



Corridor Vision Plan



TAC and MIC Policy Board – Review for Approval
January 18/19, 2022

Project Timeline



2021 - Vision Plan (MIC)

- Community Vision and Public Engagement Framework

2022-25 - Preliminary Design, Design, Engineering (MnDOT)

- Public Engagement & Design

2026 - Reconstruction (MnDOT)

Plan Context



- The role and function of streets has changed beyond solely serving motor vehicle travel.
- Central Entrance was designed primarily to move vehicle traffic and minimize vehicle travel delay, neglecting the needs of other users and limited mobility choices.



Plan Goal



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

- Is safe and comfortable to use for people of all ages and abilities
- Encourages new types of residential and commercial development



Plans and Studies for this Corridor

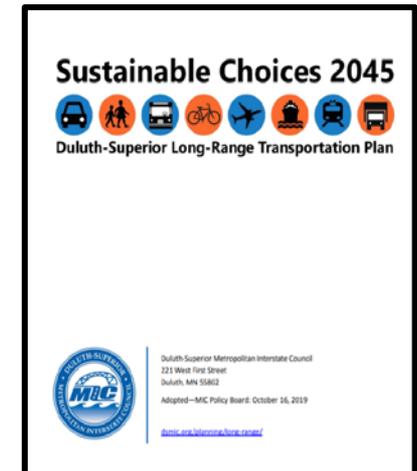
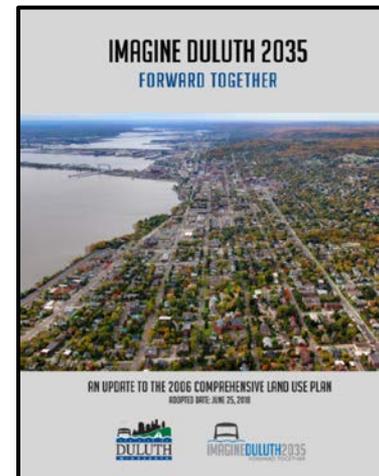
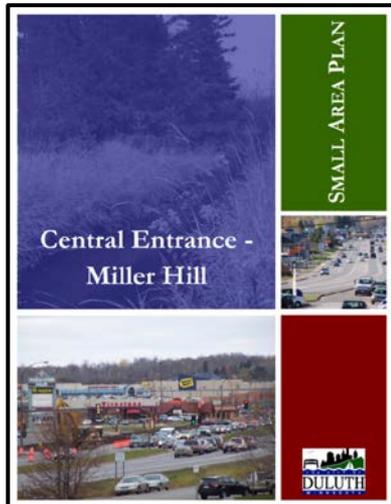


2009 – Central Entrance Small Area Plan (*City of Duluth*)

2012 – Corridor Study (*MIC*)

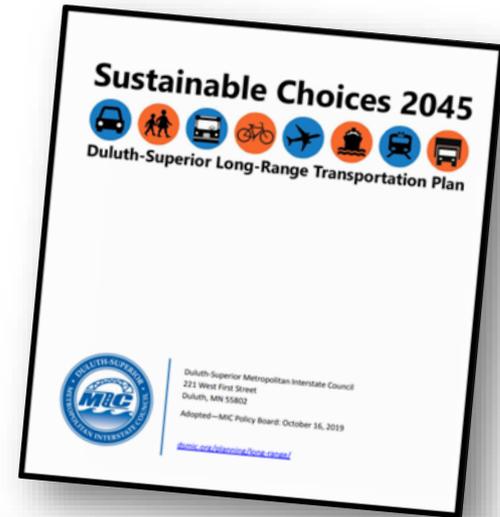
2018 – Comprehensive Plan (*City of Duluth*)

2019 – Long Range Transportation Plan (*MIC*)



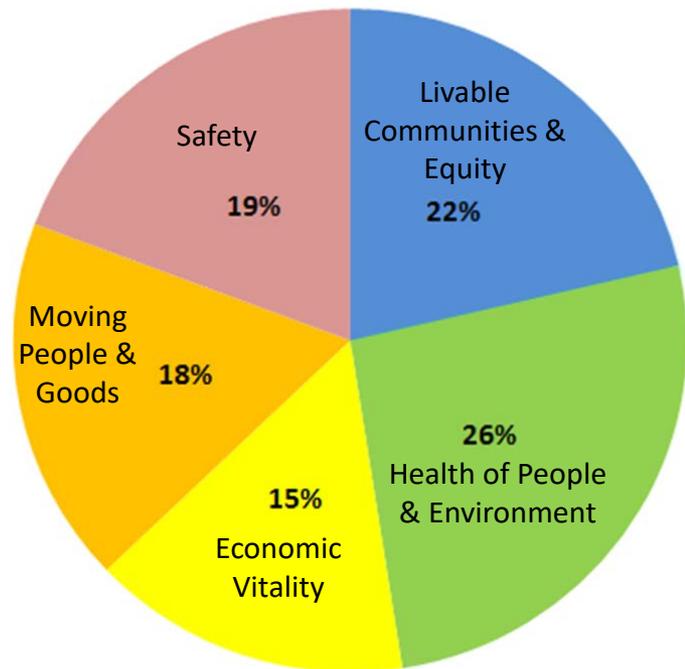
Sustainable Choices 2045

Duluth-Superior Area Long Range Transportation Plan



Goals

- Health of People and the Environment
- Livable Communities & Equity
- Safety
- Moving People and Goods
- Economic Vitality



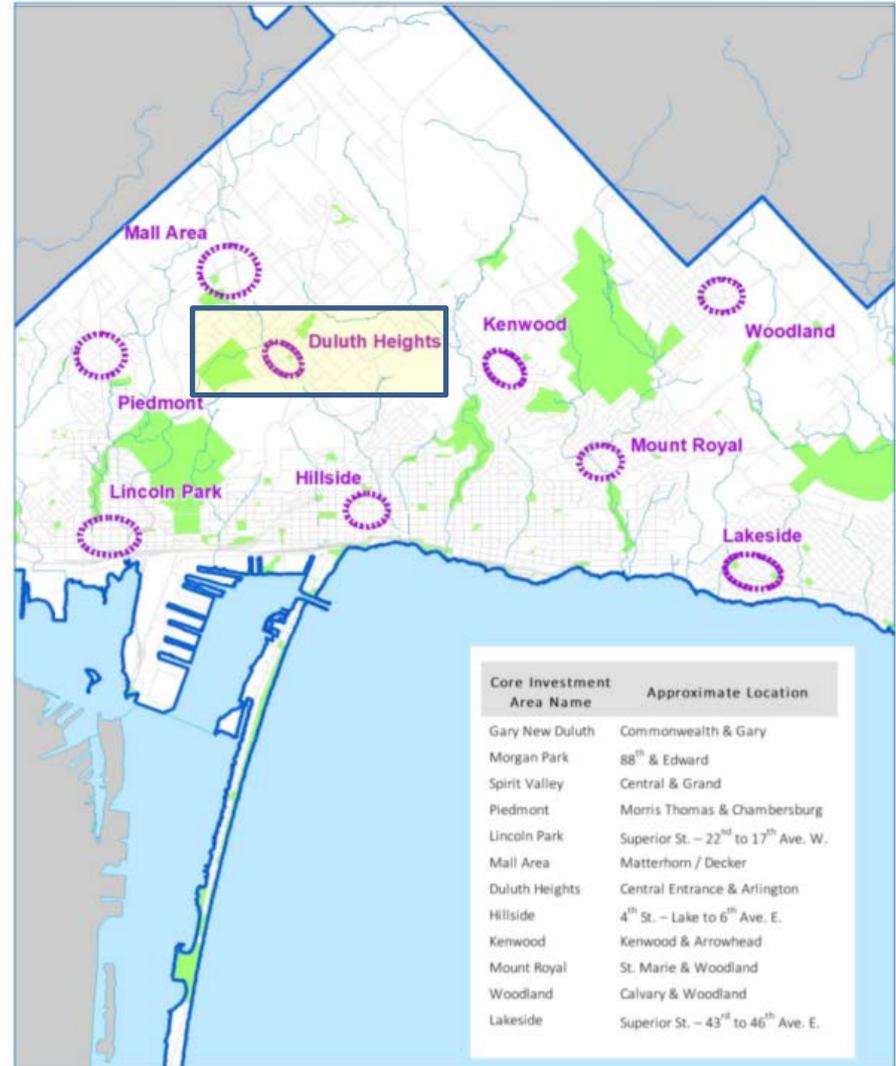
Imagine Duluth 2035

Comprehensive Plan

Core Investment Areas

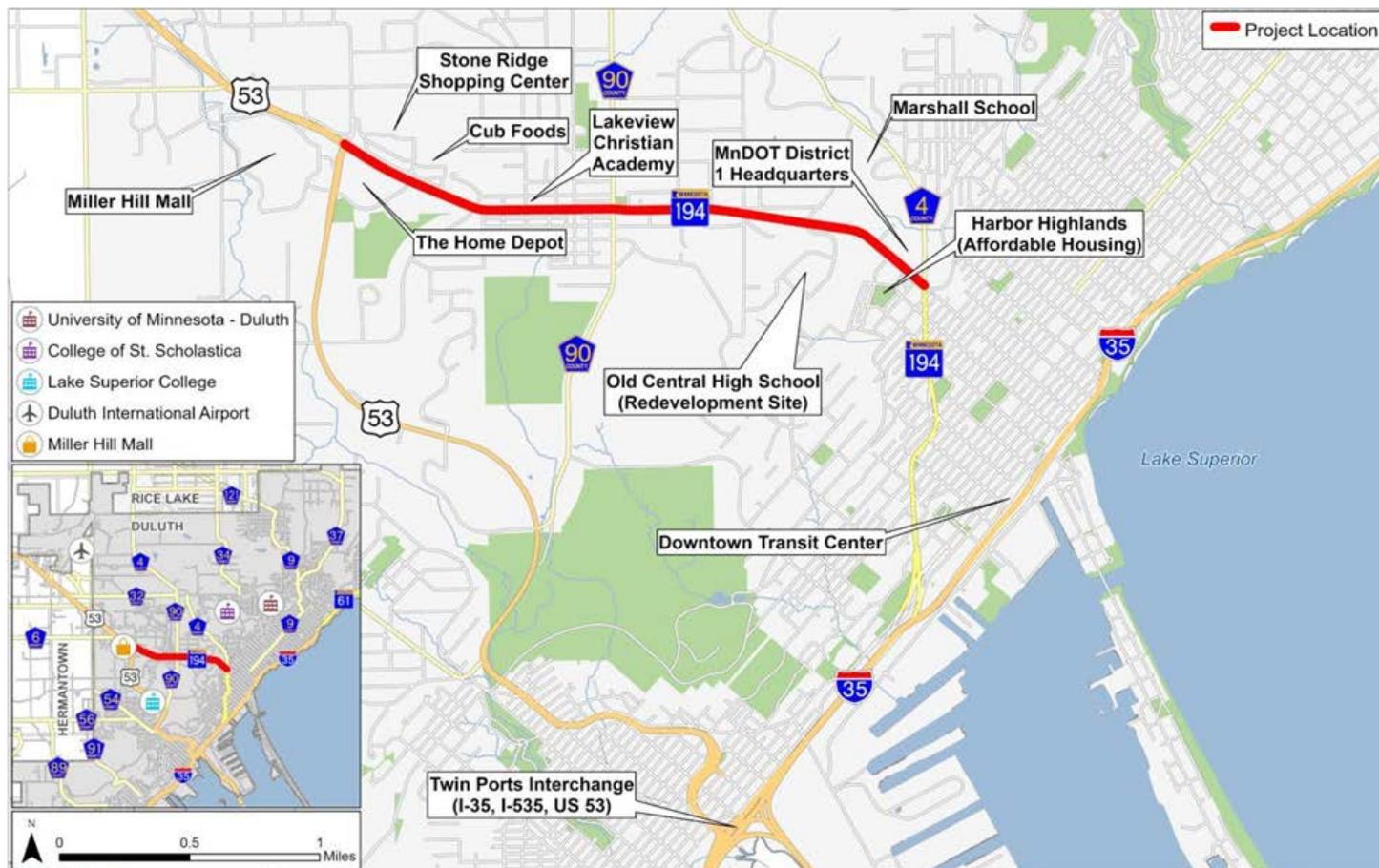
“Transformative
Opportunities”

- Duluth Heights
- Central Entrance
& Arlington Ave



Economic Development

- Very key emphasis
- Potential \$160M in valued retail space



New Mixed-Use Development in Duluth



UMD



Kenwood



Endion



Crash Rates

- Several segments & intersections have crash rates that exceed statewide averages.

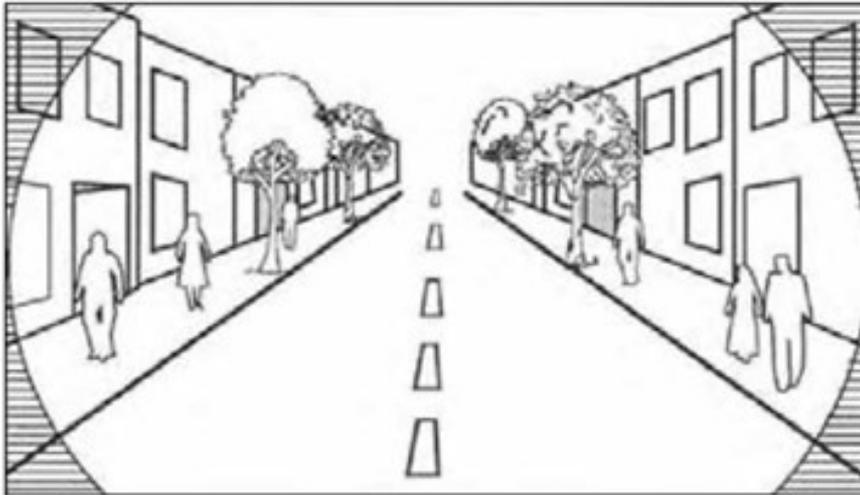
Figure 9 - Crash Analysis (2017-2019)



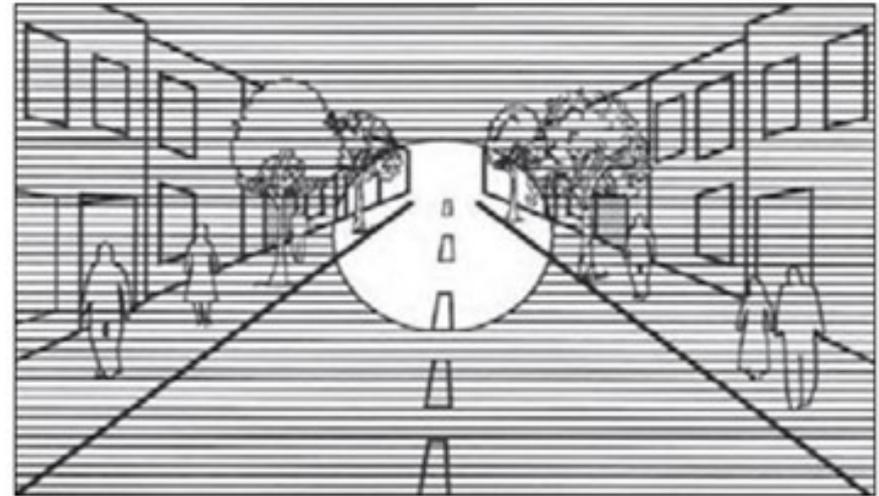
High crash rates in zones 3, 4, and 5 and the intersections at Trinity Road, Mall Drive, Arlington Avenue and Mesaba Avenue

Speed Limits & Safety

A driver's field of vision increases as speed decreases



Driver's field of vision at 15 mph



Driver's field of vision at 30-40 mph

Public Engagement



Effective and inclusive public engagement was a priority for this plan, to

- Develop the overall vision
- Inform the refinement of design features



*Better Central Entrance
Event (June 4-5th, 2021)*

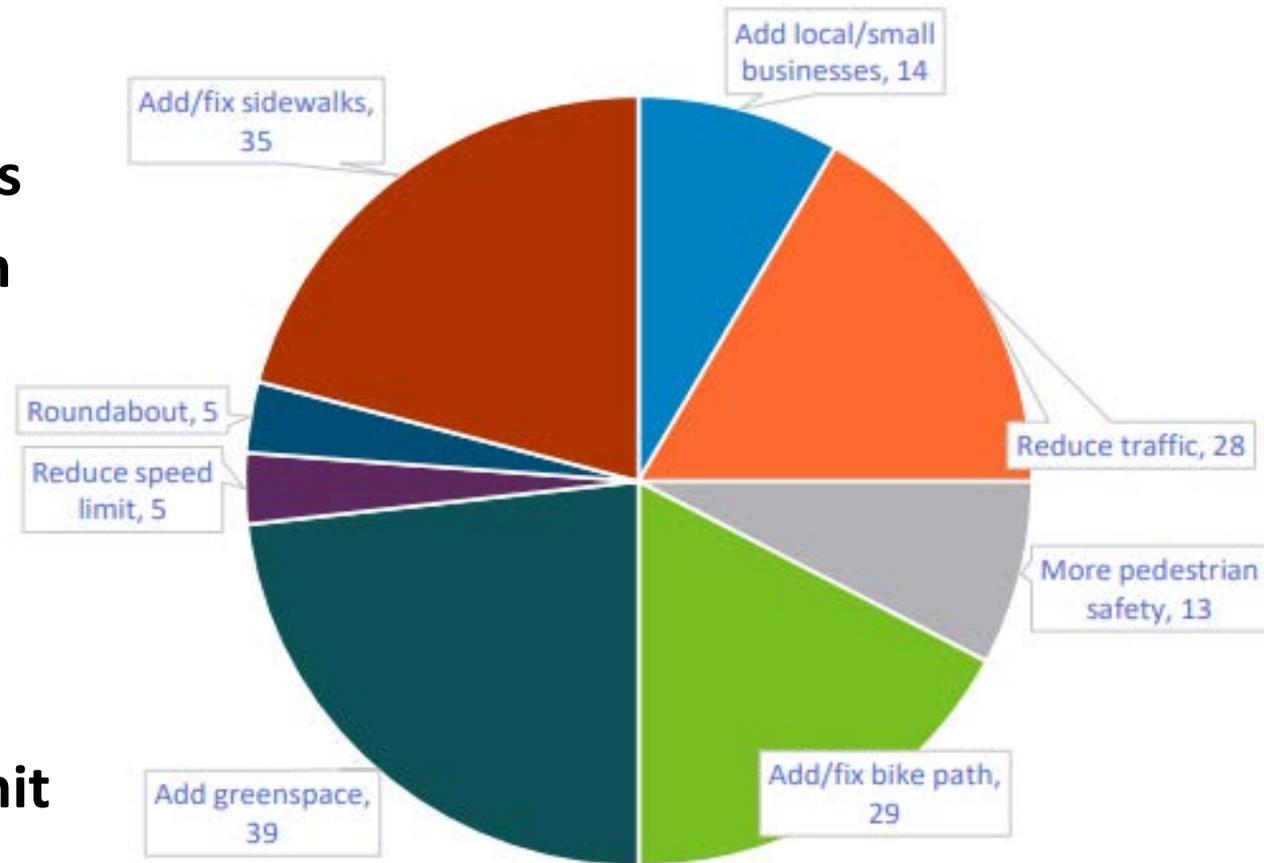


What words describe your future vision for CE and the surrounding community ?

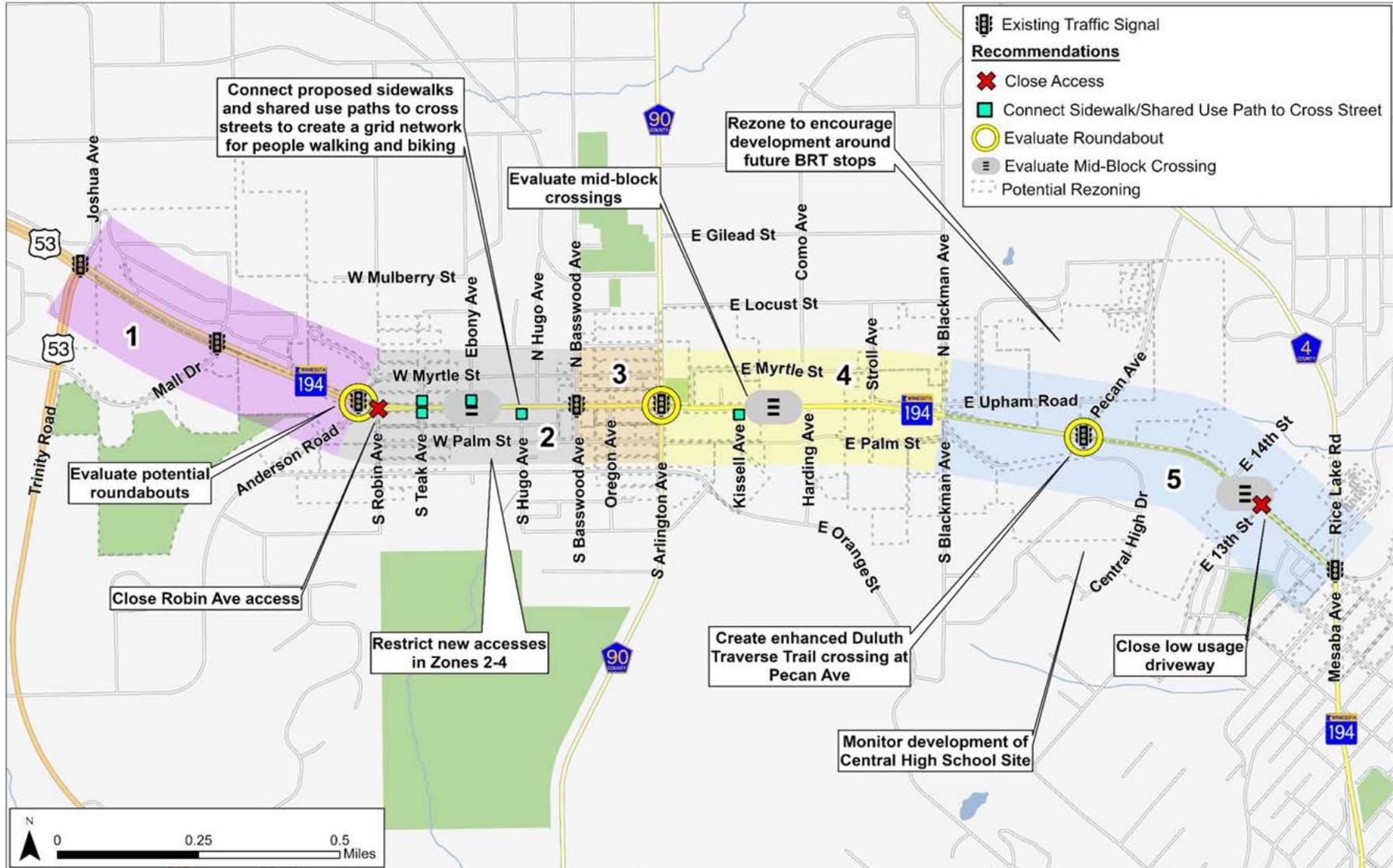


What changes would you make to improve Central Entrance?

- 39% **Add green space**
- 35% **Add/fix sidewalks**
- 29% **Add/fix bike path**
- 28% **Reduce traffic**
- 14% **Add local/small businesses**
- 13% **Improve pedestrian safety**
- 5% **Reduce speed limit**
- 5% **Add roundabout**



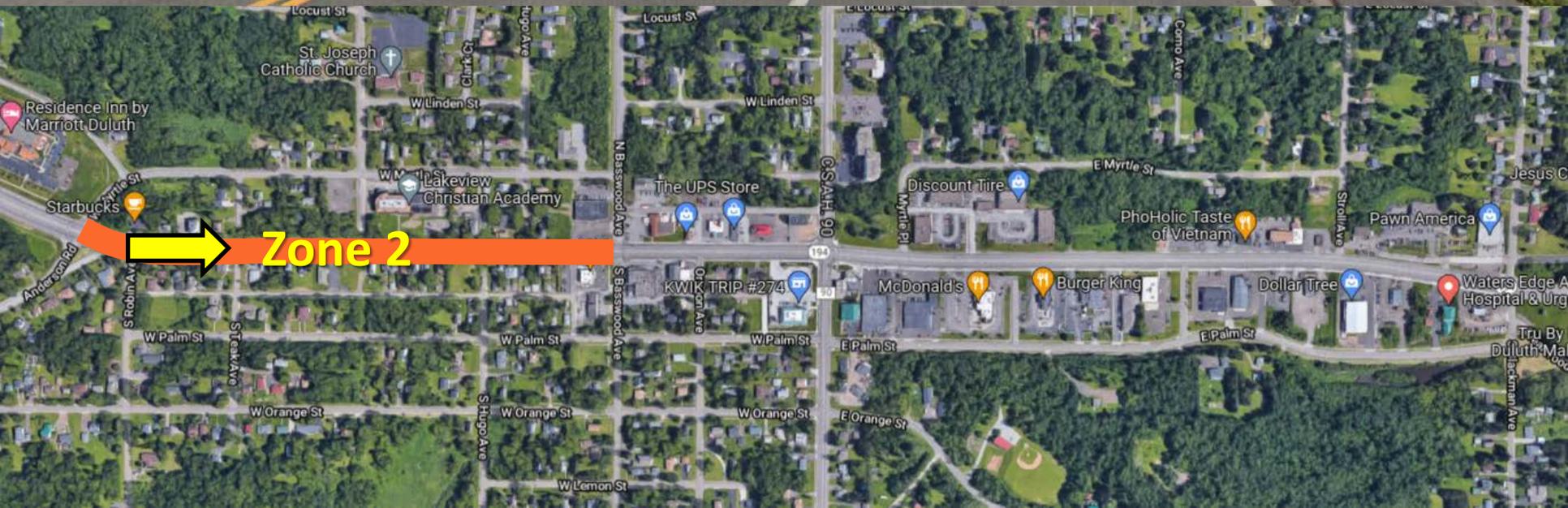
Recommendations



Preferred Street Features



- **Shared use path or cycle track:** In all zones, the most important feature was a place to bike (sidewalks a close second)
- **Mid-block crossings:** 60 percent of respondents would like mid-block crossings at high pedestrian generators near transit stops and fast-food restaurants.
- **Roundabouts:** Over two-thirds of respondents are supportive of roundabouts on Central Entrance.
- **One-way pairs:** The majority of the respondents did not like the one-way pair concept.



Zones 1 & 2

4-lane with center median



Zones 1 & 2

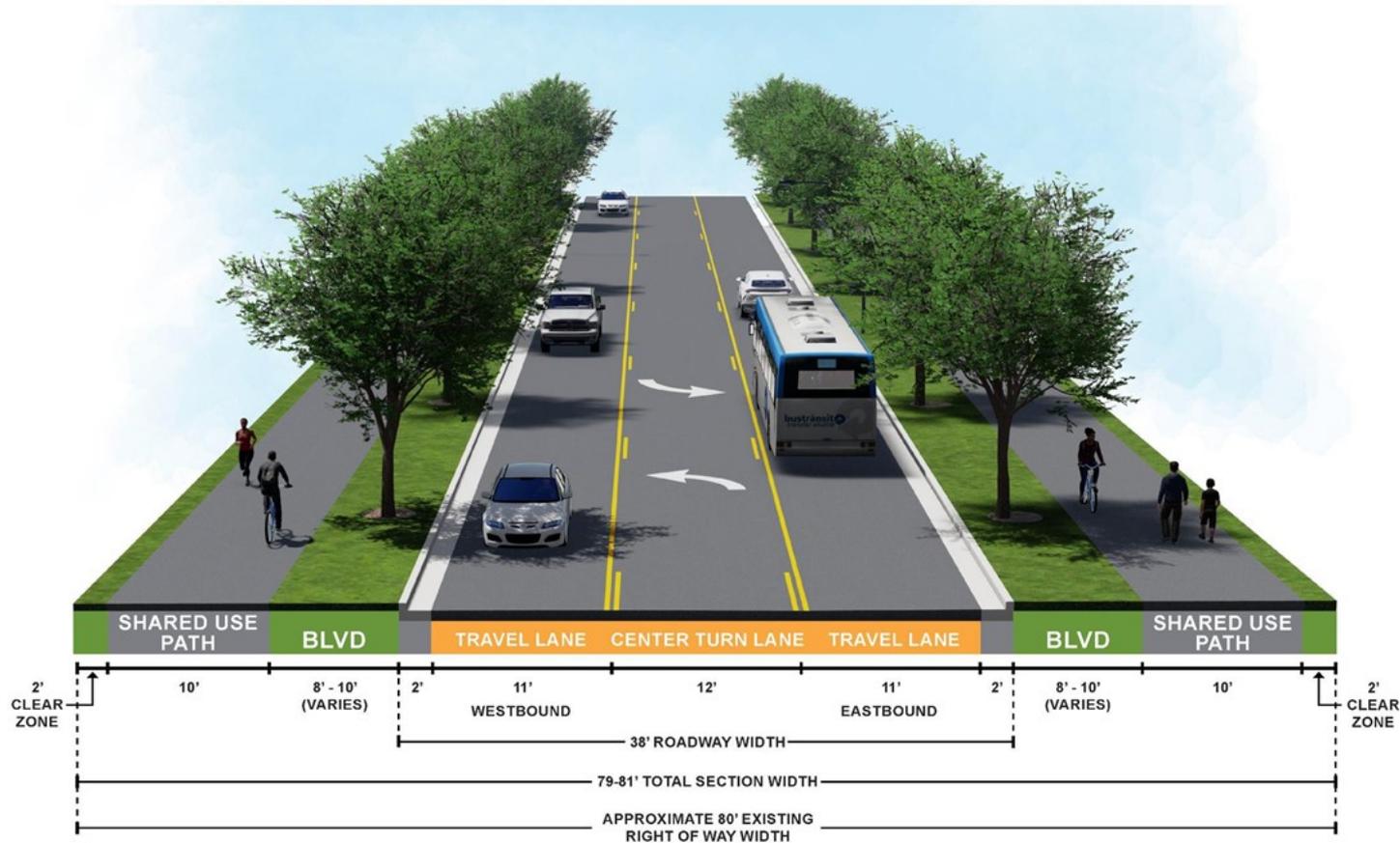
4-lane Option





Zones 2, 3 & 4

3-lane Option



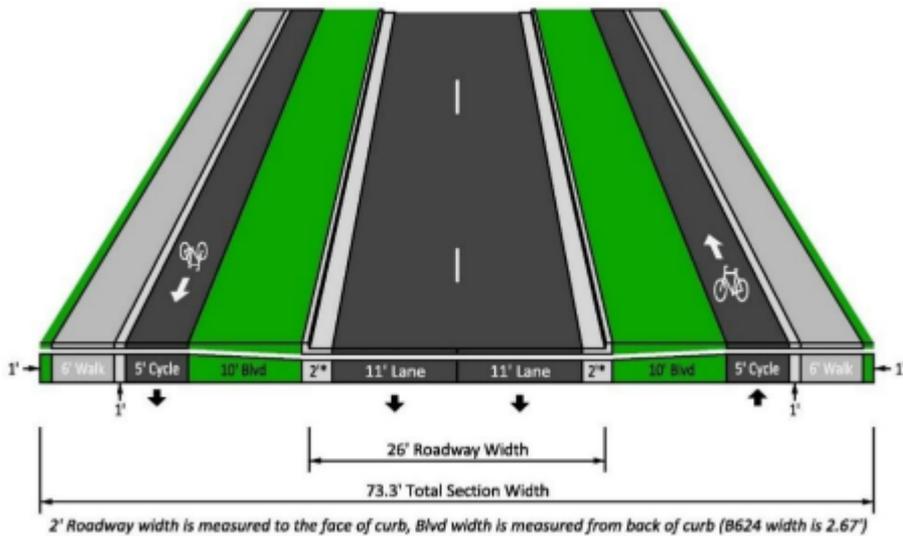
- Our modeling (via AECOM) indicates it is feasible to have a 3-lane option function

Modeling Results:

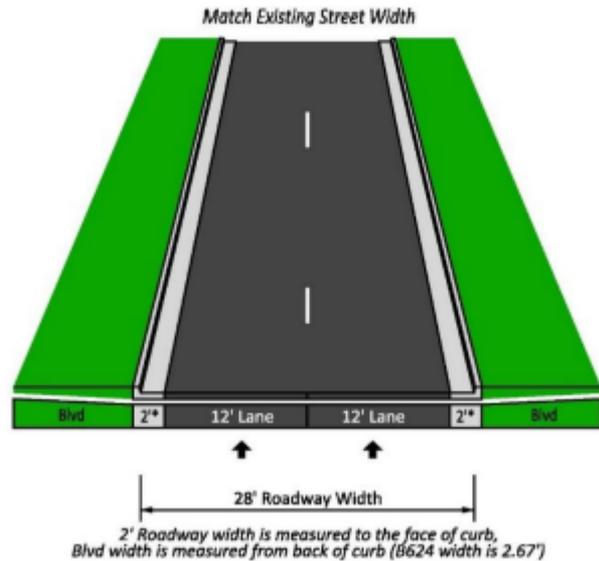
Three-Lane Feasibility

- **The traffic operations analysis results suggest that a three-lane concept between Anderson Road and Pecan Avenue may be feasible**, depending on how many trips are diverted to other roadways.
- Modest growth of 3-4 percent to the year 2045 is expected along Central Entrance.
- Between 24 and 28 percent of existing traffic could divert from Central Entrance under a three-lane concept due to the reduced roadway capacity.
- A three-lane facility is likely to lead to increased travel times through the corridor, however additional benefits could be provided for transit, bicyclists, and pedestrians.

One-way Pairs Option



Central Entrance



Palm Street

Maintenance Agreement



City of Duluth and DTA staff will need to craft a model maintenance agreement that provides for winter snow removal and clearing of leaves, brush, and other debris during the remainder of the year.



The agreement should address all applicable aspects of maintenance, including upkeep of street trees and other potential streetscape elements.



Will require a formal maintenance agreement

Opportunity for Public Comment



PLEASE STATE
YOUR NAME
AND
AFFILIATION
(IF ANY)



COMMENT TIME
LIMIT:
3 MINUTES



LIMIT YOUR REMARKS TO THE
SPECIFIC PLAN, STUDY OR
DOCUMENT UNDER
CONSIDERATION BY THE
BOARD



dsmic.org/study/centralentrance

Motion Requested:

Recommend approval of
the Central Entrance
Corridor Vision Plan to
the MIC Policy Board

Comments? Questions?



dsmic.org/study/centralentrance