

IMPLEMENTATION

To implement the trail projects identified in this plan, the City of Proctor will be the lead agency pushing these projects forward. However, the Duluth-Superior Metropolitan Interstate Council, the City of Duluth, the City of Hermantown, Midway Township, and St. Louis County will all play strategic roles in the implementation of this plan, since the trail network is intertwined within the region and transcends jurisdictional boundaries.

Therefore, a critical element to implementing this plan is to forge partnerships between not only the pertinent agencies (townships, cities, county, state) but also trail groups, nearby businesses, other interested organizations and agencies and volunteers. These entities can play an important role to collaboratively develop and, in the end, make the Proctor Master Trail Plan a successful reality.

Trail Planning Factors

Each trail segment will have to be individually examined in order to determine the improvements necessary to build the trail in some cases and to enhance the streetscape, creating a bicycle and pedestrian friendly street, in others. Moreover, there are a number of items to specifically be taken into account when examining each trail:

- Trail Amenities
- Trail Maintenance & Operations
- Trail Funding

- **Trail Amenities**—items include signage, lighting, and support facilities.
 - ◇ Signage—a unified sign design with repetitive elements including scheme, colors and logos will reinforce the image of a common trail even though the trail passes through different communities.
 - ◇ Lighting—an element that is used to improve safety. Based on the type of trail, multi-use vs foot-path or on-street vs off-street, will determine which trails receive lighting. Trails that are expected to have high usage should be lit at night.
 - ◇ Support Facilities—items that are located at regular intervals which provide support for trail users, including trailheads, orientation kiosks (“you are here” maps), drinking fountains, benches, bike racks, and trash & recycling bins.
- **Trail Maintenance & Operations**—the on-going maintenance and operations of the trail system is essential to its success and directly affects trail usage. A trail must be adequately maintained to ensure the public’s safety on the trail as well as trust in the community.

One group or organization should be identified to as-

sume ownership and overall administration of the trail. This group will be responsible for trail maintenance and day-to-day operations. A collaboration between jurisdictions, community groups, and volunteers is integral to accomplishing this goal.

- **Trail Funding**—one of the major constraints for this trail plan is funding. A list of potential funding sources include:

- ◇ Transportation Enhancements
- ◇ Lake Superior Coastal Program
- ◇ Legislative Council on Minnesota Resources
- ◇ Safe Routes to School (SRTS)
- ◇ MN DNR—Trails & Waterways Programs
- ◇ Community Development Block Grants (CDBG)
- ◇ National Highway System

Note that the type of trail planned, and its location, will determine the costs of the trail and which funding sources can be tapped into from the list above as well as from other funding sources not identified here.

Implementation Timeline

The following timeline lists all trail segments and their priority for being implemented. The trails are placed into either short, mid, or long-range timeframes.

- Short-Range Timeframe—0-5 years

- ◇ Proctor Connector Trail
- ◇ Bay View Trail
- ◇ Central Walkway Trail
- ◇ Kirkus Street Trail

- Mid-Range Timeframe—5-10 years

- ◇ Western Proctor Trail
- ◇ North Proctor Trail
- ◇ Thompson Hill Spur Trail
- ◇ Boundary Avenue Trail
- ◇ Lavaque Road & 2nd Avenue Trail
- ◇ Skyline Parkway at I-35 Trail
- ◇ Vinland St & 5th Street Trail

- Long-Range Timeframe—10+ years

- ◇ Old Hwy. 61 Trail
- ◇ Kingsbury Creek Trail
- ◇ Perimeter Trail
- ◇ Midway Connector Trail
- ◇ Old Hwy. 2 & 7th Street Trail
- ◇ St. Louis River Road Trail

Note that the some of the trail improvements, particularly the shared roadway and sidewalk trails, will be implemented incrementally, meaning that the entire improvement (sidewalks, trees, landscaping, etc) will not necessarily be installed all at one time.