

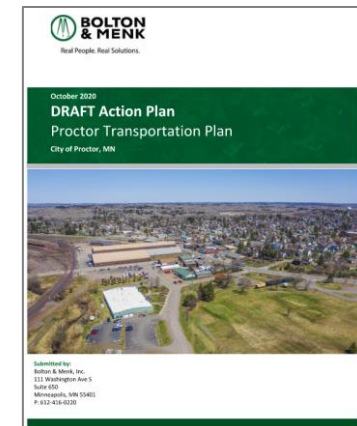
An aerial photograph of a town, likely Proctor, Minnesota, showing residential houses, a large industrial building, and a parking lot. A large green circular graphic is overlaid on the center of the image, containing white text. A horizontal green bar is also visible across the middle of the image, partially obscured by the circle.

Proctor
Transportation Plan
Steering Committee
Meeting #3

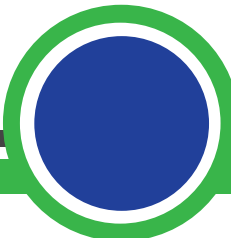
November 4, 2020
2:00-4:00PM

Recap — What has happened since August?

- Steering Committee reviewed:
 - Vision, goals, strategies and performance measures
 - Initial list of projects and programs
- Demonstration project installed (September) and removed (October)
- Transportation Action Plan & Conceptual Designs/Renderings
 - Sent to Steering Committee last week (10/28)



Demonstration Project



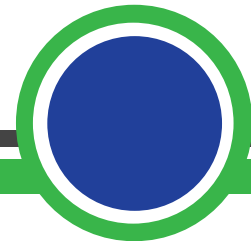
5th Avenue & 2nd Street. Before (left), and after (right)



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

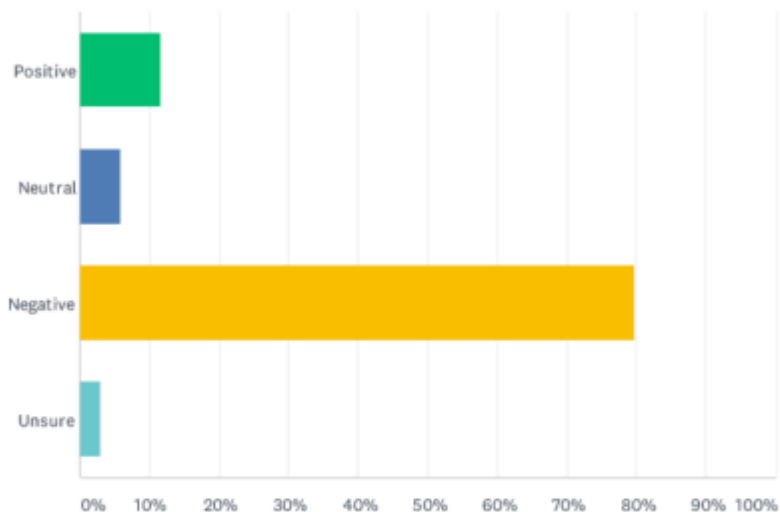


Demonstration Project Findings



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

Answered: 69 Skipped: 0

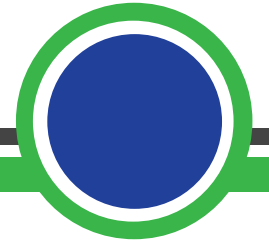


ANSWER CHOICES	RESPONSES	
Positive	11.59%	8
Neutral	5.80%	4
Negative	79.71%	55
Unsure	2.90%	2
TOTAL		69

- 69 Responses. Overall not positive.
- Among responses from people who walked or biked to the intersections:
 - “Please make permanent versions of these. When using the project areas while walking, I feel considered by the people who make decisions, maybe even empowered.”
 - “Forward thinking.”
 - “You should do these at the intersection of Boundary Avenue and 2nd Street (because of the park), the intersection of Boundary Avenue and Vinland Street (because that’s a route to the elementary school), and at the intersection of 2nd Avenue and 2nd Street.”

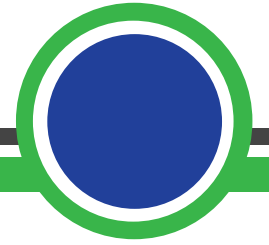


Focus Today

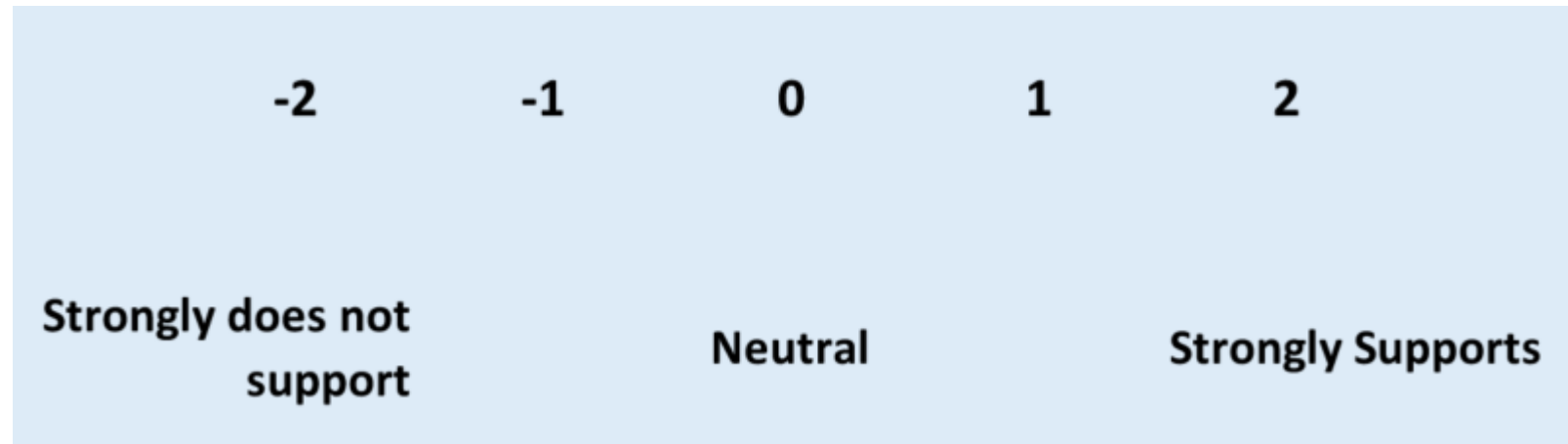


- Project Ranking / Prioritization
- Conceptual Design for US Highway 2
- Conceptual Design for 2nd Street

Project Ranking / Prioritization

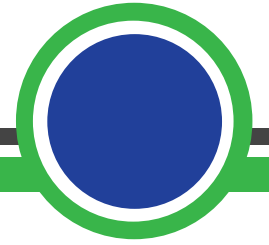


- Assessment gauged how well each performance measure rated against an individual project or program (scoring -2 to +2):



- Scoring across all PMs were averaged (PMs that did not apply were scored 0, but still included in the average calculation)
- Open to revisiting and revising the scoring methodology

Project Ranking / Prioritization



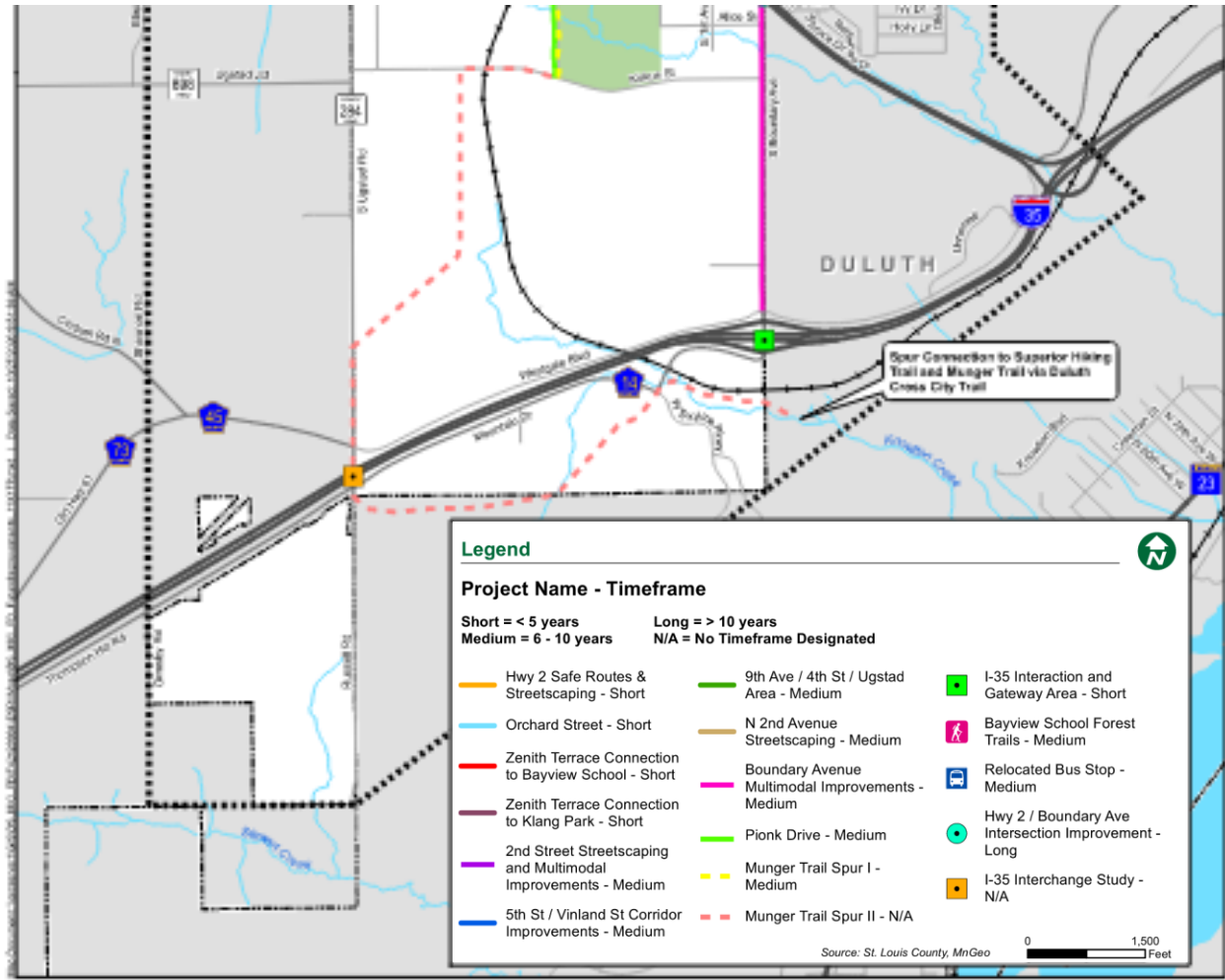
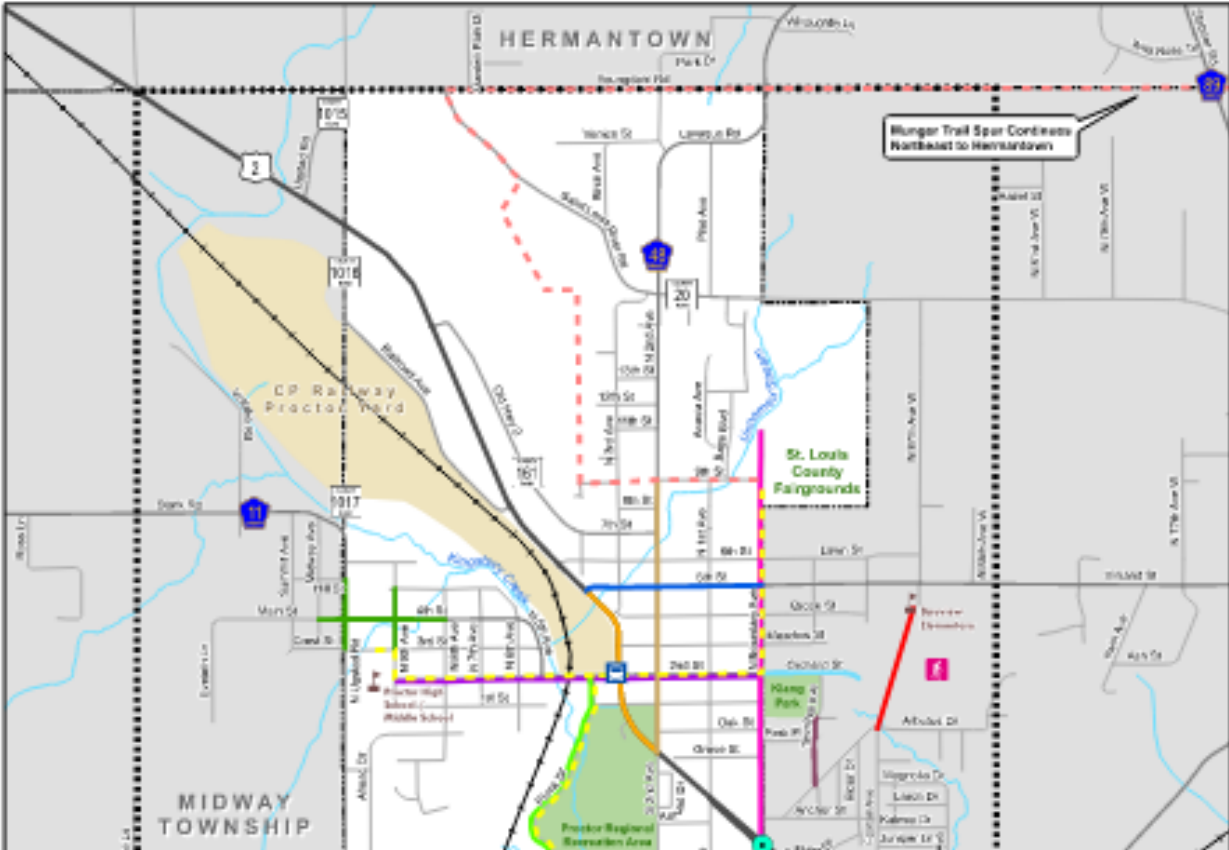
- Ranked Prioritization (Draft)

Project / Program	Composite Score
2nd St Multimodal Improvements	1.33
Munger Trail Spur Segment 4 (2nd St, Pionk Dr, Boundary)	1.33
Highway 2 Streetscaping and Multimodal Improvements	1.29
Complete Streets Policy	1.19
Highway 2 Safe Roadway Improvements	1.19
Proctor Capital Planning Process	1.19
Public Realm and Beautification Plan	1.14
Downtown Circulation Study	1.1
2nd Street Streetscaping	1.05

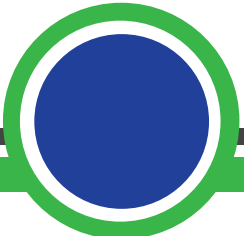
- Are we missing things?
- Should anything be eliminated? Combined? Emphasized? De-emphasized?
- Why?

Project / Program	Composite Score
5th St / Vinland St Corridor improvements	1
ADA Transition Self-Evaluation	1
Boundary Avenue Multimodal Improvements	0.95
Hwy 2 / Boundary Ave Intersection Improvements	0.95
I-35 Interchange and Gateway Area	0.95
9th Ave/4th St/Ugstad area	0.9
Pionk Drive Multi-Use Trail	0.86
Sidewalk maintenance and improvement program	0.86
Munger Trail Spur Segment 3 (Keene Creek Path to 9th Street)	0.81
Munger Trail Spur Segment 5 (Kirkus south to I-35)	0.76
Munger Trail Spur Segment 6 (I-35 to Duluth Cross-City Trail)	0.76
Bayview School Forest Trails	0.71
Orchard St Sidewalk Improvements	0.67
Zenith Terrace Connection to Bayview School	0.62
Zenith Terrace Connection to Klang Park	0.62
Downtown Parking Inventory Study	0.57
Traffic Safety Countermeasure Program	0.57
N 2nd Avenue Streetscaping	0.52
Bus Stop Improvements	0.48

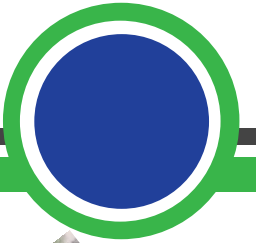
Project Ranking / Prioritization



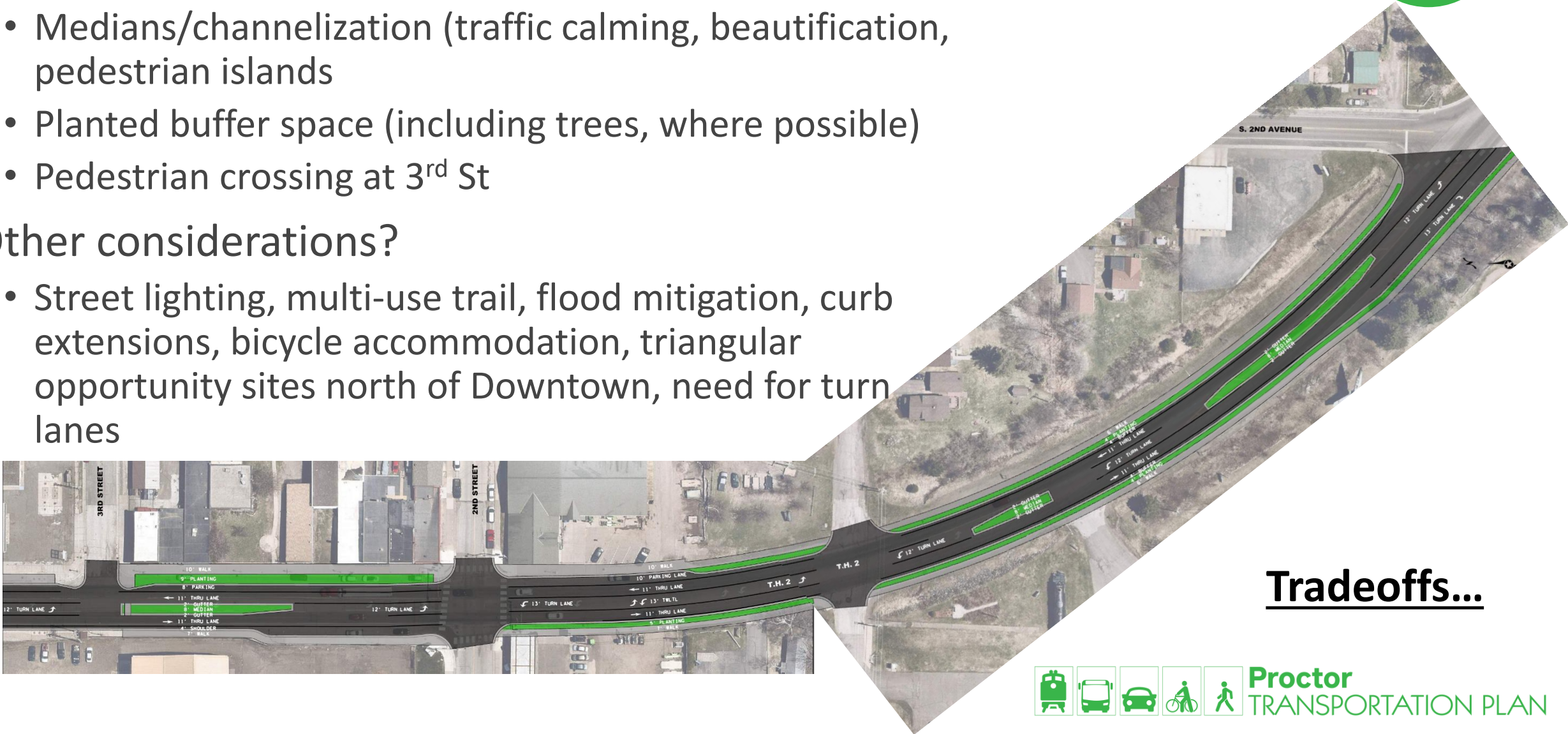
Conceptual Design — US Highway 2



Conceptual Design — US Highway 2



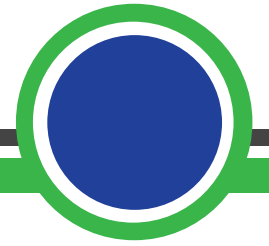
- Key features:
 - Medians/channelization (traffic calming, beautification, pedestrian islands)
 - Planted buffer space (including trees, where possible)
 - Pedestrian crossing at 3rd St
- Other considerations?
 - Street lighting, multi-use trail, flood mitigation, curb extensions, bicycle accommodation, triangular opportunity sites north of Downtown, need for turn lanes



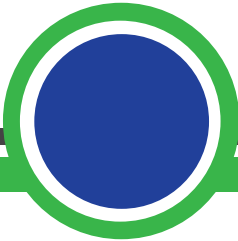
Tradeoffs...



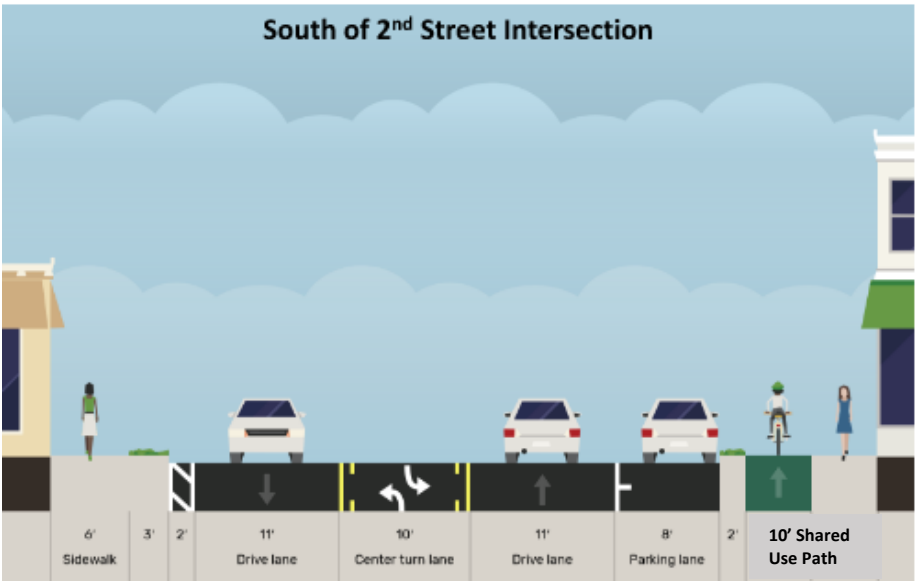
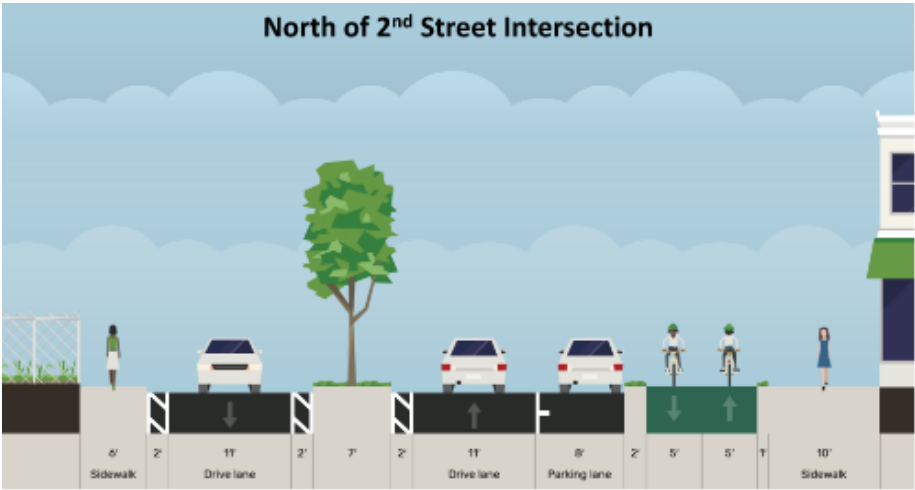
Conceptual Design — US Highway 2



Conceptual Design — US Highway 2



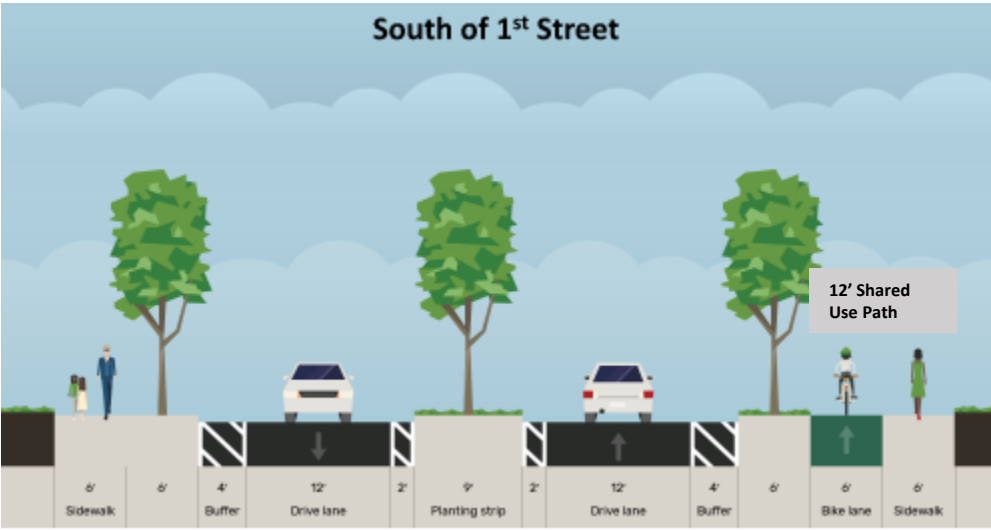
- Possible Bicycle Accommodation



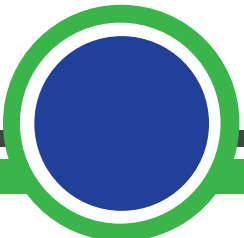
Is bike accommodation needed along Hwy 2?

If so, what degree of comfort?

If no, should an alternate route be designated, and where?



Conceptual Design — 2nd Street



Along this section of 2nd St:
Consider traffic calming such as curb extensions, median/pedestrian refuge islands, chicanes, neighborhood traffic circles, or speed humps. Coordinate traffic calming with bicycle infrastructure shown below.

Along this section of 2nd St:
Consider traffic calming such as curb extensions and median/pedestrian refuge islands. Coordinate traffic calming with bicycle infrastructure shown below.



Question: Who are we serving with this design? This is the schools link – consider *all ages and abilities*.

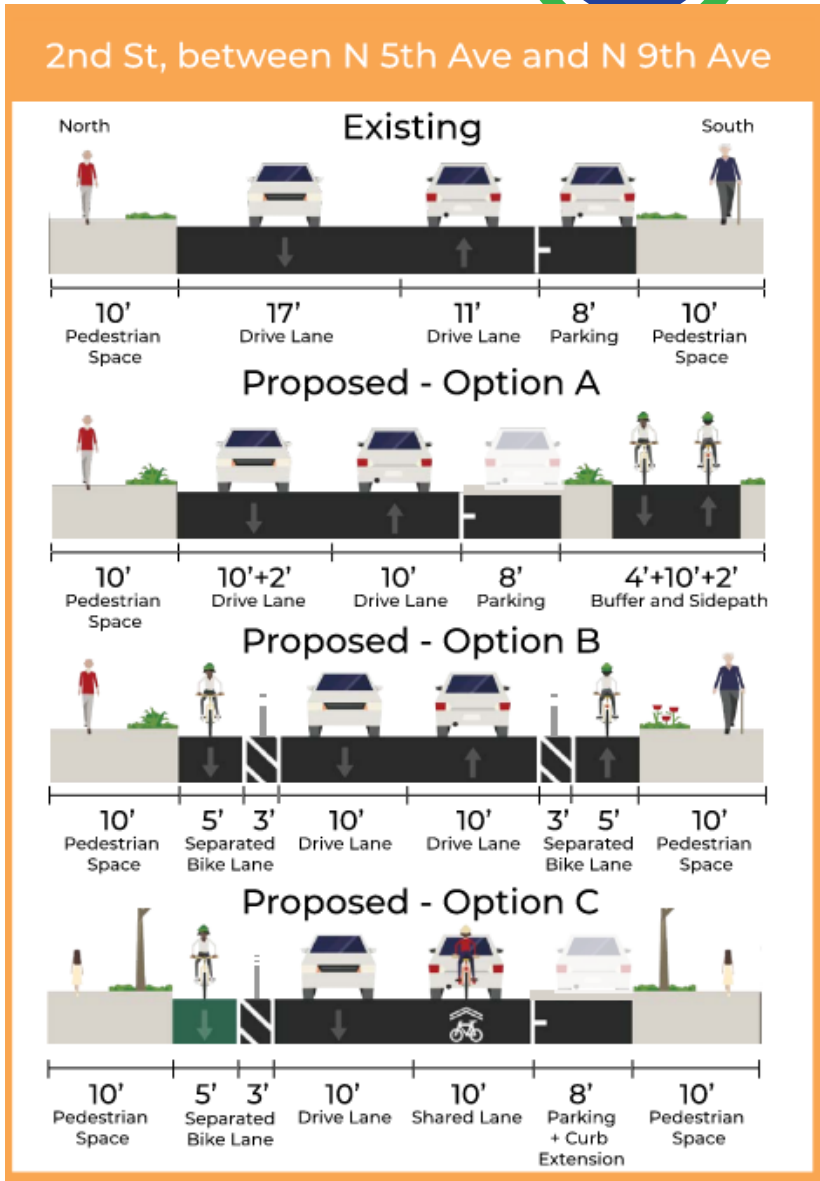
Conceptual Design — 2nd Street



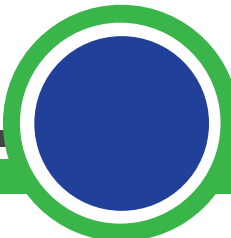
City of Proctor Section of 2nd Street



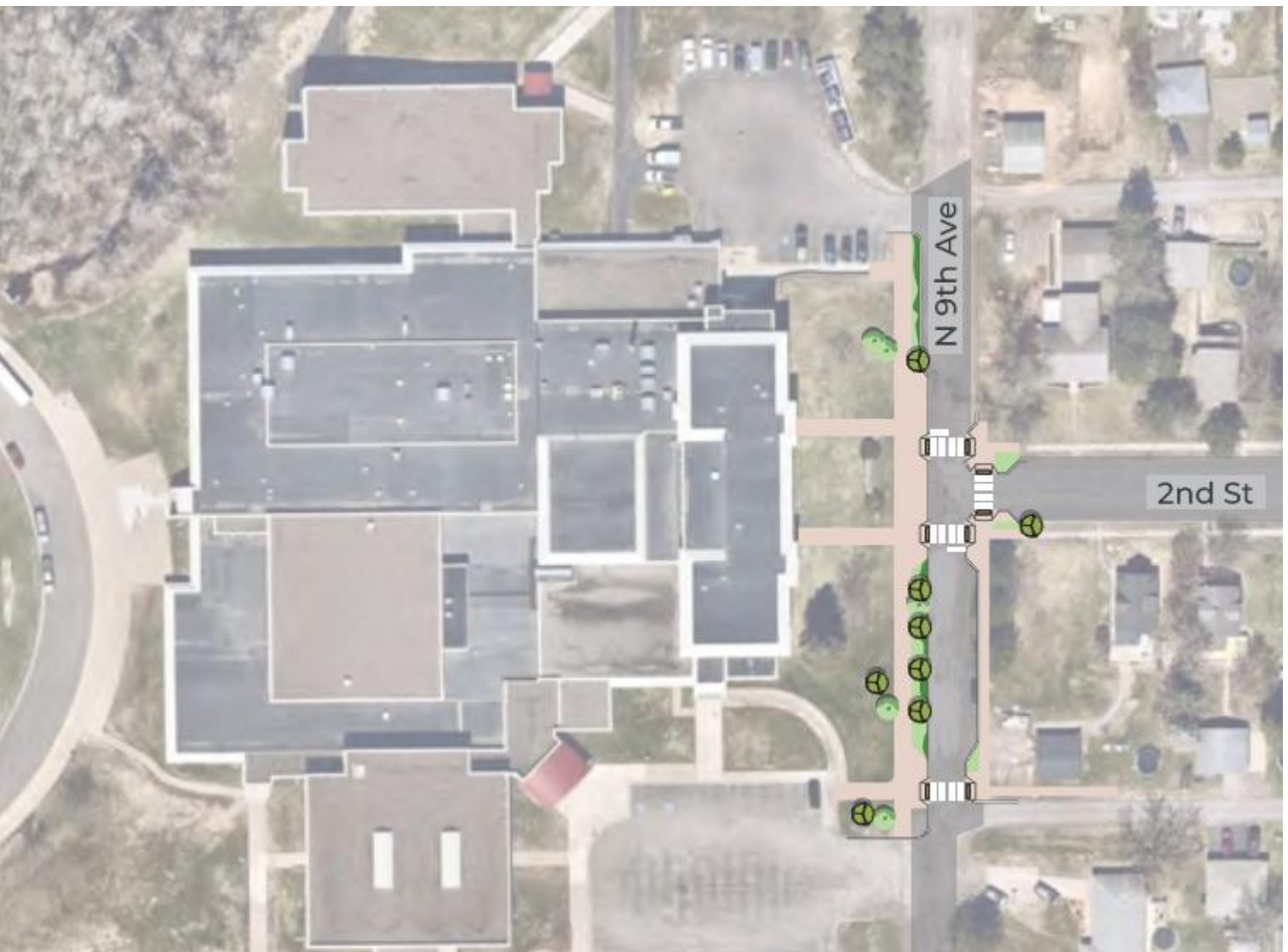
Along this section of 2nd St:
 Consider traffic calming such as curb extensions, median/pedestrian refuge islands, chicanes, neighborhood traffic circles, or speed humps. Coordinate traffic calming with bicycle infrastructure shown below.



Conceptual Design — 2nd Street



City of Proctor Section of 2nd Street



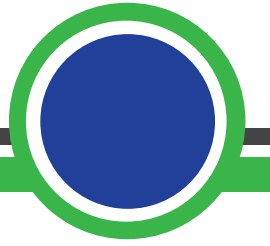
A

Install curb extensions, high visibility crosswalks, forward stop bars, and ADA compliant curb ramps to connect to separated pedestrian network shown in Figure XX.

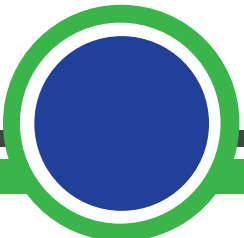


Conceptual Design — 2nd Street

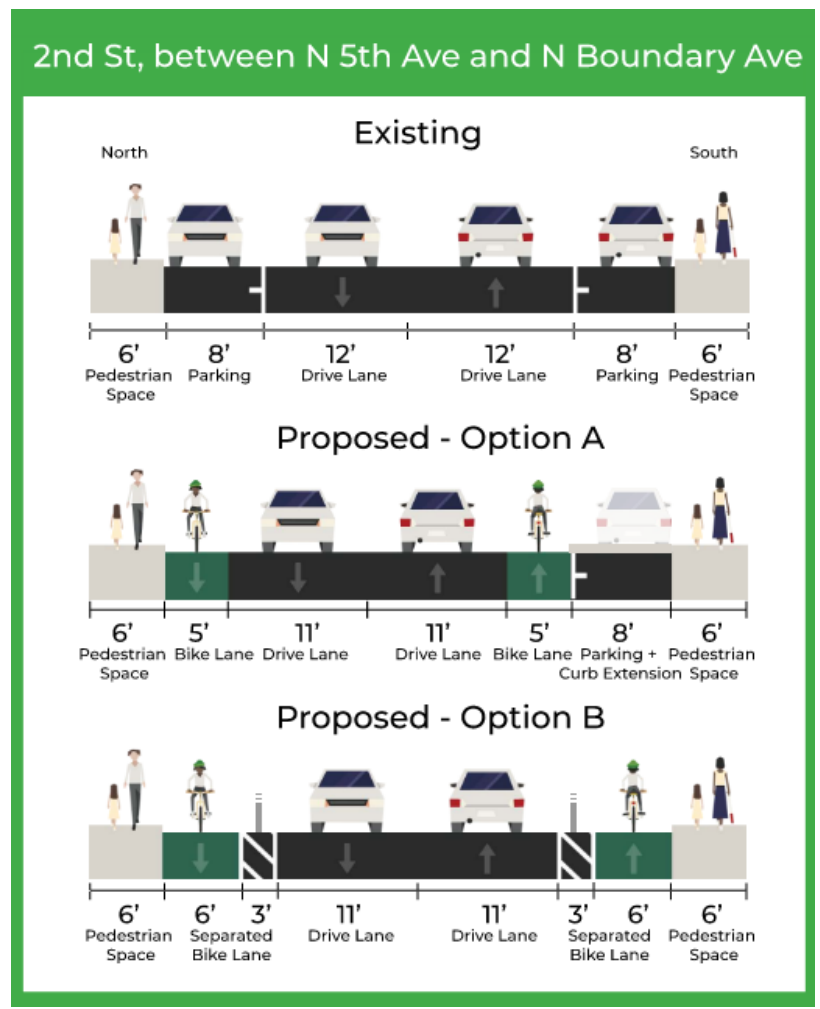
2nd Street Option C at 9th Avenue



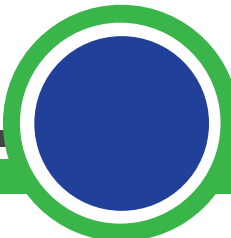
Conceptual Design — 2nd Street



St. Louis County Section of 2nd Street



Conceptual Design — 2nd Street



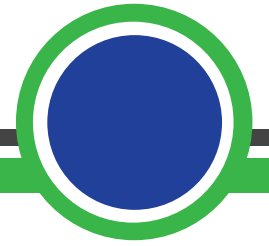
2nd Street at 5th Avenue



- ⓑ Install curb extensions, high visibility crosswalks, and ADA compliant curb ramps. Consider mountable truck apron on NE corner. See Figure YY.

Note: The NE curb extension was considerably scaled back following demonstration project findings. All extensions would need to be engineered to accommodate design vehicles.

Conceptual Design — 2nd Street



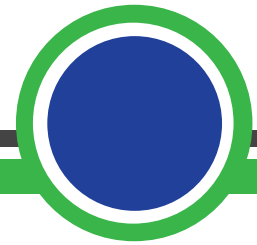
2nd Street at US-2



- © Install curb extensions. See Figure ZZ.

Next Steps

- Receive SC Feedback (Draft Action Plan, Conceptual Designs);
Revise Final Plan
- Revise Conceptual Designs
- Animation / Video of Final Conceptual Design
- Final Submission – end of November



Other Questions/Comments?

David Peterson, AICP

Bolton & Menk

david.peterson@bolton-menk.com

952-693-1043 (mobile)

James Gittemeier

Duluth-Superior Metropolitan Interstate Council

jgittemeier@ardc.org

218-529-7556

Colin Harris, P.E.

Alta Planning & Design

colinharris@altaplanning.com

612-400-9856

