

Draft Project/Programs List - Proctor Transportation Plan

Project Name	Category 1	Category 2	Notes
5th St / Vinland St Corridor improvements	SRTS	Cross jurisdiction coordination	St. Louis County has upgrade curb ramps from Boundary Ave to west, but not to east of Boundary (City of Duluth street). Connection to Bay View Elementary, but should extend past the school and the key connections to Duluth, Skyline Parkway and West Duluth commercial hub. Should have bike & ped accommodations with interim strategies (instead of just waiting for full reconstruction) sidewalk, bikeway and/or multi-use path.
9th Ave/4th St/Ugstad area	SRTS	Cross jurisdiction coordination	St. Louis County has repaved and rebuilt curb ramps and sidewalk on Ugstad and 4th. 9th Avenue (city street) has no sidewalks or curbs, curb ramps are not compliant and pavement condition is very poor.
Bayview School Forest Trails	SRTS	Multi-use paths, cross-jurisdiction cooperation	Extent of path network is not known. No input from schools yet. No path was seen at the eastern end of Orchard St. Paths clear from Brook/Portal corner. Paths are maintained, but the terrain is rugged. Unclear if this could be easily made into an ADA-compliant feature. Extent of connection to powerline corridor unclear.
Highway 2 Corridor	SRTS	Downtown Proctor, Safety	Most important commercial and traffic corridor. Most timely for reconstruction aspect. SRTS linkage is for students traveling to/from the 2nd St corridor (high school and middle school students in the Zenith Terrace neighborhood, in particular. Connection from 2nd Street to Boundary Ave - need a bike/ped path on south side of Hwy 2 reaching the health care clinic to 2nd Street, by residential neighborhood, and to Downtown Proctor.
Orchard St	SRTS		City of Duluth jurisdiction. Most salient as an SRTS feature as Bayview is Proctor's elementary school. Need a clear linkage from 2nd St to the school.
2nd St Multimodal Improvements	SRTS	Downtown Proctor, Safety, Multi-use paths	Complex jurisdictional issue, but one of the very key corridors in the city. Links schools, downtown, parks, city administrative building, other features. Is one of the Munger Spur segments.
Pionk Drive	Multi-use paths		Links to sports facilities, city administrative building
2nd Street Streetscaping	Downtown realm	Pedestrian improvements	Part of a package of possible options for 2nd St
Highway 2 Streetscaping and Multimodal Improvements	Downtown realm	Pedestrian improvements, Traffic management	Part of a package of possible options for Hwy 2; most prevalent and timely design issue
N 2nd Avenue Streetscaping	Downtown realm	Pedestrian improvements	
Downtown Parking Inventory Study	Downtown realm	study (capacity building)	
Public Realm and Beautification Plan	Downtown realm	study (capacity building)	This would pull together downtown realm elements and try to seek a unifying theme and plan across downtown for multiple streets, identifying opportunity sites
Downtown Circulation Study	Downtown realm	study (capacity building), Traffic management	Optimize plans for downtown in advance of Hwy 2 project.
Boundary Avenue Multimodal Improvements	Bike/Ped	SRTS, Transit, Traffic management	No sidewalks on the Proctor side. Project planned for the last stretch of Boundary without a sidewalk on the Duluth side (south from Orchard). St. Louis County has recently repaved and reconstructed curb ramps and sidewalk.
Sidewalk maintenance and improvement program	Pedestrian		Could be looped into one sidewalk/ramp annual program. Working on ADA and other needs
Zenith Terrace Connection to Klang Park	Bike/Ped	SRTS	Terminal Ave - already informally used
Zenith Terrace Connection to Bayview School	SRTS	Bike/Ped	powerline corridor already informally used. Connects to forest paths and outdoor classroom; may connect closer to school.
Munger Trail Spur Segment 3	Multi-use paths	SRTS	From Keene Creek Path to Downtown Proctor
Munger Trail Spur Segment 4	Multi-use paths	SRTS	From 9th St to Kirkus St, including 2nd St corridor across town (but not Orchard); multi-jurisdictional segment and most critical/central for Proctor. I would recommend subdividing this into three projects - Fairgrounds to 2nd St on Boundary Ave; 2nd Street from Boundary to Hwy 2; 2nd St from Hwy 2 to 9th Ave; Pionk Drive from 2nd St to Kirkus St. These are more discrete bites, and the city could prioritize what they feel is important.
Munger Trail Spur Segment 5	Multi-use paths		From Kirkus St to I-35
Munger Trail Spur Segment 6	Multi-use paths		From I-35 to Cross City Trail (partially outside Proctor city limits)
ADA Transition Self-Evaluation	Pedestrian		required for federal funding. Prioritizes and plans for ped investments.
Proctor Capital Planning Process	All modes		Plan for maintenance and reconstruction needs, and new facilities
Complete Streets Policy	All modes		
Bus Stop Improvements	Transit		Proctor transit hub (2nd Street), and bus stop and route needs.
Traffic Safety Countermeasure Program	All modes		
Boundary Avenue I-35 Interchange Gateway Area Redesign	All modes		Gateway feature; bike/ped access over bridge; other potential features to encourage commercial focus at this and other existing or potential interchanges. On/off ramps, frontage road configurations, access to Ugstad Rd.
Boundary Ave & Hwy 2 Intersection			Reconfigure intersection for safety and efficiency - consider a roundabout