

Appendix A: Project Evaluation Matrix

		CITY-WIDE						
GOAL	PERFORMANCE MEASURE	PROJECT/ PROGRAM:	Sidewalk maintenance and improvement program	ADA Transition Self-Evaluation	Proctor Capital Planning Process	Complete Streets Policy	Bus Stop Improvements	Traffic Safety Countermeasure Program
		Category 1	Pedestrian	Pedestrian	All modes	All modes	Transit	All modes
		Category 2						
Goal 1: A unified vision for the future of transportation in Proctor	Consistent and clear messages and plans, publicly available		0	1	2	2	0	1
	Advances coordination with regional partners		1	2	2	2	2	1
	Improves transportation access for low-income populations		2	2	2	2	2	2
	Improves transportation access for minority populations		1	1	1	1	1	2
Goal 2: Re-envision accessibility to and through Downtown Proctor	Provides safe and efficient balance between mobility and accessibility along Highway 2		1	1	1	1	0	2
	Improves Downtown Proctor public realm		2	2	1	2	1	1
	Contributes to efficient and accessible provision of public parking		0	0	1	1	0	0
	Encourages stopping in and visiting Downtown Proctor		1	1	1	2	1	0
	Proactive planning for downtown business vitality		2	1	2	2	1	1
Goal 3: Implement and improve multi-modal infrastructure in Proctor	Increases provision of bikeways in Proctor and vicinity		0	0	1	1	0	0
	Improves/increases provision of sidewalks in Proctor and vicinity		2	2	1	2	1	0
	Refurbishes or installs new marked/signed pedestrian crossings		1	1	1	1	1	1
	Curb ramps reconstructed/updated to ADA standard		2	2	1	2	1	1
	Increases access to transit, rider comfort and/or ridership		2	1	1	1	2	0
	Reduces known crash / traffic safety problems		1	1	1	1	0	2
	Improves connections to I-35 and enhances gateways to Proctor		0	0	1	1	0	1
	Completes segments of the Proctor-Hermantown Munger Trail Spur		0	0	1	0	0	0
	Completes elements of the Proctor Safe Routes to Schools Plan		2	1	1	1	0	1
Goal 4: Effectively maintain streets and sidewalks in good state of repair.	Improves street pavement quality (directly or indirectly)		0	1	2	1	0	1
	Improves sidewalk/multi-use path pavement quality (directly or indirectly)		2	2	2	1	1	0
Goal 5: Ensure that plans, programs, and projects are fiscally responsible	Leverages external funding opportunities		1	2	2	1	1	1
	Timeframe (see below)		-	-	-	-	-	-
	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)		-1	0	0	0	-1	-1
	Historic, cultural or environmental impacts		-1	0	0	0	-1	-1
	Project cost (see below)		-	-	-	-	-	-
PM SCORE			1.23	1.52	1.59	1.32	0.92	0.94
TIMELINE*	Short (<5yrs)		1	1	1	1	0	1
	Medium (6-10yrs)		1	0	0	0	1	1
	Long (>10yrs)		1	0	0	0	0	1
COST*	Low (\$0-99,999)		1	1	1	1	1	1
	Medium (\$100,000-249,999)		0	0	0	0	0	1
	High (\$250,000+)		0	0	0	0	0	1
TOTAL SCORE								
CRITERIA								
<p style="text-align: center;">-2 -1 0 1 2</p> <p style="text-align: center;">Strongly does not support Neutral Strongly Supports</p> <p style="text-align: center;">*a value of either "1" or "0" is assigned to note "meeting" (1) or "not meeting" (0) the criteria</p>		NOTES	Can be flexible in implementation and can support or be supported by other projects and funding sources.	Low-cost assessment process that can inform future projects, be leveraged for funding, and increase access.	Capital planning implies prioritization and a way of targeting key community needs. It can also be targeted to leverage future outside funding.	Creating a complete streets policy need not be labor intensive. Would apply to local streets only. Could be leveraged with county and state complete streets policies for maximum impact. Model policies available.	Incremental in partnership with DTA. Provides an opportunity to improve access to stops and prioritize key locations.	Countermeasures can be done incrementally over time, on an as-needed/as-able basis.

		DOWNTOWN					
		PROJECT/ PROGRAM:	Highway 2 Safe Roadway and Streetscaping Improvements	2nd Street Multimodal and Streetscaping Improvements	N 2nd Avenue Streetscaping	Downtown Circulation Study	Downtown Parking Inventory Study
GOAL	PERFORMANCE MEASURE	Category 1	SRTS	Downtown Realm	Downtown realm	Downtown realm	Downtown realm
		Category 2	Downtown Proctor, Safety	Pedestrian improvements	Pedestrian improvements	study (capacity building)	study (capacity building)
Goal 1: A unified vision for the future of transportation in Proctor	Consistent and clear messages and plans, publicly available		0	1	0	1	2
	Advances coordination with regional partners		2	2	1	1	0
	Improves transportation access for low-income populations		2	2	1	1	1
	Improves transportation access for minority populations		1	2	1	0	1
Goal 2: Re-envision accessibility to and through Downtown Proctor	Provides safe and efficient balance between mobility and accessibility along Highway 2		2	1	1	2	1
	Improves Downtown Proctor public realm		2	2	2	2	1
	Contributes to efficient and accessible provision of public parking		1	1	0	2	2
	Encourages stopping in and visiting Downtown Proctor		2	1	1	2	2
	Proactive planning for downtown business vitality		2	1	1	2	2
Goal 3: Implement and improve multi-modal infrastructure in Proctor	Increases provision of bikeways in Proctor and vicinity		1	2	0	1	0
	Improves/increases provision of sidewalks in Proctor and vicinity		2	2	2	1	0
	Refurbishes or installs new marked/signed pedestrian crossings		2	2	2	1	0
	Curb ramps reconstructed/updated to ADA standard		2	2	2	1	0
	Increases access to transit, rider comfort and/or ridership		1	2	1	1	0
	Reduces known crash / traffic safety problems		2	2	1	1	1
	Improves connections to I-35 and enhances gateways to Proctor		1	2	0	1	0
	Completes segments of the Proctor-Hermantown Munger Trail Spur		0	2	2	1	0
Completes elements of the Proctor Safe Routes to Schools Plan		2	2	2	1	0	
Goal 4: Effectively maintain streets and sidewalks in good state of repair.	Improves street pavement quality (directly or indirectly)		2	2	0	0	0
	Improves sidewalk/multi-use path pavement quality (directly or indirectly)		2	2	2	0	0
Goal 5: Ensure that plans, programs, and projects are fiscally responsible	Leverages external funding opportunities		2	2	1	0	0
	Timeframe (see below)		-	-	-	-	-
	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)		2	-2	-1	0	0
	Historic, cultural or environmental impacts		-1	-1	-1	0	0
	Project cost (see below)		-	-	-	-	-
PM SCORE			1.62	1.32	1.13	1.33	1.31
TIMELINE*	Short (<5yrs)		0	0	0	1	1
	Medium (6-10yrs)		1	1	1	0	0
	Long (>10yrs)		0	0	0	0	0
COST*	Low (\$0-99,999)		0	0	0	1	1
	Medium (\$100,000-249,999)		0	1	0	0	0
	High (\$250,000+)		1	0	1	0	0
TOTAL SCORE							
CRITERIA		NOTES	MnDOT will be repaving Hwy 2 in 2025. Proctor has the ability to influence this project, and align outcomes with city-wide transportation and economic goals	Key corridor with upcoming MnDOT project. Identified in multiple past plans. Multimodal improvements more get at the needs for this corridor, rather than streetscaping alone.	Key corridor with upcoming MnDOT project. Identified in multiple past plans.	Study would inform other projects and develop a strategic plan for downtown circulation and access needs. Would leverage other projects (Hwy 2 in particular).	Study would inform other projects and develop a strategic plan for downtown parking provision. Would leverage other projects (Hwy 2 in particular).
-2	-1						
Strongly does not support		Neutral		Strongly Supports			
*a value of either "1" or "0" is assigned to note "meeting" (1) or "not meeting" (0) the criteria							

		CITY-CENTER AREA									
PROJECT/ PROGRAM:		5th St / Vinland St Corridor Improvements	9th Ave/4th St/Ugstad area	Boundary Avenue Multimodal Improvements	Pionk Drive Multi-Use Trail	Orchard St Sidewalk Improvements	Zenith Terrace Connection to Bayview School	Zenith Terrace Connection to Klang Park	Bayview School Forest Trails	Munger Trail Spur Segment 4 (2nd St, Pionk Dr, Boundary)	
GOAL	PERFORMANCE MEASURE	Category 1	Category 2	Category 1	Category 2	Category 1	Category 2	Category 1	Category 2	Category 1	Category 2
		SRTS	Cross-Jurisdiction Coord.	SRTS	Cross-Jurisdiction Coord.	Bike/Ped	SRTS, Traffic Mgmt, Transit	Multi-use path	SRTS	Bike/Ped	SRTS
Goal 1: A unified vision for the future of transportation in Proctor	Consistent and clear messages and plans, publicly available	1	1	2	2	2	2	2	2	2	2
	Advances coordination with regional partners	2	1	2	2	2	2	2	2	2	2
	Improves transportation access for low-income populations	2	1	2	2	2	2	2	2	2	2
	Improves transportation access for minority populations	2	0	2	1	0	1	1	1	1	1
Goal 2: Re-envision accessibility to and through Downtown Proctor	Provides safe and efficient balance between mobility and accessibility along Highway 2	0	0	0	0	0	0	0	0	0	0
	Improves Downtown Proctor public realm	0	0	0	1	0	0	0	0	0	2
	Contributes to efficient and accessible provision of public parking	0	0	0	0	0	0	0	0	0	0
	Encourages stopping in and visiting Downtown Proctor	0	0	0	1	0	0	0	0	0	2
	Proactive planning for downtown business vitality	0	0	0	0	0	0	0	0	0	2
Goal 3: Implement and improve multi-modal infrastructure in Proctor	Increases provision of bikeways in Proctor and vicinity	2	1	0	2	1	2	2	2	2	2
	Improves/increases provision of sidewalks in Proctor and vicinity	2	2	2	2	2	2	2	2	2	2
	Refurbishes or installs new marked/signed pedestrian crossings	2	2	1	2	0	0	0	0	0	2
	Curb ramps reconstructed/updated to ADA standard	2	2	2	2	0	0	0	0	2	2
	Increases access to transit, rider comfort and/or ridership	2	2	2	0	1	0	0	0	0	2
	Reduces known crash / traffic safety problems	2	1	2	0	0	1	1	1	1	2
	Improves connections to I-35 and enhances gateways to Proctor	0	0	2	0	0	0	0	0	0	0
	Completes segments of the Proctor-Hermantown Munger Trail Spur	0	1	1	2	0	0	0	0	0	2
Completes elements of the Proctor Safe Routes to Schools Plan	2	2	2	2	2	2	2	2	2	2	
Goal 4: Effectively maintain streets and sidewalks in good state of repair.	Improves street pavement quality (directly or indirectly)	1	0	0	0	2	0	0	0	0	0
	Improves sidewalk/multi-use path pavement quality (directly or indirectly)	2	2	2	2	2	2	2	2	2	2
Goal 5: Ensure that plans, programs, and projects are fiscally responsible	Leverages external funding opportunities	2	2	2	2	2	2	2	2	2	2
	Timeframe (see below)	-	-	-	-	-	-	-	-	-	-
	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
	Historic, cultural or environmental impacts	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
	Project cost (see below)	-	-	-	-	-	-	-	-	-	-
PM SCORE		1.31	1.16	1.44	1.35	1.38	1.38	1.38	1.39	1.55	
TIMELINE*	Short (<5yrs)	0	0	1	1	1	0	1	0	0	
	Medium (6-10yrs)	1	1	1	1	0	1	0	1	1	
	Long (>10yrs)	0	0	0	0	0	0	0	0	0	
COST*	Low (\$0-99,999)	0	0	0	0	1	0	1	0	0	
	Medium (\$100,000-249,999)	0	1	0	0	0	0	0	1	0	
	High (\$250,000+)	1	0	1	1	0	1	0	0	1	
TOTAL SCORE											
CRITERIA -2 -1 0 1 2 Strongly does not support Neutral Strongly Supports *a value of either "1" or "0" is assigned to note "meeting" (1) or "not meeting" (0) the criteria		NOTES	Would require coordination with the County and Duluth. Incremental implementation possible. Key Safe Routes to School corridor.	Would require coordination with the County. Incremental implementation possible, and significant progress already made on original Safe Routes plan.	Requires coordination with the County, Duluth, and MnDOT (at Hwy 2 and I-35). Incremental implementation possible. May be worth considering how to leverage the Boundary Avenue bridge project and related opportunities.	Identified in several past plans. Opportunity to seek external funds as this would be part of a future regional trail connection.	City of Duluth local project. Would benefit Safe Routes and should coordinate with any broader plans for 2nd Street and the Bayview School Forest Trails.	City of Duluth / Proctor Public Schools project. Formalize accessible connection to school via powerline corridor and Bayview School Forest Trails or via another route.	City of Duluth local project. Formalize accessible connection to park at Terminal Avenue. Links to 2nd Street Corridor and existing routes to Bayview School.	City of Duluth / Proctor Public Schools project. Trails are currently maintained, but are not accessible. This project would provide accessible paths and consider additional connections.	Central section of the Munger Trail Spur segment in Proctor. Parts of this corridor have been identified in multiple past plans. Opportunity to leverage outside funding. Can be done incrementally.

		OUTER CITY				
PROJECT/ PROGRAM:		Munger Trail Spur Segment 3 (Keene Creek Path to 9th Street)	Munger Trail Spur Segment 5 (Kirkus south to I-35)	Munger Trail Spur Segment 6 (I-35 to Duluth Cross-City Trail)	I-35 Interchange and Gateway Area	Hwy 2 / Boundary Ave Intersection Improvements
GOAL	PERFORMANCE MEASURE	Category 1	Category 2	Category 1	Category 2	Category 1
		Multi-use path	SRTS	Multi-use paths	Multi-use paths	All Modes
Goal 1: A unified vision for the future of transportation in Proctor	Consistent and clear messages and plans, publicly available	2	2	2	0	0
	Advances coordination with regional partners	2	2	2	2	2
	Improves transportation access for low-income populations	1	0	0	1	2
	Improves transportation access for minority populations	0	0	0	0	1
Goal 2: Re-envision accessibility to and through Downtown Proctor	Provides safe and efficient balance between mobility and accessibility along Highway 2	0	0	0	1	2
	Improves Downtown Proctor public realm	0	0	0	0	0
	Contributes to efficient and accessible provision of public parking	0	0	0	0	0
	Encourages stopping in and visiting Downtown Proctor	0	0	0	1	1
	Proactive planning for downtown business vitality	0	0	0	0	1
Goal 3: Implement and improve multi-modal infrastructure in Proctor	Increases provision of bikeways in Proctor and vicinity	2	1	1	2	1
	Improves/increases provision of sidewalks in Proctor and vicinity	1	1	1	2	2
	Refurbishes or installs new marked/signed pedestrian crossings	1	1	1	2	2
	Curb ramps reconstructed/updated to ADA standard	1	1	1	2	2
	Increases access to transit, rider comfort and/or ridership	0	0	0	0	0
	Reduces known crash / traffic safety problems	1	0	0	2	2
	Improves connections to I-35 and enhances gateways to Proctor	0	1	1	2	2
	Completes segments of the Proctor-Hermantown Munger Trail Spur	2	2	2	1	0
Completes elements of the Proctor Safe Routes to Schools Plan	0	0	0	0	0	
Goal 4: Effectively maintain streets and sidewalks in good state of repair.	Improves street pavement quality (directly or indirectly)	0	0	0	2	2
	Improves sidewalk/multi-use path pavement quality (directly or indirectly)	2	2	2	2	2
Goal 5: Ensure that plans, programs, and projects are fiscally responsible	Leverages external funding opportunities	2	2	2	2	2
	Timeframe (see below)	-	-	-	-	-
	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)	-1	-1	-1	-2	-2
	Historic, cultural or environmental impacts	-1	-1	-1	-1	-1
	Project cost (see below)	-	-	-	-	-
PM SCORE		1.25	1.29	1.29	1.20	1.30
TIMELINE*	Short (<5yrs)	0	0	0	1	0
	Medium (6-10yrs)	1	0	0	0	0
	Long (>10yrs)	0	1	1	0	1
COST*	Low (\$0-99,999)	0	0	0	0	0
	Medium (\$100,000-249,999)	0	0	0	0	0
	High (\$250,000+)	1	1	1	1	1
TOTAL SCORE						
CRITERIA		<p style="text-align: center;">-2 -1 0 1 2</p> <p style="text-align: center;">Strongly does not support Neutral Strongly Supports</p> <p>*a value of either "1" or "0" is assigned to note "meeting" (1) or "not meeting" (0) the criteria</p>				
NOTES		Northern section of the Munger Trail Spur segment in Proctor. Can be done incrementally. This segment would be considered lower priority for Proctor than Segment 4. St. Louis County may wish to consider a separate northern corridor that serves a similar purpose.	Southern section of the Munger Trail Spur segment in Proctor. Can be done incrementally. This segment would be considered lower priority for Proctor than Segment 4 but critical for linking to the Munger Trail. May wish to consider alternate routes, particularly options arising from a future Boundary Avenue bridge project.	Southernmost Munger Trail Spur segment, and primarily within the City of Duluth. Coordination required. This is lower priority for Proctor than Segment 4, but critical for linking to the Munger Trail. Technically the most difficult segment.	The Boundary Avenue bridge over I-35 will be reconstructed in the next decade, and MnDOT will study access needs along the corridor in this time frame. Proctor has the ability to influence this project, and align outcomes with city-wide transportation and economic goals. Gateway features, wayfinding, multi-modal transportation needs and	MnDOT's reclamation project officially starts south of Boundary Ave, but it's not yet clear if the intersection itself will be included in the future reclamation project. St. Louis County recommends an ICE study be completed to evaluate potential intersection treatments.

Appendix B: Demonstration Project Report & Survey Responses

Demonstration Project Summary

Overview

As part of the Proctor Transportation Plan, the project team installed two demonstration projects to engage the community and demonstrate potential future active transportation street changes.

Demonstration projects are short-term, low-cost, temporary roadway projects used to test potential long-term solutions to improve walking, biking, and public spaces. They are also used as a way to engage the community in transportation decision-making by allowing them to experience and interact with potential street changes.

Process & Timeline

June 2020: Steering Committee members identified community destinations, walking and biking routes, and barriers to comfortable walking and biking in Proctor

Early July 2020: Project staff used Steering Committee feedback to choose possible locations in Proctor to install demonstration projects

Late July 2020: Project staff held a Design Workshop with the City of Proctor, St. Louis County, and MnDOT to brainstorm potential demonstration project designs at the intersections of 2nd Street and 5th Avenue, and U.S. Highway 2 and 2nd Street

August 2020: Project staff finalized the demonstration project designs, procured installation supplies, and distributed communication to the Proctor community

September 2, 2020: Project staff and community members installed demonstration projects at the two intersections

September - October 2020: Public feedback and evaluation

October 16, 2020: Demonstration project removed in advance of snowfall

Location Selection

Generally, the two project locations were selected based on Steering Committee input, previous planning efforts, community destinations, and the likelihood they'd be seen by the community.

U.S. Highway 2 and 2nd Street is considered the center of town. Not only do several businesses line Highway 2 on either side of 2nd Street, but the two intersecting streets serve as main north-south and east-west connections in Proctor, respectively. In addition, MnDOT is planning to resurface this stretch of Highway 2 in 2025, and pedestrian improvements are being considered. Installing a demonstration project at this location would tell drivers to slow down and expect people walking.

The intersection of 5th Avenue and 2nd Street is the intersection of St. Louis County Road 11 to the north and east, and locally-owned Proctor streets to the south and west. While the County-owned portions of 5th and 2nd serve higher volumes of traffic, the land use transitions to more residential as 2nd Street travels west towards Proctor High School. Installing a demonstration project at this location would signal to drivers to slow down and expect young people walking to school.

Demonstration Project Elements

White and earth toned traffic paint and plastic flex posts were installed at both intersections to narrow the crossings distances, improve visibility, and calm traffic. See photos to the right.

5th Avenue & 2nd Street. Before (left), and after (right)



U.S. Highway 2 & 2nd Street. Before (left), and after (right)



Evaluation

A survey was distributed to the community to gather people's thoughts about the demonstration project. A total of 69 responses were collected. The majority of responses came from people driving, but of the eight who walked or biked, the following comments were gathered:

"Please make permanent versions of these. When using the project areas while walking, I feel considered by the people who make decisions, maybe even empowered."

"Forward thinking"

"You should do these at the intersection of Boundary Avenue and 2nd Street (because of the park), the intersection of Boundary Avenue and Vinland Street (because that's a route to the elementary school), and at the intersection of 2nd Avenue and 2nd Street."

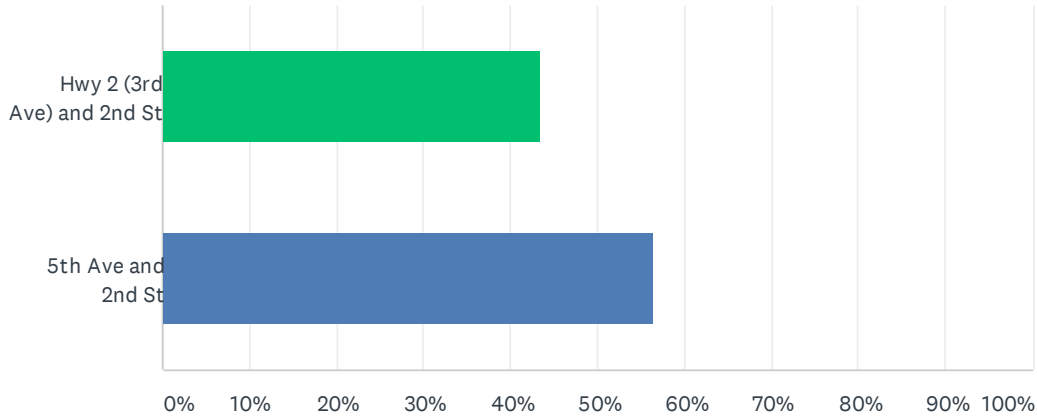
"It feels more comfortable to cross the street. I can see oncoming cars easier, and the crossing distance isn't as long."

"Possibly change the entire 'downtown' stretch to reflect these changes."



Q1 Which intersection did you visit? If you visited both, please only answer the following questions for one intersection and consider taking the survey a second time to respond for the second intersection.

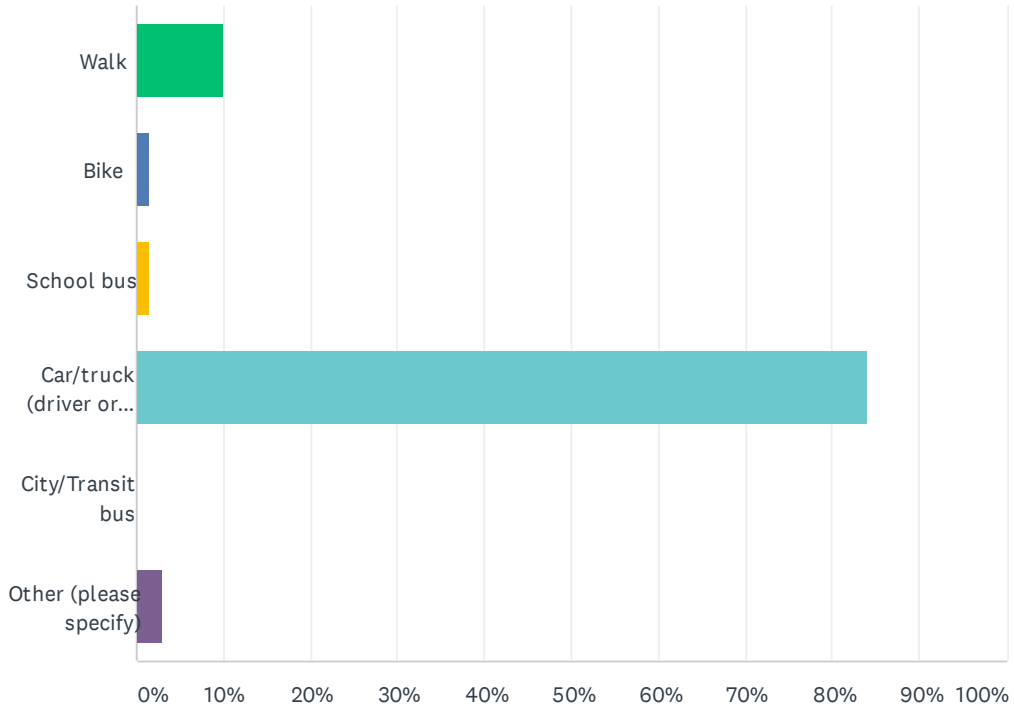
Answered: 69 Skipped: 0



ANSWER CHOICES	RESPONSES	
Hwy 2 (3rd Ave) and 2nd St	43.48%	30
5th Ave and 2nd St	56.52%	39
TOTAL		69

Q2 How did you get here today?

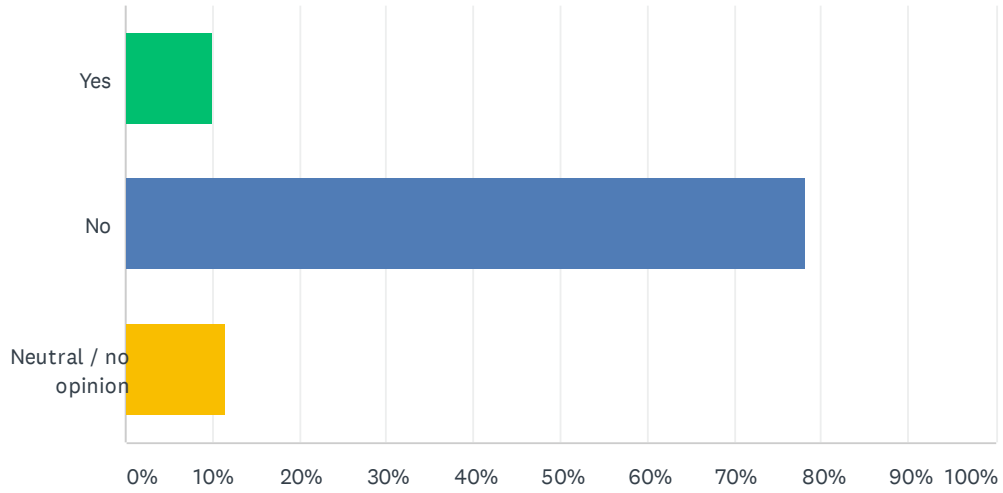
Answered: 69 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walk	10.14%	7
Bike	1.45%	1
School bus	1.45%	1
Car/truck (driver or passenger)	84.06%	58
City/Transit bus	0.00%	0
Other (please specify)	2.90%	2
TOTAL		69

Q3 Do these changes make you more likely to take this route?

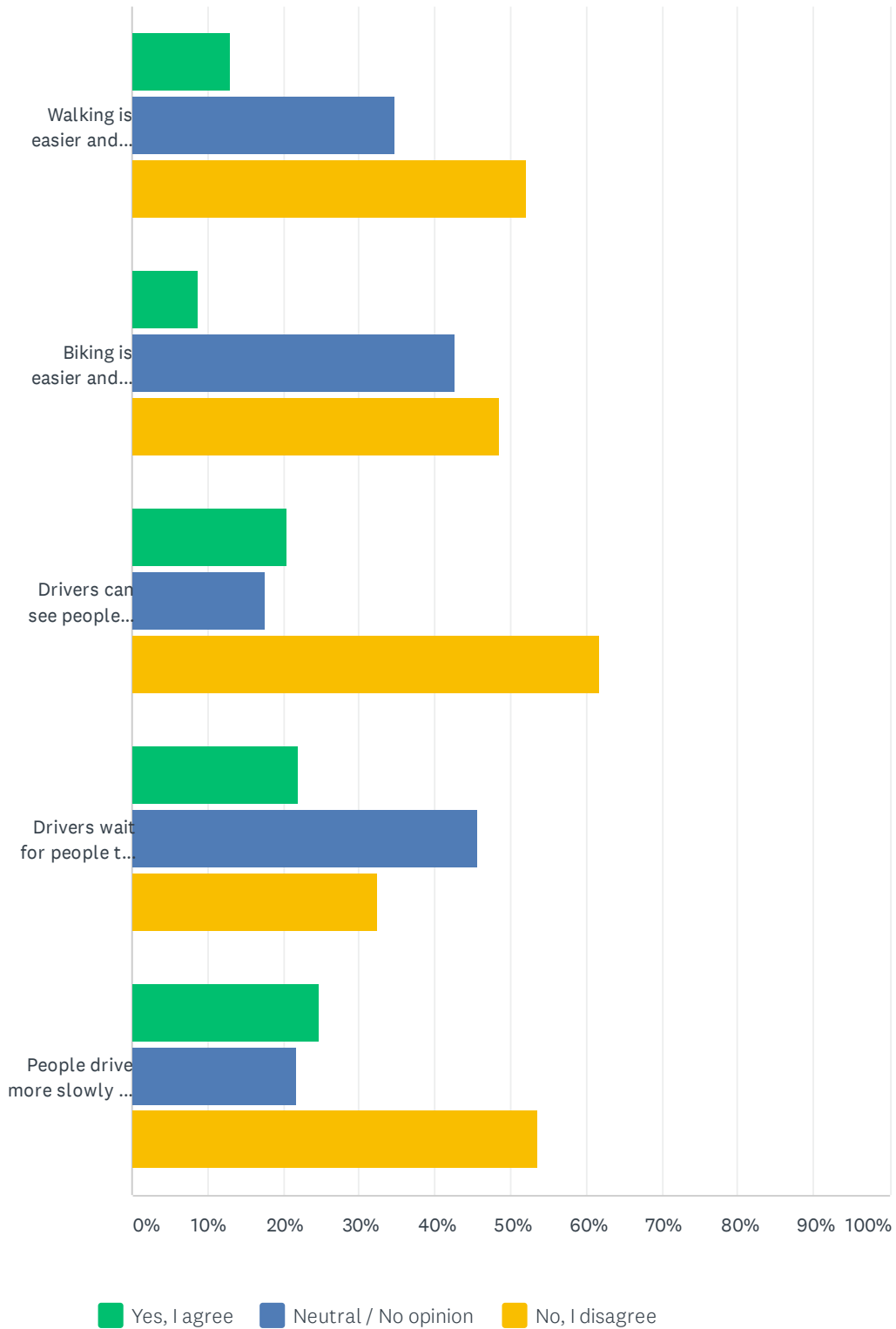
Answered: 69 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	10.14%	7
No	78.26%	54
Neutral / no opinion	11.59%	8
TOTAL		69

Q4 What is it like to travel past the temporary project?

Answered: 69 Skipped: 0

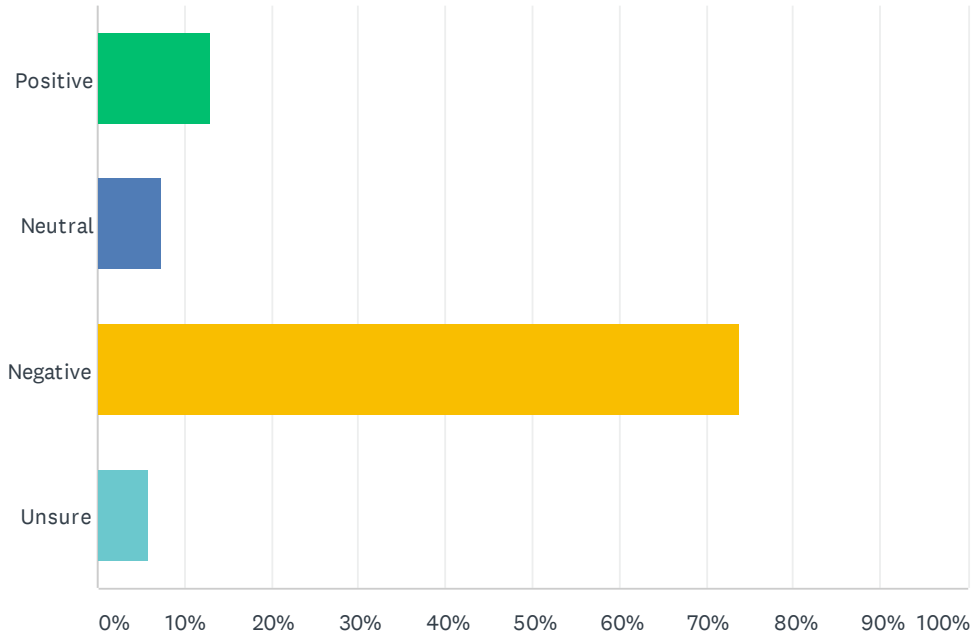


Proctor, MN Demonstration Project Survey

	YES, I AGREE	NEUTRAL / NO OPINION	NO, I DISAGREE	TOTAL
Walking is easier and feels safer with the changes	13.04% 9	34.78% 24	52.17% 36	69
Biking is easier and feels safer with the changes	8.82% 6	42.65% 29	48.53% 33	68
Drivers can see people trying to cross the street more easily	20.59% 14	17.65% 12	61.76% 42	68
Drivers wait for people to walk through the crosswalk	22.06% 15	45.59% 31	32.35% 22	68
People drive more slowly and cautiously than before the changes	24.64% 17	21.74% 15	53.62% 37	69

Q5 Overall, how do you feel about the appearance of these changes?

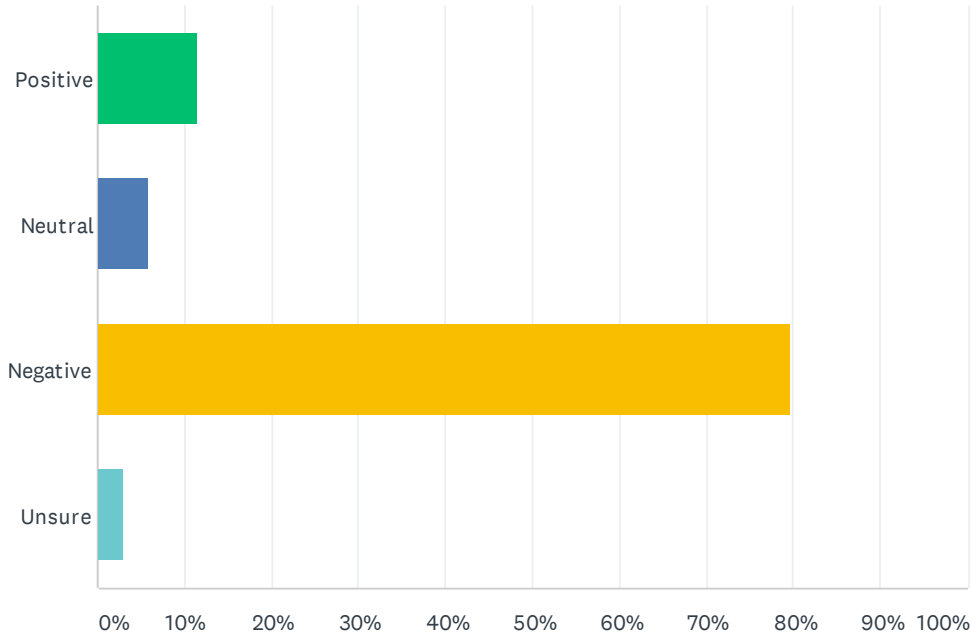
Answered: 69 Skipped: 0



ANSWER CHOICES	RESPONSES	
Positive	13.04%	9
Neutral	7.25%	5
Negative	73.91%	51
Unsure	5.80%	4
TOTAL		69

Q6 How do you feel about any or all of these changes becoming permanent? For example, instead of paint, longer term curb extensions could be concrete.

Answered: 69 Skipped: 0



ANSWER CHOICES	RESPONSES
Positive	11.59% 8
Neutral	5.80% 4
Negative	79.71% 55
Unsure	2.90% 2
TOTAL	69

Q7 What do you like about the demonstration project?

Answered: 57 Skipped: 12

Q8 What would you change about the demonstration project?

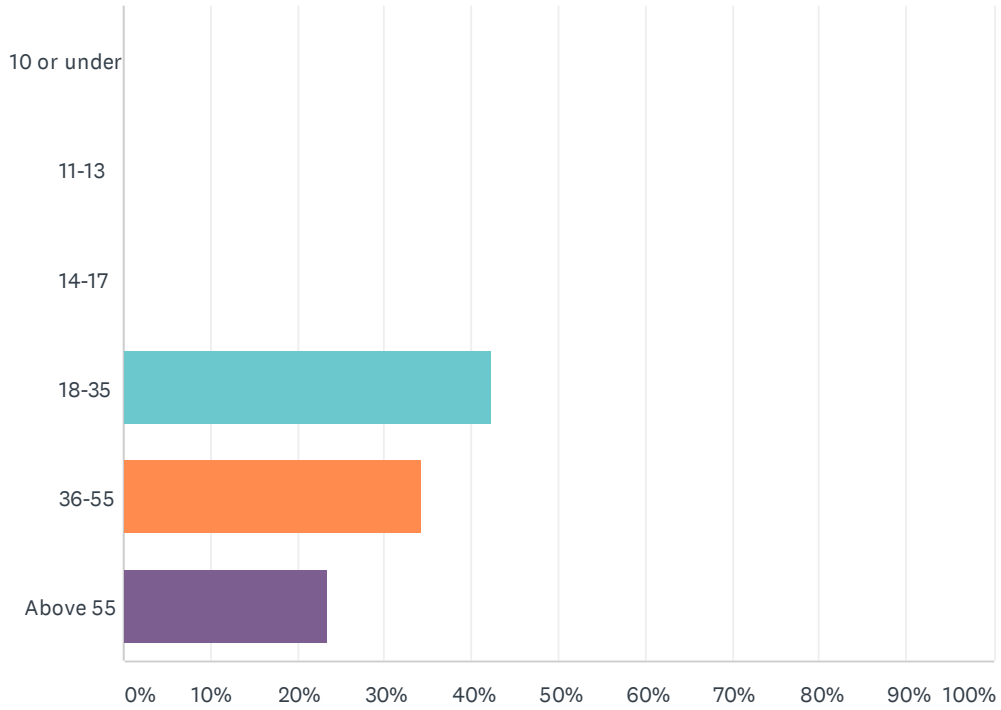
Answered: 59 Skipped: 10

Q9 Other thoughts, comments, feedback?

Answered: 44 Skipped: 25

Q10 Age

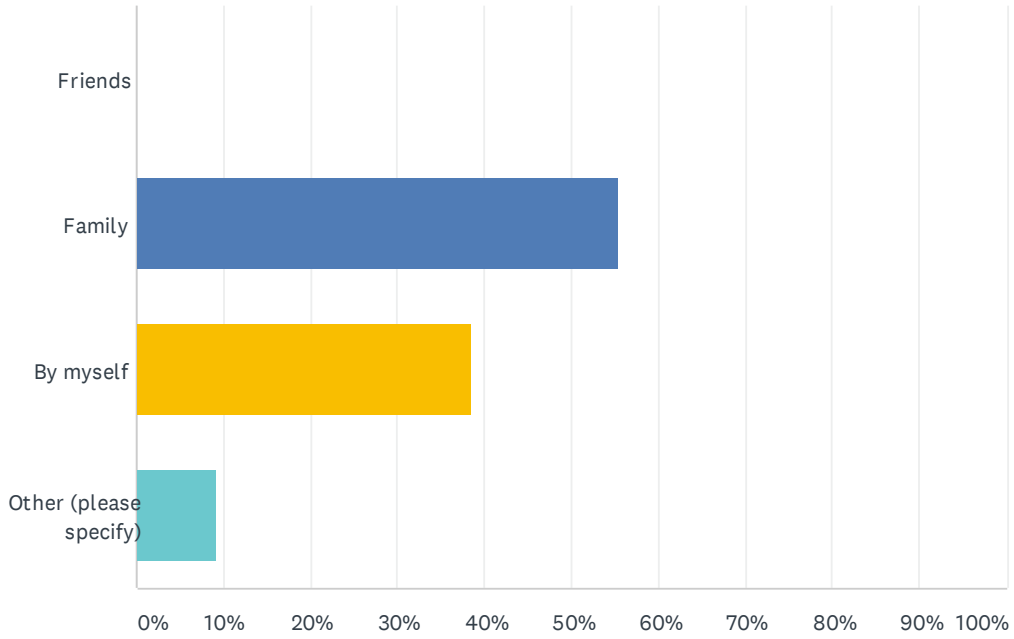
Answered: 64 Skipped: 5



ANSWER CHOICES	RESPONSES	
10 or under	0.00%	0
11-13	0.00%	0
14-17	0.00%	0
18-35	42.19%	27
36-55	34.38%	22
Above 55	23.44%	15
TOTAL		64

Q11 I'm here with:

Answered: 65 Skipped: 4



ANSWER CHOICES	RESPONSES	
Friends	0.00%	0
Family	55.38%	36
By myself	38.46%	25
Other (please specify)	9.23%	6
Total Respondents: 65		

Respondent ID	Collector ID	Start Date	End Date	When was the last time you were at your intersection? Please only answer the following questions for one intersection and consider taking the survey a second time to respond for the second intersection.	How did you get here today?	Do these changes make you more likely to take this route?	What is it like to travel past the temporary project?	Overall, how do you feel about the appearance of these changes?	How do you feel about the appearance of these changes?	What do you like about the demonstration project?	What would you change about the demonstration project?	Other thoughts, comments, feedback?	Age	I'm here with:	Other (please specify)									
				Response	Response	Response	Response	Response	Response	Response	Response	Response		Friends	Family	By myself	Other (please specify)							
130625583	39126879	2020-10-08 15:24:31	2020-10-08 15:26:43	Response	Walk	Yes	Walking is easier and feels safer with the changes.	Positive	Positive	Clear, defined responses	Nothing	None	Above 55			By myself								
1305630481	39126879	2020-10-07 14:20:12	2020-10-07 14:26:57	5th Ave and 2nd St	Car/truck (driver or passenger)	Neutral / no opinion	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	Needs more room for larger vehicles to make the turn.	Positive	Positive	More room for vehicles to make the turn.	It is more safe for pedestrians to walk or bike, however, there needs to be more room for larger vehicles for larger vehicles to make the turn.	It is more safe for pedestrians to walk or bike, however, there needs to be more room for larger vehicles to make the turn.	None	16-55		By myself			
1305687333	39126879	2020-10-07 14:21:13	2020-10-07 14:24:59	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	Neutral / no opinion	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	For pedestrians it is more safe to travel. For vehicles especially larger ones it is pretty narrow to turn.	Neutral	Neutral	More room for vehicles to make the turn.	It is progress on having a more solid plan in place for the future of Proctor and their transportation needs.	Give more room for larger vehicles to makes the turn.	None	16-55		By myself			
12041782152	39126879	2020-10-02 12:05:02	2020-10-02 12:11:44	5th Ave and 2nd St	Car/truck (driver or passenger)	No	Neutral / No opinion	No, I disagree	No, I disagree	Yes, I agree	No, I disagree	It feels less safe when biking as the edge of the street was a good biking lane. People walking don't stand out anymore than they did before.	Negative	Negative	It feels less safe when biking as the edge of the street was a good biking lane. People walking don't stand out anymore than they did before.	See no purpose. Creates turning hazard when pulling a trailer. This is a county road to travel through town.	Continue to try ideas for safer roadway and crosswalks.	Point white stripes on the road for a crosswalk and fix the roads instead	Feel this is not the answer. Maybe try caution lighting when pedestrian is crossing. This will draw attention to the pedestrians and not make turning through the intersection a hazard	18-35		By myself		
13028702606	39126879	2020-09-28 19:09:20	2020-09-28 19:20:26	5th Ave and 2nd St	Car/truck (driver or passenger)	No	Unnatural turning radius	No, I disagree	No, I disagree	No, I disagree	Yes, I agree	Yes, I agree	Creates hazard when pulling a trailer. Creates need to make wide turns like you are driving a tractor trailer.	Negative	Negative	Continue to try ideas for safer roadway and crosswalks.	Remove it from main road intersections	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	Above 55	Family				
1302088721	39126879	2020-09-25 12:45:57	2020-09-25 12:52:21	5th Ave and 2nd St	Car/truck (driver or passenger)	No	Can't turn my truck onto the road with my trailer. Without going into oncoming traffic.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Can't turn my truck onto the road with my trailer. Without going into oncoming traffic.	Negative	Negative	Not practical for plowing or hauling.	Nothing	It's existence	The corner sidewalk by the old brick bank building was recently rebuilt and a new stoplight installed. When they did that work, they lowered the level of the corner leading to give better handicap access to the crosswalk. As the owner of that property, ever since I've had significant problems with water runoff pooling on the sidewalk at the corner instead of flowing off the sidewalk into the corner storm drain properly. In the winter, that pooling water freezes and causes the entire corner sidewalk to be an unsafe skating rink that is impossible for my employees to maintain responsibly. Really, people walk off the sidewalk into the road before they get to the corner to avoid it. The down sidewalk seems to just make this pooling area bigger. Please re-grade the downward slope of that corner and relocate the drain to allow proper drainage. It's extremely unsafe the way it is now.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	Above 55	Family		
1302043960	39126879	2020-09-25 10:04:52	2020-09-25 10:11:46	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	Neutral / no opinion	I own the old brick bank building on the corner. I will use that intersection regardless to get there.	No, I disagree	No, I disagree	Yes, I agree	No, I disagree	Yes, I agree	Parking on the corner by the old brick building feels safer. Before it felt like a car turning could easily clip a parked car.	Neutral	Neutral	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-55		own the building on the corner and work there.			
13018207483	39126879	2020-09-24 16:54:34	2020-09-24 17:01:38	Hay 2 (3rd Ave) and 2nd St	Walk	No	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	In the way of drivers and harder to walk with dogs and strollers and bikes.	Negative	Negative	Remove now please	More dangerous now	The emergency vehicles that need to turn, maneuver around these ugly things. The larger vehicles already move over to not hit them. Educate the public on why pedestrian safety is important. Many people use this road to pass through.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1199627731	39126879	2020-09-17 07:34:02	2020-09-17 07:37:46	5th Ave and 2nd St	Car/truck (driver or passenger)	No	It makes me want to avoid them.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Waste of tax payer money. Not thought out for bigger vehicles to turn.	Negative	Negative	Nothing	Have a virtual demonstration prior to the implementation of paint and other resources used by tax payers.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1199603766	39126879	2020-09-17 07:24:36	2020-09-17 07:31:54	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	It makes me want to avoid them.	Neutral / No opinion	Neutral / No opinion	No, I disagree	No, I disagree	No, I disagree	Drivers move over into oncoming traffic to avoid hitting the reflectors.	Negative	Negative	Waste of tax payer money. Not thought out for bigger vehicles to turn.	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1199468491	39126879	2020-09-15 23:13:06	2020-09-15 23:17:11	5th Ave and 2nd St	Car/truck (driver or passenger)	No	find different route	Neutral / No opinion	Neutral / No opinion	Neutral / No opinion	Neutral / No opinion	Neutral / No opinion	They suck	Negative	Negative	They are narrow ugly and suck	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1199478345	39126879	2020-09-15 23:13:31	2020-09-15 23:13:31	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	to narrow especially when towing a trailer what about winter	No, I disagree	No, I disagree	Neutral / No opinion	Neutral / No opinion	Neutral / No opinion	They suck	Negative	Negative	They suck	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1199497626	39126879	2020-09-15 23:08:12	2020-09-15 23:12:20	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	to narrow especially when towing a trailer what about winter	No, I disagree	No, I disagree	Neutral / No opinion	Neutral / No opinion	Neutral / No opinion	They suck	Negative	Negative	They suck	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1199448507	39126879	2020-09-15 20:54:33	2020-09-15 21:02:15	5th Ave and 2nd St	Car/truck (driver or passenger)	No	Makes turning right off of 2nd Street very sharp with little room if a car is waiting at the stop.	Neutral / No opinion	Neutral / No opinion	No, I disagree	Neutral / No opinion	No, I disagree	Their project too far out.	Negative	Negative	Not a good idea	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
11972161982	39126879	2020-09-09 07:10:07	2020-09-09 07:19:55	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	Yes	It is a good thing to see to make it safer to walk across. We need to slow down traffic and this is a good start.	Yes, I agree	Neutral / No opinion	Yes, I agree	Neutral / No opinion	Neutral / No opinion	There are going to be car accidents with this along Hay 2!	Positive	Positive	Nothing	Thanks for your efforts.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		By myself		
11871163443	39126879	2020-09-08 21:31:30	2020-09-08 21:31:30	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	These changes may make me avoid this route!	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	These changes make no difference in the safety of pedestrians or driving habits of drivers because there is very few pedestrians and people drive just as fast as normal. This isn't the metro.	Negative	Negative	Nothing	Law enforcement needs to enforce the speed limit!	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1187112623	39126879	2020-09-08 21:11:08	2020-09-08 21:16:59	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	Driving along truck through these intersections is nearly impossible. There is no room to turn and if another person is in the opposing lane, it is simply not possible to make the turn. This is simply unacceptable as lives in Proctor and make a living with that truck. I don't want to have to take a detour around the main intersection just because of an unneeded expense to the city residents.	Neutral / No opinion	Neutral / No opinion	No, I disagree	Neutral / No opinion	No, I disagree	Don't waste my tax money. Priority lanes are already high.	Negative	Negative	That a slower claim input before spending money.	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1187093833	39126879	2020-09-08 19:24:02	2020-09-08 19:24:43	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	If road permanent, bikers will have to weave into traffic instead of having a side lane.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Neutral / No opinion	They are only driving slow because it's new. They'll speed up again.	Negative	Negative	Nothing	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
11870720941	39126879	2020-09-08 18:03:30	2020-09-08 18:03:30	Hay 2 (3rd Ave) and 2nd St	Bike	No	If road permanent, bikers will have to weave into traffic instead of having a side lane.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Neutral / No opinion	They are too large. While I like the safety, they take up too much space.	Negative	Unsure	Safety is the goal	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1186951889	39126879	2020-09-08 10:17:00	2020-09-08 10:18:54	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	If road permanent, bikers will have to weave into traffic instead of having a side lane.	No, I disagree	No, I disagree	Neutral / No opinion	No, I disagree	No, I disagree	They are too large. While I like the safety, they take up too much space.	Negative	Unsure	Safety is the goal	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1186939440	39126879	2020-09-08 10:14:12	2020-09-08 10:16:42	5th Ave and 2nd St	Car/truck (driver or passenger)	No	It's not possible to navigate a turn in either direction without crossing into other lane. Larger vehicles are more of a problem. Better to use Kirkus street and avoid the area	No, I disagree	Neutral / No opinion	Yes, I agree	No, I disagree	Yes, I agree	For a driver, looking for walkers takes second place to checking for traffic as you need both lanes to turn, obviously, slowing down is necessary for the same reason	Negative	Negative	Why not eliminate vehicle traffic altogether?	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
11868801861	39126879	2020-09-08 07:23:29	2020-09-08 07:36:55	5th Ave and 2nd St	Car/truck (driver or passenger)	No	It's not possible to navigate a turn in either direction without crossing into other lane. Larger vehicles are more of a problem. Better to use Kirkus street and avoid the area	Neutral / No opinion	Neutral / No opinion	No, I disagree	Neutral / No opinion	Yes, I agree	For a driver, looking for walkers takes second place to checking for traffic as you need both lanes to turn, obviously, slowing down is necessary for the same reason	Negative	Negative	Creates a traffic hazard	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
11867908242	39126879	2020-09-07 19:17:50	2020-09-07 19:40:58	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	It's not possible to navigate a turn in either direction without crossing into other lane. Larger vehicles are more of a problem. Better to use Kirkus street and avoid the area	Neutral / No opinion	Neutral / No opinion	No, I disagree	Neutral / No opinion	No, I disagree	For a driver, looking for walkers takes second place to checking for traffic as you need both lanes to turn, obviously, slowing down is necessary for the same reason	Negative	Negative	Creates a traffic hazard	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
1186488561	39126879	2020-09-07 09:28:39	2020-09-07 09:39:04	Hay 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	Yes	It appeared safer as vehicles slowed	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	It appeared safer as vehicles slowed	Positive	Positive	Proctor is trying something new, different for safety	Nothing	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		By myself		
1186333861	39126879	2020-09-07 08:01:53	2020-09-07 08:21:29	Hay 2 (3rd Ave) and 2nd St	Walk	Yes	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	Yes, I agree	It's not a good idea. It will cause accidents.	Positive	Positive	It's not way more pedestrian friendly	Unsure yet	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family				
11864892179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No	This point pattern will probably turn into a concrete project. There is one in Gary on Commonwealth Avenue. It is unnecessary and serves no purpose that it is usable and there is clear vision for both roadways. Perhaps there could be a stop sign on the corner of 5th Ave before going up 2nd Ave. This makes more sense than ending up going around a big turn.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Both drivers and pedestrians have a clear view without the obstruction.	Negative	Negative	Nothing	Discontinue it. Put a Stop sign blinking. I always let people cross the intersection and have seen others doing the same. Please reconsider this idea.	How are fire trucks supposed to turn down the road? Are they supposed to go around the block in an emergency? What kind of pain did you use? It seems to be holding up well.	18-35	Family		Spouse		
1186479179	39126879	2020-09-06 14:30:12	2020-09-06 15:01:17	5th Ave and 2nd St	Car/truck (driver or passenger)	No																		

Appendix D: Conceptual Design for US Highway 2

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6TH STREET

T.H. 2

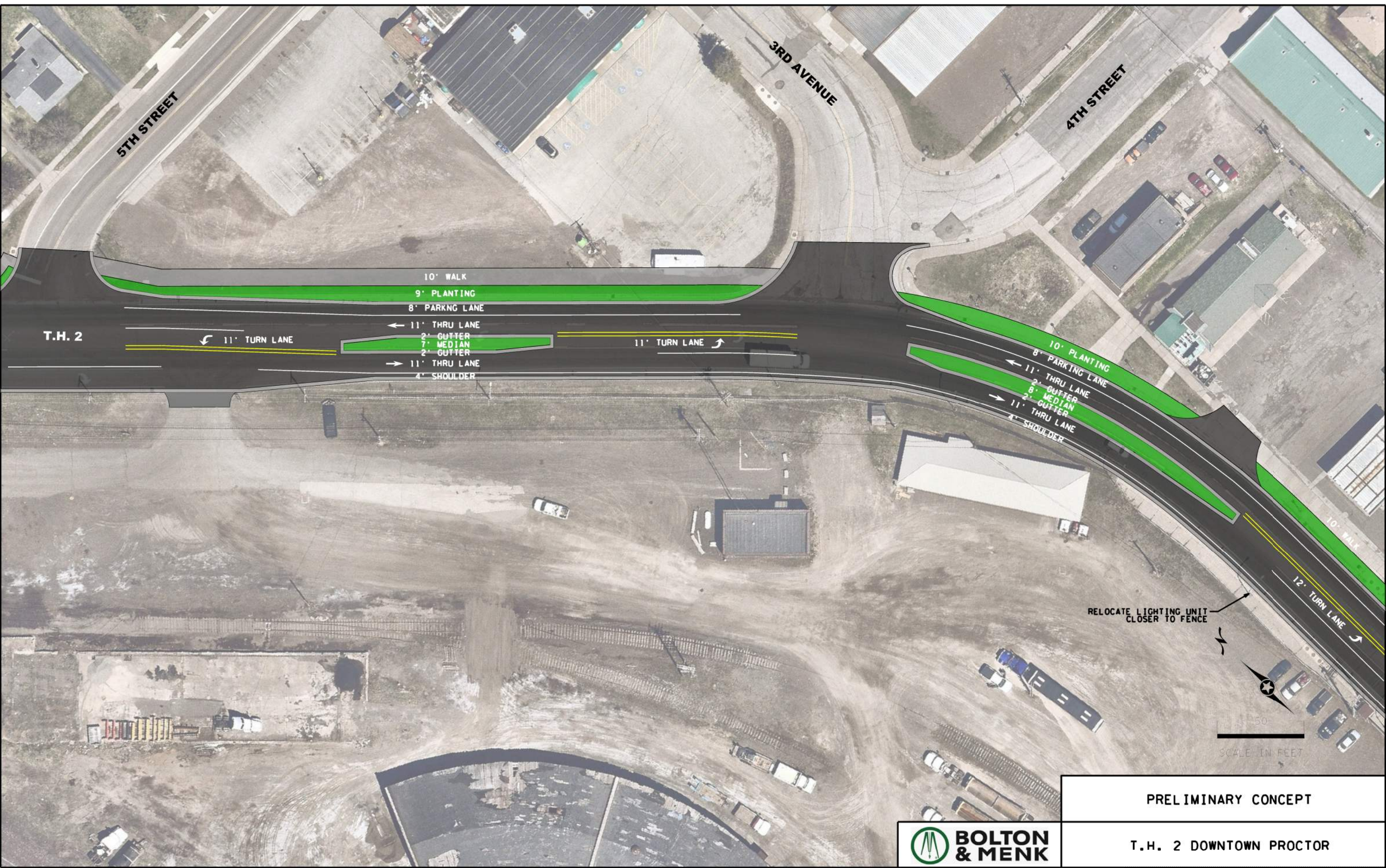


PRELIMINARY CONCEPT



T.H. 2 DOWNTOWN PROCTOR

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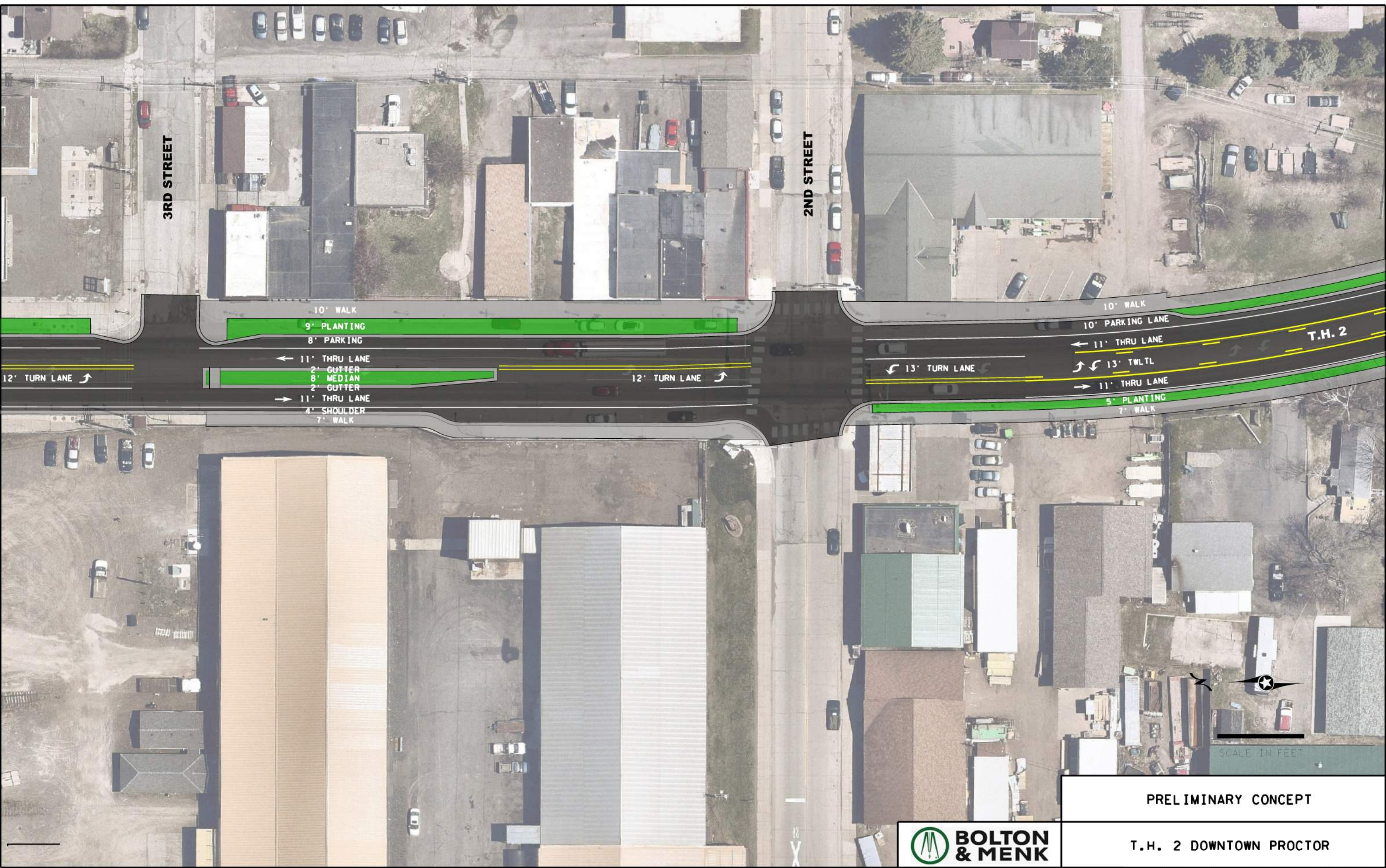


RELOCATE LIGHTING UNIT
CLOSER TO FENCE



PRELIMINARY CONCEPT
T.H. 2 DOWNTOWN PROCTOR

HYARDCAT42120904\CAD\MS\Prelim\Preliminary_Layout_Figure003_Option_2.dgn 11/19/2020 2:57:51 PM bmt\tbl



PRELIMINARY CONCEPT
T.H. 2 DOWNTOWN PROCTOR

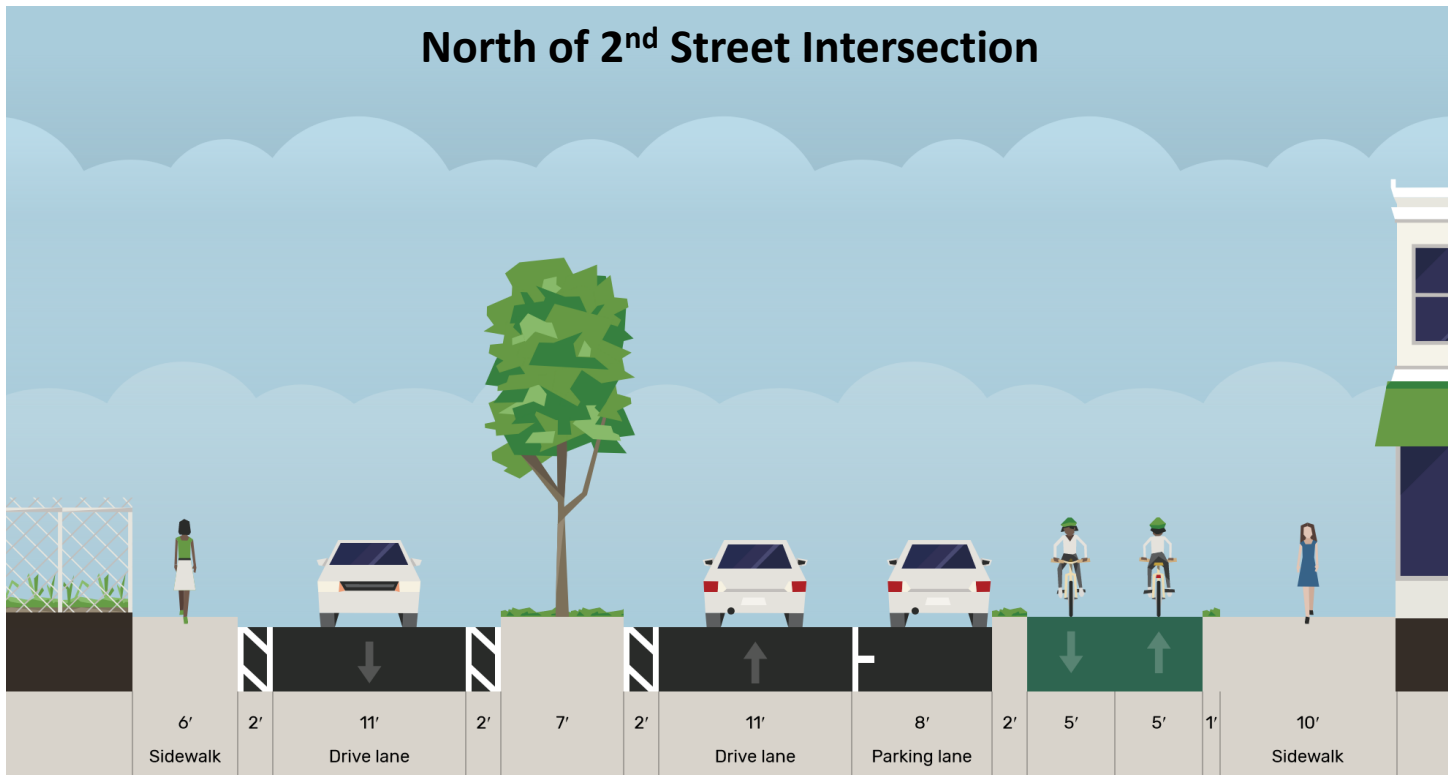


US HWY 2

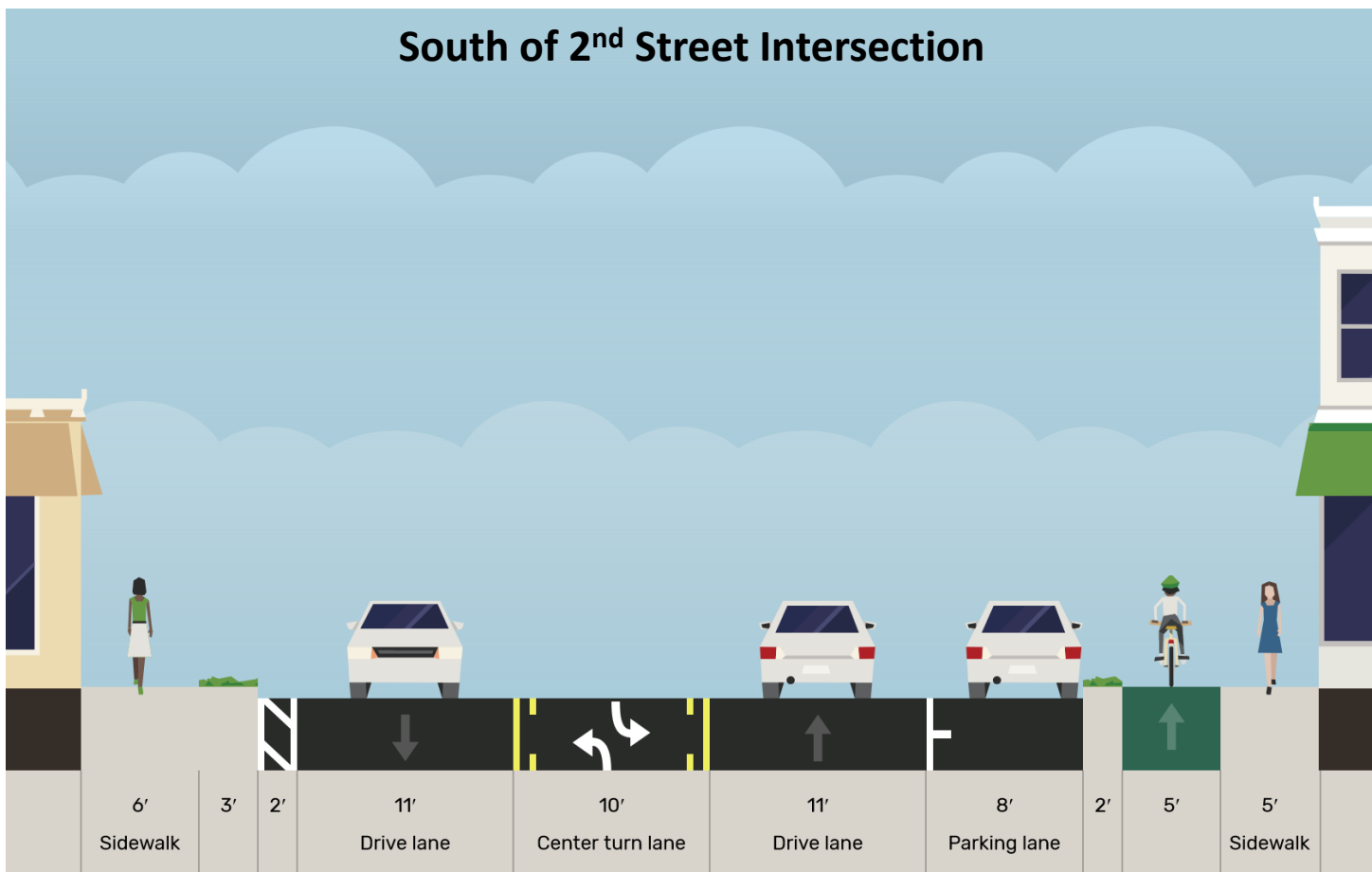
Looking North From 2nd Street

US HWY 2 CONCEPTUAL BIKE ACCOMODATION

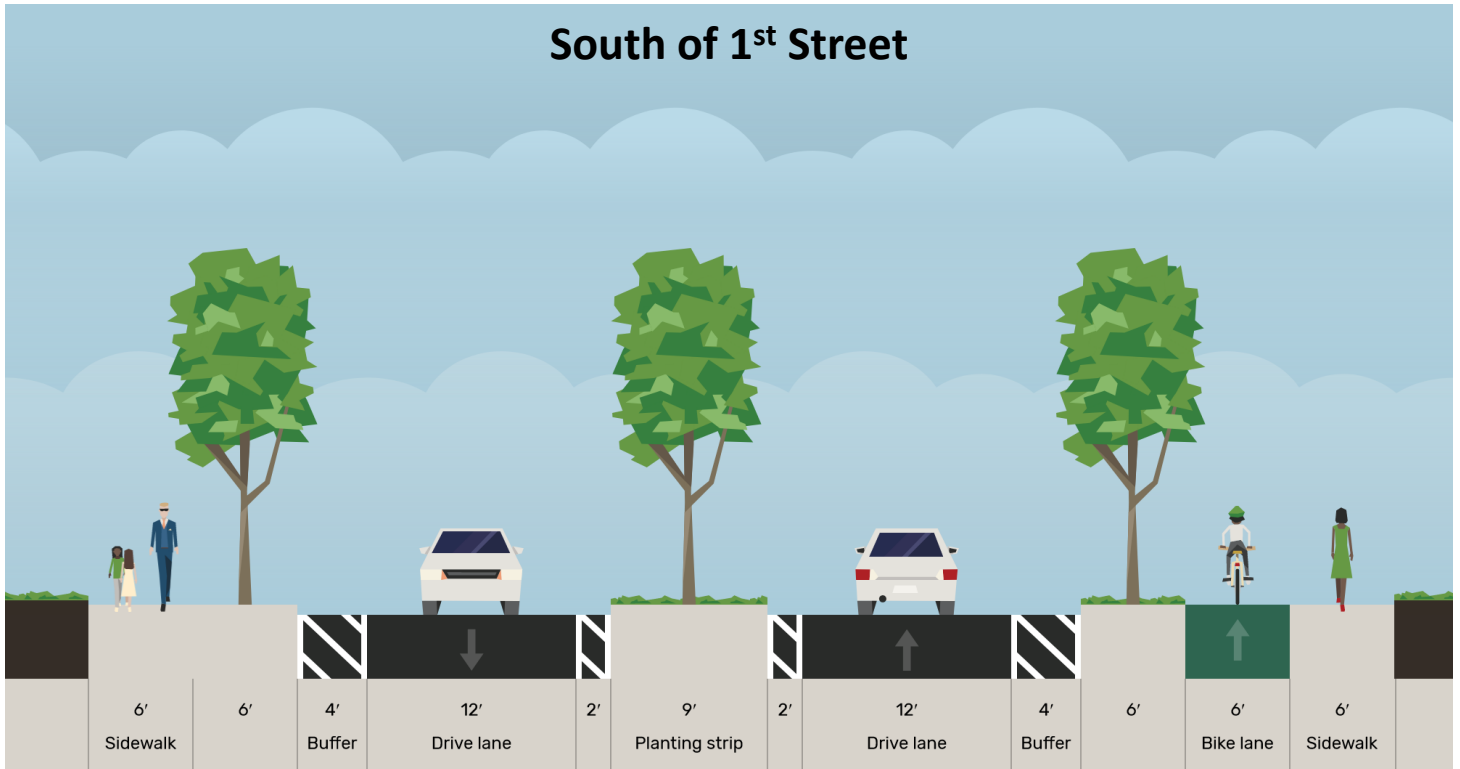
North of 2nd Street Intersection



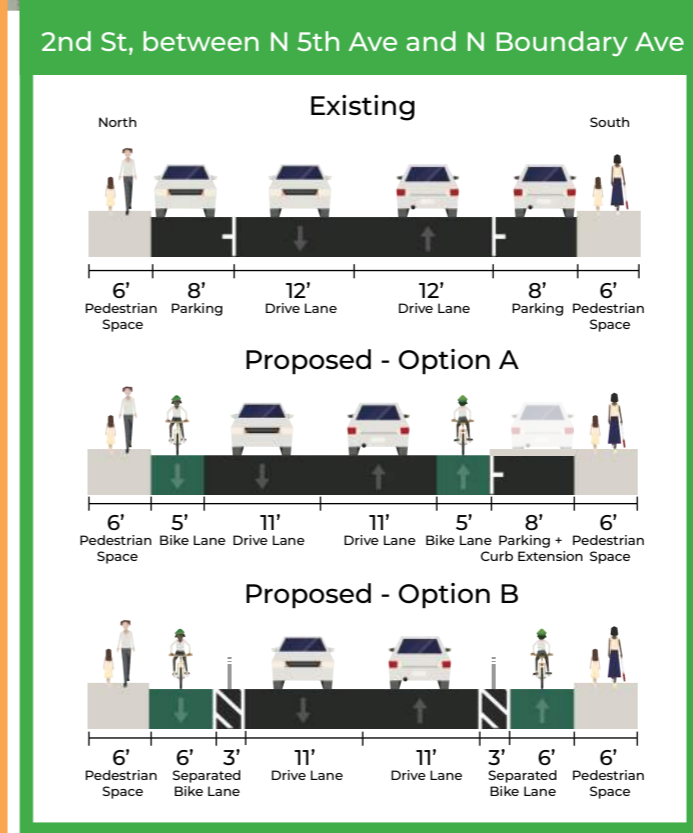
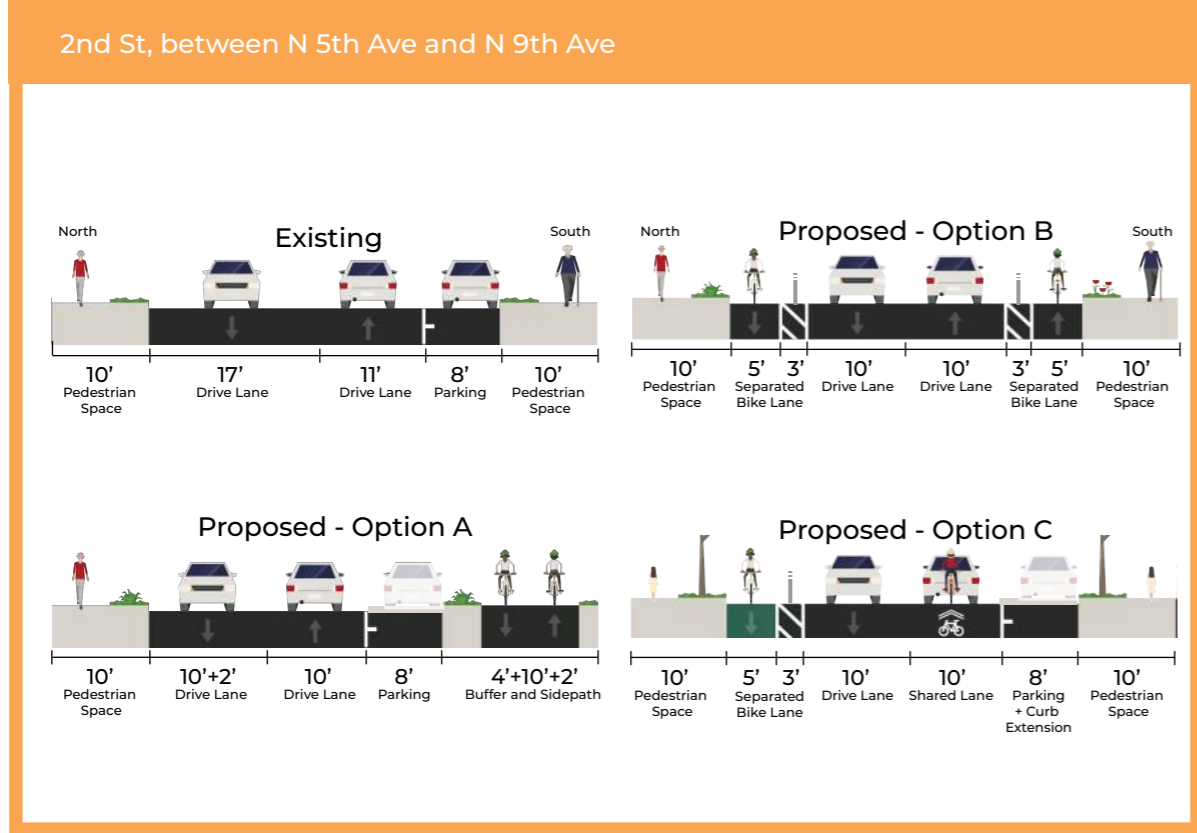
South of 2nd Street Intersection



US HWY 2 CONCEPTUAL BIKE ACCOMODATION



Appendix E: Conceptual Design for 2nd Street



- A** Install curb extensions, high visibility crosswalks, forward stop bars, and ADA compliant curb ramps to connect to separated pedestrian network shown in Figure XX.
- B** Install curb extensions, high visibility crosswalks, and ADA compliant curb ramps. Consider mountable truck apron on NE corner. See Figure YY.
- C** Install curb extensions. See Figure ZZ.
- D** Install curb extensions, high visibility crosswalks, forward stop bars, and separated sidewalk space to connect to the existing network.



Figure XX



Figure YY



Figure ZZ



2ND STREET

Looking West From 8th Avenue

Appendix F: Transportation Plan Vision, Goals, Strategies and Performance Measures

PROCTOR MN VISION STATEMENT

Updated November 17, 2020

Proctor's Transportation System is a multimodal network connecting people with places, providing safe, healthy, and accessible transportation choices for everyone, and promoting a sustainable and competitive economy.

PROCTOR TRANSPORTATION PLAN GOALS

Updated Sept 28, 2020

- **GOAL 1: Establish and communicate a consistent and clear unified vision for the future of transportation in Proctor, coordinating with local and regional agencies to align project scheduling and funding.**
 - **Strategy 1.1:** Establish a vision statement, goals, and performance measures for the Proctor Transportation Plan and for transportation into the future; publicly report on performance measure progress on a regular basis.
 - **Strategy 1.2:** Develop, implement and update a 5-year capital improvement plan for Proctor; make this plan publicly accessible and share it with adjacent jurisdictions and regional agencies.
 - **Strategy 1.3:** Coordinate capital improvement and regular maintenance activities occurring on municipal, county and state roadway systems within and adjacent the Proctor system. Develop a reporting procedure to ensure that coordination activities are shared with City administration, council members and the public.
 - **Strategy 1.4:** Complete an ADA Transition Plan Self-Evaluation to identify locations of non-compliance and ensure eligibility for future funding sources.
 - **Strategy 1.5:** Track locations of needed transportation system improvement, taking advantage of project opportunities as they arise.
 - **Strategy 1.6:** Identify considerations to ensure that the transportation system contributes to equitable outcomes for all people.
- **GOAL 2: Re-envision accessibility to and around Downtown Proctor, leveraging the upcoming US Hwy 2 project to enhancing the image and vitality of area businesses and the public realm, while successfully managing traffic to benefit public safety and downtown access.**

- **Strategy 2.1:** Develop a set of ranked improvements with the upcoming Highway 2 project that prioritizes the needs of Downtown Proctor and accommodates highway users. Share and coordinate these with MnDOT to ensure improvements are considered in MnDOT's advance planning and final design stages.
 - **Strategy 2.2** Coordinate with local, regional, and state agencies to ensure that future transportation system improvements support an enhanced downtown Proctor, including beautification and streetscaping.
 - **Strategy 2.3:** Conduct a parking inventory and management plan of Downtown to determine areas of parking excess or need, identifying opportunities to retrofit or add parking that is visible and accessible to Highway 2 traffic.
 - **Strategy 2.4:** Work with the Proctor Chamber of Commerce, St. Louis County Economic Development, and related organizations to determine the feasibility of additional business types to attract to the Downtown district, strategically identifying development locations and proactively planning for traffic impacts and transportation opportunities.
- **GOAL 3: Implement and improve safe, connected multi-modal infrastructure in Proctor, particularly linkages to local schools and parks, access to transit, connective trails, and key routes identified in previous planning efforts.**
 - **Strategy 3.1:** Prepare and adopt a Complete Streets Policy.
 - **Strategy 3.2:** Prepare and adopt an ADA Transition Plan Self-Assessment.
 - **Strategy 3.3:** Regularly update the Street Assessment Chart and related documents to assess and prioritize multi-modal improvement projects, and report annually on progress made/related to system and performance improvements.
 - **Strategy 3.4:** Coordinate with the County, State, and MIC to ensure context-sensitive infrastructure for walking and biking is considered and assessed for eligibility in all transportation projects.
 - **Strategy 3.5:** Support the implementation of an Intersection Control Evaluation (ICE) for the US Hwy 2/Boundary Ave intersection, conducted by MnDOT and St. Louis County. The ICE study should have significant participation from both Proctor and Duluth.
 - **Strategy 3.6:** Identify and implement a series of measures to improve public transportation user experience for transportation facilities within the City, working with the DTA and other regional partners to implement other transit-supportive changes and reporting annually on progress.
 - **Strategy 3.7:** Prioritize, pursue funding, formalize partnerships, and implement construction of the Proctor Hermantown Munger Trail Spur Segments 4 and 4a, reporting on progress annually. Segment 4, the Downtown Connector, runs along

Boundary Ave from 9th Street to 2nd Street, and Pionk Drive From 2nd Street to 9th Street. Segment 4a, the Proctor School Connector, runs along the entirety of 2nd Street.

- **Strategy 3.8:** Prioritize, pursue funding for and implement construction of multi-modal routes, particularly those identified in the Proctor Safe Routes to Schools Plan, reporting on progress annually.
- **Strategy 3.9:** Work with MnDOT on the redesign of the Boundary Avenue bridge and interchange area to create a gateway zone for Proctor and Duluth, with multi-modal access over the Boundary Avenue bridge.
- **Strategy 3.10:** Set aside an annual fund to be used towards constructing ADA-compliant curb ramps and sidewalks. Track progress on ADA upgrades and report annually.
- **GOAL 4: Effectively maintain streets, sidewalks, and other public infrastructure in a good state of repair year-round, coordinating maintenance with county and state agencies that manage roads within and linking to Proctor.**
 - **Strategy 4.1:** Regularly update the Proctor Street Assessment Chart for all City-owned streets and sidewalks. Report on this measure annually.
 - **Strategy 4.2:** Develop a capital improvement plan for paving and reconstruction of city streets, managing pavement quality strategically as opposed to aiming to preserve all pavement in good condition.
 - **Strategy 4.3:** Implement proven safety countermeasures to improve traffic and pedestrian safety along major routes while working with local and regional partners to implement countermeasures on roads managed by other jurisdictions.
 - **Strategy 4.4:** Develop an assessment processes for determining whether streets and alleys should be paved or gravel, taking into account context and usage.
 - **Strategy 4.5:** As new bike and pedestrian infrastructure is constructed, promote the use and health benefits of active transportation through city-wide communications and marketing campaigns.
 - **Strategy 4.7:** Coordinate and update maintenance plans with area jurisdictions for routes that either span jurisdictions, or transition between ownership.
 - **Strategy 4.8:** Develop a winter maintenance strategy to more effectively manage winter street maintenance priorities.
- **Goal 5: Ensure plans, programs, and projects are fiscally responsible, balancing efforts that are easily implementable with expected returns on investment, and taking advantage of opportunities when they arise.**

- **Strategy 5.1:** Manage City funds responsibly by ensuring plans, programs, and projects do not stretch city resources too thin, and maintain contingency funding as appropriate for unexpected maintenance or repairs.
- **Strategy 5.2:** Proactively seek external funding sources and partnerships to fund exceptional transportation needs. Proctor should make wise use of available state and federal funding when it makes sense to achieve its aims, balanced with the availability of local matching funds and the ability to maintain grant-funded projects.
- **Strategy 5.3:** Pursue proactive maintenance when feasible to mitigate future expensive, large-scale infrastructure repair costs.
- **Strategy 5.4** Complete the ADA Transition Self-Evaluation to be eligible for federal transportation funding.

Final Goals and Performance Measures - Proctor Transportation Plan

Goals	PMs
Goal 1: A unified vision for the future of transportation in Proctor	Consistent messages and plans, publicly available
	Advances in coordination with regional partners
	Improves transportation access for low-income populations
	Improves transportation access for minority populations
Goal 2: Re-envision accessibility to and through Downtown Proctor	Provides safe and efficient balance between mobility and accessibility along Highway 2
	Improves Downtown Proctor public realm
	Contributes to efficient and accessible provision of public parking
	Encourages stopping and visiting Downtown Proctor
Goal 3: Implement and improve multi-modal infrastructure in Proctor	Proactive planning for downtown business vitality
	Increases provision of bikeways in Proctor and vicinity
	Improves/increases provision of sidewalks in Proctor and vicinity
	Refurbishes or installs new marked/signed pedestrian crossings
	Curb ramps reconstructed/updated to ADA standard
	Increases access to transit, rider comfort and/or ridership
	Reduces known crash / traffic safety problems
	Improves connections to I-35 and enhances gateways to Proctor
Goal 4: Effectively maintain streets and sidewalks in good state of repair.	Completes segments of the Proctor-Hermantown Munger Trail Spur
	Completes elements of the Proctor Safe Routes to Schools Plan
Goal 5: Ensure that plans, programs, and projects are fiscally responsible	Improves street pavement quality (directly or indirectly)
	Improves sidewalk/multi-use path pavement quality (directly or indirectly)
	Leverages external funding opportunities
	Timeframe (near/medium/long)
	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)

Appendix G: Comment Response Matrix

**Proctor Transportation Plan
Comment Respnse Matrix**

Comment Number	Date	Agency	Name	Document Reference	Comment	Response
1	10/16/2020	MnDOT District 1	Maren Webb	All Docs	There are references in all three [Vision/Goals/Strategies/PMs, draft performance measures and projects list, draft evaluation matrix and rank order of projects] to "Hwy 2 reconstruction." At this time, a reclaim project is planned, although that project is just getting scoped. We request that it be changed to reference "Hwy 2 project" or if more detail is needed, you can reference the reclaim fix.	Comment acknowledged. Revised universally in project to reference this as a pavement reclamation project, year 2026.
2	10/16/2020	MnDOT District 1	Maren Webb	Vision/Goal/Strategy	Define "Develop DT Proctor Public Realm Guidelines" - What does this mean	Removed mentions from all documents to the public realm guidelines, as an existing plan was identified.
3	10/16/2020	MnDOT District 1	Maren Webb Maren Webb	Vision/Goal/Strategy Eval Matrix	Strategy 4.3: "non-Proctor roads" is a little confusing; I think this could be cleaned up, such as "on roads managed by other jurisdictions" or simply calling out MnDOT and county roads/streets Clarify "does not cost much money"	Revised text to note "roads managed by other jurisdictions". Project and reference to cost was removed as part of Matrix revisions
6	10/16/2020	MnDOT District 1	Maren Webb	Project List	Explain Category 1 & 2 groupings	Clarification provided that provides are divided into roughly equal-sized groups based on composite scores
7	10/16/2020	MnDOT District 1	Maren Webb	Project List	Detail source of recommendations	Reference to past plan review process and steering committee feedback has been included in the Action Plan narrative
8	10/16/2020	MnDOT District 1	Maren Webb	Project List	Purpose of performance measures - prioritization or ongoing metric?	Clarification added in the Action Plan that performance measures are a tool for project prioritization, and not necessarily as an ongoing metric.
9	11/3/2020	MnDOT District 1	Maren Webb	Draft Action Plan	I saw a few references in the report to the MnDOT project on US2 being in 2025. Our current CHIP has it in FY2026. That would move the project, in your timeline scale, from short term to medium term as well.	Project timeline revised and scale updated
10	11/3/2020	MnDOT District 1	Maren Webb	Draft Action Plan, Eval Matrix	I also wanted to propose that the group consider a tweak to the averaging of scores for the project prioritization. How it is set-up right now, the goals with more PMs are more heavily weighted due to the averaging across all the goal areas (based on what I saw in the draft spreadsheet). I think a good solution would be to create an average score for each project by first creating an average under each goal and then averaging across the goals for each project. Unless the idea is that the goals with more PMs are purposely being weighted more? If so, that should be noted.	Performance measures have been revised to create an average for each goal, then averaging the score of all goals to determine final project score.
11	11/3/2020	MnDOT District 1	Maren Webb	Draft Action Plan	The other thing I noticed is that there is no PM associated with serving underserved portions of the community or equity considerations. This came to mind when I saw that the Zenith Terrace connection rated lower on the list.	PMs on equity have been added for all projects
12	11/3/2020	MnDOT District 1	Maren Webb	Draft Action Plan	I didn't see mention of the city utility needs or plans in the report. Have you talked with the City about any of their needs? I know that is something that our project manager will be starting conversations about, but I bring it up as it can be a driver of when a project moves to a full reconstruct.	Comment acknowledged. This planning process has focused mainly on transportation issues, but the project team is aware of flooding and stormwater management/quality issues in Proctor. The Action Plan will be revised to include a note and graphics about coordinating utility issues during Highway 2 project scoping.
13	10/8/2020	St. Louis County	Vic Lund	Vision/Goal/Strategy	I see the US 2 corridor is described in both the Visions/Goals and Projects document. However, I believe there should be more emphasis and clarity on this topic. This is really the next major opportunity Proctor has to make significant improvements to its downtown and look/feel of the city. I get an uneasy feeling there is not enough emphasis on this item. When I mentioned this in yesterday's Zoom meeting, I don't believe I got any response/feedback to this. This should be one of the biggest focus points of the entire project...What do Proctor folks want Proctor to look like for the next 30 years? This should be a rallying cry for the community and the Proctor Plan advisory group. The silence is deafening on this. I have no personal stake in this, but I want to make sure I ring the bell to make sure this opportunity is not missed. At the end of the day, I will defer to Proctor folks to make of this what they will.	Comment acknowledged. The US-2 corridor features prominently in the Action Plan document, with specific design priorities proposed to be brought into project scoping and conversations with MnDOT.
14	10/8/2020	St. Louis County	Vic Lund	Vision/Goal/Strategy	I noted in the Visions/Goals document that the Proctor/Hermantown Munger Trail Spur is listed (Strategy 3.5). However, the development of the alignment step is missing. This is something St. Louis County expects to be completed with this plan. This needs to be resolved once and for all. We have potential sidewalk projects we are putting on hold in the Proctor/Hermantown area because we don't know where this trail is going. There needs to be an emphasis on developing this alignment with representatives of Proctor, Hermantown, Duluth and St. Louis County (include MnDOT if Trunk Highways are involved). I would like to see some significant efforts included in the Proctor Plan work.	A preferred alignment for the Proctor-Hermantown-Munger trail spur was identified in the master plan document of the same name (2015). It may be that the City of Proctor and St. Louis County may wish to revisit the preferred alignment, but it was considered out of scope for this project to reconsider the alignment. The preferred alignment segments were included as proposed future projects in the project evaluation matrix. The highest scoring of these is the segment that applies to central Proctor - particularly along the 2nd Street corridor. St. Louis County has been considering non-motorized connectivity between Proctor and Hermantown; the segment more related to this would likely not be considered in the near-term and an opportunity still exists to review this alignment in the future. The same is true for the southern link between central Proctor and the Munger Trail itself.
15	10/8/2020	St. Louis County	Vic Lund	Vision/Goal/Strategy	Emphasis for the Boundary Avenue corridor/I-35 interchange area. This may have overlap in MnDOT's I-35 corridor study. However, we need to look seriously at what improvements should be made on this corridor and interchange such as turn lanes, bicycle facilities, pedestrian facilities, etc.	Comment acknowledged. Interchange areas have been included as a focus area for the project evaluation matrix. A detailed discussion has not been included with the Action Plan, however the implementation matrix will include reference to coordination for the Boundary Avenue bridge project and the I-35 corridor study.
16	10/8/2020	St. Louis County	Vic Lund	Vision/Goal/Strategy	I noted the intersection of US 2 and Boundary Avenue was mentioned in the Visions/Goals as a possible candidate for a roundabout. I think this is a very valid idea. I would recommend that MnDOT and St. Louis County initiate an Intersection Control Evaluation (ICE) study to evaluate if a roundabout is a good choice. Because this intersection is within the city limits of Proctor and Duluth, I would want the Plan to recommend participation by both Proctor and Duluth so that if a roundabout is supported by the study, both cities would support a future roundabout project.	The reference to the ICE Study has been included in the Action Plan and Vision, Goals, Strategy document
17	10/29/2020	Resident	Russell Habermann	Draft Action Plan	Thanks for sending this out. As I flipped through, I noticed the Proctor Beautification Plan (adopted in fall 2018) was lacking for the list, so I wanted to send a link your way: https://proctormn.gov/wp-lib/wp-content/uploads/2019/10/Proctor-Beautification-Plan_7.30.18-FINAL-DRAFT.pdf	Reference to the Beautification Plan has been eliminated from the project evaluation matrix and implementation plan.

**Proctor Transportation Plan
Comment Respnse Matrix**

Comment Number	Date	Agency	Name	Document Reference	Comment	Response
18	11/4/2020	Resident	Russell Habermann	Draft Action Plan	There were notes about moving the bus stop, and I believe it was proposed that that would be just north of the northwest quadrant of the Hwy 2 / 2nd Street intersection. If this is indeed the location that's being proposed, I need to share that this probably wouldn't be preferred for bus riders. On its current route, the bus comes up from West Duluth, goes to the high school for a layover, and then goes back down to West Duluth. If this route remains, bus riders boarding at a stop on the northwest quadrant of that intersection would ride the bus over to the high school, sit on the bus over the layover, and then loop all the way back through town. I don't think this would be a popular choice if Proctor bus riders are Duluth bound.	The proposed stop relocation would move the existing south-bound stop on the west side of the Hwy 2/3rd St intersection approximately 300ft south. The relocated stop wouldn't change the direction for transit at the stop, or have any impact for riders getting on or off the bus for that point in the route.
19	11/4/2020	Resident	Russell Habermann	Draft Action Plan	Regarding street trees, they're unfortunately not going to happen. Any expertise on alternatives would be highly appreciated!	Comment acknowledged. Street trees will continue to be shown in plan and rendering views, but the project team is including a graphic and text for materials options to have alongside conceptual design discussions. This will help the City of Proctor in some of it's decision making, and to better understand the costs and benefits of various treatments.
20	11/4/2020	Resident	Russell Habermann	Draft Action Plan	Can there be a call-out in this plan document that educates about the functionality of boulevards/planting strips? Also, best design practices for sidewalks in winter climates? Tying these to savings in maintenance would be a good strategy, I think.	Comment noted. See response for comment #19.
21	11/4/2020	Resident	Russell Habermann	Draft Action Plan	On the City portion of 2nd Street, I like Option A, but I question if the shared use path should go on the north side of the street instead of the south side. It may be anecdotal, but I feel like I see more people using the north side of the street. Plus, there's street lighting on that side. I also like Option C.	Comment acknowledged. For the time present, the shared use path shown in conceptual design will be shown on the south side of 2nd Street. This is to facilitate the linkage to Plonk Drive and the recreational facilities in this area. As this is only conceptual design, future detailed design may revisit the type of bicycle and pedestrian accommodation needed and the positioning along the street.
22	11/4/2020	Resident	Russell Habermann	Draft Action Plan	On the County portion of 2nd Street, I like the existing configuration.	Comment noted.
23	11/4/2020	Resident	Russell Habermann	Draft Action Plan	There's a graphic of the 9th Avenue/2nd Street intersection in the plan. I love the sidewalk along the west side of 9th Avenue but don't feel there should be a sidewalk along the east side of 9th Avenue for pedestrian safety routing reasons. Also, there are sidewalks leading into the school from 9th Avenue; those are no longer entrances, so you can delete those entrance sidewalks from the graphic.	Comment noted, and sidewalks were removed from the old school entrance
24	11/4/2020	Resident	Russell Habermann	Draft Action Plan	Along the Highway 2 corridor, I'm concerned the channelization created by the medians might cause a false sense of security for motorists and incentivize them to speed through the corridor. Also, I'm not crazy about that amount of medians visually. I don't think there's a community desire to plant trees in them, and they might just end up looking a bit ratty over time.	Comment noted.
25	11/4/2020	Resident	Russell Habermann	Draft Action Plan	Near the 4th Street intersection of Hwy 2, I see the sidewalk that would be abutting the curb along the bend is being proposed to be taken out and replaced with plantings. Though that sidewalk seems redundant, I feel it's necessary for those who may be intending to use the proposed sidewalk along the Moose parking lot. Also, should there be a sidewalk/trail connection from the highway up the hill to 4th Avenue? I would support that connection.	A sidewalk is proposed to be built along the 4th to 5th street portion of US Hwy 2, but with a supportive and proctive planting strip. An extended proposed sidewalk from 5th street to 6th street was also included in the conceptual graphics.
26	11/4/2020	Resident	Russell Habermann	Draft Action Plan	I'm just reiterating this again, but it would be great to see a sidewalk/trail/whatever connection from downtown to Americinn/Blackwoods on the north side of Highway 2. People walk this corridor, especially students walking from Zenith Terrace to the high school. It's dangerous, especially when the pedestrian traffic mixes with westbound highway traffic turning north onto 2nd Avenue. Also, I'd like the 2nd Avenue sidewalk to extend past the car wash all the way to Hwy 2.	A sidewalk is shown for the east/north side of Hwy 2, and the Action Plan recommends continuing the established design in coordination with MnDOT further south along Hwy 2.
27	11/4/2020	Resident	Russell Habermann	Draft Action Plan	Also stated on the call, I think development of the Munger Trail Spur segments should all be dumped together in the priority listing. Also, the main goal surrounding the Munger Trail Spur in this plan should be that more planning needs to be done. Any implementation of conceptual trail alignments in the existing plan would be publicly opposed; the routing the Proctor needs to be rethought.	Comment noted
28	11/4/2020	Resident	Russell Habermann	Draft Action Plan	Please be sure to include a trail line extending from Orchard Street through the school forest to Bay View Elementary. This would be a great contender for grant funding, in my opinion.	This trail line has been included for the 2nd Street conceptual design and the scale has been altered to extend beyond the eastern end of Orchard Street.
29	10/8/2020	Resident	Russell Habermann	Goal 2: Re-envision mobility to and through Downtown Proctor...	A strategy about corridor beautification should be added under this goal. This corridor drives visitors' perception of Proctor. It needs to look good to attract new businesses and new residents.	Comment noted. A beautification strategy has been added to this document.
30	10/8/2020	Resident	Russell Habermann	Goal 2: Re-envision mobility to and through Downtown Proctor...	Can we include a long-term strategy of turning the train monument area into a wayside rest (under this goal)?	Comment noted. The project team decided to not include this aspect at this time, but the conceptual design does include improvements to sidewalks and inclusion of a shared use path south of 1st Street, which would facilitate access to and from this area and from the train site to downtown Proctor.
31	10/8/2020	Resident	Russell Habermann	Goal 2: Re-envision mobility to and through Downtown Proctor...	I dislike the use of this word in this context [mobility]. It infers that we want to get drivers through Proctor as quickly as possible. For business and safety purposes, I want the exact opposite.	Comment noted. This goal has been changed to "Re-envision accessibility to and through..."
32	10/8/2020	Resident	Russell Habermann	Strategy 2.1: Develop a ste of prioritized improvements with the upcoming Highway 2 reconstruction that will increase access to Downtown.	"Increase access to Downtown" is not the goal I have in mind for the goal of improvements to Hwy 2. What I have in mind is improvements that will "prioritize community needs and accommodate the needs of highway users".	Revised text to state "[...] that prioritizes the needs of Downtown Proctor and accommodates highway users."
33	10/8/2020	Resident	Russell Habermann	Strategy 2.3: Develop Downton Proctor Public Realm Guidelines to steer public and private investments toward enhancing Downtown into a more functional and vibrant destination.	Maybe would support this if I knew what it meant. Are we talking about form-based codes? Creating a business improvement district? What does this mean?	Removed mentions from all documents to the public realm guidelines, as an existing plan was provided to us.
34	10/8/2020	Resident	Russell Habermann	Strategy 2.5 regarding the Proctor Chamber of Commerce	The Proctor Chamber of Commerce is more of a civic association than a chamber of commerce. Its board members are not business owners.	Comment noted.
35	10/8/2020	Resident	Russell Habermann	Goal 3: Implement and improve safe, connected multi-modal infrastructure in Proctor....	There should be a strategy under this goal that says we coordinate with the County and State to ensure context-sensitive infrastructure for walking and biking is included in their projects. Ultimately, those are the roads where walking and biking infrastructure is most needed.	Revised text to note "context-sensitive infrastructure"

**Proctor Transportation Plan
Comment Response Matrix**

Comment Number	Date	Agency	Name	Document Reference	Comment	Response
36	10/8/2020	Resident	Russell Habermann	Strategy 3.1: Complete Streets Policy	An example draft complete streets policy was drafted during the 2017 Proctor Safe Routes to School plan. It was never considered for adoption.	Comment noted.
37	10/8/2020	Resident	Russell Habermann	Strategy 3.3 referencing the street assessment chart	What is this?	The Street Assessment reviews pavement quality for streets in Proctor.
38	10/8/2020	Resident	Russell Habermann	Strategy 3.4	Identify <u>and implement</u> a series of measures to improve public transportation user experience...	Edited as requested.
39	10/8/2020	Resident	Russell Habermann	Strategy 3.4	RE: "...public transportation facilities that the City of Proctor controls..." I'm struggling to think of any public transportation facilities that the City of Proctor controls. Proctor isn't even given a voice on the DTA board.	Comment noted. Proctor may have some influence on the siting of sidewalks, partnering on the provision of improved bus stops and so forth. The project team understands the City's influence is minimal, but wanted to be sure to include some strategies aimed at improving public transportation facilities in the city.
40	10/8/2020	Resident	Russell Habermann	Strategy 3.6: Prioritize, pursue funding for and implement construction of multi-modal routes identified as part of the Proctor Safe Routes to Schools Plan, reporting on progress annually.	I would not limit this strategy to those things identified in the SRTS plan, which was never publicly approved. I was hoping this current planning process would have the community identify desired walking and biking routes and where infrastructure is needed to support these activities.	Comment noted. The intent of this strategy was not to exclude any other items outside of the safe routes plan, but instead to directly acknowledge the efforts made in producing that plan and highlighting these potential projects for future consideration.
41	10/8/2020	Resident	Russell Habermann	Goal 4: Effectively maintain streets, sidewalks and other public infrastructure in a good state of repair.	There should be a strategy under this goal about winter maintenance	Text revised to include a strategy on winter maintenance
42	10/8/2020	Resident	Russell Habermann	Goal 4: Effectively maintain streets, sidewalks and other public infrastructure in a good state of repair.	There should also be a strategy under this goal about how to decide whether a street/alley should be paved or gravel and maintaining those facilities. Fiscally, it makes a lot of sense to transition select city streets to gravel.	Text revised to include a strategy on gravel/paved decisions
43	10/8/2020	Resident	Russell Habermann	Strategy 4.5: Work with MnDOT on the redesign of the Boundary Avenue bridge and interchange area to create a gateway zone for Proctor and Duluth and multi-modal access over the Boundary Avenue bridge.	Love this idea, but who's going to champion it to implementation?	Comment noted and explanatory text included in the Action Plan implementation table.
44	10/8/2020	Resident	Russell Habermann	Strategy 4.6: Coordinate and develop maintenance plans with area jurisdictions for routes that either span jurisdictions or transition between ownership.	This is important, but these maintenance plans are already in place.	Comment noted.
45	10/8/2020	Resident	Russell Habermann	Strategy 5.2: Proactively seek external funding sources and partnerships to fund transportation needs.	to fund EXCEPTIONAL transportation needs.	Comment noted and revised.
46	10/8/2020	Resident	Russell Habermann	Strategy 5.2: Proactively seek external funding sources and partnerships to fund transportation needs. <i>Proctor should apply for funding at every available state and federal funding solicitation, and in multiple solicitation areas.</i>	Referencing italicized text: I strongly disagree with this. Proctor doesn't have the money to match these programs, and we don't have the money to maintain grant-funded projects into the future. Going after every solicitation would be fiscally irresponsible.	Comment noted and revised to state: "Proctor should make wise use of available state and federal funding when it makes sense to achieve its aims, balanced with the availability of local matching funds and the ability to maintain grant-funded projects."
47	10/8/2020	Resident	Russell Habermann	Strategy 5.4 Complete ADA Transition Self-Evaluation	This is brought up a lot through the document. Unless you know something I don't, an ADA transition plan isn't required for a City as small as Proctor, which has to work with St. Louis County to receive any federal funding. Maybe the appropriate strategy is to ensure St. Louis County is covered with their ADA transition plan?	The project team reviewed this and contacted MnDOT directly regarding the need for an ADA transition plan. MnDOT has stated that all applicable agencies must have an ADA Transition Plan completed by September 30, 2020 or demonstrate significant progress towards this goal to remain eligible for federal transportation funding through the MN STIP. Regarding St. Louis County's ADA Transition Plan, the project team's understanding is that this covers only county facilities and unincorporated parts of the county. In response to our query, MnDOT responded: "Under Title II of the ADA the community is required to do the self-assessment. If the community chooses not to do the self-evaluation they are running the risk of losing federal funds as part of a corrective action. The FHWA St. Paul Division Office will need to be contacted directly to confirm if they are holding the self-evaluation only requirement at the same level as the transition plan requirement for federal funding eligibility. As an incorporated city they carry the liability for their ADA requirements on locally managed facilities and services. Please be advised that self-evaluations and transition plans at the local level need to account for all public assets and programs such as parks and emergency service and that transportation is only one element." Although some additional information is still required to confirm, the project team advises that Proctor complete an ADA self-evaluation, both to remain eligible for federal funding and to more equitably inform transportation decision making. Accessible streets and public facilities benefit people broadly.