

# Central Entrance Transportation Plan

MIC Policy Board Meeting  
October 20, 2021



# Agenda

- Project Goals, Schedule, and Background
- Engagement Activities
- Visioning, Draft Concepts and Scenarios
- Deliverables
- Next steps

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



## Schedule

- Kick off meeting held March 11<sup>th</sup>
- First steering committee meeting held April 9<sup>th</sup>
- Draft plan due November 12<sup>th</sup>
- Final plan due December 31<sup>st</sup>

## Overall Project Timeline

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

# Engagement & Outreach

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



## What have we heard?

- Address missing pedestrian connections
- Safe places to cross the street (mid-block and intersections)
- Winter road maintenance impact on sidewalks
- Importance of center median and boulevard spaces
- Bike facilities along Central Entrance
- Interest in intersection improvements (possible roundabouts)
- Create a gateway – inviting corridor for multiple modes
- Create a sense of place for the community
- Evaluate number and width of lanes
- Improve access to transit

## Local Agency Perspectives

- City of Duluth
  - New comprehensive land use + transportation vision for this corridor is needed
  - Does not support past proposals for a one-way pair (Central Entrance and Palm Street)
- Duluth Transit Authority
  - Opportunity to prepare this corridor for Bus Rapid Transit (BRT)
  - Do not support one-way pair
- St. Louis County
  - Need to balance needs of all users

# Challenges and Opportunities

- Create a multimodal corridor that is useful and safe for motorized and nonmotorized users.
  - Balance the arterial needs of moving cars, trucks, and buses while also providing safe facilities for walking and biking along and across the corridor.
  - Central Entrance carries relatively high traffic volumes, but has many more access points than a traditional arterial
  - Limited existing right of way in Zones 2-4, more space likely needed to fully implement multimodal vision.
- Multimodal corridor as a catalyst for residential and commercial development.
- Plans for future BRT service on Central Entrance
  - Need to consider bus operations in 3-lane design
  - Transit-oriented development potential
- Create a sense of place for the neighborhood
  - Need for placemaking opportunities was a strong theme in public engagement
  - First step: make a place that people want to spend time
- Create a gateway for Duluth

# Exploring the Vision

**Before:**



*CSAH 20 (Blake Road), Hopkins, MN (16,200 AADT)*

# Exploring the Vision

After:



CSAH 20 (Blake Road), Hopkins, MN (16,200 AADT)

# Exploring the Vision

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# Exploring the Vision

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CSAH 20 (Blake Road), Hopkins, MN (16,200 AADT)

# Exploring the Vision



*Excelsior Blvd, St. Louis Park, MN (19,300 AADT)*

# Exploring the Vision



*Excelsior Blvd, St. Louis Park, MN (19,300 AADT)*

## Exploring the Vision



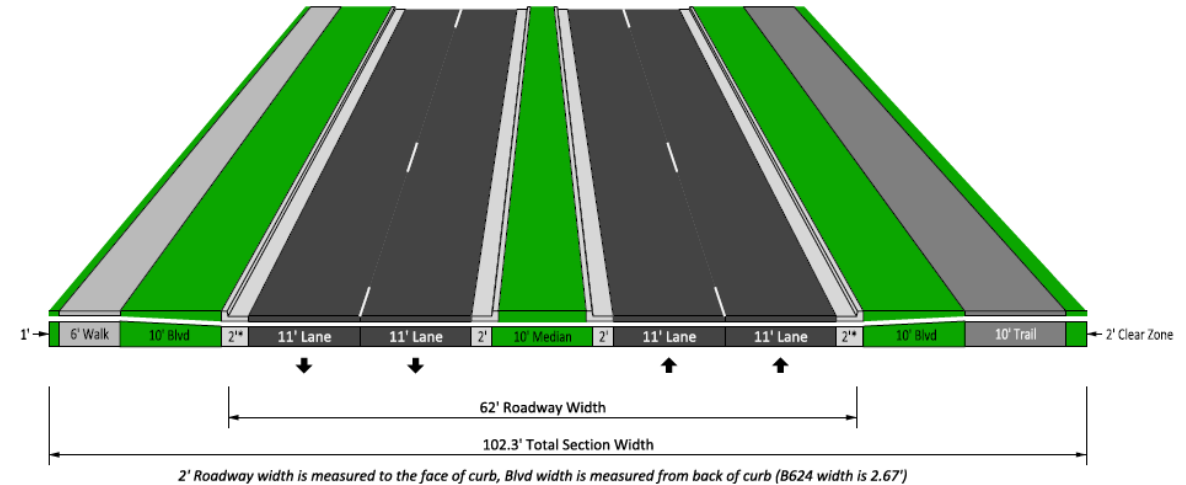
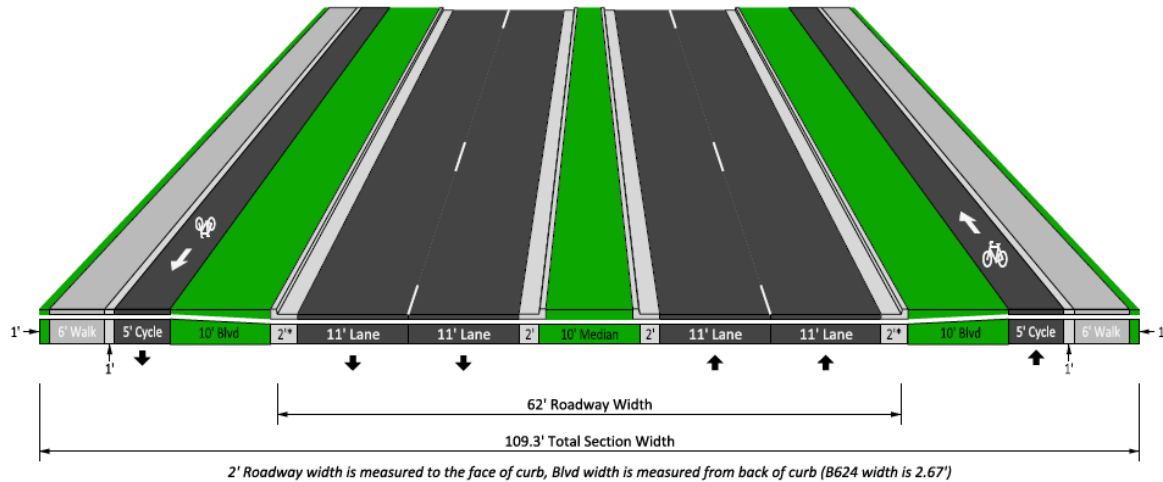
*W 66<sup>th</sup> St, Edina, MN (18,500 AADT)*

## Key Cross Section Elements

- Narrower vehicle travel lanes
- Provide sidewalk and/or shared use path on both sides for the full length of the corridor
- Provide boulevard spaces
  - Separate nonmotorized users from traffic
  - Snow storage
  - Opportunities for landscaping and stormwater treatment
- In 4-lane design, provide center median to improve pedestrian crossing safety, access management, and add streetscape elements as space allows

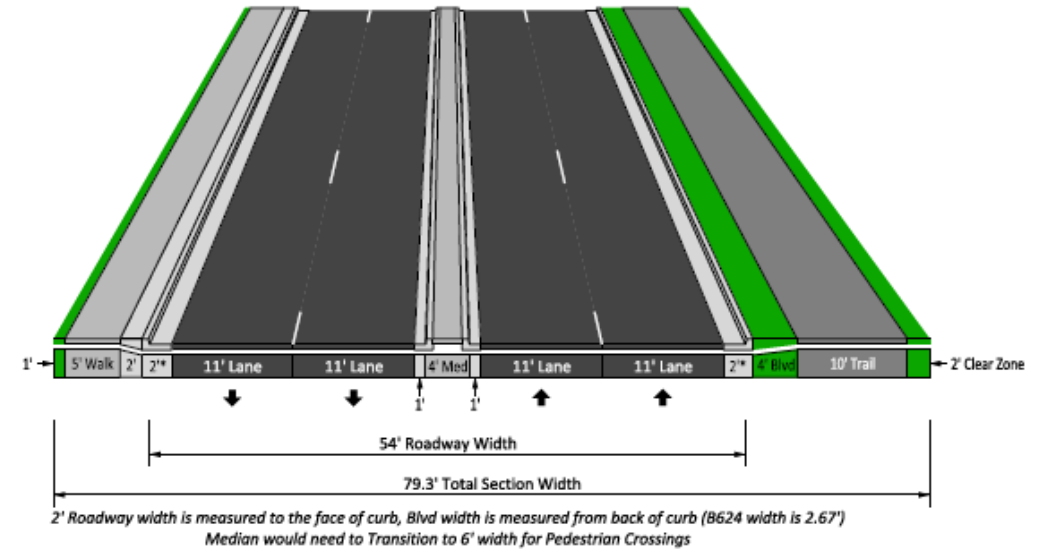
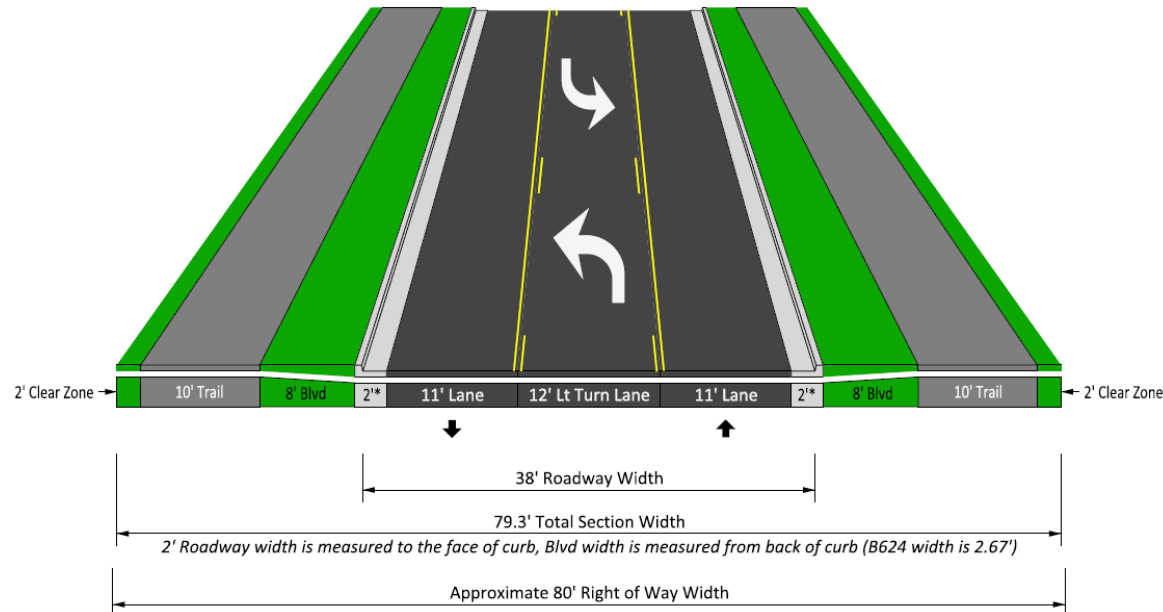
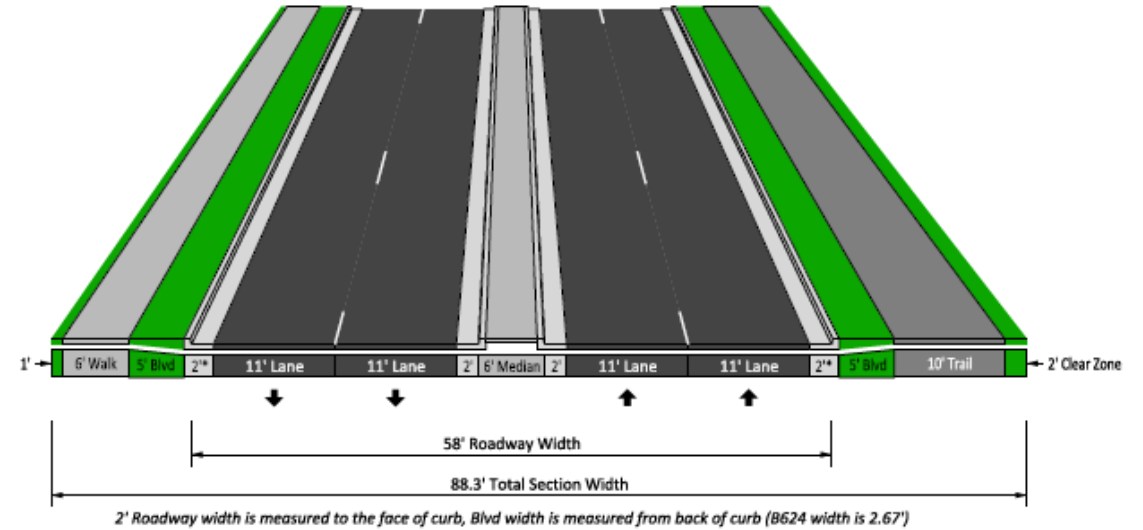
## Zone 1 - Trinity Road to Anderson Road

## Zone 5 - Blackman Avenue to Mesaba Avenue

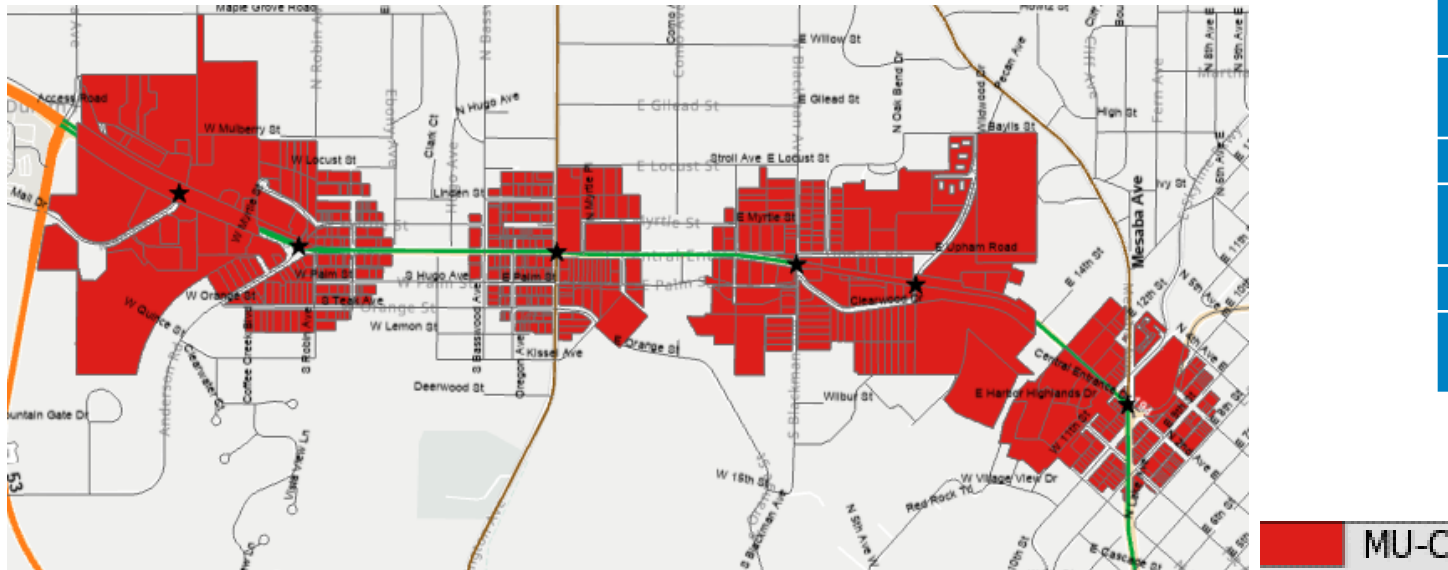
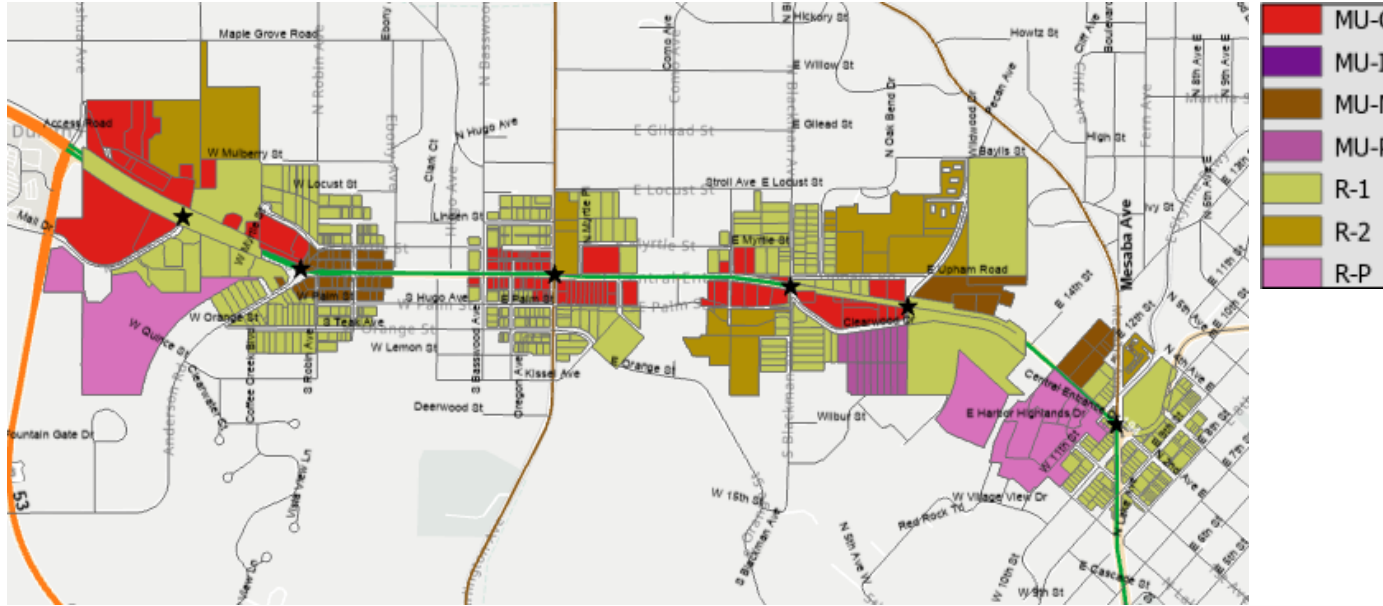


## Zones 2 & 3 - Anderson Road to Basswood Avenue

## Zone 4 - Arlington Avenue to Blackman Avenue



# Land Use Scenario Analysis



|                                 | Realistic Development Scenario                          |
|---------------------------------|---------------------------------------------------------|
| Dwelling Units                  | 825 units over 25 years (only 5 or more dwelling units) |
| Residential Value per unit (\$) | \$~150,000 per unit*                                    |
| Total Residential Value (\$)    | \$~123.750 million                                      |
| Standalone Retail Space (sf)    | 146,000 sf                                              |
| Mixed Use Retail Space (sf)     | 146,000 sf                                              |
| Total Retail Space (sf)         | 292,000 sf                                              |
| Retail Value per square-foot    | \$~108/sf*                                              |
| Total Retail Value              | \$~29.2 million                                         |
| Total Project Area Value        | \$~153 million                                          |

\*Based on Kenwood Village development

## Development of Recommendations

- Components of corridor vision:
  - Viable roadway concept options for each zone
  - Preliminary evaluation of 3 vs. 4-lane options, including traffic modeling
  - Overall corridor recommendations (including land use)
    - Examples: further roundabout evaluation, mid-block crossing locations, etc.
  - Streetscape visualizations

## Next Steps

- Revise concepts
- Finalize recommendations
- Complete draft plan and draft public engagement framework
- Submit final plan by December 31<sup>st</sup>

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Thank you



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