

Central Entrance Transportation Plan

Community Advisory Committee Meeting
September 29, 2021



Agenda

- Welcome
- Introductions
- Project Goals | Project Timeline | Engagement & Outreach
- Online Features and Concepts Survey
- Land Use Update
- Traffic Modeling Update
- Clearing the Way – an All-Season Corridor
- Draft Plan & Draft Engagement Framework
- Next Steps | Stay Involved | Thank you



Project Goals & Objectives

Advance the vision for a walkable, bikeable and transit- oriented thoroughfare which will create an attractive destination that:

- (1) is safe and comfortable to use for those of all ages and abilities
- (2) encourages new types of residential and commercial development



Project Timeline

- Visioning (we are here) Spring to Fall 2021
- Draft Plan November 2021
- Final Plan December 2021
- Project Design and Engineering 2022 – 2025 (MnDOT)
- Construction 2026 (MnDOT)

Engagement & Outreach

- Better Central Entrance Event June 4 & 5
- Virtual Workshops June 24 & 29
- Steering Committee
- Community Advisory Committee
- Online Comment Opportunities
- Business Mailings
- Feature & Concept Survey
- Business Feature & Concept Survey

Online Feature & Concept Survey

We Need Your Feedback!

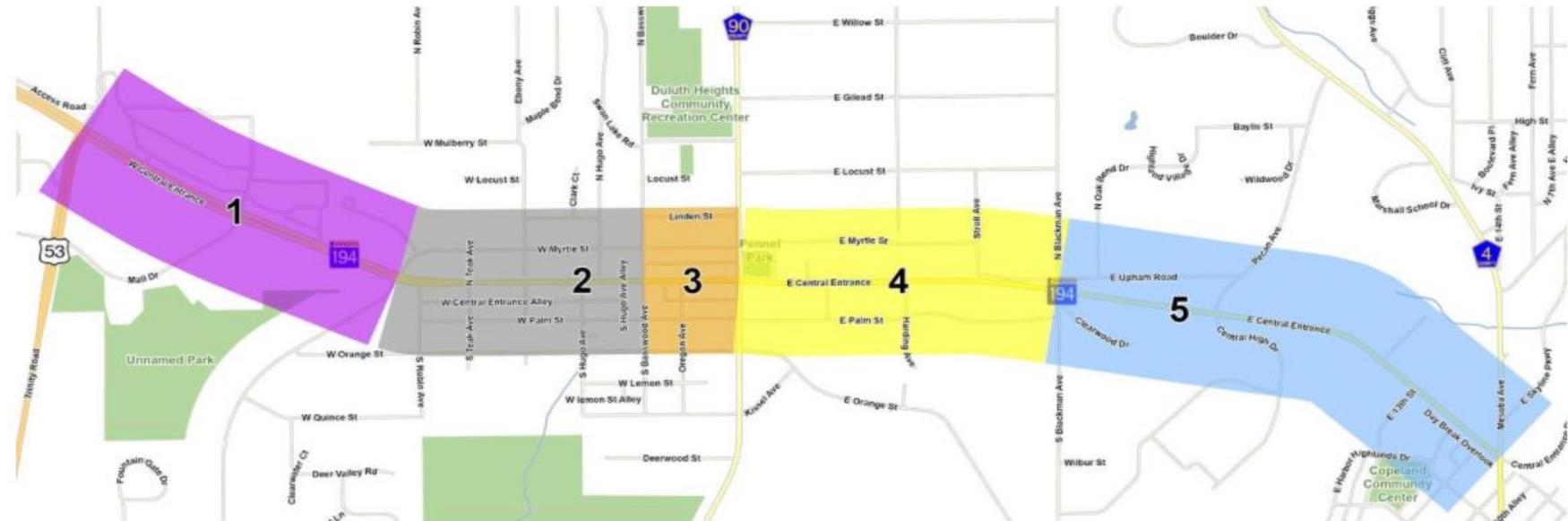
Get in on the start of something exciting! What is your vision for Central Entrance?

We will soon be completing the Central Entrance Transportation Plan. The plan will be a vision and shared with MnDOT to carry out the design and reconstruction phases. We need your feedback to make sure the vision for YOUR Central Entrance is clear, focused and reflects the community.

Based on past plans, recent engagement events and ongoing feedback from community stakeholders, we have provided proposed features and questions to clarify preferences. What is important to you? What do you want MnDOT to know?

Remember, once the Plan is completed, MnDOT will begin the design process which will include additional public engagement, using the Plan as a starting point. What specific feature do you prefer and want to be included in the reconstructed Central Entrance? Help us make it your vision, your Central Entrance.

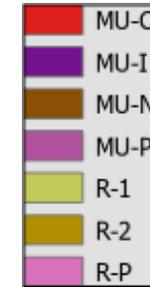
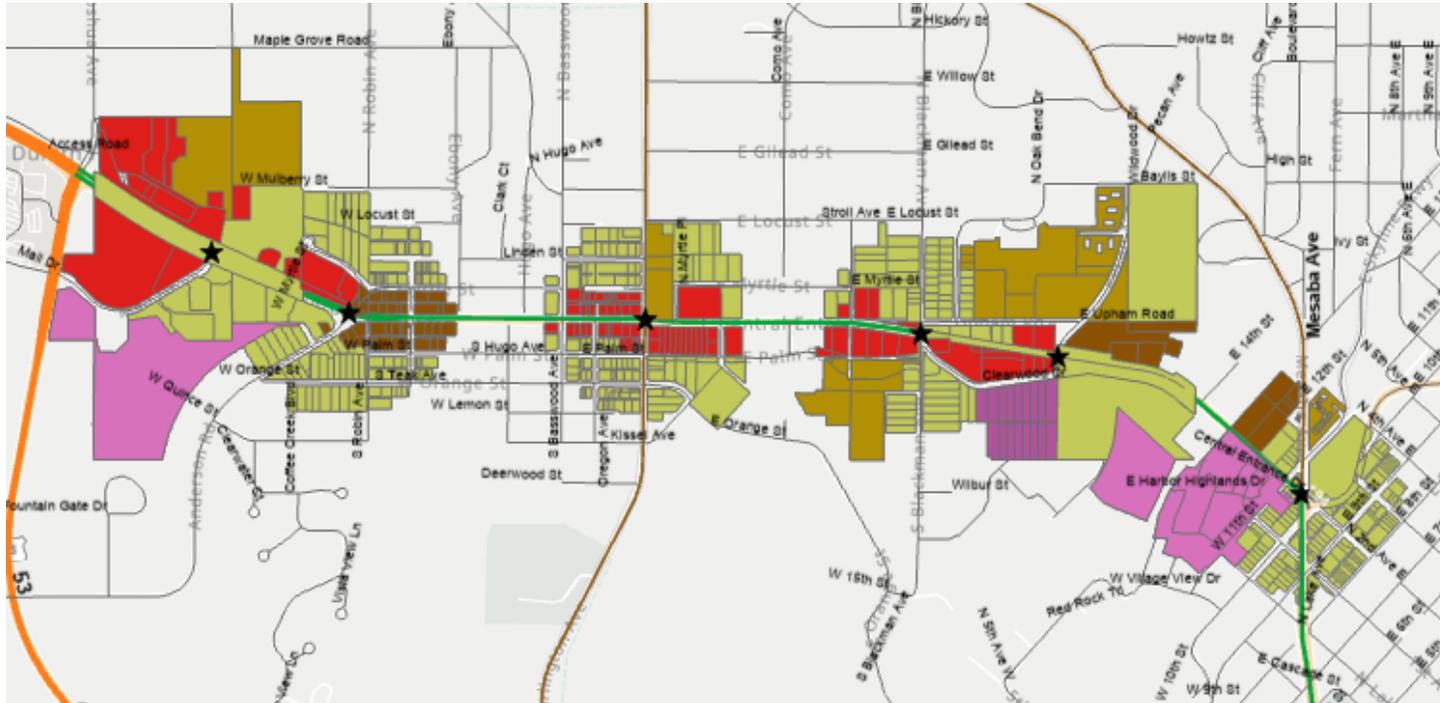
Please provide your feedback by October 5th!



Central Entrance Study Area Zones

Land Use Update

6 -1/4 Mile Project Nodes



Existing Residential Value

3,586 Total Dwelling Units

Total Value = \$271,890,227

Value / Units = \$75,820 per unit

Existing Non-Residential Value

5,655,443 square-feet of space

Total Value = \$274,325,564

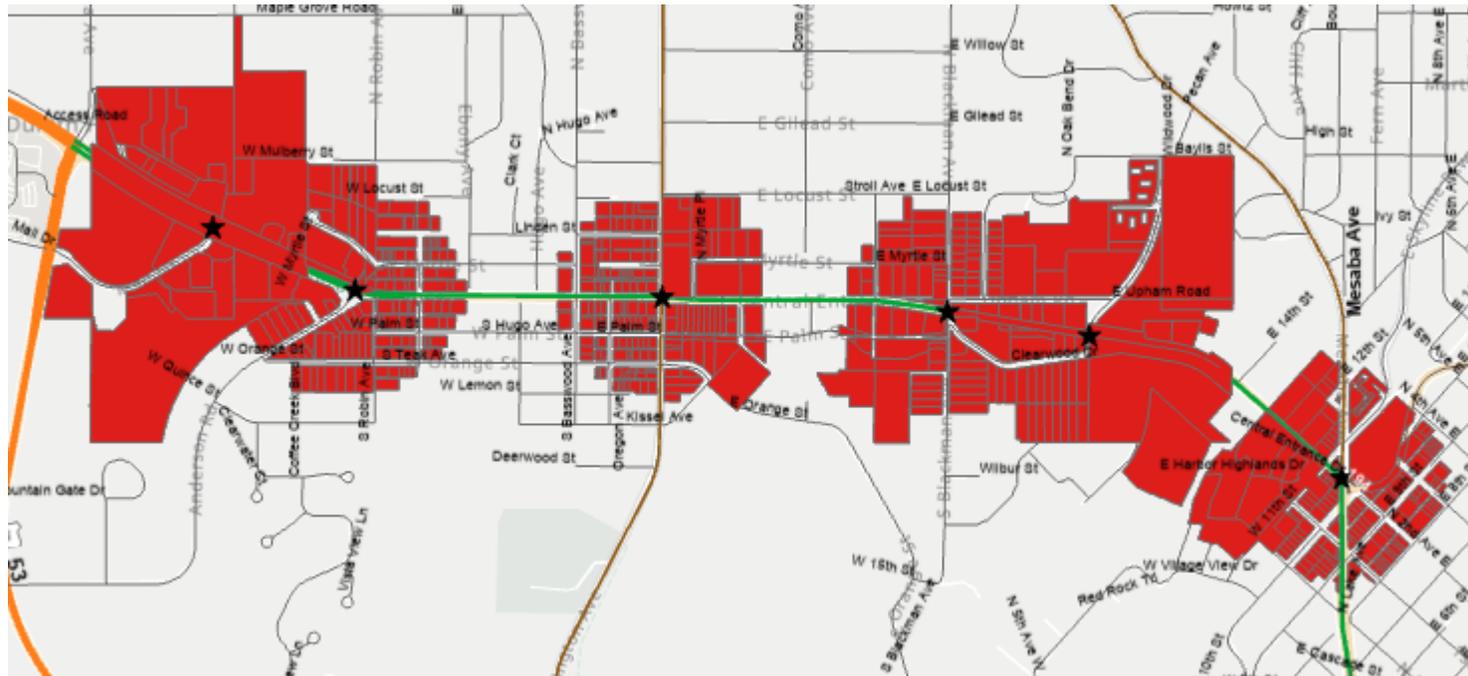
Value / Space = \$48.50 per/sf

Combined Existing Value

~\$546 Million

Rezone to MU-C

- Density:
 - MU-C – 87 units/acre
 - MU-N – 87 units/acre, stricter setbacks than MU-C
 - R-2 – 58 units/acre
- Uses:
 - **MU-C: Allows the most permitted retail/commercial opportunities as well as the largest sf allowed. No single-family homes are permitted.**
 - MU-N: Allows some permitted retail/commercial uses but less than MU-C and at a smaller scale. Allows single-family homes (undesirable).
 - R-2: Virtually no permitted retail/commercial uses. Intended for all residential homes.



MU-C

Maximum Potential Value

- Existing Residential Value = \$75,820 per unit
- Potential Residential Value = \$157,000 per unit
- **Potential Number of Units = 180,003**

- Existing Retail Value = \$48.50 per/sf
- Potential Retail Value = \$108 per/sf
- **Potential Retail Square Footage = 90,125,640 sf**

- Existing Total Value = ~\$546 Million
- **Potential Total Value = ~\$37.7 Billion**



Housing Permits in Duluth

City of Duluth Housing Indicator Report

Table 20: Residential Housing Permits

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
New permits (residential)	146	151	132	105	87	45	31	55	25	35	41	58	32	43	49	59	72	37
Units of 1 family dwellings	138	121	113	87	70	36	31	36	21	33	39	44	29	42	46	40	57	31
Units of 2 family dwellings	10	30	17	2	26	8	0	34	4	4	4	4	0	0	0	16	15	4
Units of 3 or 4 family dwellings	8	28	16	19	0	0	0	6	0	0	0	16	0	0	0	4	1	
Units of 5 or more family dwellings	6	206	103	494	18	104	0	0	16	106	60	126	381	54	153	154	454	160
Number of Units Created	162	385	249	602	114	148	31	76	41	143	103	190	410	96	199	214	527	195

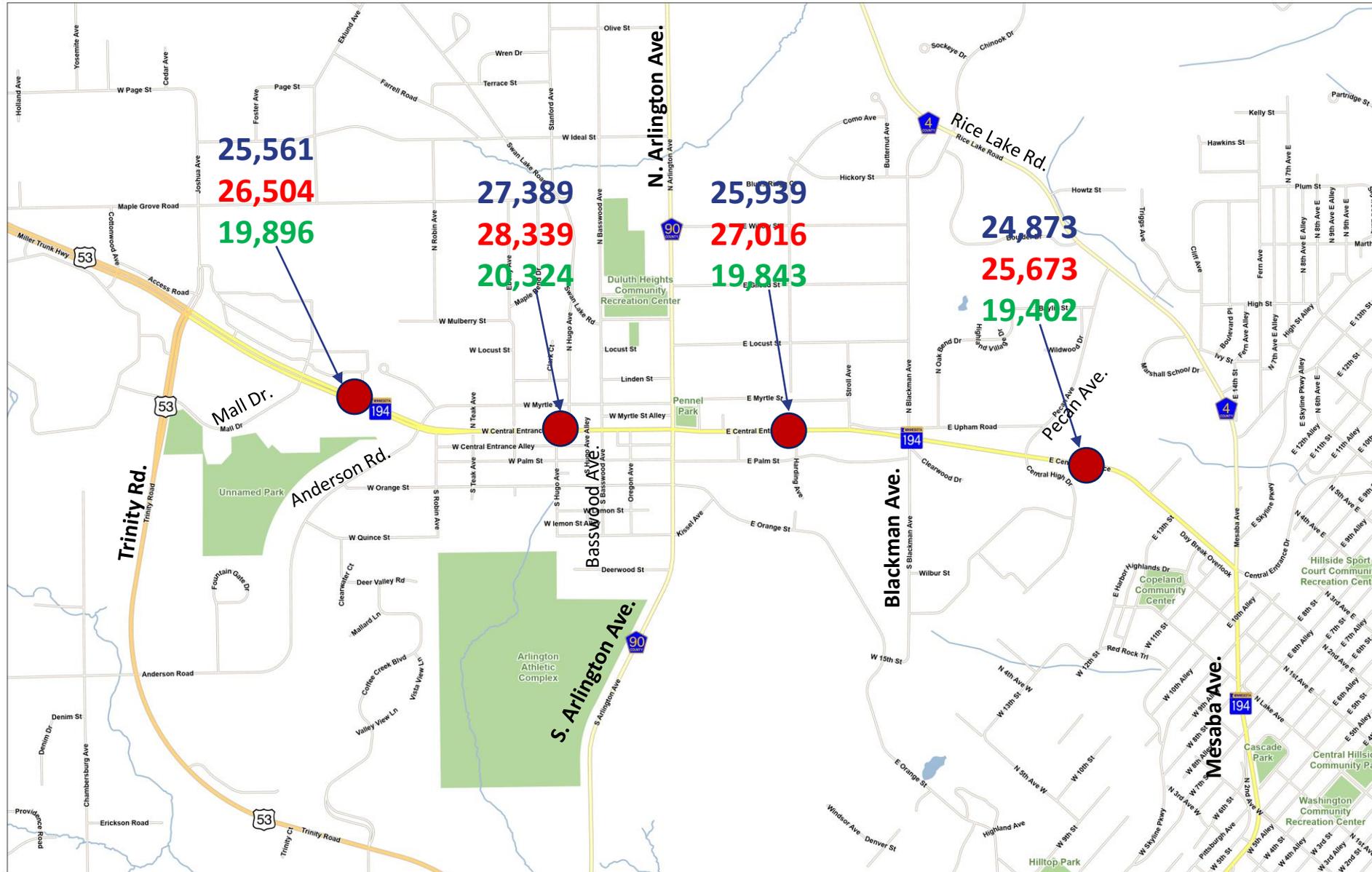
Averaging ~166 units per year over the last 10 years

Realistic Potential Value

- 20% of ~166 new permits are in Central Entrance
- ~33 Units per year in Central Entrance
- 33 units * 25 years = **825 units created in Central Entrance**
- \$157,000/unit * 825 units = **\$129.525 Million**

Traffic Modeling Update

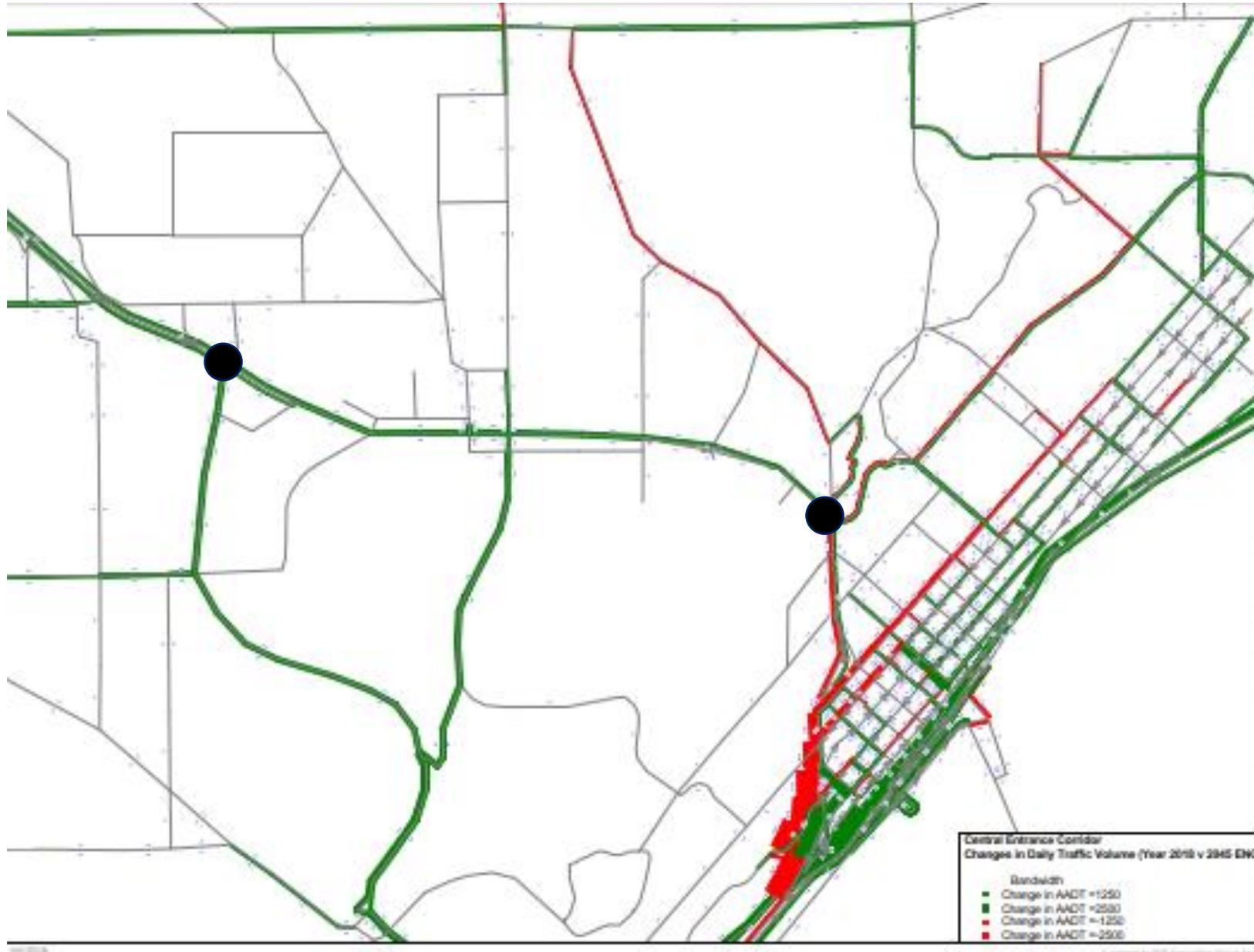
Average Weekday Traffic Volumes (from model)



Legend

- 2018 Baseline
- 2045 No-Build (E+C)
- 2045 Build (3-lane)

Volume Change (2018 to 2045 No-Build)



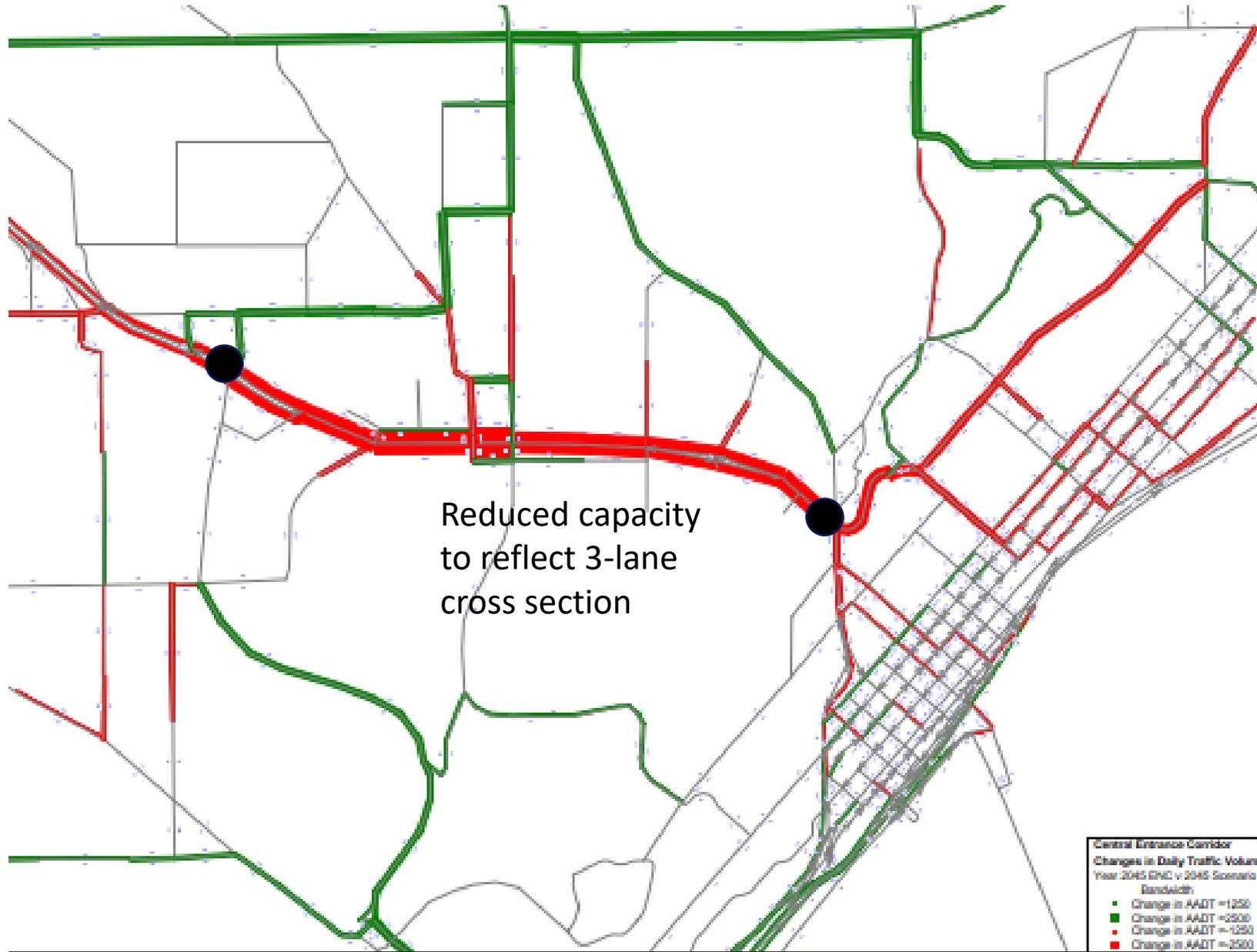
Legend

Green indicates increase in volume

Red indicates a decrease in volume

3% to 4% increase in traffic along the corridor

Volume Change (2045 No-Build to 2045 Build)



Legend

Green indicates increase in volume

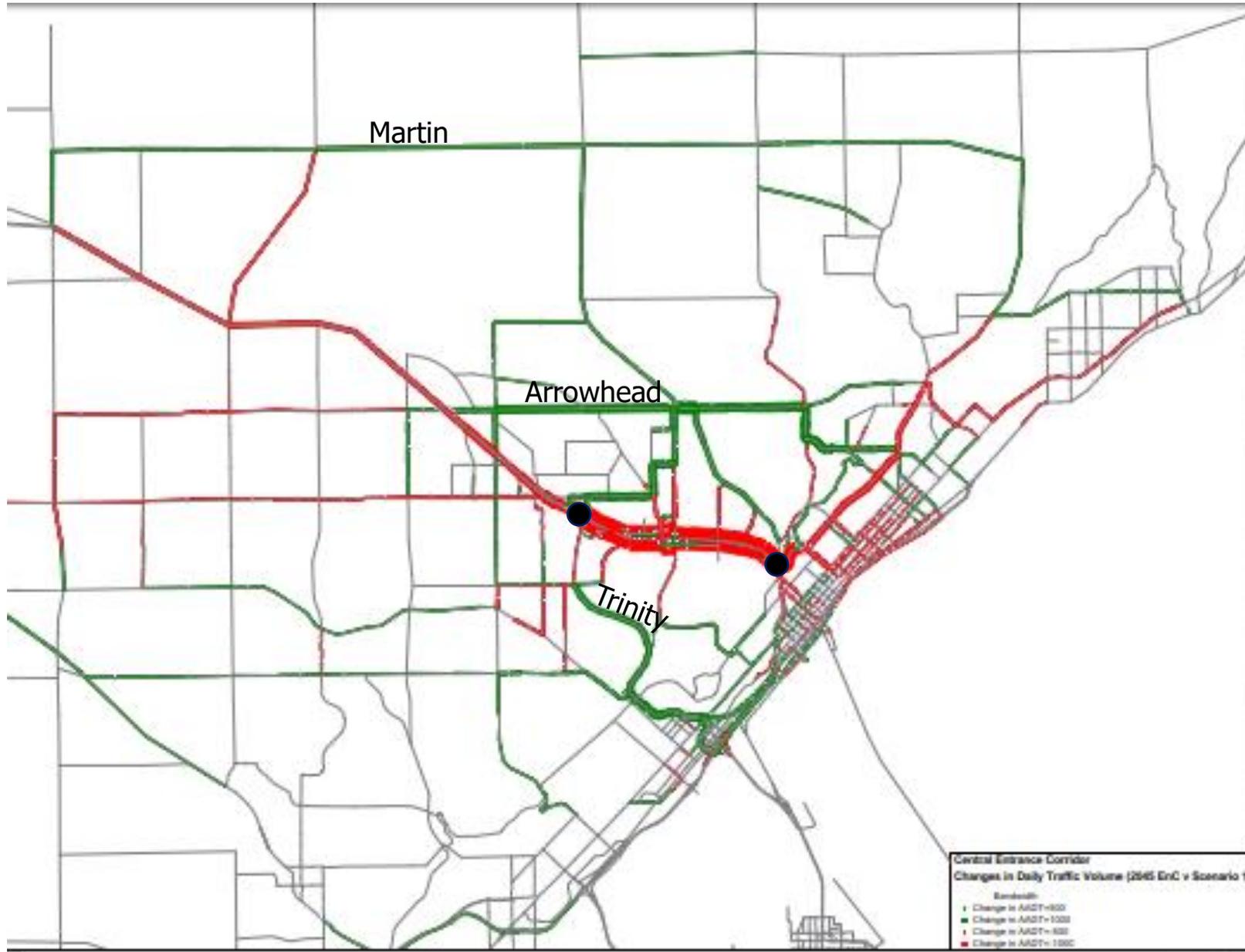
Red indicates a decrease in volume

24% to 28% decrease in traffic along the corridor

Volume Change (2045 No-Build to 2045 Build)



Regional View



Legend

Green indicates increase in volume

Red indicates a decrease in volume

Key Takeaways

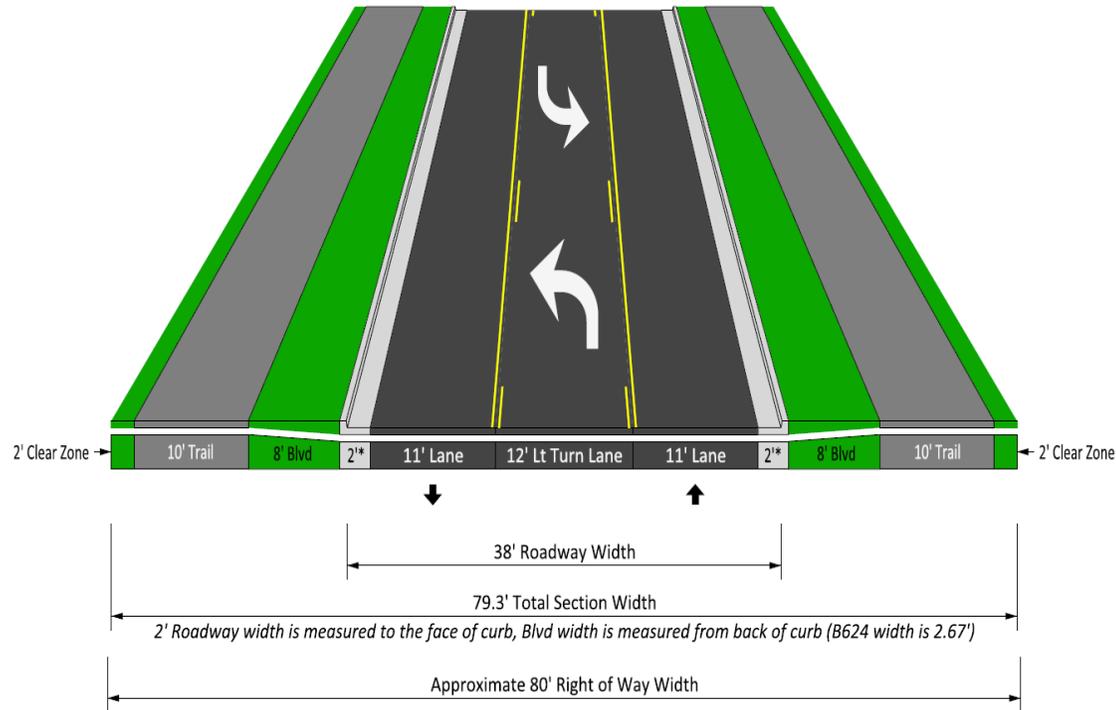
- Traffic model shows modest growth to year 2045
 - Consistent with recent traffic counts
- Anticipate some trips will shift away from the corridor under 3-lane scenario
 - Model is likely overestimating diverted trips
- Peak hour intersection LOS could be feasible for a 3-lane scenario
 - Arlington PM peak hour LOS appears to be biggest concern
 - It will take vehicles more time to travel through the corridor
 - What is an acceptable tradeoff? (increased travel time vs. better accommodations for other corridor users)
- Future design considerations for a 3-lane scenario
 - Right-turn lanes will likely be needed at certain intersections
 - Feasibility of roundabouts (potential impact on bus operations, bikes, and pedestrians)
- No LOS concerns anticipated for one-way pair scenario

Next Steps

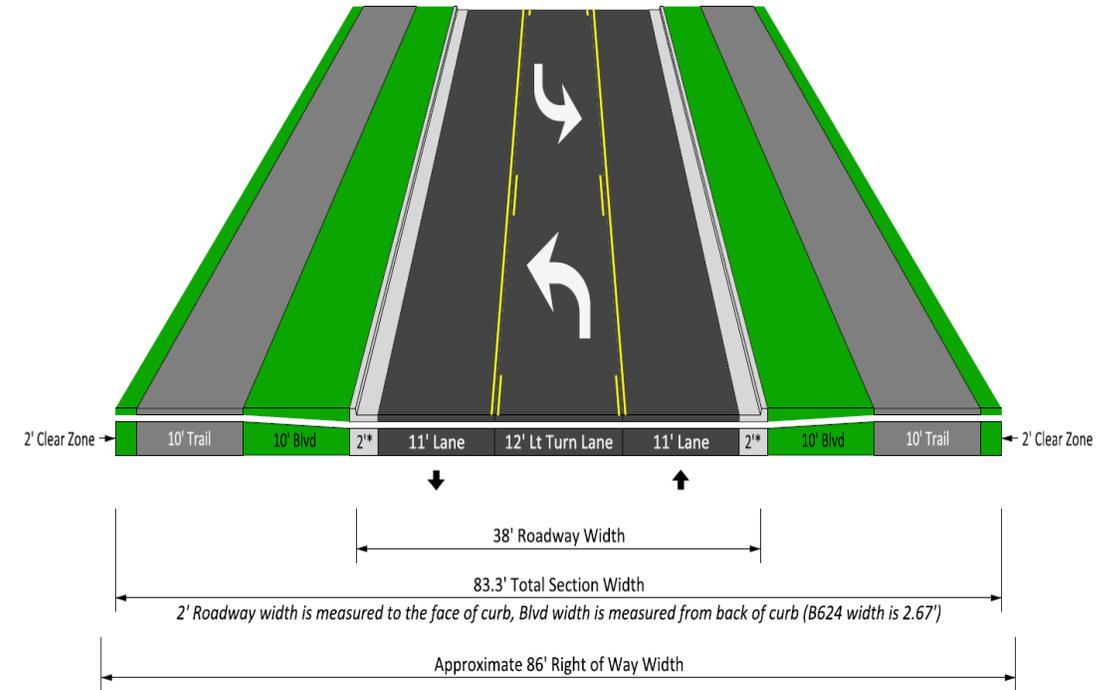
- Conduct LOS analysis for one-way pair
 - Reassign turning-movements to reflect traffic operations on Palm Street
- Conduct Roundabout LOS analysis for:
 - 3-lane Central Entrance
 - One-way pair scenario

3-Lane Alternative Typical Sections

Zones 2 & 3 - Anderson Road to Basswood Avenue



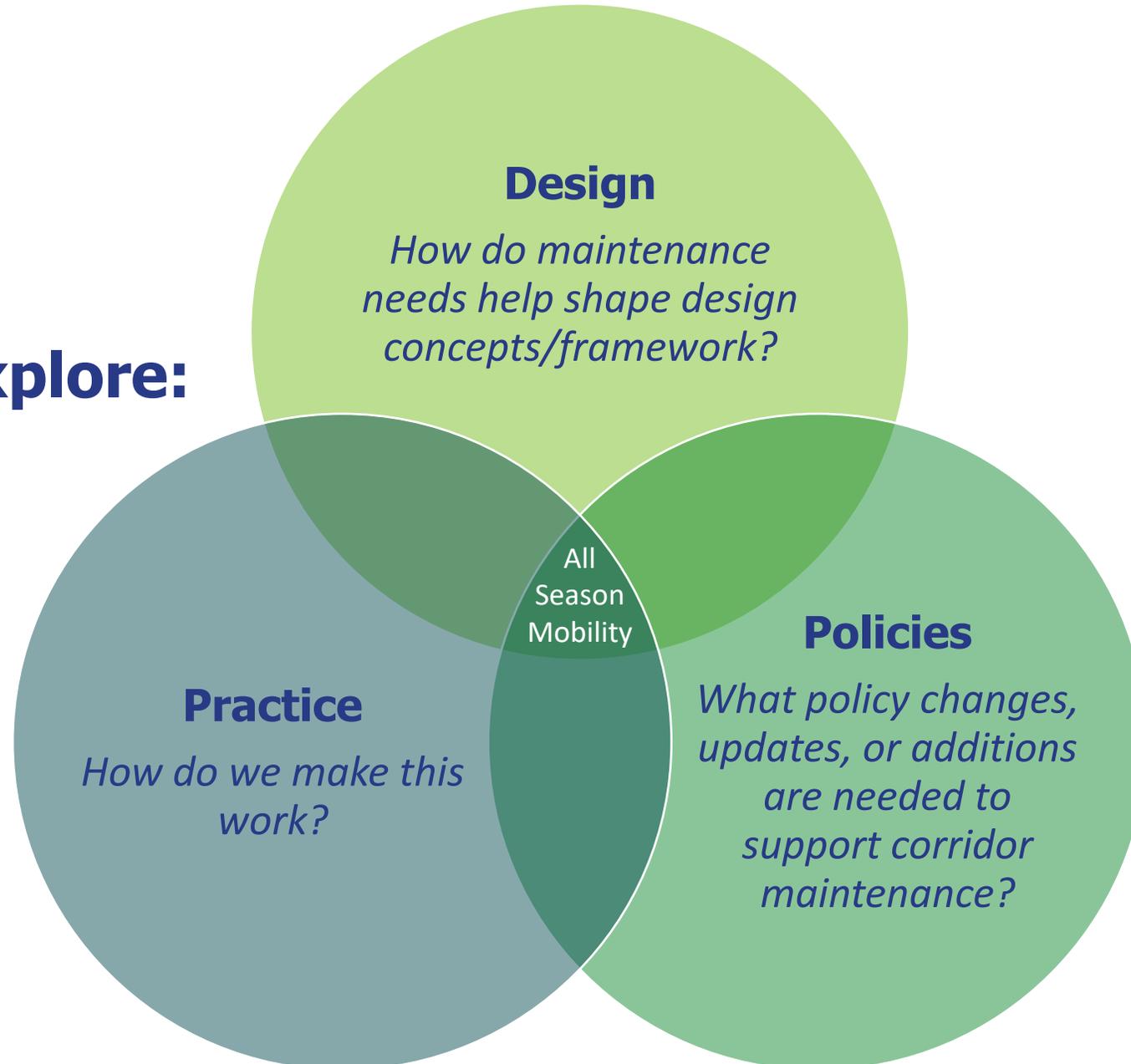
Zone 4 - Arlington Avenue to Blackman Avenue

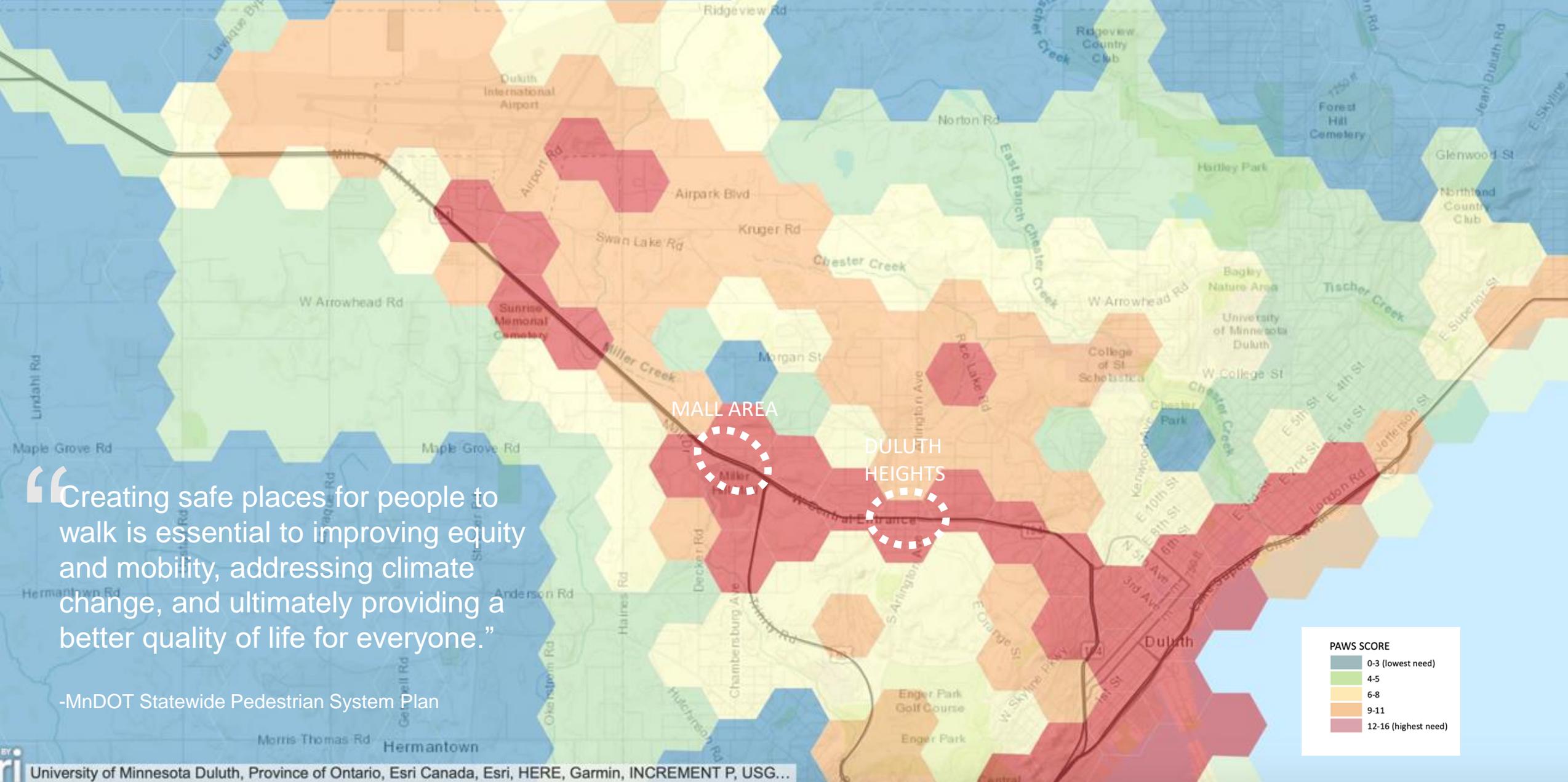


Clearing the Way – an All-Season Corridor



We Will Explore:





“Creating safe places for people to walk is essential to improving equity and mobility, addressing climate change, and ultimately providing a better quality of life for everyone.”

-MnDOT Statewide Pedestrian System Plan

PAWS SCORE	
0-3 (lowest need)	Dark Green
4-5	Light Green
6-8	Yellow
9-11	Orange
12-16 (highest need)	Red

Co-Benefits of 'Green' Streets

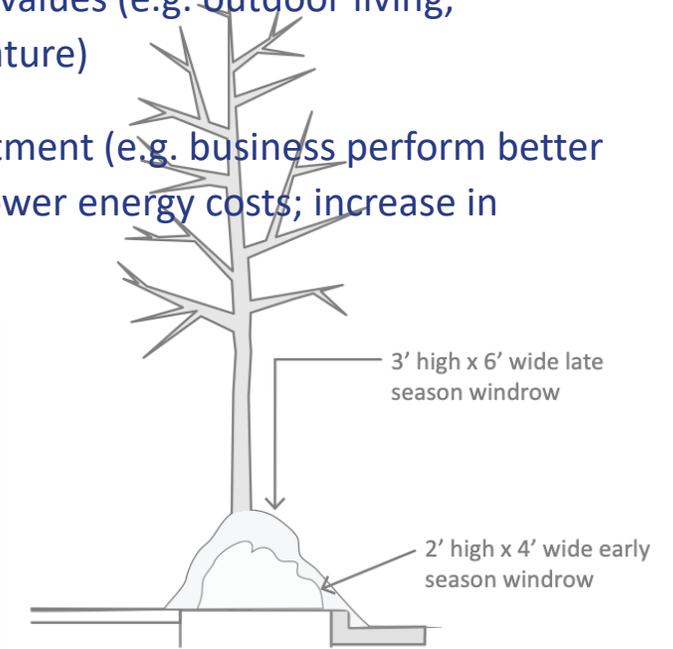
Buffer Space (and medians) for Trees and Green Stormwater Infrastructure Benefits

- Reduce water pollution and strain on traditional stormwater systems
- Space for snow storage and snow melt in the winter
- Tree canopy to provide shade, intercept rain and snow, filter air, and capture carbon
- Greater separation from vehicle traffic, noise, and pollution for people who walk, bike, live and work on street

- More comfort and enjoyment to people walking and bicycling
- A more beautiful street (includes placemaking opportunities)
- On-site holding and filtering of storm run-off
- Showcases community values (e.g. outdoor living, recreation, access to nature)
- Proven return on investment (e.g. business perform better on streets with trees; lower energy costs; increase in property values)



Graphic: MnDOT Pedestrian Systems Plan



Graphic: St Paul Street Design Manual



Stormwater Best Practice: Jackson Street, Saint Paul

- Porous Asphalt
- Bio-Infiltration Basin Systems
- Street Trees (not pictured)

The Triple Canopy





Demonstration Projects



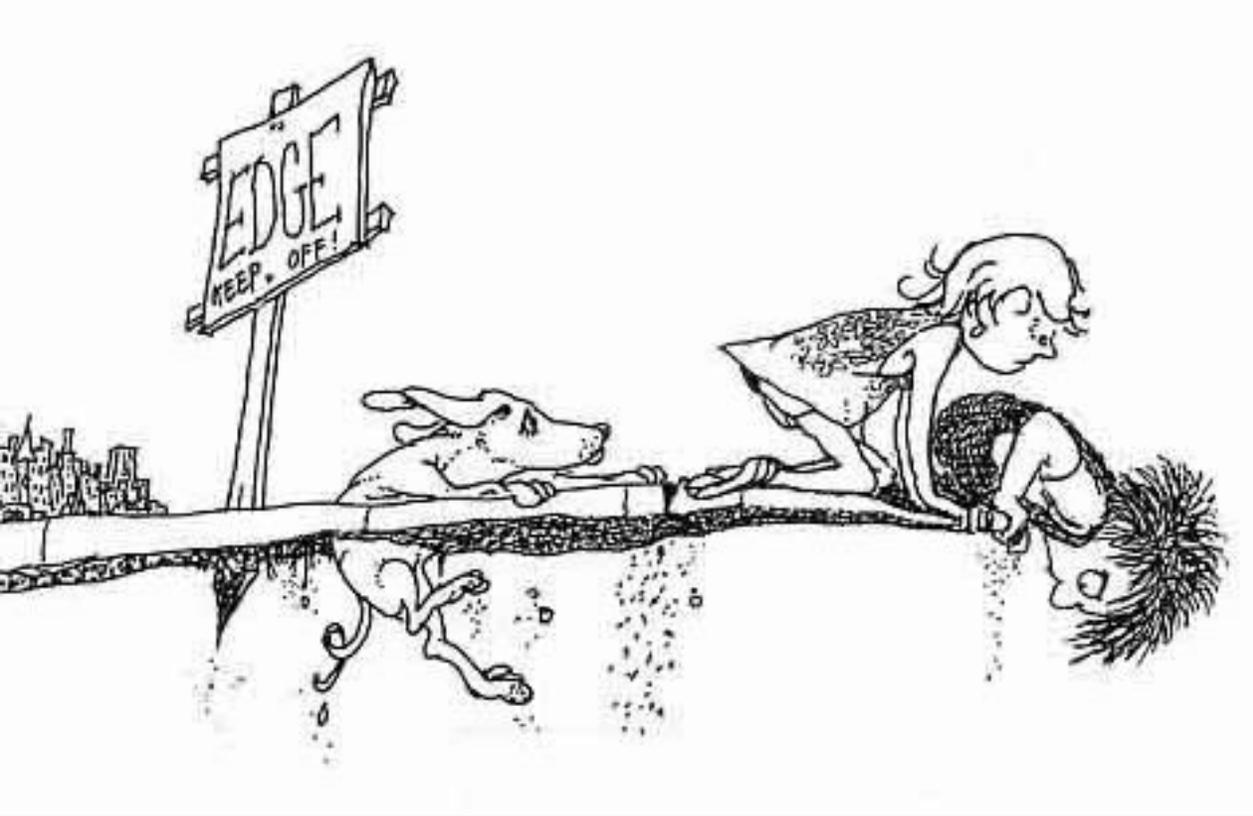
Clearing Protected Bike Lanes/Trails

Key Principles:

- **Priority Network:** Which routes are the highest priority for snow clearing?
- **Frequency of Clearing:** Leading winter cities specify the amount of accumulated snow that is acceptable before clearing will commence. Common accumulation = 1 in
- **Clear Width:** How wide of a path along the bikeway will be cleared? What minimum width is allowable? [MassDOT Separated Bike Lane Planning & Design Guide](#), for example, specifies a minimum of 4 feet for the narrowest operable protected bike lane.



People biking require accessible bike parking, even in winter.



Corner Clearing

City of Minneapolis clears all corners citywide. They begin with the corners prioritized on the City's *Pedestrian Street Lighting Corridors*. Once priority routes are cleared, the city clears the remaining city corners. Corner clearing is snow accumulates over 4 inches or the City declares a Snow Emergency.

City of Duluth by the Numbers

Miles of sidewalks	403 miles*
Miles of sidewalks plowed (by Parks & Rec)	80 miles**
Miles of Trails	178 miles*
Average annual snowfall	81 inches

The priority routes -- intended to be reevaluated on an ongoing basis--are designated in the following order:

- Safe Routes to School sidewalks
- High pedestrian traffic areas
- Sidewalks along public transit routes
- Mid-level pedestrian traffic area
- Park facilities

*Imagine Duluth 2035

**Minnesota Walks – Sidewalk Clearing Guide





LET'S CHAT

What are key elements the Plan should be considering to support all season mobility for people walking, rolling, biking, using transit?

Draft Plan & Draft Engagement Framework

Draft Plan

- Background and goals
- Past studies and recommendations
- Public outreach
- Land use scenarios
- Corridor vision
 - Guiding values
 - Concepts
 - Short- and long-term recommendations
- Summary of engagement framework

Draft Engagement Framework

- Public engagement purpose | Situational awareness | Past engagement efforts | 2021 DSMIC Transportation Plan engagement activities
- Framework – Moving Forward Together
 - Fundamental guiding principles and approach
 - Recommended outreach strategies
 - Key engagement points in timeline
 - Decision making processes, points and metrics
 - Strategies and tools



Draft Guiding Values & Goals – What we Have Heard

A Supportive Platform for Business

Safety First

Greener Roadway

Transit Ready

Year-Round
Multimodal
Corridor

Healthy Walkable Community

A Gateway to Duluth

Walkable Land Use Pattern

Traffic Calming

Equitable Transportation System

What else should guide our recommendations?



Next Steps

Stay Involved

Thank you



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Thank you



central entrance

DULUTH, MN