



CITY OF MARSHALL
Public Improvement & Transportation
Committee
A g e n d a
Monday, November 07, 2022 at 3:30 PM
344 W Main St, City Hall

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. Consider Approval of the Minutes of the August 8, 2022 Public Improvement/Transportation Committee Meeting

TABLE

OLD BUSINESS

NEW BUSINESS

2. Project ST-009: N. 3rd/W. Lyon Reconstruction Project - 1) Review current project cost estimate; 2) Discuss special assessments and City involvement in streetscaping improvements.

3. E Street-Bruce Street-Lyon Street 4-Way Stop and Beacons.

ADJOURN



CITY OF MARSHALL AGENDA ITEM REPORT

Presenter:	Chair
Meeting Date:	Monday, November 7, 2022
Category:	APPROVAL OF MINUTES
Type:	ACTION
Subject:	Consider Approval of the Minutes of the August 8, 2022 Public Improvement/Transportation Committee Meeting
Background Information:	Attached is the minutes from the August 8, 2022 meeting.
Fiscal Impact:	
Alternative/ Variations:	
Recommendations:	Approve the minutes from August 8, 2022

MINUTES

PUBLIC IMPROVEMENT/TRANSPORTATION COMMITTEE MEETING

August 8, 2022

11:00 AM

On Main, City Hall

MEMBERS PRESENT: Schafer, Labat, Lozinski

MEMBERS ABSENT: None

STAFF PRESENT: Director of Public Works/City Engineer Jason Anderson

OTHERS PRESENT: None

Call to Order.

Schafer called the meeting to order at 11:00 am.

1. Approval of the Minutes.

MOTION BY LOZINSKI, SECONDED BY LABAT to approve the minutes of the June 28, 2022 Public Improvement/Transportation Committee meeting. ALL VOTED IN FAVOR. MOTION PASSED 3:0.

2. On-Street Bike Lanes on State Aid Streets.

Early this year the City completed Project Z88-State Aid Mill and Overlay. Upon project completion, MnDOT District 8 staff reviewed our project for final approval. District 8 staff noticed that our on-street bike lanes appeared to be out of compliance with State Aid rules and asked that we review. Most of our on-street bike lanes do not meet minimum standards for State Aid routes because each roadway use meets the minimum threshold for width. The parking lane, bike lanes, and driving lanes cannot all be at minimum width, and in our situation, we oftentimes are at all minimum widths.

To resolve this issue, the City is presented with five options:

- 1: Widen streets to allow more space.
- 2: Keep bike lanes painted as they are today. Apply for a variance through State Aid.
- 3: Remove parking from one side of the street and re-stripe the bike lanes.
- 4: Remove the dedicated bike lanes and paint shared lane markings, otherwise known as "sharrows".
- 5: Remove bike lane striping altogether.

Options 1, 3, and 5: - would not be recommended by City staff. Option 1 would require extensive curb, gutter, driveway, utility and pavement cost and it is cost-prohibitive. Option 3 would require significant parking removal in fully-established residential neighborhoods. Option 5 is a step backward from our goal of achieving "complete streets" that create transportation corridors that are safe, functional, and aesthetically attractive for all users.

Option 2: Keep bike lanes and seek variance - The benefit of keeping the on-street bike lanes is that bike lanes are the most preferred option for protecting space for bicycle users because it identifies space that can only be used for bicyclists. A motor vehicle should not be driving in the bike lane unless the vehicle needs to cross for turning or parking movements. The negative of leaving this arrangement is that our vehicle driving lanes are quite narrow and they force vehicles to drive closely past bicyclists and opposing traffic. Keeping this arrangement would require a variance to be granted by a statewide board that is comprised of public officials and engineering staff. There is no guarantee that this board will agree to grant our variance. A typical layout is included in the packet.

Option 4: Remove the dedicated bike lanes and paint shared lane markings - The benefit of this option is that the streets can be re-stripped in a manner that allows for more space in the driving lanes, and more space in the parking lanes in many situations. The idea in this situation would be to paint driving lanes that are 14-FT wide and parking lanes that are generally 8-FT wide. We then paint a bike symbol with two chevrons in the driving lane (11-FT from the curb) and ensure that streets are signed as “bike routes” and not “bike lanes”. This designation serves as a reminder to the traveling public that this is a bike route and that the road must be shared. In many instances in Marshall, these routes have limited parking and bicyclists will typically choose to travel closer to the curb. A typical layout is included in the packet.

City staff would recommend to stripe in accordance with Option 4 with shared lane markings. This option will make the streets feel more comfortable to the vehicle drivers while also fully accommodating parking and calling attention to bicyclists on the streets. Staff believes this arrangement to be a good compromise to continue to meet our objectives in achieving “complete streets” while also meeting minimum State Aid standards for typical lane widths.

MOTION BY LOZINSKI SECONDED BY LABAT to stripe in accordance with listed Option 4 to a shared-lane arrangement. ALL VOTED IN FAVOR. MOTION PASSED 3:0.

3. ST-009 – Review/Recommend Final Street Layout and Streetscaping Scope.

Staff and PI/T Committee members have spent considerable time working with Bolton & Menk staff and the Downtown Business Association (DBA) regarding the reconstruction of N 3rd and W. Lyon Streets for 2023. Numerous topics have been discussed, including: parking, lane widths, sidewalk and ADA standards, streetscaping, Main/3rd traffic signal, dedicated pedestrian signal (HAWK system), and many other more detailed topics.

Attached to the packet is the layout that city staff would like approval to move forward with for final design. The layout includes a one-way N. 3rd Street from W. Main Street to W. Lyon Street, a two-way W. Lyon Street from E. College Drive to N. 5th Street with angle parking on the “north” side and parallel parking on the “south” side and a two-way N. 3rd Street from W. Lyon Street to W. Redwood Street with angle parking on the “east” side and parallel parking on the “west” side. Because the traffic signal isn’t needed for N. 3rd Street, the signal heads that face N. 3rd Street today would be removed. The signal heads that face W. Main Street would remain and the signal would remain in place to serve pedestrians that would like to cross W. Main Street from either side of the N. 3rd Street intersection. Note that a median is being proposed on W. Main Street on the “south” side of the intersection to provide for additional pedestrian safety.

Included in the layout is a streetscaping design. Staff would like to continue the discussion with the City Council regarding streetscaping, and no decision is being requested for today. We are only discussing the layout, which includes curb locations, street widths, and traffic control. City staff believes that this is a good compromise layout.

MOTION BY LOZINSKI to move forward with the layout as presented contingent on letter of support from Downtown Business Association, with streetscaping elements to be recommended for approval at a later date. THE MOTION WAS SECONDED BY LABAT. ALL VOTED IN FAVOR. MOTION PASSED 3:0.

Adjourn.

MOTION BY LABAT SECONDED BY LOZINSKI to adjourn the meeting. ALL VOTED IN FAVOR. MOTION PASSED 3:0. Meeting adjourned at 11:53 am.

Respectfully submitted,
Lona Rae Konold, Administrative Assistant



CITY OF MARSHALL AGENDA ITEM REPORT

Meeting Date:	Monday, November 7, 2022
Category:	NEW BUSINESS
Type:	ACTION
Subject:	Project ST-009: N. 3 rd /W. Lyon Reconstruction Project - 1) Review current project cost estimate; 2) Discuss special assessments and City involvement in streetscaping improvements.
Background Information:	<p>Staff and PI/T Committee members have spent considerable time working with Bolton & Menk staff and the Downtown Business Association (DBA) regarding the reconstruction of N 3rd and W. Lyon Streets for 2023. Numerous topics have been discussed, including: parking, lane widths, sidewalk and ADA standards, streetscaping, Main/3rd traffic signal, dedicated pedestrian signal (HAWK system), and many other more detailed topics.</p> <p>Attached to the packet is the layout that City staff has received approval to move forward with for final design. The Council and DBA both approved the general layout and deferred the final discussion about streetscaping to a later date.</p> <p>The layout includes a one-way N. 3rd Street from W. Main Street to W. Lyon Street, a two-way W. Lyon Street from E. College Drive to N. 5th Street with angle parking on the “north” side and parallel parking on the “south” side and a two-way N. 3rd Street from W. Lyon Street to W. Redwood Street with angle parking on the “east” side and parallel parking on the “west” side. Because the traffic signal isn’t needed for N. 3rd Street, the signal heads that face N. 3rd Street today would be removed. The signal heads that face W. Main Street would remain and the signal would remain in place to serve pedestrians that would like to cross W. Main Street from either side of the N. 3rd Street intersection. Note that in the layout a median is being proposed on W. Main Street on the “south” side of the intersection; at this point in time, staff is not proposing to install this median to help reduce project costs.</p> <p>This information was presented to the PI/T Committee at their 08/08/2022 meeting earlier today. At said meeting, MOTION BY LOZINSKI to move forward with the layout as presented contingent on letter of support from Downtown Business Association, with streetscaping elements to be recommended for approval at a later date. THE MOTION WAS SECONDED BY LABAT. ALL VOTED IN FAVOR. MOTION PASSED 3:0. Following adjournment, letter of support was delivered as attached.</p> <p>Included in the layout is a streetscaping design. Staff would like to continue the discussion with the City Council regarding streetscaping. City staff believes that a minimal level of streetscaping will be necessary to give the area a sense of place. A minimal level of streetscaping would include some decorative concrete scoring, some colored walk, and areas of planting for trees and/or flowers. City staff would propose to use the streetscaping as proposed by Bolton and Menk, but remove the string lighting from the plan.</p>
Fiscal Impact:	City staff would like the City Council to consider paying for 80% of streetscaping costs on the Lyon/3 rd project, with the remaining 20% cost share to be assessed to property owners above and beyond the assessment policy maximum assessment. The basis for this consideration is that the Council utilized this cost split on the Main Street project in 2018.

	Included with the packet is a cost estimate for your consideration and review. Note that “enhanced streetscaping” is proposed to cost roughly \$302,000. Then “enhanced” costs include poles designed to support cable string lighting, string lighting, electrical service, and monuments at the corner of 3 rd /Main.
Alternative/ Variations:	No alternative actions recommended.
Recommendation:	Engineering staff would recommend to Council to consider an 80-20 cost share with property owners on a streetscaping plan that includes all elements of the Bolton & Menk streetscaping plan except the string lighting over the street.

ENGINEER'S ESTIMATE

N 3rd St/W Lyon St Reconstruction
City of Marshall, MN
BMI Project No. 0W1.127006



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Date: 9/26/2022

Item No.	MnDOT Spec No.	Item	Notes	Quantity	Unit	Unit Price	Total Amount
BASE BID							
1	2011.601	MOBILIZATION		1	LUMP SUM	\$150,000.00	\$150,000.00
2	2104.502	REMOVE MANHOLE		5	EACH	\$750.00	\$3,750.00
3	2104.502	REMOVE GATE VALVE		5	EACH	\$250.00	\$1,250.00
4	2104.502	REMOVE HYDRANT		1	EACH	\$550.00	\$550.00
5	2104.502	REMOVE DRAINAGE STRUCTURE		15	EACH	\$475.00	\$7,125.00
6	2104.502	REMOVE SIGN		50	EACH	\$80.00	\$4,000.00
7	2104.503	SAWING CONCRETE PAVEMENT (FULL DEPTH)		50	LIN FT	\$10.00	\$500.00
8	2104.503	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)		365	LIN FT	\$10.00	\$3,650.00
9	2104.503	REMOVE WATER MAIN		1594	LIN FT	\$15.00	\$23,910.00
10	2104.503	REMOVE SEWER PIPE (STORM)		670	LIN FT	\$15.00	\$10,050.00
11	2104.503	REMOVE SEWER PIPE (SANITARY)		1813	LIN FT	\$15.00	\$27,195.00
12	2104.503	REMOVE CURB AND GUTTER		3700	LIN FT	\$3.00	\$11,100.00
13	2104.503	REMOVE SANITARY SERVICE PIPE		1172	LIN FT	\$20.00	\$23,440.00
14	2104.503	REMOVE WATER SERVICE PIPE		600	LIN FT	\$20.00	\$12,000.00
15	2104.503	ABATE ASBESTOS-CONTAINING PIPES		200	LIN FT	\$25.00	\$5,000.00
16	2104.504	REMOVE CONCRETE DRIVEWAY PAVEMENT		428	SQ YD	\$2.00	\$856.00
17	2104.504	REMOVE CONCRETE PAVEMENT		50	SQ YD	\$5.50	\$275.00
18	2104.504	REMOVE BITUMINOUS PAVEMENT		11681	SQ YD	\$2.25	\$26,282.25
19	2104.518	REMOVE CONCRETE WALK		3854	SQ FT	\$1.50	\$5,781.00
20	2106.507	EXCAVATION - COMMON		5000	CU YD	\$9.00	\$45,000.00
21	2106.507	EXCAVATION - SUBGRADE		500	CU YD	\$10.00	\$5,000.00
22	2106.507	SELECT GRANULAR EMBANKMENT (CV)		3500	CU YD	\$12.00	\$42,000.00
23	2106.507	COMMON EMBANKMENT (CV)		500	CU YD	\$3.50	\$1,750.00
24	2108.504	GEOTEXTILE FABRIC TYPE 7		10000	SQ YD	\$3.25	\$32,500.00
25	2211.507	AGGREGATE BASE (CV) CLASS 5		2800	CU YD	\$30.00	\$84,000.00
26	2301.504	CONCRETE PAVEMENT 7.0"		9181	SQ YD	\$65.00	\$596,765.00
27	2502.503	4" PERF TP PIPE DRAIN		3940	LIN FT	\$12.00	\$47,280.00
28	2502.602	4" PVC PIPE DRAIN CLEANOUT		4	EACH	\$350.00	\$1,400.00
29	2503.503	15" RC PIPE SEWER DESIGN 3006 CLASS V		100	LIN FT	\$56.00	\$5,600.00
30	2503.503	18" RC PIPE SEWER DESIGN 3006 CLASS III		650	LIN FT	\$65.00	\$42,250.00
31	2503.503	24" RC PIPE SEWER DESIGN 3006 CLASS III		300	LIN FT	\$80.00	\$24,000.00
32	2503.602	CONSTRUCT BULKHEAD		2	EACH	\$1,000.00	\$2,000.00
33	2503.602	CONNECT TO EXISTING SANITARY SEWER		2	EACH	\$2,000.00	\$4,000.00
34	2503.602	CONNECT TO EXISTING STORM SEWER		5	EACH	\$1,500.00	\$7,500.00
35	2503.602	CONNECT TO EXISTING SANITARY SEWER SERVICE		27	EACH	\$1,000.00	\$27,000.00
36	2503.603	8" PVC PIPE SEWER		1449	LIN FT	\$60.00	\$86,940.00
37	2503.603	4" PVC SANITARY SERVICE PIPE		954	LIN FT	\$50.00	\$47,700.00
38	2503.603	6" PVC SANITARY SERVICE PIPE		218	LIN FT	\$50.00	\$10,900.00
39	2504.601	TEMPORARY WATER SERVICE		1	LUMP SUM	\$10,000.00	\$10,000.00
40	2504.602	CONNECT TO EXISTING WATER MAIN		4	EACH	\$2,100.00	\$8,400.00
41	2504.602	CONNECT TO EXISTING WATER SERVICE		16	EACH	\$400.00	\$6,400.00
42	2504.602	HYDRANT		2	EACH	\$6,500.00	\$13,000.00
43	2504.602	1" CORPORATION STOP & SADDLE		8	EACH	\$775.00	\$6,200.00
44	2504.602	2" CORPORATION STOP & SADDLE		8	EACH	\$1,100.00	\$8,800.00
45	2504.602	6" GATE VALVE AND BOX		2	EACH	\$2,500.00	\$5,000.00
46	2504.602	8" GATE VALVE AND BOX		6	EACH	\$3,000.00	\$18,000.00
47	2504.602	1" CURB STOP		8	EACH	\$1,000.00	\$8,000.00
48	2504.602	2" CURB STOP		8	EACH	\$1,250.00	\$10,000.00
49	2504.603	1" TYPE PE PIPE		300	LIN FT	\$35.00	\$10,500.00

ENGINEER'S ESTIMATE

N 3rd St/W Lyon St Reconstruction
City of Marshall, MN
BMI Project No. 0W1.127006



Real People. Real Solutions.

Date: 9/26/2022

Item No.	MnDOT Spec No.	Item	Notes	Quantity	Unit	Unit Price	Total Amount
50	2504.603	2" TYPE PE PIPE		300	LIN FT	\$40.00	\$12,000.00
51	2504.603	8" PVC WATERMAIN		1574	LIN FT	\$65.00	\$102,310.00
52	2504.604	4" INSULATION		50	SQ YD	\$40.00	\$2,000.00
53	2504.608	DUCTILE IRON FITTINGS		1200	POUND	\$14.00	\$16,800.00
54	2506.502	CASTING ASSEMBLY		25	EACH	\$825.00	\$20,625.00
55	2506.502	ADJUST FRAME AND RING CASTING		2	EACH	\$650.00	\$1,300.00
56	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 1		50	LIN FT	\$450.00	\$22,500.00
57	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 48-4020		50	LIN FT	\$525.00	\$26,250.00
58	2506.503	CONSTRUCT DRAINAGE STRUCTURE DESIGN 60-4020		10	LIN FT	\$700.00	\$7,000.00
59	2506.603	CONSTRUCT DRAINAGE STRUCTURE DESIGN SPECIAL 2		50	LIN FT	\$600.00	\$30,000.00
60	2506.602	ADJUST FRAME AND RING CASTING (SPECIAL)		2	EACH	\$2,000.00	\$4,000.00
61	2521.518	6" CONCRETE WALK		46286	SQ FT	\$8.00	\$370,288.00
62	2531.503	CONCRETE CURB AND GUTTER DESIGN B618		3940	LIN FT	\$18.50	\$72,890.00
63	2531.504	7" CONCRETE DRIVEWAY PAVEMENT		597	SQ YD	\$60.00	\$35,820.00
64	2531.618	TRUNCATED DOMES		280	SQ FT	\$55.00	\$15,400.00
65	2540.602	RELOCATE MAIL BOX		1	EACH	\$150.00	\$150.00
66	2545.502	LIGHT UNIT TYPE A2 - INTERSECTION LIGHT		2	EACH	\$6,500.00	\$13,000.00
67	2545.502	LIGHT UNIT FOOTING ONLY - LIGHT POST BY OTHERS		35	EACH	\$800.00	\$28,000.00
68	2545.602	LIGHT UNIT TYPE BB - LIT BOLLARD		6	EACH	\$1,500.00	\$9,000.00
69	2545.602	GFCI DUPLEX PEDESTAL (TYPE GH)		12	EACH	\$1,500.00	\$18,000.00
70	2545.602	50 AMP - EVENT POWER PEDESTAL (TYPE PED)		1	EACH	\$2,500.00	\$2,500.00
71	2545.503	CIRCUITRY - CONDUIT + WIRE + HANDHOLES		3200	LIN FT	\$18.00	\$57,600.00
72	2563.601	TRAFFIC CONTROL		1	LUMP SUM	\$30,000.00	\$30,000.00
73	2565.616	REVISE SIGNAL SYSTEM		1	SYSTEM	\$50,000.00	\$50,000.00
74	2571.524	DECIDUOUS TREE 2.5" CAL B&B		1	TREE	\$750.00	\$750.00
75	2571.525	LANDSCAPE AREA		3725	SQ FT	\$15.00	\$55,875.00
76	2574.507	BOULEVARD TOPSOIL BORROW (PLANTINGS)		207	CU YD	\$70.00	\$14,490.00
77	2575.504	BOLLARD - SALVAGE & REINSTALL ON NEW FOOTING		24	EACH	\$1,000.00	\$24,000.00
78	2575.504	TREE GRATE + FRAME + CU SOIL		6	EACH	\$6,000.00	\$36,000.00
79	2540.602	BENCH - STANDARD (CITY SECURED, INSTALL ONLY)		10	EACH	\$2,000.00	\$20,000.00
80	2540.602	TRASH RECEPTACLE (CITY SECURED, INSTALL ONLY)		6	EACH	\$1,800.00	\$10,800.00
81	2540.602	BIKE RACK (CITY SECURED, INSTALL ONLY)		3	EACH	\$600.00	\$1,800.00
82	2563.601	SIGNING & PAVEMENT MARKINGS (3%)		1	LUMP SUM	\$77,000.00	\$77,000.00
83	2575.601	TURF ESTABLISHMENT & EROSION CONTROL (1.5%)		1	LUMP SUM	\$40,000.00	\$40,000.00
ESTIMATED BASE BID TOTAL:							<u>\$2,762,747.25</u>

ENHANCED STREETScape

79	2521.518	6" CONCRETE WALK		-6234	SQ FT	\$8.00	-\$49,872.00
80	2521.618	6" CONCRETE WALK - COLORED TYPE 1		3962	SQ FT	\$12.00	\$47,544.00
81	2521.618	6" CONCRETE WALK - COLORED TYPE 2		2272	SQ FT	\$12.00	\$27,264.00
82	2504.601	IRRIGATION SYSTEM		1	LUMP SUM	\$15,000.00	\$15,000.00
83	2540.602	MONUMENT TYPE 1 + FOOTING		2	EACH	\$15,000.00	\$30,000.00
84	2540.603	STONE BLOCK - MONOLITHIC		12	LF	\$1,500.00	\$18,000.00
85	2575.504	PLANTERS - MOVABLE		28	EACH	\$2,000.00	\$56,000.00
	2545.502	LIGHT UNIT TYPE A1 - STREET LIGHT WITH FESTOON ATTACHMENT		8	EACH	\$13,000.00	\$104,000.00
	2545.502	LIGHT UNIT FOOTING ONLY - LIGHT POST BY OTHERS		-8	EACH	\$800.00	-\$6,400.00
	2545.502	LIGHT UNIT TYPE EE - FESTOON CABLE LIGHTS		300	LIN FT	\$35.00	\$10,500.00
	2545.603	SUSPENSION CABLE & HARDWARE		300	LIN FT	\$15.00	\$4,500.00
	2545.602	20 AMP - EVENT POWER PEDESTAL (TYPE GP)		2	EACH	\$3,500.00	\$7,000.00

ENGINEER'S ESTIMATE

N 3rd St/W Lyon St Reconstruction
City of Marshall, MN
BMI Project No. 0W1.127006

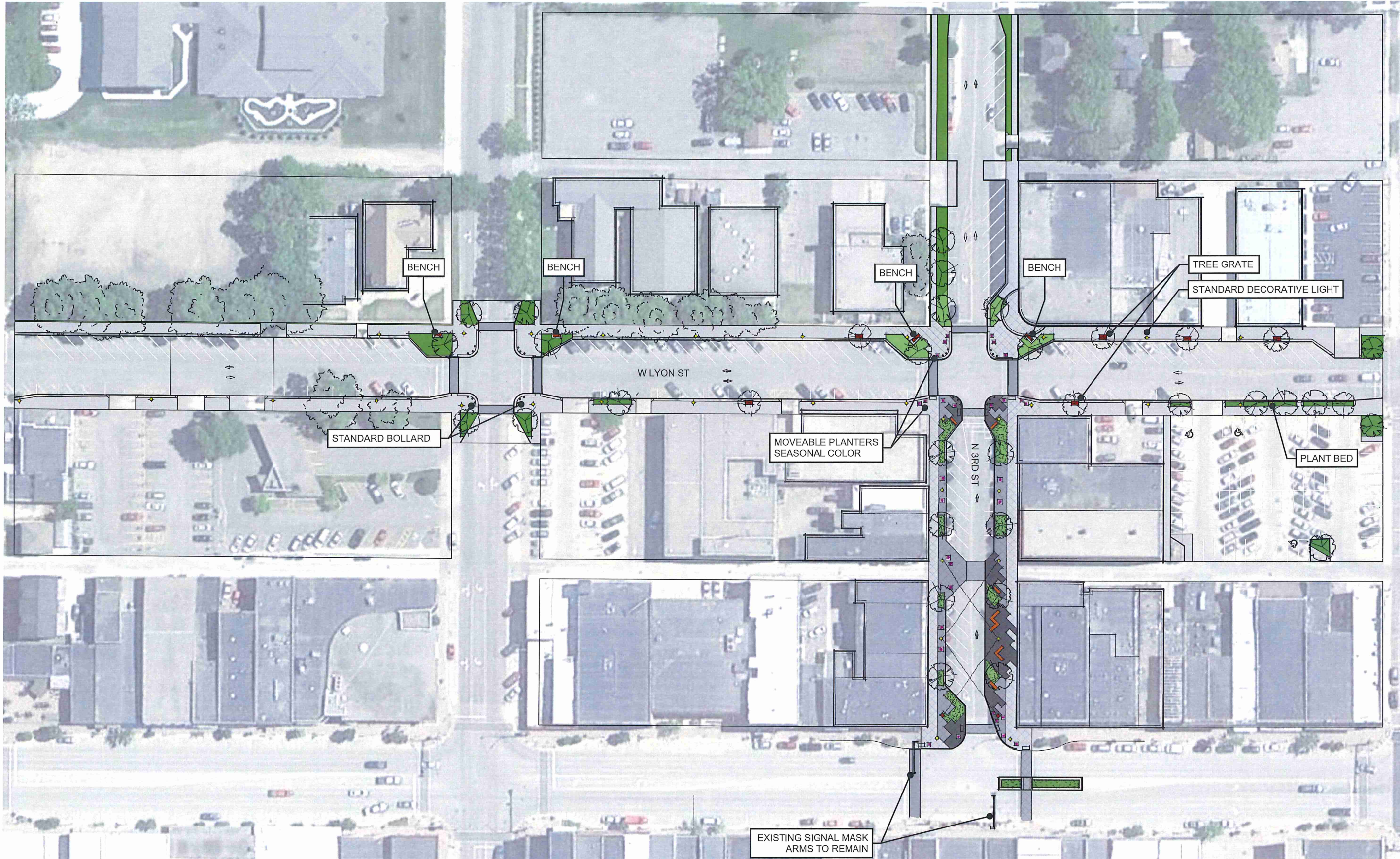


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Date: 9/26/2022

Item No.	MnDOT Spec No.	Item	Notes	Quantity	Unit	Unit Price	Total Amount
	2540.602	BENCH - STANDARD (CITY SECURED, INSTALL ONLY)		2	EACH	\$2,000.00	\$4,000.00
	2540.602	BENCH - SPECIAL (CITY SECURED, INSTALL ONLY)		6	EACH	\$2,500.00	\$15,000.00
	2540.602	TRASH RECEPTACLE (CITY SECURED, INSTALL ONLY)		4	EACH	\$1,800.00	\$7,200.00
	2540.602	BIKE RACK (CITY SECURED, INSTALL ONLY)		3	EACH	\$600.00	\$1,800.00
	2540.602	WAYFINDING KIOSK (CITY SECURED, INSTALL ONLY)		1	EACH	\$10,000.00	\$10,000.00
ESTIMATED ENHANCED STREETScape TOTAL:							<u>\$301,536.00</u>
10% CONTINGENCY (BASE & STREETScape)							\$306,428.33
ESTIMATED PROJECT TOTAL :							<u>\$3,370,711.58</u>

ENHANCED STREETScape COST BY STREET
3RD STREET (MAIN-LYON): \$289,216.00
3RD STREET (LYON-REDWOOD): \$5,360
LYON STREET (COLLEGE - 5TH): \$6,960



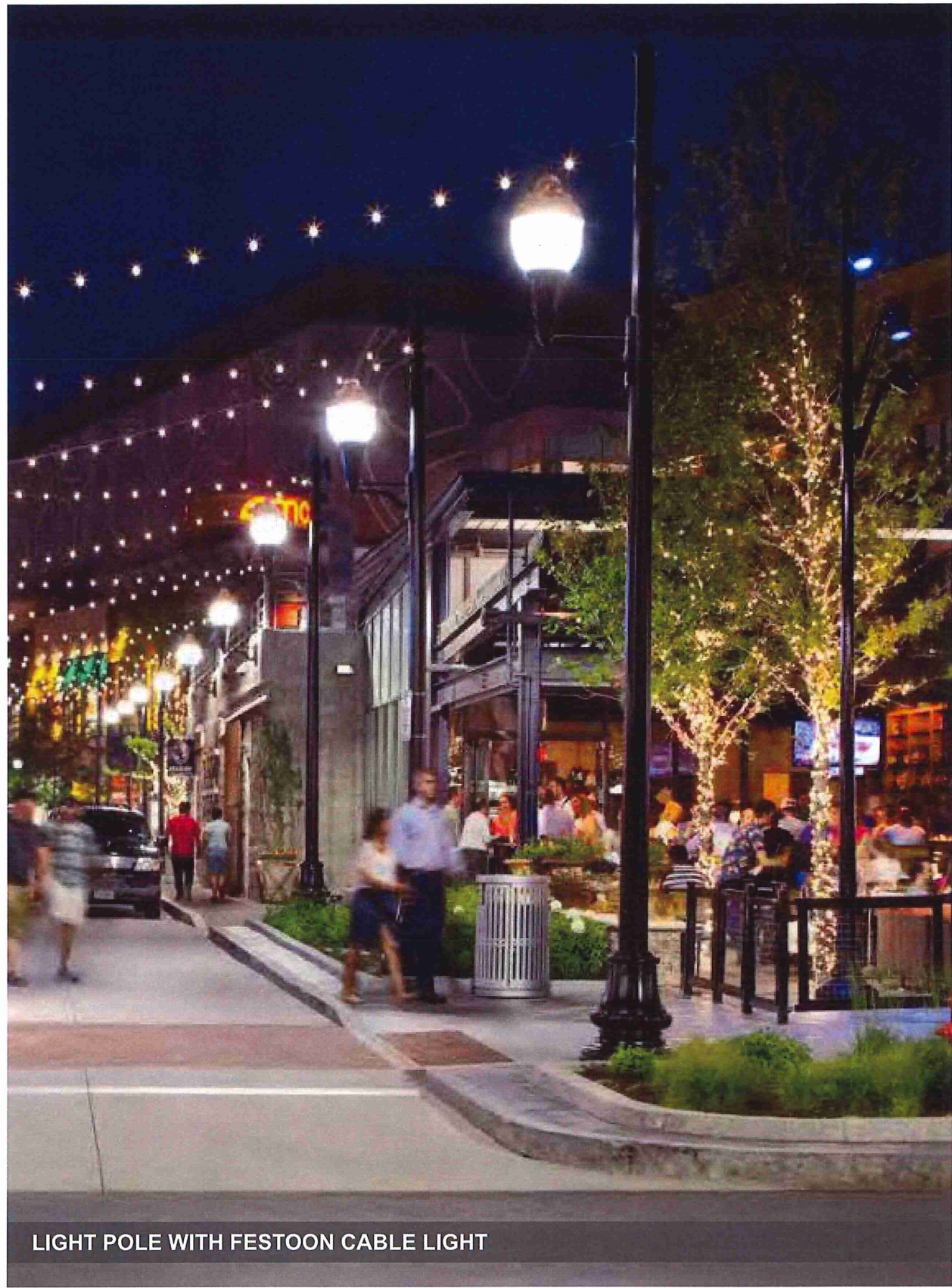
3RD STREET & LYON IMPROVEMENTS DRAFT CONCEPT DESIGN

Item 2.

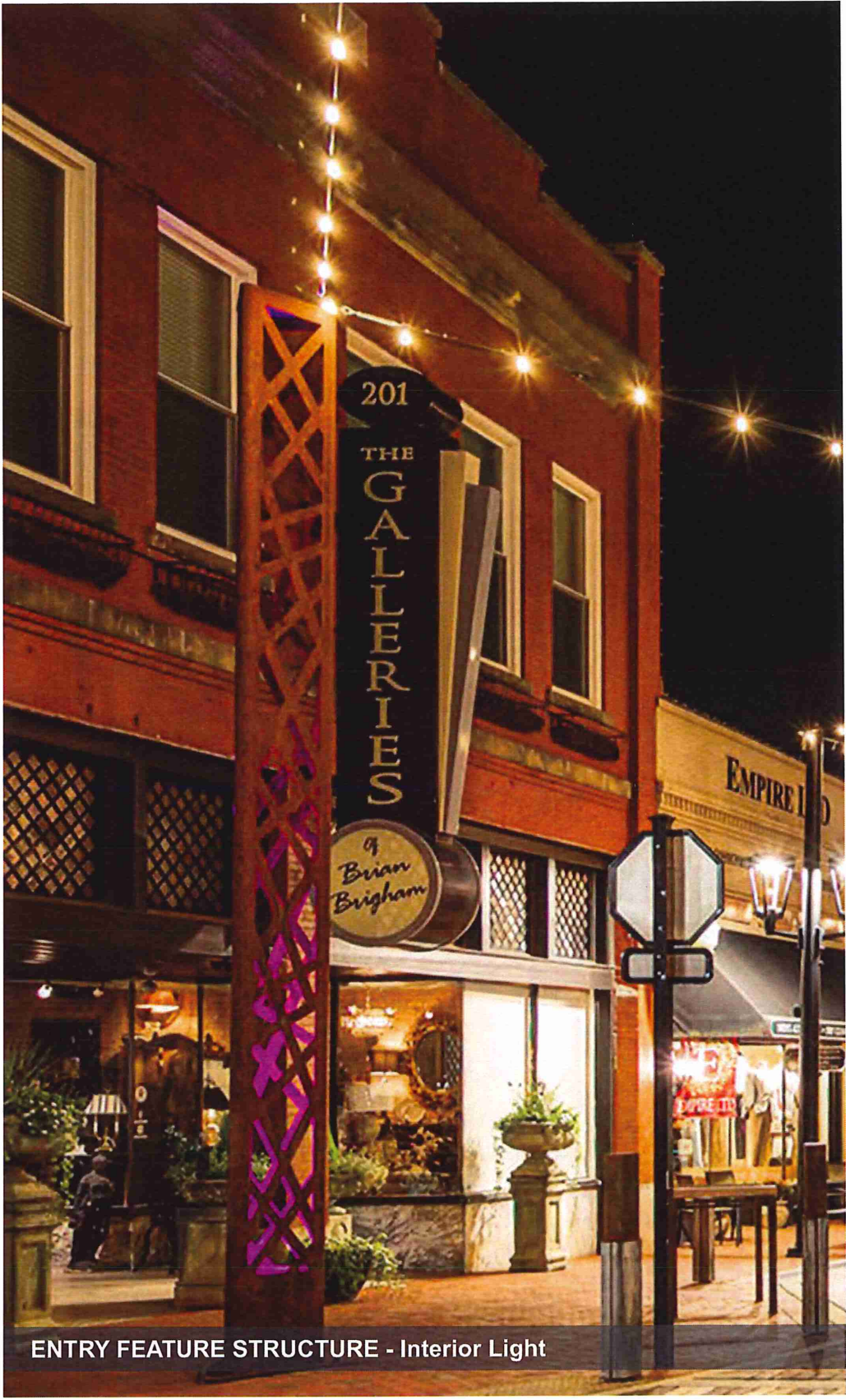




BASIC LIGHT - Wayfinding



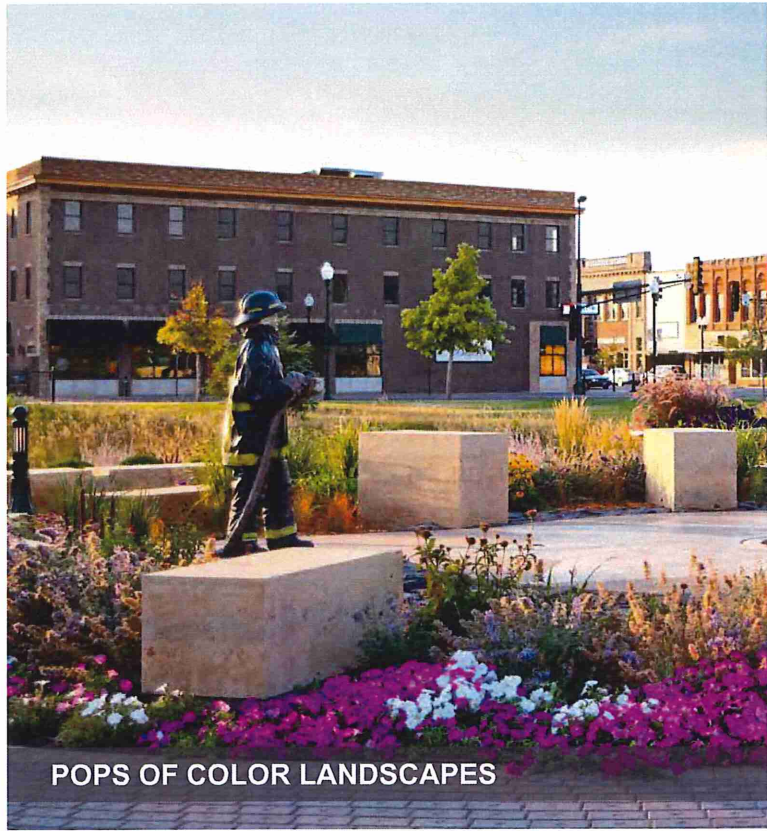
LIGHT POLE WITH FESTOON CABLE LIGHT



ENTRY FEATURE STRUCTURE - Interior Light



DELINIATION OF SPACE



POPS OF COLOR LANDSCAPES



LIMITED LANDSCAPE BEDS - Simple Edge Treatments



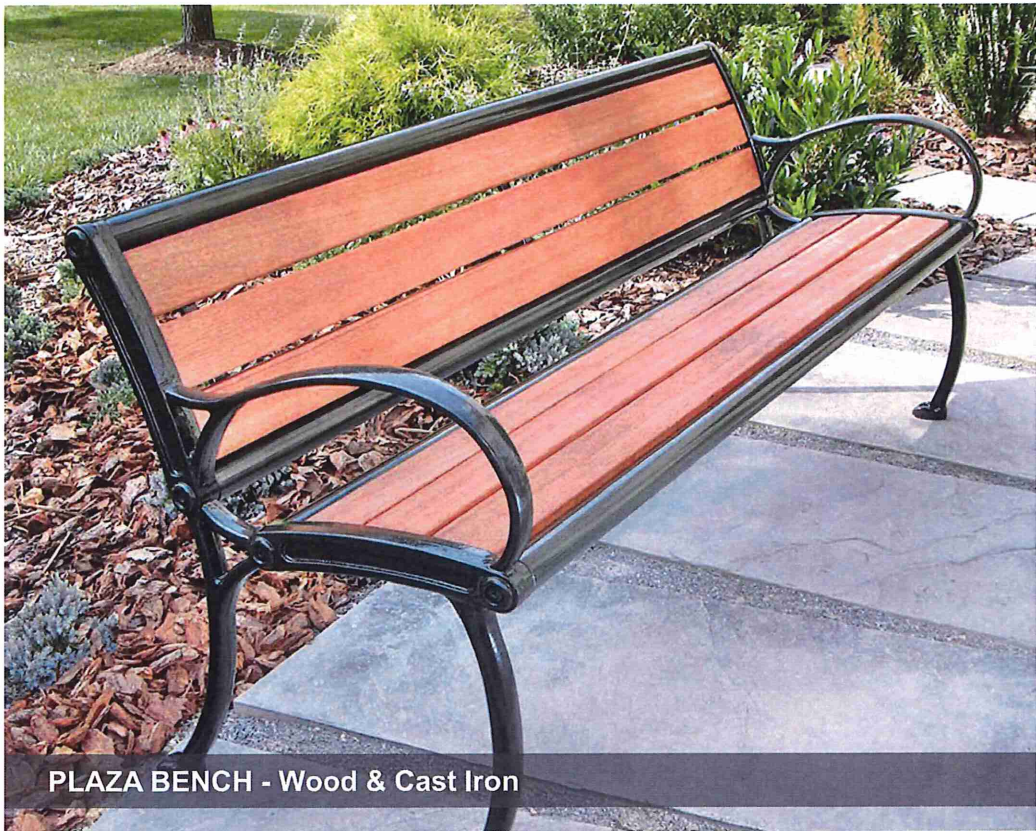
ANGLED SCORE PATTERN- True North Direction



PLAZA DECORATIVE SCORE PATTERN



PLAZA ANGLED TREATMENTS - Native Stone Elements



PLAZA BENCH - Wood & Cast Iron



STREETSCAPE BENCH - Cast Iron



STREETSCAPE LITTER RECEPTACLE - Side Door



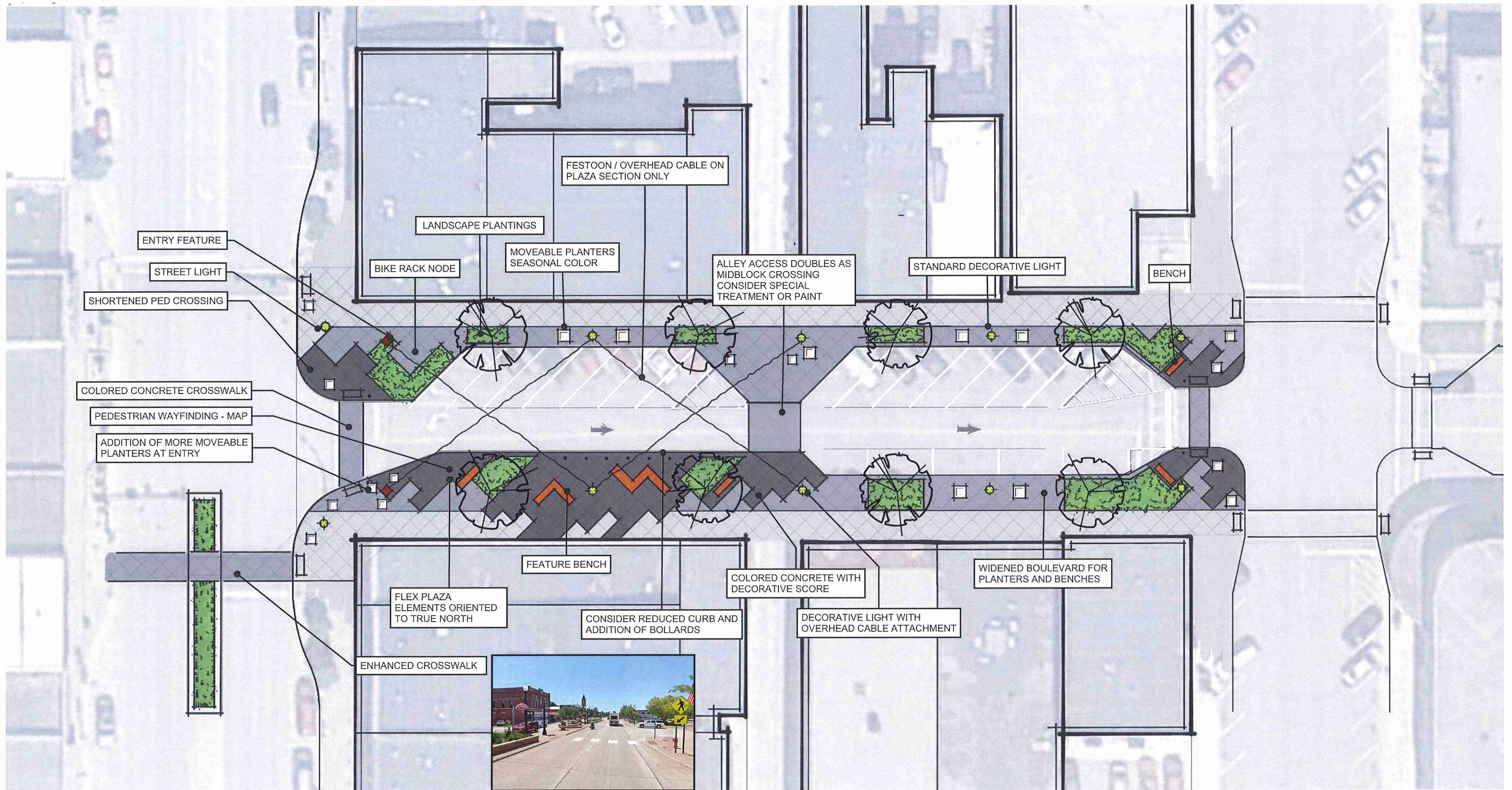
PLAZA FEATURE BENCH - Wood & Steel



STREETSCAPE PLANTER - Steel



BOLLARD - Cast Aluminum



3RD STREET IMPROVEMENTS DRAFT CONCEPT DESIGN

Item 2.



317 West Main Street | Marshall, MN
www.marshallmn.org

August 8, 2022

Jason R. Anderson, P.E.
Director of Public Works/City Engineer
City of Marshall
344 W Main St.
Marshall, MN 56258

Dear Jason:

On behalf of the Downtown Business Association (DBA) and subsequent to meetings conducted with the DBA on May 11 and July 13, 2022, this serves as a letter of support for the proposed layout for Project ST-009: North 3rd Street/W. Lyon Street Reconstruction Project.

Sincerely,

A handwritten signature in blue ink, reading 'Desiree Petrich', written in a cursive style.

Desiree Petrich
Events Coordinator

Enclosures:
Overall Improvements
3rd Street Layout

CITY OF MARSHALL AGENDA ITEM REPORT

Presenter:	Jason Anderson
Meeting Date:	Monday, November 7, 2022
Category:	NEW BUSINESS
Type:	ACTION
Subject:	E Street-Bruce Street-Lyon Street 4-Way Stop and Beacons.
Background Information:	City staff would like the Council to consider removing the advance “stop ahead” flashing beacon on E Street as well as the two flashing beacon stop signs at the intersection. These beacons are aging and staff does not believe they are necessary. There are clear sight lines to the stop sign from both approaches and staff does not believe the beacons are needed. Staff would propose to save the cost of the lights and electricity and to simply have stop signs at these locations. Staff can consider adding a reflective strip to the pole on the E Street side (stop sign is shortly after the curve) and we can also consider a slightly oversized stop sign on this approach to help compensate for the loss of flashing beacon.
Fiscal Impact:	
Alternative/ Variations:	No alternative actions recommended.
Recommendations:	Staff recommends to remove the flashing beacons and replace with traditional stop signs at these locations.