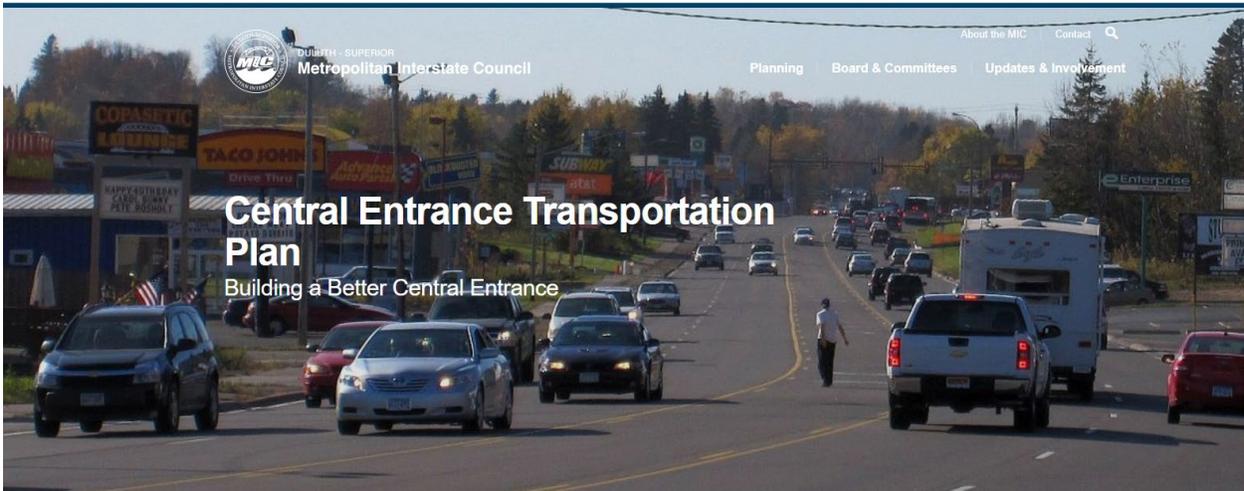




## Appendix C - Public Engagement Materials and Data

## Website – online engagement (6.2.1)

- Overview/Captures
- Survey (survey, findings/summary see also “Better Central Entrance” event – combined findings for survey)
- Comment map



# Central Entrance Transportation Plan

## Building a Better Central Entrance

### Building a better Central Entrance

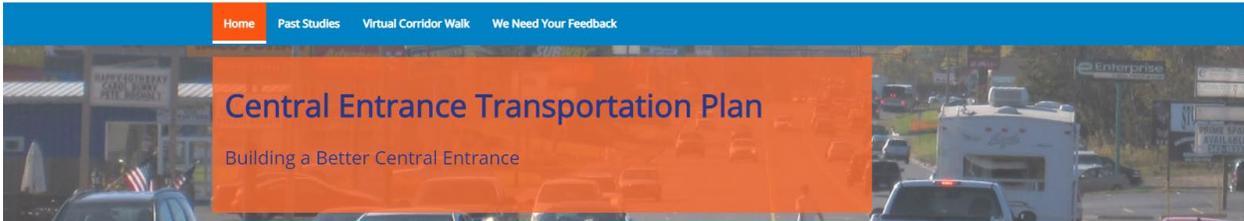


MnDOT is planning to reconstruct Central Entrance in 2025. This transportation plan, developed with the community, will establish a multimodal vision to guide the design and reconstruction of this roadway.

### Contact Person



**Mike Wenholtz**  
Senior Planner  
PH: (218) 529-7573  
✉ Email



# Central Entrance Transportation Plan

## Building a Better Central Entrance

Central Entrance has historically served automobile traffic and encourage vehicle throughput and drive-by land uses. This auto-centric infrastructure is aging and deteriorating. Over the past decades, studies have recommended improvements but few have been implemented. MnDOT is planning to reconstruct Central Entrance in 2026. This transportation plan, developed with the community, will establish a multimodal vision for Central Entrance to guide the design and reconstruction.

### Project Goals & Objectives

1. Advance the vision for a walkable, bikeable and transit oriented thoroughfare which will create an attractive destination that is Safe and comfortable for all ages and all abilities
2. Encourages new types of residential and commercial development

### Upcoming Events

Help us develop a vision for the future of Central Entrance. Participate in the two evening virtual workshop on Central Entrance. Night 1 will focus on background and building an understanding. Night 2 will focus on small group discussions for specific segments along Central Entrance. Participants are encourage to attend both nights.

Use the link below to register for the virtual workshops from 5pm to 7pm June 24 & 29.

## Central Entrance Transportation Survey

You know your neighborhood better than anyone else. We would like to hear directly from you, the experts - the residents, businesses, and Central Entrance users - about your walking, biking, and driving experience along Central Entrance.

Walking, biking, driving, and riding along Central Entrance should be safe and easy. Your feedback will help guide recommendations on how to make traveling safer for all modes and all people along Central Entrance.

1

### Travel

2

How do you currently travel along or around Central Entrance?

select all that apply

- Bike
- Transit
- Roll (mobility assistance device)
- Rideshare
- Drive
- Walk
- Other

3

What words describe your current travel experience along Central Entrance?



4

What challenges do you experience traveling along Central Entrance?



5

How would you like to travel along or around Central Entrance?

- Transit
- Walk
- Rideshare
- Drive

- Roll (mobility assistance device)
- Bike
- Other

6

If you were in charge for a day, if it were up to you, what change(s) would you make to improve Central Entrance?

7

## Corridor Vision

8

What words describe your future vision for Central Entrance and surrounding community?

9

What do you see as Central Entrance's top strength?

Shops, dining, and entertainment

Access to mall, downtown, hospitals, lake

Quality of place / sense of community

Proximity to neighborhoods, housing options

Other

10

What do you see as Central Entrance's top need?

Select up to 3

- Walkability
- Access to businesses
- Transit
- Safety
- Bikeability
- Parking
- Vehicle flow
- Getting across the street

Please select 3 items at most

11

## Community Advisory Committee

13

12

Are you interested in participating on a Community Advisory Committee?

The committee will meet 2-3 times this year between June to October. Committee members are also encouraged to attend the two evening virtual workshop June 24 & 29.

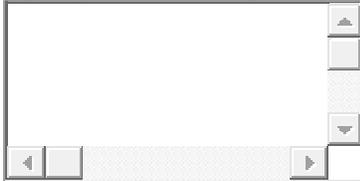
Yes

No

12

13

If yes, please provide your name and contact information (phone or email address)



14

## Demographics

15

What is your home zip code?

16

What is your age?

Under 18

18-24

25-34

35-44

45-54

55-64

65-74

Over 75

17

How do you identify?

Male

Female

Non-binary

Prefer not to answer

18

What is your race or ethnicity?

Select all that apply

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Hispanic or Latino

- Hawaiian or Pacific Islander
- Other

19

What is your primary language?

- English
- Spanish
- Ojibwe
- Other

20

What is the total annual household income for all people in your household

- less than \$24,999
- \$25,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000+

21

Do you have a drivers license?

- Yes
- No

22

How many vehicles in your household?

- 0
- 1
- 2 or more

23

## Public Engagement Process

24

How do you receive news and information on city/county/state projects?

- Social media
- Media news stories
- Email (government newsletters)
- Email (community organizations)
- Project signs
- Text message / SMS
- Mail
- Other

26

25

Would you like to receive project updates by email?

- Yes
- No

25

26

If yes, please provide your email address

27

The project information and materials presented were easy to understand

Strongly disagree

Disagree

Neutral

Agree

Strongly agree

28

Suggestions to improve public participation

**Central Entrance Data Analysis  
Online and In-person Survey  
June 3-7, 2021**

This analysis was done using frequency tables to identify popular words or phrases in the participants responses.

**What words describe your future vision for Central Entrance and Surrounding Community?**

Respondents frequently responded indicating they wanted the area to be more walkable and have a distinct neighborhood sense of place. Respondents were also very concerned with safety. Biking was mentioned, but not as frequently as walking.

Respondents had the non-transportation interests of more local/small businesses, retail, and restaurants to go along with the desired sense of place.

**What do you see as Central Entrance's top strength?**

Respondents overwhelmingly saw the top strength as access to the mall, downtown, hospitals, and lake.

**What do you see as Central Entrance's top need?**

The most frequently chosen top need was walkability, followed closely by safety and getting across the street. These things are related.

**How do you currently travel along or around Central Entrance?**

The vast majority of respondents currently travel on Central Entrance by driving. The next most frequent choice was walking, then biking, then transit.

**What words describe your current travel experience along Central Entrance?**

Traffic was the most common descriptor used to describe respondents current travel experience along Central Entrance. They also spoke about the speed of traffic being too fast/people not obeying the speed limit and indicated that they felt the current travel experience was dangerous.

**What challenges do you experience traveling along Central Entrance?**

Challenges frequently cited by respondents were traffic, turning into businesses and left turn lanes, and lack of safety. Respondents again brought up the lack of adherence to the speed limit. Respondents also mentioned the lack of sidewalks made walking difficult.

**How would you like to travel along or around Central Entrance?**

Despite the emphasis put on walking in previous responses, many respondents indicated they would like to continue driving on Central Entrance. Driving was followed by walking, biking, and then transit.

### **If you were in charge for a day, if it were up to you, what change(s) would you make to improve Central Entrance?**

Many respondents indicated they would increase green space on Central Entrance including the addition trees and parks. Adding/fixing sidewalks was the second most popular change, followed by adding or fixing bike paths and reducing traffic.

### **Home ZIP code**

The majority of respondents come from the 55881 ZIP code followed by 55812 and then 55803.

### **Age**

The majority of respondents were 35-44 followed closely by 25-34, then 45-54, then 18-24. Ten total respondents were over the age of 65.

### **Race and ethnicity of respondents**

Duluth is 88% white. The respondents who clearly indicated a race or ethnicity on the survey were overwhelmingly white. There was one respondent who indicated they were American Indian. Duluth is about 30 miles from the Fond Du Lac Ojibwe reservation.

### **Total household income of respondents**

Most respondents had a combined household income of \$100,000 or more. The second most frequent response was \$75,000-99,000 and so on.

### **Driver's License Status**

Only one respondent did not have a driver's license.

### **Vehicles per household**

The majority of the respondents had two or more vehicles. Only one respondent did not own a vehicle.

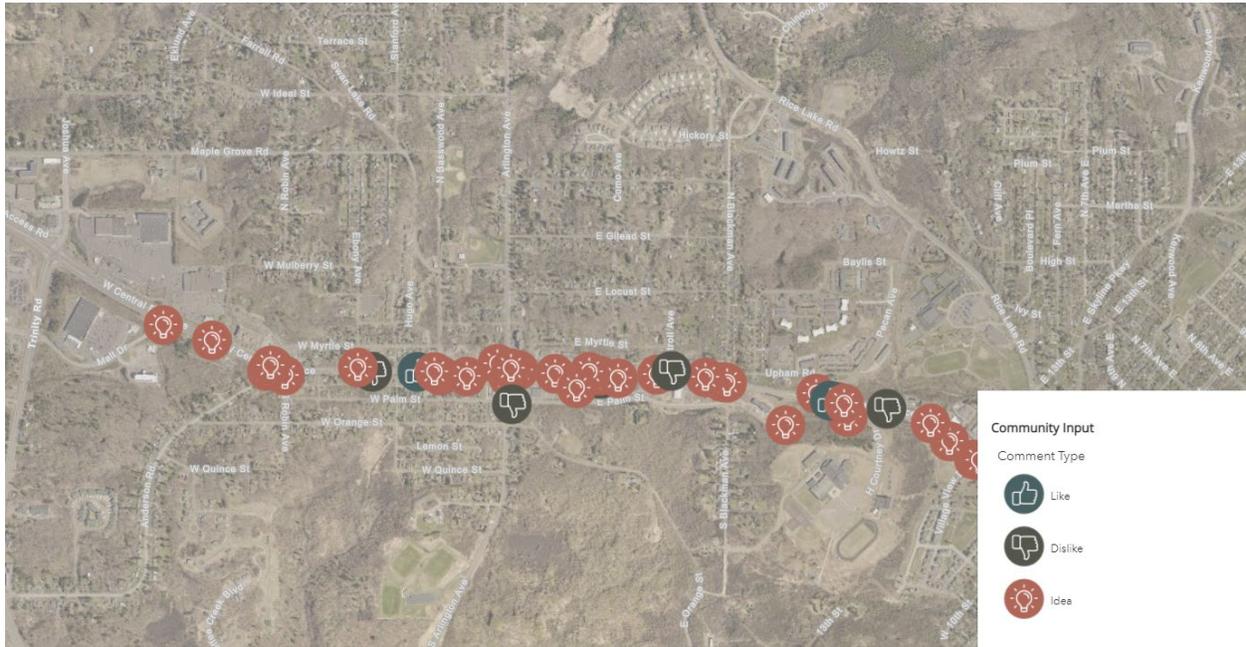
### **How do you receive news and information on city/county/state projects?**

Most of the respondents receive news and info about city project from the news and social media.

### **Gender and Language**

There were slightly more male respondents than female. No respondents did not use English as a primary language.

## Comment Map



### Examples of comments:

Need a crosswalk here

Add pedestrian path here, people are always getting off the bus and cutting through this steep, grassy hill

New Connected Dr Bike path to E. Central @ E. 14th w/ manual flashing light & new 'active' Crosswalk, lastly continue a bike path along E. 14th St. through to Marshall (with new Brewery Creek bridge.)

Removal of Bus-Stop ID: 2-7065, to push crossers to a new crosswalk at E. 14th St. where there are Bus-Stops, as well

Remove confusing 10th St. entrance. It's dangerous and wholly unnecessary. That few feet of road could be removed & replanted as a sound barrier with optional path to 2nd Ave. E.

Horrible Sidewalks, Curbs, on this stretch of road where the residences are. Between Anderson Rd. & Basswood Rd.

Remove Oregon Entrance onto Central. Like the other roads, have it stop short of the main road.

At Anderson, on Central, turn the 4-lane road into a 2 lane from here to Basswood. The extra room would allow for a road bike lane and improved sidewalks, both north & south sides. This would allow bikers to continue south at Basswood to palm to connect

2 Lane (not 4) roundabout (see other idea at Anderson) with crosswalks & bike lane beginning.

End S. Robin Ave. before it gets to Central. It's too close to the Anderson Ave Intersection. Better to keep that neighborhood a little more private.

Change out old cement median for a continuation of a more defined grass median or Lg. rocks median.

This area collects so much dirt and sand from the hill. Eroding asphalt Curbs and what little sidewalk there is is just buried. Zero upkeep as been done, the closed Dairy Queen doesn't help. It's very unattractive.

Right turn lane needed (ideally with a triangle island)

Paint lanes on Anderson where it hits Central Entrance. -- One right-turn lane and one left-turn/straight lane.

Move bus stop back 100 feet with turnout lane. Extend sidewalk from Arlington to Kissel Ave/entrance to Discount Tire shopping plaza

Extend Clearwood Drive to Highschool Road.

Arlington Crossing needs to become more business friendly. I would not mind seeing some sort of small strip mall comprised of the current small businesses, and maybe a couple more, a garden location, or a farmer's market

The speed limit should be increased from 30 to 35 on the W. Central Entrance portion up to Anderson Road to make the traffic speeds flow better.

Work with DTA to ensure all bus stops have shelter/covering regardless of size.

Keep in mind ADA considerations - benches to rest, room for scooters, etc.

The Duluth Traverse trail crosses here is extremely popular for hikers and cyclists. This access point to the trail will see increased use with any future development of the old high school. Consider a box culvert underpass here, like to Haines Rd

## In-person “Better Central Entrance” event (6.2.2)

- Materials
- Summary

# Better Central Entrance

What's your vision for  
Central Entrance's future?



**Join us June 4 & 5 to celebrate and reimagine life on Central Entrance!**

**On the corner of Central Entrance and Arlington Avenue**

**Friday, June 4 | 5 – 9 p.m.      Saturday, June 5 | 3 – 7 p.m.**

ENTERTAINMENT | KID'S PLAY SPACE | LOCAL FOOD | POP-UP BUSINESSES



To participate in the Central Entrance Transportation Plan,  
go to [dsmic.org/centralentrance](https://dsmic.org/centralentrance)

WSB  
701 XENIA AVENUE SOUTH  
SUITE 300  
MINNEPOLIS, MN 55416

**Better Central Entrance** is a community event created to celebrate and reimagine life along Central Entrance. Join us to offer your input on the upcoming reconstruction of Central Entrance and enjoy local music, food, shops, and more!

## **Friday, June 4**

5:00 – 9:00 p.m.

**FOOD:** Oasis del Norte, Love Creamer

**MUSIC:** Dance Attic 5-7pm, Breanne Marie 7-9pm

## **Saturday, June 5**

3:00 – 7:00 p.m.

**FOOD:** Oasis del Norte, Underwood Coffee

**MUSIC:** Hannah Rey 4-5pm, Hattie Peach 5-6pm, Kate Gruba 6-7pm



# June 4 & 5, 2021 Engagement Findings

## Event

The study team participated in a Better Central Entrance placemaking event hosted by Zeitgeist at the northeast corner of Arlington Avenue & Central Entrance in Duluth. Event occurred June 4 from 5pm to 9pm and June 5 from 3pm to 7pm.

The event included food trucks, live music, pop-up businesses, and kid's play space. The study team and Zeitgeist staff/volunteers distributed surveys, discussed the study, and conducted walking audits.

80+ surveys were completed on site and online between June 3, initial media coverage, and June 7. 40 comment pins were generated on the online map. Staff documented 15+ comments during discussions with participants.



## Findings

Preliminary analysis was done using frequency tables to identify popular words or phrases in the participants responses.

### What words describe your future vision for Central Entrance and surrounding community?

Participants frequently responded indicating they wanted the area to be more walkable and have a distinct neighborhood sense of place. Participants were also very concerned with safety. Biking was mentioned, but not as frequently as walking.

Participants had the non-transportation interests of more local/small businesses, retail, and restaurants to go along with the desired sense of place.

### What do you see as Central Entrance's top strength?

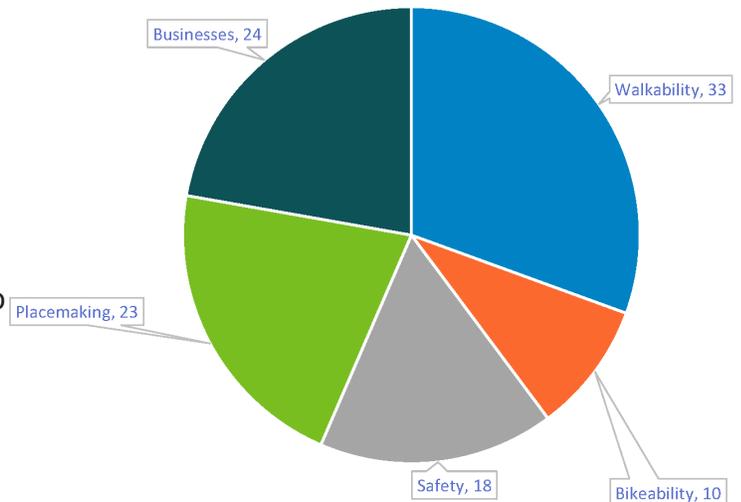
Participants overwhelmingly saw the top strength as access to the mall, downtown, hospitals, and lake (68%).

### What do you see as Central Entrance's top need?

The most frequently chosen top need was walkability, followed closely by safety and getting across the street. These things are related.

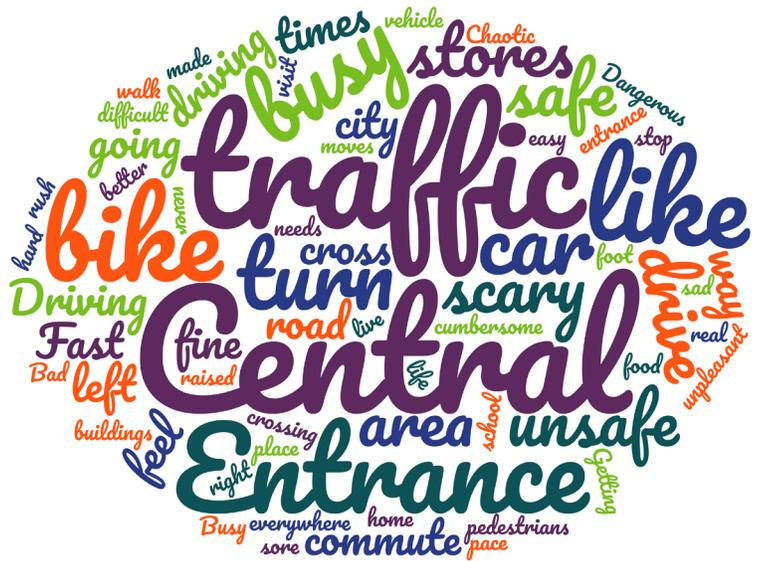
### Current travel mode and future travel mode

A majority of participants currently travel on Central Entrance by driving with the next most frequent choice walking, then biking, then transit. 60 participants selected only Drive for current travel with 38 selecting another mode, replacing or in addition to, Drive in future. Walk mode also increased in future.



## What words describe your current travel experience along Central Entrance?

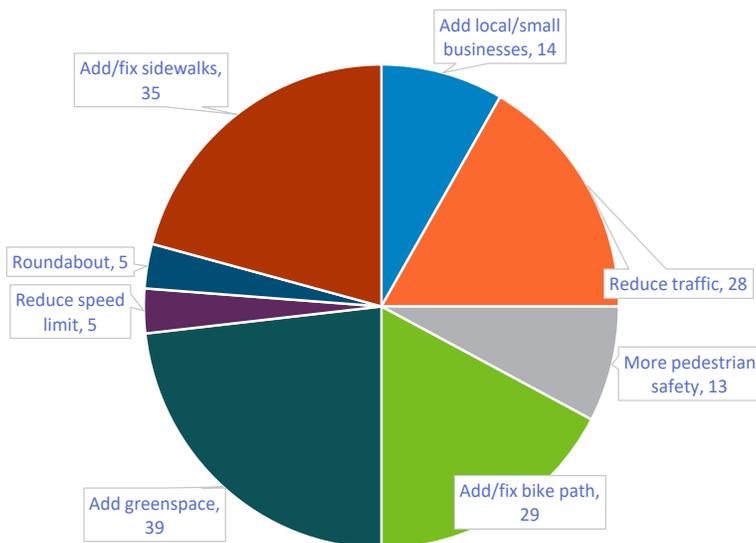
Traffic was the most common descriptor used to describe participant current travel experience along Central Entrance. Participants also spoke about the speed of traffic being too fast/people not obeying the speed limit and indicated that they felt the current travel experience was dangerous.



Current Experience

## What challenges do you experience traveling along Central Entrance?

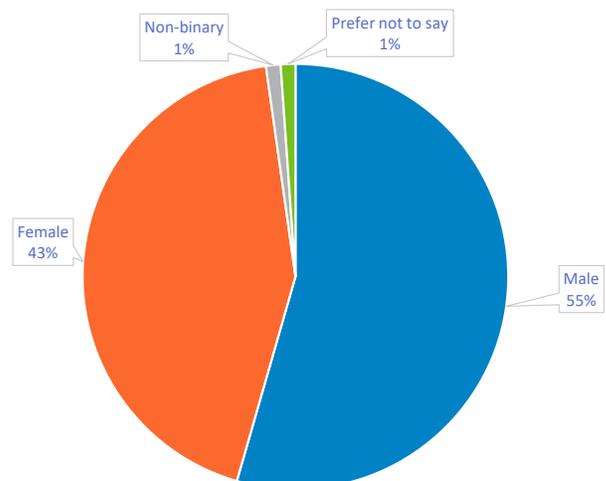
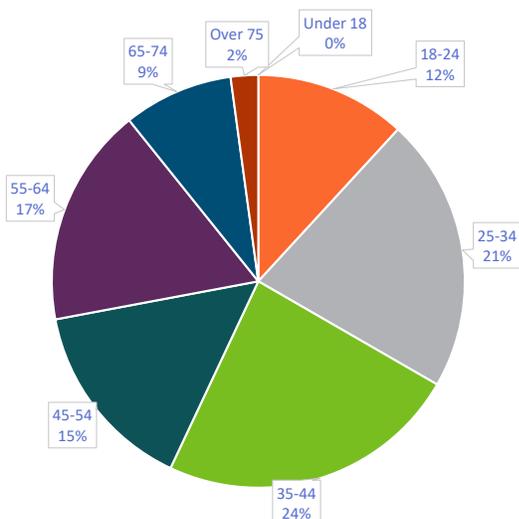
Challenges frequently cited by participants were traffic, turning into businesses and left turn lanes, and lack of safety. Participants again brought up the lack of adherence to the speed limit. Participants also mentioned the lack of sidewalks made walking difficult.



## If you were in charge for a day, if it were up to you, what change(s) would you make to improve Central Entrance?

Many participants indicated they would increase green space on Central Entrance including the addition trees and parks. Adding/fixing sidewalks was the second most popular change, followed by adding or fixing bike paths and reducing traffic.

## Demographics



## **Duluth Central Entrance Transportation Survey – Better Central Entrance**

You know your neighborhood better than anyone else. We would like to hear directly from you, the experts - the residents, businesses, and Central Entrance users - on how your walking, biking, and driving experience is along Central Entrance.

Walking, biking, driving, and riding along Central Entrance should be safe and easy. Your feedback will help guide recommendations on how to make traveling safer for all modes and all people along Central Entrance.

### **Corridor Vision**

What words describe your future vision for Central Entrance and surrounding community?

### **Travel**

How do you currently travel along or around Central Entrance?

- Walk
- Roll (mobility assistance device)
- Bike
- Transit
- Drive
- Rideshare

What words describe your current travel experience along Central Entrance?

What challenges do you experience traveling along Central Entrance?

How would you like to travel along or around Central Entrance?

- Walk
- Roll (mobility assistance device)
- Bike
- Transit
- Drive
- Rideshare

If you were the Mayor for a day, what change(s) would you make to improve the travel experience along Central Entrance?

Other questions to consider:

What do you see as Central Avenue's Top Strength?

- Access to downtown, parks, and lake
- Shops, dining, and entertainment
- Quality of place/ sense of community
- Proximity to neighborhoods, housing options
- Other

What do you see as Central Avenue's Top Need?

- Safety
- Access
- Walkability
- Bikeability
- Transit
- Gateways
- Aesthetics and Character
- Parking

Are you interested in participating on a Community Advisory Committee?

The committee will meet 2-3 times this year June to October.

- Yes
- No

If yes, please provide you name and contact information (phone or email address)

How do you receive news and information on city/county/state projects?

- Email (government lists)
- Email (community organization)
- Text
- Mail
- Project signs
- Social media

### **Demographics**

What is your home zip code?

What is your age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54

- 55-64
- 65-74
- Over 75

What is your race or ethnicity (select all that apply)

- White
- Black or African American
- American Indian or Alaska Native
- Asian
- Hispanic or Latino
- Other \_\_\_\_\_

What is the total annual household income for all people in your household?

- Less than \$24,999
- \$25,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000+

Do you have a driver's license?

- Yes
- No

How many vehicles are in your household?

- 0
- 1
- 2 or more

## Facilitated Virtual Workshops (6.2.4)

- Materials
- Summary



# Virtual Workshop

## June 24 & 29

### 5:00 - 7:00 p.m.

#### Purpose

You know your neighborhood better than anyone else. That's why we would like to hear directly from the experts – the residents, businesses, and Central Entrance users – about your walking, biking, and driving experience along Central Entrance.

Traveling along Central Entrance should be safe, pleasant and easy. Your feedback will help guide recommendations on how to make traveling safer for all modes and all people along Central Entrance.

Join us for a two-evening virtual workshop June 24 & 29. (It's designed as a 2-part process, but if you can only make it to one of the two, that's okay! You only need to register for one of the two dates).

Register at

**[DSMIC.org/CentralEntrance](https://DSMIC.org/CentralEntrance)**

## **Part 1: Virtual Walk**

June 24<sup>th</sup>, 2021

5-7 pm (Central Time)

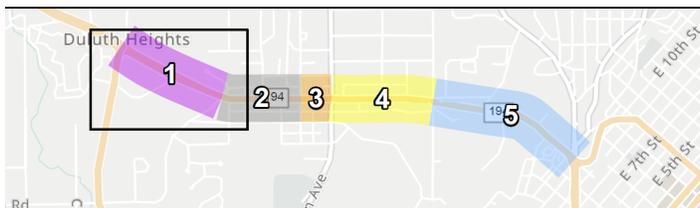
<b>5:00 pm</b>	<b>Welcome</b>
<b>5:05 pm</b>	<b>Project Introduction</b> <ul style="list-style-type: none"><li>• Tonight's Agenda</li><li>• Housekeeping</li><li>• Project Purpose</li><li>• Team Introductions</li><li>• Timeline</li><li>• What We Are Learning</li></ul>
<b>5:25 pm</b>	<b>Quick Poll – Who is Participating?</b>
<b>5:30 pm</b>	<b>Streets as Places: Re-envisioning Central Entrance</b>
<b>5:50 pm</b>	<b>Quick Poll &amp; Introduction to Breakout Rooms</b>
<b>6:00 pm</b>	<b>Virtual Walk &amp; Talk</b>
<b>6:40 pm</b>	<b>Large Group Share</b>
<b>6:55 pm</b>	<b>Next Steps</b>
<b>7:00 pm</b>	<b>Conclude</b>

## **Part 2: Virtual Workshop – Concept Visioning**

June 29<sup>th</sup>, 2021

5-7 pm (Central Time)

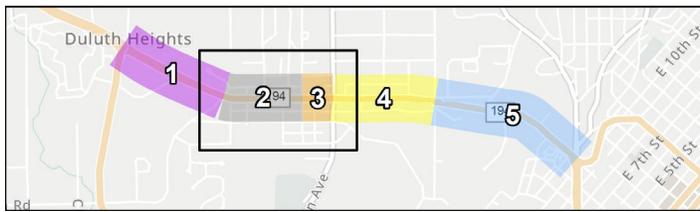
<b>5:00 pm</b>	<b>Welcome</b>
<b>5:05 pm</b>	<b>Quick Poll – Who is Participating?</b>
<b>5:10 pm</b>	<b>Recap on Virtual Walk &amp; Streets as Places</b>
<b>5:40 pm</b>	<b>Introduction to Breakout Room Activity</b>
<b>5:50 pm</b>	<b>Concepting Mapping, Applying Street Tools</b> <i>(facilitated in breakout rooms)</i>
<b>6:45 pm</b>	<b>Large Group Share</b>
<b>6:55 pm</b>	<b>Next Steps</b>
<b>7:00 pm</b>	<b>Conclude</b>



# Virtual Workshops: Transportation Themes

## Zone 1 – Trinity Road to Anderson Road

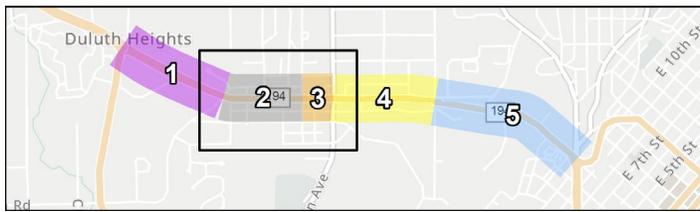
- Potential bike connection to Arrowhead Road
- Importance of connections to existing and future land uses
- Addition of center median/turn lane or tree row
- Raised crosswalks, especially at roundabouts, however there is potential concern with EMS vehicles
- Roundabouts at Trinity Rd and Anderson Rd
- Opportunity for 4 to 2-lane conversion?
- Vehicle and pedestrian access issues near Cub foods
- Pedestrian connections missing at Mall Dr
- Gateway at Anderson Rd
- Direct connection needed from transit stop to sidewalk
- Importance of ramps for wheelchair access



# Virtual Workshops: Transportation Themes

## Zone 2 – Anderson Road to Basswood Avenue

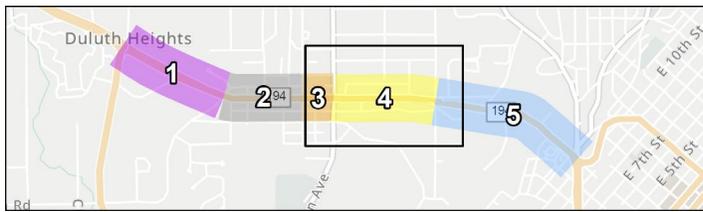
- Transit stop consolidation along with BRT?
- Evaluate a one-way pair
- Need mid-block crossing with median and possible raised crosswalk
- 4 to 3-lane conversion possible?
- Center boulevard/median
- Safe bicycle facility on CE to access destinations
- Potential for above grade pedestrian crossings?
- Multiple bike routes? (on and parallel to CE)
- Reduce number of accesses/driveways



# Virtual Workshops: Transportation Themes

## Zone 3 – Basswood Avenue to Arlington Avenue/CSAH 90

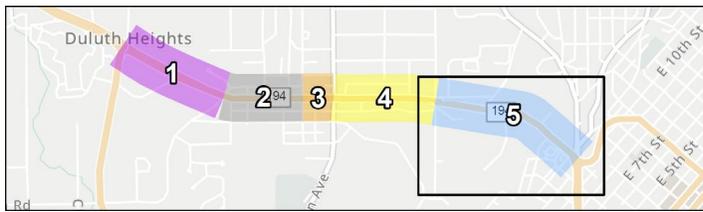
- Bike/walk access for businesses on one or both sides
  - Traffic movements for businesses - enter on CE and exit on backage road?
  - Roundabout at Arlington – major crosstown route and connection to airport
  - Limited right of way – reallocate from car-focused to people-focused
- Opportunity for placemaking in empty lot next to Arlington Ave



# Virtual Workshops: Transportation Themes

## Zone 4 - Arlington Avenue/CSAH 90 to Blackman Avenue

- Auto-oriented businesses, lots of driveways, parallel bike route may be more comfortable
- Upgrade the ability of Palm St for walking and biking
- Connection to campus connector trail (Blackman Ave)
- Do Intersection Control Evaluation (ICE) studies
- Create gateway at CE and Blackman Ave



# Virtual Workshops: Transportation Themes

## Zone 5 – Blackman Avenue to Mesaba Avenue

- Roundabout at Mesaba Ave
  - Potential overpass at Pecan Ave
  - Create gateways at Pecan Ave and Mesaba Ave
  - Need for sidewalk lighting
  - Controlled intersection at CE and 13th Street
  - Mesaba Ave - dramatic spot within transportation network, more complex, views, etc.
- Potential for unique transit to help people get up the hill - public streetcar/funicular

# Virtual Workshops: Transportation Themes

## Other Items

- Key connections across Central Entrance: Blackman, Arlington, and Trinity
- Identify key crossing locations and provide supportive crossings such as refuge islands
- Create sense of the surrounding neighborhood
- Lighting/streetlights
- Create more welcoming, safe environment
- Incorporate user perception
- Separation and safety – walking and biking for all ages
- Evaluate number of lanes
- Intersection designs – roundabouts to slow speeds
- Reallocate right of way and maximize environment for people walking and biking
- Detached sidewalks with boulevard

## Community Advisory Committee (6.3.1)

- Charter
- Materials
- Summaries



# Community Advisory Committee Charter

## Overview

The Central Entrance Community Advisory Committee (CAC) is established to provide advice to the Steering Committee during development of a vision and concepts for rebuilding Central Entrance from Mesaba Avenue to Trinity Road.

## Purpose

The purpose of the CAC is to serve as a voice for the community and provide lived experiences and expertise, as individuals who frequently travel along Central Entrance.

1. Provide input on past study recommendations to carry forward or to set aside.
2. Provide input on the needs and issues for all travel modes.
3. Provide input on vision and goals.
4. Review and comment on design concepts.
5. Communicate study and study information to greater corridor communities and organizations members represent.

## Committee Member Responsibilities

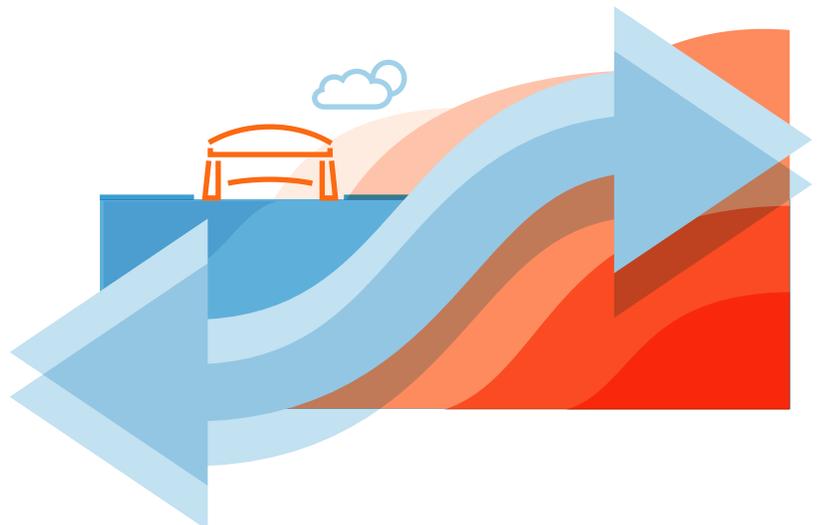
Each member of the CAC agrees to:

1. Attend as many of the meetings identified below as able and to participate in discussions by sharing ideas and expertise.
2. Be a voice to advance the broader interests of the community.
3. Routinely report back to their organization or community with study details and updates.
4. Listen to and respect the viewpoints of other CAC members.

## Membership

Membership is intended to represent the diversity of interests and stakeholders that use Central Entrance. The following organizations have been invited to appoint members

- Duluth City Council (Ward 3, Ward 4, At-large members)
- St. Louis County District 1
- Duluth Transit Authority
- We Walk in Duluth
- Duluth Heights Community Club
- Central Hillside Community Club
- Metropolitan Interstate Council Bicycle Pedestrian Advisory Committee
- Duluth Area Chamber of Commerce
- Miller Hill Mall
- Metropolitan Interstate Council
- Additional members as needed to ensure representation



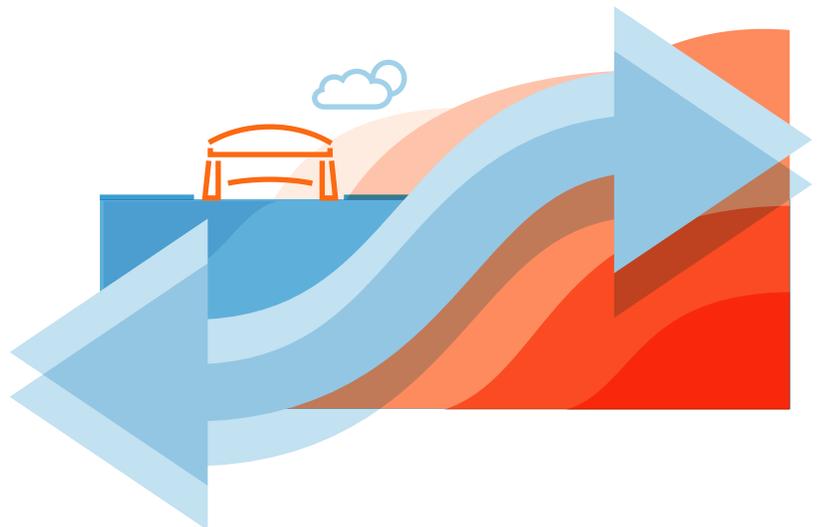


# Community Advisory Committee Charter

## Meetings

Three CAC meetings are anticipated and CAC members are encouraged to attend two public virtual workshops. Agenda and meeting summaries will be distributed to all members prior to the meeting. All meetings will be held virtually. Anticipate schedule and agenda topics are:

- Early June: Introductions, background, and previous studies
- June 24 & June 29: Two-day public virtual workshop
- June 24: project background, previous studies, goal setting
- June 29: small group breakouts on five Central Entrance zones
- July-August: Zone concepts
- September-October: Draft report (vision, goals, recommendations)



# Central Entrance Transportation Plan Community Advisory Committee (CAC) Meeting Summary

Tuesday, July 27, 2021 | 4:30 PM-6:00 PM

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## Attendees

- [Teresa Johnson](#) - Resident, Director of Bridging Hearts
- [David Schafroth](#) - We Walk in Duluth
- [Judy Gibbs](#) - MIC Bike Pedestrian Advisory Committee (BPAC)
- [Dr. Pam Harrington](#) - Business Owner, Harrington Endodontics
- [Kelley Raisanen](#) - Resident
- [Steve King](#) - Pastor, North Star Baptist Church & Bus Driver
- [Mike Wenholz](#), MIC
- [Jody Martinson](#), WSB
- [Austin Hauf](#), WSB
- [Brad Hamilton](#), WSB

Invited but not in attendance:

- [Heidi Johnson](#)
- [Henry Banks](#)
- [Tony Rogers](#)
- [Alyssa Mallory Cloud](#)

## Meeting Summary

- Welcome
- Introductions
- Community Advisory Committee Charter Overview
- Project Overview and Background

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

- Project Timeline
  - (1) Visioning (we are here) Spring to Fall 2021
  - (2) Draft Plan October 2021
  - (3) Final Plan December 2021
  - (4) Project Design and Engineering 2022 – 2025
  - (5) Construction 2026

- History and Past Studies - Recommendations from past plans include:
  - (1) Improving existing sidewalks and eliminating sidewalk gaps
  - (2) Pedestrian crossing improvements at existing intersections
  - (3) Adding mid-block crossings with advanced warning technology
  - (4) Intersection improvements (adding roundabouts or new signals)
  - (5) Locations of future bike routes and trails, including along Central Entrance
  - (6) Short segments of new roadway to create street grid connections
  - (7) Driveway access consolidation and closures and other improvements to access management
  - (8) Adding or removing turn lanes
  - (9) Creating right-in/right-out intersections
  - (10) Using Palm St and Myrtle St as backage roads
  - (11) Developing a streetscape plan and adding landscaping
  - (12) Coordinating traffic signals
  
- Engagement and Outreach
  - (1) Better Central Entrance Event June 4 & 5
  - (2) Virtual Workshops June 24 & 29
  - (3) Steering Committee
  - (4) Community Advisory Committee
  - (5) Online Comment Opportunities
  - (6) Mailings
  
- What have we heard so far?
  - (1) Gateway – inviting corridor for multiple modes
  - (2) Address missing pedestrian connections
  - (3) Safe places to cross the street (mid-block and intersections)
  - (4) Winter road maintenance impact on sidewalks
  - (5) Importance of center median and boulevard spaces
  - (6) Bike facilities along Central Entrance
  - (7) Intersection improvements (possible roundabouts)
  - (8) Evaluate number and width of lanes
  
- Draft Concepts: CAC Discussion & Feedback

**Zone 1 Poll Results (only recorded from CAC members)**

**Question 1**

Would you prefer a wider center median or wider boulevards between the roadway and the sidewalk/trail in this zone?

- a) Wider center median – 1 out of 5
- b) Wider boulevards – 4 out of 5

**Question 2**

If there is not room for a shared use path on both sides of Central Entrance, would you prefer a two-way shared use path on one side or a one-way separated bikeway (“cycle track”) on both sides?

- a) a two-way shared use path on one side – 2 out of 5
- b) a one-way separated bikeway on both sides – 3 out of 5

**Zone 2 – 4 Poll Results (only recorded from CAC members)**

**Question 1**

If there is not room for a shared use path on both sides of Central Entrance, would you prefer a two-way shared use path on one side or a one-way separated bikeway (“cycle track”) on both sides?

- a) a two-way shared use path on one side – 2 out of 5
- b) a one-way separated bikeway on both sides – 3 out of 5

**Question 2**

Previous plans have proposed three different locations for mid-block crossings in this area. Where do you think a mid-block crossing is most needed? (Check all that apply)

- 1. Ebony Ave (near Lakeview Christian Academy) – 3 votes
- 2. Kissell Ave (between McDonald’s and Burger King) – 2 votes
- 3. Harding Ave (near Enterprise Rent-A-Car) - 0
- 4. Some other location - please share - 0

**Question 3**

Should boulevards be included between the roadway and the sidewalk/trail?

- a) Yes (concrete, grass, plantings) – 4 out of 5
- b) No – 1 out of 5

**Zone 5 Poll Results (only recorded from CAC members)**

**Question 1**

Would you prefer a wider center median or wider boulevards between the roadway and the sidewalk/trail in this zone?

- a) Wider center median – 1 out of 5
- b) Wider boulevards – 4 out of 5

**Question 2**

If there is not room for a shared use path on both sides of Central Entrance, would you prefer a two-way shared use path on one side or a one-way separated bikeway (“cycle track”) on both sides?

- a) a two-way shared use path on one side – 2 out of 5
- b) a one-way separated bikeway on both sides – 3 out of 5

**Summary of Comments/Feedback (verbal)**

(Comments that were brought up by multiple CAC members multiple times are **bolded**)

- (1) Questions about R/W width – concern over losing property
- (2) 4 lanes with roundabouts – concerns raised with speeds increasing in between roundabouts – slows traffic and does not do anything to improve pedestrian movement
- (3) Center medians unsafe for autonomous vehicles (AV)
- (4) Need to consider AV technology advancement as this is modeled. Do we need 4 lanes?
- (5) Roundabouts are confusing for drivers and difficult to understand for pedestrians**
- (6) Concern that a center median would hamper access to business (Dental Office). Can there be a left turn lane? Businesses need access that does not restrict customers.
- (7) Palm not utilized effectively now. What are ways to utilize Palm?
- (8) Would be helpful to show existing typicals
- (9) Good example in Superior, WI Tower Avenue/Banks Avenue
- (10) Roundabouts at every intersection would irritate public
- (11) Where else in Duluth are 11 ft lanes? Grand Ave?

- (12) Roundabouts for walkers are not great and not an improvement
- (13) How will center median be maintained, especially in winter?**
- (14) How do we maintain shared path in winter?
- (15) Pedestrian safety is one of largest concerns on corridor – it is lacking now
- (16) Do not “over-correct” for pedestrians as cars are main uses of corridor
- (17) Accessibility is a huge issue especially at Arlington and Blackman**
- (18) Roundabouts are better for cars than people
- (19) People use the shortest path for crossings. Afraid people will not use crossings if too long.
- (20) If no roundabouts, then bump outs, need more traffic calming measures
- (21) Very intrigued by one-way pairs option. (Want to explore that more)**
- (22) Roadway needs work. Make sure to address basics before anything else.
- (23) Add ped crossings to existing typical concepts

### **Comments/Feedback (Zoom Chat)**

- (1) It's great that the ROW is so wide - it makes for so many possibilities - like the protected bikeways and roundabouts
- (2) Given the increasing automation of transit, do you genuinely believe that we will need 4 car-only lanes in 50 years?
- (3) Consider utilizing electric scooters like we have downtown
- (4) I like wide medians, but the trails become less usable if they are packed closer to the roadway. The more separation they have, the more comfortable to use.
- (5) I would like people to keep in mind all the people in wheelchairs that are around the intersection of Arlington and CE. It's not just bikes and pedestrians.
- (6) Roundabouts are safer for pedestrians - they shorten crossing distances.
- (7) I can't believe I'm the guy speaking in favor of roundabouts, but while they have a known educational impediment for people who are not accustomed to them, they move traffic extremely well. Ann Arbor has adopted them extensively in the last 15-20 years and the improvements to some significant intersections is noticeable. Particularly helps with business access.  
I'm a bit concerned about a roundabout at Arlington for pedestrian purposes.
- (8) Can the 88' section width be maintained as a minimum through the entire corridor?
- (9) Can we provide an example of another road section that has 11-foot lanes? It was mentioned it helps slow traffic.
- (10) Concern that the folks' houses/businesses are not going to like the 'government' taking their land...that might be a real hard sell.
- (11) If the powers that be balk at purchasing right-of-way, is it required to have a strip of sidewalk on the one side with a multi-purpose trail on the other? Obviously, it's not optimal, but if there is a clear and usable trail on one side, that may eliminate the need for a sidewalk on the opposite end.
- (12) Simply too much traffic for three lanes, though. It's not feasible to anticipate a 30%+ reduction in five years.
- (13) Palm street option is interesting.
- (14) Superior has a one-way pair in a residential neighborhood that works well.
- (15) This looks to be a much more walkable, safe option for walkability on Central Entrance. Not perfect but much, much more walkable. (one-way pairs option)
- (16) The trail doesn't get used because it isn't maintained nor recognized by the Parks Maintenance folks.
- (17) There will be a part of the Superior Hiking Trail and the Duluth Traverse multi-use trail that will be coming through the old Central High School property and likely crossing at Pecan Avenue
- (18) Much more wheelchair and pedestrian use in zone 1-2, and bikes from Blackman down to end of zone 5.

- (19)What are the impacts a 4-to-less lane conversion along CE when paired with roundabouts?
  - (20)Traffic moves over speed limits as it is - slowing traffic to actual speed limits is a good thing.
  - (21)Winter snow removal is awful
  - (22)Require businesses be closer to CE and have parking in their rear. that would help slow things down, too.
  - (23)Input from tonight will be incorporated into the concepts
  - (24)Using Palm is a very good idea
  - (25)Interested in the amount of private equity you'd need to get this done.
- 
- Next Steps - Anticipated Schedule
    - (1) Refine concepts based on what we heard today
    - (2) Work with MIC subconsultants on traffic modeling
    - (3) Mid-August: Steering Committee meeting
    - (4) Early September: Steering Committee meeting
    - (5) Mid-September: Community Advisory Committee meeting
    - (6) October: Draft plan submitted to Steering Committee

# Central Entrance Transportation Plan Community Advisory Committee (CAC) Meeting Notes

Wednesday, September 29, 2021 | 4:30 PM-6:00 PM

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- **Welcome & Introductions**

- Attendees

- Austin Hauf, WSB
- Brad Hamilton, WSB
- Samantha Lorenz, Terra Soma
- James Gittemeier, DSMIC
- Ron Chicka, DSMIC
- Doug Kerfeld, MnDOT
- Skip Williams, We Walk in Duluth and Citizen member of MIC BPAC

- **Project Overview and Background Refresher**

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

Project Timeline

- (1) Visioning (we are here) Spring to Fall 2021
- (2) Draft Plan October 2021
- (3) Final Plan December 2021
- (4) Project Design and Engineering 2022 – 2025 (MnDOT) – Doug Kerfeld (5 min)
- (5) Construction 2026 (MnDOT) – Doug Kerfeld (5 min)
  - a. Jan-March 2022 predesign and construction contract
    - i. Feasibility of proposed alternatives
    - ii. Additional public engagement
    - iii. Narrow to ultimate preferred alternative
    - iv. Roughly one year process - Late summer 2023 preferred alternative
  - b. Final design contract early 2024-fall 2025
    - i. Permitting
    - ii. Final plans
  - c. Letting November of 2025
  - d. Construction spring 2026
  - e. Skip - question about projected cost of project
    - i. Doug: \$14.3 million set aside

Engagement and Outreach

- (1) Better Central Entrance Event June 4 & 5
- (2) Virtual Workshops June 24 & 29
- (3) Steering Committee
- (4) Community Advisory Committee

- (5) Online Comment Opportunities
- (6) Mailings
- (7) Feature and Concept Survey

- **Online Feature and Concept Survey**

- Skip: Comment on design of survey - that we may be putting the cart before the horse in terms of asking about roundabouts versus the outcomes that we want to see in each zone. Roundabouts are just one tool.
- James: Clarify that it is not a vote about what should be included but understanding how people feel about different design features.
- Samantha: Need to show how different designs/tools support the outcomes/values we want to see. For some designs such as roundabouts, people may not say they like it until they get to use it/see how it works.
- Skip: In draft report, include values like safety, walkability etc. as framing in beginning and throughout.
- Skip: Lots of traffic has already been diverted away from CE to US 53, can of worms, etc. The number one concern from recent MIC surveys was that all the different modal networks are not connected. Safety also a key concern.

- **Land Use and Traffic Modeling (3-lane example)**

- Land Use
  - Doug: Land use will likely be slow to change but could happen if the corridor becomes more friendly to people walking.
  - Skip: There could be an increase in single family home value as well, in addition to mixed use development. BRT stations could be important anchors. Need to provide lane space for buses.
  - James: Good presentation - have not seen something like this for the corridor. This area could switch to higher density housing, it has happened in other neighborhoods. Liked Kenwood Village example - that project was something the planning department really supported.
  - Skip: There are similar developments happening elsewhere.
  - James: Kenwood Village-type developments are what the city is talking about in the small area plan.
- Traffic Modeling
  - James: Possible to show bikeway at back of curb? Would give buffer space to separate the trees farther from road salt.
  - Skip: Change in maintenance practices? The lake walk is maintained by a specific vehicle. Street trees would improve livability. Maintenance policies should be included as an objective.

- **Clearing the Way – an All-Season Corridor (15 min)**

- Samantha: Design, practice, and policies need to work together.
  - Explore stormwater treatment options
  - How to implement street trees in winter climate? Need to work with city arborist.
  - Possibility for demonstration projects?
  - Skip: Transportation networks are supposed to be integrated and work together. Should clear snow from transportation routes and transit stops before recreational routes. Where can we change the process? How can the design make the process work better? Possible to heat ped crossings with solar panels? Could explore cost-benefit analysis of heated bikeways.
- How to identify key areas for snow clearing? Corners, transit stops, etc.
- Central Entrance could be a priority route for snow clearing.
- Central Entrance can be a demonstration for Duluth as a “trail city.”

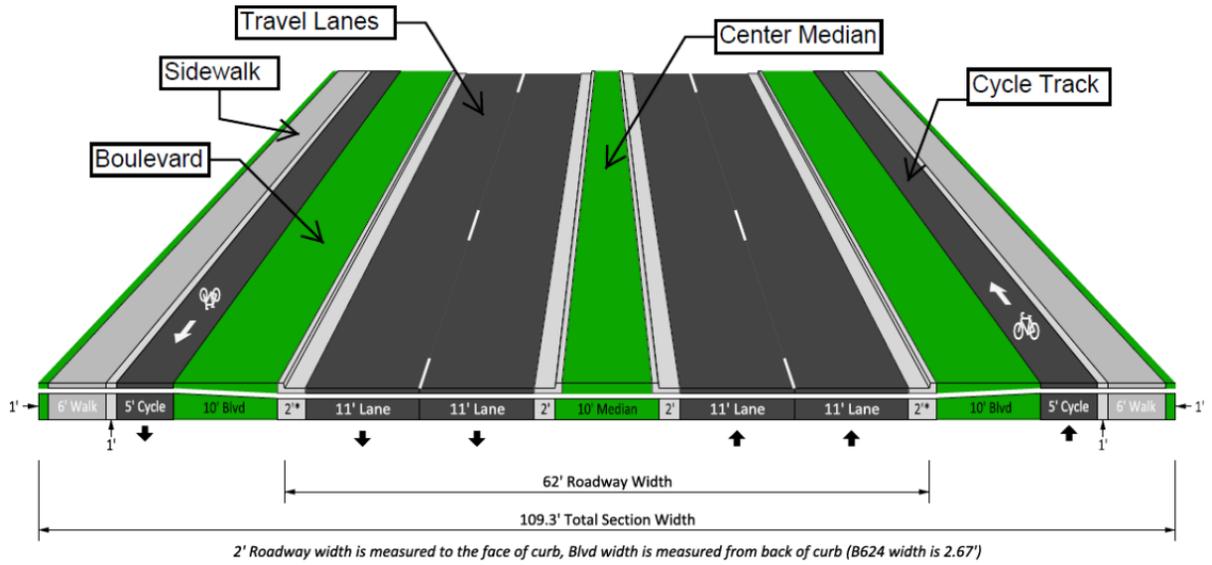
- Skip: Highlighted the importance of corner clearing. Safe route to school along Central Entrance is cleared by the city. Project example: Downtown Anchorage has covered, lit sidewalks.
- Skip: Spend the money available with sustainability and accessibility in mind. Highlighted idea from virtual workshops of ped bridge with view of the city and the port.
- James: Loves green stormwater idea. Not currently much green infrastructure in Duluth. MnDOT Central Office can help facilitate green infrastructure exploration. Previous floods have damaged areas down the hill from Central Entrance. MPO pedestrian plan includes looking at priority snow clearing areas. Opportunity for wide center median at both ends of the corridor for trees where there is more right of way.
- **Draft Plan & Draft Engagement Framework (10)**
  - Values
    - James: Value/goal idea: main street for Duluth Heights neighborhood. Gateway or signature street.
    - Skip: Keystone role in completing the transportation network for all modes. City has resolution on climate change/climate emergency - work resilience into values/goals.
    - James: Important connector role in roadway network, but also multimodal and currently dangerous for walking and biking.
    - Skip: Locals that attended workshop wanted to reclaim the neighborhood. Make this a pleasant place to live and be. Livability and value of economic activity in the place. A more human-scale place.
    - James: At better Central Entrance event, locals came and loved having a place to go. Speaks to importance of placemaking.
- **Next Steps | Stay Involved | Thank you (5 min)**
  - Survey open until Oct 5<sup>th</sup>.

## Features Survey (6.3.2)

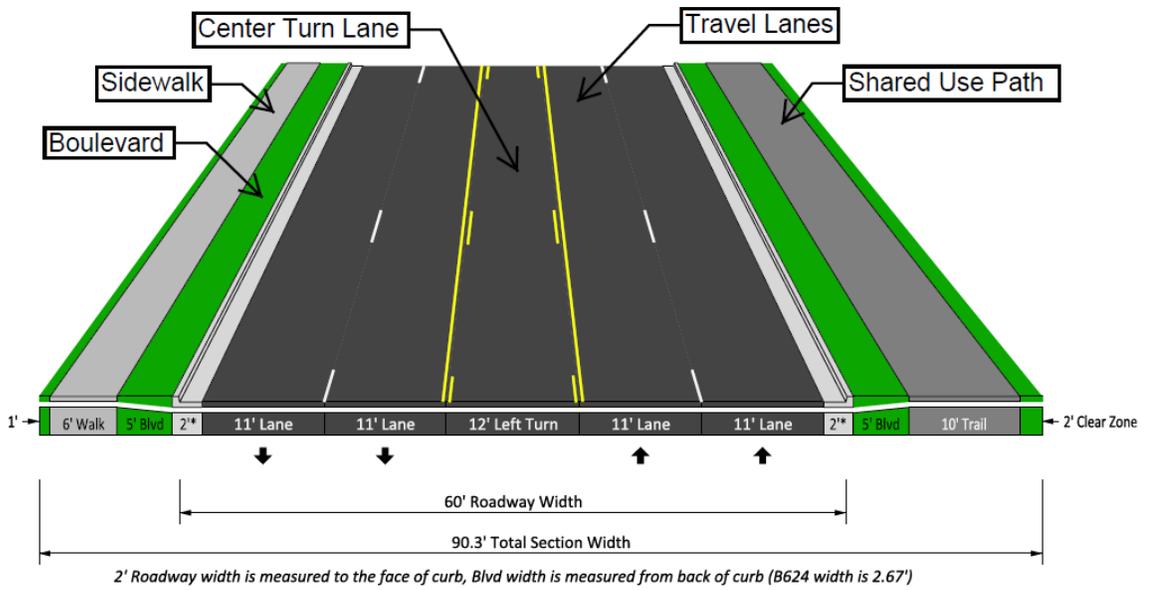
- Public - Business
- Findings



### Example B



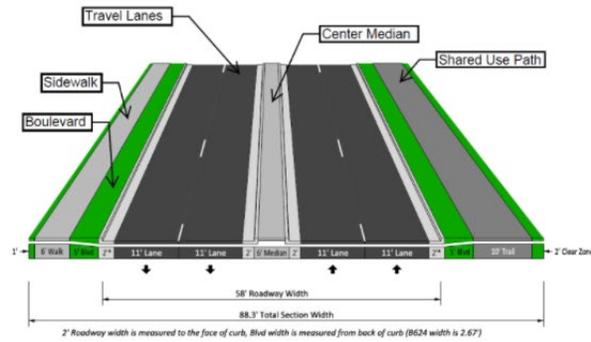
### Example C



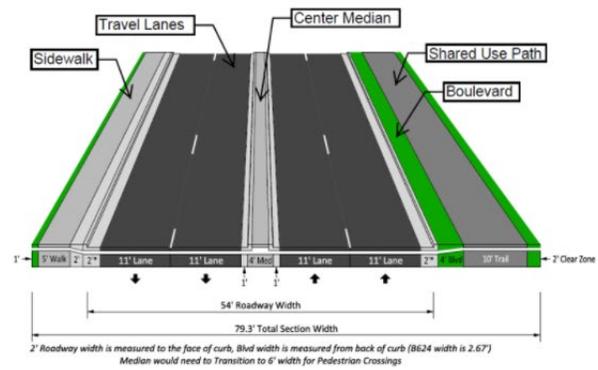
Example C

# Zones 2, 3, and 4

The space available to reconstruct the road is much narrower in Zones 2-4 than in Zones 1 and 5. Roadway features can be narrowed or removed, or additional land would need to be purchased. Examples D and E show possibilities for a narrower roadway.



Example D



Example E

## Key Features Guide

**Shared Use Path:** Provides a separated space for people biking and walking. People biking and walking would share this space, and could travel in both directions.

**Cycle Track:** Provides a separated space for biking only. Example B shows two one-way cycle tracks, which would only allow people biking to travel in one direction on each side of the road (same direction as cars).

**Sidewalk:** Provides a separated space for people walking.

**Boulevard:** Provides separation between vehicles and people using other modes of transportation, and also creates a winter snow storage area to keep the sidewalk, shared use path, or cycle track clear.

**Center Median:** Provides refuge for people crossing the street at intersections or mid-block crossings and improves traffic safety.

**Travel Lanes:** Standard roadway lanes.

**Center Turn Lane:** A separate lane for cars to make left turns.

**What features are most important for you on Central Entrance in Zones 1 and 5? (Check all that apply)**

Sidewalk

Shared use path, cycle track, or similar place to bike

Boulevard space

Center median

Travel lanes

Center turn lane

Trees, "green" stormwater treatment, and/or other landscaping

Other

---

**In general, would you prefer a wider center median or wider boulevards?**

Wider center median

Wider boulevards

No preference

**Would you prefer a two-way shared use path on one side of the road or a one-way cycle track on both sides?**

A two-way shared use path on one side and a sidewalk on the other (shown in Example A)

A one-way cycle track and sidewalk on both sides (shown in Example B)

No preference

Knowing that space is more limited in Zones 2-4, what features are most important for you in these three zones? (Check all that apply)

Sidewalk

Shared use path, cycle track, or similar place to bike

Boulevard space

Center median

Travel lanes

Trees, "green" stormwater treatment, and/or other landscaping

Other

What do you like about these examples? What do you not like?

|

1000

Submit

# Alternate Design: One-Way Pairs in Zones 2-4

An alternate design has also been explored that would convert Central Entrance and Palm St into a set of one-way pairs, with westbound traffic traveling on Central Entrance and eastbound traffic traveling on Palm St.

## Key Features

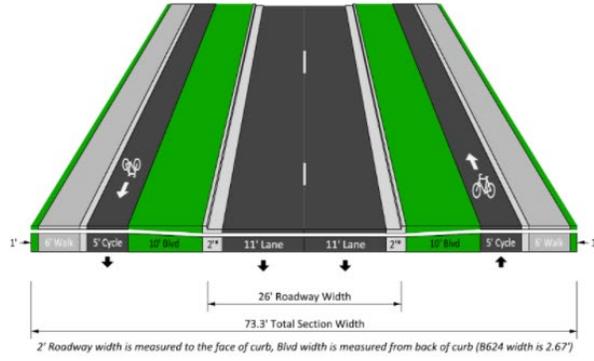
- One 11' travel lane in each direction
- 6' sidewalk on both sides of the road
- 5' cycle track on both sides of the road
- 10' boulevards between travel lanes and the cycle track

## Possible Benefits

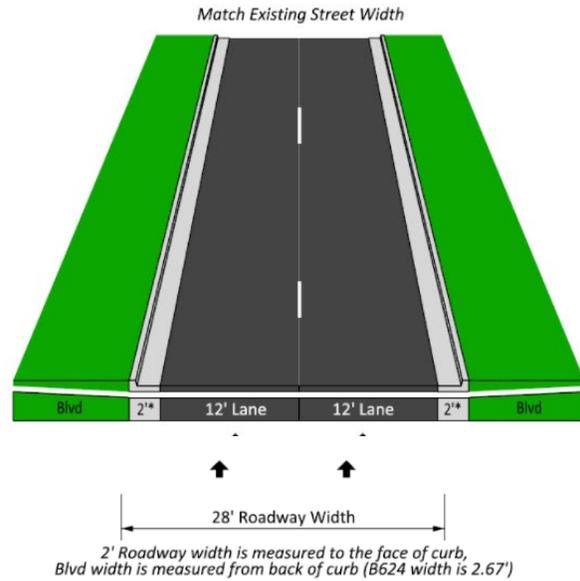
- Provides safe, separated areas to walk and bike
- Boulevard areas provide winter snow storage area, keeping sidewalk/trail clear
- Wide boulevard areas create opportunity to add trees, stormwater treatment, or other landscaping
- Fewer travel lanes create space for more features

## Possible Challenges

- One-way pairs may make it more difficult to access transit stops.
- One-way pairs would increase traffic on Palm St.



Central Entrance



Palm Street (Note: Sidewalks and/or shared use paths would also be evaluated as part of the final design)

Please share any thoughts or concerns you have about the one-way pairs alternate design.

1000

Submit

# Roundabouts



### Roundabout Benefits:

- Increase the capacity of an intersection compared to a traditional signalized intersection.
- Reduce vehicle speeds, which increases safety for people walking and biking.
- Adding medians to each leg of the intersection decreases the distance pedestrians need to cross.
- Reduce the severity of crashes that do occur.
- Typically cost less to maintain than a signalized intersection.

However, roundabouts are not the right intersection design for every situation. During MnDOT's design process, roundabouts will likely be evaluated at one or more cross streets along Central Entrance to see if they should be recommended.

Some intersections that may be evaluated for possible roundabouts on Central Entrance are:

- Blackman Avenue
- Arlington Avenue
- Basswood Avenue
- Anderson Road
- Mall Drive
- Pecan Avenue

Would you like to see a roundabout at one or more intersections along Central Entrance?

Yes  No

Submit

# Mid-Block Crossings



### Pedestrian Hybrid Beacon

Pedestrian hybrid beacon systems (formerly known as HAWK systems) are a proven safety countermeasure that improves the safety of crossing locations through signals that force all traffic to stop when there is a person that needs to cross the street. They must be installed with a marked crosswalk and warning signs.

#### Advantages:

- Improve visibility of pedestrians.
- Assign right of way for vehicles and pedestrians.
- Effective option for crossing locations with higher speeds and vehicle volumes but not the pedestrian or vehicle volumes required to warrant a traffic signal.
- Studies have shown a 55% reduction in pedestrian crashes, 29% reduction in total crashes, 15% reduction in serious injury and fatal crashes, and over 90% compliance rate.

#### Challenges:

- Education is key to effectiveness.
- Appropriate only for locations with moderate to high pedestrian demands.
- Challenging to install on roadways with high driveway density.
- Can increase delays.



Source: Minnesota's Best Practices for Pedestrian and Bicycle Safety (2021)

## Raised Crosswalk

Raised crosswalks provide an elevated concrete surface that improves the visibility of pedestrians and crosswalk areas.

### Advantages:

- Reduced vehicle speeds at intersections can reduce bicycle and pedestrian crash severity.
- Improve driver ability to perceive and react to bicycles and pedestrians in the intersection by slowing vehicle speeds.
- Can reduce pedestrian crashes by 45%

### Challenges:

- If not designed properly, may pose an obstacle to some low-clearance commercial vehicles and EMS vehicles.
- Not appropriate on high-speed roadways.
- Winter maintenance



Source: Minnesota's Best Practices for Pedestrian and Bicycle Safety (2021)

## Z-Crossing

Z-crossings are a variation on median design that forces pedestrians to turn in the median and face traffic. This encourages eye contact with drivers and improves pedestrian visibility.

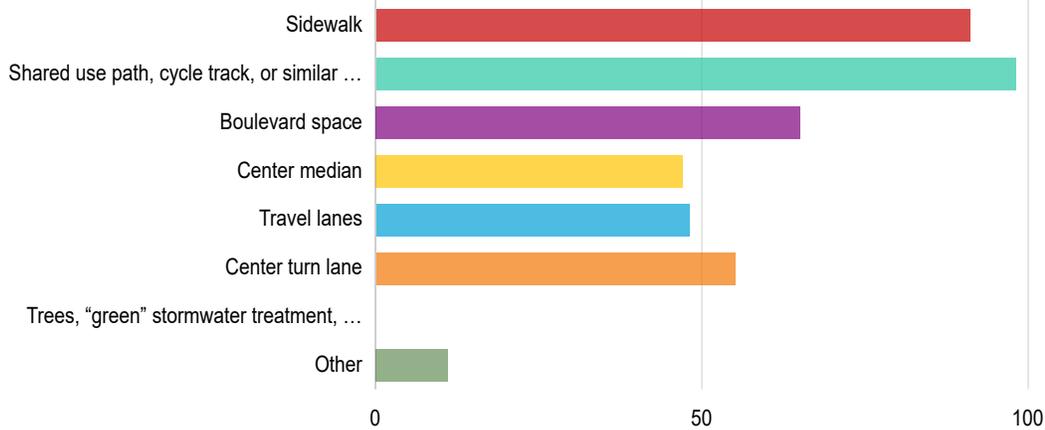
Would you like to see a mid-block crossing at one or more locations along Central Entrance?

Yes  No

Submit

## CE - Zones 1-5 Survey

What features are most important for you on Central Entrance in Zones 1 and 5? (Check all that apply)



**Answers**

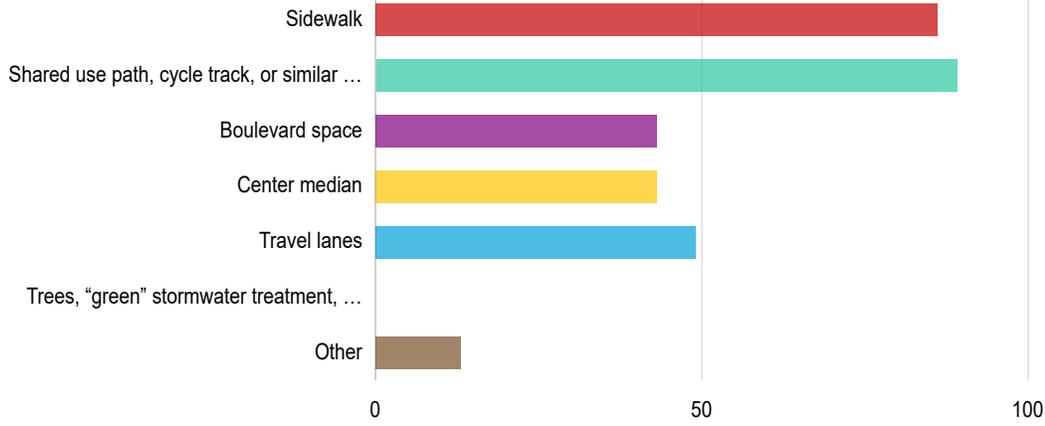
**Count**

**Percentage**

Answers	Count	Percentage
Sidewalk	91	59.09%
Shared use path, cycle track, or similar place to bike	98	63.64%
Boulevard space	65	42.21%
Center median	47	30.52%
Travel lanes	48	31.17%
Center turn lane	55	35.71%
Trees, "green" stormwater treatment, and/or other landscaping	0	0%
Other	11	7.14%

Answered: 154 Skipped: 0

Knowing that space is more limited in Zones 2-4, what features are most important for you in these three zones? (Check all that apply)



**Answers**

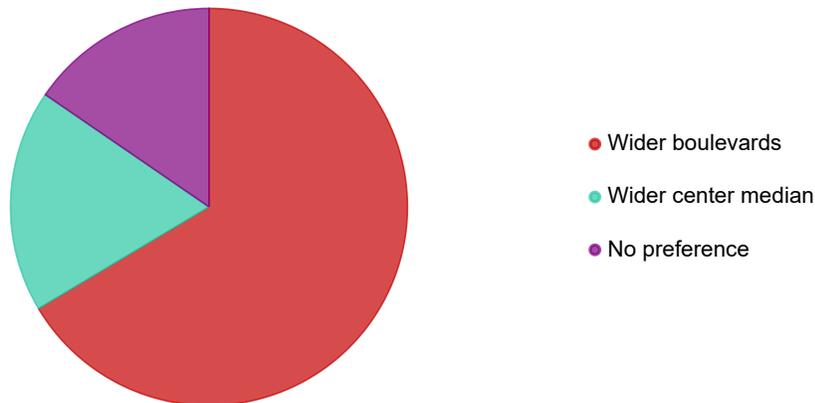
**Count**

**Percentage**

Answers	Count	Percentage
Sidewalk	86	55.84%
Shared use path, cycle track, or similar place to bike	89	57.79%
Boulevard space	43	27.92%
Center median	43	27.92%
Travel lanes	49	31.82%
Trees, "green" stormwater treatment, and/or other landscaping	0	0%
Other	13	8.44%

Answered: 154 Skipped: 0

**In general, would you prefer a wider center median or wider boulevards?**



**Answers**

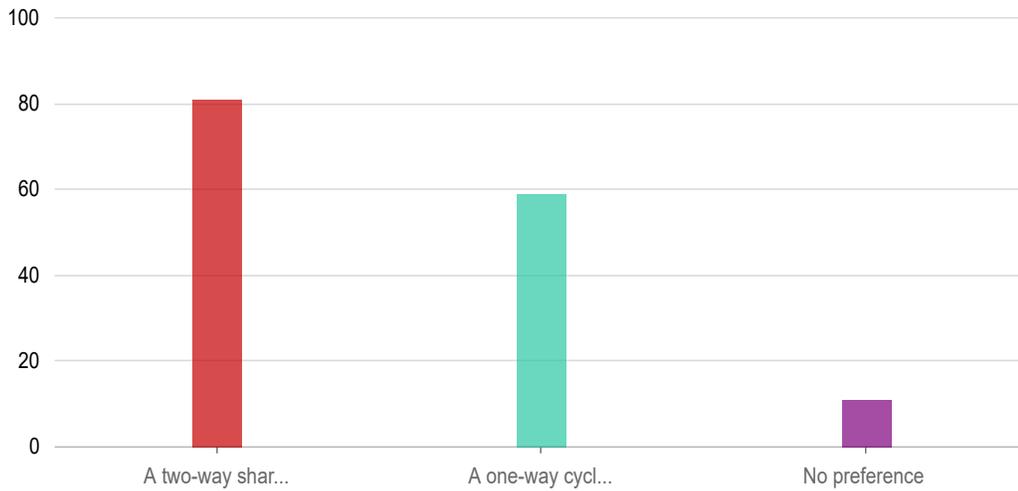
**Count**

**Percentage**

Wider boulevards	99	64.29%
Wider center median	27	17.53%
No preference	23	14.94%

Answered: 149 Skipped: 5

**Would you prefer a two-way shared use path on one side of the road or a one-way cycle track on both sides?**



**Answers** **Count** **Percentage**

A two-way shared use path on one side and a sidewalk on the other (shown in Example A)	81	52.6%
A one-way cycle track and sidewalk on both sides (shown in Example B)	59	38.31%
No preference	11	7.14%

Answered: 151 Skipped: 3

**What do you like about these examples? What do you not like?**



**Word** **Count**

Word	Count
Bike	31
traffic	30
lanes	28
lane	24
turn	22
shared	18
Central	17
center	17
people	15
space	14
path	13
pedestrian	13
pedestrians	12
safe	11
speed	11
road	10
bus	10
access	9
entrance	9
median	9

# Business Input CE - Zones 1-5 Survey

## Business Name \*

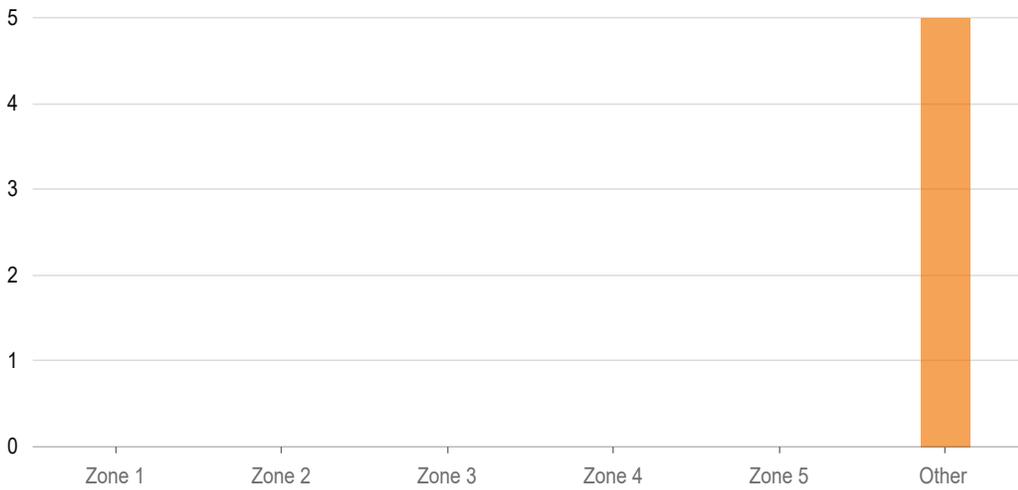
The word cloud requires at least 20 answers to show.

Response	Count
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ZMC Hotels	1
North Shore Bank of Commerce	1
Kraus-Anderson Construction	1
Essentia Health	1
Duluth Airport	1

Answered: 5 Skipped: 0

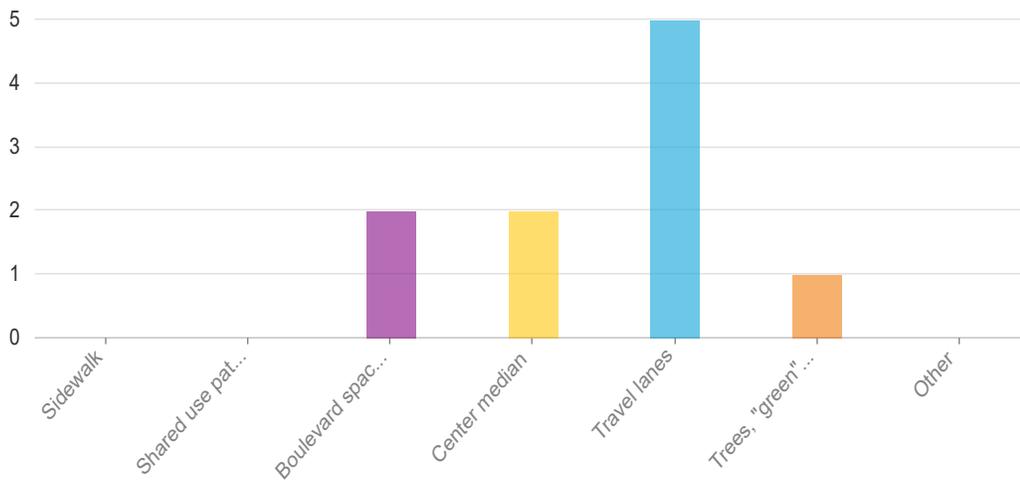
## Where is your business located? (see Zone Map above) \*



Answers	Count	Percentage
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Zone 1	0	0%
Zone 2	0	0%
Zone 3	0	0%
Zone 4	0	0%
Zone 5	0	0%
Other	5	100%



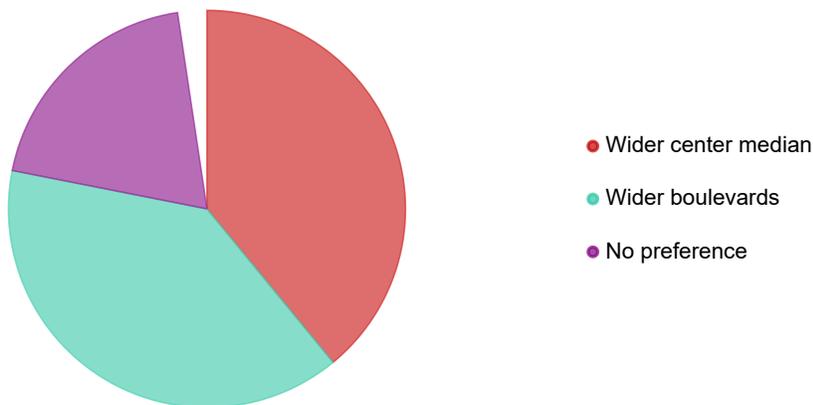


**Answers** **Count** **Percentage**

Answers	Count	Percentage
Sidewalk	0	0%
Shared use path, cycle track, or similar place to bik	0	0%
Boulevard space	2	40%
Center median	2	40%
Travel lanes	5	100%
Trees, "green" stormwater treatment, and/or other landscaping	1	20%
Other	0	0%

Answered: 5 Skipped: 0

**In general, would you prefer a wider center median or wider boulevards?**



**Answers** **Count** **Percentage**

Answers	Count	Percentage
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central	2
walkers	2
bikers	2
upset	1
traffic	1
opposite	1
side	1
road	1
-	1
people	1
waiting	1
u-turn	1
back	1
green	1
space	1
thoughtful	1
examples	1
hope	1
health	1
communities	1
enhancing	1
beauty	1
sustainability	1
key	1
priorities	1
redesign.	1
features	1
addition	1
boulevards	1

shared	1
paths/bike	1
paths	1
impacting	1
flow	1
traffic.	1
Entrance	1
street	1
safe	1
sidewalk	1
separated	1
boulevard.	1
Adding	1
boulevard	1
increase	1
encourage	1
drivers	1
heavily	1
populated	1
corridor	1
great	1
local	1
located	1
entrance.	1

Answered: 3 Skipped: 2

## **Public Survey**

### **One-Way Pairs**

#### **69 responses**

Please share any thoughts or concerns you have about the one-way pairs alternate design.

- a. Majority of the respondents did not like the one-way pairs alternative because it poses as a concern for neighborhoods and businesses and will cause more congestion and traffic.
- b. Of all the responses, the few that liked the alternative idea and majority of those who don't want the alternative at all, did like the idea of having a more pedestrian friendly alternative and the ability for more green space.

### **Mid-Block Crossings**

#### **90 responses**

1. Would you like to see a mid-block crossing at one or more locations along Central Entrance?
  - a. 54 60% = Yes
  - b. 36 40% = No
2. If yes, specifically where do you believe the mid-block crossing(s) should be located? Please describe below
  - a. Arlington came up the most with various cross streets as a location for where a mid-block crossing should be located.
    - i. Major cross streets on Arlington include: Basswood, Blackman, Pecan and Anderson
  - b. Moreover, bus stops (DTA), fast food restaurants and other higher pedestrian generators were mentioned as important locations for the crossing.

Other:

  - i. A few respondents mentioned a need for a roundabout instead of a crossing

### **Roundabouts**

1. Would you like to see a roundabout at one or more intersections along Central Entrance?
  - a. 66 72.53% = Yes
  - b. 25 27.47% = No
2. If yes, specifically where do you believe the roundabout(s) should be located? Please describe below.
  - a. Majority of the respondents felt the roundabout alternative would be a good option and should be located at major intersections at Arlington and where traffic tends to get backed up, this includes: Central Entrance, Blackman, Basswood, Anderson, Pecan, and near Mall Drive. This will allow for slower traffic and less congestion.

## Business Survey

### One-Way Pairs

#### 2 Responses

1. Business Name
  - a. Gallery Dental
  - b. Essentia Health
2. Where is your business located?
  - a. Zone 4
  - b. Other
3. Please share any thoughts or concerns you have about the one-way pairs alternate design.
  - a. Of the two responses, the respondents like the idea of this alternative because it offers green space and snow removal space and provides safety for their staff, patients and families.

### Mid-Block Crossings – no responses

### Roundabouts

#### 3 Responses

1. Business Name
  - a. Gallery Dental
  - b. Essentia Health
  - c. Duluth Airport
2. Where is your business located (?)
  - a. Zone 4
  - b. Other
  - c. Other
3. Would you like to see a roundabout at one or more intersections along Central Entrance?
  - a. 2 66.67% = Yes
  - b. 1 33.33% = No
4. If yes, specifically where do you believe the roundabout(s) should be located? Please describe below.
  - a. Of the two Responses, one mentioned anywhere to **keep traffic moving**.