



Record of Meeting

SRF No. 12567

- Location:** Pelican Rapids City Hall
- Client:** PartnerSHIP 4 Health
- Date:** March 27, 2019
- Subject:** Pelican Rapids Complete Streets Concept Design Project Advisory Committee Meeting #2
- Attendees:** Don Solga, City of Pelican Rapids; Patrick Hollister, PartnerSHIP 4 Health; Brent Frasier, City of Pelican Rapids; Jim Shipp, cyclist; Wayne Hurley, West Central Initiative; Jane Butzer, MnDOT; Mary Safgren, MnDOT; Kate Martinez, Pelican Rapids Schools and Park Board; Rudy Martinez, Lakes County Coop; Don Perrin, business owner; Katy Reiersen, MnDOT; Scott Schwandt, MN Green Corps; Paul Everson, City of Pelican Rapids; Justin Knopf, MnDOT; Steve Strand Pelican Rapids Council; Dan Husted, Pelican Rapids Chamber;
- Attending by Skype:** Andrew Johnson, business owner; Jonathan Fillmore, SRF; Stewart Crosby, SRF

Purpose of Meeting:

The purpose of the meeting was to prepare for the April open house by confirming we have the correct cross-section concepts shown and to verify that the open house agenda is good.

Summary of Meeting

- Patrick started the meeting with attendee introductions.
- A desire for additional crosswalks was mentioned during the parks meeting. During the open house, we will allow people to point out issues and concerns on a map.
- There is general concern about access to business during the construction processes.
- SRF will prepare a large layout for the open house where the public can add concerns or comments.
- The meeting proceeded by looking at the sections prepared for the open house.
- General comments the committee had regarding the sections were as follows:
 - Add directions to section so we know which way the section is looking.
 - Add the current speed limit of the road so people have an idea of how fast cars are moving. Also create a map showing speed limits on MN 108 and US 59.
 - The question was asked about how cyclists will transition between an independent trail on one side of the street to one way bike lanes on each side of the street.
 - Sections do not accurately represent grades. Grading will be determined during design development.

- The question was asked about how a narrower road will work with turning radius for semi-trucks.
- The question was asked whether there is an opportunity to narrow the bike buffer at intersections to make drive lanes wider.
- For Option 1: MN 108 – West of 3rd Street NW, a trail should be on both sides of the street. The sidewalk should be replaced with a trail.
- Option 2: MN 108 Between US 59 and E Mill Ave:
 - Confirm the right-of-way (ROW) width at either 66 or 80 feet.
 - Option 1 seems more rural with the trees and trail.
 - Option 2 seems more urban because of the lack of greenspace and light/banners.
 - This brings up a larger question about where the urban section should transition to the rural section.
- Option 2: MN 108 East of E Mill Ave should have sidewalk on both sides where there is a larger residential population.
- The existing trail is outside of ROW as shown on the US 59 section South of 5th Avenue SE.
- On option 1: US 59 South of 5th Avenue SE, the question was asked whether there is enough room for a sidewalk. Some spots might be tight (around Dollar General).
- Option 2: US 59 South of 5th Avenue SE:
 - The group discussed whether the curb and gutter as shown in the section should be left on as a concept. The group decided to keep the curb option and mention in presentation that MnDOT may not participate in adding curb and gutter.
- Option 2: US 59 between 5th Ave SE and CR9:
 - Turn lanes would impact design. In a previous discussion, the City ultimately decided not to implement them because of the narrow road width.
 - Green space looks good but concern with tree size, maintenance, and sidewalk damage. If implemented, the right tree species would need to be used.
 - A 6' sidewalk may be too narrow for downtown. The landscape area may need to be narrower.
 - The vegetation that is installed has to fit with the City's maintenance regime.
- On option 1: US 59 north CR9, the higher traffic speeds would make bike lanes less safe.
- Option 2: US 59 north CR9 should be changed to have a 10-foot trail on both sides because of the heavy pedestrian traffic.

Public Open House Review

- All attendees approved of the open house agenda presented by Stewart.
- The dot voting exercise should happen after the presentation so people understand what they are looking at and understand the design.
- Post-it notes are nice because everyone can see each other's comments.

Promoting open house

- The city has six different methods for advertising the open house.
- The question was asked whether there is a way for people to give input if they can't attend the meeting in person.
- There may be opportunity to create a radio advertisement.
- The question was asked whether there will be interpretation at the open house. If a community member who needs interpretation reaches out, the City can arrange to accommodate them.

Other Items

- Kate is planning the June 11th Bikeable Community meeting.
- Sometime this summer Patrick will be organizing a tour of downtown Battle Lake and downtown Glenwood.