

Proctor Transportation Plan
STEERING COMMITTEE ENGAGEMENT MEETING #3
November 4, 2020, 2:00 – 4:00 PM
Virtual Meeting

AGENDA

1. Introductions, Recap of Work to Date (20 minutes)

- a. Demonstration project findings
 - i. Site observations:
 - 1. Hwy 2 and 2nd St – not much behavioral change for vehicle traffic, they didn't slow down at all
 - 2. 2nd St and 5th Ave had a lot of behavioral change, they did slow down coming through the intersection and were more cautious because it was a tight intersection
 - a. the right turn from 2nd st to 5th ave was a struggle for any vehicle larger than the average, posts got run over regularly;
 - 3. Observed a month later as well– motorists started adjusting, giving space to vehicles to make that turn, became courteous to each other to help each other out
- b. Do you have feedback from just pedestrians and bicyclists in the survey?
 - i. Yes, they have it in raw form to break it out and share it – will make sure it's in the appendix of the report
- c. Prefer to see the curb extensions at different intersections over the ones they were at, but overall really liked them
- d. Did we get any response from the school or students since they will be the ones that are using it?
 - i. We reached out to the school for responses, but don't believe we got a ton – we'll look at the surveys to see if there are any school-aged respondents

2. Project Prioritization / Ranking Process and Outcome (20 minutes)

- a. Because it's averaged across all performance measures, the goals that don't have as many performance measures don't have as much weight as the others
- b. Combine 2nd st streetscaping and 2nd st multimodal design
- c. There isn't going to be a ton of support for any of the trail spurs, and they should be considered as all one type of project
 - i. It's been an ongoing project that's been discussed for many years, it provides good opportunity for people to visit Proctor, which is something that Proctor should be pursuing
 - ii. Potential funding for the trail – transportation alternatives program, the funding opportunity is yearly, already missed this year's deadline but would need a solid plan before applying for funding
 - iii. This plan should identify which trail spurs should be pursued in the near future because the whole length of the trail will take decades to build, so that's why we need to prioritize different trail links, we also need to think of who else would be responsible for some of these trails that (Hermantown, etc.)

3. Conceptual Design – US Highway 2 (30 Minutes)

- a. Scoping will start for Hwy 2 in the next months for MNDOT project
- b. Would like to see the businesses between 2nd and 3rd have the best access they can, and that that should be the ultimate goal (aka parking, sidewalks, if they have to park and walk – they need to feel safe and comfortable to do so, etc.)
 - i. Pleasant environments attract customers, we'll move the moving traffic away from the front of those buildings, so it doesn't feel like a high traffic area
 - ii. Prioritize community needs, not traffic needs, so slow the traffic down
- c. Is there a way to incorporate parking by the alley near centennial park, alley improvements, etc. into the project?
 - i. MNdot could only include that if they took away parking because it's out of their right-of-way but they wouldn't really pay for it, so not saying no but it's unlikely that there would be funding unless MNdot took away spots
- d. Bike infrastructure feedback:
 - i. The downtown look is way more important than bike infrastructure as that can be shifted to other streets with same benefit

- ii. Biking is already unsafe on hwy 2 and might feel even more unsafe with infrastructure on it
 - iii. Someone who bikes uses the alleys so as not to impede pedestrians and for his own safety
- e. What about biking infrastructure south of 1st street?
- i. The museum is there and would like to get some of the right-of-way that they lost
 - ii. Would love to see a shared use path all the way through and that would include the downtown area, he doesn't feel that the bike traffic warrants separate infrastructure
 - iii. Keep in mind traffic to store fronts and how a shared use path would affect that

4. Conceptual Design – 2nd Street: (30 minutes)

- a. The past couple of projects have had their sidewalks up to the curb no trees or green space...how can we vouch for the value of it?
- i. It provides a buffer space for safety and comfort for non-motorized travelers, also buffer space provides some space for snow plowing, as well can help with stormwater drainage
 - ii. Tree roots can interfere with utilities or get blown away, grass is hard to keep up with all the salt and sand that gets tossed on it from plowing, also with the sidewalk up to the curb the plow can plow it at the same time,
 1. The plow doesn't actually clear the snow from the sidewalk it makes a very thin layer which makes it too slippery to use
 2. Snow removal from sidewalks is up to the homeowners
 - iii. Is there an alternative design to the terpene trees on Hwy 2 that would be more maintainable?
 1. Permeable paves, smaller plants, poles with wayfinding, banners, other things that can reinforce the city image, overall trees don't have to be the only option for the planting strip areas
- b. It'd be nice to have a trail through the woods to the elementary school, not sure how it would connect
- c. Water quality restrictions will become stricter soon so keep that in mind: where will the water go and where will it be treated?

d. 2nd St Curb Extensions:

i. Include them, thinks drivers will get used to them

5. Next Steps and Additional Questions/Comments (20 minutes)

a. Should we open the plan up to the community for comments:

i. It's due diligence

ii. It would really come as a surprise to the community if it isn't shared a few times with them