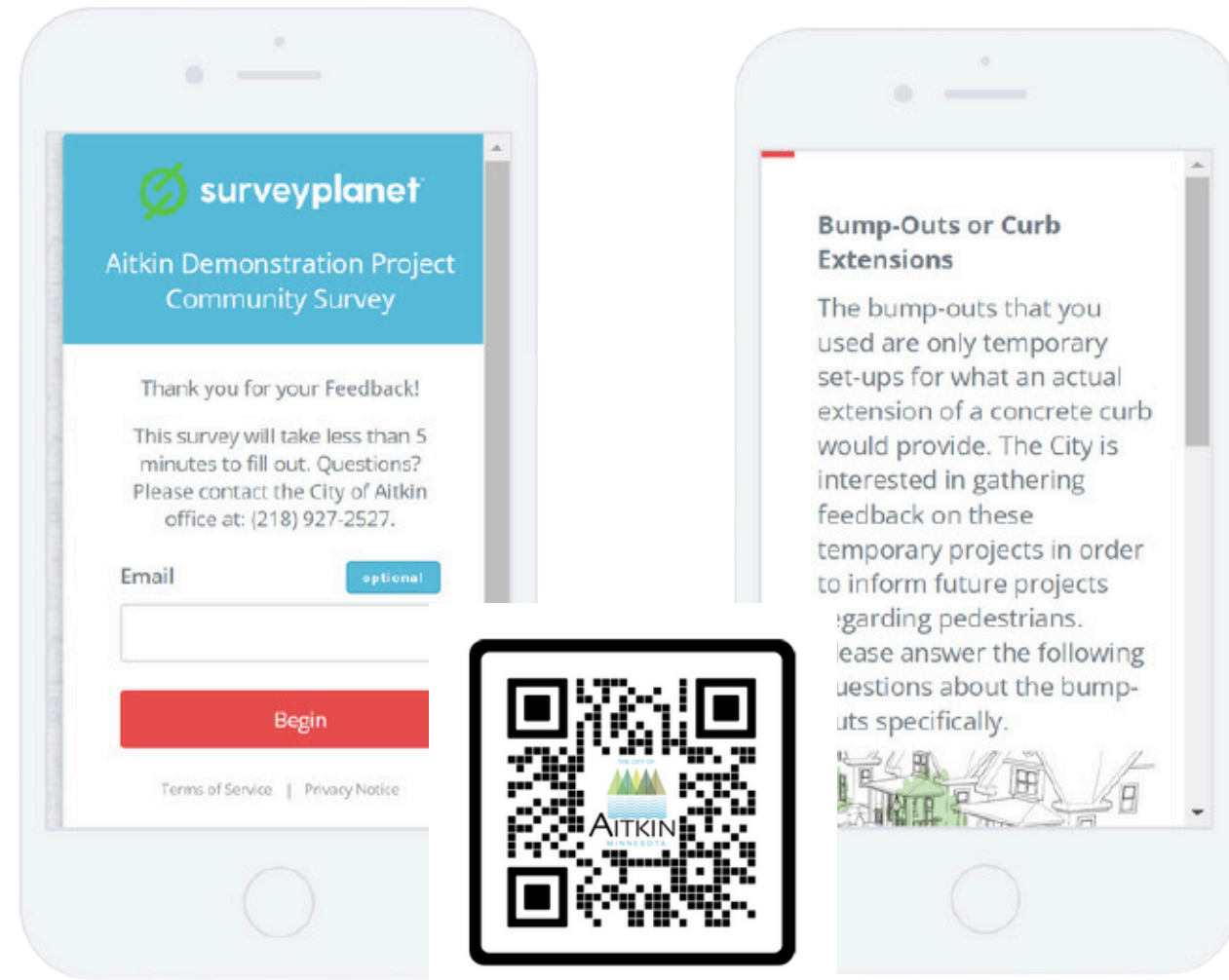
# SURVEY RESULTS



SANDWICH BOARD WITH INFORMATION



YARD SIGN ALONG THE DEMONSTRATION AND AT THE ELEMENTARY SCHOOL



SCAN ME



## Aitkin Demonstration Project Community Survey

Thank you for your Feedback!

This survey will take less than 5 minutes to fill out. Questions? Please contact the City of Aitkin office at: (218) 927-2527.



(curb extensions at Hwy. 169/Minnesota Avenue intersection of 1st Street SW- see example of bump-out

### Q1 Bump-Outs (also known as Curb Extensions)

Bump-outs are used in communities to increase roadway crossing distances, slow down traffic, and improve safety for people driving.

The bump-outs are only temporary. A permanent concrete curb would provide. The City is conducting a demonstration project in order to gather feedback and answer the following questions:

Monday, July 31, 2023, 6:56 PM UTC

When put in sidewalk or posts, it helps drivers if on only one side, not two. Hard to keep track of walkers on both sides. By park entrance, too much is bumped out to feel safe driving there, since road is narrowed and there are fast or big vehicles.

Monday, July 3, 2023, 10:52 PM UTC

I walk regularly, crossing 169 at the crosswalk on 2nd. I'd rather see a more robust crosswalk with a pedestrian activated light system. As stated before, cut a sidewalk into the embankment instead.

Friday, June 30, 2023, 1:40 PM UTC

As my husband commented good like snow, plowing with the bump outs there. We would be better off at the crosswalk having the flashing crosswalk sign versus this bump out idea. As I stated previously, the bump outs are confusing to people and they are making it harder for people to come and go out of first Street, I have seen where multiple people have hit the posts. I truly believe there could be other things that this money could be spent on for this type of project.

Friday, June 16, 2023, 3:14 AM UTC

I think there needs to be consideration for wide loads and semis having to turn down roads where it is too tight like here. They should be looking at having bike/walk ways away from traffic and a bridge over or under busy roads for the walkers and bikers to use.

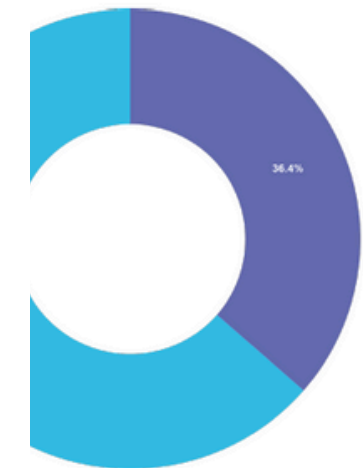
Wednesday, June 14, 2023, 5:11 PM UTC

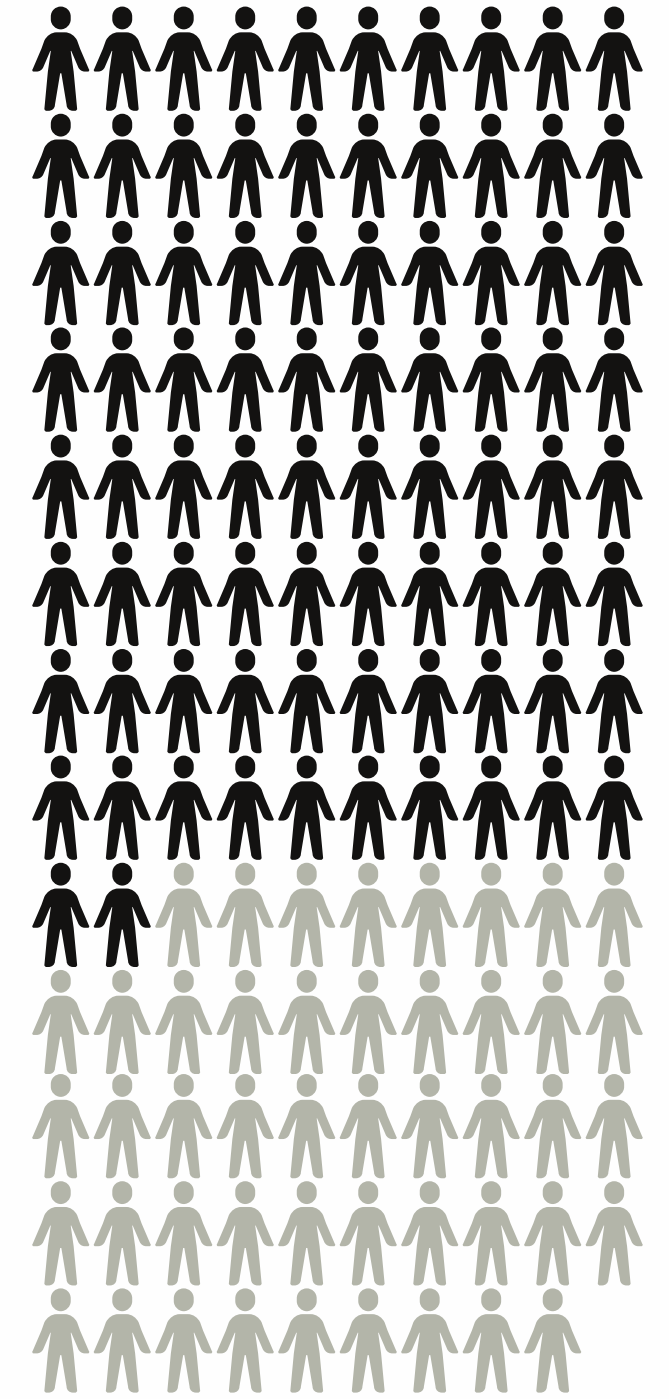
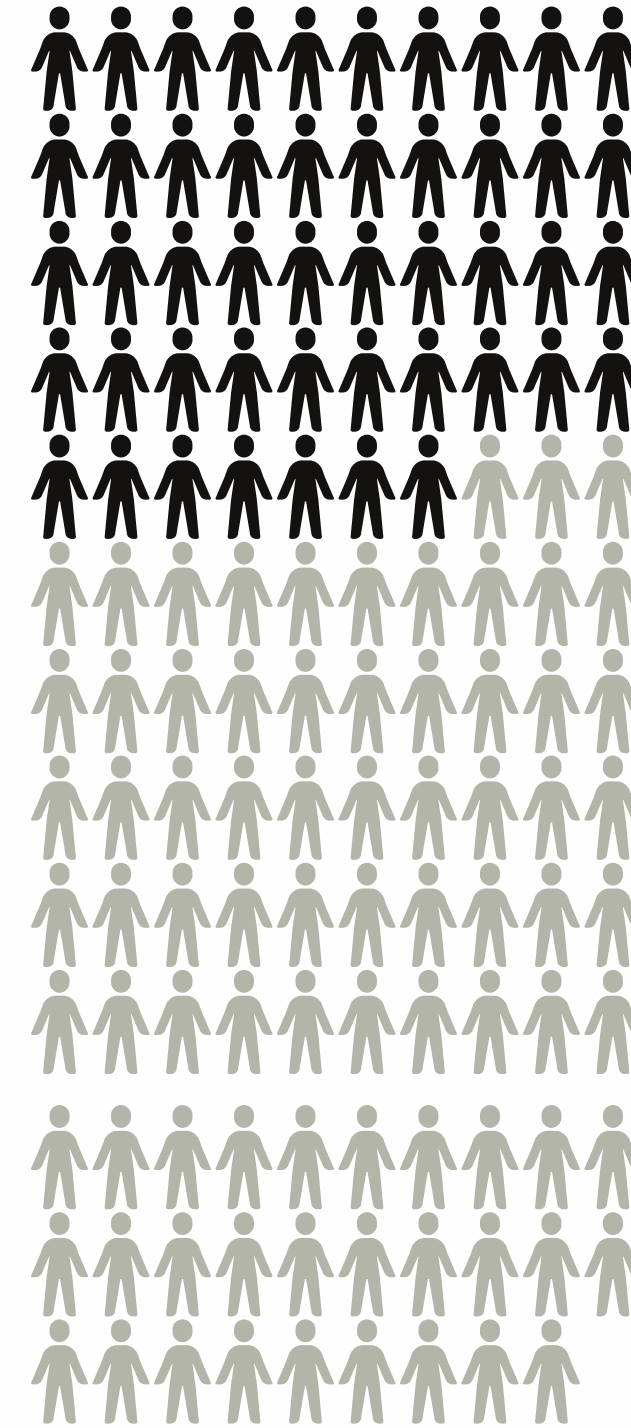
This project is an "accident waiting to happen" -- pedestrians are not noticed due to the distraction of the "sticks" and also drivers main attention in not hitting on-coming traffic!!!!!!!

Wednesday, June 14, 2023, 3:37 PM UTC

A stoplight at the hwy 47 and 169 intersection by the Hallet antique mall would be a great thing. Safer for everyone. Or a roundabout.

nesota Ave where the temporary bump-outs are installed at 1st St?





**36%**

**YES**

**64%**

**NO**



Did you walk across Highway 169 or Minnesota Ave where the temporary bump - outs are installed at 1st Street?



1 Unanswered  
129 Answered





AVERAGE

LOWEST

3.17

HIGHEST



How safe do you feel crossing Highway 169 or Minnesota Avenue with the bump-outs (or known as curb extensions)

13 Unanswered  
117 Answered

“  
Even less people stop at the  
crosswalk then before.  
”

“  
It is nearly impossible to get  
traffic to stop there even with  
the bumpouts.  
”

“  
They are DISTRACTING!  
”

“  
People should be walking on  
sidewalks when they are  
present. If the need to walk  
on street then stay off to the  
side as much as possible.  
”

“  
State highway, cars don not  
care  
”

“  
The cars slowed down all  
through the school crossing  
zone.  
”

“  
The physical barrier made  
me feel like the cars were  
less likely to get close to me.  
It also gave me a defined  
path on which to walk.  
”

“  
I think there should be sidewalks  
because the cars are so close and  
it's more distracting with the side  
bumps being there and harder to  
see kids and pedestrians!  
”

“  
Cars and trucks at that point  
go over the speed limit  
”

“  
I don't see how they help.  
”

“  
I don't think it will make a  
difference.  
”

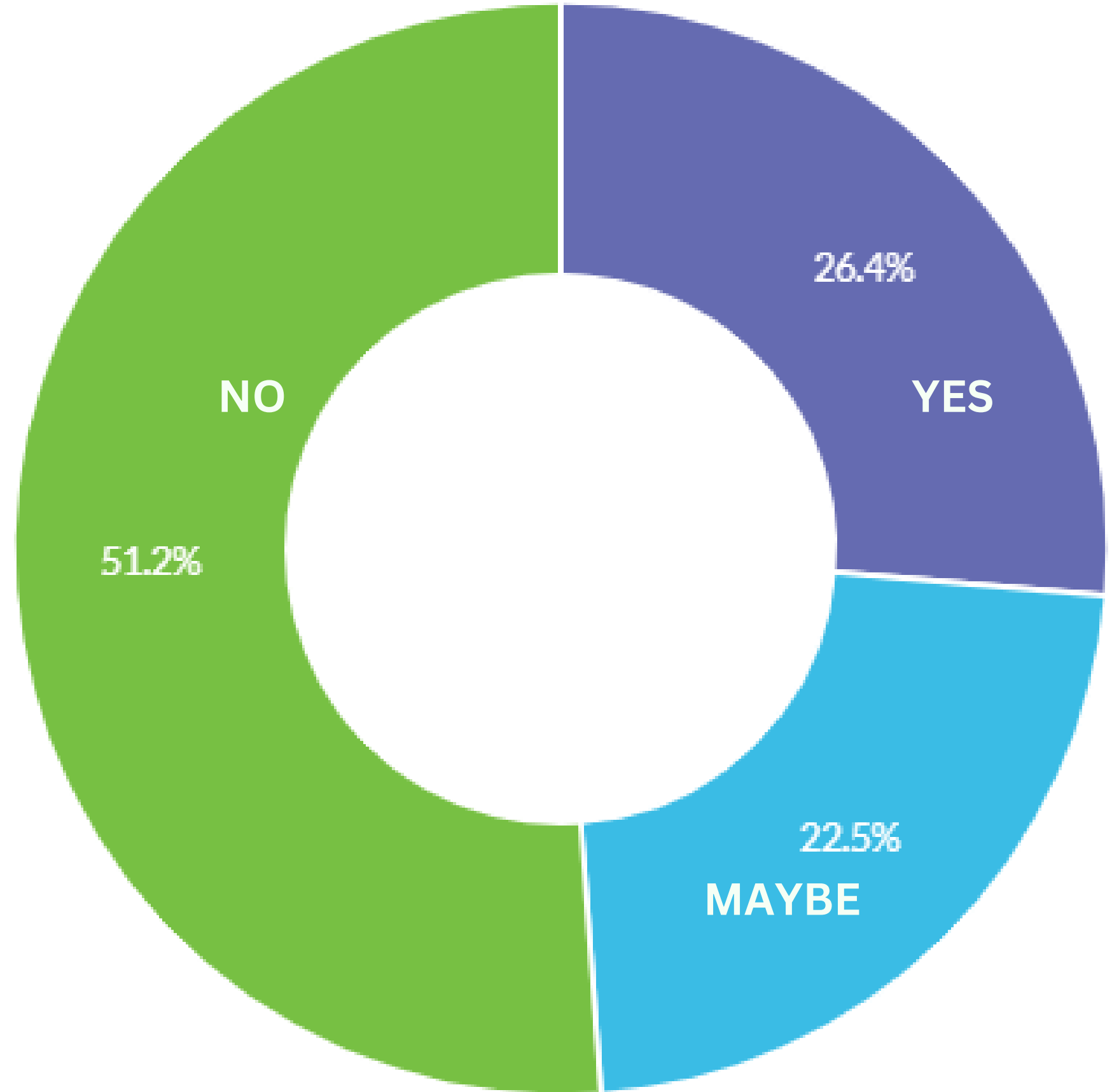
“  
To high of traffic area  
for bump outs. Need  
actual sidewalks.  
”

“  
Vehicles have to make wide  
turns in to other lanes to  
complete the turn.  
”

“  
It is a very busy roadway, but I  
think the bumpouts bring  
more awareness to  
pedestrians/cyclists  
”

“  
Fast moving traffic and  
a lot of it  
”

“  
I think they're great because  
people are more visible when  
you're driving through and  
they're like a wake up because  
it's something different that you  
need to pay attention to.  
”



Would you be in support of bump-outs (known as curb extensions across Highway 169 or Minnesota Avenue?

1 Unanswered  
129 Answered

“ At the post office where more people walking but maybe just white crossing paint ”

“ Other crossing where there are no sidewalks on either side of the street. Also 5th street has no sidewalks on either side. Can we have a sidewalk on at least one side? ”

“ By little league field ”

“ To be able to cross from Aitkin Health Service to the other side. ”

“ On Hwy. 210 in front of the Aitkin High School & Government Building ”

“ On Hwy 210 from Dairy Queen to Journey North ”

“ On Hwy 210 at the intersection of CVS/Duff's/Aitkin Motors. ”

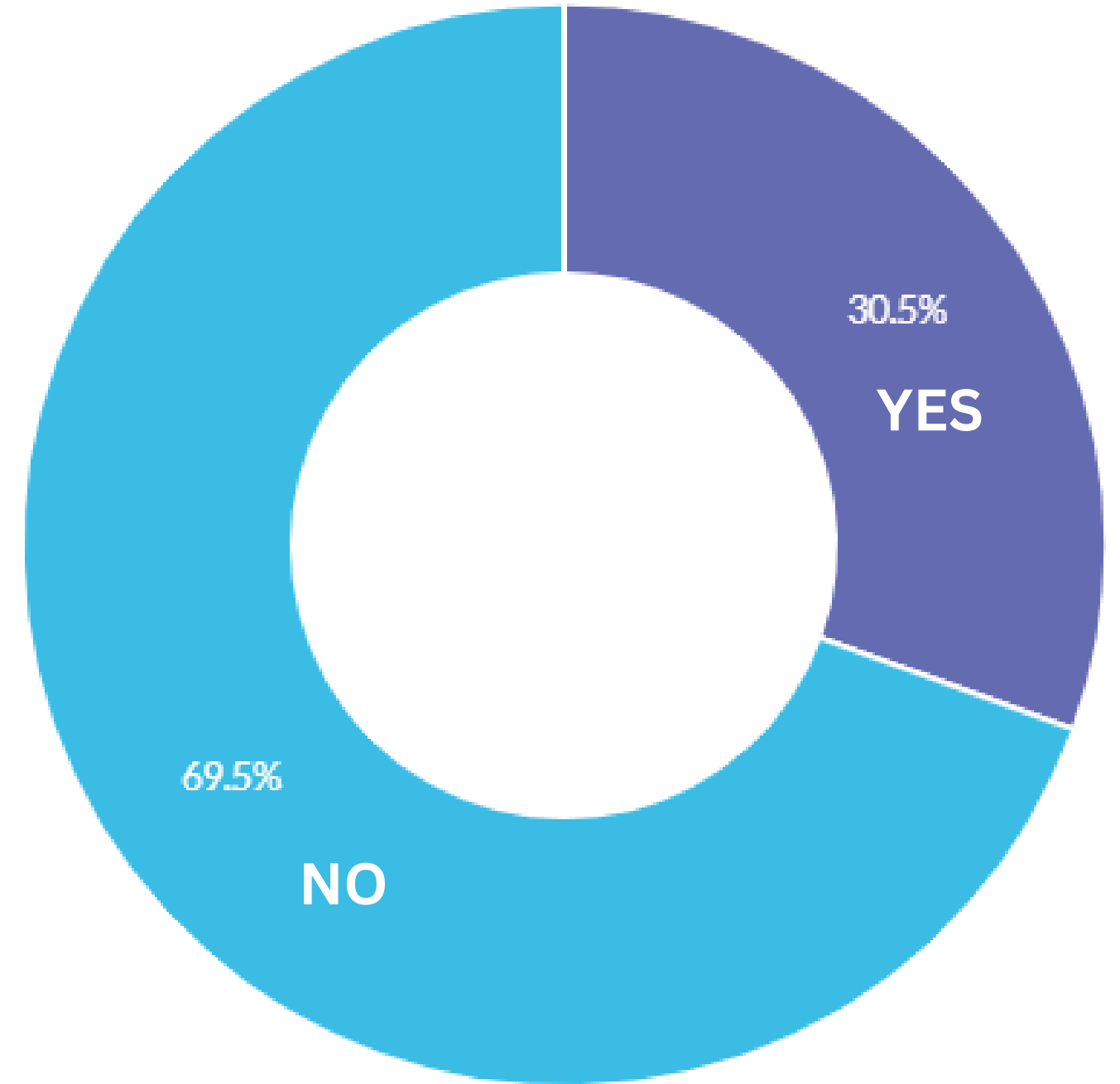
“ Over by the Ripple Center and Block North. The people that go to Block North park all over that intersection. I've almost been hit many times walking and driving. ”

“ Everywhere in town along the main roads. I also saw a lot of people utilizing the space for walking and biking. ”



Are there additional crossing locations in Aitkin we should consider for a temporary or permanent bump - out?

12 Unanswered  
118 Answered

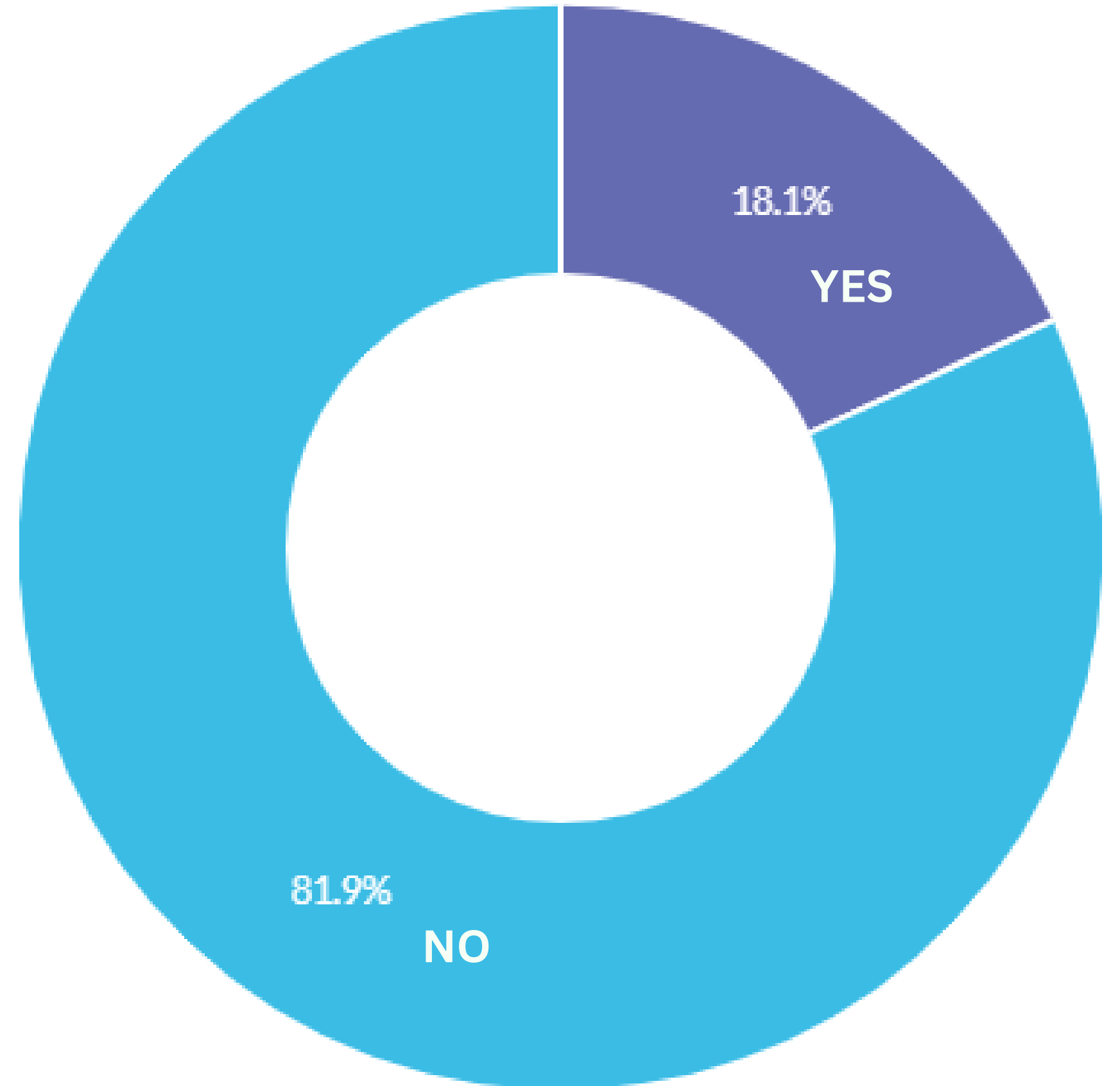




The stretch between Aitkin Health Services (or Hallet Antiques on the opposite side) on down past Tire Barn would be helpful. I know there's a walking path that runs behind the hotel, but honestly it's really out of the way for people who are just trying to walk to work at County Market as quickly as possible. I think it could meet up with the walking path once you're over the hill, but there's a good half mile stretch that's just so dangerous to walk and yet so many people use it.



A safe sidewalk MUST be put in along the 169 stretch from Aitkin Health Services to connect to the walking path/bike trail. There are a lot of employees and residents who walk along that stretch to get to Paulbecks. I am always worried for them as that section of road has pot holes, drain grates, uneven stretches, and driveways that can be a hazard to someone walking. A lot of the people walking along that stretch are not going to take the longer route of the bike path - they are commuting to work at the grocery store and walking is their only source of transportation. Our city needs to create a safe place for these residents to walk. I fear that nothing will get done until someone gets hit or hurt by a vehicle and it will be too late. Our town needs to be proactive to create safe places for residents to access basic necessities - like a grocery store.



Did you walk along Hwy. 169 or Minnesota Ave. using the temporary sidewalk?

3 Unanswered  
127 Answered

RATED 1

“ Others who often walk that stretch have said feel safer since now sidewalk. ”

RATED 5

“ Too close to traffic with no curb ”

RATED 5

“ The cars slowed down. ”

RATED 3

“ Cars still don't always stop for pedestrians in that crosswalk ”

RATED 5

“ Use common sense and use the sidewalk on other side. ”

RATED 4

“ I think this is a great area to have the temporary sidewalk placed. It allows people to walk on the proper side of the road ”

RATED 3

“ I live on the other side and feel more comfortable as there is a patch of grass between the road and sidewalk. ”

RATED 5

“ Traffic moving too fast ”

RATED 3

“ I haven't crossed it on foot but I drive by there. I'm all for them. ”



How safe did you feel walking along the temporary sidewalk?

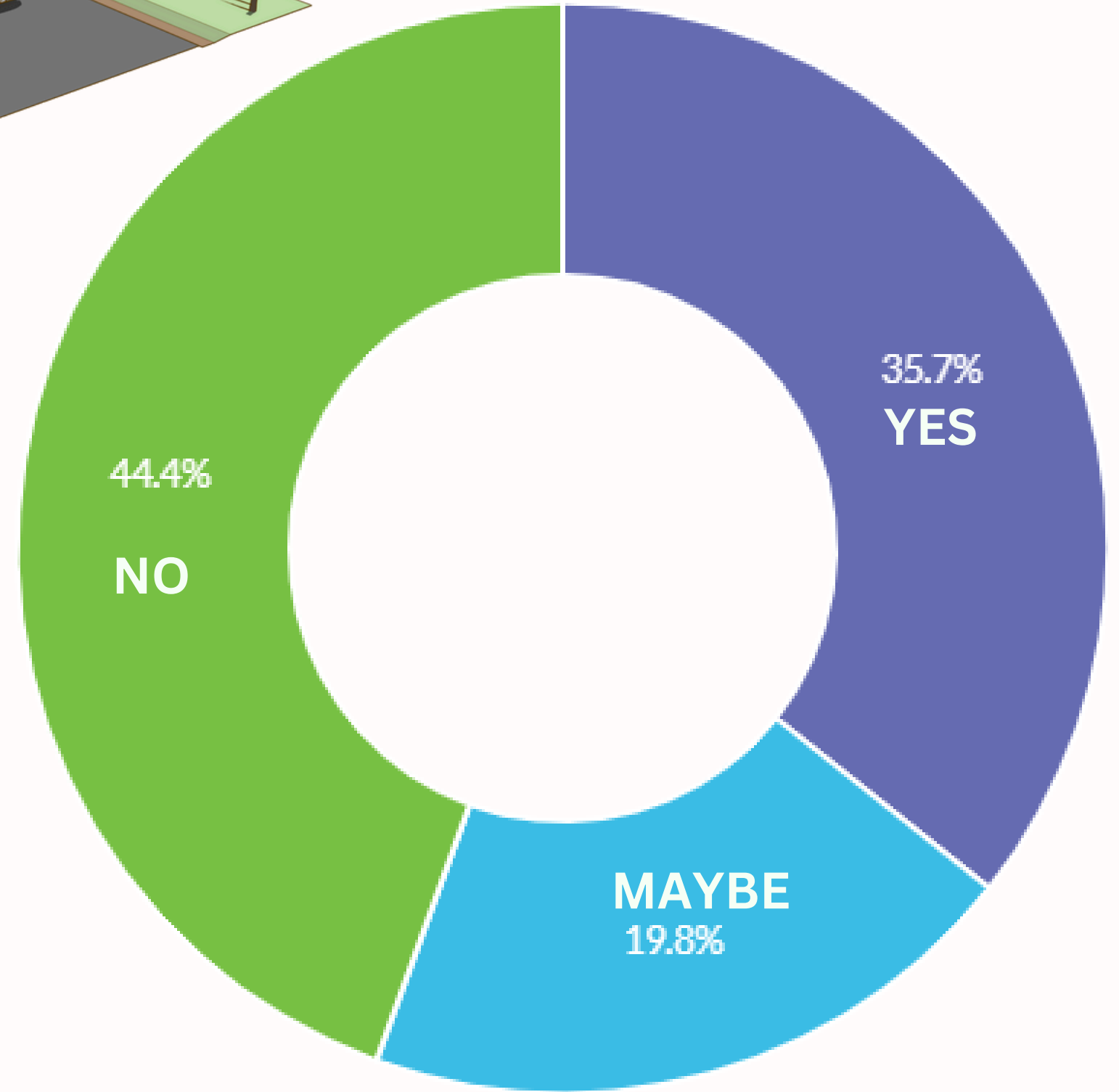
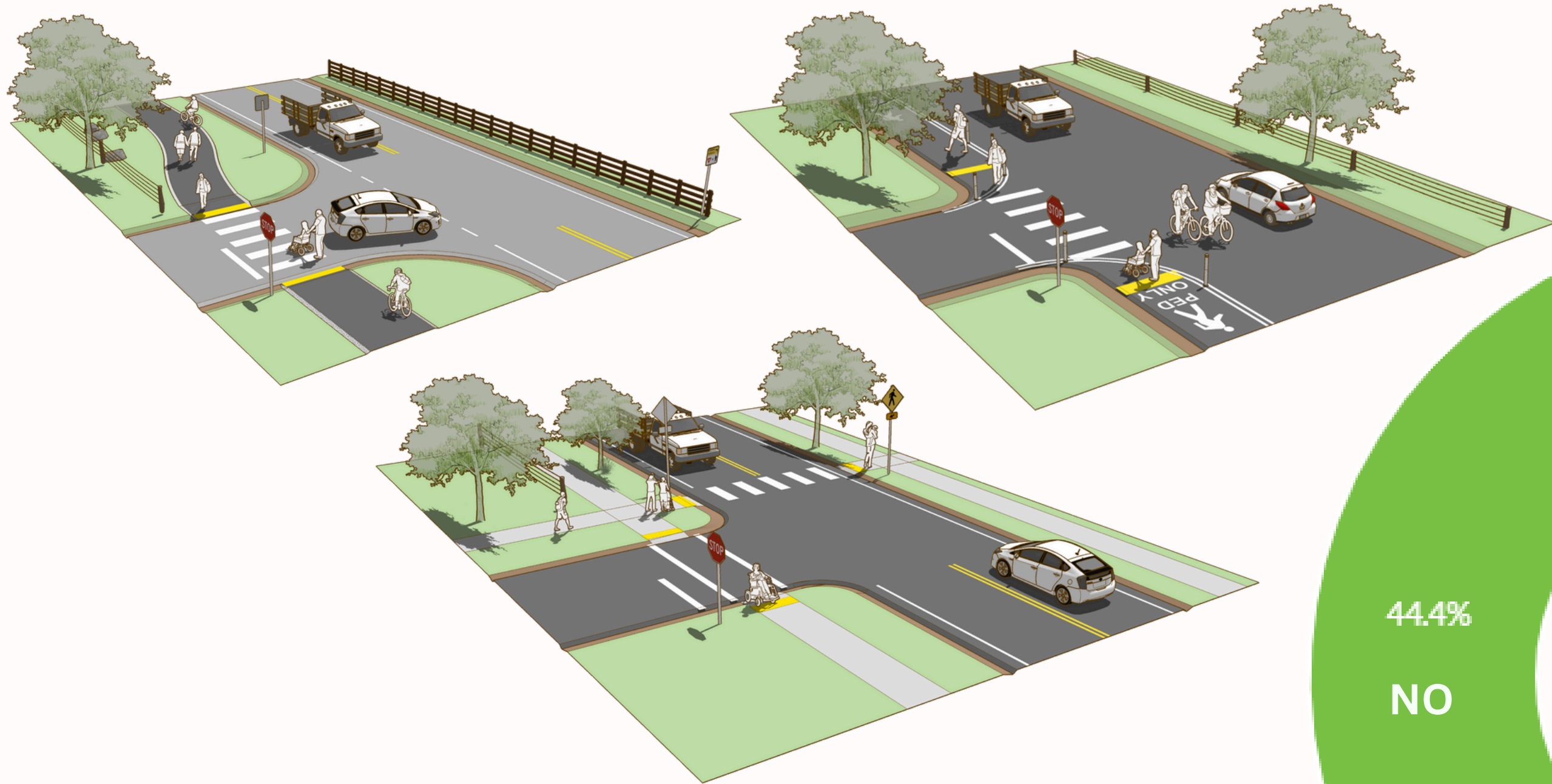
34 Unanswered  
96 Answered

LOWEST

3.51

AVERAGE

HIGHEST



Would you be supportive if the temporary sidewalks become permanent with a sidewalk or side path?

4 Unanswered  
126 Answered



“ 169/210 between Ford and Atwater on north side. West of town by Aicota. ”

“ Need sidewalk on at least one side from 3rd street to the motel where the walking trail starts ”

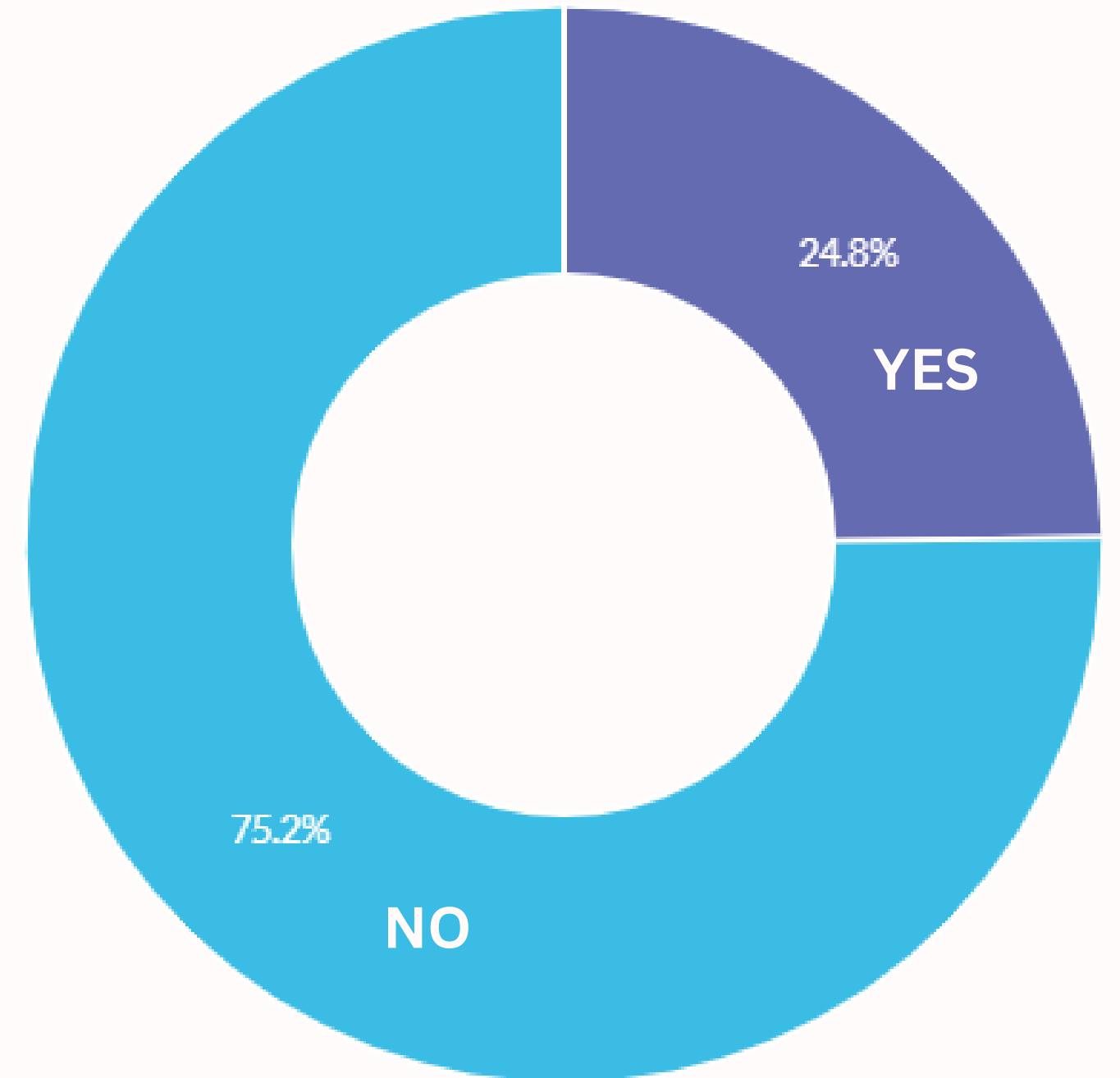
“ By the old family dollar heading South towards paulbecks. It would be nice to be able to ride bike/walk to the bike path and grocery store safely without having to walk in the shoulder of the highway! ”

“ 1st Ave SW. there is a lot of foot traffic down the middle of the street. Kids crowded on the street in the winter with parked cars, snow banks, and school busses. A daycare adds traffic congestion also. Needs a sidewalk, there is already a shortage of on street parking with the school nearby ”



Are there additional sidewalk gaps in Aitkin we should consider for a temporary or permanent sidewalk or sidepath?

21 Unanswered  
109 Answered

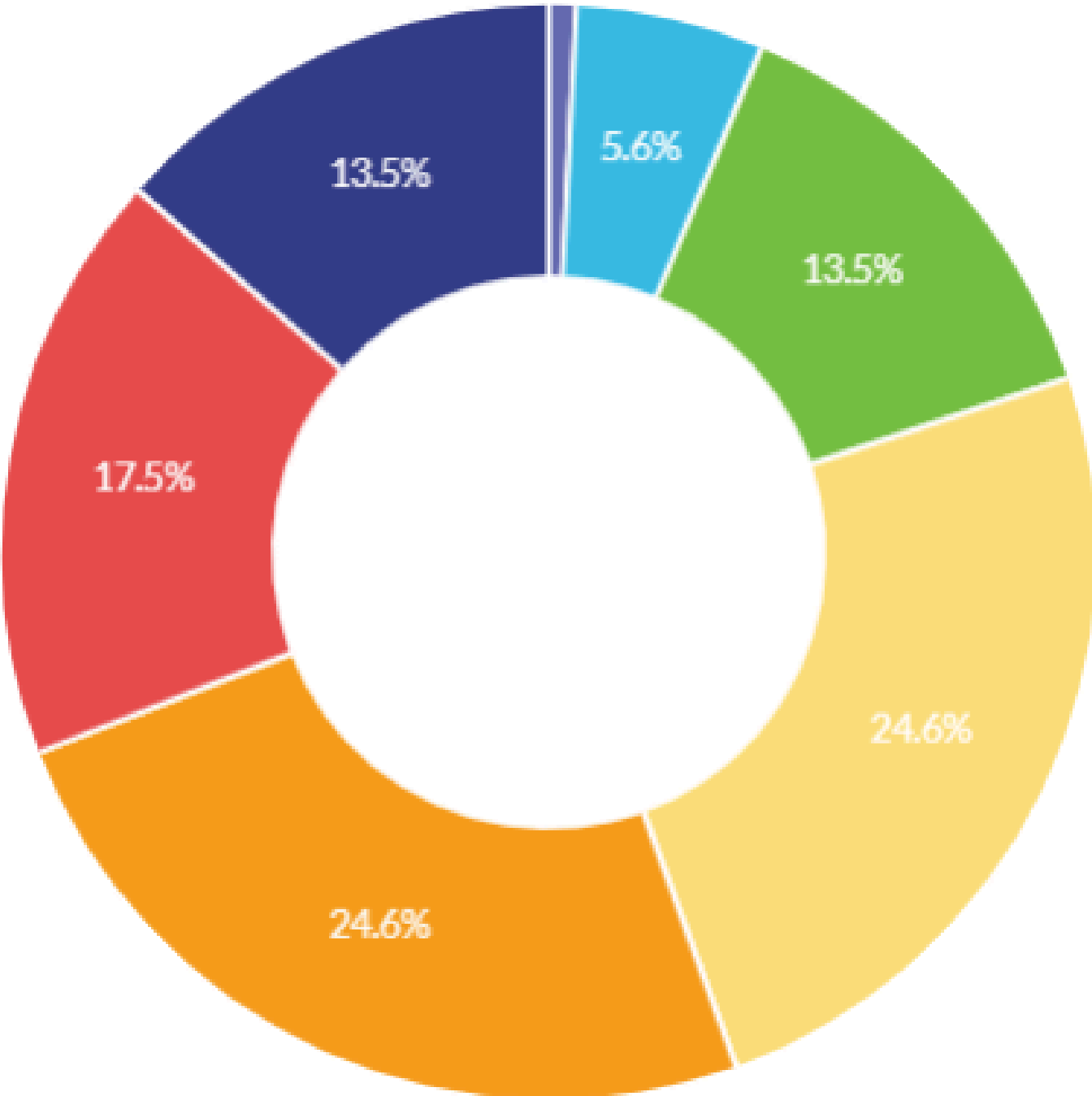


Date	Answers
Jul 31	When put in sidewalk or posts, it helps drivers if on only one side, not two. Hard to keep track of walkers on both sides. By park entrance, too much is bumped out to feel safe driving there, since road is narrowed and there are fast or big vehicles.
Jul 3	I walk regularly, crossing 169 at the crosswalk on 2nd. I'd rather see a more robust crosswalk with a pedestrian activated light system. As stated before, cut a sidewalk into the embankment instead.
Jun 30	As my husband commented good like snow, plowing with the bump outs there. We would be better off at the crosswalk having the flashing crosswalk sign versus this bump out idea. As I stated previously, the bump outs are confusing to people and they are making it harder for people to come and go out of first Street, I have seen where multiple people have hit the posts. I truly believe there could be other things that this money could be spent on for this type of project.
Jun 15	I think there needs to be consideration for wide loads and semis having to turn down roads w/ looking at having bike/walk ways away from traffic and a bridge over or under busy roads for t
Jun 14	This project is an "accident waiting to happen" -- pedestrians are not noticed due to the distra attention in not hitting on-coming traffic!!!!!!!!!!!!
Jun 14	A stoplight at the hwy 47 and 169 intersection by the Hallet antique mall would be a great thi
Jun 13	Thanks for trying to make aitkin safer for pedestrians and bikers
May 30	I suggested that a light crossing system like that have in Crosby at Cuyuna Regional Medical C HWY 10 be considered This was great addition to that crossing. This should be at 1st and 2nd had the street numbers wrong
May 28	Our stoplight NEEDS to be painted with designated turn lanes. Sometimes drivers make the ir parked on the side. It is so dangerous!!! There is a ton of summer traffic, semis turning and dri across the roads. It can be a disaster. We need specific turn lanes for drivers to know where th
May 27	Rather than investing in white paint and ridiculous poles in the road. We should be investing in (where the police meet the elementary school students to cross the highway) and 2 more whe Aitkin High School (going to the County offices) and the corner where students cross to walk i require traffic to stop for pedestrians in those crosswalks! It is absolutely unsafe to be a pede:

# 37 COMMENTS WERE SUBMITTED

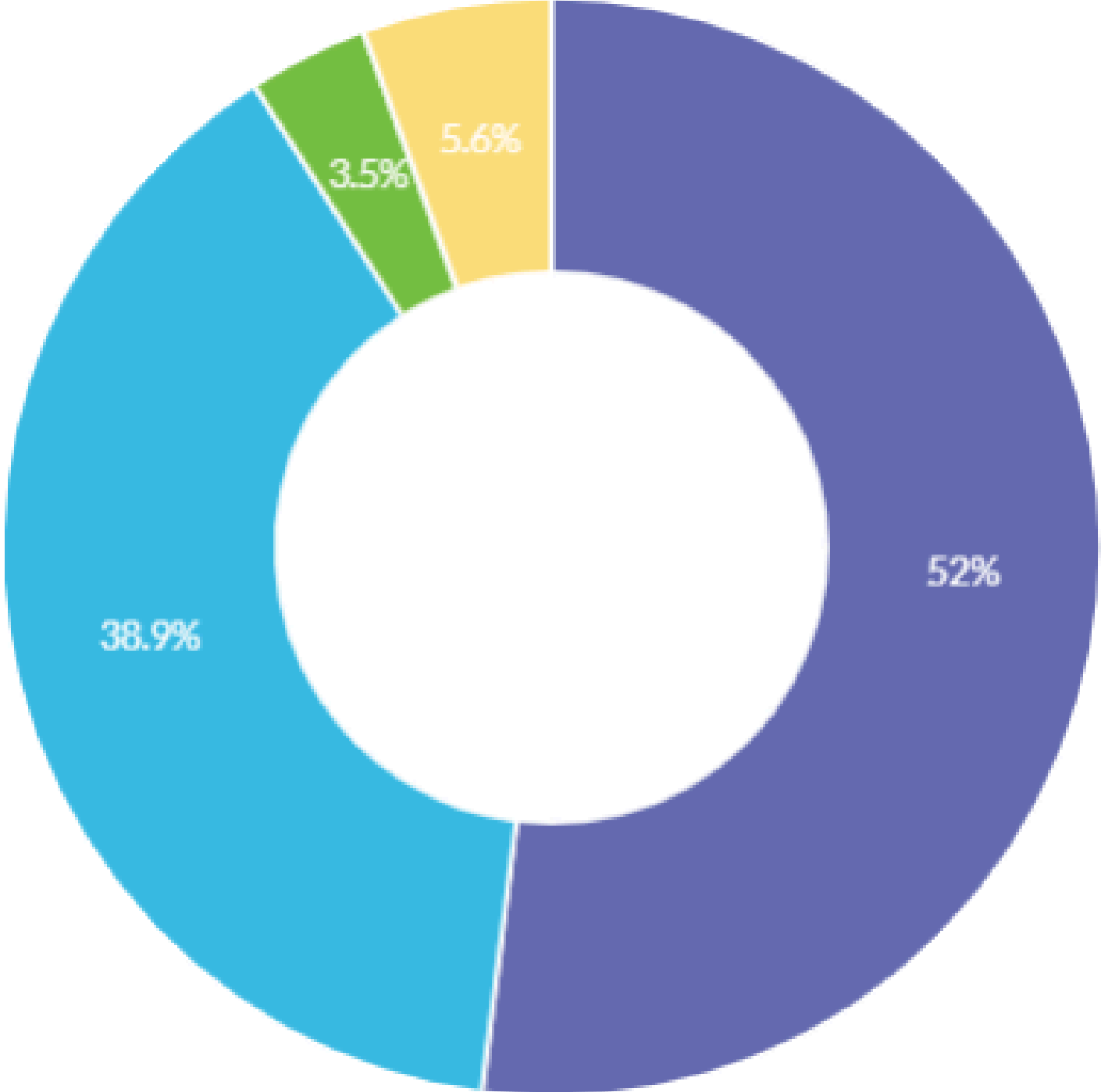
May 23	Please, please consider a permanent option. It would get used. A lot. Especially being so close to the school.
May 23	Use the money to repair the roads. They are embarrassing and dangerous. Don't make them even more dangerous by making them more narrow. - Lifelong Aitkin Resident (born and raised).
May 23	The white posts and extra markings are very distracting and actually make it harder to see and determine what pedestrians are doing.
May 23	There is to much traffic in that area and making the road more narrow is not the answer. I went thru there last night and there were cars trying to turn and people crossing and it was nothing but a cluster.
May 22	The roadway is poor.... These add a hazard in my opinion. Already tough to avoid the pot holes.
May 22	You are trying to fix a none issue. Enforcement of existing traffic laws. You can't fix lack of common sense.
May 21	Having these makes using those side roads very frustrating as a driver. It makes it hard to turn into those streets if there is someone waiting to turn out. Also buses need to use the street and having them turn in was already tight without the path.
May 21	The area in question has a lot of children, parents, school bus traffic, so I believe sidewalks would be a great idea however, I believe the bump out it's just going to make it harder for buses and parents and pedestrians to move together safely in this area
May 21	I feel like this isn't a lack of walkway availability, but a lack pedestrian common sense
May 21	Nope. Great survey and explanation. I live on the corner of Minnesota and 1st St, and I could not figure out what might be going on.
May 20	Please don't just consider 169 but also the secondary streets that arw being effected and consider the impct on traffic from those streets
May 20	Thank you for this project! I love the walkability of aitkin and appreciate it being made more safe.
May 20	These "temporary sidewalks" must go, I will NOT be walking in them and will continue to be distracted by them while driving down thee main N-S road in Aitkin
May 20	It really makes the road too narrow.
May 11	It would be nice to have existing crosswalks re-painted for more visibility and maybe more signage where there are crosswalks.


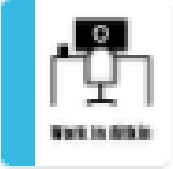


# DEMOGRAPHICS



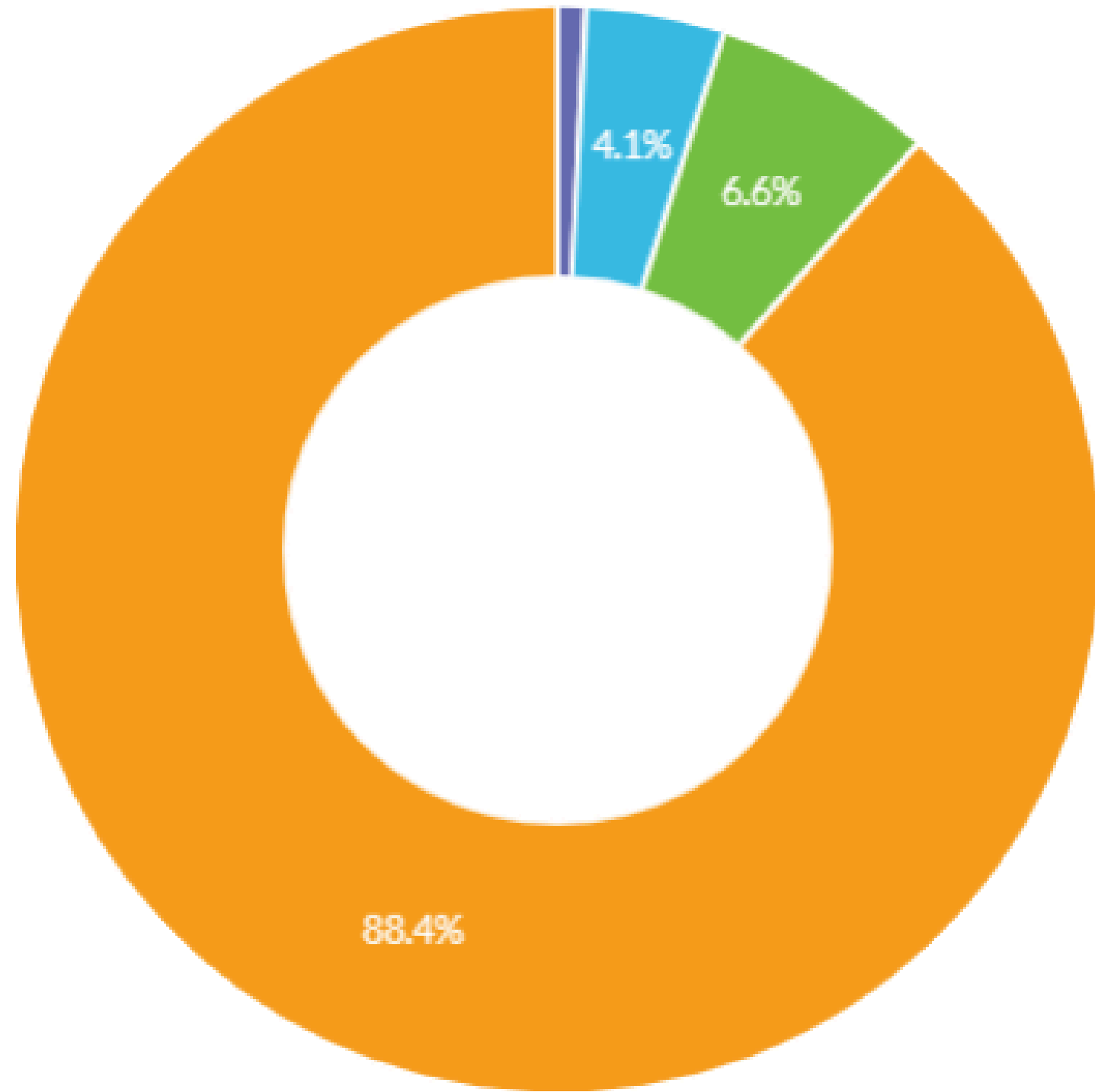
Choice	Total
Under 18	1
18-24	7
25-34	17
35-44	31
45-54	31
55-64	22
65+	17

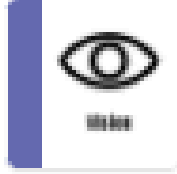




# DEMOGRAPHICS



Choice	Total
 RESIDENT OF AITKIN	103
 WORK IN AITKIN	77
 VISITING AITKIN	7
 OTHER	11

# DEMOGRAPHICS



Choice	Total
 VISION	1
 MOBILITY	5
 HEARING	8
 COGNITIVE	0
 NONE	107



# Before the Installation of the Demonstration Project

8:30 - 9:30 am squad car parked 200 Block and MN Ave S.

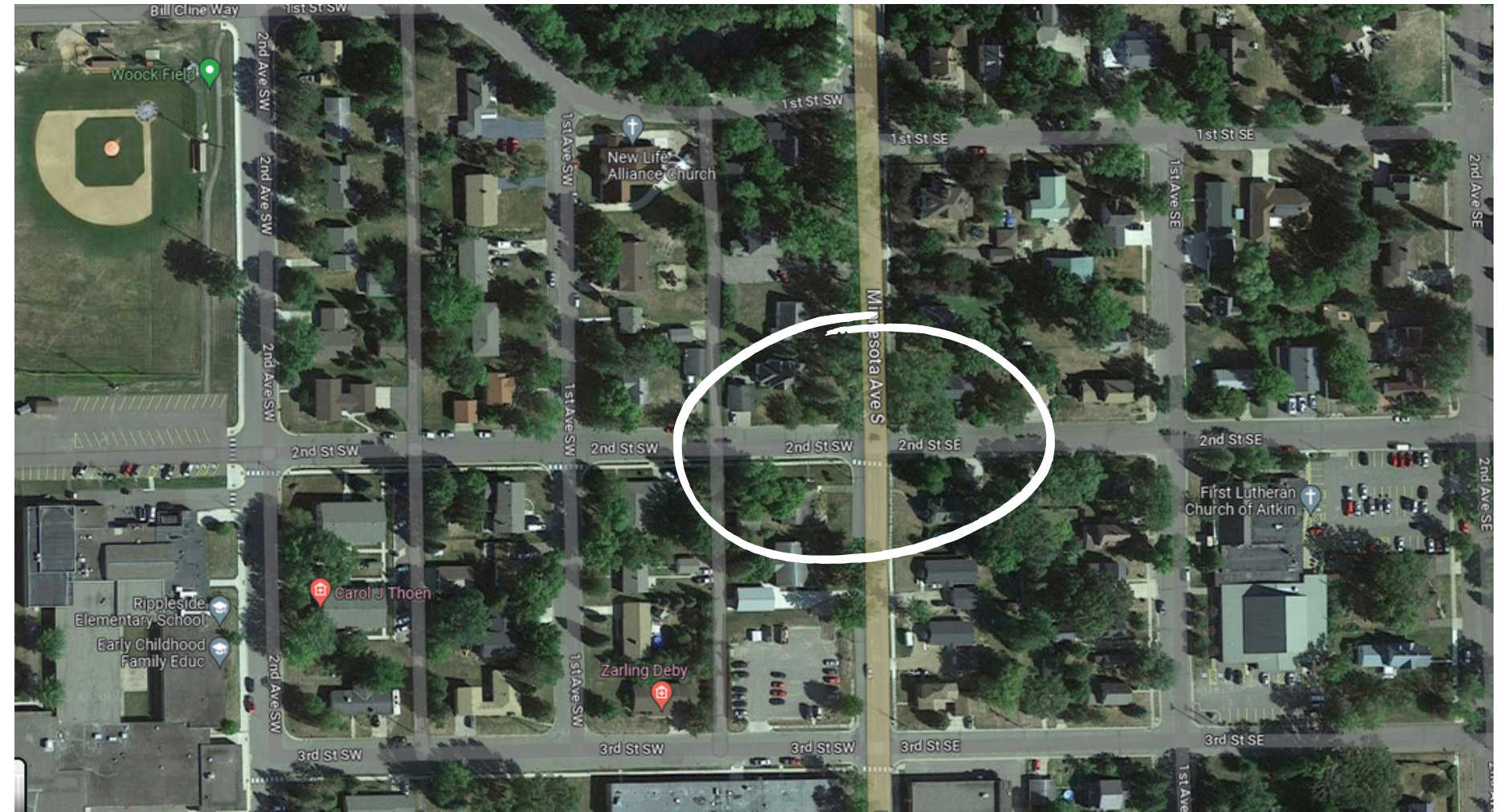
8:30-9:30 Squad parked 200 Blk MN Ave S

30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

**AVERAGE SPEED**




**31 mph**



# During the Installation of the Demonstration Project

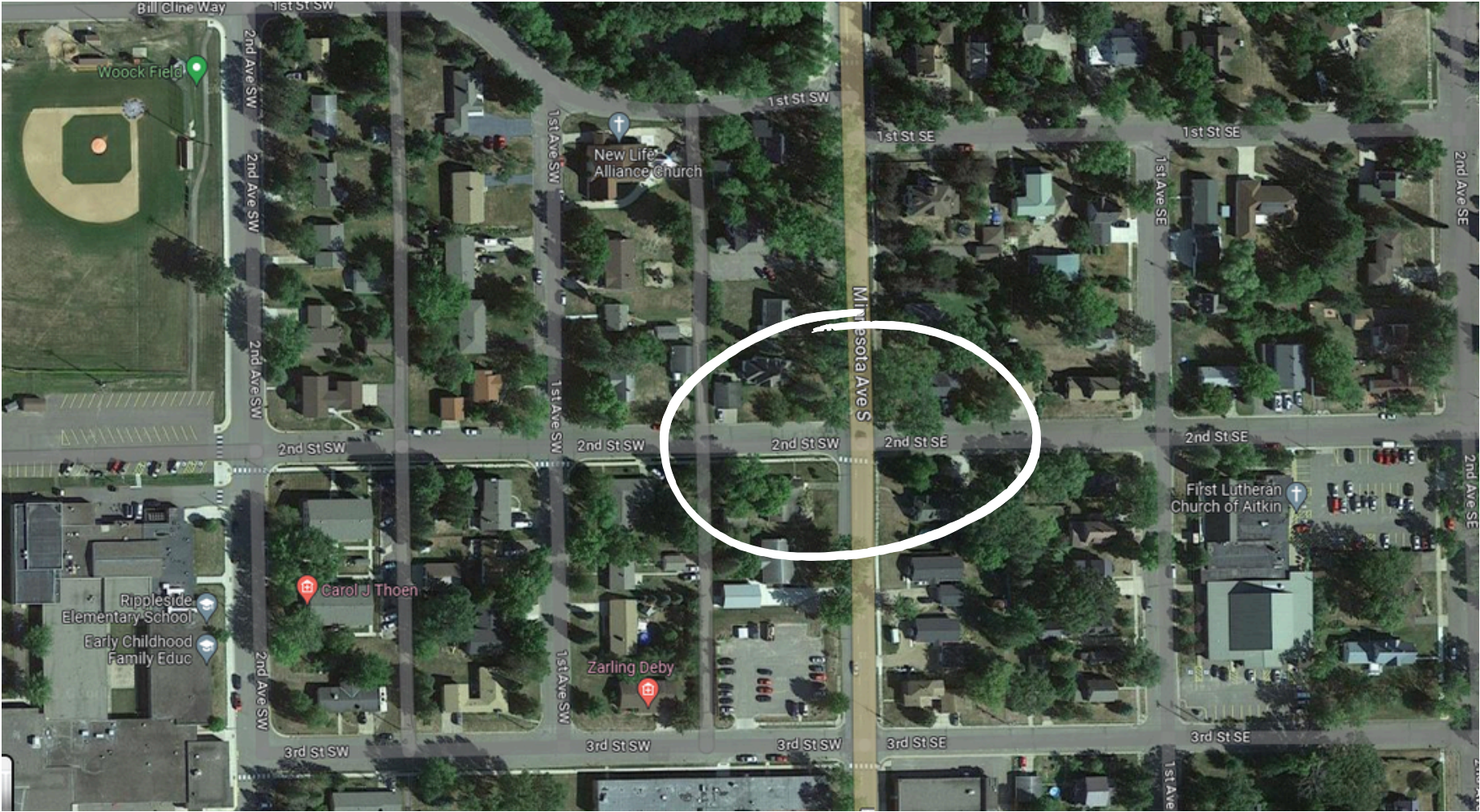
8:30 - 9:30 am squad car parked 200 Block and MN Ave S.



34	31	32
35	23	29
36	30	30
34	29	31
26	35	36
31	33	29
32	34	38
36	31	35
31	29	37
33	30	34
28	35	31
26	34	24
30	28	31
31	35	25
39	30	31
36	32	28
32	31	36
34	32	34
29	21	35
27	31	34
30	37	38
35	33	34
32	31	38
27	30	33
34	31	37
33	28	38
29	31	37
32	27	28

**AVERAGE SPEED**

**30 mph**





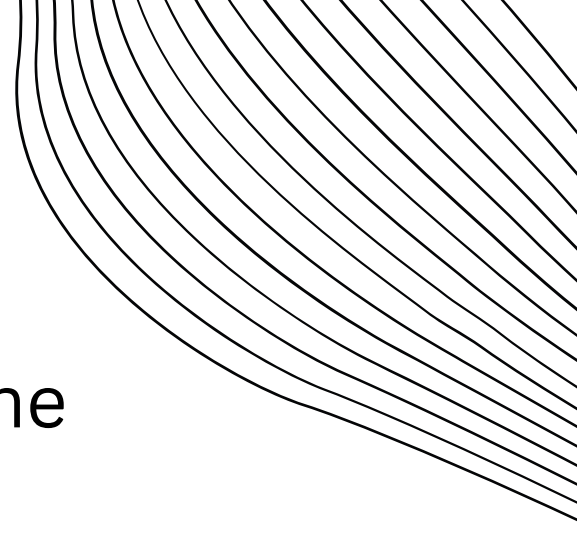
“

Expanding the sidewalk at the crossing to the baseball fields and City Park makes a lot of sense and is something people in the neighborhood have asked for in the interest of safely crossing the road. The project has slowed down traffic and provides better visibility for people who need to cross. Making these bump-outs into permanent sidewalks in the future will make it safer for our community to enjoy the recreation Aitkin has to offer.

*Jason Henke, City of Aitkin Council Member*

”





“

Demonstration projects like these can often show residents and businesses how the roadway may be different than what is out there today. People don't typically understand that changing the way a road is designed and what it looks like can change the way drivers use a roadway, both in selecting speed and how they interact with the environment around them. Traditionally, these changes are done with permanent changes such as adding or modifying curb, reducing lane widths or other elements, and modifying the traffic control devices on a roadway. However, permanent changes to pavements and concrete curbs often come with significant expense, along with significant planning and engineering to ensure it is done correctly. Temporary materials like these demonstration projects can often be done inexpensively, quickly, and with little cost compared to the permanent changes. These temporary changes can give an idea of what permanent materials could achieve when the time comes.



*Derek Leuer, MnDOT Traffic Safety Engineer*

”