

Proctor Transportation Plan
STEERING COMMITTEE ENGAGEMENT MEETING #1
June 4, 2020, 4:30 PM – 6:30 PM
Virtual Meeting Minutes

MINUTES

1. Introductions, Background & Why We're Here (10 minutes)

- Impetus for this study are roadway projects coming in the near future that can benefit from a multi-modal look
- James Gittemeier (Duluth Superior Metropolitan Interstate Council) introduced the project context.

2. Opening Questions & Discussions (20 minutes)

- a. What makes a “good” small town? A “good” downtown?
- Creating a sense of place (9 hole golf course. Should be inviting. Dining, shopping, arts, culture, public events), festivals and farmers markets
 - Think of a mall...safe walking space, window shop, smells and sights, arts, dead space, people watching, good lighting, mixes of diversity in age and people, mixed use
 - People are friendly, roads and houses are well-maintained, essential businesses, sufficient parking, some type of theme
 - What are the essential businesses? Bars, bakeries, barbers, newspapers, dining, shopping
 - What do we like about small towns? Playgrounds, antique shops, parks
 - The Museum is unique to Proctor...need more attention drawn to it, competing with west Duluth
 - Nice sidewalks, green space, parking, places for the community to gather in one spot, good storefronts. Places for people to get out, sit and visit with others. Stores that sell products people use every day. Moose Lake suggested as an example of a good small town downtown.
 - Awnings, windows, benches. Unique historical perspective. Trees, decorative plants. The place should be inviting and make people want to stop.

- b. What does transportation look like in a “good” small town? Downtown?
- Access to public transportation, roads marked with good bike trails, hiking trails that connect destination, good access to highways, good sidewalks
 - Family friendly, you can get there on foot, engaging all 5 senses
 - Need sidewalks near kid-friendly event areas
 - Prioritizing placemaking over parking
 - Well-maintained neighborhoods that are quiet and safe, easily connected to open space. Good walking opportunities. How to make people slow down to make it safer for the community.
 - Well-sited community facilities has a lot to do with walking. Proctor doesn’t currently allow for multiuse zoning.

3. Breakout Activity: Small Group discussion (40 minutes)

- a. What are some of Proctor’s transportation challenges? [15]
- b. Transportation opportunities? [15]
- c. How do you hope to see transportation working for Proctor in the future? [10]

4. Large Group Activity: Report-out & discussion (45 minutes)

- a. Report out from small groups to larger group [10] – ask participants if they have anything to share before starting report-out from note-takers
 - i. David Peterson’s group
 - Challenges—spread out (several activity zones in Proctor), access into Proctor from the interstate, Boundary interchange, Biking is difficult (topography). Truck traffic causes a lot of downtown noise. Many people not all that involved in decision making process. Streets Committee in Proctor not currently functioning.
 - Opportunities—Core area walkable, but difficulty getting down Boundary or Highway 2. Hwy 2 reconstruction coming soon – major opportunity (e.g. extending sidewalks along Hwy 2); train on display can be made into a more formal wayside. 2nd street corridor between High School and Bayview Elementary. Transit use along Boundary Ave. Bridge project at Boundary/I-35 – opportunity for a grand entrance to Proctor and Duluth.

- Future—Slowing down traffic on Hwy 2 and encouraging stopping. Good walking downtown. Highway 2 needs a major overhaul; it was designed for a different era.

ii. Mike Thompson's group

- Challenges—Hwy 2 the lifeblood of Proctor, but also divides the city. How to make Proctor as more than just a pass-through place. No bicycle and pedestrian infrastructure along most of Hwy 2. 2nd Street major corridor, but needs improvements (bike/ped, streetscaping, rail crossing, school connectivity). Boundary Ave a strong connector, but also needs improvements (bike/ped, aesthetics south of Hwy 2). Jurisdictional transitions along roads presents an issue for maintenance and design.
- Opportunities – Future interchange replacement at Boundary Avenue. Placemaking efforts throughout city.
- Future – Streetscaping/multimodal improvements to 2nd St. Consider interaction of Proctor and I-35. Continued transit promotion and infrastructure improvements. General sidewalk and ped infrastructure buildout. Pursuit and completion of Proctor Hermantown Munger Trail Spur project.

iii. James Gittemeier's Group

- Challenges—Getting people to stop on Hwy 2. 2nd St provides a natural corridor for walking, but needs help. Transit funding an ongoing issue.
- Opportunities—2nd street corridor; compact city; Proctor is family-friendly
- Future—Realize the opportunity to get people to drive TO Proctor and visit, rather than just passing through.

b. Mapping exercise – Putting transportation opportunities and future aspirations on the map – depicting destinations, routes, challenging areas/issues. [30]

c. Review & discuss emerging themes from today's discussion [5]

- Consistent unified message and vision
- Improve multimodal infrastructure throughout Proctor
- Multimodal trails are valued locally and regionally

- Continue coordination with regional partners
- Need for systems that prioritizes improvements

5. Next Steps & Questions (5 minutes)

- A second Steering Committee meeting will take place in the second half of the summer.
- Project team will continue to post materials to the project website as they become available. (<https://clients.bolton-menk.com/proctor2020/>).