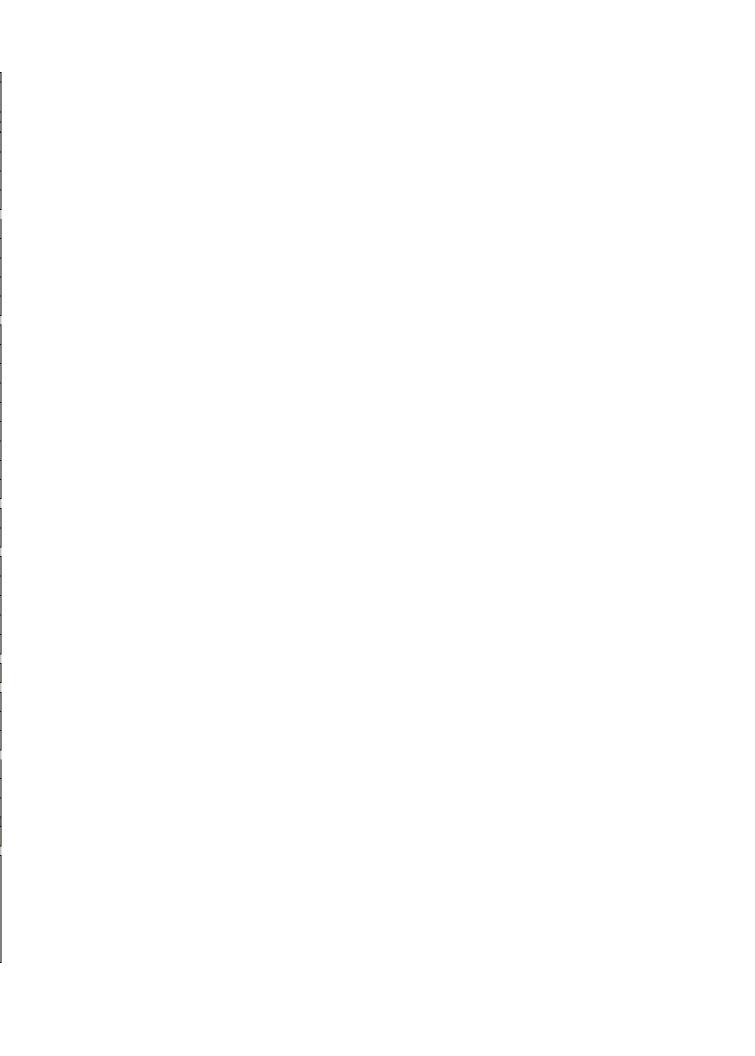


					CITY-	WIDE		
		PROJECT/ PROGRAM:	Sidewalk maintenance and improvement program	ADA Transition Self-Evaluation	Proctor Capital Planning Process	Complete Streets Policy	Bus Stop Improvements	Traffic Safety Countermeasure Program
GOAL	PERFORMANCE MEASURE	Category 1 Category 2	Pedestrian	Pedestrian	All modes	All modes	Transit	All modes
Goal 1: A unified vision for the	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
Proctor	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
	Provides safe and efficient balance between mobility							
	and accessibility along Highway 2		1	1	1	1	0	2
Goal 2: Re-envision	Improves Downtown Proctor public realm  Contributes to efficient and accessible provision of		2	2	1	2	1	1
accessibility to and through Downtown Proctor	public parking Encourages stopping in and visiting Downtown		0	0	1	1	0	0
	Proctor		1	1	1	2	1	0
	Proactive planning for downtown business vitality		2	1	2	2	1	1
	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
Goal 3: Implement and improve multi-modal	Increases access to transit, rider comfort and/or ridership		2	1	1	1	2	0
infrastructure in Proctor	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		0	0	1	0	0	0
	Munger Trail Spur 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	Improves street pavement quality (directly or indirectly)		0	1	2	1	0	1
state of repair.	Improves sidewalk/multi-use path pavement quality (directly or indirectly)		2	2	2	1	1	0
	Leverages external funding opportunities		1	2	2	1	1	1
	Timeframe (see below)		-	-	-	-	-	-
Goal 5: Ensure that plans, programs, and projects are fiscally responsible	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)		-1	0	0	0	-1	-1
instally responsible	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
	Short (<5yrs)		1	1	1	1	0	1
* E	Snort (<5yrs)  Medium (6-10yrs)		1	0	0	0	1	1
TIMELINE*					0	0		
	Long (>10yrs)		1	0			0	
*	Low (\$0-99,999)		1	1	1	1	1	1
*COST*	Medium (\$100,000-249,999)		0	0	0	0	0	1
	High (\$250,000+)		0	0	0	0	0	1
	TOTAL SCORE							
	CRITERIA							
	CRITERIA  0 1 2  Neutral Strongly Supports  ther "1" or "0" is assigned to note ) or "not meeting" (0) the criteria	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.	Countermeasues can be done incrementally over time, on an as-needed/as-able basis.
meeting (1	,			<u> </u>			<u> </u>	<u> </u>

DOWNTOWN							
		PROJECT/ PROGRAM:	Highway 2 Safe Roadway and Streetsaping Improvements	2nd Street Multimodal and Streetscaping Improvements	N 2nd Avenue Streetscaping	Downtown Circulation Study	Downtown Parking Inventory Study
GOAL	PERFORMANCE MEASURE	Category 1 Category 2	SRTS  Downtown Proctor, Safety	Downtown Realm Pedestrian improvements	Downtown realm  Pedestrian improvements	Downtown realm study (capacity building)	Downtown realm study (capacity building)
	Consistent and clear messages and plans, publicly available		0	1	0	1	2
Goal 1: A unified vision for the	Advances coordination with regional partners		2	2	1	1	0
future of transportation in Proctor	Improves transportation access for low-income		2	2	1	1	1
	populations Improves transportation access for minority		1	2	1	0	1
	populations			2	1	0	1
	Provides safe and efficient balance between mobility and accessibility along Highway 2		2	1	1	2	1
Goal 2: Re-envision	Improves Downtown Proctor public realm		2	2	2	2	1
accessibility to and through Downtown Proctor	Contributes to efficient and accessible provision of public parking		1	1	0	2	2
Downtown Proctor	Encourages stopping in and visiting Downtown Proctor		2	1	1	2	2
	Proactive planning for downtown business vitality		2	1	1	2	2
	Increases provision of bikeways in Proctor and			l	l	I	
	vicinity Improves/increases provision of sidewalks in Proctor		1	2	0	1	0
	and vicinity  Refurbishes or installs new marked/signed		2	2	2	1	0
	pedestrian crossings		2	2	2	1	0
Goal 3: Implement and	Curb ramps reconstructed/updated to ADA standard		2	2	2	1	0
improve multi-modal	Increases access to transit, rider comfort and/or ridership		1	2	1	1	0
infrastructure in Proctor	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		2	2	2	1	0
	Schools Plan						
Goal 4: Effectively maintain streets and sidewalks in good	Improves street pavement quality (directly or indirectly)		2	2	0	0	0
state of repair.	Improves sidewalk/multi-use path pavement quality (directly or indirectly)		2	2	2	0	0
	Leverages external funding opportunities		2	2	1	0	0
Cool 5: France that along	Timeframe (see below)		-	-	-	-	-
Goal 5: Ensure that plans, programs, and projects are fiscally responsible	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)		2	-2	-1	0	0
fiscally responsible	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
*u	Short (<5yrs)		0	0	0	1	1
TIMELINE*	Medium (6-10yrs)		1	1	1	0	0
Ë	Long (>10yrs)		0	0	0	0	0
	Low (\$0-99,999)		0	0	0	1	1
COST*	Medium (\$100,000-249,999)		0	1	0	0	0
٥	High (\$250,000+)		1	0	1	0	0
	TOTAL COOK						
	TOTAL SCORE						
	CRITERIA						
-2 -1	0 1 2	S	MnDOT will be repaving Hwy 2 in 2025. Proctor has the ability	Key corridor with upcoming MnDOT project. Identified in	W	Study would inform other projects and develop a	Study would inform other projects and develop a strategic
Strongly does not	Neutral Strongly Supports	NOTES	to influence this project, and align outcomes with city-wide	multiple past plans.  Multimodal improvements  more get at the needs for this	Key corridor with upcoming MnDOT project. Identified in multiple past plans.	strategic plan for downtown circulation and access needs.	plan for downtown parking provision. Would leverage
support *a value of ei	ther "1" or "0" is assigned to note	~	transportation and economic goals	corridor, rather than streetscaping alone.		Would leverage other projects (Hwy 2 in particular).	other projects (Hwy 2 in particular).
	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	SRTS Cross-Jurisdiction Coord.	SRTS Cross-Jurisdiction Coord.	Bike/Ped SRTS, Traffic Mgmt, Transit	Multi-use path SRTS	SRTS	SRTS Bike/Ped	Bike/Ped SRTS	SRTS Cross-Jurisdiction Coord.	Multi-use paths
	Consistent and clear messages and plans, publicly	Category 2	1	1	2	2	2	2 2	2	2	2
Goal 1: A unified vision for the	available		2	1	2	2	2	2	2	2	2
future of transportation in	Advances coordination with regional partners  Improves transportation access for low-income										
Proctor	populations Improves transportation access for minority		2	1	2	2	2	2	2	2	2
	populations		2	0	2	1	0	1	1	1	1
	Provides safe and efficient balance between mobility	]	0	0	0	0	0	0	0	0	0
	and accessibility along Highway 2 Improves Downtown Proctor public realm		0	0	0	1	0	0	0	0	2
Goal 2: Re-envision accessibility to and through	Contributes to efficient and accessible provision of		0	0	0	0	0	0	0	0	0
Downtown Proctor	public parking Encourages stopping in and visiting Downtown										
	Proctor		0	0	0	1	0	0	0	0	2
	Proactive planning for downtown business vitality		0	0	0	0	0	0	0	0	2
	Increases provision of bikeways in Proctor and vicinity		2	1	0	2	1	2	2	2	2
	Improves/increases provision of sidewalks in Proctor		2	2	2	2	2	2	2	2	2
	and vicinity Refurbishes or installs new marked/signed		2	2	1	2	0	0	0	0	2
	pedestrian crossings  Curb ramps reconstructed/updated to ADA standard		2	2	2	2	0	0	0	2	2
Goal 3: Implement and improve multi-modal	Increases access to transit, rider comfort and/or		2	2	2	0	1	0	0	0	2
infrastructure in Proctor	ridership										
	Reduces known crash / traffic safety problems Improves connections to I-35 and enhances		2	1	2	0	0	1	1	1	2
	gateways to Proctor		0	0	2	0	0	0	0	0	0
	Completes segments of the Proctor-Hermantown Munger Trail Spur		0	1	1	2	0	0	0	0	2
	Completes elements of the Proctor Safe Routes to Schools Plan		2	2	2	2	2	2	2	2	2
Cool 4. Effectively resistation	Improves street pavement quality (directly or	ן	1	0		0	1	0	0	0	0
Goal 4: Effectively maintain streets and sidewalks in good	indirectly) Improves sidewalk/multi-use path pavement quality				0		2				
state of repair.	(directly or indirectly)		2	2	2	2	2	2	2	2	2
	Leverages external funding opportunities		2	2	2	2	2	2	2	2	2
	Timeframe (see below)		-	-	-	-	-	-	-	-	-
Goal 5: Ensure that plans, programs, and projects are	Construction impacts to public (feasibility, right-of-way		-1	-1	-1	-1	-1	-1	-1	-1	-1
fiscally responsible	acquisition, access - qualitative analysis) Historic, cultural or environmental impacts		-1	-1	-1	-1	-1	-1	-1	-1	-1
	Project cost (see below)			_	-	_					_
Project cost (see below)			_	-		-	-	-	-	-	-
	PM SCORE		1.31	1.16	1.44	1.35	1.38	1.38	1.38	1.39	1.55
				l			l				
* Z	Short (<5yrs)		0	0	1	1	1	0	1	0	0
TIMELINE*	Medium (6-10yrs)		1	1	1	1	0	1	0	1	1
F	Long (>10yrs)		0	0	0	0	0	0	0	0	0
	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
COST											
	High (\$250,000+)		1	0	1	1	0	1	0	0	1
	TOTAL SCORE										
-2 -1 Strongly does not support *a value of ei	CRITERIA  0 1 2  Neutral Strongly Supports  ther "1" or "0" is assigned to note	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 origintal 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.		Avenue. Links to 2nd Street Corridor and existing routes to	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.
	or "not meeting" (0) the criteria										

Model	OUTER CITY							
Cont.   Cont				(Keene Creek Path to 9th		Munger Trail Spur Segment 6 (I	Area	Hwy 2 / Boundary Ave Intersection Improvements
Continued and state of the continued and state	GOAL	PERFORMANCE MEASURE			Multi-use paths	Multi-use paths	All Modes	Traffic Safety
The content of a ready of the content of the cont		9 , , ,	cutegory 2		2	2	0	·
### Product in proposed personal proposed by the product in proposed personal proposed personal proposed personal person	Goal 1: A unified vision for the			2	2	2	2	2
Contraction   Process   Contraction   Cont	future of transportation in	= '						
Continue	Proctor							
Coal 3 The revision				0	0	0	0	1
Consideration with register contents to the filled and accessed promotion of policy processing the registering from the contents of policy processing the registering from the contents of policy processing the registering from the contents of policy processing from the policy processing		· ·		0	0	0	1	2
Desiration Process   Desirat	Goal 2: Po-onvision	Improves Downtown Proctor public realm		0	0	0	0	0
Processing professional designation (and designation between the process of all strengths and designation (and designation between the process of all strengths in Proce	accessibility to and through			0	0	0	0	0
Possible planes for discretioned business creating	Downtown Proctor			0	0	0	1	1
Script   S				0	0	0	0	1
Script   S		Increases provision of hikeways in Proctor and						
Add Script   1		vicinity		2	1	1	2	1
Coal is Implement and improve multi-modal infrastructure in Protocol in Protocol infrastructure in Protocol infrastructure in Protocol infrastructure in Protocol in P		and vicinity		1	1	1	2	2
Cool 3: Implement and impose multi-mosal and impose access to transit, rater comfort and/or mosal and transition to 1-3 and or mosal and transition to 1-3 and or mosal and impose streets of the Proctor Self Routes to 1-3 and or multi-mosal and imposes access to transition for comfort and/or military imposes access to transition and imposes access to tra				1	1	1	2	2
CRITERIA		Curb ramps reconstructed/updated to ADA standard		1	1	1	2	2
1	improve multi-modal	I		0	0	0	0	0
Section   Completes segments of the Proctor Hermantown   Survey segments of the Proctor Self-Routes to   Schools / Flan   Source   Self-Routes to   Schools / Flan   Source   Self-Routes to   Schools / Flan   Source   Self-Routes   Self-R	infrastructure in Proctor	·		1	0	0	2	2
Completes segments of the Proctor Fernandown Magner Trial Supr Completes segments of the Proctor Safe Routes to School Print Supr Completes elements of the Proctor Safe Routes to School Print Supr Suprement quality (directly or Indirectly)		· ·		0	1	1	2	2
Considerate elements of the Proctor Safe Routes to Schools PB Plan		Completes segments of the Proctor-Hermantown		2	2	2	1	0
Display   Disp		Completes elements of the Proctor Safe Routes to		0	0	0	0	0
Soal is: FreeCreey mainter   street of repair.		Schools Plan		<u> </u>	ı	<u> </u>		•
State of repair.				0	0	0	2	2
Timeframe (see below)   Construction impacts to public (fleasibility, right-of-way acquisition, access, -qualitative analysis)   Historic, cultural or environmental impacts   Project cost (see below)   Historic, cultural or environmental impacts   Project cost (see below)   Project cost (see below)   Project cost (see below)   Total score   CRITERIA   Northern section of the Munger Trail Spur segment in Proctor, Can be done in the next decade, and MnDOT's reclamation in the next decade, and MnDOT's				2	2	2	2	2
Construction impacts to public (feasibility, right-of-way acquisition, access- qualitative analysis)		Leverages external funding opportunities		2	2	2	2	2
1	Goal 5: Ensure that plans.	· ·		-	-	-	-	-
Historic, cultural or environmental impacts   -1   -1   -1   -1   -1   -1   -1   -	programs, and projects are			-1	-1	-1	-2	-2
1.25   1.29   1.29   1.20   1.30	riscally responsible	Historic, cultural or environmental impacts		-1	-1	-1	-1	-1
Short (<5yrs)		Project cost (see below)		-	-	-	-	-
Medium (6-10yrs)   1		PM SCORE		1.25	1.29	1.29	1.20	1.30
Medium (6-10yrs)   1		Short (<5yrs)		0	0	0	1	0
Low (\$0-99,999)	:I.INE*							
Low (\$0-99,999)	TIME							
Medium (\$100,000-249,999)		Eolig (2 10)(13)		Ů	1	-	Ů	-
TOTAL SCORE  1 1 1 1 1 1 1 1 1  TOTAL SCORE  Northern section of the Munger Trail Spur segment in Proctor. Can be done incrementally. This segment in Proctor. Can be done incrementally. This segment in which is segment in proctor. Can be done incrementally. This segment in which is segment in which is segment in proctor. Can be done incrementally. This segment in which is segment in proctor. Can be done incrementally. This segment in proctor. Can be done incrementally.		Low (\$0-99,999)		0	0	0	0	0
TOTAL SCORE  1 1 1 1 1 1 1 1 1  TOTAL SCORE  Northern section of the Munger Trail Spur segment in Proctor. Can be done incrementally. This segment in Proctor. Can be done incrementally. This segment in which is segment in proctor. Can be done incrementally. This segment in which is segment in which is segment in proctor. Can be done incrementally. This segment in proctor. Can be	*TS05	Medium (\$100,000-249,999)		0	0	0	0	0
CRITERIA  Northern section of the Munger Trail Spur segment in Proctor. Can be done Incrementally. This segment, and primarily will study access needs along Boundary Ave, but it:	-	High (\$250,000+)		1	1	1	1	1
Munger Trail Spur segment in Proctor. Can be done Incrementally. This segment and Proctor. Can be done Incrementally. This segment and primarily will study access needs along Boundary Ave, but it's		TOTAL SCORE						
Munger Trail Spur segment in Proctor. Can be done Incrementally. This segment and Proctor. Can be done Incrementally. This segment and primarily will study access needs along Boundary Ave, but it's		CDITEDIA		Northern section of the	Southern section of the Munger Trail Sour segment in		over I-35 will be reconstructed	MnDOT's reclamation project
-2 -1 0 1 2 within the City of Duluth.  within the City of Duluth. Coordination required. This is the corridor in this time frame. clear if the intersection would be considered lower priority for Proctor than lower priorit		CKITERIA		Munger Trail Spur segment in	Proctor. Can be done	Spur segment, and primarily	in the next decade, and MnDOT	
would be considered lower priority for Proctor than lower prio	-2 -1	0 1 2	ES	incrementally. This segment	would be considered lower		the corridor in this time frame.	clear if the intersection itself
	Strongly does not support	Neutral Strongly Supports	NOTES	priority for Proctor than Segment 4. St. Louis County	Segment 4 but critical for linking to the Munger Trail.	lower priority for Proctor than Segment 4, but critical for	influence this project, and align outcomes with city-wide	will be included in the future reclamation project. St. Louis County recommends an ICE
may wish to consider a living wish to consider alternate   Technically the most difficult   transportation and economic   study be completed to		=		separate northern corridor that	routes, particularly options	Technically the most difficult	goals. Gateway features,	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)

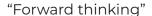




#### **Evaluation**

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."



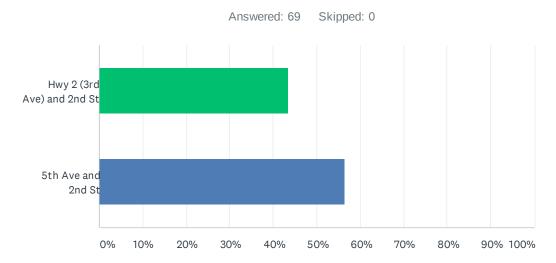


"It feels more comfortable to cross the street. I can see oncoming cars easier, and the crossing distance isn't as long."

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

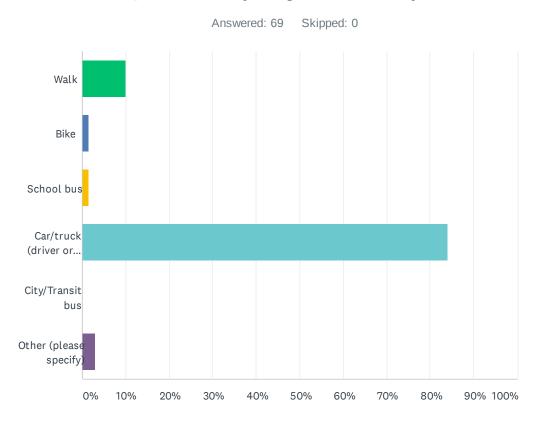


Q1 Which intersection did you visit? If you visited both, please only answer the following questions for one intersection and consider taking the survey a second time to respond for the second intersection.



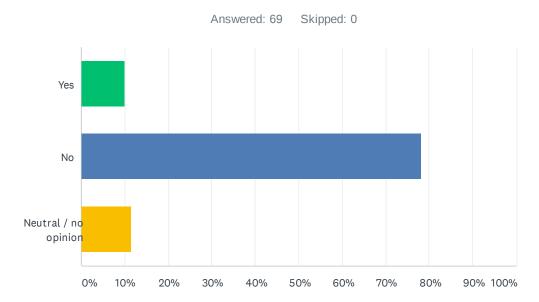
ANSWER CHOICES	RESPONSES	
Hwy 2 (3rd Ave) and 2nd St	43.48%	30
5th Ave and 2nd St	56.52%	39
TOTAL		69

## Q2 How did you get here today?



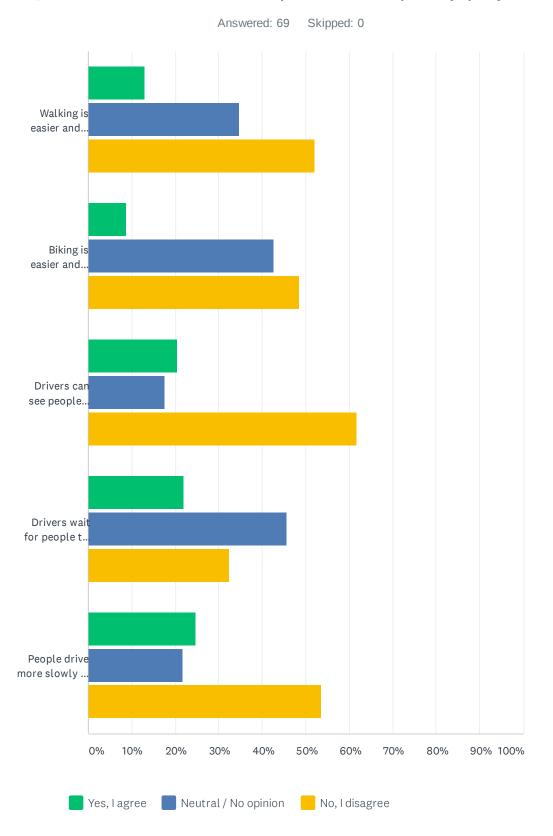
ANSWER CHOICES	RESPONSES	
Walk	10.14%	7
Bike	1.45%	1
School bus	1.45%	1
Car/truck (driver or passenger)	84.06%	58
City/Transit bus	0.00%	0
Other (please specify)	2.90%	2
TOTAL		69

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



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

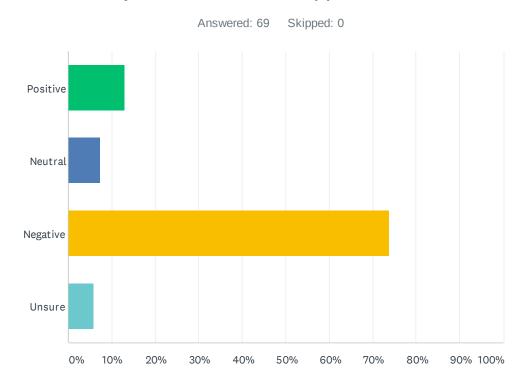
## Q4 What is it like to travel past the temporary project?



#### Proctor, MN Demonstration Project Survey

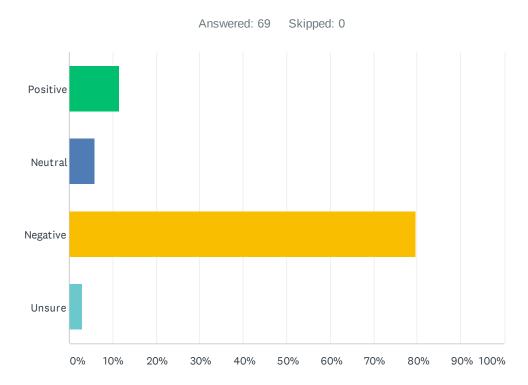
	YES, I AGREE	NEUTRAL / NO OPINION	NO, I DISAGREE	TOTAL
Walking is easier and feels safer with the changes	13.04% 9	34.78% 24	52.17% 36	69
Biking is easier and feels safer with the changes	8.82% 6	42.65% 29	48.53% 33	68
Drivers can see people trying to cross the street more easily	20.59% 14	17.65% 12	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?



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.



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

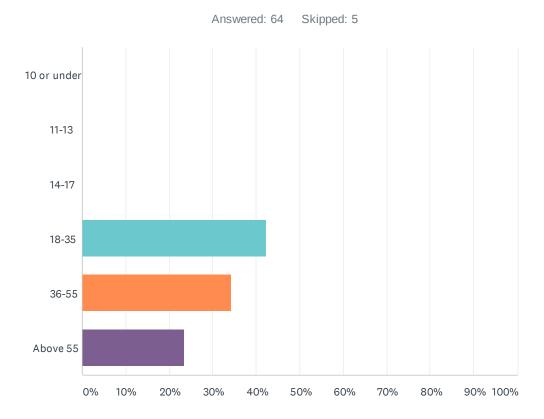
## Q8 What would you change about the demonstration project?

Answered: 59 Skipped: 10

## Q9 Other thoughts, comments, feedback?

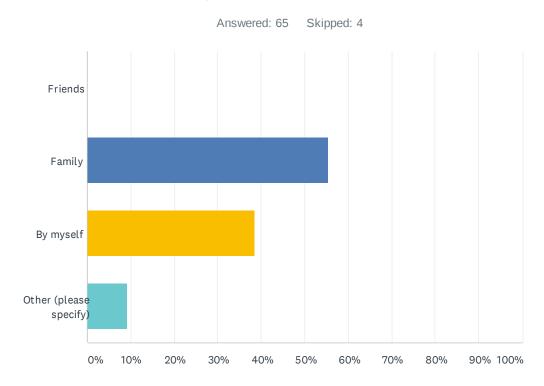
Answered: 44 Skipped: 25

## Q10 Age



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:



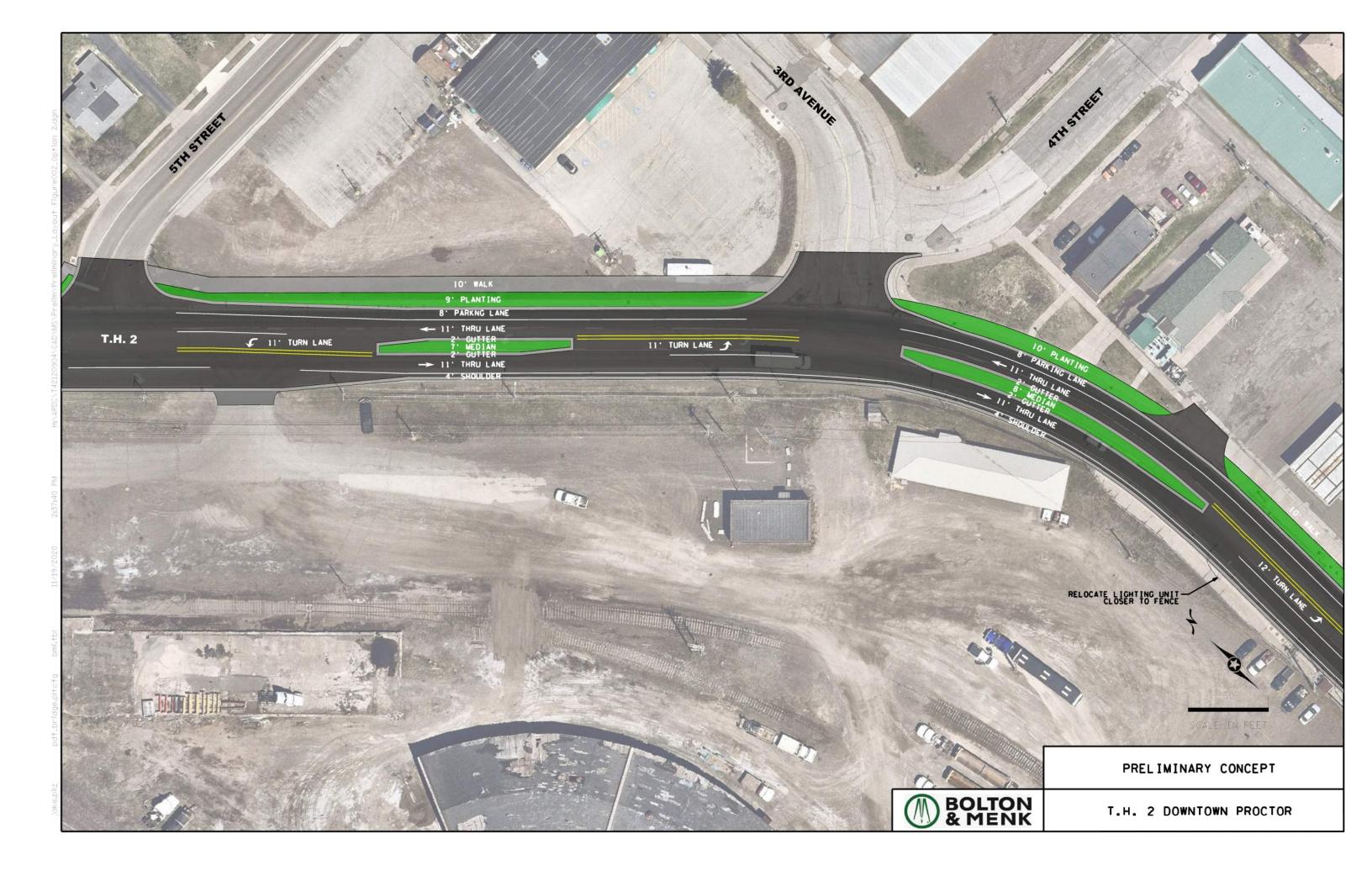
ANSWER CHOICES	RESPONSES	
Friends	0.00%	0
Family	55.38%	36
By myself	38.46%	25
Other (please specify)	9.23%	6
Total Respondents: 65		

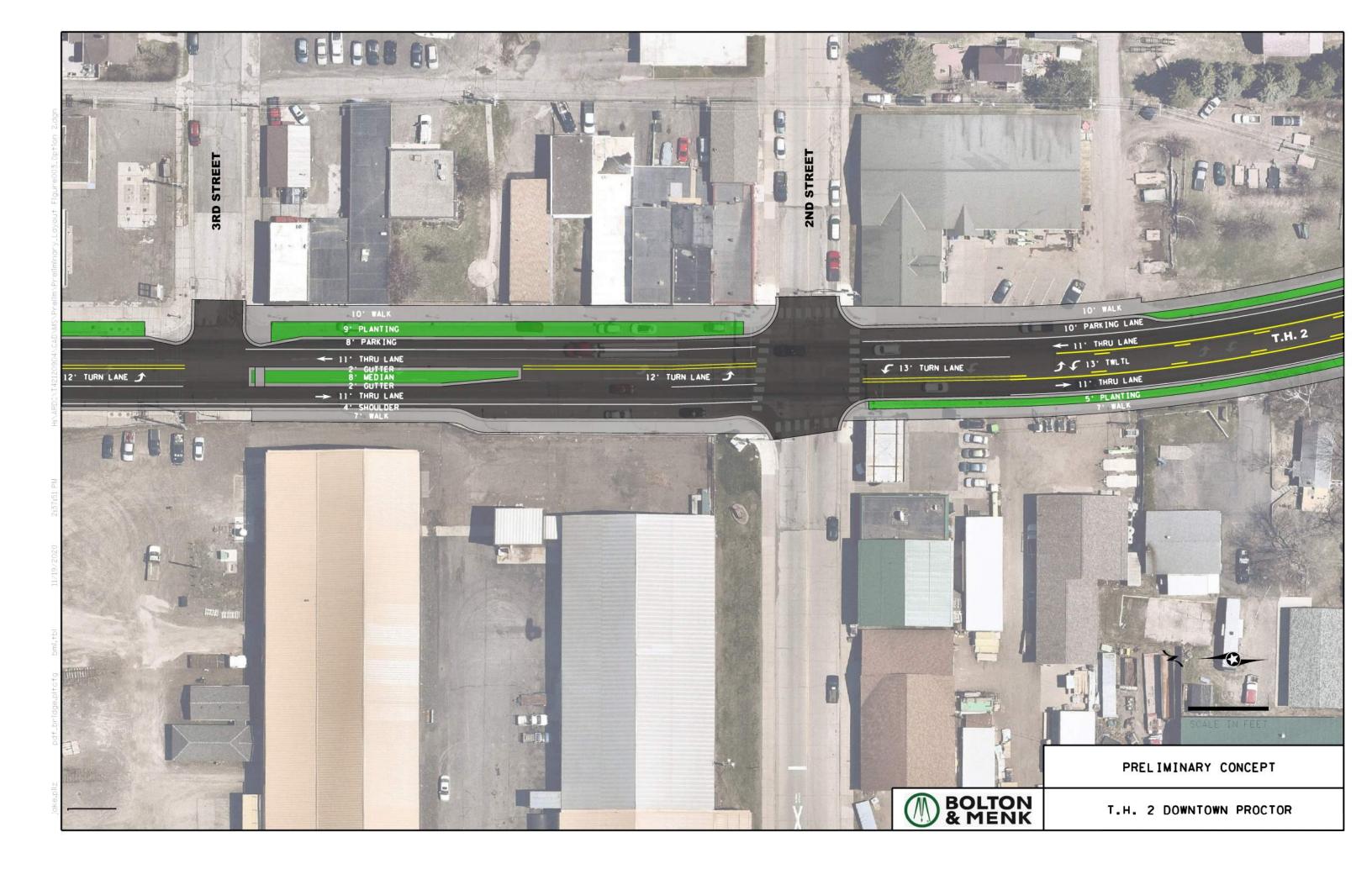
			visited both, please only answer the										Overall, how do y		or all of these changes							
Respondent Collector	Start Date		following questions for one intersectio and consider taking the survey a secon time to respond for the second intersection.	How did you get here today?	Do	o these changes make vo	ou more likely to take this route?	What is it like to trav	vel past the tempora	ny project?			feel about the appearance of the changes?		becoming permanent? For example, instead of paint, longer term curb extensions could be concrete.		What do you like about the demonstration project?	What would you change about the demonstration project?	Other thoughts, comments, feedback?	I'm here Age with:		
	Start Date	Life bate	musecuon.	now and you get more today.		o these changes make yo	and the livery to take this fourte.	What is it like to trav Walking is easier and feels safer with the	and feels safer	people trying to cross the street	people to walk People drive more slowly through the and cautiously than befo		changes.		could be concrete.		demonstration project.	man would you change about the demonaturion project.	Other triodgina, comments, recoders	Age mui.		Other (please
12060255582 391266979	2020-10-08 15:24:31	2020-10-08 15:26:43	Response 3 Hwy 2 (3rd Ave) and 2nd St	Response Walk	Other (please specify) Re	esponse es	Please explain:	changes Yes, I agree	with the changes Yes, Lagree	more easily	crosswalk the changes Neutral / No opinion Yes, I agree	Any other observations or comments?	Response Positive	Please explain:	Response Positive	Please explain:	Open-Ended Response Safety first It is more safe for pedestrians to	Open-Ended Response Nothing	Open-Ended Response Nope	Response Friends Fa Above 55	amily By myself By myself	specify)
12056394185 391266979	2020-10-07 14:25:12	2020-10-07 14:26:57	7 5th Ave and 2nd St	Car/truck (driver or passenger)	Ne	eutral / no opinion		Yes, I agree	Yes, Lagree	Yes, Lagree	Yes, Lagree Yes, Lagree		Positive	Needs more room for larger vehicles to make the turn.	Positive	give more room for vehicles to make the turn.	walk or bike, however, there needs to be more room 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.		36-55	By myself	
														For pedestrians it is more safe to travel. For vehicles especially larger ones it is pretty		give 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	Give more room for larger vehicles to makes the turn.		20.00		
12056387533 391266979	2020-10-07 14:21:13	2020-10-07 14:24:59	9 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	Ne	eutral / no opinion		Yes, I agree	Yes, Lagree	Yes, Lagree	Yes, Lagree Yes, Lagree		Positive	narrow to turn.	Neutral	Freshly painted crosswalks would be just as good. I'd	needs.	Give more room for larger venicles to makes the turn.		36-55	By myseit	
12041782152 391266979	2000 40 03 43-07-03	2020 40 02 42 42	150 4	Southern to the source of the		_		Northel (No orthog	No. I discourse	No. 1 diament	No. 1-1	It feels less safe when biking as the edge of the stru was a good biking lane. People walking don't stan	eet nd	It feels less safe when biking as the edge of the street was a good biking lane. People walking		prefer the money going to repair the road on 2nd as that is in rough shape near	N-shi			40.37		
12041/62152 3912009/9	2020-10-02 12:05:02	2020-10-02 12:15:44	Sur Ave and 2nd St	Car/truck (driver or passenger)	NO			Neutral / No opinion	No, I disagree	NO, I disagnee	tes, ragree No, rosagree	out anymore than they did before.  Creates hazard when pulling a trailer. Creates need to make wide turns like you are driving a tractor.	d	don't stand out anymore than they did before.  I see no purpose. Creates turning hazard when pulling a trailer. This is a county road to travel	Negative	that intersection	Continue to try ideas for safer	Paint white stripes on the road for a crosswalk and fix the roads instead	I feel this is not the answer. Maybe try caution lighting when pedestrian is crossing. This will draw attention to the pedestrian and not make turning through the intersection a	20-33	by mysen	
12028702608 391266979	2020-09-28 19:09:20	2020-09-28 19:50:26	5 5th Ave and 2nd St	Car/truck (driver or passenger)	No	0	Unnatural turning radius	No, I disagree	No, I disagree	No, I disagree	Yes, I agree Yes, I agree	trailer.	Negative	through town.	Negative		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?	Above 55 Fa	amily	
12020988723 391266979	2020-09-25 12:45:57	2020-09-25 12:52:21	1 5th Ave and 2nd St	Car/truck (driver or passenger)	No		I can't turn my truck onto the road with my trailer. Without goir into oncoming traffic.	No, I disagree	No, I disagree	No, I disagree	No, I disagree No, I disagree		Negative	Ugly and cheap looking	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	What kind of paint did you use? It seems to be holding up well.	Above 55 Fa	amily	
																		stoplight installed. When they did that work, they lowered the level of the corner landing 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's impossible for my employees to maintain				I own the
							I own the old brick bank building on the corner. I will use that					Parking on the corner by the old bank building fee safer. Before it felt like a car turning could easily cl	nis lip					responsibly. Really, people walk off the sidewalk into the road before they get to the corner to avoid it. The demo sidewalk seems to just make this pooling area bigger. Please re-grade the downward slope of that corner and relocate the drain to allow				building on the corner and work
12020453960 391266979 12018267481 391266979	2020-09-25 10:04:52 2020-09-24 16:54:34		5 Hwy 2 (3rd Ave) and 2nd St 4 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger) Walk	Ne No	eutral / no opinion	Intersection regardless to get there.	No, I disagree No, I disagree	No, I disagree No, I disagree	Yes, I agree No, I disagree	No, I disagree Yes, I agree  No, I disagree No, I disagree	a parked car. In the way of drivers and harder to walk with dogs and strollers and bikes.	Neutral Negative		Neutral Negative		Nothing	proper drainage. It's extremely unsafe the way it is now.  Remove now please.	More dangerous now	36-55 Fa	amily	there.
																The plow will destroy it, wasting more money. What			The emergency vehicles that need to turn, maneuver around these ugly things. The bigger vehicles already move over to not hit them. Educate the public on why pedestrian safety is			
11996027733 391266979	2020-09-17 07:34:02	2020-09-17 07:37:46	5 5th Ave and 2nd St	Car/truck (driver or passenger)	No	0	It makes me want to avoid them.	No, i disagree	No, I disagree	No, I disagree	No, I disagree No, I disagree		Negative	Waste of tax payer money. Not thought out for bigger vehicles to turn.	r Negative	about the emergency vehicles?	This survey.	Have a virtual demonstration prior to the implementation of paint and other resources used by tax payers.	important. Many people use this road to pass through. Have a blinking sign that alerts drivers that there is a	18-35 Fa	amily	
																			stoplight ahead by the car wash to get their attention. How much money did this cost? What are the long term goals of this? Why is this necessary? Because of the recent events in			
11996016766 391266979	2020-09-17 07:24:36		4 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	0	It makes me want to avoid them.	Neutral / No opinion	Neutral / No opinio	n No, I disagree	No, I disagree No, I disagree	Drivers move over into oncoming traffic to avoid hitting the reflecters.	Negative	Waste of tax payer money. Not thought out for bigger vehicles to turn.	Negative	The plow will destroy it, wasting more money. narrow you have not delt	Having this survey to voice that it is a bad idea.	Have a news story about it before implementing and wasting money. What are the statistics of pedestrians crossing there? Long term, what is the goal?	MN and the country, the word "Demonstration" has a negative connotation.	18-35 Fa	amily	
11991684491 391266979 11991678345 391266979	2020-09-15 23:13:06 2020-09-15 23:12:31	2020-09-15 23:17:11 2020-09-15 23:12:43	1 Sth Ave and 2nd St 3 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)  Car/truck (driver or passenger)	No No	0	find different route to narrow especially when towing a trailer what about winter	Neutral / No opinion No, I disagree	Neutral / No opinio No, I disagree		Neutral / No opinion Neutral / No opinion Neutral / No opinion Neutral / No opinion	they suck they suck	Negative Negative	they are narrow ugly and suck they suck	Negative Negative	with winter yet they will suck they suck	proved they suck and its not even winter	don't do it they suck take them out now take them out sooner	they suck get rid of them don't put in	36-55 Fa	amily	
11991677620 391266979	2020-09-15 23:08:12	2020-09-15 23:12:20	Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	0	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	theysuck These protrude too far out. The ones in Gary are	Negative	they suck	Negative	they suck	proved they suck and its not even winter	take them out sooner	don't put in	36-55 Fa	amily	
11991480507 391266979	2020-09-15 20:54:33	2020-09-15 21:02:15	S 5th Ave and 2nd St	Car/truck (driver or passenger)	No	0	Makes turning right off of 2nd Street very sharp with little room a car is waiting at the stop.	n if Neutral / No opinion	Neutral / No opinio	n No, I disagree	Neutral / No opinion No, I disagree	stupid and people drive across them accidentally : the time. Hard for snowplows and snow will cause more difficulty in these crosswalks.	Negative	They project too far out.	Negative	Not a good idea	Nothing	Make it a smaller projection out	DON'T do it	Above 55	By myself	
																	Trying to make it safer for pedestrians is a good thing. Drivers these days have less patience and					
11972161982 391266979	2020-09-09 07:10:07	2020-09-09 07:19:55	5 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	Yes	25	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.	d Yes, I agree	Neutral / No opinio	n Yes, Lagree	Neutral / No opinion Neutral / No opinion	there are going to be car accidents with this along	Positive		Positive		too many distractions, which takes their eyes off the road.	At this point nothing, change the location. This is a hwy with semi traffic exceeding the 30 mph speed limit	Thanks for your efforts.	Above 55	By myself	
11971163443 391266979	2020-09-08 21:33:30	2020-09-08 21:38:31	1 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	0	These changes may make me avoid this route!  Driving a dump truck through these intersections is nearly impossible. There is no room to turn and if another person is in	No, I disagree	No, I disagree	No, I disagree	No, I disagree No, I disagree	Hwy 21	Negative		Negative		Nothing	This is going to cause accidents instead of preventing them.	Law enforcement needs to enforce the speed limit!	36-55 Fa	amily	
							the opposing lane, it is simply not possible to make the turn. Th its simply unacceptable as I live in Proctor and I make a living wit that truck. I don't want to have to take a detour around the mai	his ith				These changes make no difference in the safety of pedestrians or driving habits of drivers because th	1			Don't waste my tax money.						
11971126623 391266979	2020-09-08 21:11:08	2020-09-08 21:16:59	Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No		intersection just because of an unneeded expense to the citys residents	Neutral / No opinion	Neutral / No opinio	n No, I disagree	Neutral / No opinion No, I disagree	is very few pedestrians and people drive just as far as normal. This isn't the metro.	st Negative		Negative	Property taxes are already high. Not enough room for turning	That it allows citizen input before spending money.	Larger signs that are more readable while driving  Go back to the way it was. It's too hard to turn with larger vehicles or vehicles pulling	Get rid of the nainted outnuts and nut it bank to the way it	18-35 Fa	amily	
11970918135 391266979	2020-09-08 19:24:02	2020-09-08 19:28:43	3 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	No	0	If made permanent, bikers will have to swerve into traffic instea	Neutral / No opinion	Neutral / No opinio	Neutral / No opinion	Neutral / No opinion Neutral / No opinion	They are only driving slow because it's new. They'	Negative	Looks out of place and cheap. Even if it was made permanent, it's doesn't match the city	Negative	with a larger vehicle.	Nothing	a trailer.	was.  I do not like the increase of danger to bikers. The law is to share the road. The road has been narrowed dramatically so			
11970720941 391266979 11969351869 391266979	2020-09-08 18:03:30 2020-09-08 10:17:00	2020-09-08 18:07:39 2020-09-08 10:18:04	9 Hwy 2 (3rd Ave) and 2nd St 4 Hwy 2 (3rd Ave) and 2nd St	Bike Car/truck (driver or passenger)	No No	0	of having a side lane	No, I disagree No, I disagree	No, I disagree No, I disagree	No, I disagree Neutral / No opinion	No, I disagree Neutral / No opinion No, I disagree No, I disagree	speed up again	Negative Neutral	charm	Negative Neutral	They are too large. While I			sharing is impossible.	18-35 Fa	By myself amily	
11969346409 391266979	2020-09-08 10:14:12	2020-09-08 10:16:42	2 5th Ave and 2nd St	Car/truck (driver or passenger)	No	0		No, I disagree	Neutral / No opinio	n Yes, Lagree	No, I disagree Yes, I agree	For a driver looking for walkers takes second plant	Negative		Unsure	like the safety, they take up to much space.	Safety is the goal	Size that they take up	Someone has too much time on their hands. I wasn't aware	18-35 Fa	amily	
11969346409 391266979					No.	0	almost impossible 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.	it .	Neutral / No opinio	No. Lifesagree	No, I disagree Yes, I agree	For a driver, looking for walkers takes second plac checking for traffic as you need both lanes to turn, obviously, slowing down is necessary for the same reason.	Negative e to	Creates a traffic hazard	Unsure	like the safety, they take up to much space.  Why not eliminate vehicle	Safety is the goal	Size that they take up  remove it and create a turn lane	Someone has too much time on their hands. I wasn't aware that there was a foot traffic problem in Proctor. There is really no place to walk to and nothing to do when you get there	18-35 Fa	amily	
11969346409 391266979 11968801861 391266979 11967508242 391266979	2020-09-08 10:14:12 2020-09-08 07:23:29 2020-09-07 19:37:02	2020-09-08 07:36:55	5 5th Ave and 2nd St	Car/truck (driver or passenger)	No No	0	almost impossible to navigate a turn in either direction without crossing into other tane. Larger vehicles are more of a problem. Better to use Kirkus street and avoid the area	it	Neutral / No opinio	n No, I disagree	No, I disagree  Yes, I agree  Neutral / No opinion Yes, I agree  Neutral / No opinion No, I disagree	checking for traffic as you need both lanes to turn,	Negative  e to Negative  Negative	Creates a traffic hazard	Unsure  Negative  Negative	like the safety, they take up to much space.	Safety is the goal  Nothing		that there was a foot traffic problem in Proctor. There is	18-35 Fa Above 55 Fa	amily amily	
11968801861 391266979	2020-09-08 07:23:29	2020-09-08 07:36:55 2020-09-07 19:40:58	5 5th Ave and 2nd St		No No No Vei	0	crossing into other lane. Larger vehicles are more of a problem.	nt . Neutral / No opinion	Neutral / No opinio  Neutral / No opinio  Neutral / No opinio  Yes, Lagree	n No, I disagree  No, I disagree  No, I disagree  Yes, Lagree	No, I disagree Yes, I agree  Neutral / No opinion Yes, I agree  Neutral / No opinion No, I disagree  Yes, I agree Yes, I agree	checking for traffic as you need both lanes to turn, obviously, slowing down is necessary for the same reason harder to make a right turn from second street to	Negative  Negative  Negative  Positive	Creates a traffic hazard	Unsure  Negative  Negative  Positive	like the safety, they take up to much space.  Why not eliminate vehicle	Safety is the goal  Nothing  Proctor is trying something new, different for safety		that there was a foot traffic problem in Proctor. There is really no place to walk to and nothing to do when you get there	18-35 Fa Above 55 Fa Above 55 Fa	amily amily by myself	
11968801861 391266979 11967508242 391266979	2020-09-08 07:23:29 2020-09-07 19:37:02 2020-09-07 09:28:39	2020-09-08 07:36:55 2020-09-07 19:40:58 2020-09-07 09:39:04	5 5th Ave and 2nd St 8 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)  Car/truck (driver or passenger)	No No Yes	0 0 55	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 opinio	n Yes, Lagree  n No, Ldisagree  No, Ldisagree  Yes, Lagree  Yes, Lagree	Neutral / No opinion Yes, Lagree Neutral / No opinion No, I disagree	checking for traffic as you need both lanes to turn, obviously, slowing down is necessary for the same reason harder to make a right turn from second street to	Negative e to b Negative Negative Positive Positive	Creates a traffic hazard	Unsure Negative Negative Positive Positive	like the safety, they take up to much space.  Why not eliminate vehicle	Nothing  Proctor is trying something new,		that there was a foot traffic problem in Proctor. There is really no place to walk to and nothing to do when you get there	18-35 Fa Above 55 Fa Above 55 Fa 18-35 Fa	amily amily  By myself  amily	
11968801861 391266979 11967508242 391266979 11966498567 391266979	2020-09-08 07:23:29 2020-09-07 19:37:02 2020-09-07 09:28:39	2020-09-08 07:36:55 2020-09-07 19:40:58 2020-09-07 09:39:04	Sisth Ave and 2nd St.  Siyawy 2 (3rd Ave) and 2nd St.  Siyawy 2 (3rd Ave) and 2nd St.	Car/truck (driver or passenger)  Car/truck (driver or passenger)	No No No No Yee	0 0 0 25	crossing first other lars. Larger withins are more of a problem.  Metter to use Softwar street and award the area.  It appeared safer as whiches slowed  This paint pattern will probably turn into a country project.  This paint pattern will probably turn into a country project.  This paint pattern will probably turn into a country project.	Neutral / No opinion  Neutral / No opinion  Yes, Lagree	Neutral / No opinio Neutral / No opinio Yes, Lagree	n Ves, Lagree  n No, Ldisagree  n No, Ldisagree  Yes, Lagree  Yes, Lagree	Neutral / No opinion Yes, Lagree Neutral / No opinion No, I disagree	checking for traffic as you need both lanes to turn, obviously, slowing down is necessary for the same reason harder to make a right turn from second street to	Negative e to Negative Negative Negative Positive Positive	Chadres a traffic hazard	Uncure  Negative  Negative  Positive  Positive	like the safety, they take up to much space.  Why not eliminate vehicle traffic altogether?  It's not a good solution. Go to the West end and see what	Nothing  Proctor is trying something new, different for safety		that there was a foot traffic problem in Proctor. There is really no place to walk to and nothing to do when you get there  Possibly change the entire "downtown" stretch to reflect those changes. Make that position of the Highway Zimph to	18-35 Fa Above 55 Fa Above 55 Fa 18-35 Fa	amily amily amily By myself amily	
1196801861 30126079 11967308242 30126079 11966408567 30126079 119664326861 30126079	2020-09-08-07-23-29 2020-09-07-19-37-02 2020-09-07-09-28-39 2020-09-07-08-01-53	2020-09-08 07:36-55 2020-09-07 19:40-58 2020-09-07 09:39:04 2020-09-07 08:21:29	Sith Ave and 2nd St  blowy 2 (Red Ave) and 2nd St  dway 2 (Red Ave) and 2nd St  blowy 2 (Red Ave) and 2nd St	Car/huck (driver or passenger)  Car/huck (driver or passenger)  Car/huck (driver or passenger)  Walls	00 00 00 00 00 00 00 00 00 00 00 00 00	0 0 0 15 15 15 15 15 15 15 15 15 15 15 15 15	crossing into other lane. Lagray whicks are more of a problem. Better to use titles street and sould the area  it appeared unfer as withinks stowed  This paint pattern will probably farm into a concrete project.  There is one in Guy on Commonwealth Avenue. It is unnecessary to be a supplementation of the concrete project of the concrete project.  There is one in Guy on Commonwealth Avenue. It is unnecessary to be a supplementation of the concrete project of the concrete group of the Area.  This paint pattern will probably farm into a concrete project of the concrete project of the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the concrete group of the Area.  This paint pattern will probably the probably the pattern of	Neutral / No opinion  Neutral / No opinion  Ves, I agree  Ves, I agree	Neutral / No opinio Neutral / No opinio Yes, Lagree	n Ves, i agree  n No, i disagree  n No, i disagree  Ves, i agree  Ves, i agree	Neutral / No opinion Yes, Lagree Neutral / No opinion No, I disagree	checking for traffic as you need both laines to be un- pholosedy. Subject own is necessary for some con- bination of the contraction of the contraction of the con- lained the contraction of the contraction of the con- bination of the contraction of the contraction of the con- traction of the contraction of the contraction of the con- traction of the contraction of the contraction of the con- traction of the contraction of the c	Negative to	Cheates a traffic hazard  Cheates a traffic hazard  It not a good change. Put a bilinking STOP Sign	Uniouse Negative Negative Positive Positive	like the safety, they take up to much space.  Why not eliminate vehicle traffic altogether?	Nothing  Proctor is trying something new, different for safety	personne it and create a turn tone  Chemine yet  Discontinue it. Put in a Stop sign Blinking. I always let people cross the intersection	that there was a foot traffic problem in Portion. There is result you glace to wall to and nothing to do when you get door.  Possibly change the entire "downstown" stretch to inflect those changes. Make that position of the Highway Zongh so that I'm front of the businesses it feels safer and more like a least.	18-35 Fa Above 55 Fa Above 55 Fa Above 55 Fa 18-35 Fa	amily amily amily by myself amily	
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The vehicles are not earling with a boat or trailly in proposition with the cholorously of the when the vehicles are not earling to the subset of the vehicles are not earling to the cholorously of the cholorously down the cholorously of the when the vehicles are not earling the cholorously of the cholorously are the cholorously of the cholorously of the cholorously are the cholorously of the cholorously of the cholorously the cholorously of the cholorously of the cholorously of the theory of the cholorously of the cholorously of the vehicles are not earling to the cho	Negative Peptive Peptive Negative	It not a good change. Put a blinking STOP Sign Mee.	Negative Negative Negative Negative	his the safety, they take up to much taken.  Why not eliminate vehicle and the safety of the safety	Procisor's trying comething new, different for sulety.  It feels way more pedestrian friend to sulety.  It feels way more pedestrian friend to sulety to the sulety of the	Occordinate 1: Per lan a Stop sign Blinding, I sheapy let people cross the intersection and have abeen ordered by the stop sign Blinding I sheapy let people cross the intersection and have abeen ordered by the same frequent reconsider that side.  The poles sticking up.  I would remove it  That and our but first as that designer to drive a large vehicle making sure they do not no over the poles sticking up.  Take it our but first as that designer to drive a large vehicle making sure they do not no over the poles sticking up.  Take it out but first as that designer to drive a large vehicle making sure they do not no over the policy size in the occording lane which the large length ling which make high to be subject to the still be supplied to the still be supplie	that there was a lost raffly problem in Product. There is required to suit to and nothing to do when you get above a control of the product o	18-35	amily amily By myself	Spouse  Commercial delivers  Public opinion
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Larger well-class are more of a problem.  Better to use stiffus street and avoid the area.  It appeared safer as vehicles stowed  This paint pattern was problemy turn into a concrete project.  This paint pattern was problemy turn into a concrete project, and the paint pattern was problemy turn into a concrete project, and area on purposed feel it is unasted and there is clear values and there is one purposed. Feel if it is unasted and there is clear values and area on purposed feel if it is unasted and there is clear values and there is one purposed. Feel if it is unasted and there is clear values and area for both condews, from the feel of the concrete project.  If it have no choice if i'm required to go to the school as this is my attention to the contract of	Neutral / No opinion Neutral / No opinion Nes, 1 agree Yes, 1 agree Yes, 1 agree Yes, 1 disagree No, 1 disagree	Neutral / No opinion Neutral / No opinion Yes, 1 agree Yes, 1 agree No, 1 disagree	No. I disagree	Neutral / No opinion Ves, Lagree  Neutral / No opinion Ves, Lagree  Ves, Lagree  Ves, Lagree  Ves, Lagree  Ves, Lagree  No, Ldisagree	descript for traffic as you need both harse to hum- bodinously, solving down is necessary for the same cholorously, solving down is necessary for the same harder to make a right turn from heavy 2 to east 2 and the cholorously of the cholorously of the cholorously of the cholorously of the cholorously of the cholorously of the cholorously of the cholorously of the cholorously of without the obstructions for the cholorously of the without the obstructions for the cholorously of the without the obstructions for the cholorously of the without the obstructions for the cholorously of the harder of the cholorously of the cholorously of the harder of the cholorously of the cholorously of the three cholorously of the cholorously of the large vehicles are now swinging out into oncoming traffic to try to avoid the bump out which is one to the cholorously of the cholorously of the harder of the cholorously of the cholorously of the cholorously of the cholorously of the vehicles are now swinging out into oncoming traffic to try to avoid the bump out which is one to make the cholorously of the cholorously of and temp the cholorously of the cholorously of which is a cholorously on the cholorously of the vehicles are not earling and we not having the vehicles are not earling with a boat or trailly in proposition. The vehicles are not earling with a boat or trailly in proposition with the cholorously of the when the vehicles are not earling to the subset of the vehicles are not earling to the cholorously of the cholorously down the cholorously of the when the vehicles are not earling the cholorously of the cholorously are the cholorously of the cholorously of the cholorously are the cholorously of the cholorously of the cholorously the cholorously of the cholorously of the cholorously of the theory of the cholorously of the cholorously of the vehicles are not earling to the cho	Negative Peptive Peptive Negative	It's not a good change. Put a blinking STOP Significate.  gust living business and seating our tax dollars gust living business and seating our tax dollars fit sight and takes away from the tower charm.	Negative Negative Negative Negative	Note the select, they take up to much space.  Why not eliminate vehicle vehicle and the selection of the sel	Proctor's trying something new, different for tufely  Infects way more pedestrian friend  The second of the second	Occordinate 1: Per lan a Stop sign Blinding, I sheapy let people cross the intersection and have abeen ordered by the stop sign Blinding I sheapy let people cross the intersection and have abeen ordered by the same frequent reconsider that side.  The poles sticking up.  I would remove it  That and our but first as that designer to drive a large vehicle making sure they do not no over the poles sticking up.  Take it our but first as that designer to drive a large vehicle making sure they do not no over the poles sticking up.  Take it out but first as that designer to drive a large vehicle making sure they do not no over the policy size in the occording lane which the large length ling which make high to be subject to the still be supplied to the still be supplie	that there was a bost raffle problem in Product. There is required to go and the product of the	18-35	amily amily By myself	Spouse  Commercial delvers  Public spirition
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Ligary well-click are more of a problem.  Metter to valid folias other and avoid the area.  It appeared software with a control of a problem.  The paint pattern will probably burn into a concrete project.  The paint pattern will probably burn into a concrete project.  There is cole in Gary on Commonwealth Avenue. It is unexcess and evere or purpose. If set if it is the most a best and there is cole in Gary on Commonwealth Avenue. It is unexcess and evere in purpose. If set if it is the most a best and set in the concrete and a set in the cole in the cole, and in the control of the third cole, and in the set in the cole in the cole, and in the cole in the cole in the cole, and in the cole in	Neutral / No opinion  Neutral / No opinion  Neutral / No opinion  Yes, I agree  Yes, I agree  No, I disagree  No, I disagree	Neutral / No opinio Neutral / No opinio Neutral / No opinio No. I disagree	No. I disagree	Neutral / No opinion No., 1 disagree  Neutral / No opinion No., 1 disagree  Yes, 1 agree  Yes, 1 agree  Yes, 1 agree  Yes, 1 agree  No. 1 disagree  No. 1 disagree	checking for traffic as you need both harse to have obtained, solvening down is necessary for the same backers to make a right turn from second arrest to have? I am for right turn from havy 2 to east 2 and rises.  I have been a right turn from havy 2 to east 2 and rises.  I have a right turn from havy 2 to east 2 and rises.  I have a right turn from havy 2 to east 2 and rises.  I have a right turn from havy 2 to east 2 and rises.  It has not a rise of right turn from havy 2 to east 2 and rises.  It has not a rise of right turn from havy 2 to east 2 and rises.  It has not prome distinctions for the driver and will have a rise of the rises of the ri	Negative Peptive Peptive Negative	It not a good change. Put a blinking STOP Sign Mee.	Negative	Next the select, they take up to much space.  Why not eliminate vehicle and the selection of the selection o	Proctor's trying something new, different for sufery in the supplementage of the sufery in the suffery in the sufery in the suffery in th	Outcome it and create a turn tame  Discontinue II. Put in a Stop ogn Blinding, I always let people cross the intersection and have steen others doing the same Repair reconsider thin data.  The poles sticking up.  would remove it  The poles sticking up.  would remove it  Take it out but first as that designer moving. Get out and fill pethodes. Train pedestrans and broyktins on how to do their job.  Take it out but first as that designer to drive a large which making sure they do not not not the posts plake cruigl and not but a whole in the occurring time which the tage legally long which may be to be the play.  Take it out but first as that designer to drive a large which making sure they do not not not not be not stop to the play.  Take it out but first as that designer to drive a large which making super which has been post to the cruid and the stop to the control of the process of the control not not not first a that designer to drive a large which making the post play to be a stop to the post play.  See you have been smaller work make any officence in safety. Process and the post play to the safe and the read-way.  And a stop tign up.  The emount of space in the read-way.  Namous II.	that there was a bost raffle problem in Product. There is  required to walk to and nothing to do when you get  above  and the product of the product of the product of  product of the product of the product of  product of the product of  product of the product of  product of  product of the product of  product of  product of the product of  product	18-35	amily amily By myself	Spouse  Commercial drivers  Public opinion
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Larger well-class are more of a problem.  Better to use storius street and avoid the area.  It appeared soft as the second of the area.  The point gastern wall ordinary harm into a count or project.  The point gastern wall ordinary harm into a count or project.  The point gastern wall ordinary harm to be even to project.  The point gastern wall ordinary harm to be even to the extension of the count of	Neutral / No opinion Neutral / No opinion Neutral / No opinion No. 1 disagree	Neutral / No opinio Neutral / No opinio Neutral / No opinio No. I disagree	No. I disagne	Neutral / No opinion No., 1 disagree  Neutral / No opinion No., 1 disagree  Yes, 1 agree  Yes, 1 agree  Yes, 1 agree  Yes, 1 agree  No. 1 disagree  No. 1 disagree	checking for traffic as you need both lates to but obtained, showing down in necessary for the same cholonically, showing down in necessary for the same hone of the control of the contro	Negative Peptive Peptive Negative	It not a good change. Put a blinking STOP Sign there.  Out tilling business and wasting our tax distance.  It sight and takes away from the bowns charm.  It sight and takes away from the bowns charm.  It sight and takes away from the bowns charm.	Negative	Next the select, they take up to much space.  Why not eliminate vehicle and the selection of the selection o	Proctor's trying something new, offerent for sulety  I feels way more pedestrian friend  Nothing  I think brightening up the wallways  In pedestrians with paint is a great  to potentially cause an obstruction  of situation.  Nothing  It is stupid and a weste of tarapayer  money. Large vehicles need large  available up to the situation of the situation  Nothing  It is stupid and a weste of tarapayer  money. That planner doesn't think  but the situation of the situation  money. That planner doesn't think  and cannot pay steemed to be abect  and cannot pay steemed to basic  traffic laves.  I like that the city is trying new  things. But this is not the answer.  The education on putting a stop sign  better the community.  Nothing can be community.  Nothing clook's bad, takes up to  noch up to the situation of tax dollars.  It didn't waste a lot of tax dollars.  It didn't waste a lot of tax dollars.	Outcome it and create a turn tame  Discontinue II. Put in a Stop ogn Blinding, I always let people cross the intersection and have steen others doing the same Repair reconsider thin data.  The poles sticking up.  would remove it  The poles sticking up.  would remove it  Take it out but first as that designer moving. Get out and fill pethodes. Train pedestrans and broyktins on how to do their job.  Take it out but first as that designer to drive a large which making sure they do not not not the posts plake cruigl and not but a whole in the occurring time which the tage legally long which may be to be the play.  Take it out but first as that designer to drive a large which making sure they do not not not not be not stop to the play.  Take it out but first as that designer to drive a large which making super which has been post to the cruid and the stop to the control of the process of the control not not not first a that designer to drive a large which making the post play to be a stop to the post play.  See you have been smaller work make any officence in safety. Process and the post play to the safe and the read-way.  And a stop tign up.  The emount of space in the read-way.  Namous II.	that there was a dot religing below in Product. There is a religious pulsars to wait to and nothing to do when you get above a religious pulsars to wait to and nothing to do when you get above a religious pulsars and the pulsars and more like a form of the businesses is feel a safer and more like a fown.  The betweek driving to make the corner and going to be added and down the feel or EAR call that they are fown and the pulsars reconsider this idea.  The betweek driving to make the corner and going to be and down the feel or EAR call that they are going to course possible more than the feel or EAR call that they are going to course possible more and be actived. Mo, Do Not Cadde The Not RESIGNARY Production of the cadded and of SMITONARY Product and be actived. Mo, Do Not Cadde The Not RESIGNARY Production and the cadded and th	18-35	amily amily By myself	Spouse  Commercial drivers  Public opinion

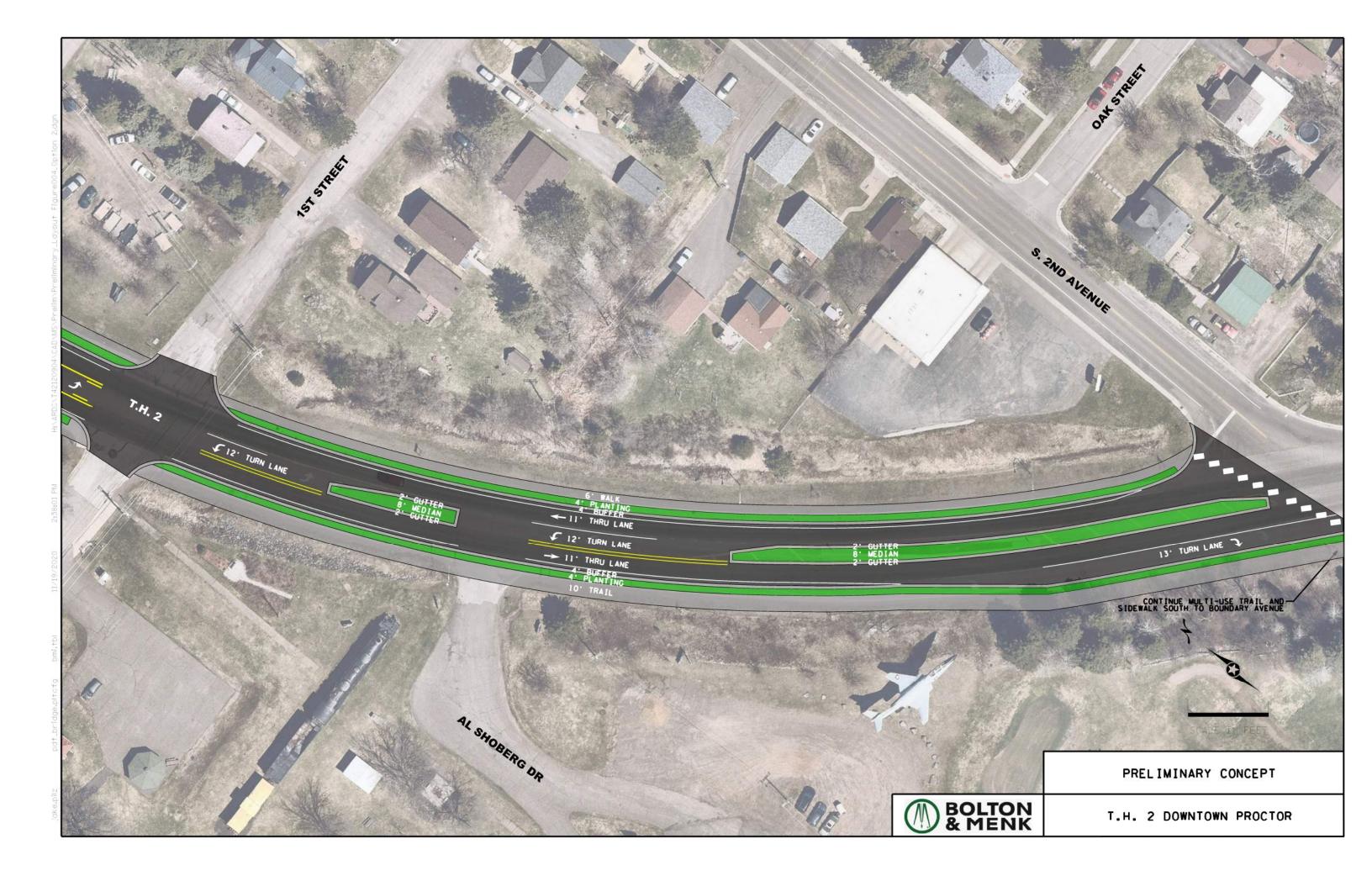
WHICH HIGH SECTION ON YOU WISH?	TWIN .											now uo you reer about any						
visited both, places only enswer to	10									Overall, how do you		or all of these changes becoming permanent? For example, instead of paint,						
following questions for one inters and consider taking the survey a service of time to respond for the second f	econd									feel about the appearance of these		example, instead of paint, longer term curb extensions		What do you like about the			l'm	
ID ID Start Date End Date intersection.	How did you get here today?		Do these changes make you more likely to take this route?	What is it like to trave	l past the temporar	ry project?	Drivers wait for			changes?		could be concrete.			What would you change about the demonstration project?	Other thoughts, comments, feedback?	Age with:	
				Walking is easier and	Biking is easier			People drive more slowly and cautiously than before										Other
Response	Response	Other (please specify)	Response Please explain:			more easily		the changes	Any other observations or comments?  I am curious how this would work in winter with	Response	Please explain:	Response	Please explain:	Open-Ended Response	Open-Ended Response	Open-Ended Response	Response Friends	amily By myself specify)
									Intersection where myself or any other driver did no see pedestrians and let them have the right of way. I	it I								
									walking personally. The right turn onto 5th street is unnecessarily tight now, and again, once it's winter, don't know what you think is going to happen excep	1								
			It's along one of 2 routes I can take to work but the change make	25					for snow limiting that intersection to being only 1	_								
11962219059 391266979 2020-09-04 18:40:55 2020-09-04 18:48:55 5th Ave and 2nd St	Car/truck (driver or passenger)		No no difference to me.	No, I disagree	No, I disagree	No, I disagree	Yes, I agree	No, I disagree	lane either way.	Negative	I agree with the intent of them, but it makes	Negative					18-35	By myseir
											driving with a trailer extremely difficult. The intersections are too narrow to be able to maintain my lane while turning which in my		Same as above explanantion, trouble maintaining my lane					
11962178750 391266979 2020-09-04 18:19:09 2020-09-04 18:24:45 5th Ave and 2nd St	Car/truck (driver or passenger)		Neutral / no opinion It's the most convenient route home	Neutral / No opinion	Neutral / No opinio	n Neutral / No opinio	No. I disagree	Yes, I agree		Unsure	maintain my lane while turning which in my opinion is more of a hazard.	Negative	while turning if pulling something behind.	It does make drivers slow down before turning	Something that doesn't interfere with the road/shoulder for extra radius while turning, but possibly only using paint extensions.	Noted above	18-35	By myself
11962008728 391266979 2020-09-04 16:56:00 2020-09-04 16:58:04 5th Ave and 2nd St	Car/truck (driver or passenger)		No	Neutral / No opinion	No, I disagree	Neutral / No opinio No, I disagree	No, I disagree	No, I disagree	Make turning from 2nd to 5th harder	Negative		Negative		Option and visual	location I think our roads need to be repayed much more than this. I also don't know how yo	don't like and think winter would be worse	36-55	amily
11961976172 391266979 2020-09-04 16:41:18 2020-09-04 16:43:46 5th Ave and 2nd St	Car/truck (driver or passenger)		No	Neutral / No opinion	Neutral / No opinio	in No, I disagree	No, I disagree	No, I disagree		Negative		Negative	Manage make a service and	I don't.	think a snow plow will get by.	See above.	36-55	By myself
													Please make permanent versions of these. When using			You should do these at the intersection of Boundary Avenue		
													the project areas while walking, I feel considered by			and 2nd Street (because of the park), the intersection of		
			It feels more comfortable to cross the street. I can see oncoming	:							I think the red pavement looks kind of odd, but		the people who make decisions, maybe even	I like how I feel while using it: safe,	I would love to have these on all four corners of the intersection, but I'm thinking	Boundary Avenue and Vinland Street (because that's a route to the elementary school), and at the intersection of 2nd		
11961442359 391266979 2020-09-04 12:53:26 2020-09-04 13:03:58 Hwy 2 (3rd Ave) and 2rd St 11960508462 391266979 2020-09-04 07:27:50 2020-09-04 07:31:00 5th Ave and 2rd St	Walk Car/truck (driver or passenger)		Yes cars easier, and the crossing distance isn't as long. No	Yes, I agree No, I disagree	No, I disagree Neutral / No opinio	Yes, Lagree in No, I disagree	Yes, I agree No, I disagree	Yes, I agree Yes, I agree		Neutral Negative	I know this is only a temporary installation.	Positive Negative	empowered.	considered, empowered.	that's not a possibility since they just removed one.	Avenue and 2nd Street (because it just feels right there).	18-35	My dog
11959666660 391266979 2020-09-03 22:49:57 2020-09-03 22:51:47 5th Ave and 2nd St	Car/truck (driver or passenger)		No.	Neutral / No opinion	Neutral / No opinio		Neutral / No opinion			Negative		Negative		Nothing	set rid of it	overall, I feel negative about the project. Makes life harder for drivers and not any safer for walkers	36-55	By myself
The second secon	and the same desired and the same of the s				,	and a spinor	,	.,		1					The curb extensions go very deep into the road. I have concerns about buses, fire	I also have concerns about plow trucks getting around the extensions in the winter. Most of the year here in Proctor		
				L			L			L					trucks, ambulances, etc. being able to efficiently and quickly get to where they nee	d there is snow on the ground, and I feel that the plow trucks		
11959660586 391266979 2020-09-03 22:42-54 2020-09-03 22:47:48 5th Ave and 2nd St	Walk	1	No	No, I disagree	Neutral / No opinio	in No, I disagree	Yes, I agree	No, I disagree		Unsure		Negative	<b> </b>	Big bulky and not effective to keep	to go because it is a tight squeeze.	may have a more difficult time doing their job.	18-35	By myself
			This is on only convenient way through from one side of the tracks to the other. To get around the cones with a trailer is											drivers in their lanes. Try putting up stop signs at the 5th and 2nd				
			nearly impossible also you have to swing into the other lane. I feel it would be best just to put up stop signs at that intersection	,									A stop sign would be ass	location. Also maybe a pedestrian crossing flashing sign to make it				
11959476257 391266979 2020-09-03 20:43:55 2020-09-03 20:50:09 5th Ave and 2nd 5t	Car/truck (driver or passenger) Car/truck (driver or passenger)	1	No to make crossing easier for all.	Neutral / No opinion No, I disagree	No, I disagree	No, I disagree in No, I disagree	Neutral / No opinion	Yes, Lagree No. Edicagree	Baker should be on the road not on the sidewalks.	Negative Negative		Negative Negative	efficient	more noticeable to drivers.	Ask for public opinion prior.	None	18-35 18-35	amily
11939433037 391200979 2020-0-9-0-3 20-34-33 2020-0-9-0-3 20-37-37 301 AVE 4103 210 31			It's too tight a corner. I wouldn't want to go through there pullin	16	Neddrai / No opinio		wedtrait/ No opinion	NO, I disagree		negauve	The intersection works fine the way it is. What	regative					10-35	amy
11959442535 391266979 2020-09-03 2025-53 2020-09-03 20216-37 5th Ave and 2nd St 11959417213 391266979 2020-09-03 20215-00 2020-09-03 20216-37 5th Ave and 2nd St	Car/truck (driver or passenger) Car/truck (driver or passenger)		No a trailer.  Neutral / no opinion	No, I disagree Neutral / No opinion	No, I disagree Neutral / No opinio	No, I disagree in No, I disagree	Neutral / No opinion Yes, Lagree	Yes, I agree No, I disagree		Negative Unsure	makes you think it needs changes?	Unsure	It works fine the way it is.	Nothing	It's not necessary and a total waste of money to even have done it.	Leave it alone	Above 55 Above 55	By myself
11959400118 391266979 2020-09-03 20:03:39 2020-09-03 20:07:25 5th Ave and 2nd St	Car/truck (driver or passenger)		Neutral / no opinion	Neutral / No opinion	Neutral / No opinio	n Neutral / No opinio	Neutral / No opinion	Neutral / No opinion	2nd street should be paved first, than this project should be done.	Neutral		Neutral		Looks better than the road.	Fix the road first than do the project.		18-35	amily
														Looks better than the road.  Option to try it before it's permanent. Is on the most direct				
11959388678 391266979 2020-09-03 19:58:21 2020-09-03 20:01:24 5th Ave and 2nd St	Carltruck (driver or narrenner)		Var	Var I zaron	Vor Lamon	Var Lagrag	Neutral / No opinion	Neutral / No opinion		Borition		Bacition		provides for added safety in this area where there is not already a	Nothing	M/s	ac.cc	nesily
1133300010 33120073 10000703 133012 10000703 100124 30 PME BIOL 210 3	Car/truck (driver or passenger)		102	The Atlanta	rea, ragree	Total Taglet	жессия у но оринон	recount y no opinion		FORUM		FUNITE	I am concerned about further	traffic crossing/walk signal Option to try this before it is permanent. Curb extensions along	normg	11/2	20-33	
													hacking up traffic especially	Highway 7 but not along second				
			Traffic already gets backed up in this area during busy times and adding wider curbs will add to this with a loss of space for turnin	18									in the area coming from the high school towards the	street might be a solution to keep pedestrians safe while still allowing	Trying the above suggestion of having the curb extensions into Highway 2 only but			
11959380779 391266979 2020-09-03 19:49:24 2020-09-03 19:57:21 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)		No lanes	Neutral / No opinion	Neutral / No opinio	in Yes, Lagree	Yes, I agree	No, I disagree		Positive	It bottle necks traffic at an already backed up	Negative	intersection	for traffic flow	leaving 2nd Street as is to allow for traffic flow		36-55	amily
			No way this intersection should be built like this. When school is								intersection. In addition to Troys customers blocking right turn options already. This would							
11959379147 391266979 2020-09-03 19-51:14 2020-09-03 19-56:33 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)		in session the traffic is already backed up because of cars parked No at Troys, there should be a turning lane there and no parking		November / November 2		N	Norther (No anteles			also be impacted worse when there are trains i		Almordy stated	That it will be over in a month Th	I would make a turning lane so traffic can go right coming from the school area	NA.	ac.cc	nesily
119393/9147 3912009/9 2020-03-03-13-14 2020-03-03-13-30-33-1MBY 2 (310 AVE) alid 2 lid 31	Car/ordex (driver or passenger)		NO at 1039, trace model of a turning time trace and 10 parking	No, I disagree	Nedtral / No opinio	in No, i disagree	Neutral / No opinion	Neutral / No opinion		Negative	iny opinion	regative	I feel it will make navigating	it is good to try things out before executing the project. I think this	I Would make a coming name as traine, can go right coming from the across area	Just to reiterate, this change will make turning right from	20-33	
									The change will put pedestrians in the "line of fire" of	of			drivers and give pedestrians a	type of crossing will have benefits in	The demonstration was nice. I would like to see more signage about it and a better	2nd st very difficult. Especially when someone is turning left		
11959378599 391266979 2020-09-03 19:45:14 2020-09-03 19:56:17 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)		No This will make right turns very tight, especially for trailers.	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	Inattentive drivers. inattentive drivers. Confusing and makes turns with larger vehicle more	Negative		Negative	false sense of security	other areas.	effort to let people know what it is. This may come from doing this a few times.	from 3rd Ave.	18-35	By myself
11959376681 391266979 2020-09-03 19:49:28 2020-09-03 19:55:19 5th Ave and 2nd St	Car/truck (driver or passenger)		No Not enough room	Neutral / No opinion	Neutral / No opinio	in No, I disagree	No, I disagree	No, I disagree	difficult. Please don't make this permanent.	Negative		Negative	Bad idea	Nothing I appreciate the attempt to make it	Focus should be on something else. Seems a waste of taxpayer money.		36-55	amily
													to make a stone of the base of the	cafe for nedestrians but I never				
11000357024 20126070 2020.00.02.10.20.42 2020.42 2020.00.02.10.45.22 (Mass 2 / 2nd Assa) and 2nd 5t	Car/truck (driver or earregees)		No Tight corner, makes drivers go too close to oncoming traffic	No I dicagno	No I diragree	No Idiragno	Neutral / No pololog	Neutral / No opinion	It is difficult to make turns	Moratius		Moratius	even more difficult to turn. It's more of a distraction	thought it was unsafe. I have walked that intersection hundreds of times	Widen the edges to allow more room for drivers		18.35	amily
11959357934 391266979 2020-09-03 19:38:43 2020-09-03 19:45:33 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)		Stops traffic on 2nd Street vehicles. You wait to allow traffic to	No, I disagree	No, I disagree	No, I disagree	Neutral / No opinion	recount y no opinion		- Integration		mgaure						
			leave so you can make the turn. Being a school bus driver the bu	ıs														
			can't make the turn. Being a retired Fireman PVFD Engines can't make the turn. Living 1 1/2 blocks away. I walk and I cross both crosswalls everyday. Totally a waste of my tax dollars. Use															
			Wealth by Stowe School for me as a bus driver. Highway #2 and 2nd st Previous traffic light installation they installed the						Concern yourselves with safe walking & biking area for Ugstad, Stark, Lindahl & Lindahl JCT Rds. You									
			electrical box that blocked the view of traffic exiting 2nd St. onto HWY 2. Recently removed and intersection restored. 40' tractor	2					eventually will save a kids life walking or biking to school in the fog and inclement weather, maybe									
11957352057 391266979 2020-09-03 07:35:18 2020-09-03 08:18:46 5th Ave and 2nd St	Car/truck (driver or passenger)		No trailer need the room to make the turn for Proctor business & RR	No, I disagree	No, I disagree	No, I disagree	Yes, I agree	No, I disagree	even Me.	Negative		Negative	Snow removal and	It Sucks	Have it removed	See above	Above 55	amily
			Wider harder to corner vehicles will make wider turns resulting i	n						L			maneuvering larger vehicles					
11956289160 391266979 2020-09-02 22:17:38 2020-09-02 22:22:40 5th Ave and 2nd St	Car/truck (driver or passenger)		No possible collision also snow plowing?? I couldn't make the turn because there was a car at the stop sign	Neutral / No opinion	Neutral / No opinio	in [Neutral / No opinion	Neutral / No opinion	No, I disagree	I almost got in an accident because I had my turn	regative		Negative	will be greatly impacted	Keep the paint lose the cones	Lose the cones	Dumb	5b-55	amily
11956047415 391266979 2020-09-02 19:S1:07 2020-09-02 19:S6:16 5th Ave and 2nd St	School bus		No and I was pulling my camper trailer	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree	signal on but then had to go straight	Negative	Dangerous changes Makes harder to actually turn the corner at	Negative	Oh my god no!	Did not like	Use common sense next time	Please remove it	Above 55	amily
11956002428 391266979 2020-09-02 19:30:55 2020-09-02 19:33:33 5th Ave and 2nd St	Car/truck (driver or passenger)	-	Neutral / no opinion	No, I disagree	No, I disagree	No, I disagree	Neutral / No opinion	No, I disagree		Negative	those intersections.	Negative	<del>                                     </del>	Nothing	Everything	Get rid of it. Understand wanting to make area more	36-55	amily
11955998080 391266979 2020-09-02 19:21:27 2020-09-02 19:31:36 5th Ave and 2nd St	Car/truck (driver or passenger)		No Going to be difficult to turn with larger vehicle and trailer	Neutral / No opinion	Neutral / No on -1-	in No I discome	Neutral / No opinion	Neutral / No opinion	Harder to see with the posts if anyone was around	Negative	Looks shupid	Negative		I don't like anything about it. Waste of tax payer money	Get rid of it. Understand wanting to make area more biking/walking friendly, but th need to make the sidewalks actually walkable and not buckled and broken	ey biking/walking friendly, but they need to make the sidewalks actually walkable and not buckled and broken	18,35	amily
2020-09-02 19:31:30 3H WW HID ZIIU SI	contract forest or passenger)		County or one construct to train with railings, sensoring and trainer.				oum / No opinion		so see with the posts it arryone was around			gaure		Nothing cant make turns. Have to	the average account was able and not buckled and broken	, wastern and not public and protein		
											L.		L.	turn into on coming traffic. Fix the	L			
11955983502 391266979 2020-09-02 19:21:52 2020-09-02 19:25:07 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)	1	No	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree		Negative	Dumo	Negative	uumb	sidewalks and put money into those	rake it down and fix the sidewalks	Dumb spend my tax money in more appropriate ways Just not a well thought out idea. You need to consider	18-35	By myself
													It makes it more dangerous,	l like the idea of making walking and biking easier and safer but this is a	I would end it tomorrow before somebody gets hurt. When school traffic starts then	drivers too. Think about drivers in buses, semi trucks, fire trucks, heavy equipment, pulling trailers, motorhomes. This		
11955916937 391266979 2020-09-02 18:45:46 2020-09-02 18:55:50 Hwy 2 (3rd Ave) and 2nd St 11955634216 391266979 2020-09-02 16:55:18 2020-09-02 16:58:03 5th Ave and 2nd St	Car/truck (driver or passenger)		No No room to turn	Neutral / No opinion Yes, I agree	Neutral / No opinio	in No, I disagree in Yes, I agree	No, I disagree	No, I disagree	It's a disaster - no room to turn	Negative	Try turning in a bus or pulling a trailer	Negative	take it down	terrible solution for that Forward thinking	will be injuries or death because of this	is crazy!!	36-55	amily Burmuralf
AMAN'NO'NA ANJANA ANJAN	A Comment				anna, recognitio		, a.a., Au opinion			1				Creates conversation but in the long	*			
														run don't see the improvement it				
			How are delivery trucks supposed to make these turns without											would make. People are and should be stopping regardless whether or				
11955469319 391266979 2020-09-02 15:46:23 2020-09-02 15:49:24 Hwy 2 (3rd Ave) and 2rd St	Car/truck (driver or passenger)	1	No taking out the cones?	Neutral / No opinion	Neutral / No opinio	in Yes, Lagree	Yes, I agree	No, I disagree		Neutral		Negative		not these are in place I like that it does slow drivers down	Disregard them completely	N/A	18-35	By myself
			The paint and temporary cones at 5th ave and 2nd street make in hard to take the turn on 5th ave from 2nd street coming from the	t e										but doesn't allow for toucks or long				
			hard to take the turn on 5th ave from 2nd street coming from th tracks. I don't think I would be able to swing a trailer of any kind with out hitting the cones especially with some one at the stop	i					If they adjusted the cones to allow for wide turns onto 5th ave from 2nd street it may work but that's a					trailers and could cause damage to the cones or other vehicles if trying to navigate through and using a				Permanent regident of
11955302997 391266979 2020-09-02 14:43:54 2020-09-02 14:49:13 5th Ave and 2nd St	Car/truck (driver or passenger)		No sign. Way to tight of a turn and I drive it daily	Neutral / No opinion	Neutral / No opinio	n Neutral / No opinio	Neutral / No opinion	Yes, I agree	tight turn for any one with a truck especially a trailer	r Negative	As explained above	Negative	As mentioned above	wide turn	As mentioned above	As mentioned above	18-35	proctor
11955275131 391266979 2020-09-02 14:36:54 2020-09-02 14:39:22 Hwy 2 (3rd Ave) and 2nd St	Car/truck (driver or passenger)		Makes turning the corner a lot tighter and I can see it causing No accidents	No, I disagree	No, I disagree	No, I disagree	No, I disagree	No, I disagree		Negative		Negative					36-55	By myself

Appendix D: Conceptual Design for US Highway 2







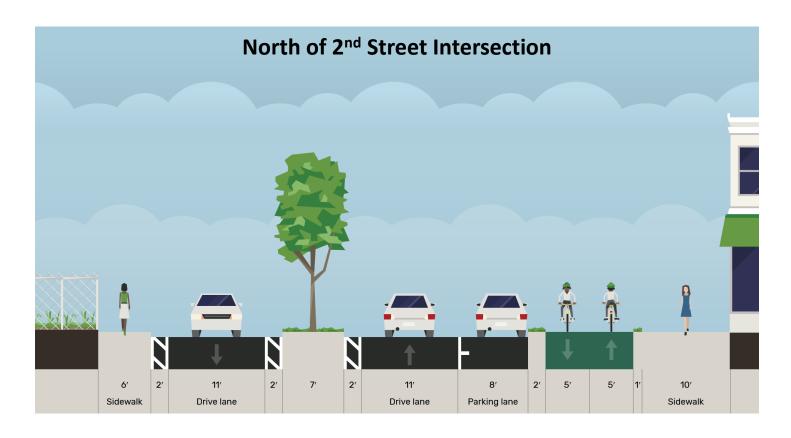


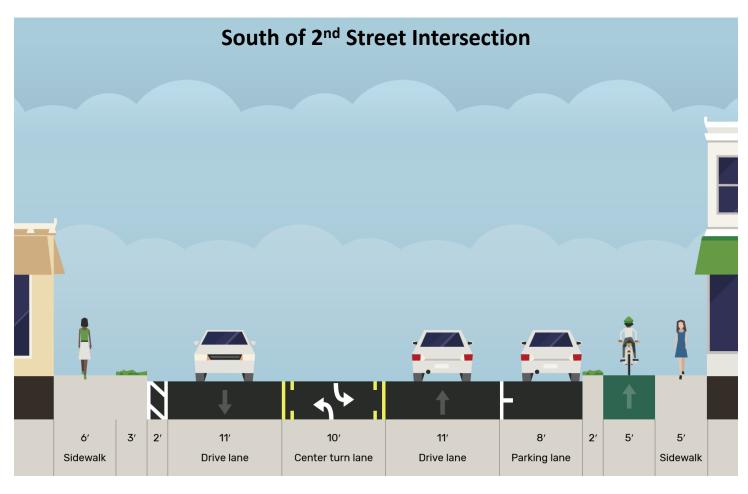


# US HWY 2

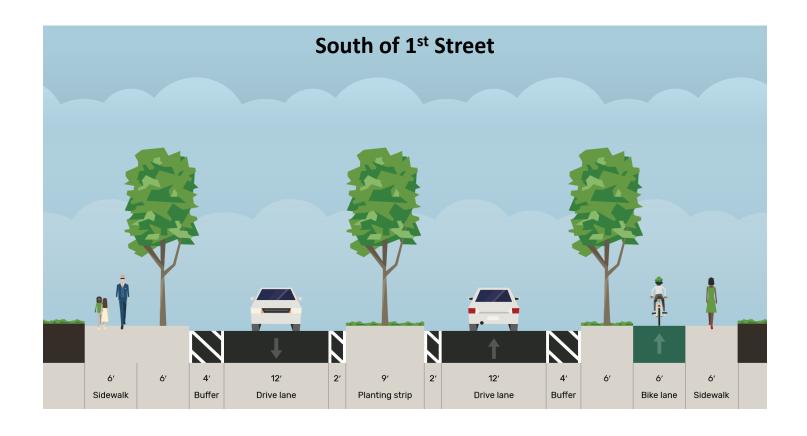
Looking North From 2nd Street

## **US HWY 2 CONCEPTUAL BIKE ACCOMODATION**





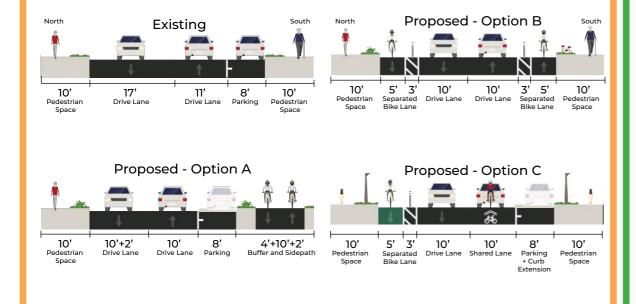
## **US HWY 2 CONCEPTUAL BIKE ACCOMODATION**



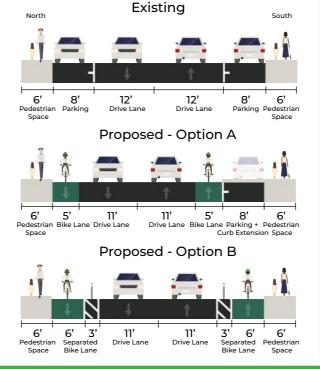








#### 2nd St, between N 5th Ave and N Boundary Ave



- Rec
- Install curb extensions, high visibility crosswalks, forward stop bars, and ADA compliant curb ramps to connect to separated pedestrian network shown in Figure XX.
- Install curb extensions, high visibility crosswalks, and ADA compliant curb ramps. Consider mountable truck apron on NE corner. See Figure YY.
- Install curb extensions. See Figure ZZ.
- 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 TRANSPORTION 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.
  - o **Strategy 3.1**: Prepare and adopt a Complete Streets Policy.
  - o **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 9<sup>th</sup> Street to 2<sup>nd</sup> Street, and Pionk Drive From 2<sup>nd</sup> Street to 9<sup>th</sup> Street. Segment 4a, the Proctor School Connector, runs along the entirety of 2<sup>nd</sup> 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					
	Consistent messages and plans, publicly available					
Goal 1: A unified vision for the future of	Advances in coordination with regional partners					
transportation in Proctor	Improves transportation access for low-income populations					
	Improves transportation access for minority populations					
	Provides safe and efficient balance between mobility and accessibility along Highway 2					
Goal 2: Re-envision accessibility to and	Improves Downtown Proctor public realm					
through Downtown Proctor	Contributes to efficient and accessible provision of public parking					
linough Downtown Proctor	Encourages stopping and visiting Downtown 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					
Goal 3: Implement and improve multi-	Curb ramps reconstructed/updated to ADA standard					
modal infrastructure in Proctor	Increases access to transit, rider comfort and/or ridership					
inodal initastructure in Proctor	Reduces known crash / traffic safety problems					
	Improves connections to I-35 and enhances gateways to Proctor					
	Completes segments of the Proctor-Hermantown Munger Trail Spur					
	Completes elements of the Proctor Safe Routes to Schools Plan					
Goal 4: Effectively maintain streets and	Improves street pavement quality (directly or indirectly)					
sidewalks in good state of repair.	Improves sidewalk/multi-use path pavement quality (directly or indirectly)					
	Leverages external funding opportunities					
Cool 5: Francis that alone managers and	Timeframe (near/medium/long)					
Goal 5: Ensure that plans, programs, and	Construction impacts to public (feasibility, right-of-way acquisition, access - qualitative analysis)					
projects are fiscally responsible	Historic, cultural or environmental impacts					
	Project cost (low/medium/high)					



#### Proctor Transportation Plan Comment Respnse Matrix

Comment Number	Date	Agency	Name	Document Reference	Comment	Response
					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	Comment acknowledged. Revised universally in project to reference this as a pavement reclamation
1	10/16/2020	MnDOT District 1	Maren Webb	All Docs	reclaim fix.	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
					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	
3	10/16/2020	MnDOT District 1	Maren Webb	Vision/Goal/Strategy	out MnDOT and county roads/streets	Revised text to note "roads managed by other jurisdictions".
			Maren Webb	Eval Matrix	Clarify "does not cost much money"	Project and reference to cost was removed as part of Matrix revisions
						Clarification provided that provides are divided into roughly equal-sized groups based on composite
	10/16/2020	MnDOT District 1	Maren Webb	Project List	Explain Category 1 & 2 groupings	scores
_	40/46/2020	Man DOT District 4	\$4 \\$/-b-b	Project List	Detail source of recommendations	Reference to past plan review process and steering committee feedback has been included in the Action Plan narrative
	10/16/2020	MnDOT District 1	Maren Webb	Project List	Detail source of recommendations	Clarification added in the Action Plan that performance measures are a tool for project prioritization, an
8	10/16/2020	MnDOT District 1	Maren Webb	Project List	Purpose of performance measures - prioritization or ongoing metric?	not necessarily as an ongoing metric.
	7 10/10/2020	WINDO'T DISCHOOL	Walter Webb	,	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	
g	11/3/2020	MnDOT District 1	Maren Webb	Draft Action Plan	scale, from short term to medium term as well.	Project timeline revised and scale updated
					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,	Performance measures have been revised to create an average for each goal, then averaging the score of
10	11/2/2020	MnDOT District 1	Maren Webb	Draft Action Plan, Eval Matrix		all goals to determine final project score.
10	11/3/2020	WINDO'I DISCILCE I	IVIAI EII WEDD	Brate Action 1 lan, Evan Waterix	The other thing I noticed is that there is no PM associated with serving	all goals to determine mai project score.
					underserved portions of the community or equity considerations. This came to	
11	11/3/2020	MnDOT District 1	Maren Webb	Draft Action Plan	mind when I saw that the Zenith Terrace connection rated lower on the list.	PMs on equity have been added for all projects
					I didn't see mention of the city utility needs or plans in the report. Have you	Comment acknowledged. This planning process has focused mainly on transportation issues, but the
					talked with the City about any of their needs? I know that is something that our	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
12	11/3/2020	MnDOT District 1	Maren Webb	Draft Action Plan	a driver of when a project moves to a full reconstruct.	scoping.
					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 projectWhat 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	Comment of the Life 2 and the first section of the Astron Disaster and the
13	40/0/0000	St. Louis County	Vic Lund	Vision/Goal/Strategy	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.
13	10/8/2020	St. Louis County	VIC EURO	vision/ Goal/ Strategy	Toks to make of this what they will.	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
					I noted in the Visions/Goals document that the Proctor/Hermantown Munger Trail Spur is	revisit the preferred alignment, but it was considered out of scope for this project to reconsider the
					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	alignment. The preferred alignment segments were included as proposed future projects in the project
					resolved once and for all. We have potential sidewalk projects we are putting on hold in	evaluation matrix. The highest scoring of these is the segment that applies to central Proctor -
					the Proctor/Hermantown area because we don't know where this trail is going. There	particularly along the 2nd Street corridor. St. Louis County has been considering non-motorized
					needs to be an emphasis on developing this alignment with representatives of Proctor,	connectivity between Proctor and Hermantown; the segment more related to this would likely not be
				VII-1 16 15	Hermantown, Duluth and St. Louis County (include MnDOT if Trunk Highways are	considered in the near-term and an opportunity still exists to review this alignment in the future. The
14	10/8/2020	St. Louis County	Vic Lund	Vision/Goal/Strategy	involved). I would like to see some significant efforts included in the Proctor Plan work.	same is true for the southern link between central Proctor and the Munger Trail itself.
					Emphasis for the Boundary Avenue corridor/I-35 interchange area. This may have overlap	Comment acknowledged. Interchange areas have been included as a focus area for the project evaluatio matrix. A detailed discussion has not been included with the Action Plan, however the implementation
					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,	matrix will include reference to coordination for the Boundary Avenue bridge project and the I-35
15	10/8/2020	St. Louis County	Vic Lund	Vision/Goal/Strategy	bicycle facilities, pedestrian facilities, etc.	corridor study.
***	, 5, 2320	,			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	
					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	
						The reference to the ICE Study has been included in the Action Plan and Vision, Goals, Strategy
16	10/8/2020	St. Louis County	Vic Lund	Vision/Goal/Strategy	by the study, both cities would support a future roundabout project	document
					Thanks for sending this out. As I flipped through, I noticed the Proctor Beautification Plan	
	10	l .			(adopted in fall 2018) was lacking for the list, so I wanted to send a link your way:	
					https://proctormp.gov/wp-lih/wp-content/uploads/2019/10/Proctor Populification	Reference to the Reautification Plan has been eliminated from the project evaluation matrix and
17	10/29/2020	Resident	Russell Habermann	Draft Action Plan	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
					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,	The proposed stop relocation would move the existing south-bound stop on the west side of the Hwy
					and then loop all the way back through town. I don't think this would be a popular choice	2/3rd St intersection approximately 300ft south. The relocated stop wouldn't change the direction for
18	11/4/2020	Resident	Russell Habermann	Draft Action Plan	if Proctor bus riders are Duluth bound.	transit at the stop, or have any impact for riders getting on or off the bus for that point in the route.
						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
					Regarding street trees, they're unfortunately not going to happen. Any expertise on	discussions. This will help the City of Proctor in some of it's decision making, and to better understand
19	11/4/2020	Resident	Russell Habermann	Draft Action Plan	alternatives would be highly appreciated!	the costs and benefits of various treatments.
					Can there be a call-out in this plan document that educates about the functionality of	
				Draft Action Plan	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.
20	11/4/2020	Kesident	Russell Habermann	Drait Action Flan	, 0	Comment acknowledged. For the time present, the shared use path shown in conceptual design will be
					On the City portion of 2nd Street, I like Option A, but I question if the shared use path	shown on the south side of 2nd Street. This is to facilitate the linkage to Pionk Drive and the recreational
					should go on the north side of the street instead of the south side. It may be anecdotal,	facilities in this area. As this is only conceptual design, future detailed design may revisit the type of
24	44 (4 (2022			Draft Action Plan	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.	bicycle and pedestrian accommodation needed and the positioning along the street.
21	11/4/2020		Russell Habermann	Draft Action Plan	On the County portion of 2nd Street, I like the existing configuration.	Comment noted.
22	11/4/2020	Kesident	Russell Habermann	Diait Action Flan	There's a graphic of the 9th Avenue/2nd Street intersection in the plan. Hove the	Comment noted.
					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	
23	11/4/2020	Resident	Russell Habermann	Draft Action Plan	can delete those entrance sidewalks from the graphic.	Comment noted, and sidewalks were removed from the old school entrance
					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	
24	11/4/2020	Desident	Russell Habermann	Draft Action Plan	there's a community desire to plant trees in them, and they might just end up looking a bit ratty over time.	Comment noted.
24	11/4/2020	Resident	Russell Habermann	Diate Action Fian	Near the 4th Street intersection of Hwy 2, I see the sidewalk that would be abutting the	Comment noted.
					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	A sidewalk is proposed to be built along the 4th to 5th street portion of US Hwy 2, but with a supportive
					be a sidewalk/trail connection from the highway up the hill to 4th Avenue? I would	and proctive planting strip. An extended proposed sidewalk from 5th street to 6th street was also
25	11/4/2020	Resident	Russell Habermann	Draft Action Plan	support that connection.	included in the conceptual graphics.
					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	A sidewalk is shown for the east/north side of Hwy 2, and the Action Plan recommends continuing the
26	11/4/2020	Resident	Russell Habermann	Draft Action Plan	extend past the car wash all the way to Hwy 2.	esablished design in coordination with MnDOT further south along Hwy 2.
					Also stated on the call, I think development of the Munger Trail Spur segments should all	
					be clumped 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	Comment and all
27	11/4/2020	Resident	Russell Habermann	Draft Action Plan	opposed; the routing the Proctor needs to be rethought.  Please be sure to include a trail line extending from Orchard Street through the school	Comment noted
					forest to Bay View Elementary. This would be a great contender for grant funding, in my	This trail line has been included for the 2nd Street conceptual design and the scale has been altered to
28	11/4/2020	Resident	Russell Habermann	Draft Action Plan	opinion.	extend beyond the eastern end of Orchard Street.
20	12, ., 2320				A strategy about corridor beautification should be added under this goal. This corridor	,
				Goal 2: Re-envision mobility to	drives visitors' perception of Proctor. It needs to look good to attract new businesses and	
29	10/8/2020	Resident	Russell Habermann	and through Downtown Proctor	new residents.	Comment noted. A beautification strategy has been added to this document.
						Comment noted. The project team decided to not include this aspect at this time, but the conceptual
				Goal 2: Re-envision mobility to	Can we include a long-term strategy of turning the train monument area into a wayside	design does include improvements to sidewalks and inclusion of a shared use path south of 1st Street,
30	10/8/2020	Resident	Russell Habermann	and through Downtown Proctor	rest (under this goal)?	which would facilitate access to and from this area and from the train site to downtown Proctor.
				Cool 3: Do consision mobility	I dilike the use of this word in this context [mobility]. It infers that we want to get drivers	
31	10/0/2022	Docidant	Russell Habermann	Goal 2: Re-envision mobility to and through Downtown Proctor	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"
31	10/8/2020	nesiueiit	пиззен нарегтапп	Strategy 2.1: Develop a ste of	оррозие.	Comment noted. This goal has been changed to Incremision accessionity to and through
				prioritized improvements with the		
				upcoming Highway 2	"Increase access to Downtown" is not the goal I have in mind for the goal of	
				reconstruction that will increase	improvements to Hwy 2. What I have in mind is improvements that will "prioritize	Revised text to state "[] that prioritizes the needs of Downtown Proctor and accommodates highway
32	10/8/2020	Resident	Russell Habermann	access to Downtown.	community needs and accommodate the needs of highway users".	users."
		-		State of 2 2 Develop Deve		
				Strategy 2.3: Develop Downton Proctor Public Realm Guidelines to		
				steer public and private		
				investments toward enhancing		
				Downtown into a more functional	I maybe would support this if I knew what it meant. Are we talking about form-based	Removed mentions from all documents to the public realm guidelines, as an existing plan was provided
33	10/8/2020	Resident	Russell Habermann	and vibrant destination.	codes? Creating a business improvement district? What does this mean?	to us.
				Strategy 2.5 regarding the Proctor	The Proctor Chamber of Commerce is more of a civic association than a chamber of	
34	10/8/2020	Resident	Russell Habermann	Chamber of Commerce	commerce. Its board members are not business owners.	Comment noted.
					There should be a strategy under this goal that says we coordinate with the County and	
				Goal 3: Implement and improve	State to ensure context-sensitive infrastructure for walking and biking is included in their	
25	10/8/2020	Desident	Russell Habermann	safe, connected multi-modal infrastructure in Proctor	projects. Ultimately, those are the roads where walking and biking infrastructure is most needed.	Revised text to note "context-sensitive infrastructure"
35	10/8/2020	nesident	nussell Habermann	mmastructure in Proctor	necucu.	me vised text to note context-sensitive initiastructure

#### Proctor Transportation Plan Comment Respnse Matrix

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				Strategy 3.1: Complete Streets	An example draft complete streets policy was drafted during the 2017 Proctor Safe	
36	10/8/2020	Resident	Russell Habermann	Policy	Routes to School plan. It was never considered for adoption.	Comment noted.
37	10/8/2020	Resident	Russell Habermann	Strategy 3.3 refencing 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 experiene	Edited as requested.
39	10/8/2020		Russell Habermann	Strategy 3.4		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		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.  Goal 4: Effectively maintain streets, sidwalks and other public	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.
				infrastructure in a good state of		
41	10/8/2020	Resident	Russell Habermann	repair. Goal 4: Effectively maintain	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	streets, sidwalks and other public infrastructure in a good state of repair. Strategy 4.5: Work with MnDOT	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		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. Strategy 4.6: Coordinate and	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	develop maintenance plans with area jurisdictions for routes that either span jurisdictins or transition between ownership.	This is important, but these maintenance plans are already in place.	Comment noted.
45	10/8/2020			Strategy 5.2: Proactively seek external funding sources and partnerships to fund transporation 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 transporation needs. Proctor should apply for funding at every available state and federal funding solicitation, and in multiple solicitation areas.		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."
						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 unincoporated 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-avaluation 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 transiton 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 a parks and emergency service and that transportation is only one element."
47	10/8/2020	Resident	Russell Habermann	Strategy 5.4 Complete ADA Transition Self-Evaluation	ADA transition plan isn't required for a City as small as Proctor, which has to work with St.	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.