

# Appendix B

## MetroQuest Phase 1

# Survey Summary & Results

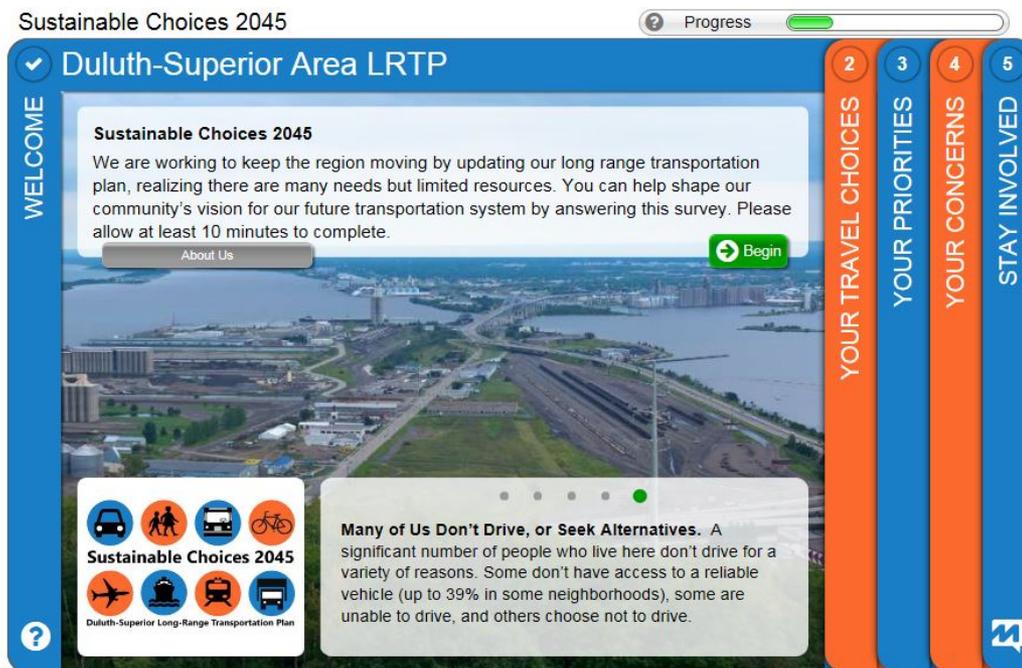
*A summary of the first (of two) online public surveys was prepared by AECOM for the Metropolitan Interstate Council (MIC). This is the edited version which includes revisions made by MIC staff.*

# Duluth-Superior LRTP

## Sustainable Choices 2045

### MetroQuest Phase 1 Survey Summary

July 31, 2018



# Phase 1 Survey Overview

– **Demo Link:** <https://sustainable2045-demo.metroquest.com>

– **Run time**

- April 29, 2018 to July 23, 2018 (85 days)

– **Completion rate**

- 542 participants (40%)
- 809 visitors
- 1,351 total impressions

– **Device usage**

- 449 computer/tablet
- 93 mobile



## **NOTE**

- **Participants** are the people who open the site and enter some data.
- **Visitors** are the people who open the site but don't provide any input.

# Screen 1 - Welcome

Sustainable Choices 2045

Progress 

## ✓ Duluth-Superior Area LRTP

WELCOME

### Sustainable Choices 2045

We are working to keep the region moving by updating our long range transportation plan, realizing there are many needs but limited resources. You can help shape our community's vision for our future transportation system by answering this survey. Please allow at least 10 minutes to complete.

About Us

 Begin



**Sustainable Choices 2045**  
Duluth-Superior Long-Range Transportation Plan

**Many of Us Don't Drive, or Seek Alternatives.** A significant number of people who live here don't drive for a variety of reasons. Some don't have access to a reliable vehicle (up to 39% in some neighborhoods), some are unable to drive, and others choose not to drive.

- 2 YOUR TRAVEL CHOICES
- 3 YOUR PRIORITIES
- 4 YOUR CONCERNS
- 5 STAY INVOLVED



# Screen 1 - Welcome

## "About Us" Pop-up Box

Sustainable Choices 2045

Progress

WELCOME
Duluth-Superior Area LRTP

The Duluth-Superior Metropolitan Interstate Council (MIC) is the federally-designated transportation planning agency in the Twin Ports area.

**What We Do** - We conduct studies, prepare plans, and promote local policies and infrastructure projects that will provide a transportation system that serves all users. We think about how well that system will function, and how it can be paid for, not just for today but for the next five, 10 and 25 years.

**Where We Work** - The MIC's planning area includes 641 square miles within St. Louis and Douglas Counties in Minnesota and Wisconsin. It extends from the census-defined Duluth-Superior Urbanized Area out to the first ring of townships. If you live and work in, or travel to this area, we want to hear from you!



2  
YOUR TRAVEL CHOICES

3  
YOUR PRIORITIES

4  
YOUR CONCERNS

5  
STAY INVOLVED

# Screen 1 - Welcome

## Welcome Screen Facts



### Fact 1

**There's a Lot of Infrastructure!** Our transportation system includes roads, sidewalks, bikeways, railroads, transit facilities, bridges, traffic signals and signs, airports, and shipping channels and ports, as well as regular maintenance to support the movement of people and goods.

### Fact 2

**Its Getting More Expensive to Maintain.** The costs of building and maintaining transportation infrastructure are rising every year. Between 2003 and 2016 construction costs increased nationally by 68%.

### Fact 3

**Our Population is Not Growing.** The number of people who live in the Duluth-Superior area has not significantly increased for 40 years—which means the per-person tax burden to pay for our infrastructure is increasing.

### Fact 4

**We're Getting Older.** In 2010, over 25% of people living in Duluth, Superior and the surrounding townships was age 55 or older. This is projected to increase to 37% of the population by the year 2040, with significant impacts on tax revenues and transportation needs.

### Fact 5

**Many of Us Don't Drive, or Seek Alternatives.** A significant number of people who live here don't drive for a variety of reasons. Some don't have access to a reliable vehicle (up to 39% in some neighborhoods), some are unable to drive, and others choose not to drive.

# Screen 2 – Travel Choices

Sustainable Choices 2045

Progress 

2 How do you get around?

What to do Next Task

3 YOUR PRIORITIES

4 YOUR CONCERNS

5 STAY INVOLVED

WELCOME

YOUR TRAVEL CHOICES

Introduction

Walk

Bicycle

Bus or Shuttle

Automobile

**What are Modes and Which Modes Do You Use?**

Modes of transportation are different ways that people and goods get from one place to another. In other words, modes are simply transportation options. Common modes of transportation include walking, bicycling, using a bus or shuttle, and using an automobile.

Transportation from one place to another may include a combination of modes.

*For example: Driving a car to a parking ramp then walking to your final destination.*

**Tell us about your travel choices and modes by answering all of the following questions.**

Next

?

?

# Screen 2 – Travel Choices

Sustainable Choices 2045

Progress

2 How do you get around?

What to do Next Task

WELCOME

YOUR TRAVEL CHOICES

?

Introduction

**Walk**

How often have you walked for transportation within the past year?

Never
Sometimes
Often

Bicycle

Which of the following are the most significant challenges or barriers to travel by walking? (Select up to three)

- Lack of or gaps in sidewalk network
- Sidewalks in poor condition or difficult to use  Unsafe crossings
- Inadequate ADA facilities  Walkways too close to traffic
- Terrain (steep incline)  Distance to destination  Other

Bus or Shuttle

If the above challenges or barriers were removed...

- It would generally improve this mode as a transportation option
- I would use this mode more as a means of travel

Automobile

3 YOUR PRIORITIES

4 YOUR CONCERNS

5 STAY INVOLVED

Next

# Screen 2 – Travel Choices

Sustainable Choices 2045

Progress

2 How do you get around?

What to do Next Task

WELCOME

YOUR TRAVEL CHOICES

?

Introduction

### Bicycle

How often have you bicycled for transportation within the past year?

Never

Sometimes

Often

Which of the following are the most significant challenges or barriers to travel by bicycle? (Select up to three)

- Do not have a bike     Inability to carry passengers, or other items
- Do not feel safe riding in the street
- Comfort (weather, arriving sweaty, etc.)
- Distance is too far to my destination     Terrain (steep incline)     Other

---

If the above challenges or barriers were removed...

- It would generally improve this mode as a transportation option
- I would use this mode more as a means of travel

3 YOUR PRIORITIES

4 YOUR CONCERNS

5 STAY INVOLVED

?

Next

# Screen 2 – Travel Choices

Sustainable Choices 2045

Progress 

2 How do you get around?

WELCOME

YOUR TRAVEL CHOICES

Introduction

Walk

Bicycle

**Bus or Shuttle**

Automobile

What to do Next Task

3 YOUR PRIORITIES

4 YOUR CONCERNS

5 STAY INVOLVED

### Bus or Shuttle

How often have you used a bus or shuttle for transportation within the past year?

Never  Sometimes  Often

Which of the following are the most significant challenges or barriers to travel by bus or shuttle? (Select up to three)

Takes too long or indirect routes  No late night service

Too infrequent  Uncomfortable bus stop

Unreliable (not always on-time)  Bus stops too far away

Do not know how to use  Other

---

If the above challenges or barriers were removed...

It would generally improve this mode as a transportation option

I would use this mode more as a means of travel

Next

# Screen 2 – Travel Choices

Sustainable Choices 2045

Progress 

2 How do you get around?

What to do Next Task

3 YOUR PRIORITIES

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WELCOME

YOUR TRAVEL CHOICES

Introduction

Walk

Bicycle

Bus or Shuttle

**Automobile**

**Automobile**

How often have you used an automobile for transportation within the past year?

Never Sometimes Often

Which of the following are the most significant challenges or barriers to travel by automobile? (Select up to three)

- High cost of owning a car
- Traffic congestion
- Weather (unsafe driving conditions)
- No drivers license
- Do not feel comfortable driving
- Difficulties related to parking
- Do not know how to drive
- Road construction
- Other

If the above challenges or barriers were removed...

- It would generally improve this mode as a transportation option
- I would use this mode more as a means of travel

Next

?



# Screen 3 - Priorities

Sustainable Choices 2045

Progress

Help make sustainable choices

What to do Next Task

WELCOME

2 YOUR TRAVEL CHOICES

3 YOUR PRIORITIES

4 YOUR CONCERNS

5 STAY INVOLVED

Introduction

Moving People and Goods

Economic Vitality

Livable Communities and Equity

Environment and Public Health

Safety

**Limited Resources Require Wise Sustainable Investments**

Our transportation system serves many roles, and must meet many needs. However, with limited resources available we must make choices in building and maintaining a system that is economically, socially, and environmentally sustainable over time.

Transportation infrastructure is:

- Vital to both the economic vitality and quality of life of the Duluth-Superior area,
- Very expensive, and
- Constrained, as no community has unlimited resources to expand and maintain its transportation system.

**Given our limited resources, please help us prioritize the key aspects of our transportation system by answering all the questions on each tab.**

Next

# Screen 3 - Priorities

Sustainable Choices 2045

Progress

←
3
Help make sustainable choices
What to do
Next Task

WELCOME  
 2 YOUR TRAVEL CHOICES  
 3 YOUR PRIORITIES

Introduction

**Ensuring people and goods get to where they need to go is an essential purpose of a local transportation system. Factors such as how easy it is for people and goods to move from one place to another, how well-connected primary destinations are, and how well all modes of transportation operate as one seamless network, are all important.**

Given our limited resources, which of the following factors are most important to wise transportation investments? (select up to 3)

Provide viable travel choices for all

Use technology to improve travel

Provide direct travel connections

Maintain current infrastructure

Address inefficiencies in our system

Prioritize regional routes

Improve ability to find destinations

Do you have any comments regarding Moving People and Goods?

Type here...

→ Next

4 YOUR CONCERNS  
 5 STAY INVOLVED

Appendix B - MetroQuest Phase 1 Survey Summary & Results

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# Screen 3 - Priorities

Sustainable Choices 2045

Progress

3

Help make sustainable choices

? What to do
➔ Next Task

WELCOME  
 YOUR TRAVEL CHOICES  
 YOUR PRIORITIES

Introduction

Moving People and Goods

Economic Vitality

Livable Communities and Equity

Environment and Public Health

Safety

**A livable and equitable community is a safe and connected place where people can live independent, healthy, and meaningful lives. These places have a diverse and resilient local economy, transportation options that access needed services, and provide opportunities and choices for people of all ages and ability to engage in the community's civic, economic, and social life.**

Given our limited resources, which of the following factors are most important to wise transportation investments? (select up to 3)

- Create places that people love and enjoy
- Provide choices for all people of all ages, incomes and abilities
- Projects maximize return on investment
- Infrastructure that fits the neighborhood character
- Appropriately scaling projects     Consider community needs and wants

Do you have comments regarding Livable Communities and Equity?

Type here...

➔ Next

YOUR CONCERNS  
 STAY INVOLVED

Appendix B - MetroQuest Phase 1 Survey Summary & Results

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# Screen 3 - Priorities

Sustainable Choices 2045

Progress

WELCOME
2
3 Help make sustainable choices
What to do
Next Task
4
5

YOUR TRAVEL CHOICES
YOUR PRIORITIES
YOUR CONCERNS
STAY INVOLVED

Introduction

Moving People and Goods

Economic Vitality

Livable Communities and Equity

Environment and Public Health

Safety

**It is important to protect and enhance the environment, and promote energy conservation and public health through responsible transportation system policies and design. Ignoring these can lead to significant future costs in terms of human health, property damage, and environmental remediation.**

Given our limited resources, which of the following factors are most important to wise transportation investments? (select up to 3)

- Do not create costly environmentally problems
- Reduce stormwater runoff/flooding     Reduce air emissions
- Ensure infrastructure that does not hinder physical activity
- Avoid the spread of invasive species     Minimize noise/light pollution
- Minimize toxic pollution

Do you have comments regarding Environment and Public Health?

Type here...

Next

# Screen 3 - Priorities

Sustainable Choices 2045

Progress

WELCOME
2
3 Help make sustainable choices
What to do
Next Task
4
5

YOUR TRAVEL CHOICES
YOUR PRIORITIES

Introduction

Moving People and Goods

Economic Vitality

Livable Communities and Equity

Environment and Public Health

Safety

**Continually improving the safety of the Duluth-Superior transportation system for all users and modes is obviously important. A part of system safety is ensuring we are prepared to handle emergencies and disasters. Additionally, a well-functioning system is secure, helping people feel free from danger or fear.**

Given our limited resources, which of the following factors are most important to wise transportation investments? (select up to 3)

- Prioritize safety for vulnerable users     Emphasize safe design
- Maintain infrastructure to ensure safety
- Expand advanced warning systems
- Effective emergency response capabilities
- Use evidence-based decision-making

Do you have comments regarding Safety?

Type here...

Next

YOUR CONCERNS
STAY INVOLVED

# Screen 4 – Mapping

Sustainable Choices 2045

Progress

1

2

3

4

5

## Show us where you want changes

? What to do

↩ Next Task

Zoom in to your specific area of concern. Drag and drop markers on the map.

  
 Driving

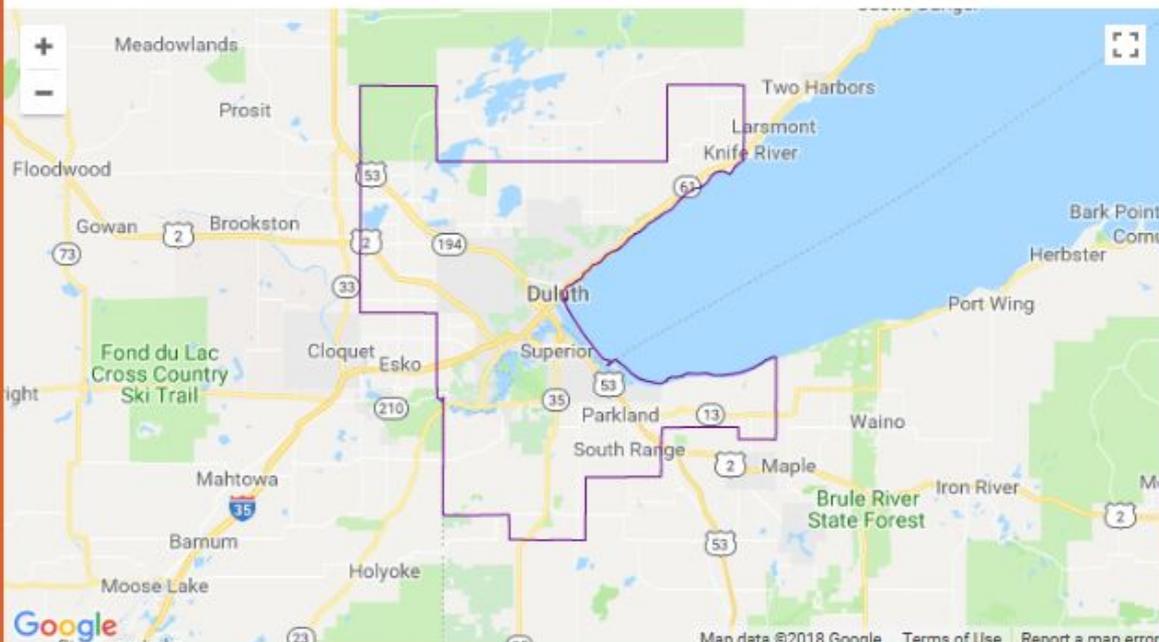
  
 Bus or Shuttle

  
 Biking

  
 Walking

  
 Trucking

  
 Other



+  
-

⌂

Google
Map data ©2018 Google
Terms of Use
Report a map error

?

M

# Screen 5 – Stay Involved

Sustainable Choices 2045

Progress

1 WELCOME

2 YOUR TRAVEL CHOICES

3 YOUR PRIORITIES

4 YOUR CONCERNS

5 **STAY INVOLVED**

## Tell us a bit about yourself

[What to do](#)

### About You (Optional)

Home Zip Code

Age

Employment Status

Household Income

Gender

I'm interested in more information

### Thank You!

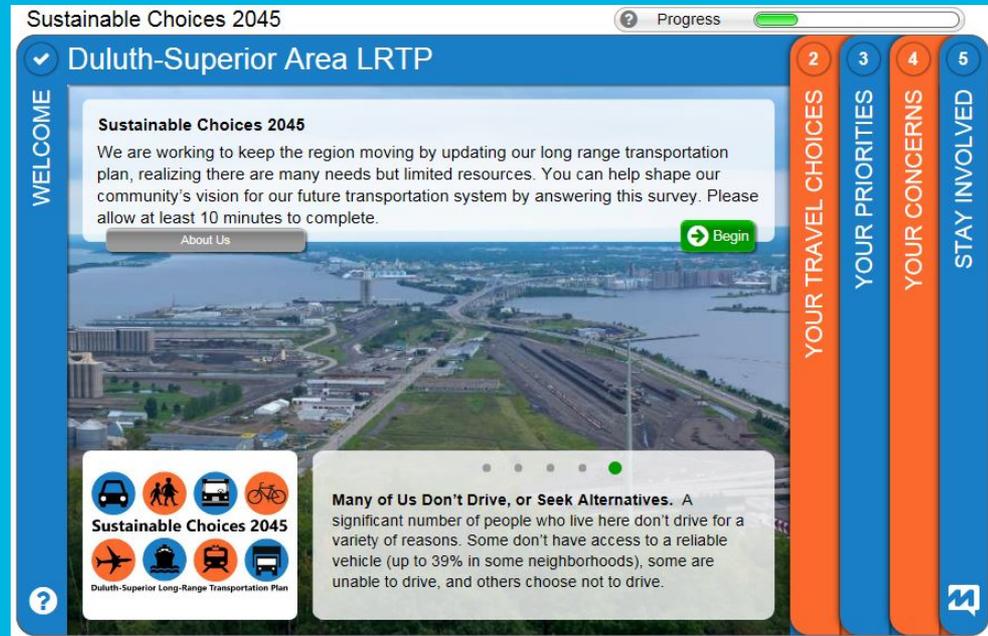
Your input will help develop long-range goals, strategies, and policy guidance for the Twin Ports transportation system.

To learn more or receive additional information please visit [dsmic.org/planning/long-range](http://dsmic.org/planning/long-range) or connect with us on [Facebook](#).

**Sustainable Choices 2045**

Duluth-Superior Long-Range Transportation Plan

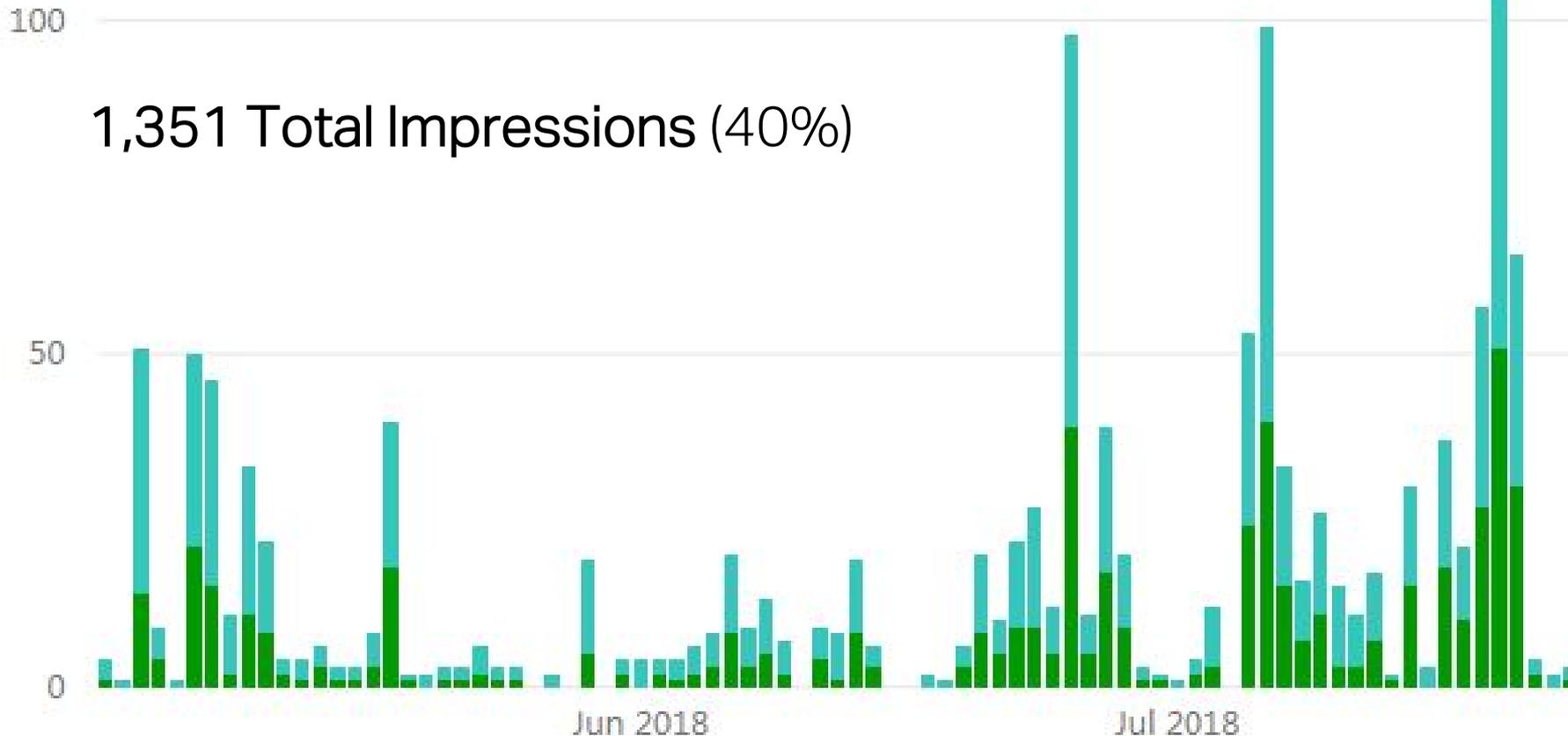
# Results Overview



# Survey Overview

Start Date  
April 29, 2018

End Date  
July 23, 2018



**NOTE**

- **Participants** are the people who open the site and enter some data.
- **Visitors** are the people who open the site but don't provide any input.



542

Participants



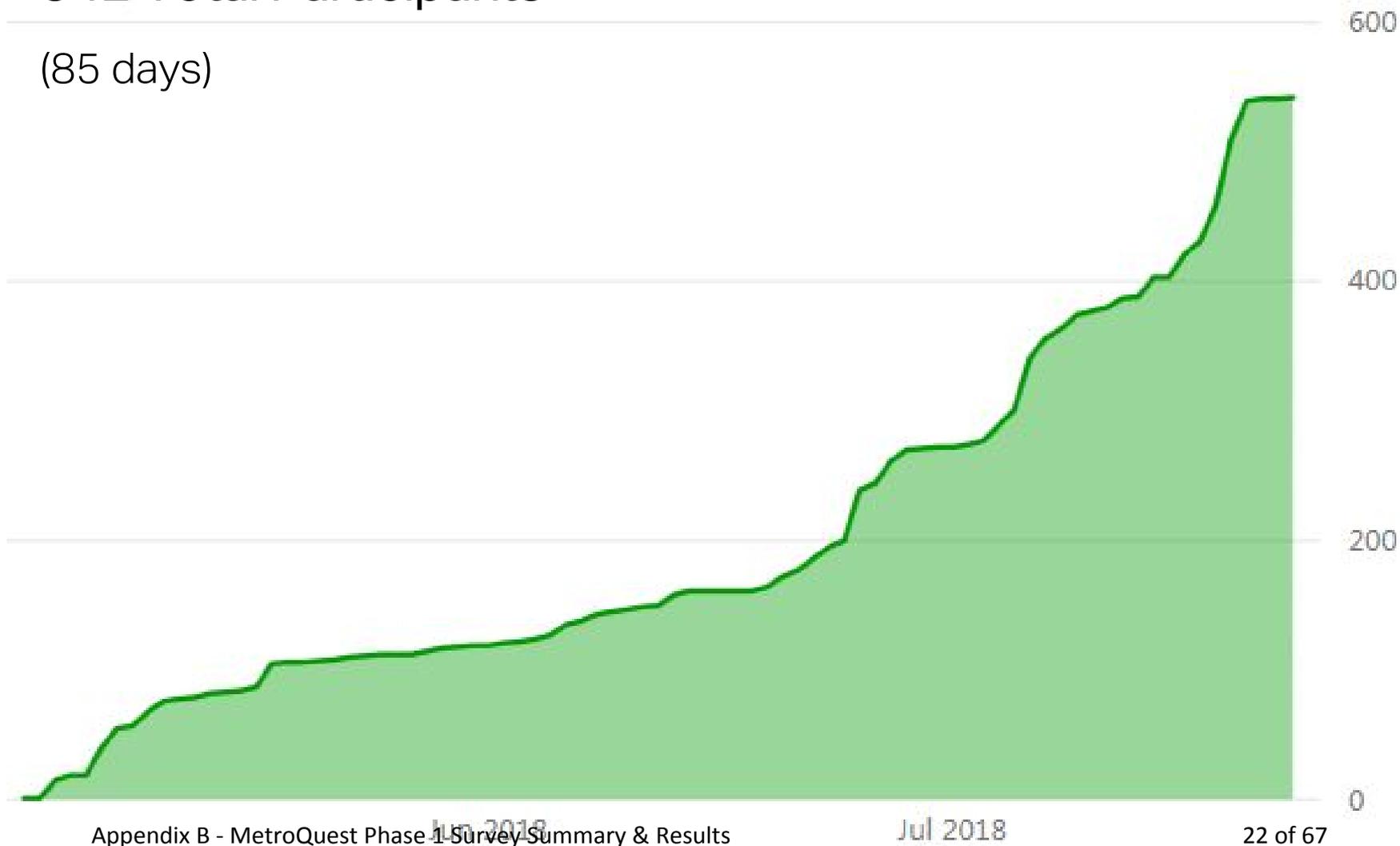
809

Visits

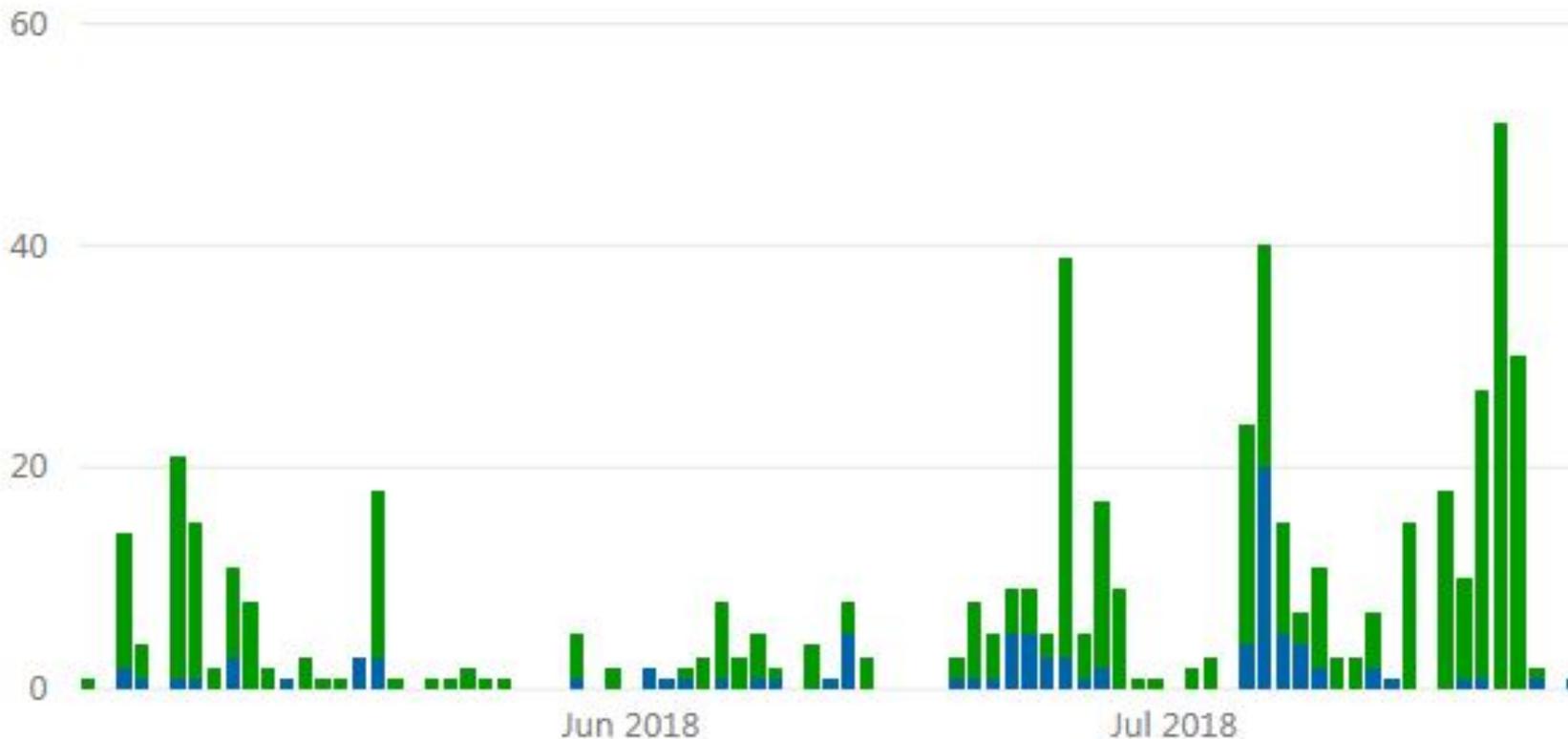
# Survey Participants

542 Total Participants

(85 days)



# Participants by Platform



Web

83%

449

Mobile

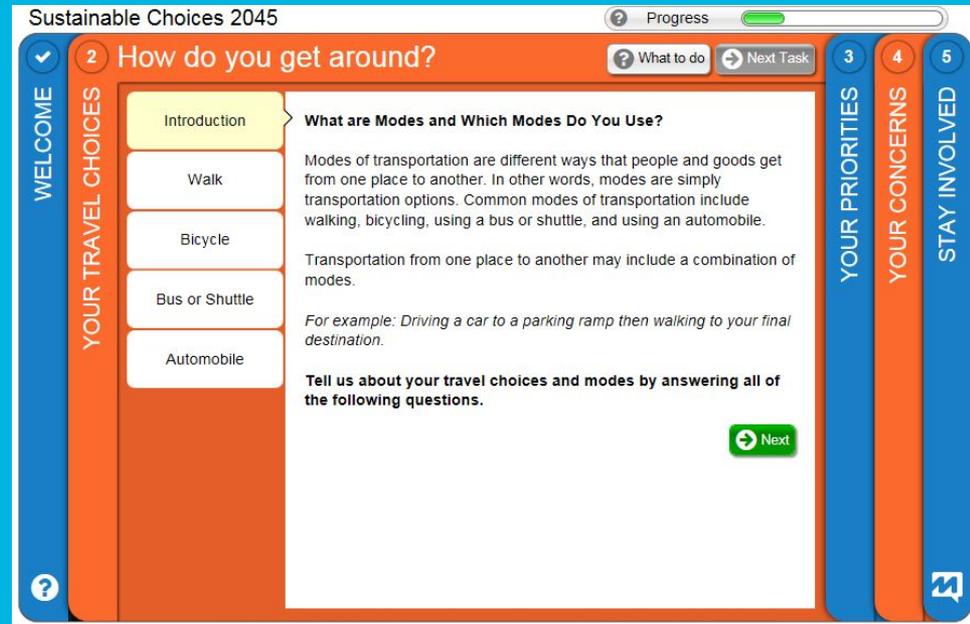
17%

93

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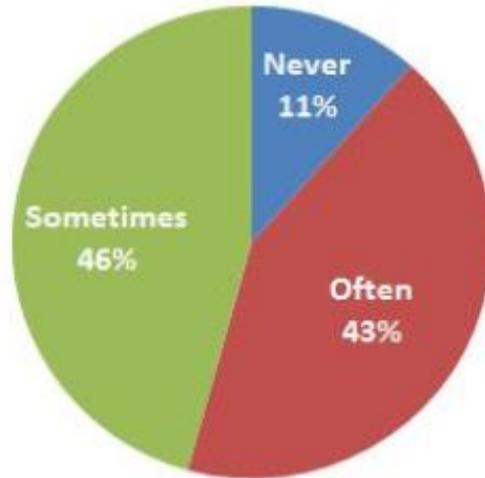
# Results

## Travel Choices (screen 2)



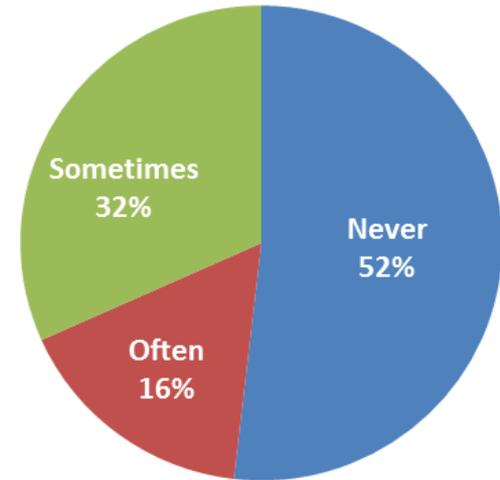
**How often have you used the following transportation modes within the past year?**

## WALK



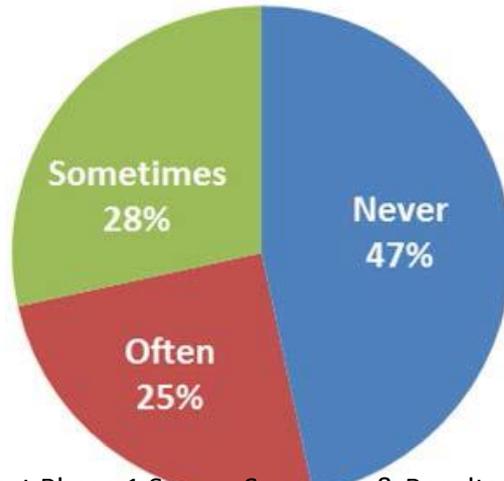
n = 475

## BIKE



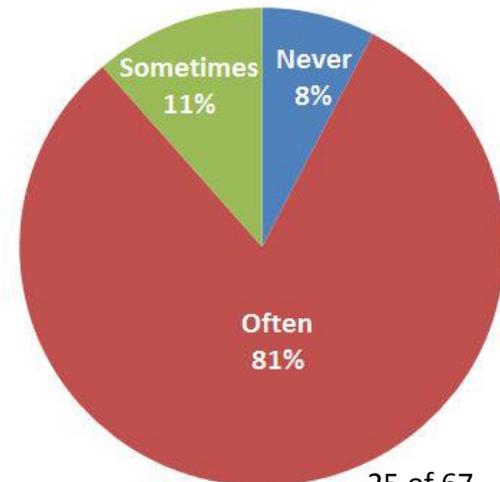
n = 467

## BUS OR SHUTTLE



n = 467

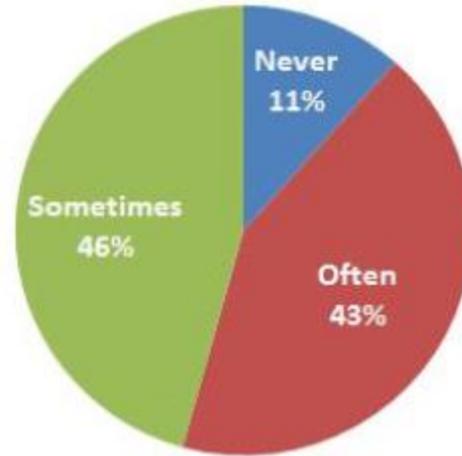
## AUTOMOBILE



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n = 516

# WALK

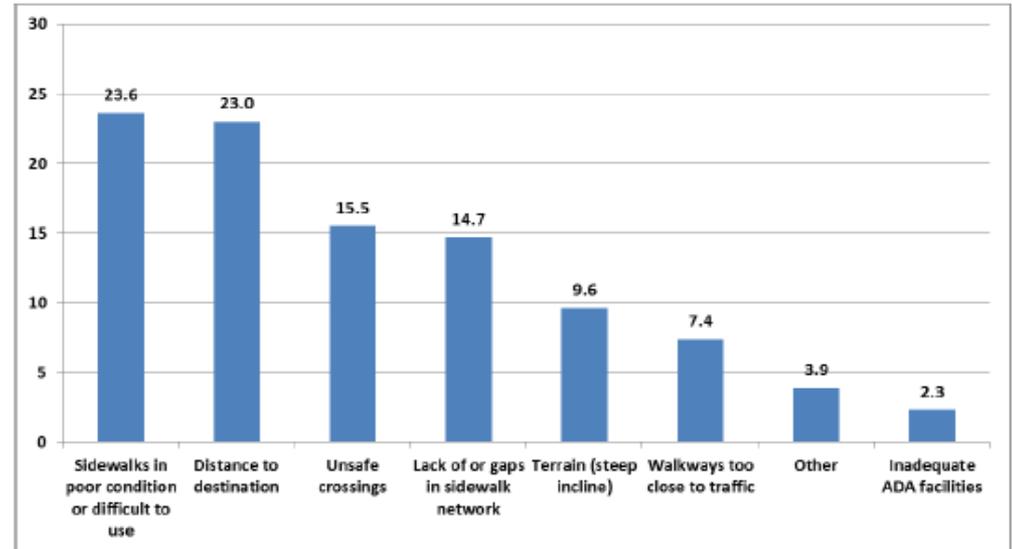


n = 475

➤ Which of the following are the most significant challenges or barriers to travel by walking?

Challenges or Barriers	Count	Percentage
Sidewalks in poor condition or difficult to use	228	23.6
Distance to destination	222	23.0
Unsafe crossings	150	15.5
Lack of or gaps in sidewalk network	142	14.7
Terrain (steep incline)	93	9.6
Walkways too close to traffic	72	7.4
Other	38	3.9
Inadequate ADA facilities	22	2.3
<b>Total</b>	<b>967</b>	<b>100.0</b>

Survey Responses (percentage)

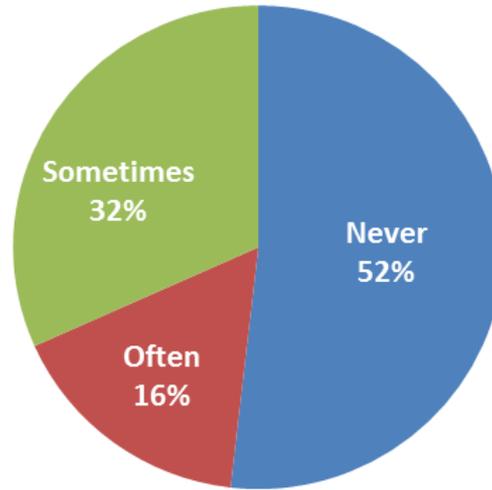


If these barriers were removed:

309 people (of a maximum of 542) said it would generally improve this mode of travel.

173 people (of a maximum of 542) said they would personally walk more often for travel.

# BIKE



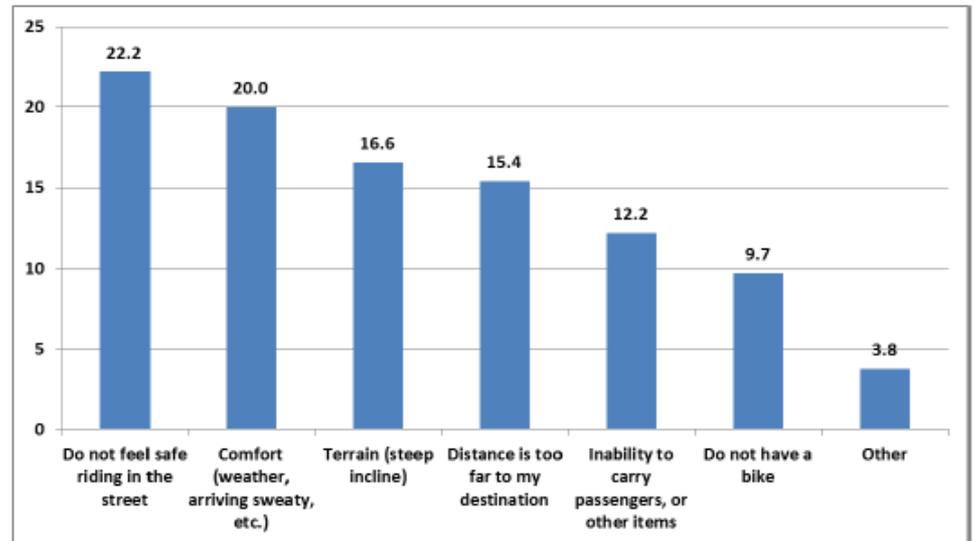
n = 467

➤ Which of the following are the most significant challenges or barriers to travel by bicycle?

Challenges or Barriers	Count	Percentage
Do not feel safe riding in the street	192	22.2
Comfort (weather, arriving sweaty, etc.)	173	20.0
Terrain (steep incline)	143	16.6
Distance is too far to my destination	133	15.4
Inability to carry passengers, or other items	105	12.2
Do not have a bike	84	9.7
Other	33	3.8
<b>Total</b>	<b>863</b>	<b>99.9</b>

NOTE: Total percentages may not equal 100.0 due to rounding.

Survey Responses (percentage)

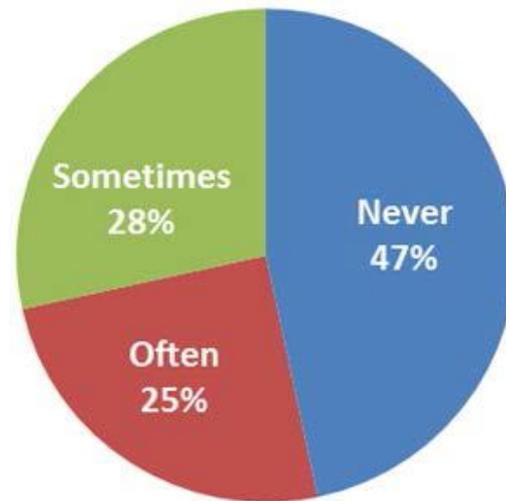


If these barriers were removed:

228 people (of a maximum of 542) said it would generally improve this mode of travel.

191 people (of a maximum of 542) said they would personally bike more often for travel.

# BUS OR SHUTTLE

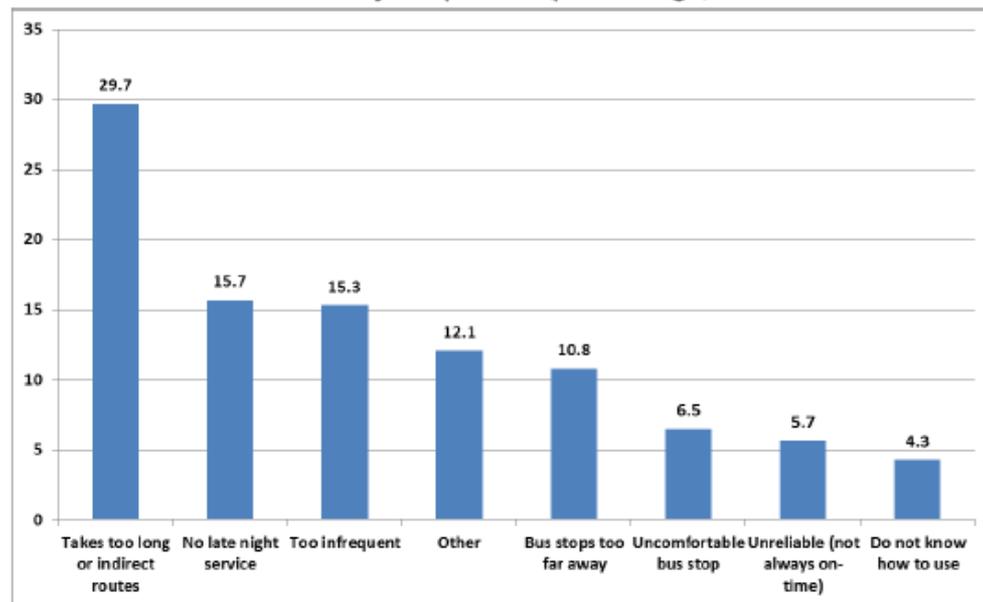


n = 467

- Which of the following are the most significant challenges or barriers to travel by bus or shuttle?

Challenges or Barriers	Count	Percentage
Takes too long or indirect routes	214	29.7
No late night service	113	15.7
Too infrequent	110	15.3
Other	87	12.1
Bus stops too far away	78	10.8
Uncomfortable bus stop	47	6.5
Unreliable (not always on-time)	41	5.7
Do not know how to use	31	4.3
<b>Total</b>	<b>721</b>	<b>100.1</b>

NOTE: Total percentages may not equal 100.0 due to rounding.

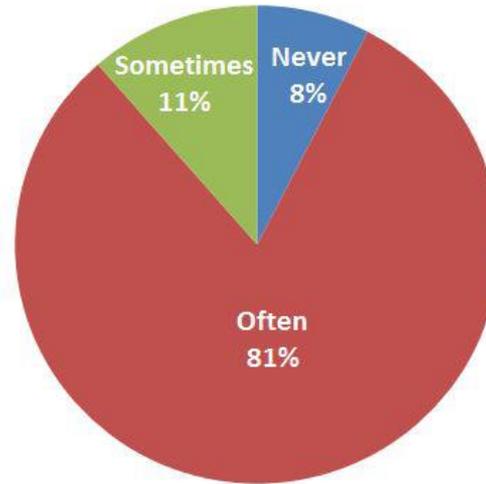


If these barriers were removed:

247 people (of a maximum of 542) said it would generally improve this mode of travel.

156 people (of a maximum of 542) said they would personally use a bus or shuttle more often for travel.

# AUTOMOBILE

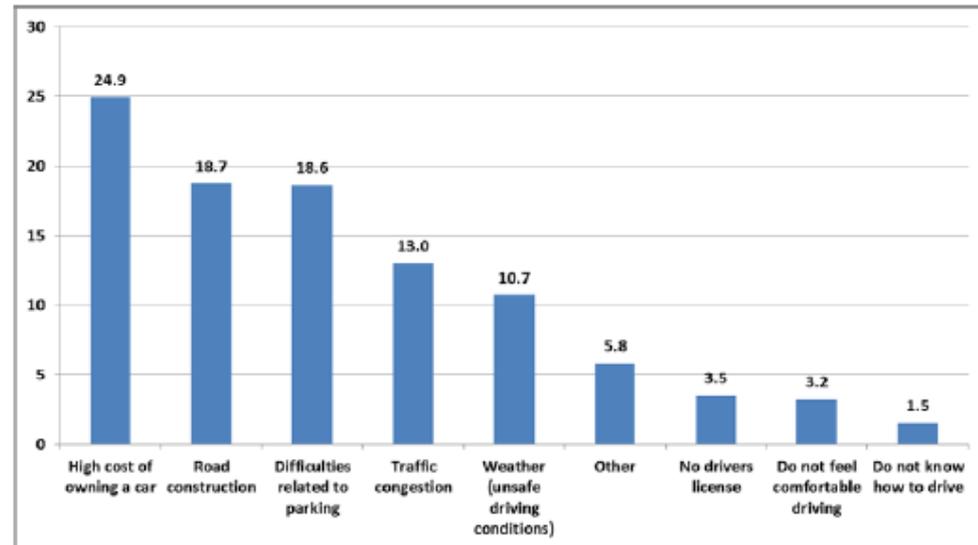


n = 516

➤ Which of the following are the most significant challenges or barriers to travel by automobile?

Challenges or Barriers	Count	Percentage
High cost of owning a car	197	24.9
Road construction	148	18.7
Difficulties related to parking	147	18.6
Traffic congestion	103	13.0
Weather (unsafe driving conditions)	85	10.7
Other	46	5.8
No drivers license	28	3.5
Do not feel comfortable driving	25	3.2
Do not know how to drive	12	1.5
<b>Total</b>	<b>791</b>	<b>99.9</b>

Survey Responses (percentage)



NOTE: Total percentages may not equal 100.0 due to rounding.

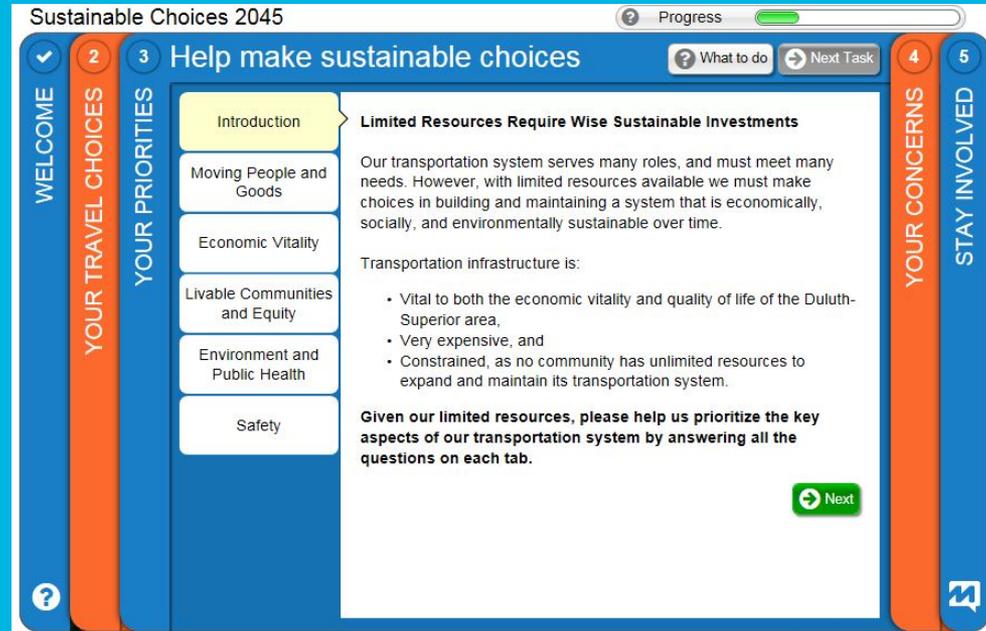
If these barriers were removed:

269 people (of a maximum of 542) said it would generally improve this mode of travel.

113 people (of a maximum of 542) said they would personally use an automobile more often for travel.

# Results

## Priorities (screen 3)



# Introduction

- To help prioritize sustainable choice, participants were provided with the following introduction:

## Limited Resources Require Wise Sustainable Investments

Our transportation system serves many roles, and must meet many needs. However, with limited resources available we must make choices in building and maintaining a system that is economically, socially, and environmentally sustainable over time.

Transportation infrastructure is:

- Vital to both the economic vitality and quality of life of the Duluth-Superior area,
- Very expensive, and
- Constrained, as no community has unlimited resources to expand and maintain its transportation system.

**Given our limited resources, please help us prioritize the key aspects of our transportation system by answering all the questions on each tab.**

## Moving People and Goods

Ensuring people and goods get to where they need to go is an essential purpose of a local transportation system. Factors such as how easy it is for people and goods to move from one place to another, how well-connected primary destinations are, and how well all modes of transportation operate as one seamless network, are all important.

## Economic Vitality

Local and regional transportation systems are critical to a healthy economy. It is important to develop and maintain our transportation system to support economic productivity, efficiency, and competitiveness. As visitors contribute significantly to our local economy, it is important our transportation system enhance travel and tourism.

## Livable Communities and Equity

A livable and equitable community is a safe and connected place where people can live independent, healthy, and meaningful lives. These places have a diverse and resilient local economy, transportation options that access needed services, and provide opportunities and choices for people of all ages and ability to engage in the community's civic, economic, and social life.

## Environmental and Public Health

It is important to protect and enhance the environment, and promote energy conservation and public health through responsible transportation system policies and design. Ignoring these can lead to significant future costs in terms of human health, property damage, and environmental remediation.

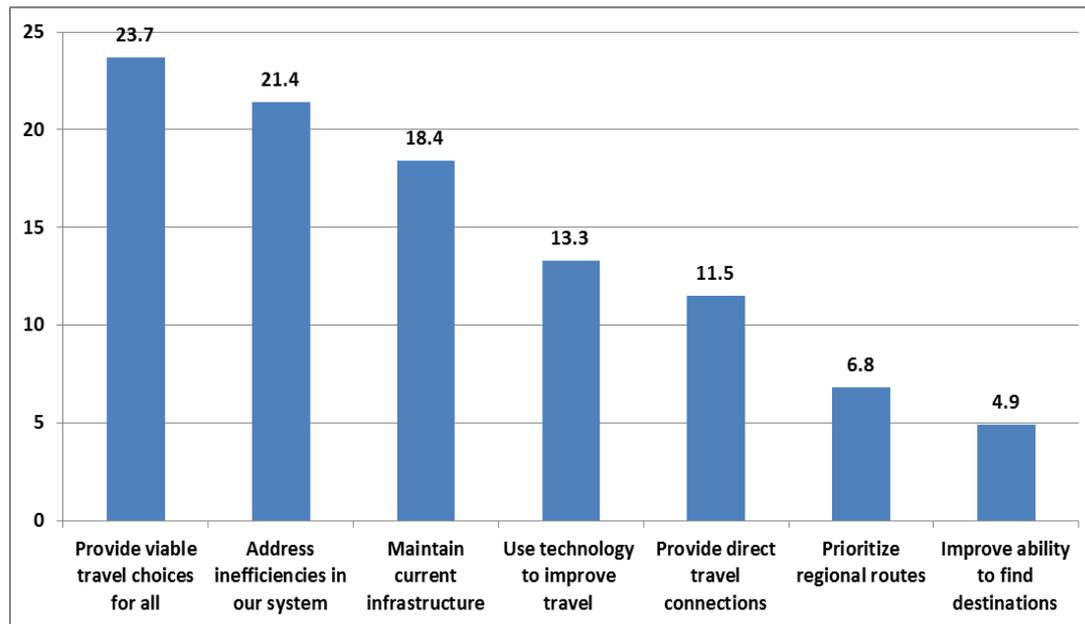
## Safety

Continually improving the safety of the Duluth-Superior transportation system for all users and modes is obviously important. A part of system safety is ensuring we are prepared to handle emergencies and disasters. Additionally, a well-functioning system is secure, helping people feel free from danger or fear.

# Moving People and Goods

- 277 (24%) of participants identified 'Provide viable travel choices for all' as their top selection

Survey Responses (percentage)

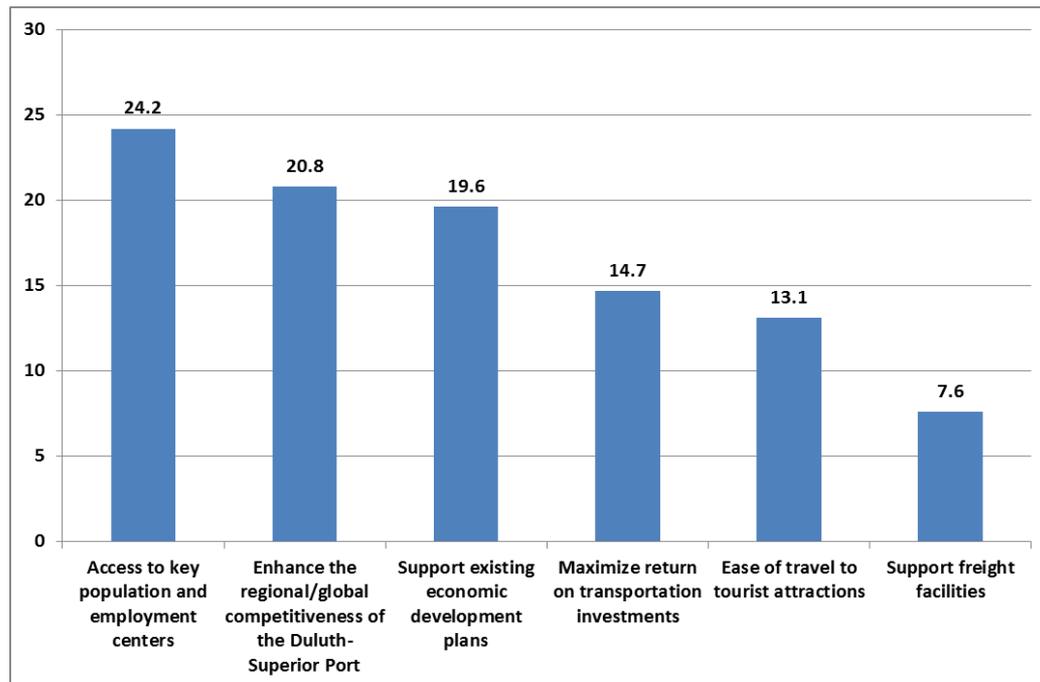


Selected Option	Count	Percentage
Provide viable travel choices for all	277	23.7
Address inefficiencies in our system	250	21.4
Maintain current infrastructure	215	18.4
Use technology to improve travel	155	13.3
Provide direct travel connections	135	11.5
Prioritize regional routes	80	6.8
Improve ability to find destinations	57	4.9
<b>Total</b>	<b>1169</b>	<b>100.0</b>

# Economic Vitality

- 264 (24%) of participants identified 'Access to key population and employment centers' as their top selection

Survey Responses (percentage)

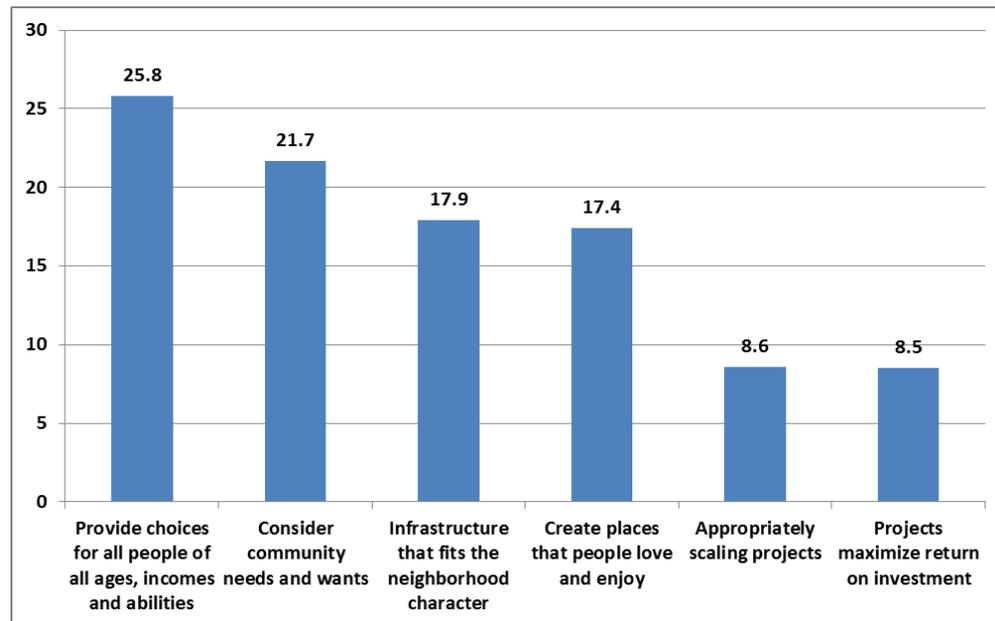


Selected Option	Count	Percentage
Access to key population and employment centers	264	24.2
Enhance the regional/global competitiveness of the Duluth-Superior Port	227	20.8
Support existing economic development plans	214	19.6
Maximize return on transportation investments	161	14.7
Ease of travel to tourist attractions	143	13.1
Support freight facilities	83	7.6
<b>Total</b>	<b>1,092</b>	<b>100.0</b>

# Livable Communities and Equity

- 302 (26%) of participants identified 'Provide choices for all people of all ages, incomes and abilities' as their top selection

Survey Responses (percentage)



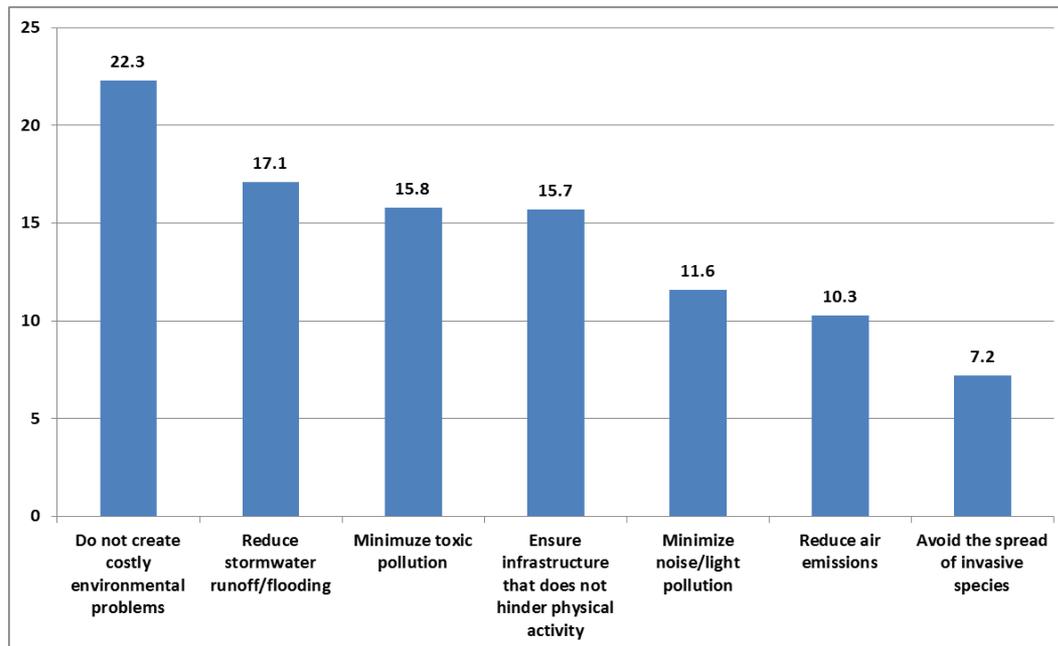
Selected Option	Count	Percentage
Provide choices for all people of all ages, incomes and abilities	302	25.8
Consider community needs and wants	254	21.7
Infrastructure that fits the neighborhood character	210	17.9
Create places that people love and enjoy	204	17.4
Appropriately scaling projects	101	8.6
Projects maximize return on investment	99	8.5
<b>Total</b>	<b>1,170</b>	<b>99.9</b>

NOTE: Total percentages may not equal 100.0 due to rounding.

# Environmental and Public Health

- 262 (22%) of participants identified 'Do not create costly environmental problems' as their top selection

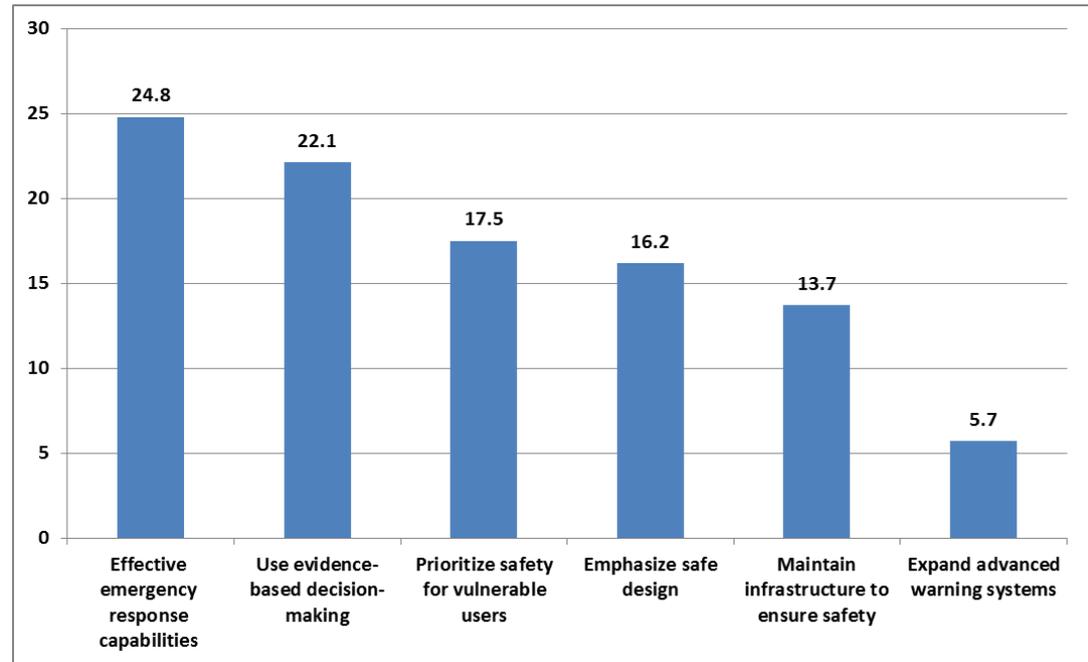
Survey Responses (percentage)



Selected Option	Count	Percentage
Do not create costly environmental problems	262	22.3
Reduce stormwater runoff/flooding	200	17.1
Minimize toxic pollution	185	15.8
Ensure infrastructure that does not hinder physical activity	184	15.7
Minimize noise/light pollution	136	11.6
Reduce air emissions	121	10.3
Avoid the spread of invasive species	85	7.2
<b>Total</b>	<b>1173</b>	<b>100.0</b>

- 282 (25%) of participants identified 'Effective emergency response capabilities' as their top selection

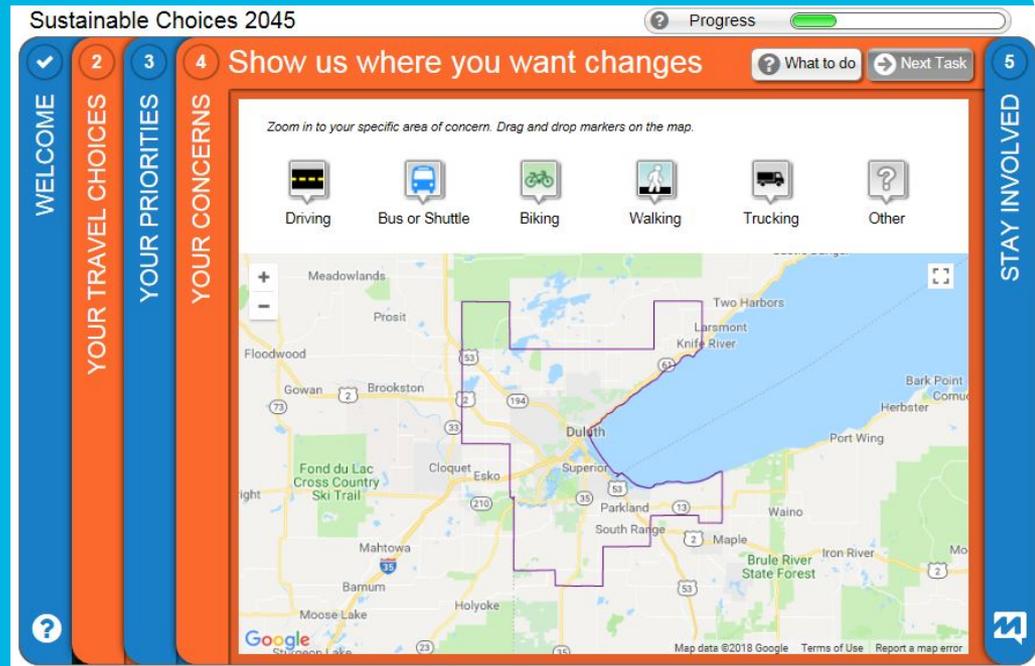
Survey Responses (percentage)



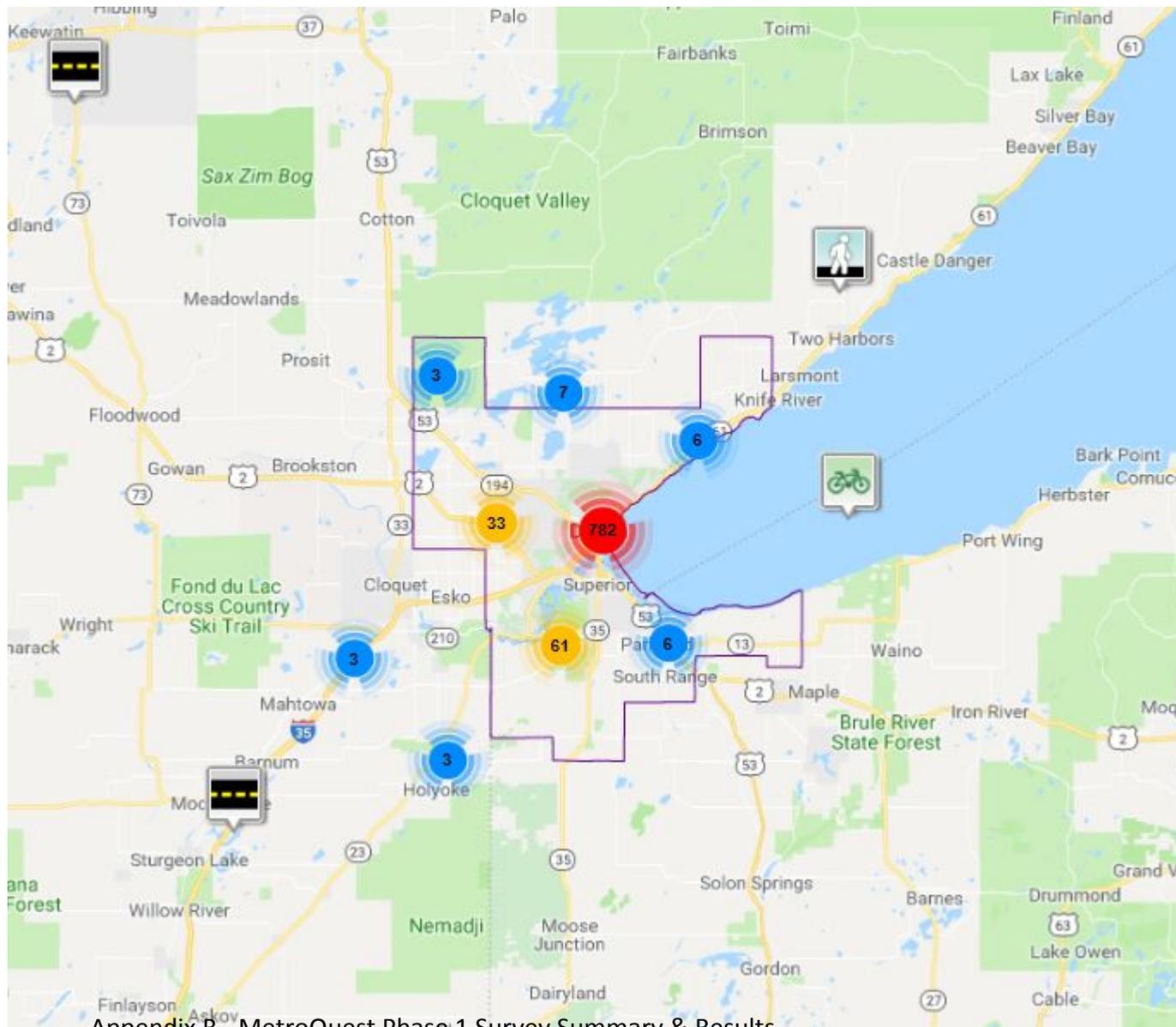
Selected Option	Count	Percentage
Effective emergency response capabilities	282	24.8
Use evidence-based decision-making	252	22.1
Prioritize safety for vulnerable users	199	17.5
Emphasize safe design	185	16.2
Maintain infrastructure to ensure safety	156	13.7
Expand advanced warning systems	65	5.7
<b>Total</b>	<b>1139</b>	<b>100.0</b>

# Results

## Mapping (screen 4)

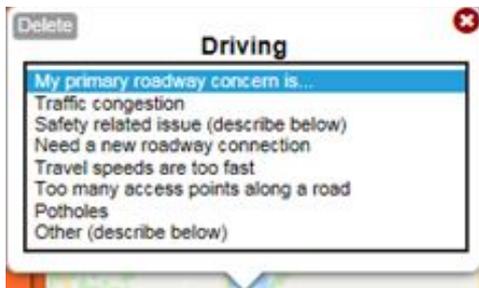


# Map Summary



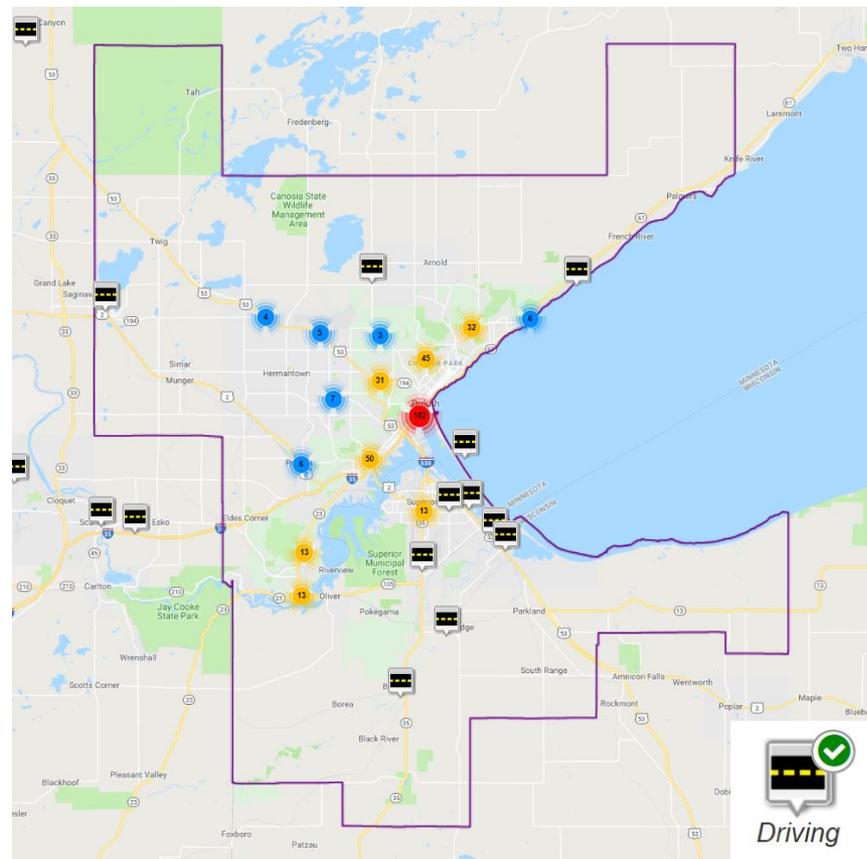
909 Markers  
623 Comments

# Driving Concerns

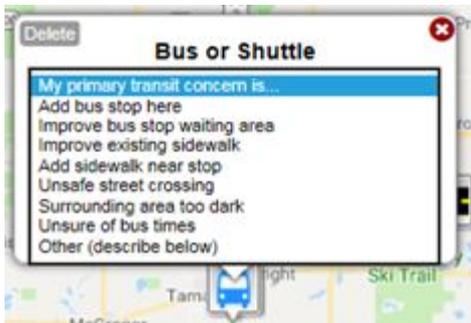


Driving Concern	Count	Percentage
Potholes	77	34.8
Traffic congestion	52	23.5
Safety related issue describe below	37	16.7
Travel speeds are too fast	26	11.8
Other describe below	19	8.6
Too many access points along a road	7	3.2
Need a new roadway connection	3	1.4
<b>Total</b>	<b>221</b>	<b>100.0</b>

Markers placed on map: 347  
 Additional comments: 205



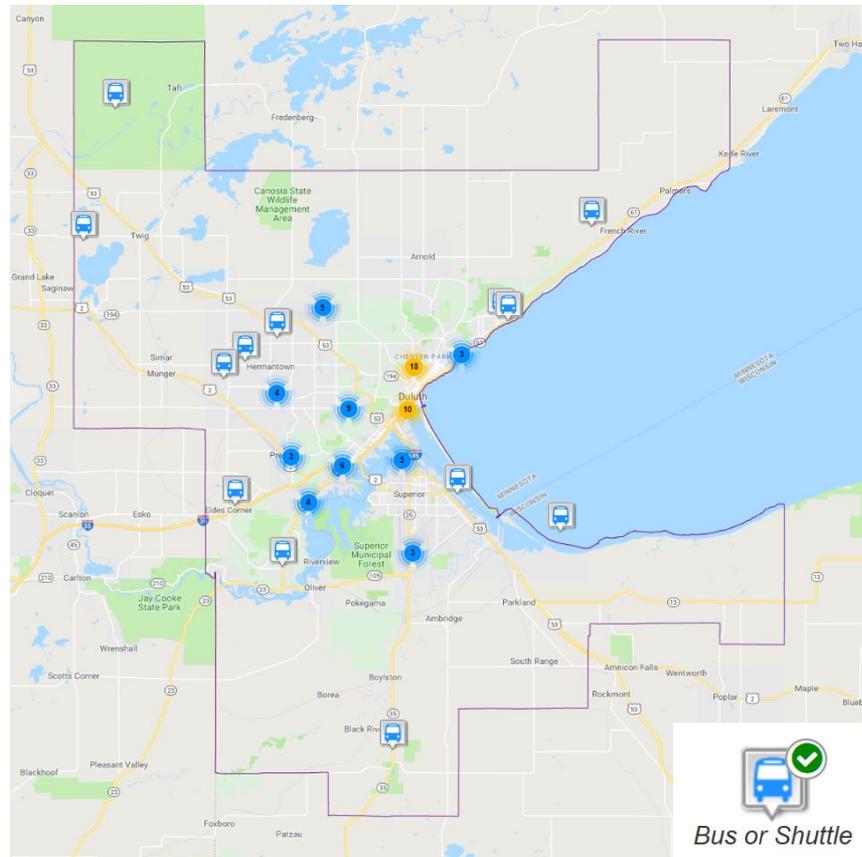
# Bus or Shuttle Concerns



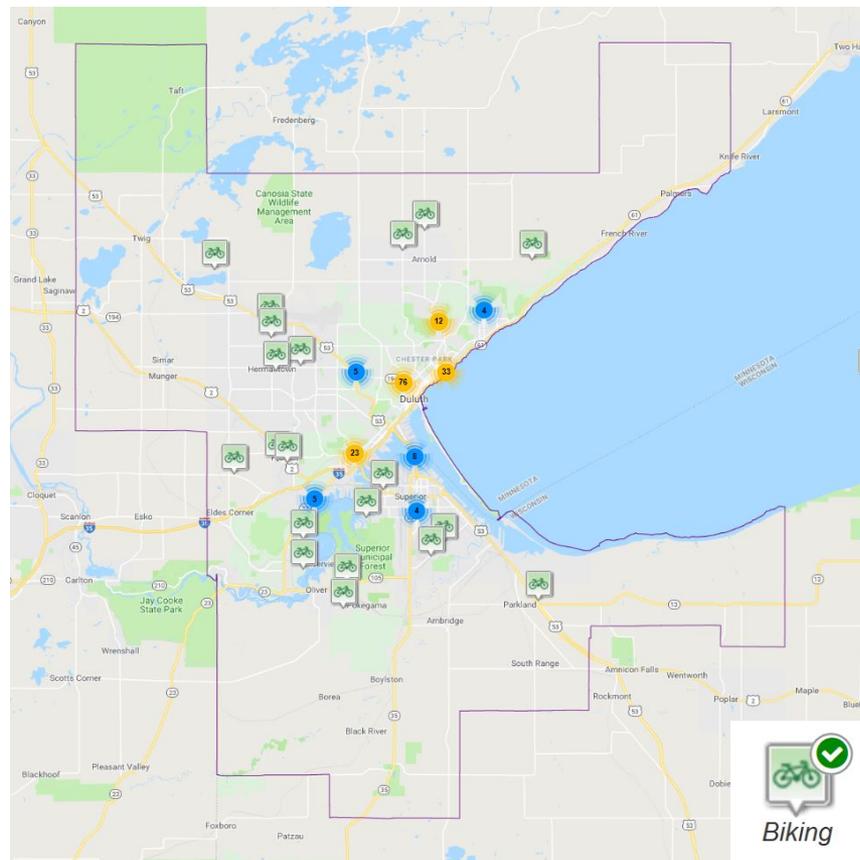
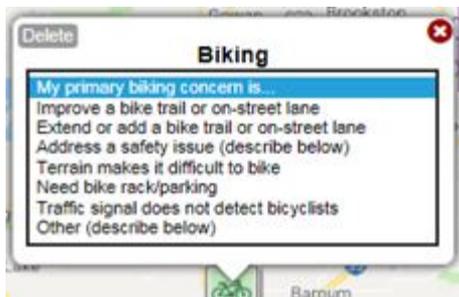
Bus or Shuttle Concern	Count	Percentage
Other describe below	12	28.6
Add bus stop here	11	26.2
Improve bus stop waiting area	7	16.7
Unsafe street crossing	5	11.9
Add sidewalk near stop	5	11.9
Unsure of bus times	2	4.8
<b>Total</b>	<b>42</b>	<b>100.1</b>

Markers placed on map: 84  
 Additional comments: 51

NOTE: Total percentages may not equal 100.0 due to rounding.



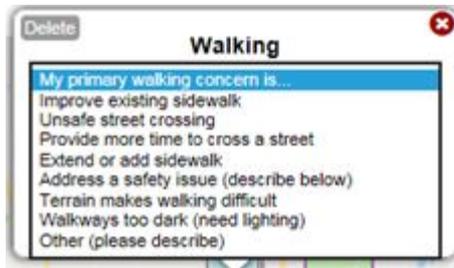
# Biking Concerns



Biking Concern	Count	Percentage
Extend or add a bike trail or onstreet lane	43	56.6
Improve a bike trail or onstreet lane	18	23.7
Address a safety issue describe below	5	6.6
Terrain makes it difficult to bike	4	5.3
Other describe below	3	3.9
Traffic signal does not detect bicyclists	2	2.6
Need bike rack parking	1	1.3
<b>Total</b>	<b>76</b>	<b>100.0</b>

Markers placed on map: 191  
 Additional comments: 152

# Walking Concerns

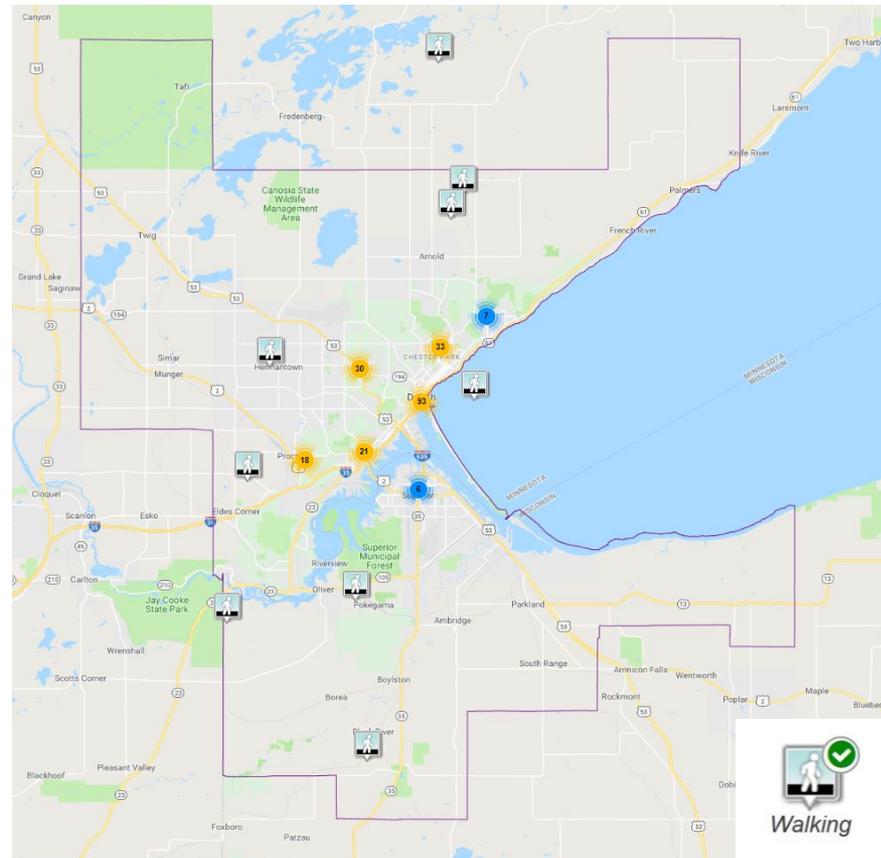


Walking Concern	Count	Percentage
Unsafe street crossing	55	47.0
Extend or add sidewalk	21	17.9
Improve existing sidewalk	18	15.4
Address a safety issue describe below	8	6.8
Walkways too dark need lighting	6	5.1
Other please describe	6	5.1
Terrain makes walking difficult	2	1.7
Provide more time to cross a street	1	0.9
<b>Total</b>	<b>117</b>	<b>99.9</b>

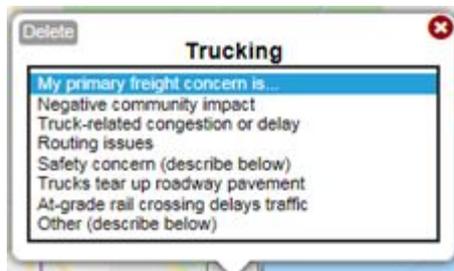
Markers placed on map: 218

Additional comments: 156

NOTE: Total percentages may not equal 100.0 due to rounding.



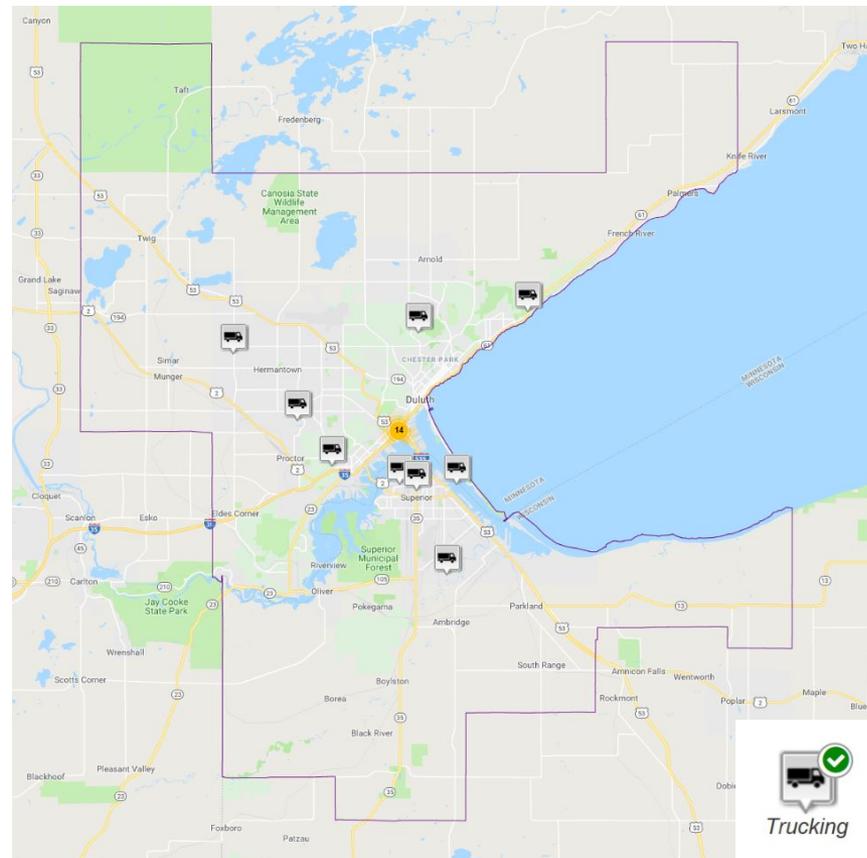
# Trucking Concerns



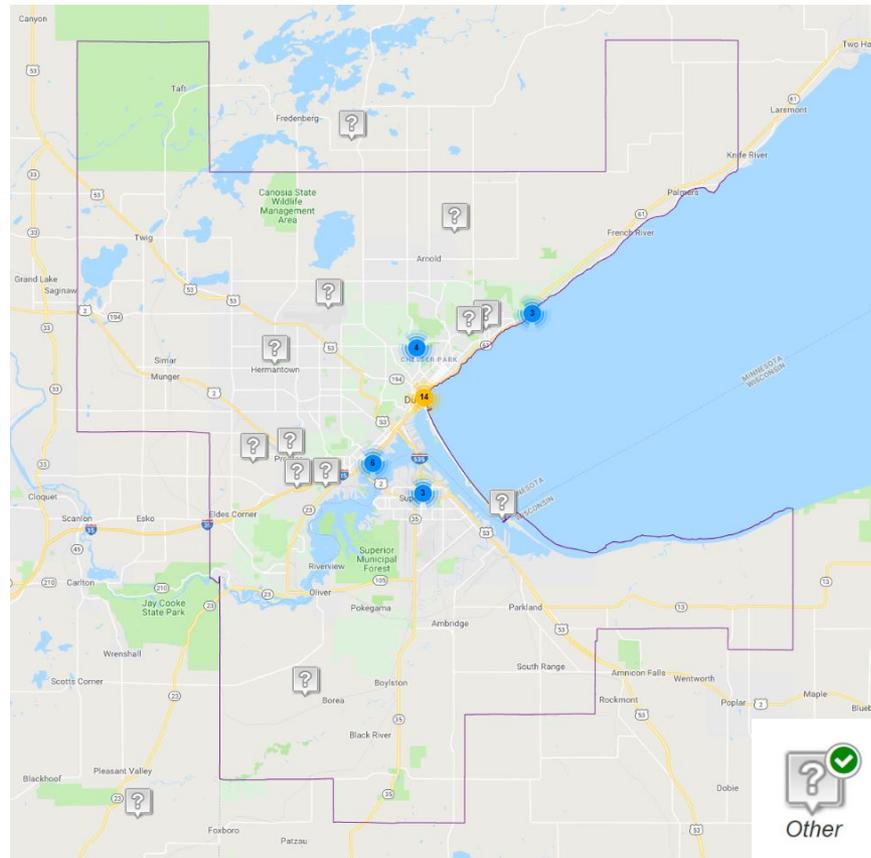
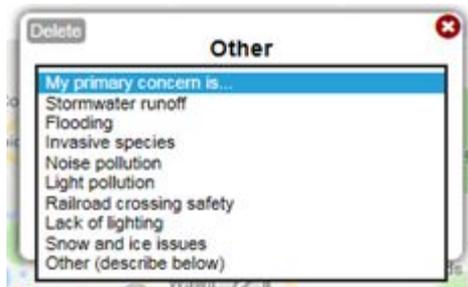
Trucking Concern	Count	Percentage
Routing issues	3	50.0
Trucks tear up roadway pavement	1	16.7
Truckrelated congestion or delay	1	16.7
Safety concern describe below	1	16.7
<b>Total</b>	<b>6</b>	<b>100.1</b>

Markers placed on map: 24  
 Additional comments: 18

NOTE: Total percentages may not equal 100.0 due to rounding.



# Other Concerns



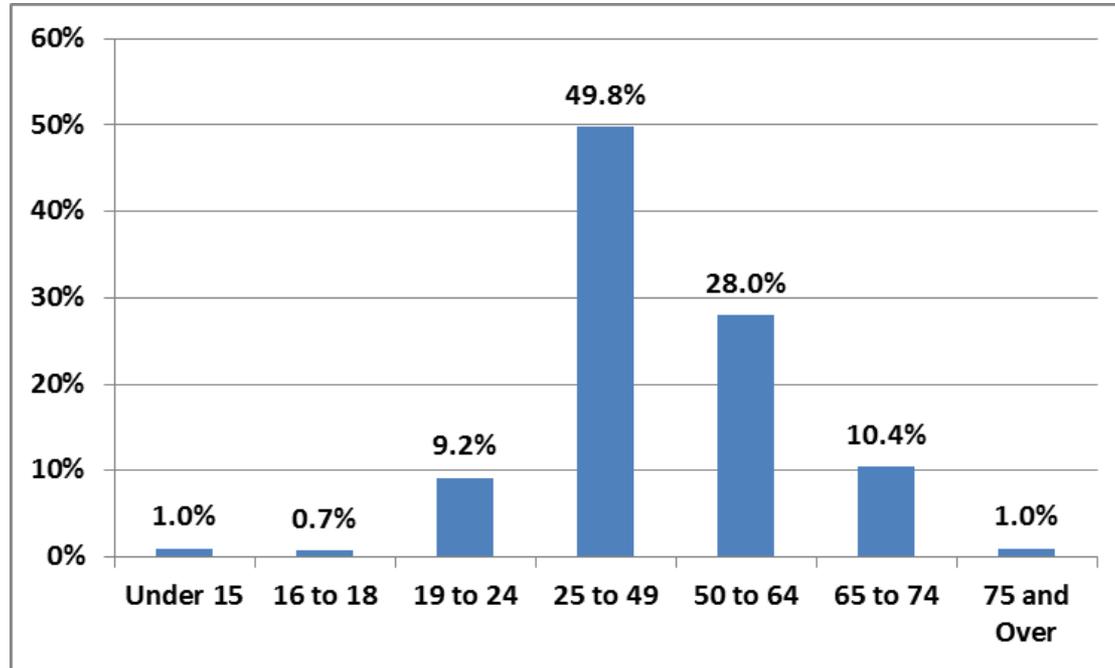
Other Concern	Count	Percentage
Other describe below	20	80.0
Stormwater runoff	2	8.0
Lack of lighting	2	8.0
Flooding	1	4.0
<b>Total</b>	<b>25</b>	<b>100.0</b>

Markers placed on map: 44  
 Additional comments: 40

# Results

## Stay Involved (screen 5)

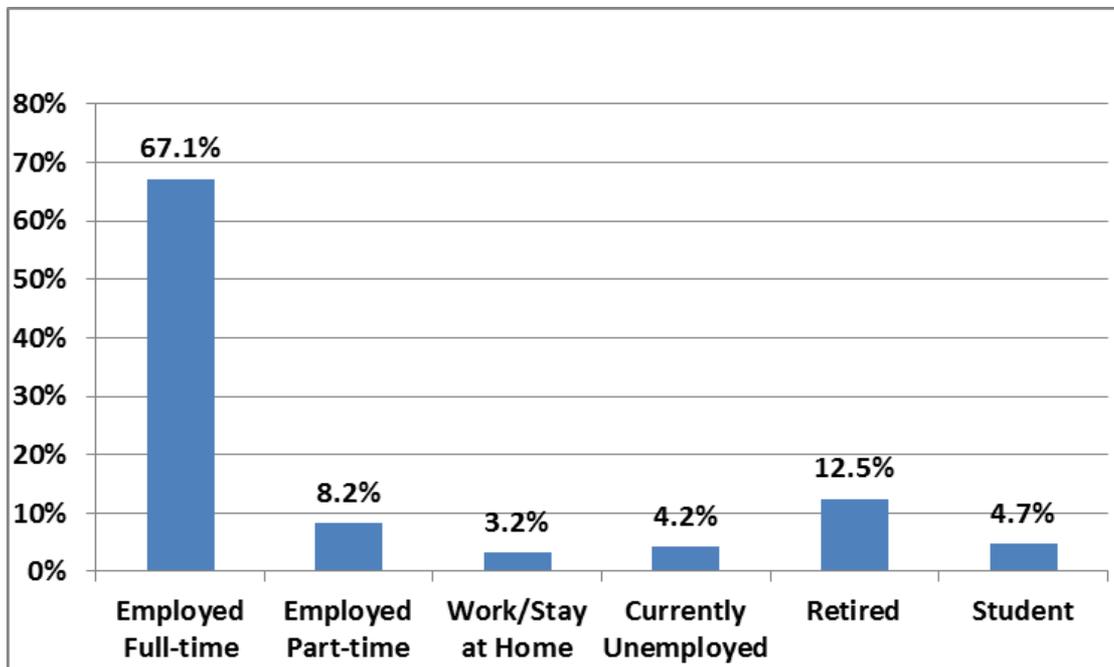
The screenshot shows a web browser window titled "Sustainable Choices 2045" with a progress bar at the top right. The main heading is "Tell us a bit about yourself". On the left, a vertical navigation menu includes: WELCOME, YOUR TRAVEL CHOICES (2), YOUR PRIORITIES (3), YOUR CONCERNS (4), and STAY INVOLVED (5, highlighted). The "About You (Optional)" section contains the following fields: Home Zip Code (Type...), Age (Select...), Employment Status (Select...), Household Income (Select...), and Gender (Select...). Below these is a section "I'm interested in more information" with a "Your Email Address" field and "Submit" and "Skip" buttons. On the right, a "Thank You!" message states: "Your input will help develop long-range goals, strategies, and policy guidance for the Twin Ports transportation system. To learn more or receive additional information please visit [dsmic.org/planning/long-range](http://dsmic.org/planning/long-range) or connect with us on [Facebook](#)." Below the message are icons for various transportation modes (car, wheelchair, bus, bicycle, airplane, train, bus, car) and the "Sustainable Choices 2045" logo, with the text "Duluth Superior Long Range Transportation Plan" and the "MTC" logo.



	Count	Percentage
<b>Under 15</b>	4	1.0
<b>16 to 18</b>	3	0.7
<b>19 to 24</b>	37	9.2
<b>25 to 49</b>	201	49.8
<b>50 to 64</b>	113	28.0
<b>65 to 74</b>	42	10.4
<b>75 and Over</b>	4	1.0
<b>Total</b>	404	100.1

NOTE: Total percentages may not equal 100.0 due to rounding.

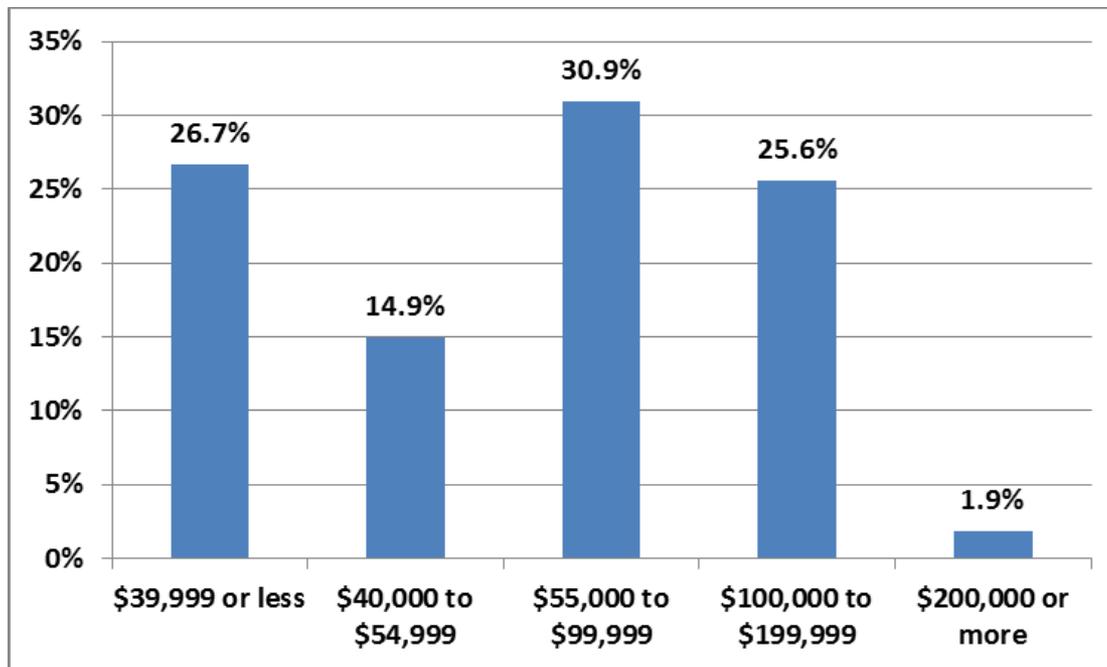
# Employment Status



	Count	Percentage
<b>Employed Full-time</b>	269	67.1
<b>Employed Part-time</b>	33	8.2
<b>Work/Stay at Home</b>	13	3.2
<b>Currently Unemployed</b>	17	4.2
<b>Retired</b>	50	12.5
<b>Student</b>	19	4.7
<b>Total</b>	401	99.9

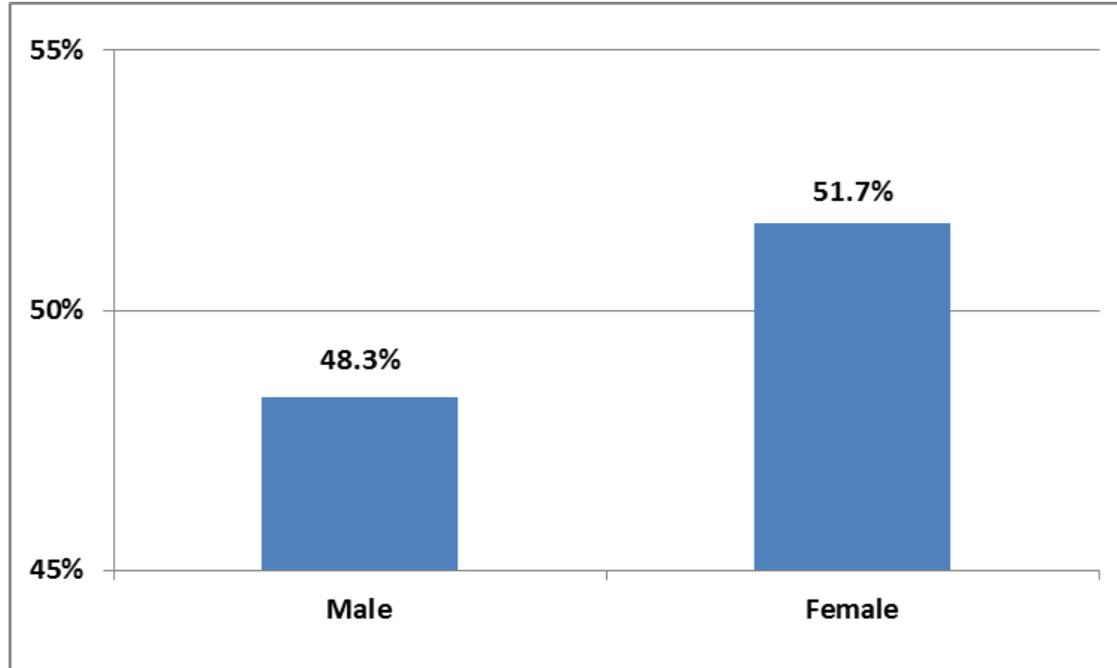
NOTE: Total percentages may not equal 100.0 due to rounding.

# Household Income



	Count	Percentage
\$39,999 or less	100	26.7
\$40,000 to \$54,999	56	14.9
\$55,000 to \$99,999	116	30.9
\$100,000 to \$199,999	96	25.6
\$200,000 or more	7	1.9
<b>Total</b>	<b>375</b>	<b>100.0</b>

# Gender



	Count	Percentage
Male	187	48.3
Female	200	51.7
<b>Total</b>	<b>387</b>	<b>100.0</b>

# Comments

## MetroQuest Screen 3 – Help make sustainable choices

### Moving People and Goods

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

- 1 A challenge and barrier to using the bus is that they are timed too close together. Used to be at least 10 minutes apart which was nice if you missed one you knew one would be coming shortly.
- 2 A focus on sustainability and protecting our fragile climate - and natural resources needs to be forefront in all of our infrastructure decisions. Things such as more bicycle & pedestrian paths, revisit rail transit (especially a commuter train from Duluth to the Twin Cities), as well as electric car charging stations.
- 3 A large portion of the Duluth population cannot afford or otherwise cannot access a vehicle. Improvements in public transit would help greatly.
- 4 A rail system would be nice to quickly move around the City (along the lake and up and down the hill).
- 5 Add railings for walking. Bad roads are a challenge or barrier for biking. Other bus riders and drivers taking off early are challenges and barriers to using the bus.
- 6 Airplane with wheelchair 4 tie downs, and Metro trains. A challenge and barrier to walking is not plowing the sidewalks properly.
- 7 Allow people to have leashed animals on buses.
- 8 Alternative mobility is necessary for Duluth's future. Automobiles take up space and create pollution - cities are for people, not cars.
- 9 Better maintenance of roads
- 10 Better public transportation options would reduce congestion and improve safety.
- 11 Better Timing of Road construction ex. Having Superior St. and masabbe ave being worked on at the same time
- 12 Big gaps in areas the bus goes.
- 13 Bike lanes were a big expense and not used. Dirty and weird people on buses are a barrier to using a bus.
- 14 Buchanan Street is the best in Duluth, hyper functional and vital to local infrastructure.
- 15 Build efficient transportation web to support intermodal trucking and rail service.
- 16 Build more trains. Mature, efficient, inexpensive technology that is proven to work. More trains, less cars.
- 17 Bus service in Northeastern MN should be expanded to include scheduled commuter bus or Bus Rapid Transit (BRT) service between the range cities and the cities of Duluth and Hermantown; bus service to the city of Superior should also be expanded. If needed to accomplish this, a Regional Transportation Authority to cover the affected counties in MN and WI should be established and given the ability to issue transportation bonds to fund transit projects.
- 18 Buses should start earlier.
- 19 Carrying things so hard.
- 20 City not shoveling public sidewalks. Buses do not have good connections on weekends - especially Sundays.
- 21 Consider how people want to be and how goods will be moved in the future rather than how they have been addressed in the past when creating new infrastructure.
- 22 Create less distance between people and where they want to go by increasing density and reducing

sprawl.

- 23 Create more and safer bike and pedestrian routes, crossings, and storage. Employ more options for moving bikes and people up the hill instead of city buses.
- 24 Do a better job of distributing funds more equitably to support a variety of transportation options. Too much emphasis is on driving alone, and not promoting and creating better or more options for other types of transportation.
- 25 Do better road construction timing. Speed up road construction and repair.
- 26 Duluth has seemed to have good bus transportation. Price recommends it.
- 27 Eliminate or prevent additional driveways on London Road in East Duluth, MN
- 28 Ensure these choices are strictly driven by their benefits - not driven by political bullshit, and not by parties that will profit from them (like oil or tire companies).
- 29 Existing bus routes should have earlier and later schedules.
- 30 Fast and as safe as possible, remove the politics.  
Intelligent signal timing.  
Get those bicycles off the roads.
- 31 Fast, rail service to the twin cities
- 32 figure out most efficient means of transport of goods. Is it more sustainable and efficient to use more rail than long haul over the road trucking?
- 33 Fix road pavement, bring sidewalks into ADA compliance, improve sightlines at busy intersections.
- 34 Fix streets!
- 35 Fix the potholes in the roads.
- 36 Focus on maintaining the deteriorating infrastructure we have in place. In Duluth specifically, I believe the City is conducive to a vehicle travel with the terrain and distance to common destinations. Bike lanes and trails are great but are great, but should not be a priority as a means of travel. They are used minimally and are very expensive when compared to the usage.
- 37 Free rides for poor on the bus.
- 38 Have pamphlets on how to use bus system/etiquette (maybe put on the map routes).
- 39 Having {Using} true assessments, rider info, etc. Bus drivers at times don't stop to let on and off. Unfriendly mean drivers not following federal rules (fares, etc.). Teamsters even specially retrained??
- 40 having rail transportation between duluth and the cities is my number 1 priority. as i age my ability to drive this distance limits my connection w/family & friends if we make duluth more accessible everyone benefits.
- 41 I do not agree with bike riders in the street.
- 42 I love being able to bike, but there are many routes I can't bike on due to poor terrain.
- 43 I realize that people want to make bike lanes as a means of travel, however, many people are physically unable to use bikes as a means of travel. Sidewalks and walkability should be a priority over bike lanes. Furthermore, people in lower income brackets have a difficult time buying a bike (especially a winter bike) and being able to store the bike. Sidewalks and bus routes would help them more.
- 44 I would like any transportation method to be cost effective. My taxes already support too much transportation in the metro area.
- 45 I'm in a wheelchair & there is no/very limited affordable & accessible transportation in the evening & on weekends.
- 46 I'd like to see improved bike infrastructure that is comfortable, accessible, and complete. It's awful to be biking on London and to have the bike lanes just end. Additionally, using technology to find a

solution for getting people and bikes easily up the hill would encourage me to bike much more than I do.

- 47 Improve current infrastructure- fix roads and sidewalks to make the travel available better.
- 48 Improving mobility options for people helps strengthen and grow the economy of the region, because with improved mobility options, people and employers are more able to find employment and employees. Improving mobility options also helps local and regional companies compete on an ever-growing global marketplace. Improving on existing options also improves the economy by offering more reliable, frequent service to more areas not now covered with transportation options.
- 49 Improving street surface condition is not a priority, bumps and potholes are no big deal.
- 50 In general very disappointed that the tax increase to fix our streets was not approved. There are some serious potholes and rough street in my neighborhood. I understand need to prioritize main thoroughfares, but we really just need more money for street maintenance and repair.
- 51 Invest in heavy haul routes for commodities
- 52 It seems like parking isn't taken into consideration as much as it should be, or access in/out of highly popular areas. There is always congestion, lights aren't coordinated to allow people through & prevent backups & due to the layout of the city, one must go up/down the hill to get to places that could be more efficient to get to given different & straighter routes.
- 53 It seems that improving pedestrian and bike infrastructure could lead to spending efficiencies. If more folks feel comfortable walking and biking safely, we may have less pressure on other systems and modes.
- 54 It would be nice to have a more reliable way to get to the cities without a car. Skyline moved so I can't do concerts in MPLS (arrive too late).
- 55 It would be nice to have more options for reliable transportation around the twin ports, including all the communities near Duluth
- 56 Light rail addition to connect East and West Duluth, a streetcar may also be a nice alternative to connect downtown to Canal Park, Miller Hill area, etc.
- 57 Lite rail - high speed trains on same grid as power lines.
- 58 Making it easy to connect using multiple modes of transport in a safe and convenient manner
- 59 many healthcare workers in our region rely on public transportation or rides from friends and family d/t parking issues and high cost of owning a care
- 60 More bike lanes. Two problems with driving are it leads to a lack of exercise, and it is not environmentally friendly.
- 61 More bussing for grocery stores.
- 62 More maintenance on the roads we have
- 63 More people would bike if there were separate bike lanes- women and kids don't feel safe biking on street even when there is a stripe "bike lane". More people biking= less traffic and less wear on roads so they need less upkeep.
- 64 More transit needed.
- 65 Moving Goods - Anything with heavy weight should be floated if at all possible - preserve the roadways; moving people - high speed rail -BUT we should see the Great Lakes as a REGION and not limit the thought process to one particular state - POOL resources.
- 66 Moving people in my area does not currently allow for save travel by bike. When roads are being rebuilt the City does not take bike infrastructure seriously but they go out of their way for on street diagonal parking.
- 67 Need much better mass transit  
Such as light rail in Mpls
- 68 Need to keep marketing and engaging the public re: moving people.

- 69 Need to maintain what we currently have
- 70 no through highway connections across Duluth. I35 dumps into residential system....freight is dangerous mix with dangerous cargos.
- 71 Offer citizens alternatives to driving. Improve roads and educate those about the benefits of walking, biking and busing to make Duluth and Superior more livable cities.
- 72 Potholes
- 73 Re: moving people -- BIKE LANES! Safe, protected bike lanes. Especially within neighborhoods, and a few good routes connecting neighborhood to neighborhood.
- 74 Repair roads. Keep bicycles off roads they do not pay license fees or taxes to use.
- 75 Road construction is a challenge.
- 76 Roads need to fixed...You have to stop catering to the small amount of bikers in the Northland.
- 77 Safety on the bus - I feel nervous about people.
- 78 Sidewalks often not plowed during winter. Improve parking options in downtown Duluth.
- 79 Some bus routes are too infrequent. The bus costs as much as a gallon of milk. I like horses.
- 80 STRIDE is inefficient, and access is sometimes limited by cost.Curbs are an issue for those in wheelchairs. There are only 3 automatic doors in the entire skywalk - very lacking for handicapped people. Difficult when there are multiple wheelchairs on the bus at the same time.
- 81 Support intercity passenger rail service between Duluth and Minneapolis to improve safety, provide more travel options and relieve congestion. Train travel has a much lower carbon footprint than buses and cars.
- 82 System maintenance, not expansion. Use ITS to improve understanding of system.
- 83 Terrain is a challenge and barrier to walking.
- 84 Terrain is a challenge and barrier to walking. Bus are unreliable (not always on time).
- 85 Terrain is a challenge or barrier to biking.
- 86 Terrain is a challenge or barrier to walking and riding a bike.
- 87 The city needs to fix the roads, they are pursuing political agendas outside their job descriptions. Total failure! New leadership is needed
- 88 The DTA does an outstanding job
- 89 The main traffic routes - collector and arterial streets need to be maintained for the majority of users.
- 90 The quantity and quality of automobile transportation infrastructure is great. We need lots of improvement of non-motorized transit, particularly walking and biking. For example, there is a crosswalk at London Road and 60th Ave E that suggests to pedestrians that it is safe to cross there to get to the lake. Hardly. Vehicle drivers have limited lines of sight coming around the corner or over the Lester River bridge. It's an obvious spot for a rectangular rapid flashing beacon. Not just for increased pedestrian safety at that location, but because 1) for out-of-town drivers entering Duluth from up the shore, an RRFB says "Slow down and pay attention! You are entering a community where people live. This is not your private highway to speed thru" and 2) for drivers leaving Duluth headed up the shore it alerts them to the next 1/4 mile of area where people are stopping at the side of the road to see the lake. The area is a "gateway" to Duluth and the traffic calming infrastructure there (or lack thereof) sets the tone for what is expected of drivers as they enter and exit town.
- 91 The roads in Duluth are horrible and the added cost of maintenance of my vehicle is frustrating.
- 92 The Twin Ports should have the buses run at least until bar close.
- 93 There are no simple answers. Cars enable people to cause harm. Insurance backs them up.
- 94 There needs to be a better balance between building infrastructure servicing the movement of

people and building infrastructure servicing the movement of goods in the Duluth-Superior metro area. It seems the default for infrastructure building is for large freight to get through, but that's not the priority mode of transportation on every single street, road, or highway. It seems any public input given toward transportation planning in our region is dismissed, refuted, or simply ignored by the public works departments on the city, county, and state levels. Why do public works departments never truly engage or ask for input from the public? Why do "public input" meetings have engineers taking questions but never asking them?

- 95** Traffic congestion and road construction are challenges to driving.
- 96** Trains! Direct routes up the hill (gondola, lifts, inclines)
- 97** Up the speed limit.
- 98** viable options for those with limited mobility or disability to enable greater independence and timeliness.
- 99** Want more sheltered bus stops - more benches. Place a bench or shelter on lower side of 39th and Grand.
- 100** We can better utilize existing infrastructure by improving way-finding and general education. Given the topographical challenges we face, we should focus infrastructure investment on the downtown/waterfront area and provide some means of getting from the waterfront up the hill (ex: from the DECC/Bayfront to 4th street).
- 101** We continue to wallow in an outdated, unsafe transportation network. A painful example, suffered by anyone entering Duluth from the east is the dangerous chokepoint beginning at the confluence of the Two Harbors Freeway, Scenic 61 and the Railroad. The majority of the traffic is then funneled into the poorly drained gutter of London Road. Some thirty years ago the MIC briefly considered the problem .
- 102** We don't need more, what we have is in disparate need of maintenance or replacement for infrastructure which as met or exceeds its life span.
- 103** We have a great bus service
- 104** We need a functional and safe network for non-car forms of transportation that are maintained YEAR-ROUND. It is not enough to provide transportation options that cannot be safely used in the winter (i.e., sidewalks that snowplows move snow into, road construction that closes sidewalks without providing a safe and direct detour, bike lanes that don't become parking lanes because of how snow is managed, etc.)
- 105** We need a lightrail system around here!
- 106** We need a transition to a viable collective system--bus, train
- 107** We need better accessibility to major economic, commerce, and cultural hubs, such as the Twin Cities.
- 108** Weather and other unknowns can affect bus schedules, a real time app for the bus system would allow folks not to miss the bus and stay warm inside the in winter until the bus arrives
- 109** Wise investment strategies,i.e., using available federal, state, local monies to benefit long-range goals that move Duluth forward by getting feedback from local neighborhoods prior to projects.
- 110** Would prefer not to drive.

## MetroQuest Screen 3 – Help make sustainable choices

### Economic Vitality

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

- 1 economic vitality requires human vitality- education, health and human oriented development
- 2 All good.
- 3 Anything involving biking, shopping, family activities will enhance our economy.
- 4 Bringing more jobs to the City.
- 5 Collective transport is the only way we can achieve here.
- 6 Companies that get public money should be mandated to have additional transportation connections at shift times from the end of the bus routes to their facilities (Cirrus, etc.).
- 7 Continuing Investment in transportation options is key to growing and stabilizing the regional economy, and one way to do that is to establish a regional transportation authority that has the ability to seek and maintain funding of transit, so that the transit infrastructure can be improved to meet demand. If investment in regional transit is tied to political whim and changes in state or regional government, ridership will suffer. Stable investment in transit is essential to maintaining a strong economy.
- 8 Ease of travel to tourist attractions if it means more money can be raised to invest in transportation access for all.
- 9 Far east hillside to Airpark - 2 hour bus ride each way! Not feasible!
- 10 Fix corruption at Port. Once corruption is fixed in government and area the port will be more acceptable globally.
- 11 Fix the roads, the challenge of this region for business is the Duluth leadership is anti-business, they are creating a culture of poverty and drug abuse. Business would come if changes were made!
- 12 Following ADA guidelines.
- 13 Freight is scheduled to double....but we are already at capacity in NMN
- 14 Get rid of bike lanes
- 15 Good work underway.
- 16 I am concerned with the Superior Street reconstruction & access specifically to The Depot. As a local, it took me almost 20 minutes to find my way in there one evening for a show. If I were a tourist, I probably would have given up & they would have lost my investment to support their building & activities. Better signage is key to resolving travel & tourism issues.
- 17 I appreciate the dollars tourism brings to Duluth but I find myself avoiding the touristy areas, Canal Park, during high tourist times. I feel blocked to visit some of the areas that are the reason I live here because there are just too many people!
- 18 I still think this is a positive sum game.
- 19 I think implementing a light rail from the Twin Ports to the cities will help increase the young professional population. As a young professional, having a safe, easy, and direct route to the twin cities from Duluth would be a huge reason I'd stay in Duluth.
- 20 I try to support the economic vitality of each region I go to. I will buy local products and visit area small businesses. Maybe a new look at current economic development plans and make sure they will lead us into the future.
- 21 Improving transit options improves the mobility options of region residents, improves the ability of employers to get employees to work, and in conjunction with Transit Oriented Development,

improves the economic viability of the region.

- 22 Less car-centric development
- 23 Like it or not, our city is oriented toward Lake Superior, and that is where the bulk of traffic occurs, both tourist and industrial. If we do not work to improve the user experience in this high-traffic area, both the tourism and shipping/manufacturing industries suffer; these are significant contributors to our local and regional economies. Yes, the Canal has received more investment than other parts of the City; if it hadn't, would so many people visit Duluth and spend money here? Probably not. We must recognize our strengths/assets and continue to invest in them lest they depreciate to such an extent that people no longer care to come here.
- 24 Maintain what we have and tourist routes
- 25 Need to transition from fossil fuels
- 26 not aware of land-based deficiencies in Duluth-Superior Port
- 27 Planning for the future involves seeing the twin ports as a major global shipping hub in the distant future. Turn Duluth into a major city.
- 28 Prevent additional driveways on London Road in East Duluth, MN
- 29 Priorities. Support trains and semis to transport vital commodities . Duluth does not and cannot support a train to move a few people around. Poor, poor use of transportation dollars.
- 30 Provide options attractive to
- 31 Providing better information on how to get around town would help in regards to non car methods. We can do better getting folks around without creating more on street parking by providing safer more pedestrian friendly routes around the tourist areas.
- 32 rail transportation will enhance each area i mentioned if we only rely on cars etc we create more congestion and problems one way rail can help is provide auto & special gear kayaks etc to folks buying tickets on the train
- 33 Reduce bus rates.
- 34 ROI & environmental sustainability must always be guiding north stars for these decisions. Follow the numbers and the environment.
- 35 See District 1 freight plan work.
- 36 Since most Cities are more forward thinking than Duluth, by not moving forward with the times, we are losing our viability as a place for tourists.
- 37 Support shipping and rail travel of important materials
- 38 Tax money should not be spent without consulting tax payers directly.
- 39 The economic vitality of transportation is related to effective land use practices, but the City governments in the Duluth-Superior area advocate for suburban development practices which require extensive transportation costs as well as the development and maintenance of roadways sometimes serving only one business. The Duluth-Superior area needs to factor in a City's land use policies when selecting projects to fund. Otherwise, transportation dollars become subsidies for private businesses, not benefits for the public good.
- 40 Thoes are all good initiatives. Make Duluth an intermodal hub!
- 41 Too many of our roads are in a bad state. Full of potholes or just falling apart. Until this is fixed, all other concerns (ex. bike lanes) should be secondary.
- 42 Transportation for all ages & abilities will enhance economy.
- 43 Transportation investments must include fair and equitable transportation for everyone - including those who do not drive. Our investment in transportation networks could be maximized by incorporating things like green infrastructure and community art to manage stormwater and make these spaces more inviting for more people to use. Our focus should be on moving people and

goods, not on moving vehicles specifically.

- 44** Transportation is a barrier to access to employment for many in our community. This needs to be addressed.
- 45** We need a train to the twin cities, and eventually, the connections beyond there.
- 46** We need to connect the Duluth-Superior area to other regions with better access for all, not just those with vehicles. A trail route to the cities will open connections to major cities, but also allow residents to remain in this area.
- 47** We should also enhance the regional and global competitiveness of the port, and support freight facilities. Ease travel to tourist attractions.
- 48** Why are there not any manufacturing of cars, trucks, etc. The seaway is not utilized and the economy and population would improve a lot.
- 49** Worry more about the citizens that live here 12 months of the year.

## MetroQuest Screen 3 – Help make sustainable choices

### Livable Communities and Equity

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

- 1 A huge factor in choosing to commute by bike for me is being able to use the lakewalk. Even small sections of beautiful payjways are an incentive.
- 2 Affordable for all .
- 3 Affordable housing is key.
- 4 All people, regardless of age, ability or income level, deserve equal opportunity for transportation.
- 5 Also, Infrastructure that fits the neighborhood character. Neighborhoods should look different and provide for the needs of all people that live their, not just those that have the most amount of money. Business owners seem to have more 'rights and power' than a homeowner.
- 6 Appropriating land use according to have gardens and safe places for kids to play and services that are accessible and easy to get to.
- 7 Bricks in downtown Duluth and uneven/broken sidewalks in Duluth make it difficult to walk with walkers and canoes.
- 8 Canal park and downtown would benefit from some car free areas- I know the local businesses are against it but every city I've ever been to that has an area like this is a magnet for shoppers. It pays off economically as it's a place people feel comfortable and enjoy hanging out- buying snacks and doing shopping.
- 9 Cars destroy cities, replacing human spaces with vehicle space — endless parking, high speed, dangerous, intimidating traffic, etc.
- 10 Community needs and wants are important, but cannot be used as excuse to prevent advancing smart choices for our region.
- 11 Different neighborhoods have different needs/priorities. I like the idea of walkable neighborhoods, a local grocery, and other shops within the neighborhood. I also understand the benefits of a business district. Each have differing needs. I think the plan should allow plans that suit the different areas.
- 12 Duluth is a great place to raise a family-- however, lack of safe bike and ped infrastructure means it's difficult to feel comfortable having our children participate in these activities as often as we'd like them to (ie having them walk/bike to school and events).
- 13 enhance and highlight alternative transportation, there are social and economic long term benefits of shared transport and non-vehicle transport.
- 14 Even wolves take care of their weakest/injured.
- 15 Fix the roads, create an anti-drug culture,
- 16 Fix the Roads...they are a disgrace to all visitors and tourists.
- 17 Focus on building what works, without the flash, extra costs, forget sculpture rocks, beautification projects,
- 18 Honestly, this is a silly question. It isn't like a large section of Duluth will be razed or a large easily develop-able area exists to allow for a do-over.. We have what we have. The city nor MIC can create places, that is for developers based on market demands. We already have loads of choices of travel for all people. Infrastructure that fits the neighborhood character? Build it well and economical and don't spend extra money on un needed amenities that will require more maintenance. Considering community needs and wants is a development killer, NIMBY rules.
- 19 I agree that community needs and wants are important, but sometimes they are misguided (i.e., NIMBY-ism) and want to keep the status quo that doesn't work for those who do not drive. Also,

what does maximizing our return on investment mean? Is that referencing just financial outcomes? Or community outcomes? Or environmental outcomes? Getting people out of cars and moving around in their communities will strengthen our community and improve the health and finances of our area.

- 20 I live in east duluth with a middle class income. It's easy for me to find multiple transportation options. I used to live in Superior as a college student with little income, and I felt the only realistic option was driving or biking. Things are far apart and the bus takes an incredibly long time to get to Duluth. I don't feel like there are enough transportation options for all the varying SES populations and communities within the Twin Ports area. That would be #1 goal I'd like to see - equitable transportation options.
- 21 I'd like reduced fare for disabled people.
- 22 Improve parking options in downtown Duluth.
- 23 in duluth provide more speciality access for disabled and plan a rail system that will meet the disabled's needs
- 24 In neighborhoods where there is little car ownership, there should be investment in the types of transportation residents are using. This might look like improved sidewalks and cross walks, maybe bike lanes, or more frequent bus routes. I think it's key to listen to the needs of community members and work with them to create equitable, and well loved transportation options.
- 25 Incorporate public art!
- 26 It seems elected officials and transportation professionals in the Duluth-Superior area don't understand that building livable communities serves a public health benefit. If decision-makers truly cared about the ROI of transportation projects, they would, for example, consider the indirect societal costs of healthcare and build sidewalks, trails, and downtown areas which promote the social, mental, and physical well-being of all residents. Instead, we have sidewalks adjacent to the curb on a high-speed road? Instead, we have governments building bigger, wider roads that promote the use of private vehicles? Instead, we all but lock youths and senior citizens who can no longer drive indoors?
- 27 keep ban on panhandling.
- 28 Keep working together!
- 29 Light rail would be more reliable, better connected community, and cheaper alternative
- 30 Lincoln Park is really developing well
- 31 More bicycle friendly (i.e add bicycle lane on new Blatnik Bridge).
- 32 Neighborhood character is never restrictive. That's the opposite of character.
- 33 One big co-op!
- 34 Poor and unsafe interstate and northshore linkages
- 35 Providing existing residents meaningful assets is key, but remember that this is the sort of thing that draws new residents into our tax base. I moved to the Denfield neighborhood (from 2 hours south of here) 1.5 years ago because of the trails (mountain bike, hiking, and xc ski).
- 36 Stop apartment buildings, condimidiums and senior housing buildings on London Road in east Duluth, MN
- 37 Stop narrow focus on special interest groups
- 38 The region currently has a huge disparity between those who have automobile and those who do not, causing significantly reduced employment opportunities for those who are mobility impaired.
- 39 This area needs to do a better job of keeping the amount of transportation infrastructure at a level that is necessary for the population level. We have too much, and seem to continue to build more than we need.

Again, stop building transportation infrastructure focused so overwhelmingly in favor of cars.

- 40 Transit Oriented Development near transit corridors helps strengthen the economy and improves ridership. Providing transit to economic and employment centers in the region promotes diversity of employment and housing options, and improves access to potential employees to a greater range of employment options.
- 41 Transportation for the 30% working poor to promote a means to get to work is top priority. Quit catering to the elite sliver of the population who want bike lanes. Just like the train, Duluth wants to create an image instead of dealing in reality.
- 42 Value engineering road projects to the detriment of neighboring residential areas and the safety of cyclists and walkers does not show progress on how we create/redesign infrastructure.
- 43 Walkable neighborhoods make livable communities.
- 44 We can't do it all. I'd like emphasis on work environment - people and businesses able to get to and from work.
- 45 We should also create places that people love and enjoy, using infrastructure that fits the neighborhood character.
- 46 When we start a project the first thing that SHOULD happen is asking the community what it wants way before an agency starts the planning process. Not just government agencies but community citizens that will be using the infrastructure
- 47 Work with Duluth City Planning Dept and Parks and Rec Dept to improve walking and biking routes from neighborhood areas to parks.

## MetroQuest Screen 3 – Help make sustainable choices

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### Environment and Public Health

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- 1 All good things!!
- 2 Also reduce air emissions.
- 3 Also reduce stormwater runoff and flooding.
- 4 An once of
- 5 Appropriating land use according to have gardens and safe places for kids to play and services that are accessible and easy to get to.
- 6 As long as projects comply with MEPA and NEPA, I would support them. Buses must be less reliant on fossil fuels and more reliant on green technologies.
- 7 Cars need to be phased out as soon as possible. They are a massive environmental hazard.
- 8 Clean water is vital to Duluth !
- 9 Consider climate impacts on infrastructure - high rainfall events and system resiliency. Also, minimize toxic pollution and reduce air emissions.
- 10 Developing mass transit alternatives that are more user friendly than Jefferson Bus Lines and less cramped than the Skyline Shuttle will further reduce emissions and provide a comfortable and affordable alternative to highway travel. TRAINS!
- 11 Encourage citizens to take
- 12 Encourage redevelopment of Brownfields properties.
- 13 First box isn't a coherent sentence.  
In general, I think public transportation should be improved and promoted to reduce pollution and serve all socioeconomic groups. Lake Superior is a great asset/resource, so reducing the chemicals/pollutants that runoff into the lake, pollution from boats and businesses on the lake, and preventing invasive species should be a priority.
- 14 Fix the Lake Ave exit from south bound 35...it fluids every time it slightly rains, for God's sake!!!!
- 15 Fix the roads
- 16 Freight moving in tunnels and through neighborhoods is a bad idea and an accident will happen eventually. Does something horrible have to happen before we address this issue?
- 17 I am an advocate for clean air.
- 18 I feel the public would be healthier if we were more active. Create multi-modal forms of transportation. Focus on biking, walking/running, bussing. These forms of transportation cut down on emissions, traffic congestion, use of streets and bridges, and give us free Vitamin D and exercise, cutting down on medical/health issues and perpetuating a cycle of healthy living.
- 19 I was limited to 3, I would have selected them all.
- 20 If we can, we should reduce all these factors.
- 21 Improve street lighting, Duluth is too dark at night with too many blocks without working street lights or only 1 per block.
- 22 In Duluth it is difficult to bike for transportation because roads are not set up to accommodate cares and bikes. It's a car city now.
- 23 Keep the environment healthy by recycling and making smart choices.
- 24 Love Earth.
- 25 Must stop using fossil fuels

- 26 No only do we need infrastructure that doesn't hinder physical activity- we need infrastructure that ENCOURAGES it. Additionally, this infrastructure should not just be placed in tourist destinations or for recreational use, but in neighborhoods to be used daily.
- 27 rail transportation is a wise way to ensure max use w/o costly environmental problems
- 28 Regarding environmental problems, we should also reduce stormwater runoff and flooding, avoid the spread of invasive species, and minimize toxic pollution.
- 29 Skip the shit fix the roads
- 30 Smart and sustainable environmental choices are essential in the city where everything flows into the lake or lingers in the valley of air surrounding the lake. We live here because we prize the clean water, air and environment. The more we can do to be green the better.
- 31 Sometimes there's a weird stench over Lincoln Park.
- 32 Stop corruption on all levels and our community will flourish.
- 33 Stop dumping millions of tons of salt on roads.  
Stop light pollution from street lights.
- 34 Stop speeding and loud cars and trucks w/o mufflers and noisy freight & grain trucks
- 35 Stop using salt on level roads!
- 36 Stormwater management is the highest priority here given our changing climate.
- 37 Taking shortcuts and ignoring environmental impact may seem cheaper, but is much more costly in the long run.
- 38 The choices for this question are a bit redundant. These are all environmental problems. The use of green infrastructure and creating bike and walking networks that are properly designed, built, and maintained would also assist in supporting great socio-economic and environmental outcomes.
- 39 The more we walk, bike, ride transit, the healthier the environment.
- 40 There are enough guidelines / restrictions on placealready!
- 41 There are no common sense answers on here as these all indicate
- 42 Think through plans in terms of long-term potential environmental impacts, and make choices that avoid and minimize those impacts because they are very costly. These costs (short and long term) should be estimated and REQUIRED to be included in any project proposals.  
Only regional species should be included in projects (such as landscaping and erosion control).  
Roadside mowing should be cognizant of threatened and endangered local species. Transportation by all modes (tires, shoes, boats, ships, other watercraft) should be modified to reduce threat of spreading invasive species.
- 43 This is a ridiculous tab. Answers are way too similar and are pointedly slanted. Any answer here will be misconstrued to promote biking or the train. In fact there is no question here, only an obvious opinion.
- 44 Train routes are better for the environment as they reduce the number of individual vehicles going to the same destination.
- 45 Walkability needs #1.
- 46 We really need to stop building shops, condos and parking lots next to the lake! I Duluth/Superior were really on top of the game, we'd have a park running the length of the Lake Walk and along the waterfront in Superior.
- 47 We should also avoid the spread of invasive species.
- 48 We should look closer at maintaining what we have, provide alternate modes of transportation with less impact to our environment. Create less on street parking to allow for more room for bikes and pedestrians and mass transit options.
- 49 Where to begin ...

## MetroQuest Screen 3 – Help make sustainable choices

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### Safety

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

- 1 A balanced design recognizes that it may not be practical to provide roadways for every mode on every road and/or street, but the transportation network as a whole should serve the demands for all modes effectively and conveniently. Not every street needs bicycle facilities, but planning should provide a continuous and connected network of bike facilities to serve current and anticipated bike flows.
- 2 Adding lighting around bike and pedestrian paths. Teaching children and adults how to be safe on our streets using bikes, walking, and bussing. Having a police force that represents our communities, including people of different races and genders in all roles. Police engaging with and being visable in the community.
- 3 Already a key DOT goal, no greater emphasis needed.
- 4 Already working on [emergency response]. [In regard to using evidence-based decision making] : Really? Last ones didn't work.
- 5 Also emphasize safe design.
- 6 Also use evidence-based decision making and emphasizing safe design.
- 7 An enlarged police patrol presence would make those of us living downtown who are dependent upon assistive devices for walking or transportation feel more secure. It can be very sketchy at night or even during the day. Parking lots, such as behind the Greysolon Plaza, are a hotbed of drug use and sales.
- 8 Bike lanes and roads closed to cars
- 9 Consider pedestrian and bicycle safety in roadway design (in addition to vehicle safety)
- 10 Construction projects rarely consider how pedestrians and disabled individuals will negotiate affected sidewalks and crossings. It's pretty disgraceful.
- 11 Crosswalk buttons on every corner.
- 12 Designers of our infrastructure should be people who actually use these systems. For example, sidewalks should follow desire lines, not right angles and orderly prescriptive routes.
- 13 During periods of extreme emergency, such as the recent Husky explosion, or the flooding 2 weeks ago, it would be nice if some of our radio stations would broadcast constant alerts/news regarding the situation. TV stations did this nicely during both events, but driving around I heard virtually nothing on my car's radio.
- 14 EMPHASIZE UNIVERSAL DESIGN
- 15 Fix the roads
- 16 How about building something that will last more than 3 years
- 17 I have witnessed several instances of folks with disabilities being disadvantaged along Central Entrance in Duluth while trying to board or get off of a DTA bus. I have seen this with folks with walkers and in wheel chairs. The City/County/MnDOT whomever is responsible should feel shame for the lack of care given to snow removal and the lack of sidewalks on the uphill side of Central Entrance. This is a terrible thing for all users, but especially so for folks with disabilities. Please pass this along.
- 18 I think having designated, separate bike lanes - especially downtown - would be advantageous.

- 19 I would like to see running and bike/ wheelchair lanes created on roadways
- 20 Inforcement is key for pedestrian crossings and biking. Inforce the rules for bike related issue for cars AND bikers. Help create a culture change in the UDLuth area for pedestrian crossings where cars will stop at crosswalks and ped crossings...culture change wil come faster if it effects the persons wallet.
- 21 Make bicycle paths wide enough for passing (i.e. Bong Bridge sidewalk is a tight ride when passing oncoming bicyclists).
- 22 make duluth safer for walkers by providing visible barriers at crosswalks to alert drivers i saw several in cities and think they'd be great for superior street at key intersections many times i've had close calls because driver isn't paying attention to walkers
- 23 Make sure all stipoplights, especially pedestrian signals, are consistent enough that they engender faith in the system.
- 24 Mixing Trucks and dangerous cargos with domestic traffic and neighborhoods is a recipe for disaster...it is also unsightly and inconvenient at the best of times. Poor choices were made in the past and they need to be addressed before a major accident occurs.
- 25 More focus on non-motorized safety, particularly for pedestrians and bikes. For example, there is a crosswalk at London Road and 60th Ave E that suggests to pedestrians that it is safe to cross there to get to the lake. Hardly. Vehicle drivers have limited lines of sight coming around the corner or over the Lester River bridge. It's an obvious spot for a rectangular rapid flashing beacon. Not just for increased pedestrian safety at that location, but because 1) for out-of-town drivers entering Duluth from up the shore, an RRFB says "Slow down and pay attention! You are entering a community where people live. This is not your private highway to speed thru" and 2) for drivers leaving Duluth headed up the shore it alerts them to the next 1/4 mile of area where people are stopping at the side of the road to see the lake. The area is a "gateway" to Duluth and the traffic calming infrastructure there (or lack thereof) sets the tone for what is expected of drivers as they enter and exit town.
- 26 More roundabouts and clear crosswalks.
- 27 Need consistent design and construction of ADA ramps and sidewalk crossings. Use better color at crosswalks and curb ramps.
- 28 Our current system is very unsafe for those who are vulnerable, including those with disability, children, the elderly, all pedestrians, and all bicyclists. Our current system seems to have been created by able-bodied people who all have access to personal vehicles.
- 29 Part of safety is providing a safe space for storm water to go and reducing the pollution in water. Duluth is built on a hill that drains into a Great Lake. That fact is forgotten during planning only to our own detriment.
- 30 Prevent additional driveways on London Road in east Duluth, MN
- 31 Proving effective emergency response capabilities, and expanding advanced warning systems are also important.
- 32 Road improvements should include safer sidewalks for walking and bike lanes that make sense. Be more transparent about plans to improve city streets.
- 33 Safety for all will mean readical change on our auto emphasis.
- 34 Safety for bicyclists and pedestrians should be part of the design of transportation projects.
- 35 Safety is A MUST HAVE.
- 36 Shelters that are appropriately placed, so that they do not face into prevailing winds, are well lit, easily accessible for disabled people, and have places for people to sit while waiting on buses assist in creating safe environments for transit riders. Provide more frequent transit police riding on buses to enhance security.
- 37 Smoother roads :)
- 38 Stop making knee-jerk decisions, and spend precious money wisely. When we do a project, make

sure to do all we can at that time, instead of starting it off as a maintenance project to just make bandaid repairs, and making costly adds that show up during construction actually end up to be out of date safety improvements, when better planning could have spent the same money and gotten a much better product.

- 39** Stop wasting businesses money on earned leave sick time.  
Abolish unfair property taxes.
- 40** Streets are atrocious - embarrassing. Need to be improved.
- 41** Study successful markets that have succeeded in all avenues
- 42** The easier it is to drive, the less safe we all are.
- 43** The maintenance of systems for cyclist and walker safety (maintained lighting, snow removal, condition and availability of walkways) is as important as the creation of same. If systems are not maintained, the goals of providing for all are negated.
- 44** Which transportation system? DTA? Roadways?

All comments from MetroQuest Phase 1  
Screen 3 are sorted & presented in  
Appendix D