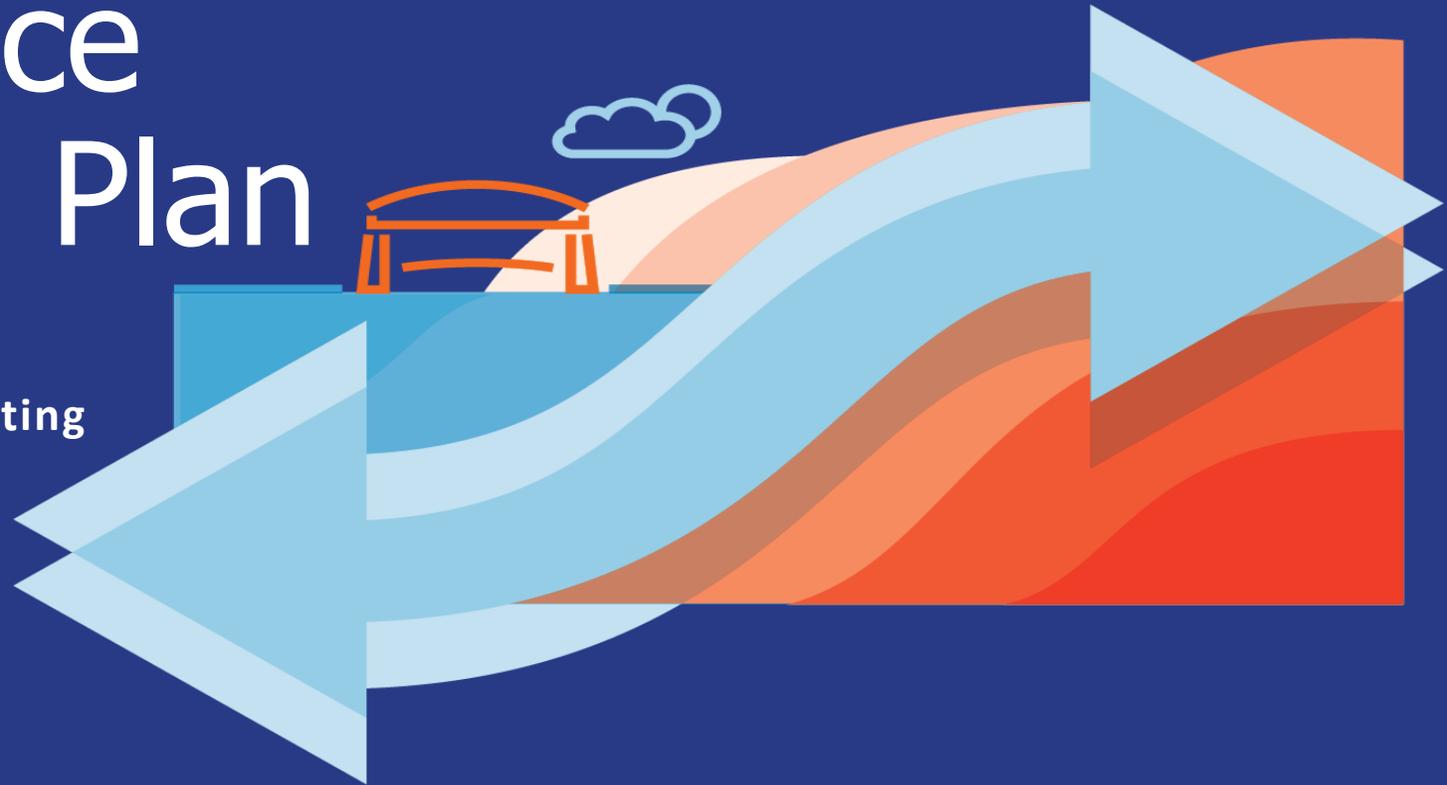


Central Entrance Transportation Plan

MIC Technical Advisory Committee Meeting
October 19, 2021



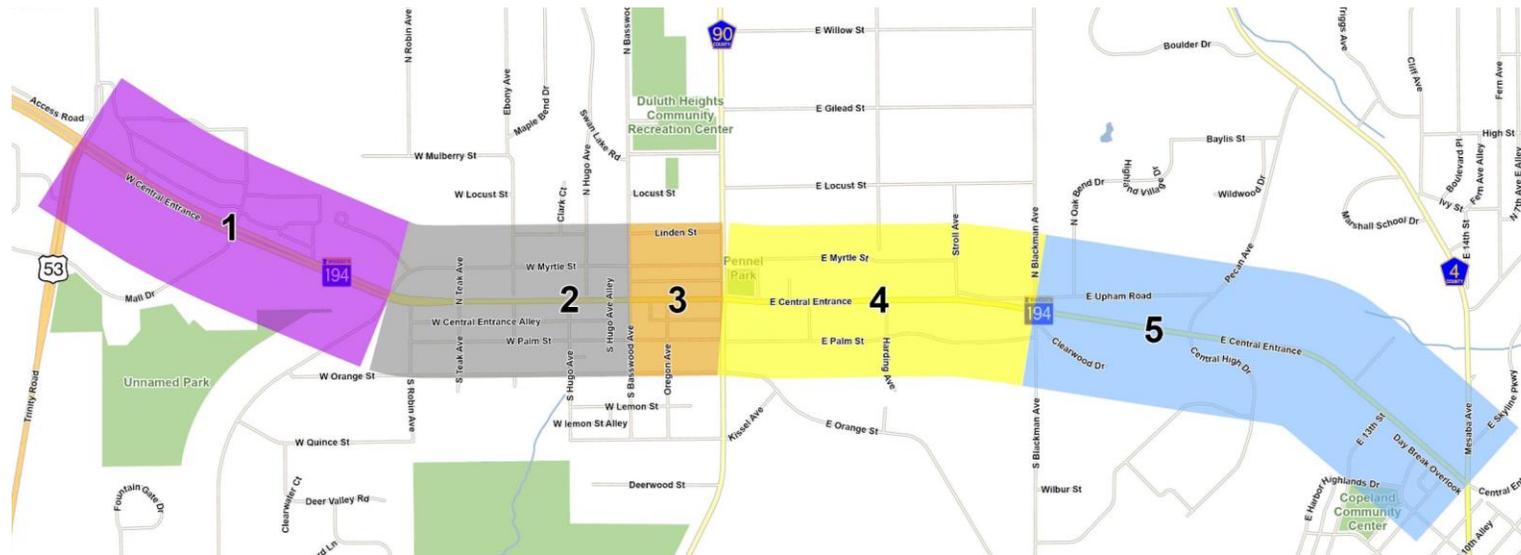
Agenda

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

Project Goals

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



Schedule

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

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

After:



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

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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



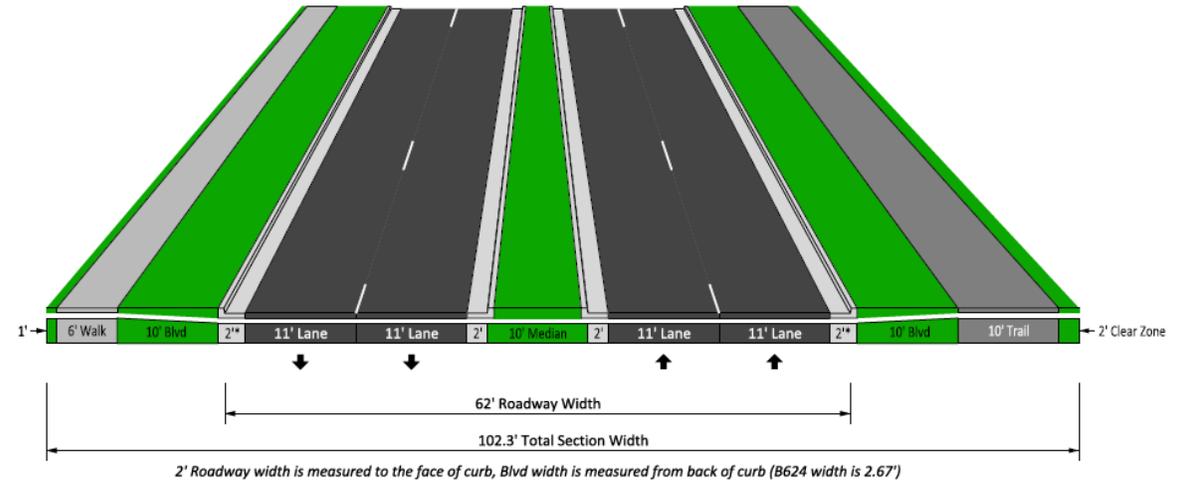
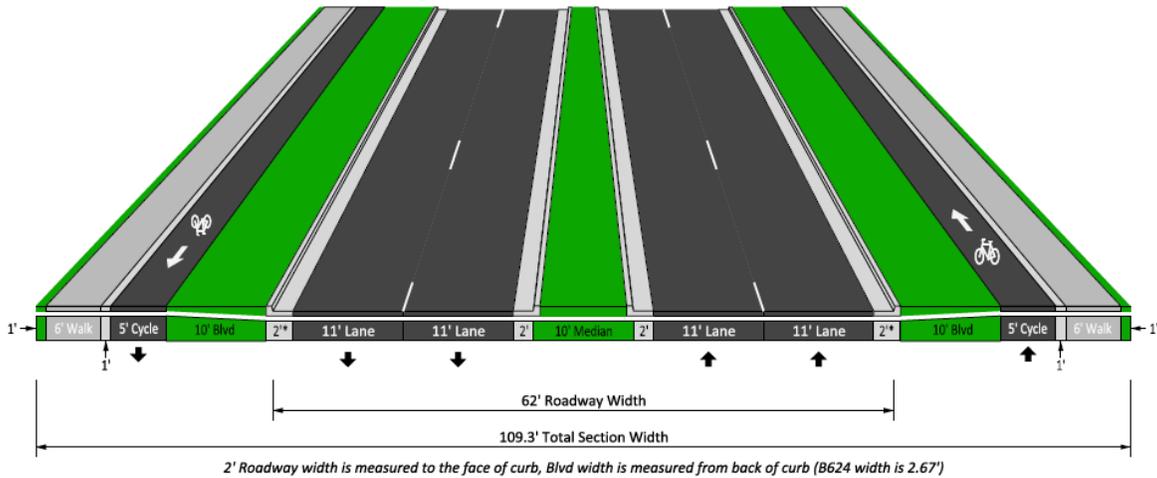
W 66th St, Edina, MN (18,500 AADT)

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

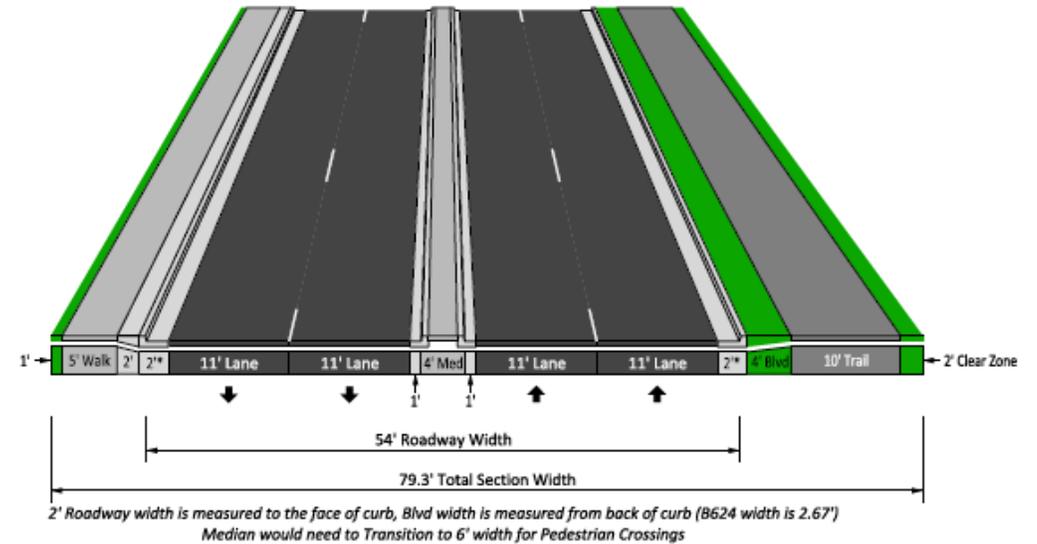
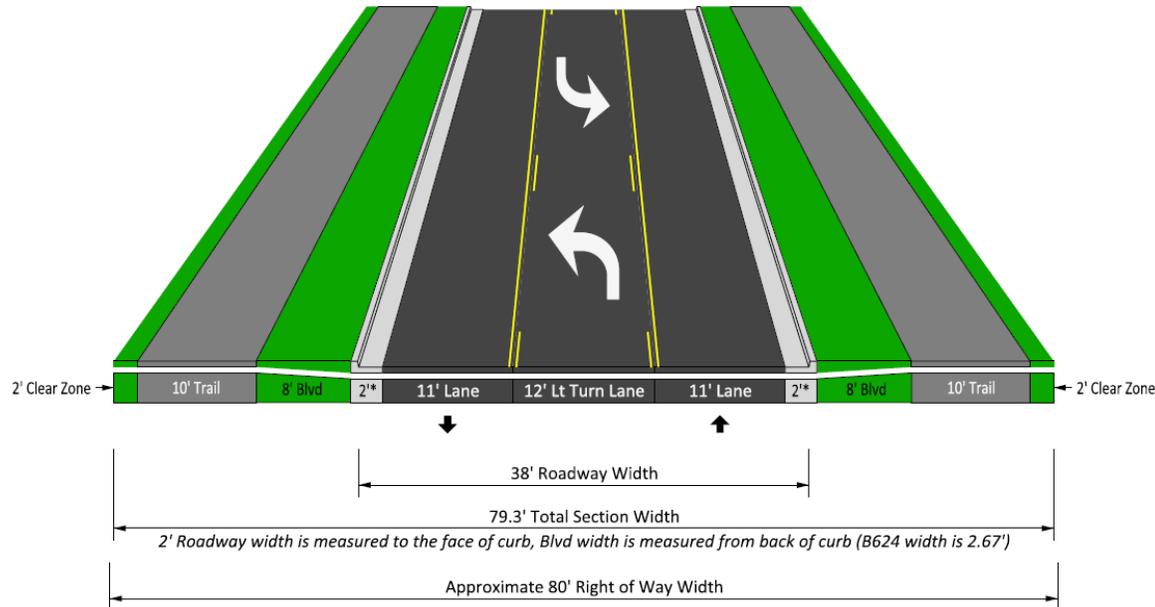
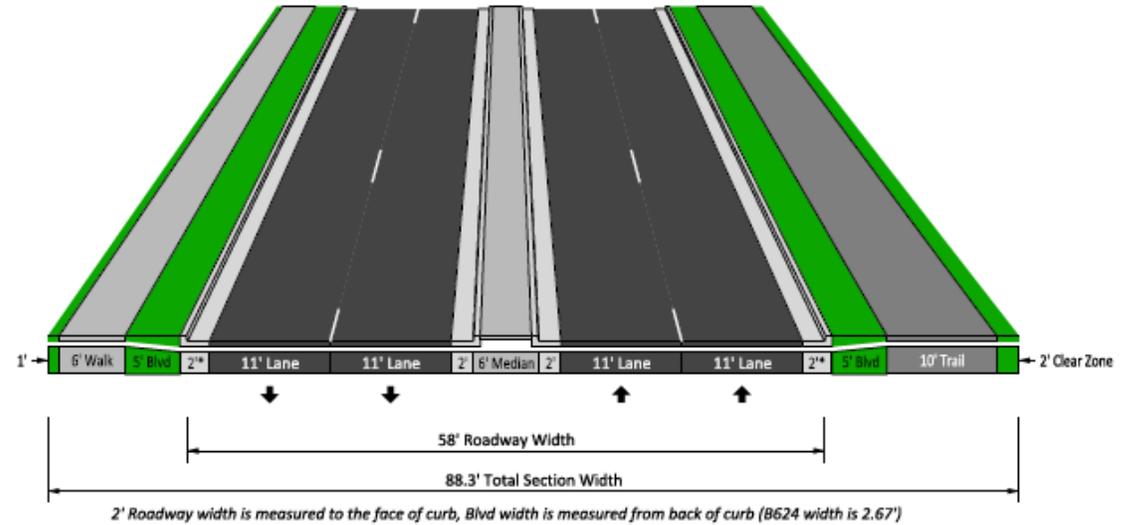
Zone 1 - Trinity Road to Anderson Road

Zone 5 - Blackman Avenue to Mesaba Avenue



Zones 2 & 3 - Anderson Road to Basswood Avenue

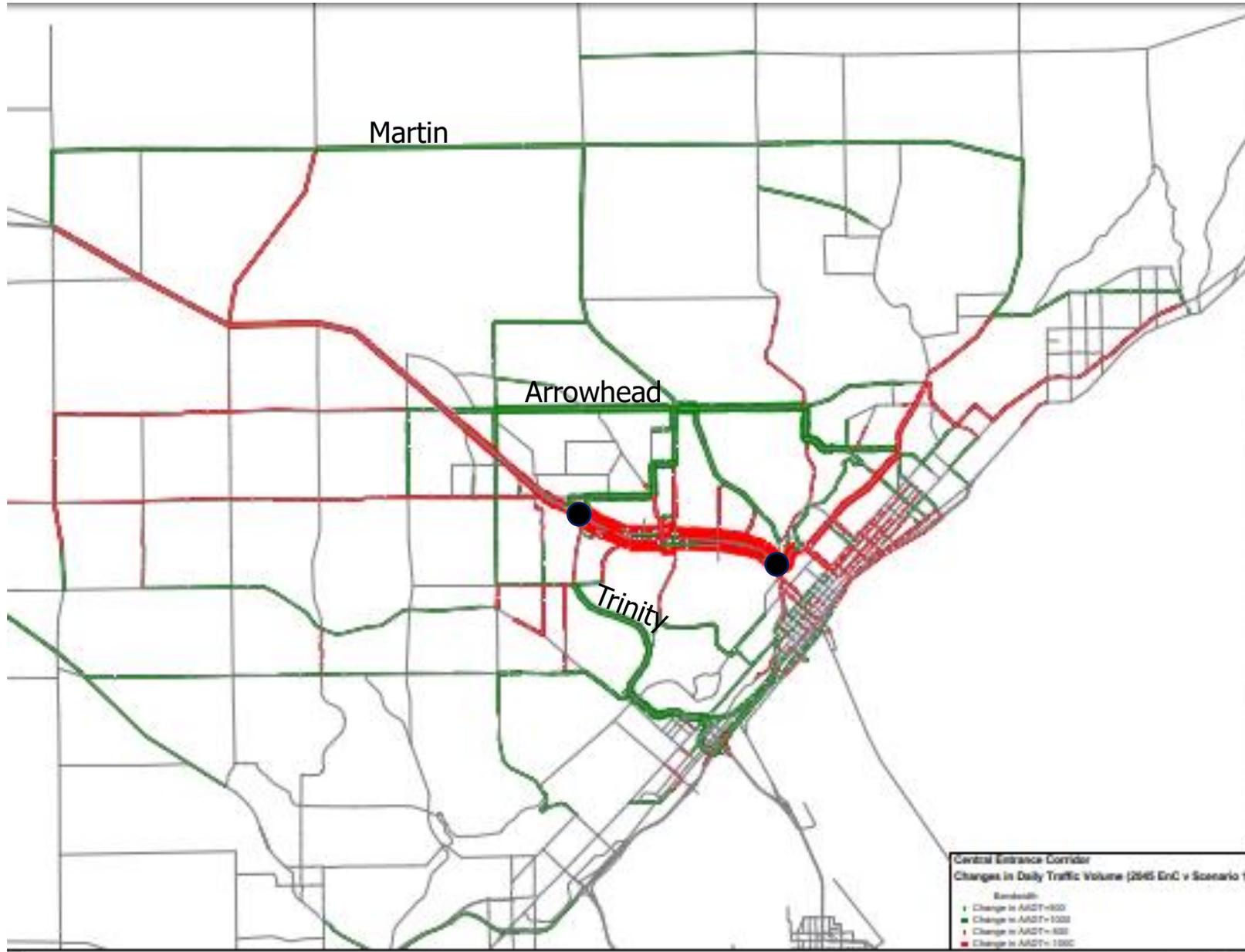
Zone 4 - Arlington Avenue to Blackman Avenue



Volume Change (2045 No-Build to 2045 Build)



Regional View

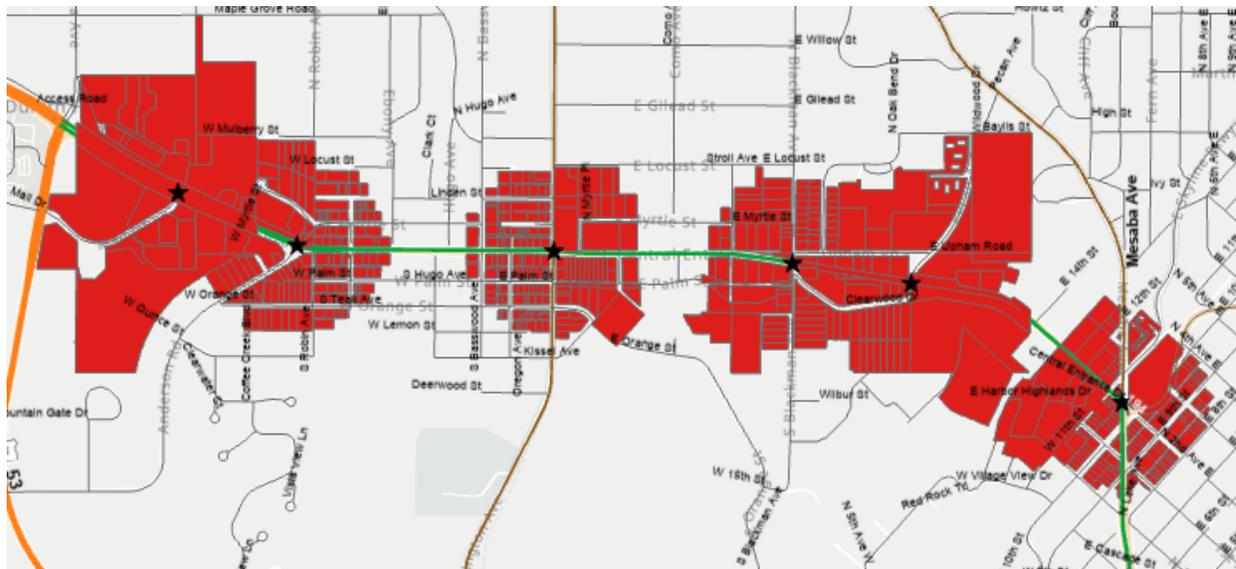
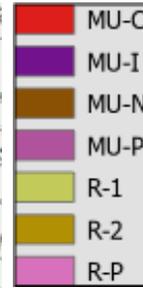
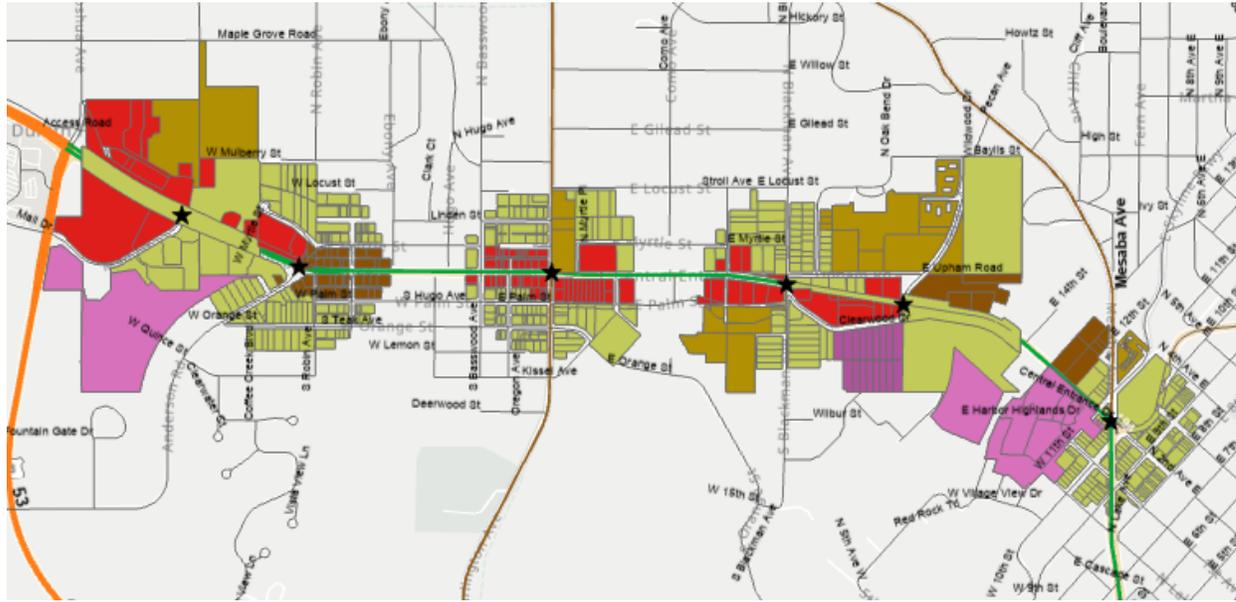


Legend

Green indicates increase in volume

Red indicates a decrease in volume

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 31st



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Thank you



**central
entrance**
DULUTH, MN