

## **11<sup>th</sup> Street Corridor Study – Q&A from Public Meeting**

### **What is meant by complete streets?**

- "Complete Streets" is a policy the City adopted to ensure we consider ALL modes of transportation (buses, pedestrians, bicycles, etc) when doing a road project.

### **How well do the businesses keep their walks clear of snow and free of tall grass?**

- City will be aware of types of improvements proposed in front of someone's business. Codes are in place to enforce owners to keep up their areas within the right of way. When the city invests in an area, owners tend to better their maintenance. Another option is multi use paths that are maintained by city. The City should set an example on the corridor to better the condition.

### **Is there any consideration to having consistency with other areas of the city as in matching verses hodgepodge all over city?**

- There is an effort to do that. The arterial lighting from Harrison Ave. is the same on Main St. and State St. The design team understands the existing streetscape and will look to match that. However, there are certain elements that 11<sup>th</sup> street could have on its own design to make it unique. We are considering everything.

### **Are all of the railroads utilized?**

- We are looking into how well the railroads are being utilized and taking it into consideration. The parallel tracks on 11<sup>th</sup> street are being looked at being consolidated into one track in the long-term.

### **What did your survey indicate was the bike traffic?**

- The number of bikes is not always counted, and infrastructure does not support it. All historical data on it is before COVID-19 and with the low traffic volume no counts have been done recently. We have tapped into some third-party websites and see that people are choosing not to use 11<sup>th</sup> street for bike needs. We will look at the survey to see what community desire is for bike lanes.

### **Based on your passed experience, what has been the impact of emergency services with the various plans?**

- When the plan is created it will be ran by emergency services and city services to ensure it doesn't disrupt their response times.

### **After talking about the lack of residential growth in the past and projected into the future they talked about creating more residential. What is the logic of that?**

- We will look at supporting pedestrian movement throughout the corridor. Thanks for pointing out the pedestrian activity at Harrison. It is on our radar and Andrew has pointed this out in his presentation. We will look for resident input on potential improvements.

- Will look at making the corridor an amenity for the people that live there and more attractive so people will want to stay. The corridor will be difficult to sustain without the potential residential investment it would bring.

**There is heavy pedestrian usage both at the northern end (around Lincoln) as well as between Harrison and the bypass. Not much was said about that (though I may have missed it).**

- Question and comment to be put into survey.

**I'm really interested to know if the city could/would take a look at snow removal strategy. Shoveling gets buried by trucks currently.**

- The design will look to use a modern design to create a buffer between road and sidewalk and create a terrace area. If there is space it will be proposed. Also allows pedestrians to be separate from the roadway. It could have multiple solutions in different segments for commercial and residential. We are looking to keep this within the existing right of way constraints. We are not looking to take out many houses but possibly realign some intersections.

**Will there be studies of other areas in the city that may address commercial and tourism closer to downtown in 2021?**

- Follow-up wanted: [extend.mpg.now@gmail.com](mailto:extend.mpg.now@gmail.com)

**My concern is mostly 251 south of Bypass 20. I often exit the Bypass from the West going southbound on to 251. It's so often people are walking in the dark and appear to come from nowhere. Additionally, the bus stop is almost in the lane of 251. Snowplows typically plow forcing people awaiting the bus into moving traffic. There is no escape for the pedestrian nor the driver by them time an unexpected person is in the street. Lights, off-street bus waiting, bike lanes and well painted lit painted lines would help considerably.**

- Thank you for your comments. There will be a survey at the end of the presentation so that improvements can be ranked. We appreciate this information provided.

**Would those residential be mixed use buildings?**

- We would look at what services would support that kind of development. If we have a good public transit and bike infrastructure that would facilitate residents to easily go to stores that are close by or live above retail development.

**Funding for community centers? Ken Rock?**

- Could look at potential grant opportunities.

**It seems like 5 million is not much money. How can we get a sense of how far that will go?**

- Not sure what improvements the city will prioritize until the study is completed, but the city is committed to improving the corridor.

**Will there be any crime reduction programs as well?**

- It will not be directly addressed but some of the proposed improvements can help positively impact the problem. We also look into CPTED (Crime Prevention Through Environment Design) when putting together plans.