

Central Entrance Steering Committee Meeting Summary

Friday, May 14, 2021 | 10-11:00am

Attendees

Ron Chicka, MIC
Mike Wenholz, MIC
Adam Fulton, City of Duluth
Kris Liljebblad, City of Duluth
Chris Belden, Duluth Transit Authority
Doug Kerfeld, MnDOT
Bryan Anderson, MnDOT
Jody Martinson, WSB
Dan Pfeiffer, WSB
Austin Hauf, WSB

Summary

1. Welcome
2. Review of past plans and studies w/corresponding maps of each zone
 - a. Hampton Inn area - development restrictions/property issues/environmental concerns could be an issue for new road connecting to Mall Drive
 - b. Corridor will potentially have BRT (1 of 2 lines)
 - i. BRT frequencies (“pre-BRT”) coming June 2022 (10-minute headway in peak, 15-minute rest of day)
 - ii. Stations for full BRT would come later
 - iii. Route is on Central Entrance
 - iv. Route would convert to limited stop service
 - v. DTA has been talking about BRT for a few years, but may not be well known in the public yet
 - vi. Draft preferred scenario in month or two
 - vii. DTA hoping to apply for HOPE program for preliminary BRT design/engineering
 - viii. Transit Oriented Development/land use study along BRT to ensure usefulness of investment - would explore land use and development patterns along proposed BRT
 - c. Proposed development between Mall Dr and Anderson Rd

- i. Development proceeding at SW corner of Anderson and Central Entrance
 - ii. Other proposed developments would only have RI/RO access
 - d. In general, City does not have big redevelopment plans in Zone 1
 - e. City has received complaints about the ability to cross the road at Joshua Ave/Central Entrance intersection (people cross here to get between Walgreens and the mall)
 - i. No ped facility on south leg of intersection to provide access to the mall - Trinity crossings do not connect to anything
 - ii. DTA runs buses directly to Walgreens due to lack of ped connectivity
 - iii. The free right turn lanes in this area do not have any crosswalks
 - iv. Trinity and Mesaba intersections not currently part of construction project scope; however, they should be included in this plan. Need to be clear with the public on setting expectations for limits.
 - f. Surrounding neighborhoods would benefit from better bike connectivity, but there is need for better bike facilities on Central Entrance itself, not just a parallel route.
 - g. Questioning what would happen due to access closures - removing access could increase vehicle speeds on Central Entrance when we may want them to be decreased
 - i. Medians could change the dynamic at access locations
 - ii. If medians are added, would more ROW be needed
 - iii. Accesses are also very wide, could this change with reconstruction
 - h. Palm St/Myrtle St may be backage roads
 - i. Difficult to make left turns off Palm St.
 - ii. Not functioning well as reliever in current state
 - i. Queuing on Arlington to get onto Central Entrance can go all the way back to Palm St.
 - j. A lot of issues to consider at Arlington/Palm with sidewalk, shared use path, on-street bike route, high volume of traffic, etc.
 - k. How do we fit everything without expanding the ROW?
 - l. Comparisons between this corridor and Excelsior Blvd in Minneapolis/St. Louis Park (could be similar model)
 - i. Transit corridor
 - ii. High number of access locations
 - iii. Ped connections
 - iv. Commercial corridor
 - v. Development is more intense than Central Entrance
 - vi. Higher traffic volume

- m. Comparison to Belknap St in Superior - another potential model
 - i. Median islands, crossings, bumpouts
 - ii. 2 lanes each direction
 - iii. Similar traffic mix
 - iv. Could apply to Zones 2-3
 - v. Likely more ROW than Central Entrance
 - n. Are traffic signals accomplishing what is needed?
 - i. Signal at Basswood - backups at Lakeview Christian Academy
 - o. Need to look closer at recommendations for Ebony intersection
3. Community engagement event
- a. Better Central Entrance – Coordinating with Zeitgeist Arts
 - i. June 4th 5-9 pm
 - ii. June 5th 3-7 pm
 - b. Held at NW quadrant of Arlington and Central Entrance intersection
4. Community Advisory Committee
- a. First meeting to be held in early June, will focus on review of previous recommendations.
 - b. Discuss Zone concepts July-August
5. Upcoming Virtual Workshops
- a. June 24th 5-7 pm
 - b. June 29th 5-7 pm
 - c. Small group focused discussions on each Zone
 - d. Virtual corridor walks
6. Next Meeting
- a. **June 11, 2021, 10-11:30 am (time is being extended to 1.5 hours)**
 - b. Will finish review of maps and previous recommendations

Action items:

- Dan to send copy of charter