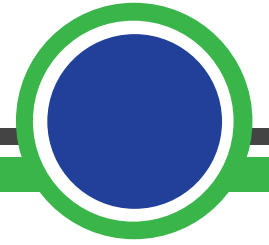


A central green circle with a blue border and a grey shadow, flanked by horizontal lines. The circle is the main focus of the image. It has a thick green border, a thinner blue border, and a grey shadow effect. Two horizontal lines, one green and one black, cross the circle from left to right.

Proctor
Transportation Plan
Steering Committee
Meeting #2

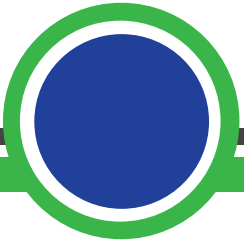
August 6, 2020
10AM-12PM

Where are we in the process?

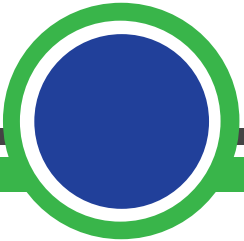


- Completed Work:
 - Past Plan Review, Existing Conditions, Emerging Concerns/Design Interventions
- Outcomes from our June Steering Committee Meeting:
 - Visualizing Proctor's transportation challenges and opportunities
 - What makes a good small town?

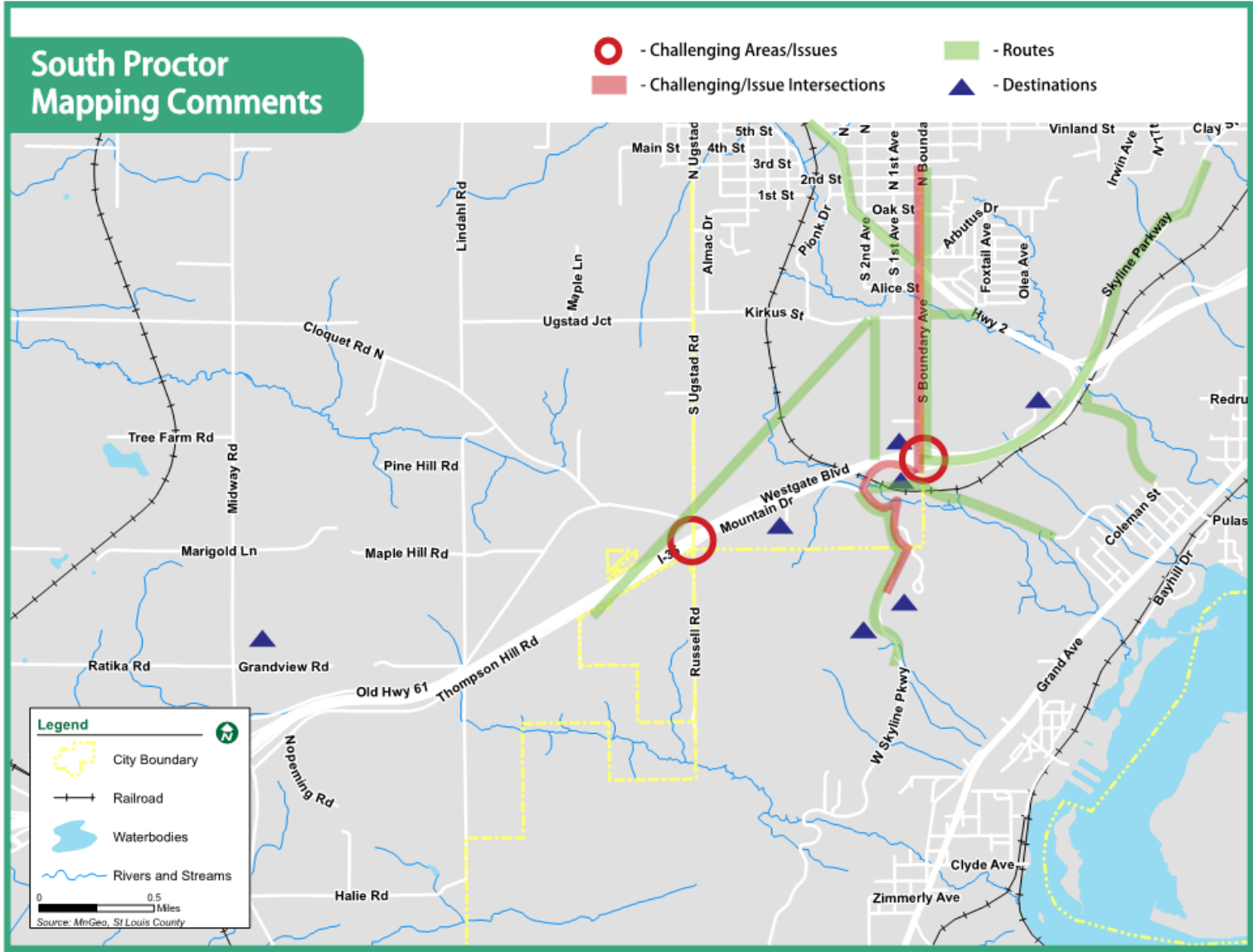
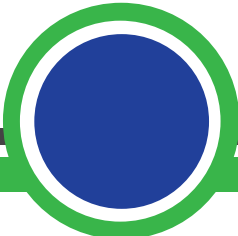
Visualization Activity



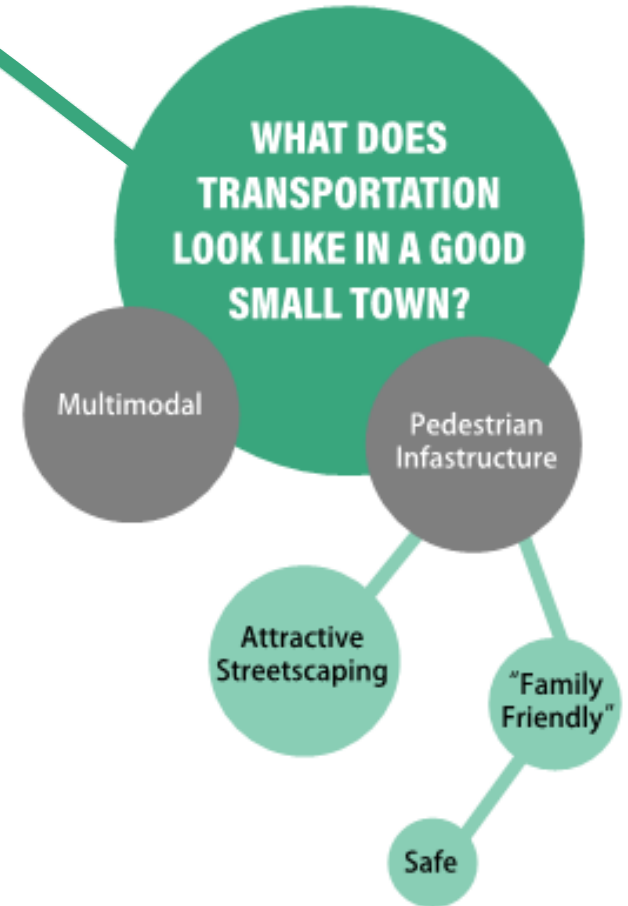
Visualization Activity



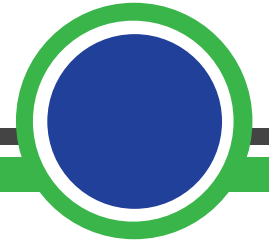
Visualization Activity



What makes a good small town?



Vision, Goals, Performance Measures

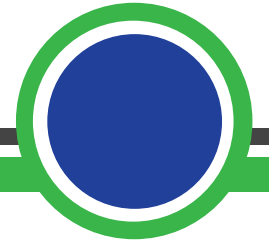


Draft Vision Statement(s)

Connect all people and places in Proctor with safe, healthy, and accessible transportation choices.

A multimodal network that connects people, places and goods in a safe and resilient manner by providing effective and affordable transportation choices that are supportive of healthy communities, provide access to jobs and commercial centers, and promote a sustainable and competitive economy for Proctor.

Vision, Goals, Performance Measures



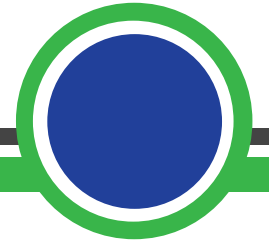
Why do we develop goals and performance measures?

Goals and performance measures allow us to assess the effectiveness of policies, programs and projects in moving toward an agreed vision.

Performance measures inform the types of programs and projects that will be proposed and implemented over time.

Keeping tabs on performance measures over time allows us to gauge progress toward meeting project goals.

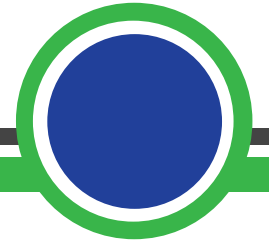
Vision, Goals, Performance Measures



Draft Goals

- **Goal 1:** Outline and communicate a consistent, unified message and vision for the future of transportation in Proctor.
- **Goal 2:** Improve existing multimodal infrastructure in Proctor, particularly connections to local schools, transit access, and key routes identified in previous planning efforts.
- **Goal 3:** Re-envision mobility to and through Downtown Proctor, enhancing the image and vitality of area businesses and the public realm.
- **Goal 4:** Effectively implement a multimodal trail network.
- **Goal 5:** Effectively coordinate with local and regional agencies
- **Goal 6:** Effectively maintain streets, sidewalks and other public infrastructure in a state of good repair.
- **Goal 7:** Improve the safety and health-promotion of transportation in Proctor.
- **Goal 8:** Ensure that Proctor has excellent transportation connections to the surrounding region.
- **Goal 9:** Ensure that plans, programs and projects are financially responsible and implementable

Other Example Goals



How concepts were evaluated

Improvement concepts were rated on how well they met each project goal. Considerations for each goal and a key to scores are shown on the right.

Concepts were also given an overall score to help determine which concept best supports the project's vision.

Project Goals & Considerations



Vehicle Mobility

- Intersection capacity
- Vehicle delay
- Ability to support future growth



User Safety

- Ability to reduce vehicle crashes
- Safety for pedestrians & bicyclists



Support Multimodal Network

- Perceived comfort for non-motorized traffic
- Additional connections for non-motorized traffic



Respect the Environment

- Impacts to historic resources
- Impacts to natural resources
- Impacts to private property



Financial Responsibility

- Anticipated cost of improvement & agency support

Key to Scores



Does not meet measure



Minimally meets measure



Meets measure



Exceeds measure

Example Scorecard



Vehicle Mobility

++



User Safety

+



Support Multimodal Network

++



Respect the Environment

+



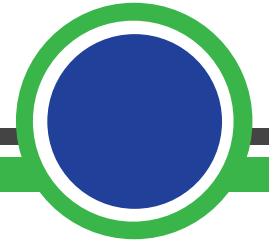
Financial Responsibility

0

We can also demonstrate how the agreed goals for the Proctor Transportation Plan align with local and regional plans



Draft Performance Measures



Goals (DRAFT)	PMs (DRAFT)
G1: Outline and communicate a consistent, unified message and vision for the future of transportation in Proctor	Consistent messages and plans, publicly available
G2: Improve existing multi-modal infrastructure in Proctor	<ul style="list-style-type: none"> Miles of bikeway by type Miles of sidewalk improved/reconstructed Curb ramps reconstructed/updated to ADA standard Improves transit facilities Increases transit ridership Number of students walking or bicycling to school
G3: Re-envision mobility to and through Downtown Proctor	<ul style="list-style-type: none"> Improvements to Highway 2 Pedestrian crossing enhancements Improves Downtown Proctor public realm Improves effective provision of public parking Encourages stopping and visiting Downtown Proctor
G4: Multimodal trails are of value to the community and region and should be pursued and creatively financed.	<ul style="list-style-type: none"> Builds toward completing links to Hermantown and Munger Trail Completes links that are part of Proctor Safe Routes to Schools Plan
G5: Local and regional coordination with partner agencies	<ul style="list-style-type: none"> Advances in coordination with regional partners
G6: Effectively maintain streets and other public infrastructure in good state of repair.	<ul style="list-style-type: none"> Pavement quality index (streets) Pavement quality index (sidewalks) Makes progress toward completing ADA transition plan backlog. Improves quality of other public infrastructure
G7: Improve transportation safety in Proctor	<ul style="list-style-type: none"> Increases the number or refurbishes marked/signed pedestrian crossings Countermeasures to reduce known crash problems
G8: Ensure Proctor has excellent transportation connections to the region	<ul style="list-style-type: none"> Improves connections to I-35 and enhances gateways to Proctor Improves transit service and user experience
G9: Ensure that plans, programs and projects are financially responsible and implementable	<ul style="list-style-type: none"> Cost Impact to RR corridor operations

Initial Programs & Projects

Outer City (north/south)

Munger Trail Spur Segments

I-35 Interchange/frontage road beautification

Multimodal connectivity with Boundary Ave interchange

New exit I-35/Ugstad Rd

Multimodal improvements for Old Hwy 61/frontage roads

Increased connectivity to Kirkus St

City-Wide

Capital Planning Process

Staff Liaison to Local/Regional Partners

Safety-Driven Intersection Interventions

Infrastructure condition assessment

Complete Streets Policy

Downtown Proctor

Multimodal improvements for Highway 2

Traffic calming for Highway 2

Downtown Parking Inventory Study

Public Realm and Beautification Plan

Downtown Circulation Study

City Center Area

Improved bike/ped infrastructure on 2nd St

Improved bike/ped infrastructure on Boundary Ave

Improved bike/ped infrastructure connecting to public schools

Regular sidewalk maintenance and improvement program

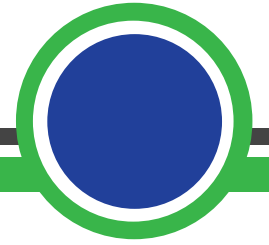
Formalize Bay View School Forest paths

Formalize connection between Zenith Terrace and Bay View School and/or to Klang Park

Grade separated crossing of CP facilities

What else?

Evaluation & Prioritization

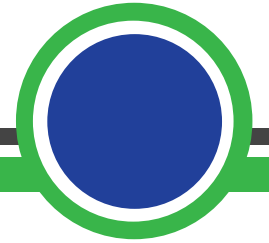


Have started to populate an evaluation matrix based on the *initial* goals, performance measures and set of programs/projects

Sample

Goal	Performance Measure	Project or Program	City Center Area			
			Improved bicycle and pedestrian infrastructure on 2nd Street	Improved bicycle and pedestrian infrastructure along Boundary Avenue	Improved bicycle and pedestrian infrastructure connecting to schools	Regular sidewalk maintenance and improvement program
G2: Improve existing multi-modal infrastructure in Proctor	Miles of Bikeway (by type)		2	2	2	0
	Miles of Sidewalk improved/reconstructed		2	2	2	2
	Curb ramps reconstructed/updated to ADA standard		2	1	2	2
	Improved transit facilities		0	2	1	0
	Likelihood to increase transit ridership		1	1	1	1
	Number of students walking or biking to school		2	1	2	1

Evaluation & Prioritization



Higher-Performing Projects/Programs	
Bike/ped improvements for 2 nd St (31)	Public realm and beautification plan (25)
Hwy 2 multimodal improvements (30)	Proctor capital planning process (23)
Munger trail spur segments (28)	Complete streets policy (21)
Bike/ped infrastructure connecting to schools (27)	Downtown circulation study (21)
Bike/ped infrastructure along Boundary Ave (27)	Sidewalk maintenance and improvement program (20)

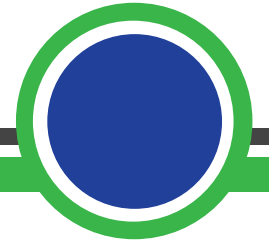
Note: The outcome is heavily dependent on the Performance Measures we choose. Multimodal improvements fare well because we have so many initial PMs related to that need.

Demonstration Project Plan

- Planning for installation last week of August
- Two locations: Hwy 2/2nd St; 2nd St/5th Ave
- Plan to distribute an electronic survey to residents and businesses
- Curb extensions to narrow crossing and encourage slower speeds



Next Steps



- Review/revise: vision/goals/PMs, programs and projects, project evaluation matrix and prioritization – **SHARE WITH YOU**
- Confirm locations for more focused design attention
- Demonstration Project: September
- Next meeting: October/November

Questions?

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