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# Memo

To: Meeting Attendees  
From: Christina Haskins, PE  
Date: November 19, 2015  
Re: Proctor Bicycle and Pedestrian Scoping Study – Committee Meeting

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On November 3, 2015, a committee meeting was held at the Proctor Town Office to discuss the project alternatives. The following individuals attended:

<u>Individual</u>	<u>Representing</u>
Stan Wilbur	Town of Proctor, Town Manager
Dale Christie	Steering Committee Member
Steve Follett	Steering Committee Member
Susan Schreibman	Rutland Regional Planning Commission
Chrissy Haskins, PE	Dufresne Group
Tim Calabrese, ASLA	Good Earth Landscape Company

I have prepared the following summary of my notes taken at the meeting:

1. Dale started with a summary of the survey results. Dale passed around the response results for each survey question. It appears that there was good participation in the survey, with 117 responses to the initial survey question. The general thought was that the public’s attitude toward cyclists can be addressed as there weren’t significantly negative results from the survey. There was some brief discussion on the results, summarized as:
  - a. The majority of survey takers either rode a few times a week (30.5%) or never (29.5%).
  - b. Most respondents rode for exercise or pleasure. Very few rode for commuting purposes.
  - c. The major concerns when riding were vehicle traffic (57.9%) and condition of pavement (22.4%).
  - d. Most respondents indicated they would ride on backroads and to recreation/scenic areas or nearby towns.
  - e. The most popular suggestions for increasing bicycle activity were more bike lanes (28.4%), more bike paths (22.4%) and better road surfaces (20.8%).

- f. West Proctor Road, Route 3 and Florence Road were listed as popular streets for cycling.
  - g. In regard to the cyclist's attitude towards vehicles, the results were split between: most drivers are considerate (39.5%) and some drivers are not as considerate as they could be (37.0%).
  - h. For respondents who indicated they did not cycle, the most popular reasons why were: not having time (30.6%), not having a bike (25.0%), and too dangerous (22.2%).
  - i. In regard to the driver's attitude towards cyclists, the results were split between: comfortable sharing the road (36.4%), concern that there isn't enough room (28.3%) and cyclists disobey traffic laws (17.2%).
  - j. The most popular suggestions for making it safer and easier to share the road were fairly evenly split between the following: bike lanes (25.7%), bike paths (23.8%), bicycle awareness training for drivers (20.5%) and enforcement of traffic laws for cyclists (17.6%).
2. Chrissy introduced Tim Calabrese and the alternatives that had been developed since the public meeting. Tim had made a couple site visits and taken photographs of the potential routes.
  3. Tim discussed the northern end of the project area:
    - a. Florence Road, overall, is fairly good for cycling.
    - b. There is a narrow shoulder and some ledge on the south side of Florence Road.
    - c. The north side has a wider shoulder.
    - d. There appears to be a beach area that could be a destination point. Stan indicated that the renewal of the beach is in the works.
    - e. A loop can be made around the pond utilizing Beaver Pond Road.
    - f. There is an existing trail behind Proctor Gas that goes past the quarry. Steve noted that this is an existing railroad bed. Tim indicated that if this route was utilized, the path may need to be less than 12 feet wide due to ledge and steep slopes.
    - g. Tim provided a sketch of the "Beaver Pond Loop" indicating areas of steep slopes, ledge, etc.
    - h. Steve and Dale discussed a trail from the pond to Market Street/West Street. There is a bridge over the stream that snowmobiles use. The trail can either exit onto Market Street or to West Street Extension. This trail crosses property owned by Omya and 1-2 other properties. The Town is currently in discussions with Omya to obtain this property. This would mean only 1 or 2 easements would be required.
    - i. Overall, it seems that the northern end of the project area will require minimal work.
  4. Tim discussed the southern end of the project area:
    - a. The southern end of the project will require more work than the northern end.
    - b. The marble sidewalks need to be discussed with property owners. If they can be eliminated, it would provide a safer surface for walking and biking.

- c. It was discussed that cyclists would ride on the road; however families with children may ride on the sidewalk, especially in areas where the road shoulder is narrow.
  - d. Stan provided plans from the recent VTrans road project on South Street. The shoulder width varies significantly throughout the project area.
  - e. South Street is too narrow for a bike lane in some areas and cannot accommodate a shared use path without significant easements. It was discussed that sharrows and signage could be used in areas that do not have a shoulder.
  - f. Susan suggested narrowing the travel lane to 10 feet to allow more space for bikes along the retaining wall. The current lane width is 11 feet with a 2 foot shoulder in this area.
  - g. It was decided to narrow the travel lane on South Street throughout the entire project area to 10 feet and try to get a 3 foot minimum shoulder in all areas.
  - h. It was also discussed that the sidewalks along South Street should be replaced. The current sidewalks are marble or asphalt and are approximately 3-4 feet wide. It was suggested that sidewalks be replaced at 5 feet wide and possibly 6 feet in narrow areas where families may be riding bikes on the sidewalk.
  - i. The route along the river was discussed; however there were too many issues identified for this to be feasible. These issues included floodplain, easements and elevations at the bridge. It was also noted that cyclists want to stay on the road and would not use this cross country path.
5. Main Street was discussed:
- a. The sidewalk on the bridge is 5'9" according to the VTrans plans. It was decided that the bridge sidewalk was sufficient and it may be beneficial to add sharrows on either side.
  - b. The railroad bridge appears to be in need of repair/replacement; however there are no known upcoming plans from the State to improve this bridge. This is a pinch point in the bike/ped network.
  - c. The hill from the bridge to the center of town actually has a fairly wide paved area. If fog lines were installed, it appears that there would be sufficient shoulder for cyclists to have a dedicated space.
  - d. The sidewalk along the park was discussed. It was suggested that the existing sidewalk could be replaced with a meandering sidewalk through the park. A bike lane could be added along the road.
  - e. The proposed alignment would then continue behind the building to North Street as a gravel path and connect to the northern end loop.
6. The concept of phasing was discussed. The group did not want to shoot too high and lose the public interest. Chrissy discussed that the project can be phased by priority and/or cost. Chrissy can provide a linear foot price for South Street, in addition to the detailed cost estimate, so that the Town can base the length of a particular project off the funding they have available. Stan discussed that the Town may be able to budget a small amount each year in hopes of a grant. If a

grant is not obtained, the budgeted amount could be used to improve a small portion of the project area.

7. Chrissy and Steve discussed the possibility of talking with some property owners on the north end near the trail south of Beaver Pond (Proctor Gas and 1-2 others). Susan noted that the group should not discuss the project with property owners at this time. Susan added that a preferred alternative should be identified prior to discussing the project with property owners. Susan's concern was that future funding could be jeopardized if easements or easement discussions are done incorrectly. Chrissy noted that if a property owner was against the project and the Town already had a preferred alternative chosen, the time put into the project would have been wasted as they would need to start over. Chrissy noted that the discussion does not need to include anything about easements. It only needs to be a discussion on whether the property owner would be against the alignment of the proposed alternatives. It was decided that Steve would have a preliminary discussion to see if there were any private property issues for the northern loop in the area of Market and West Streets.
8. There was a quick discussion on the timing of the public meeting. It was decided that the public meeting should be held after the holidays. A date was not set.