

# East 2<sup>nd</sup> Street Access Management Plan

## Scope of Work

**Background:** As the principal connection linking Northwest Wisconsin and Northeast Minnesota, Trunk Highway 2/53 brings large amounts of traffic into the City of Superior, where it becomes East 2<sup>nd</sup> Street. This 4-lane principal arterial carries approximately 22,000 vehicles per day within the city limits. As the region's primary truck route, it also carries a significant number of heavy truck trips. Numerous accesses exist along several portions of East 2<sup>nd</sup> Street, generating many different turning movements along this busy corridor. New development in the area could lead to increased traffic and the additional turning movements could increase the number of potential vehicle conflicts as well as lower the capacity of the corridor.

**Study Area:** East 2<sup>nd</sup> Street (Highway 2/53) and adjacent lands from USH 2/Belknap St. to 53<sup>rd</sup> Avenue.

**Study Goal:** Examine the current and future deficiencies of the roadway; develop solutions for the improved movement of goods and people.

### Objectives:

- Verify current traffic in the area including trucks.
- Compare current traffic patterns with adjacent and potential future land uses.
- Identify current and future deficiencies regarding safety, pedestrian movements, and vehicle capacity.
- Identify specific recommendations that would improve safety and provide sufficient levels of service.

### Work Tasks:

1. *Review and summarize past corridor planning studies*
  - Revisit previous MIC plans relevant to the East 2<sup>nd</sup> Street study.
  - Identify and reference previous studies prepared by the City of Superior and WisDOT.
2. *Prepare base map of the corridor*
  - Utilize aerial map, land use, zoning, and other GIS data sets for the corridor.
  - Identify and inventory access points along the corridor.
3. *Identify traffic movements of different modes within the study area*
  - Compare historical traffic count data.
  - Identify transit stops along the corridor.
  - Conduct traffic counts (including truck classification and bicycle & pedestrian counts).

- Use available travel demand and turning movement data to identify potential deficiencies in capacity along the corridor given current and projected traffic.

#### 4. *Accident Analysis*

- Examine crash data to identify safety issues.

#### 5. *Access Analysis*

- Identify all access points and recommend potential changes for specific points of ingress/egress in relation to traffic flow and safety.
- Identify key traffic generators adjacent to the corridor to determine existing and potential future impacts.

#### 6. *Land Use and Future Development*

- Identify any existing future development plans for the corridor to examine future impacts.
- Examine comprehensive plans and capital improvement program information.

#### 7. *Public Involvement*

- Develop an appropriate public outreach action plan.
- Identify public and private stakeholders.
- Form a study advisory committee.
- Identify other groups for input into the plan.
- Present and make available data from this study to the public by going before the Superior City Council, engaging area businesses and community members with mailings and directing them to updated web content.
- Document environmental justice component.

#### 8. *Plan Recommendations*

- Outline a series of traffic mitigation recommendations that address the needs of the corridor to make them safe for both autos, trucks, transit vehicles and non-motorized transportation.
- Provide short, medium and long-term recommendations that will ensure good LOS and enhance safety.
- Identify potential funds for improvements.

**Product:** The study will result in an access management plan for the East 2<sup>nd</sup> corridor, comprising a series of recommendations aimed at protecting current levels of service and enhancing pedestrian and motorist safety.