



I-35 Connects

MIC and MnDOT

I-35 CORRIDOR PLAN

Public Engagement Report | November 2023



Duluth-Superior
Metropolitan Interstate Council
A Division of ARDC



**BOLTON
& MENK**



DEPARTMENT OF
TRANSPORTATION



CONTENTS

6	INTRODUCTION
6	KEY FINDINGS
7	DEMOGRAPHICS
8	PHASE ONE: ENGAGEMENT ACTIVITIES
8	KEY FINDINGS
9	PUBLIC MEETING
10	VALUE STATEMENT ACTIVITY
11	VISION BOARD
12	SURVEY
13	FOCUS GROUP
14	ONLINE IDEAS WALL
15	ONLINE INTERACTIVE MAP
16	STAKEHOLDER MEETINGS
17	PHASE TWO ENGAGEMENT ACTIVITIES
17	KEY FINDINGS
19	FOCUS GROUP
19	VISION
21	VALUE STATEMENT ACTIVITY
30	ENGAGEMENT NEXT STEPS



29	APPENDIX A: PHASE ONE PUBLIC MEETING MATERIALS
41	APPENDIX B: PHASE ONE SURVEY RESPONSES
60	APPENDIX C: PHASE ONE PUBLIC MEETING COMMENT
64	APPENDIX D: PHASE ONE ONLINE IDEAS WALL
66	APPENDIX E: PHASE ONE ONLINE INTERACTIVE MAP
87	APPENDIX F: PHASE ONE PROMOTIONAL MATERIALS
89	APPENDIX G: PHASE ONE STAKEHOLDER MEETING NOTES
93	APPENDIX H: PHASE TWO PROMOTIONAL MATERIALS
96	APPENDIX I: PHASE TWO FOCUS GROUP MATERIALS
102	APPENDIX J: PHASE TWO ALTERNATIVES RANKING ACTIVITY
105	APPENDIX K: PHASE TWO SURVEY RESPONSES
183	APPENDIX L: PHASE TWO ADDITIONAL COMMENTS
186	APPENDIX M: PHASE TWO PUBLIC MEETING MATERIALS

INTRODUCTION

The Duluth-Superior Metropolitan Interstate Council (MIC) and the Minnesota Department of Transportation (MnDOT) are engaging stakeholders and the public to develop a corridor vision and an implementation plan that will identify and prioritize maintenance needs, investment strategies, and improvements for all users along and across I-35 from County Road 61 in Midway Township to 26th Avenue East in Duluth.

The initial engagement phase, focused on listening and discovery will wrap in January 2023. Concepts and improvement designs were developed for community feedback in summer 2023, and the final plan will be completed at the end of 2023.

KEY FINDINGS

Engagement reveals a vision for a more pedestrian-friendly, environmentally conscious, and economically vibrant Duluth. Key themes include the importance of connectivity, balancing tourism with local needs, prioritizing people and the environment, and emphasizing sustainability. Respondents desire improved access to the waterfront and express concerns about the current I-35 layout.

The data highlights a shared desire for transformative changes to transportation infrastructure in Duluth, aligning with the overarching vision for a more people-centric, sustainable, and connected city. Finding a balance between catering to tourists and meeting local needs, while considering the impact on industries, safety, and the environment, will be crucial in shaping the future of transportation in the area.

Vision for the Future of Duluth: The sentiment is hopeful, with a focus on creating a more livable, environmentally conscious, economically vibrant, and accessible city. Respondents envision improved connectivity, better waterfront access, and a shift towards people-centric infrastructure. Concerns include traffic congestion, safety for pedestrians and cyclists, and potential impacts on businesses and neighborhoods.

Connectivity: There is a recurring theme of creating a connected community with improved bike/pedestrian infrastructure and public transport options. Participants envision a city where destinations are easily accessible without heavy reliance on cars.

Emphasis on People: Respondents prioritize people, the environment, and alternative transportation modes over cars. They want a human-centered city that encourages walking, biking, and public transit.

Balancing Tourism and Local Needs: Tension between catering to tourists and meeting the needs of local residents. Some feel that current initiatives prioritize tourism over local well-being.

Sustainability and Environmental Considerations: Many emphasize the importance of green spaces, sustainable architecture, reduced emissions, and preserving natural resources in the city.

Economic Growth and Diversity: There is a focus on economic growth, job opportunities, and maintaining a diverse economy beyond relying on tourism.

Access to Waterfront: Improved access to Lake Superior with an emphasis on pedestrian-friendly connections, is desired.

Concerns about the Current Interstate: Concerns about the negative impacts of the current I-35 layout on the environment, safety, local businesses, and community cohesion.

DEMOGRAPHICS

The population within the study area is predominantly white, making up 87% of the population. Residents with Two or More races make up the next largest group at 5%, followed by Hispanic or Latino (2.7%), Black or African American (2.6%), American Indian and Alaska Native (1.7%) and Asian (1.6%). The percentage of persons in poverty is 17.5%, which is significantly higher than the State of Minnesota's 2019 average of 9%. [\[https://data.web.health.state.mn.us/poverty_basic\]](https://data.web.health.state.mn.us/poverty_basic)

PHASE ONE: ENGAGEMENT ACTIVITIES

There have been several ways for the public to provide comments and feedback on the project. Notices about the project and the November 15 open house in-person public meeting were advertised through the project's website, community organization list serves, and social media. Promotional materials are included in Appendix C.

KEY FINDINGS

From May through November 2022, the team gathered information on the existing conditions and people's transportation experience along and across I-35 from County Road 61 in Midway Township to 26th Avenue East in Duluth. Although sentiments and desired outcomes vary among those engaged, there is a pervasive understanding that changes made to I-35 will have a high impact on the city of Duluth beyond transportation, and has the potential to impact industry, development, safety, and the environment. Some engaged in this first phase envision significant changes to I-35, seeing I-35 as a hinderance to connectivity and that significant modification to or elimination of the interstate in downtown Duluth is an opportunity for development. Others highlighted the role I-35 plays in the local economy, its connection to the port, freight use, and tourism, and the desire to improve the interstate for those uses.

Although heavy traffic flow was not noted as a problem, improving driver safety was often mentioned. 'Messy' intersections and interchanges, blind mergers and driver speeds were all identified as challenges to roadway safety. Walkability and increased connectivity were mentioned in respondents' visions for the future of Duluth. Residents engaged in this phase expressed a desire that infrastructure improvements meet the needs of people who live along the corridor. Supporting tourism through these improvements is important to many respondents, but many also hope that tourism will not overshadow prioritizing community development and connectivity for residents.

PUBLIC MEETING

A public meeting was held on Tuesday, November 15, from 5-7 p.m. at Denfeld High School. Project staff led community members through a series of informational display boards, maps, a value statement and visioning feedback activity. Participants were also given the opportunity to complete a survey, which had also been posted online.

30 people attended the public meeting. 13 attendees completed a paper survey. The majority of respondents lived in Duluth, one in Cloquet, and one in Midway Township.

Key Public Meeting comments:

- Written comments were submitted by resident Ken Worley, and are included in their entirety in Appendix A. A summary of the comments are as follows: Mr. Worley communicates support for increased connectivity between Downtown and Canal Park. He relates this should be done by covering the freeway and creating a green planted area overtop, and that it will provide an amenity for the area, encourage more housing opportunities, increasing environmental health and pedestrian safety.

VALUE STATEMENT ACTIVITY

Participants placed tokens into a frame from 'Strongly Disagree' to 'Strongly Agree' based on the below statements. Responses were assigned a number; 1 as 'Strongly Disagree' and 5 as 'Strongly Agree', and 3 as 'Neutral'. The average of all responses are calculated, with values above 3 corresponding to more agreement, and values below 3 corresponding to more overall disagreement to the statement.

Statements:

	Open house average score	Online survey average score	Combined average score
I feel safe when driving on I-35	3.72	3.51	3.55
I frequently use I-35	4.16	4.41	4.35
I-35 is important to the local economy	4.22	4.22	4.22
There is usually a lot of traffic on I-35	2.35	3.04	2.91
Accessing I-35 is easy	3.65	3.43	3.48
Protecting the environment is important	4.71	4.26	4.35
I would like to be able to bike or walk across I-35 easier	4.60	3.39	3.61

VISION BOARD

Participants wrote down their vision for the future of the Duluth area.

Comments:

What is your vision for the future of the Duluth area?
A city free of freeways, with vibrant neighborhoods enjoying a mix of easily accessible amenities- businesses, shops, services, and a variety of housing types and sizes- within a walkable, bikeable area. Plenty of parkland and open space.
A city and state where good-paying industrial, manufacturing, and transportation jobs are valued and supported, resulting in great family-sustaining jobs, healthy citizens, and a healthy economy.

SURVEY

Before the in-person public meeting, the online survey was posted on the project website. It asked the community to share their experience, and identify transportation needs along and across I-35 from County Road 61 in Midway Township to 26th Avenue East in Duluth.

Highlights from the online survey from November 7 to November 30 are outlined below. 83 people completed the online survey. Note: Comments have been summarized for clarity. A full list of comments is included in Appendix B.

Most survey respondents said that they want:

- Safety while driving on I-35
- Safer and more connected bike and pedestrian access
- Increased access between downtown and the lakefront
- Infrastructure that supports community and economic development
- Walkability and improved public transit
- A corridor that supports the demands of tourism and industry

Key comments from respondents:

- “Better on/off ramps. Most are hard to navigate. Not enough space/time to merge.”
- “More lanes available at busy merge points and exits near highway 2 east and grand / central Ave.”
- “Make it safe for pedestrians, cyclists to access the lake from downtown Duluth, as well as the ability to safely cross I-35 in other areas along the corridor.”
- “Better connection across I-35 for walkers and bikers.”
- “A sustainable city where people come to visit and live to take advantage of all that makes Duluth unique and special.”
- “A mix of businesses to serve both residents and tourists. Not overly burdening residents is important to me.”
- “Walkable streets, protected bike lanes that can access businesses. Being able to enjoy being downtown and see the lake, not ugly concrete.”

FOCUS GROUP

A one-hour virtual focus group was held on November 2. Local governments and district and neighborhood organizations were contacted and asked to nominate residents or businesses to participate. A presentation was given to 14 participants about the existing conditions of the corridor, and the goals of the study, followed by a facilitated discussion. Video of the presentation is available on the study website **What We Know** tab. Participants' interest in the corridor included:

- Bike and pedestrian connectivity and safety
- Business and freight use
- Improved driver safety
- Better merges and intersections
- Sense of community across Duluth
- Connectivity, both between east and west Duluth, and the Downtown and Lakefront area
- More opportunities for public transit

ONLINE IDEAS WALL

Participants were asked "what would you change, if you could change one thing, to improve your traveling experience along or across I-35 in Duluth?". The online idea wall had 93 site visitors.

Responses:

What would you change, if you could change one thing, to improve your traveling experience along or across I-35 in Duluth?
One of the issues I find when using I-35 in Duluth is the need for accessibility to local roads and other major freeways (e.g. U.S. 53, 40th Avenue West). This can easily be achieved by raising the interstate from approximately SuperOne Foods at Bristol Street to 37 1/2 Avenue West, and from the U.S. Storage Centers to where it meets U.S. 53. The interstate should also be lowered to ground level from Knee Creek to N. Central Avenue to achieve accessibility to local roads and other major freeways
A second issue that will need to be addressed with I-35 in Duluth is the rising need for other modes of transportation. For instance, the Northern Lights Express Train project will be completed soon, so there will be a need to accommodate a rail-line connecting Duluth to the Twin Cities and potentially to other locations based on prior trains that were based in Duluth. There is also no easy access for bicycles to get to local roads with the current infrastructure.
A final issue that will need to be addressed is how can we make I-35 adaptable to today's climate and vehicle needs. For example, there will need to be more plug-in stations for electric vehicles and additional clean energy technologies to power the interstates lighting systems. However, to make up for the loss of revenue going towards road maintenance, I would say the use of tolls is necessary, otherwise the proposed miles driven tax would have a disproportionate impact on low-income drivers

ONLINE INTERACTIVE MAP

An interactive map was created and linked on the project website to gather geographic specific feedback about the I-35 corridor. Respondents were able to create comments in four topic areas: Ideas, Issues, Pedestrian or Bicycle Improvement, and Vehicle Improvements, and were able to choose the location of their written comments. The online map was available from November 1 through November 30, 2022.

43 unique stakeholders left 119 total comments. Comment topics included:

- Improving intersections near Cloquet
- Creating an alternate route connecting to Hwy 61 to bypass the City of Duluth
- Increased connectivity from Lincoln Park to Lake Superior
- Increased connectivity to the Spirit Mountain neighborhood
- Improving the pedestrian bridge over I-35
- Improve pedestrian connections at the Century Avenue underpass
- Creating an exit from I-35 onto Garfield Avenue
- Creating an at-grade parkway between downtown Duluth and Canal Park and the Bayfront area
- An improved pedestrian experience at the Lake Avenue intersection
- Modifying the London Road/I-35 intersection to enlarge lakefront greenspace

STAKEHOLDER MEETINGS

Stakeholder meetings were held with Midway Township, West Duluth Business Association, and Proctor City Council. A presentation was given to each group about the existing conditions of the corridor and the goals of the study, followed by time for discussion and questions. Meeting summaries, including the full list of comments are in Appendix G. Participants' questions and interest in the corridor included:

Midway Township meeting: December 29, 2022

- Existing design inadequacies of the existing I-35 interstate near Spirit Valley
- Concern for an increase in traffic volume at Ugstad Road
- Design improvements, including shoulders, left exits and entrance ramps
- Nopeming nursing home and potential development there

West Duluth Business Association: January 11, 2023

- Considering Spirit Valley in design process
- Redevelopment of the Spirit Valley shopping center
- Questions about project timeline, funding, and construction

Proctor City Council meeting: February 21, 2023

- Trucking and tourism through the area
- Design improvements at the Ugstad Road interchange
- Increased development

PHASE TWO ENGAGEMENT ACTIVITIES

Phase Two engagement focused on gathering community feedback on potential improvements at the macro-, meso-, and micro-level. There were several opportunities for the public to provide comments and feedback on the project including a targeted freight and business focus group and a resident focus group on June 5, an in-person meeting on June 6, and online survey open through June 19, 2023. Promotional materials are included in Appendix H.

KEY FINDINGS

Engagement shows a strong desire among respondents to create a more pedestrian-friendly and environmentally conscious Duluth, prioritizing green spaces, sustainable infrastructure, and improved connectivity. Participants want a shift away from car-centric planning and toward alternative modes of transportation, including biking and public transit.

There is tension between catering to tourists and meeting the needs of local residents, with some feeling that current initiatives favor tourism at the expense of local well-being. Additionally, concerns exist about the impact of transportation changes on existing businesses, neighborhoods, and traffic flow.

Vision for the future of the Duluth area

The sentiment is hopeful, with a focus on creating a more livable, environmentally conscious, economically vibrant, and accessible Duluth. Respondents want improved connectivity between neighborhoods, better waterfront access, and a shift towards people-centric infrastructure over car dominance. Concerns include traffic congestion, unsafe conditions for pedestrians and cyclists, and the impact on existing businesses and neighborhoods.

Themes

Connectivity: A recurring theme is the importance of creating a connected community with better bike/pedestrian infrastructure and public transport options. People envision a city where various destinations are easily accessible without heavy reliance on cars.

Balancing Tourism and Local Needs: There's tension between catering to tourists and meeting the needs

of local residents. Some feel that current initiatives prioritize tourism over local well-being.

Emphasis on People: Prioritizing people, the environment, and alternative modes of transportation over cars is a recurring theme. Respondents want a human-centered city that encourages walking, biking, and public transit.

Sustainability and Environmental Considerations: Many emphasize green spaces, sustainable architecture, reduced emissions, and preserving natural resources in the city.

Economic Growth and Diversity: Economic growth, job opportunities, and maintaining a diverse economy beyond tourism are highlighted.

Access to Waterfront: People desire improved access to Lake Superior and other waterfront areas, with an emphasis on pedestrian-friendly connections.

Concerns about the Current Interstate: Critics express concerns about the negative impacts of the current I-35 layout on the environment, safety, local businesses, and community cohesion.

Spirit Valley

Median Consolidated Interchange

Opinions vary, with emphasis on safety, pedestrian/biking infrastructure, and community impact. Participants recognize the need for improvement but stress considering broader community needs.

Median U-Turn

Mixed sentiments with concerns about safety, complicated designs, and the need for pedestrian/biking infrastructure. Some question the purpose of the large interchange project.

Downtown

Roundabout Parkway

Strong support for prioritizing pedestrians, bicycles, green spaces, and connectivity between downtown and Canal Park. Concerns about safety, traffic flow, and impact on businesses.

Lid

Support for increased green space, improved pedestrian connectivity, and aesthetics. Concerns about cost, traffic implications, and the overall presence of the freeway.

Interchange Improvements

Desire for pedestrian-friendly improvements and better downtown-waterfront connectivity. Dissatisfaction with the proposed plan and a preference for bolder, visionary solutions.

FOCUS GROUP

Two one-hour in-person focus groups were held on June 5, 2023 in Duluth. The first focused on business and freight community representatives from the Duluth area. The second focused on residents in the downtown Duluth area. Both focus groups included a study presentation along with potential improvements. Due to group member numbers, the resident focus group attendees were divided into smaller groups for focus group discussion after the presentation. Focus group themes mirrored the themes identified in wider public engagement including connectivity, multimodal access, and freight mobility. See appendix I for additional materials.

VISION

Participants were asked to share their vision for the future of the Duluth area. Overall, the sentiment is hopeful, with people envisioning a Duluth that is more livable, environmentally conscious, economically vibrant, and accessible to all. Many respondents envision a future Duluth with improved connectivity between neighborhoods, enhanced access to the waterfront, and a focus on people-centric infrastructure rather than car dominance. Individuals expressed frustration with traffic congestion, unsafe conditions for pedestrians and cyclists, and the prioritization of cars over other modes of transportation. There are also concerns about the impact of potential transportation changes on traffic flow, existing businesses, and neighborhoods. Finding a balance between these various perspectives will be crucial for shaping the future of transportation in Duluth.

Themes

Connectivity: Many respondents emphasize the importance of creating a connected community with better bike/pedestrian infrastructure and public transport options. They envision a city where people can easily access various destinations without relying heavily on cars.

Balancing Tourism and Local Needs: There is a tension between catering to tourists and meeting the needs of local residents. Some respondents feel that current initiatives prioritize tourism over the well-being of local communities.

Emphasis on People: There is a recurring theme of prioritizing people, the environment, and alternative modes of transportation over cars. Respondents want a human-centered city that encourages walking, biking, and public transit.

Sustainability and Environmental Considerations: Many individuals emphasize the importance of green spaces, sustainable architecture, reduced emissions, and preserving natural resources in the city.

Economic Growth and Diversity: Several respondents highlight the importance of economic growth, job opportunities, and maintaining a diverse economy that goes beyond just tourism.

Access to Waterfront: People desire improved access to Lake Superior and other waterfront areas, with an emphasis on creating pedestrian-friendly connections.

Concerns about the Current Interstate: Critics of the current I-35 layout express concerns about its negative impacts on the environment, safety, local businesses, and community cohesion.

VALUE STATEMENT ACTIVITY

Participants placed tokens into a frame from 'Strongly Disagree' to 'Strongly Agree' based on the below statements. Responses were assigned a number; 1 as 'Strongly Disagree' and 5 as 'Strongly Agree', and 3 as 'Neutral'. The average of all responses are calculated, with values above 3 corresponding to more agreement, and values below 3 corresponding to more overall disagreement to the statement.

Statements:

	2022	2023
I feel safe when driving on I-35	3.55	3.3
I frequently use I-35	4.35	3.76
I-35 is important to the local economy	4.22	3.38
There is usually a lot of traffic on I-35	2.91	2.79
Accessing I-35 is easy	3.48	3.22
Protecting the environment is important	4.35	4.46
I would like to be able to bike or walk across I-35 easier	3.61	3.93

POTENTIAL IMPROVEMENTS

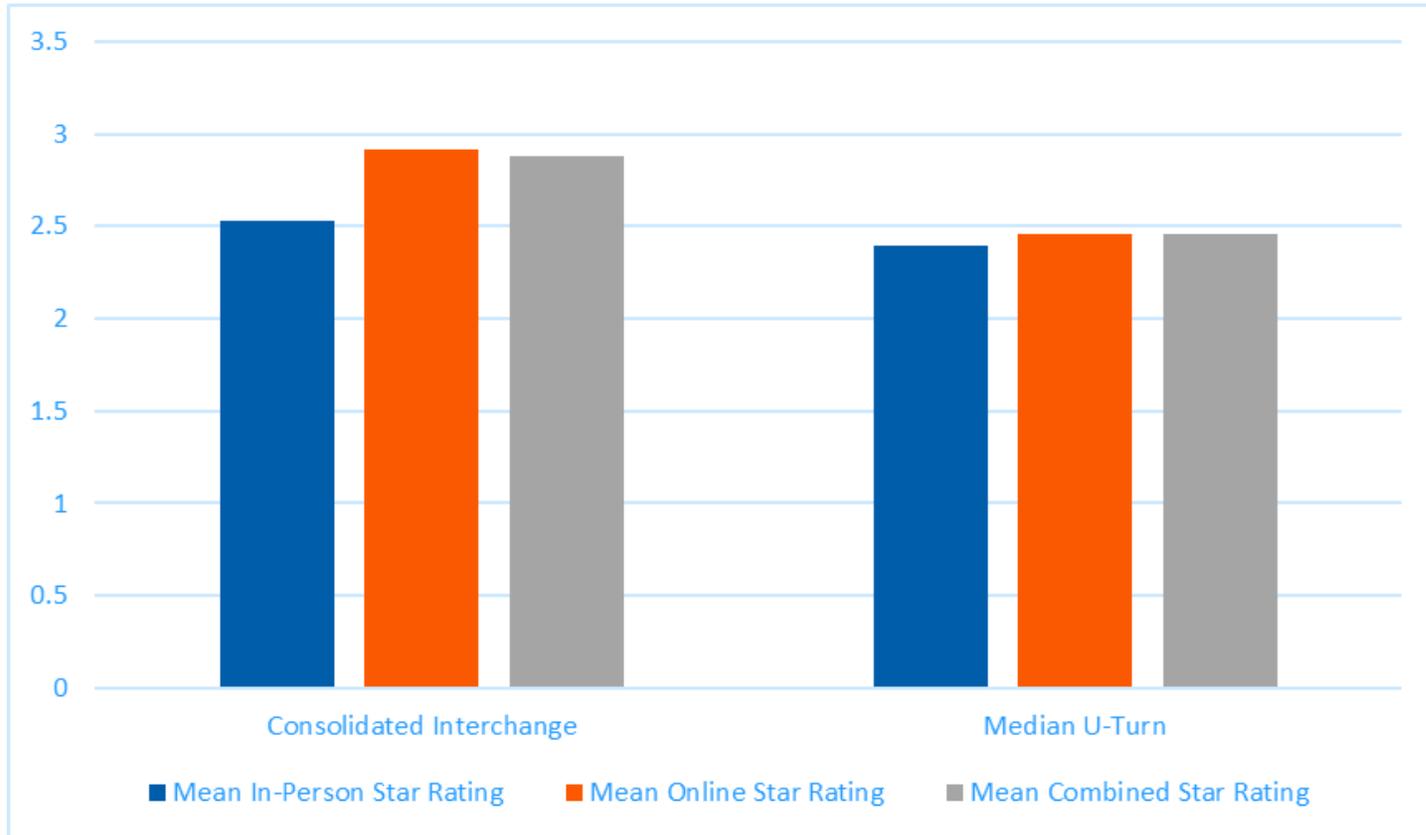
Single Alternative Locations

Meeting participants had the opportunity to rate presented alternatives from 1 to 5 stars.



Spirit Valley

Meeting and online survey participants had the opportunity to rate presented alternatives from 1 to 5 stars



Median Consolidated Interchange

The sentiment in the comments is diverse, with various opinions about the proposed interchange designs and the overall presence of the freeway in the city. The feedback indicates a range of perspectives with a strong emphasis on safety, pedestrian and biking infrastructure, and community impact. Despite varying opinions, many participants acknowledge the need for some level of improvement in the interchange area, but they highlight the importance of considering broader community needs and impacts.

Themes

Concerns about the Freeway: Many participants express discontent with the freeway running through the city and advocate for its removal or relocation outside the city. They believe it divides communities, affects pedestrian connectivity, and prioritizes cars over other modes of transportation.

Safety and Mobility Improvements: Several comments highlight the need for safety improvements, especially for pedestrians and cyclists. Participants want better infrastructure, such as sound barriers, bike lanes, and sidewalks. The removal of left exits and entrances is seen as a positive change for safety and traffic flow.

Mixed Opinions on Interchange Designs: There is a range of opinions about the proposed design. Some individuals express concerns about increased traffic, or the need for additional improvements like roundabouts.

Need for Clear Communication: Several participants mention the difficulty in understanding the proposed designs due to unclear visuals and lack of information. They call for better communication and clarity to help the public grasp the concepts.

Concerns about Neighborhood Disruptions: Some residents express concerns about the impact of interchange changes on neighborhoods, including access disruptions and increased noise pollution.

Desire for Pedestrian and Bike Prioritization: Many participants advocate for prioritizing pedestrians and cyclists in the planning process, promoting alternatives to car travel, and enhancing walkability.

Skepticism about the Project's Purpose: Some individuals question the need for such a large interchange project in the area, especially if it adds to the existing infrastructure without significant improvement.

Median U-Turn

The sentiment expressed in the comments is mixed, with some individuals expressing support for certain ideas, while others have concerns and criticisms. Here are the recurring themes and key insights:

Themes

Safety Concerns: Many comments express worries about safety, especially regarding pedestrian and cyclist access. There are concerns that certain designs may lead to accidents, confusion, and potential hazards for vulnerable road users.

Complicated Design: Several people find some of the proposed designs overly complicated, confusing, or difficult to understand. Some participants prefer simpler interchange designs and express skepticism about the need for large and complex interchanges. There are calls for simpler and more straightforward solutions.

Desire for Pedestrian and Biking Infrastructure: Many participants emphasize the need for better pedestrian and biking infrastructure, including safe sidewalks, bike lanes, and improved crossings. Desire for designs that prioritize non-motorized transportation.

Freeway Removal: Some individuals advocate for the complete removal of the freeway by or before Spirit Valley and replacing it with a parkway that prioritizes human-scale transportation, green spaces, and community development.

Concerns about Connectivity: Some designs are criticized for potentially creating barriers and disconnecting neighborhoods, making it harder for people to access community resources.

Traffic Flow: Traffic flow is a significant concern for many participants. They worry about potential gridlock, inefficiencies, and increased congestion in some designs.

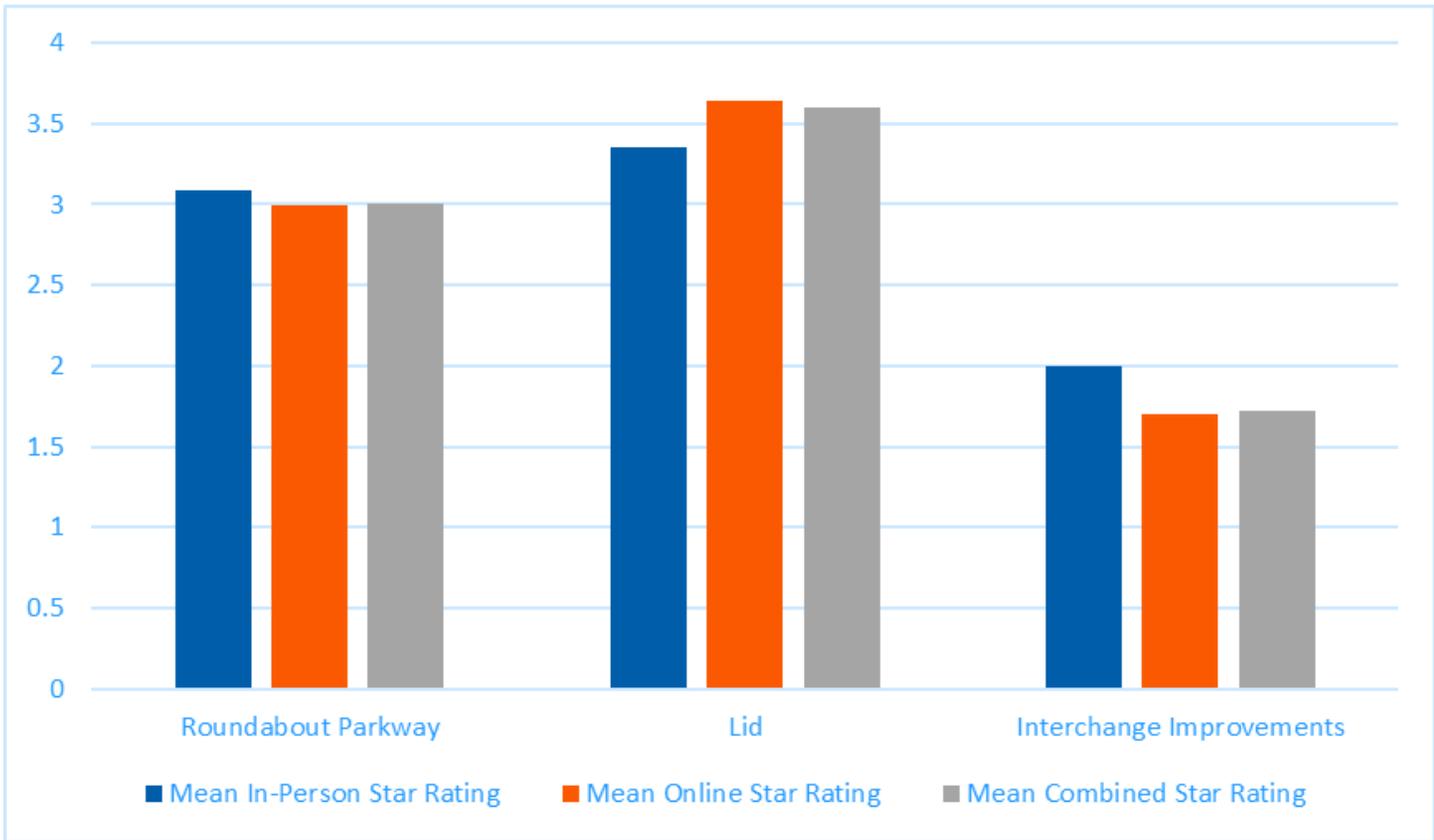
Preference for Outer Belt: Some people prefer an outer belt or bypass option to handle the bulk of traffic, keeping it away from the city center.

Consideration for Residents: There are calls for considering the impact on residents living near the interchange and taking steps to reduce noise levels and prioritize their well-being.

Mixed Reactions to U-turns: The use of U-turns in the designs receives mixed feedback, with some people being open to the concept while others express discomfort and safety concerns.

Downtown

Meeting and online survey participants had the opportunity to rate presented alternatives from 1 to 5 stars.



Roundabout Parkway

The data reveals a polarized view on the proposed roundabout system and the transformation of I-35 into a parkway. Those in favor of the idea support for slower traffic, increased pedestrian access, connectivity, and more green spaces while others are vehemently against it for potential negative impacts on businesses, traffic flow and event-related congestion.

Some believe that the roundabouts may not provide safe crossings, and others worry about the potential hazards for pedestrians and cyclists sharing the road with faster-moving vehicles.

Some comments call for more consideration of alternatives, such as a boulevard concept, and increased public transportation options.

The data suggests a strong desire among respondents to find a solution that prioritizes pedestrian and bicycle access, green space, and connectivity between downtown and Canal Park.

Themes

Opposition to Interstate in Downtown: A significant number of respondents strongly oppose the presence of the interstate in downtown Duluth. They argue that it cuts off the downtown area from the waterfront and inhibits connectivity.

Support for Parkway or Removal of Interstate: Many individuals advocate for transforming the existing interstate into a parkway or entirely removing it to create more green space, improve pedestrian and bicycle safety, and encourage economic development.

Roundabouts: The use of roundabouts as a potential solution generates mixed opinions. Some see them as safer and more efficient, while others express concerns about traffic congestion, safety for large vehicles, and difficulties for pedestrians.

Improvement of Pedestrian and Bike Accessibility: A recurring theme is the need to prioritize pedestrian and bike access between downtown and Canal Park. Many call for better pedestrian crossings, protected bike lanes, and infrastructure that supports alternative modes of transportation.

Resilient Infrastructure and Multimodal Transportation: Respondents call for holistic thinking in the plan, including incorporating resilient infrastructure, multimodal transportation options, and reinstating the street grid.

Connecting Canal and Downtown: Several respondents criticize the presented plan for not adequately addressing the goal of connecting Canal Park and downtown. They believe the plan does not go far enough in improving access for pedestrians, cyclists, and future mass transit.

Concerns About Traffic: There are concerns about potential traffic gridlock during peak times and events, especially with the proposed roundabouts. Some believe that removing the interstate would negatively impact traffic flow and efficiency including freight traffic.

Desire for Green Space and Development: Many respondents emphasize the importance of creating green space and opportunities for development, similar to the Duluth Waterfront Collective's proposal. They advocate for reimagining the space to be more people-centric, with less emphasis on cars.

Lid

The data reveals a range of opinions and reactions. Supporters appreciate the increased green space, improved pedestrian connectivity, and visual enhancements it offers. However, concerns about the cost, traffic implications, and the overall presence of the freeway in the downtown area are prevalent among those who oppose or have reservations about the concept.

Themes

Increased Green Space: Many respondents appreciate the added green space and the potential for more parks and pedestrian-friendly areas.

Improved Pedestrian and Bike Connectivity: The lid concept is seen as a positive step toward improving pedestrian and bike connections between downtown and Canal Park.

Aesthetics and Visual Enhancement: The lid concept is praised for covering the freeway and providing a more visually pleasing environment.

Concerns about Cost: Several respondents express concerns about the potential cost of implementing the lid concept and the financial burden it may impose.

Impact on Traffic: Some respondents worry about the effect of rerouting traffic around the DECC and the potential for congestion.

Desire for Full Lid or Removal of Freeway: Some respondents express a preference for either completely lidding the freeway or removing it entirely, rather than a partial lid.

Interchange Improvements

The key takeaway from the feedback is that there is a strong desire for more pedestrian-friendly improvements and better connectivity between downtown Duluth and the waterfront. Many individuals are dissatisfied with the proposed alternative, considering it to be a band-aid solution. They express a preference for bolder, more visionary solutions that prioritize pedestrians, cyclists, and green spaces over vehicular traffic.

Themes

Pedestrian Safety: Many comments highlight concerns about pedestrian safety, particularly at the interchanges and crossings of I-35. The need for safer and more pedestrian-friendly options is emphasized.

Lack of Change: Several respondents express dissatisfaction with the alternative, considering it to be too similar to the current status quo and not making meaningful improvements.

Prioritizing Cars vs. Pedestrians: There is a recurring theme of the design prioritizing cars over pedestrians and cyclists. Many individuals call for a shift towards more pedestrian-focused infrastructure.

Desire for More Ambitious Solutions: Some respondents advocate for more significant changes, such as removing the interstate altogether, creating green spaces, and enhancing walkability between downtown and the waterfront.

ENGAGEMENT NEXT STEPS

Clear communication and engagement opportunities will be necessary as the vision plan moves into the next phases. The community is interested and invested in the future of transportation in Duluth.

APPENDIX A: PHASE ONE PUBLIC MEETING MATERIALS

Appendices

Appendix A: Phase One Public Meeting Materials

Plan overview

The Metropolitan Interstate Council (MIC) and Minnesota Department of Transportation (MnDOT) are engaging stakeholders and the public to develop a corridor vision and an implementation plan that will identify and prioritize maintenance needs, investment strategies, and improvements for all users.

The study will assess current and future conditions including land use, transportation infrastructure, people and goods movements, design and safety issues, and operational performance on I-35 from County Road 61 in Midway Township to 26th Avenue East in Duluth.

Goals for this project are to

- Define an ultimate vision for I-35 that is innovative, realistic, fundable, and ensures safety, mobility, economic vitality, resiliency, and access for all modes of travel
- Secure public and agency support for the ultimate vision, and
- Develop a detailed implementation plan outlining future improvements, sequencing, timing, cost and agency responsibility.

Project timeline

- June - December 2022: Discover and Listen
- January - June 2023: Design and evaluate
- July - December 2023: Review and approve

Duluth Area I-35 Corridor Plan

Scan to visit the project website →

Figure 1. Plan overview display board

Study area

Study Corridor Areas

- Rural area - Hwy 61 to Cody St
- Urban area - Cody St to Garfield Ave
- Downtown area - Garfield Ave to London Rd

- 14-mile segment**
- 16 interchanges and 30 intersections**
- Nearly 29,000 people live within half mile of the I-35 corridor**

Duluth Area I-35 Corridor Plan

Scan to visit the project website →

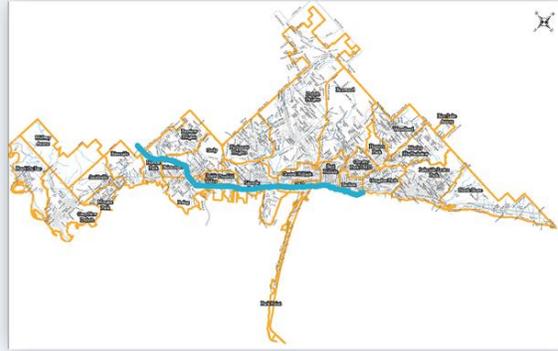
Figure 2. Study area display board

I-35 as a disrupter, divider and segregator

I-35 as a disruptor

Construction history

- Mesaba Ave: 1971
- London Road: 1992



I-35 as a divider



I-35 as a segregator



Duluth Area I-35 Corridor Plan

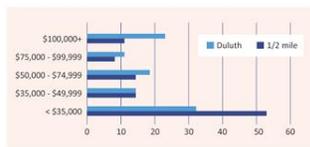
Scan to visit the project website →



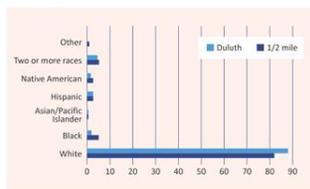
Figure 3. I-35 as a disrupter, divider and segregator display board

I-35 as a definer

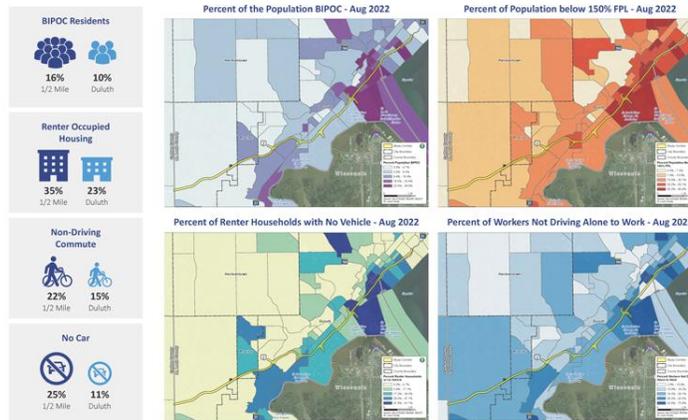
Household income



Race



Other demographics



Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 4. I-35 as a definer display board

I-35 as a connector

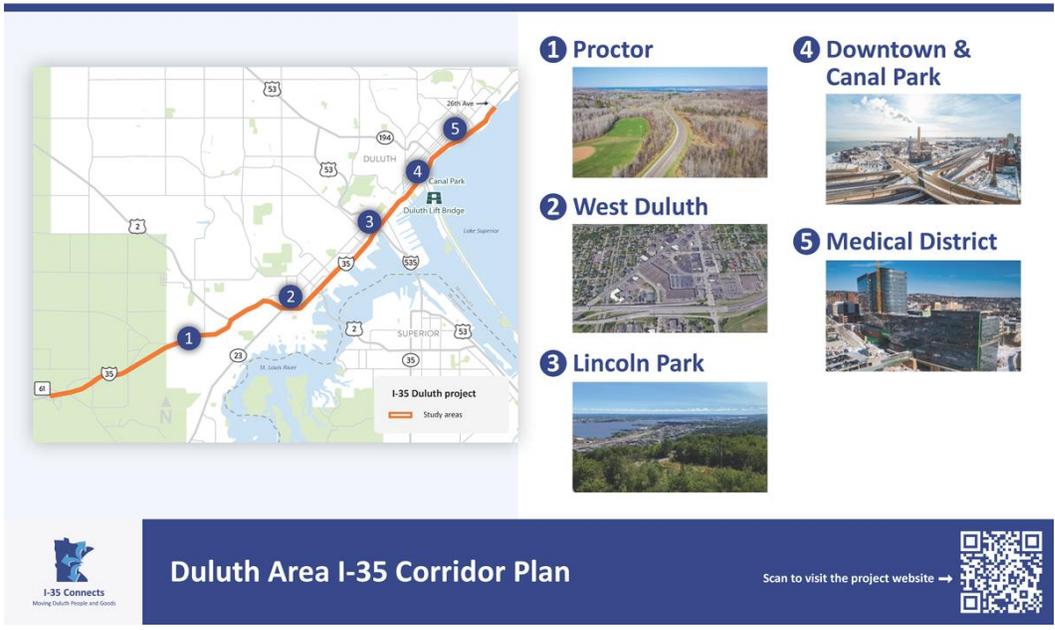


Figure 5. I-35 as a connector display board

I-35 as a resource

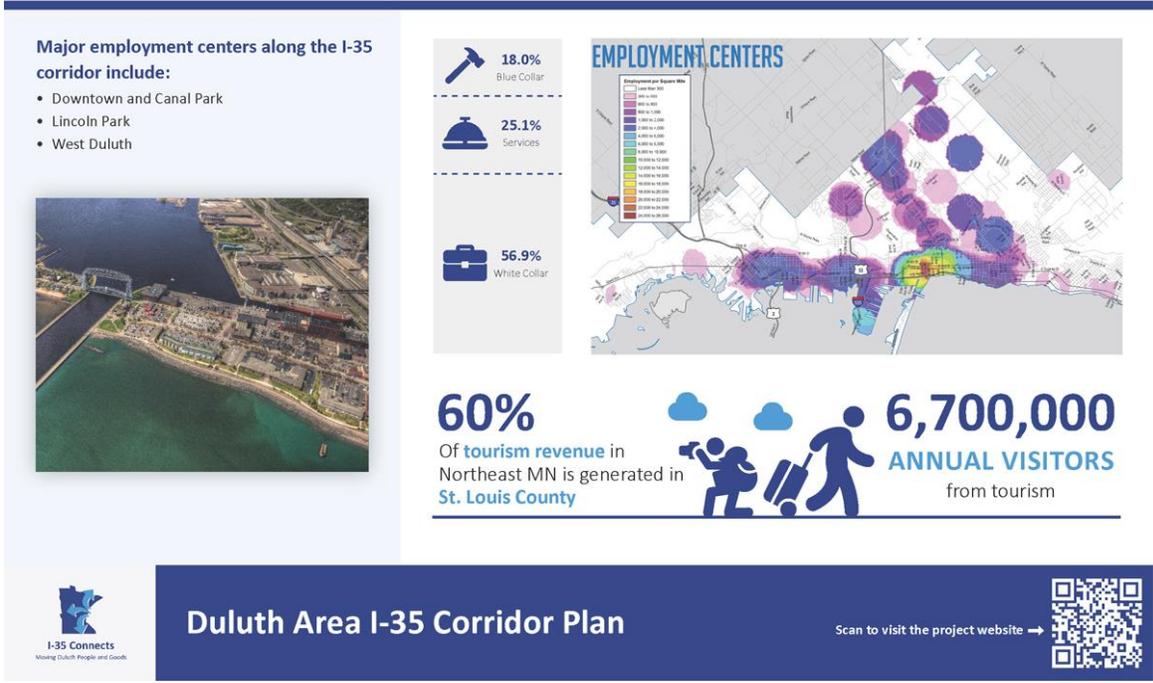
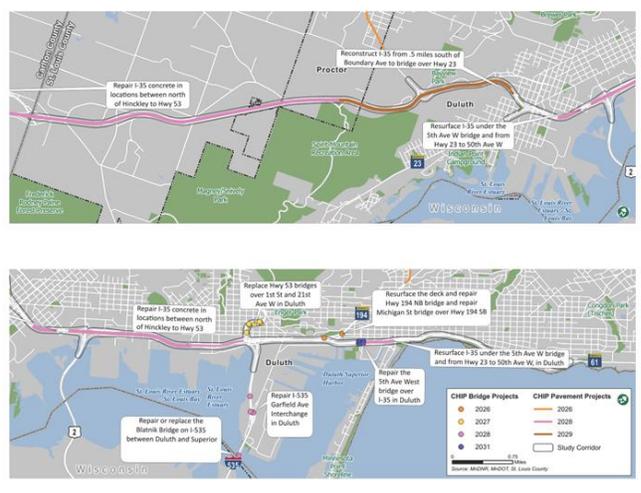


Figure 6. I-35 as a resource display board

Programmed improvements

- Twin Ports Interchange
- Thompson Hill
- 5th Ave bridge
- Blatnik Bridge
- London Road



Duluth Area I-35 Corridor Plan

Scan to visit the project website →

Figure 7. Programmed improvements display board

Existing infrastructure conditions

Pavement

- Most segments in good shape
- Thompson Hill, Canal Park pavement at end of service life
- North end approaching end of service life

Walls and tunnels

- 12 walls in MnDOT right-of-way
 - › 11 in northern most 2.5 miles
- Thompson Hill wall
 - › Made of stone
 - › Oldest
 - › 1,000 feet long
- 4 tunnels – combined 3,300 feet long
 - › Leif Erickson – 1,480 feet long
 - › Bordered by railroad, historic buildings, and lakefront

Structures

- 61 not deficient
- 5 functionally obsolete
- 1 structurally deficient
- Deficient & Obsolete
 - › 40th Avenue W overpass
 - › S 37th ½ Avenue West overpass
 - › Exit 256A from NBI-35 to Mesaba Ave
 - › E Superior Street (at Brewery Historic District Tunnel)
 - › E Superior Street (at Jay Cooke Plaza Tunnel)
 - › 5th Avenue W overpass

\$750,000,000+
TO CONSTRUCT

**From Thompson Hill
to 26th Ave**
(In 2022 Dollars)

Duluth Area I-35 Corridor Plan

Scan to visit the project website →

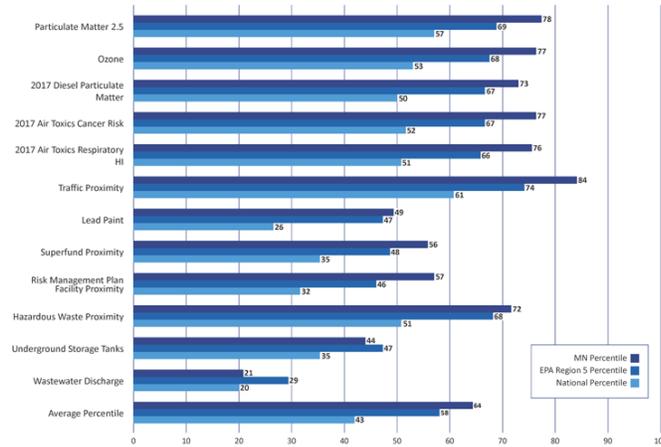
Figure 8. Existing infrastructure conditions display board

Environmental justice

Across all Environmental Justice (EJ) factors, the 1-mile area around the I-35 Corridor ranks in the 64th Percentile for State Concentrations of EJ factors near and around historic shipping, industrial, and manufacturing centers:

- LINCOLN PARK
- CENTRAL HILLSIDE
- DOWNTOWN

For example, in the graph to the right, Ozone is noted at 77th Minnesota percentile and 53rd national percentile. Which means that Ozone in the 1-mile area is equal to or higher than where 77 percent of Minnesotans live and 53 percent of where people in the United States live.



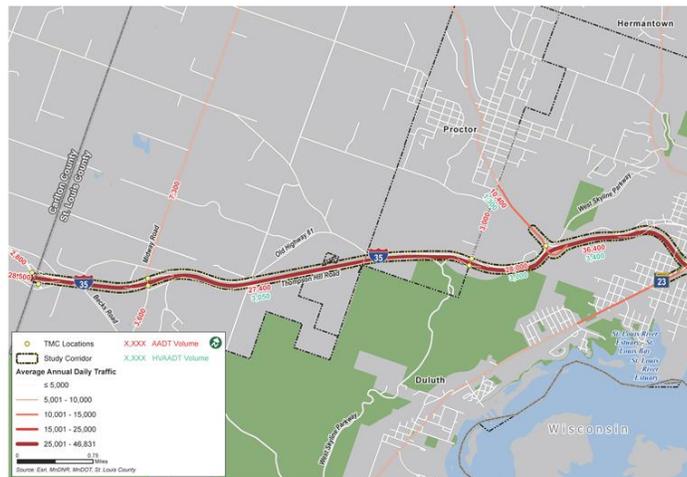
Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 9. Environmental Justice display board

Traffic - rural segment



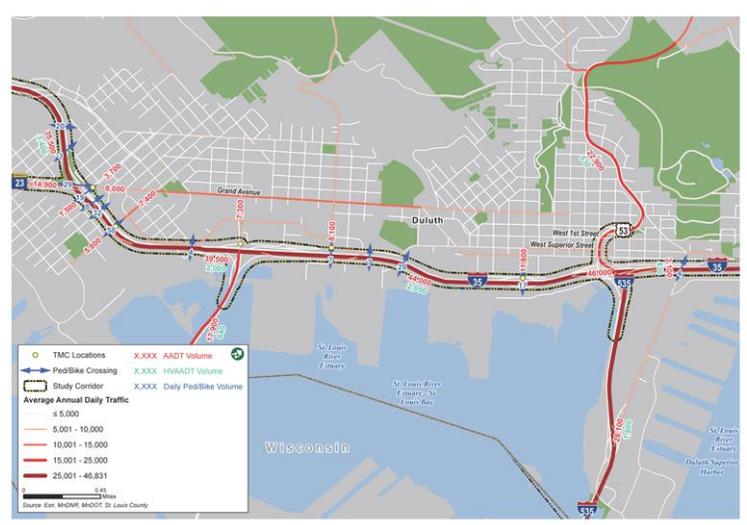
Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 10. Traffic - rural segment display board

Traffic - urban segment





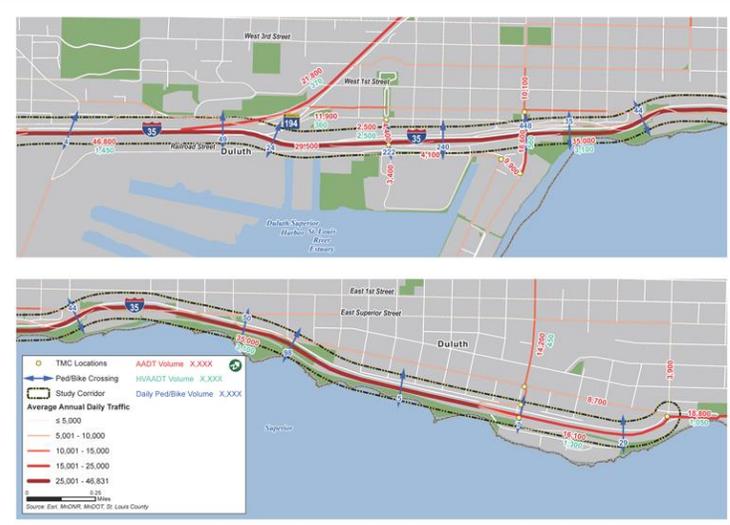
Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 11. Traffic- urban segment display board

Traffic - downtown segment





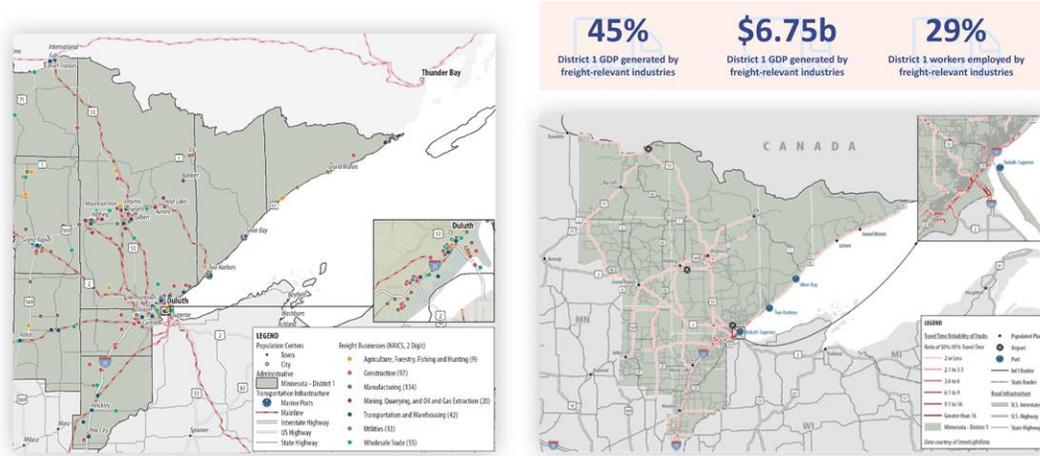
Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 12. Traffic- downtown segment display board

Freight

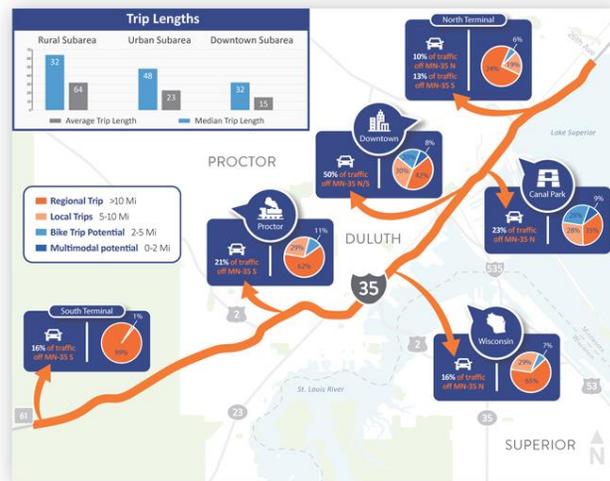


Duluth Area I-35 Corridor Plan

Scan to visit the project website →

Figure 13. Freight display board

Trip routing



Duluth Area I-35 Corridor Plan

Scan to visit the project website →

Figure 14. Trip routing display board

Traffic variability

Rural area sees greatest monthly fluctuations

Urban area is the most stable

June-October 10%+ increase from annual average

December - February 10% decrease from annual average

Friday 16% higher than weekly average

Monday and Tuesday 10% lower than weekly average

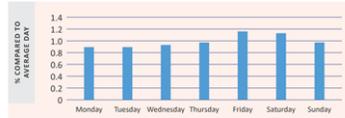
Event scenarios

- Canal Park
- Bayfront Park
- Amsoil Arena
- Duluth Entertainment Convention Center
- Great Lake Aquarium
- Wade Stadium
- Downtown
- Spirt Mountain

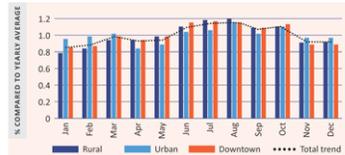
Hourly traffic profile



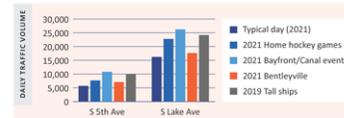
Daily traffic profile



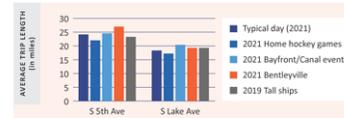
Monthly traffic profile by subarea



Canal Park exits - event analysis



Canal Park event analysis - trip length



Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 15. Traffic variability display board

Crash rates

Segments

All segments are above statewide average Critical Crash Rate.

Segments with highest crash rates

- 5th Ave-Lake Ave
- Thompson Hill-Central Ave

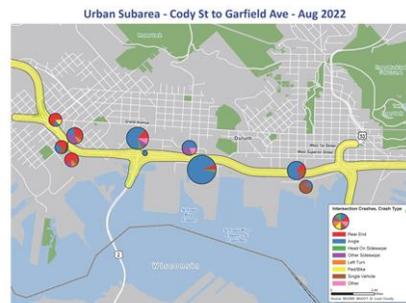


Intersections

74% (17 out of 23) intersections are above statewide average crash rates and 39% (9 out of 23) intersections are above critical.

Intersections most above critical index

- 40th Ave/W Michigan at I-35 SB Ramp
- 27th Ave/Helm St at I-35 SB Ramp
- Central Ave at I-35 SB Ramp



Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 16. Crash rates display board

Safety



Rural segment

- 68% run off road crash type
- 75% of officer reports use the phrase “lost control”
- 60% occur November – February
- These months see the lowest traffic volumes!
- 1/3 occur under snow/ice covered roadway conditions
- 7% involve trucks

Urban segment

- Rear end, run off road, sideswipe same crash types
- 35% occur December – January
- 50% occur under snow/ice/rain covered roadway conditions

Downtown segment

- Run off road, rear end, sideswipe same crash types
- 52% occur December – February
- 42% occur 2 PM – 6 PM
- 52% occur under snow/ice/rain covered roadway conditions

Serious crashes

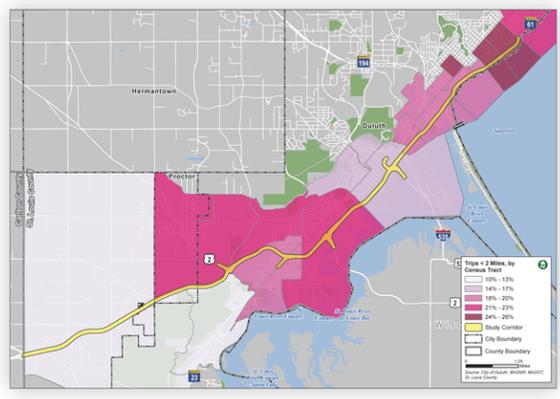
- 4 fatal, 18 severe injury in 10 years
- 3 fatals – wrong way drivers on I-35
- 50% during nighttime hours
- 50% occur June-September
- Opposite of winter crash trend
- 50% involve a DWI
- 72% occur in downtown subarea



Scan to visit the project website →

Figure 17. Safety display board

Connectivity demand



23 grade-separated crossing locations

Lake Ave and 5th Ave have the highest volume crossings

10 locations carry more than 10 users per day

91% of trips using these locations are 2 miles or less in length



Duluth Area I-35 Corridor Plan

Scan to visit the project website →



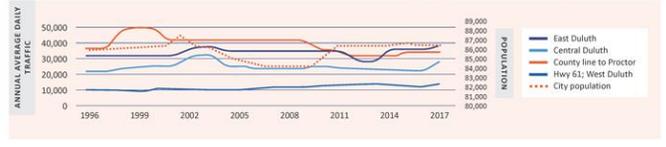
Figure 18. Connectivity demand display board

Future

Duluth population 1950-2020



I-35 Duluth area historical traffic volumes vs. population change



Metro growth areas





Duluth Area I-35 Corridor Plan

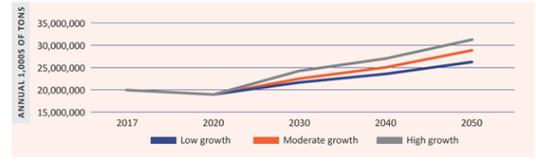
Scan to visit the project website →



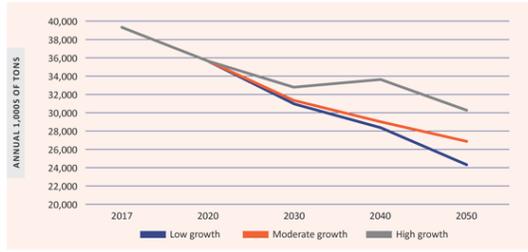
Figure 19. Future display board

Future

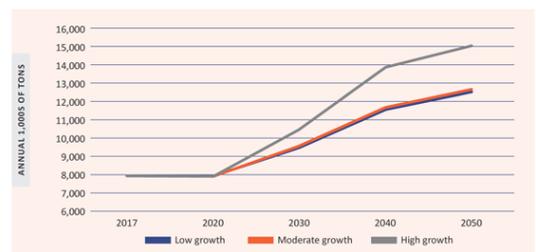
National Freight Outlook (All Commodities)



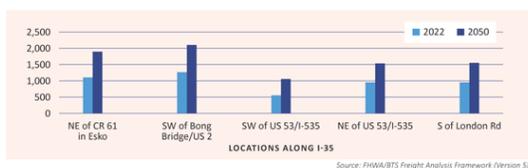
Outstate MN Metallic Ores



Outstate MN Logging



Truck traffic forecasts



Duluth Area I-35 Corridor Plan

Scan to visit the project website →

Figure 20. Future display board

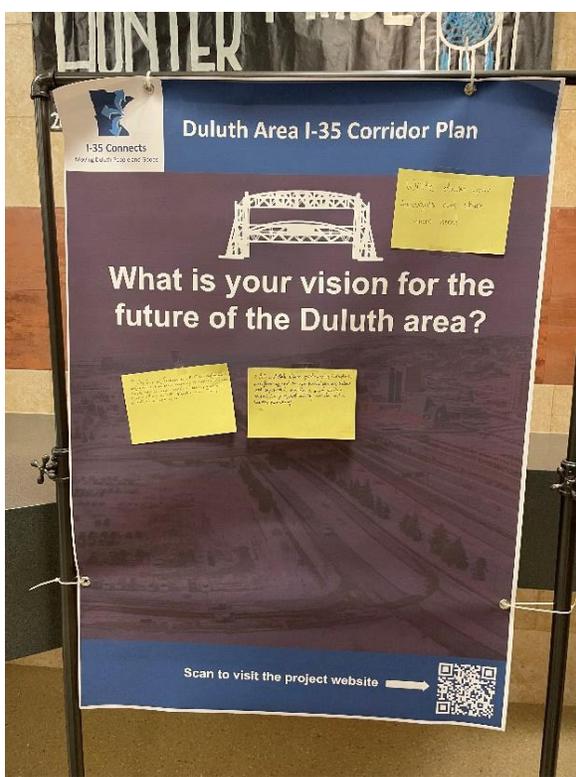


Figure 21. Vision board activity

APPENDIX B: PHASE ONE SURVEY RESPONSES

Appendix B: Phase One Survey Responses

Responses are recorded verbatim

If you could change one thing to improve your transportation experience, what would it be?	
Topic	Comment
Infrastructure	Eliminate or redesign the left exit to Grand Avenue on southbound lane and the left blind entrance to northbound from Grand Ave.
	You MUST change the on-ramp that allows traffic from Proctor via hwy 2 to get onto 35. It's almost a blind entrance. This ramp passes under a train tressel that blocks the view of oncoming traffic on 35. The view is blocked for those on the ramp and for traffic on 35. Often I have had to stop on the ramp because there was no room to merge onto 35. Oncoming cars were unable/unwilling to move over.
	More on and off ramps, or remodified on and off ramps.
	Redo the can of worms, currently in progress.
	Complete the can of worms interchange.
	It is good and with the can of worms improvements it will be much improved. The issue that needs improving is the downtown Duluth connection to Canal Park and the waterfront.
	Improved entering and exiting onto canal.
	I would try to make a change at Westgate Blvd. and Hwy 2 out of Proctor.
	Keep the services roads that run along I - 35 in good shape for the traffic that chooses to not travel on the interstate. I bike and also drive my scooter 1,500 miles this past summer on these roads.
	Rip the whole thing out.



	There would be an exit near the hospitals. 6th Ave East. So you don't have to get off or lake or 21st.
	Less blind merge.
	Movement between downtown and Canal Park/Park Point is messy and inconvenient, and movement as a pedestrian is painful. I35 going up the hill and south towards MSP works great for me.
	Reduce the size down to 2 lanes total, possibly an occasional 3rd lane for passing. Remove entrances on central avenue.
	Keep the highway a "high speed" highway. 4 lanes all the way to highway 61, 4 lanes. Allow through traffic a place in this plan.
	The curve at N Central Ave is a bad spot, especially in less than ideal driving conditions. It would be better if there was an extra lane or a more gentle curve.
	Put everything back like it was at the can-of-worms. I live in a high-rise at 3rd Ave W & Michigan St. We've been through over a decade of hell between all the downtown roadwork and the construction of the transit center across the street. It would be nice to have some time to enjoy the surrounding roadways without construction sometime before I die. By the way, any plan to remove I-35 from the downtown is pure insanity!
	Better on/off ramps. Most are hard to navigate. Not enough space/time to merge.
	I think Duluth needs to strongly consider a bypass to get traffic from I-35 up to the north shore. The traffic to that vacationers paradise is getting to be more and more. Tourists really just want to get through town as easily and quickly as possible. In my opinion a bypass up on the ridge is the BEST LONG-range plan. It keeps the in-town traffic more manageable for the working folks, protects the beautiful architecture of Duluth and is safer for all residents. Please, please at least explore its feasibility. The best permanent solution is better than a so-so bandaid.



	Reroute the trucks and transient traffic somewhere else; such as a bypass over the hill. The pile up at the end of I-35...which is really no end at all; dumping traffic into a residentially zoned neighborhood
	I wish I-35 did not cut through West Duluth neighborhoods - the history of the development is a classic example of a diverse, working class neighborhood being destroyed by a highway while the wealthier, whiter neighborhood to the East (Lakeside/Endion) was able to keep a pretty, tree-lined boulevard (London Road). I would love if I-35 ended at Cody Street. Grand Avenue could carry traffic through town. Since the highway exists and probably won't be destroyed, even though that's my preference, Grand Avenue should be made into a narrower, pedestrian and bike-friendly neighborhood street. There is no reason for I-35 and Grand Avenue (as it exists now) to run parallel to each other.
	Better dynamic signage pointing people to available parking for DECC events, Bentleyville, Canal Park, etc.
	Improve merging of northbound traffic onto Mesaba exit and those coming from Wisconsin onto I-35.
	Improve the Proctor access at exit 249 onto Boundary Avenue--three awkward roads come together, half with stop signs, visibility is poor, two roads coming uphill, a poor and potentially dangerous design at that spot.
	i would create a bypass for all the tourists who use I-35 to get to Hwy 61 to get to the north shore--getting that through traffic off the Midway Rd to East 26th street area would improve safety and usability immensely.
	I think TPI is going to take care of my biggest complaint.
	Bypass London Road so traffic could move more smoothly onto Hwy 61
	Reconfigure the Boundary Avenue bridge to enhance visibility for drivers exiting I 35
	More 3 lane areas in Midway Twp area



	More lanes available at busy merge points and exits near highway 2 east and grand / central Ave.
	Take the whole thing out
	Get rid of the giant urban chasms along the edges of the interstate and increase porosity across it.
Safety	Better enforcement of the speed limits
	More signs to remind slow traffic to keep to the right
	Make it safe for pedestrians, cyclists to access the lake from downtown Duluth, as well as the ability to safely cross I-35 in other areas along the corridor.
	Better/wider shoulders for improved traffic flow and safety when there is a disabled vehicle or police traffic stop, especially given the sometimes-limited advance sightlines with hills and curves.
	Speeding
	More MSP officers doing patrols because it's not the roadway it's the nutcase drivers making it feel unsafe at times.
	Better visibility at merge points. Fewer speeders.
	Come up with some way of controlling the speed most drivers are traveling on the highway, especially when road conditions are questionable.
	Better Markers or florescent center & sidelines to be able to see Better in the Heavy Dence Fog and Grooved pavement for better traction in slippery conditions! Please Thank You
	Keep traffic speeds lower. Cars race through tunnel section east of Lake street. Hard for law enforcement to keep speeds low very little threat of an officer "hiding" somewhere so from Lake to 26th there isn't any reason for people to go posted speed (or even less than 60 mph)
	Slow down ramps to/from Mesaba Avenue.

Pedestrian/Bike	More pedestrian stand alone bridges across highway.
	Bike crossings
	Walking trail
	Improving bike and pedestrian crossing along I-35. Lake Ave. Bridge redesign would be the most important intersection to focus on. Redesigning this intersection would promote economic growth in the CBD by bringing tourism from Canal Park.
	Better, safer bike and ped crossings between Lake Avenue and 5th Avenue West.
	Better connection across I-35 for walkers and bikers.
	Better pedestrian and cyclist connectivity and separated infrastructure away from road.
	Safer and better access for pedestrians and cyclists to cross 35
Connectivity & Community	More across (Berlin Wall). Areas needed: Connections to cross city trail S/E of I35 between 59th Avenue and Carlton Avenue. Connection from cross city trail up and onto both the Bong bridge and Garfield Ave bridge. Super pedestrian/bike bridge over I35 at 40th Avenue W. Safe crossing of Hwy 23 at I35 and 59th Ave W for folks to traverse Hwy 23 in the area. The current diagonal crossing forces folks to cross midblock.
	Connect downtown w/ Canal Park
	More gateway, place based design, including greenery, lighting and structure architecture that reflects and enhances the significant geographic features.
	I'm excited by the proposals from the Duluth Waterfront Collective for replacing the downtown/Canal Park segment of I-35 with an at-grade parkway. We have an opportunity to remake our city through connecting downtown to the waterfront. Lake Superior is our biggest asset, let's take advantage!

	Maintain the ability to access both sides of the city by car quickly and easily with no stops.
	Better access between Canal Park and downtown.
	add pretty scenery, trees. it's an ugly corridor with the businesses and train on the one side. other side isn't so great either. not a great "welcome to Duluth" feel. AND Add Safe Passageways for Animals in multiple spots.
	Cover the freeway and create walkway connections at every avenue with the area well planted and vehicular exhaust and particulate pollution removed and treated.
Misc.	More timely winter maintenance sanding and salting
	Smoother highway conditions would help. Especially in winter. You hit a bump and will almost lose control. Just north of Cody Street on the northbound side. The corner is very dangerous.
	A carpool/ez pass lane Nothbound thru Duluth may be helpful for large events.
	Make it more accessible for public transportation

What is your vision for the future of the Duluth area?	
Topic	Comment
Connectivity	Better connectivity specifically regarding bridging the I-35 corridor that cuts through downtown and Canal Park, expanded tax base, more amenities for locals and visitors to enjoy (waterfront access, outdoor access, public space)
	Improved local access to canal park and downtown Duluth throughout the year.
	Better connect downtown w/ Canal Park & Bayfront. Better connect neighborhoods w/ public lake front or river front. Provide support much better & more holistic multimodal transportation opportunities.
	Growth populations in the surrounding areas, but not in the city itself, more people. Many main roads with free flowing traffic, not bumper to bumper stop and go rush hours and weekends.

	More connection among neighborhoods. More grocery stores in residential areas.
	To have an Interstate running through the city with easy access on and off, along with a more ped friendly access. Make Proctor the gateway entrance to Duluth.
	Stronger connections between neighborhoods, the Estuary/port, the lake, and all contributing rivers and streams.
Infrastructure	Keeping vehicle corridor with more pedestrian access above or below highway
	Easy and safe access off and on the freeway in all locations
	Move the traffic from West Duluth area to the North Shore.
	To create initial infrastructure for future rail options. That way we don't have to spend \$20,000,000 10-15 years from now making near impossible adaptations to the road we are planning to rebuild. 2) Create a bypass freeway west of Duluth and connect with 35 heading north to Two Harbors. This would allow traffic to keep going north without driving through Duluth and the London Road area. It provides an opportunity to expand Duluth outward. More room is available for housing, businesses, hotels, and larger scale opportunities (examples - bigger zoo, water park, botanical garden, etc). 3) Provide extensive walk/bike paths separate from the road that allow safe travel. Expanding westward is out of scope for this project but should be considered as a future need.
	I love the idea put forward by the waterfront collective. Something along those lines that reconnects downtown and the lake front, makes traffic in/out for events in our primary tourism area is a focus (rather than an afterthought). Provides a beautiful entrance to our city, and freed up some of the space currently occupied by empty freeway infrastructure.
	The freeway needs to be extended from 26th avenue e. to the Two Harbors expressway. It's quite ridiculous to choke a busy freeway/expressway onto a residential street for 40 blocks. Either an elevated freeway over the railroad right of way or a complete bypass of Duluth for through traffic would be much better (also expensive).
	A safe center city driving experience moving commercial trucking and hazardous cargos out the city center and tunnels.
	Good flowing traffic, pedestrian crossings over interstate, accessible for locals and tourists

	No freeway through the city. Walkable, bikeable, neighborhoods with a mix of housing types and lot sizes, with business, commercial and light industrial scattered throughout.
	This is a super open ended question. I do think that this is the opportunity for MNDOT to seriously consider how the interstate actually interfaces with the city of duluth's streetscapes.
Economy/Business	Continued dependence on tourism and resource economy.
	A transportation commercial and tourist center
	A thriving, balanced economy that supports a thriving community. We need ALL types of jobs, including industrial jobs. These jobs feed families and support our community.
	A place that is good to live, good to work, and accessible to working people who drive.
	Better Paying Full Time Jobs! Not Seasonal Part time jobs
	Medical destination for the region. Population over 100,000.
	The area is a robust economic center for northeastern Minnesota, a great place to live and work, both Monday-Friday AND on the weekends. Local people wouldn't have to consider the overcrowding of the highways caused by travelers passing through to the north shore.
	Growth and economic development.
	A mix of businesses to serve both residents and tourists. Not overly burdening residents is important to me.
	Continue improving access to the seaway port, support development of manufacturing, medical services and education. Invest in Mass Transit development. Continue to develop bike/walkways, outdoor active access, access to waterways and protect park land. Reducing City Government red tape in obtained building permits, zoning approvals and concentrate housing in downtown and neighborhoods close to the central city core.
	That the area will continue to flourish and grow, particularly the tourist industry.
	viable living community without wasteful spending on projects that burden the taxpayer
	A safe and vibrant downtown with a variety of shops, restaurants and night life opportunities.
	I hope to see Superior St and the downtown revitalized, safe and filled with commerce and community building. The City really missed the



	opportunity to improve the downtown with the Superior St. Redesign. I don't want to see more missed opportunities. We are falling behind. A recent trip to Eau Claire, really highlighted what CAN be down to revitalize a downtown, not just two blocks in Lincoln Park.
	Vibrant healthy with a robust private small business friendly economy Safe community supporting healthy families
	Strong economic growth for the Port of Duluth. Special emphasis on nature conservation and tourism interest.
	Protect its history, charm, tourism, as well as provide for commerce and transportation to progress.
	Make duluth a beacon of innovation for renewable and sustainable energy.
	More business and industry
	Jobs
	Better economy. More diversity
	Downtown's issues are not due to I-35. They are due to businesses that aren't useful to most residents or heavy government and medical businesses that close for the evening. That and build a larger shelter— not housing—so bums can be cited for loitering.
	Lower taxes.
Community Health/Safety/Environment	More affordable housing and housing resources . It is sad to see the amount of homeless individuals around Duluth.
	Economic diversification and vitality. More walkability and options for transit. Less blight/fewer eyesores. We're famous for being an outdoorsy city, and we can use that to build a reputation for being an amazing place to live, work, and play!
	I see the transportation system as a way to get about the city and region in an efficient, safe, healthy and timely way.
	More grass, trees, and more pedestrian friendly
	Keeping a balance between cost effectiveness and environmentally safe.
	Increased investment in housing in the core neighborhoods, with focus on providing govt support to middle- and upper-income households to live inside Duluth city limits

	A safe place to live
	A resilient community with strong connections between downtown and the water. Environmentally protective with restored native ecology.
	Interstate would be more of a parkway. Slower speeds. More access to canal park. Duluth is such a great outdoor city but the drive down into Duluth and I35 is nothing but railroad and concrete highway.
	I think the role of Duluth as the gateway to the north shore, the jewel of MN tourism, is going to grow and grow. I think we need to make a better plan to move that traffic around (or under) the city. Duluth is also an amazing destination in herself, so preserving the architecture, trees, parks, etc is very important, too. I do not know quite as much about the business side of Duluth but I see health care, the east side spruce up and growing manufacturing etc, all good! But with this comes a growing need for housing. Lastly I think Duluth has a great opportunity to be a model for programs to address homelessness.
	A safe center city driving experience moving commercial trucking and hazardous cargos out the city center and tunnels.
	A sustainable city where people come to visit and live to take advantage of all that makes Duluth unique and special.
	Duluth's future is irrevocably tied to Lake Superior so all future development needs to do what is necessary to protect the lake. Building height and highway placement are two of hundreds of decisions that need to be made more thoughtfully. Our water resources will be a huge issue going forward and population growth leading to poorly designed housing and business sprawl should be addressed now while we still have options.
	An area that is growing and thriving and using all available space for thoughtful development.
	Clean-up/beatification of underpass areas, enhanced pedestrian/bike access to canal park area.
	Keep it beautiful, outdoorsy. let the soul feel rested and safe when people come here.
	Growth, environmental attention, vehicular conflicts including pollution solved and removed. Develop MULTIPLE USE as MnDOT proposed and accomplished in the early 1980's.
	A community of 80,000-100,000 people that prioritizes equally environmental quality, community health and economic stability.
Bike/Ped/Transit	A regional mass-transit rail hub connecting the Iron Range, up the shore, Twin Cities, Wisconsin including some high speed rail options.



	Safe efficient bike transit and mass transit within town. Connections to nearby communities.
	A walkable, bikeable city filled with mixed use neighborhoods with a variety of building and housing types and sizes and a mix of businesses. One where there are no freeways.
	High quality of living with trails, bike lanes, street trees and traffic calming
	A vibrant and thriving city that is not car-dependent.
	An environment that promotes the use of all forms of transportation. Improved bike/ped. transportation and easier access to Duluth waterfront. I was once told by an organizer at CHUM that many youth who access their services have never visited Canal Park while living in Duluth's CBD/Central Hillside. How is this possible?
	Inclusive and better public transit.
	More alternative transportation modes with safe infrastructure for all ages and abilities.
	I would like us to become a city that was easy to move around in by foot or by public transportation
	Walkable area with multifamily housing units. Safe for cyclists and pedestrians and minimal car traffic, by introducing alternative means of transportation. Right now beautiful land with huge potential is covered with empty parking lots, and unreasonably wide, loud and unsafe highway. Some neighborhoods are just a few hundred yards away from the lake and it is pretty much impossible to get to the lake without driving. In some places streets alone are 5-6 lanes wide, without any pedestrian or cycling infrastructure, it is dangerous to even attempt to cross the road only to get to a 55 MPH highway, without any chances to get to the lake. Wide sidewalk, separated bike lanes, traffic calming measures are among few things to be considered.
	Walkable. I do not drive a ton, but I watch drivers go through. Unlike drivers, walkers have to dodge and weave.
	More grass, trees, and more pedestrian friendly
	walkable streets, protected bike lanes that can access businesses. Being able to enjoy being downtown and see the lake, not ugly concrete.

	I would like to see us as a walkable, accessible, environmentally friendly place.
	better access to walking
Misc.	Finish something... ANYTHING!
	Improvement.

What is the biggest challenge to achieving that future? Or biggest opportunity with that future?	
Topic	Comment
Cost/Economy	listening to the public and what they want. Cost is also challenge
	The biggest challenge is getting enough money to increase bus routes.
	Not enough local resources are put into physical improvements
	Dollars and cents.
	quit spending foolishly and look at the foundations that are needed within the community. Get rid of the liberals
	Money
	The biggest challenge is always money, and the unwillingness of leaders to obtain the necessary funds to achieve these possibilities. It's always the cheapest, barely useful changes that are made. This happens in a lot of businesses/industries. The biggest opportunities were listed above. But again, it's all based on how committed you are to achieving these opportunities.
	Expense. I know its unfeasible to replace everything.
	Money
	I think I've addressed this in my last response. But money for those improvements (bypass, added green space, reclaiming great architectural buildings, etc) is going to always be a



	challenge. That and a true creative, out of the box, risk taking design team!
	Funding
	Opportunity, yes-glad you are using this mode of questions; challenge will be finding adequate funding to cover I-35 from 1st. ave E to 5th Ave W and accomplish the vegetated covering.
Government	Admin/elected officials with narrow world views and no vision.
	Finding developers willing to invest in Duluth to develop housing and manufacturing. Electing City officials who have a more diverse idea pool and are not a 9-0 vote for all development proposals.
	Ignoring the majority to appease a minority of views.
	Getting agencies and people to compromise on the needs vs wants.
	The city focuses more on those traveling through than those who live here
	Gaining funding and support from local, state, and federal government.
	Our Pocket Lining Mayor who Never listens to her community or complaints from tourist! we have to pay big dollars to have somebody tell her what's been told to her for years!, and intentionally refuses to help locals to improve their community. While she lines her pockets from companies who are out of state or out of town they seem to have priority over the people in her community, a New Mayor who listens good be Great
	Maybe cost, but quite certainly the inability of road authorities to work together on long-term, people-centered planning. I don't think the blame lies on any one entity but the political will to create a streetscape that better serves the people who live and visit West & Central Duluth just doesn't seem to be there.
	Current city administration does not seem to be business-friendly. There are significant problems with loitering and panhandling downtown. There are also problems along the

	lakewalk where it does not seem safe. This needs to be resolved. The biggest opportunity with a vibrant downtown is increased useage of the area by locals and a way to increase tourism dollars as well.
	Deplorable state of our downtown area spilling into Canal Park for tourist economy And local administration putting the RESIDENTS AND BUSINESS OWNERS second, behind tourism Lack of amenities in eastern Duluth all attention focused on craft districts at the expense of all taxpayers
Infrastructure	Providing the infrastructure for better transportation modalities, such as metro rail, bikeways, e-cars.
	Few of the current issues are: zoning, car-centric mindset. Lack of initiative to change the status quo. We need to start exploring other means of transportation within the city. The only barrier to that is lack of alternative infrastructure.
	It's not easy to get between downtown and canal park. If I35 was enclosed, there could be oppportunities for more access.
	The interstate corridor.
	London Road area.
	Meeting the needs for transporting freight and people safety.
	Resistance to change is always a problem, but pitching the at-grade parkway through downtown as a less-expensive option (both to build and to maintain) might help. Making more efficient inflow/outflow of traffic during events a primary focus will remove a lot of objections too. Freeing up space for development is also a huge opportunity.
	giant blocks of asphalt to house 4 interstate lanes, 3+ more lanes of ramps, plus side street
	I-35 simply ends...it was a default ending, not a plan. The freeway should have a bypass for commercial, commuter, and tourist traffic that wants to continue up the north shore beyond Duluth. It is absurd the way I-35 transits the city...it offers no access for new business development; it carries hazardous cargo through tunnels and the city center (hospitals, schools,



	<p>civic and cultural areas, etc.; it funnels all continuing traffic from I-35 into a residential neighborhood impacting citizen access to homes, schools, and services and presents a number of maintenance and access issues for MNDot as well. We can't discuss our "Interregional Corridor System intelligently without considering the connection issues between the end of I-35 and the beginning of the Two Harbors Expressway (London Rd. is a neighborhood...it wasn't designed or platted by the City to deal with Trunk Hwy status and makes the "IRC" continuing to Two Harbors fall below acceptable mobility standards (as defined by MNDot).</p>
	<p>Biggest challenge would be finding and designating a suitable highway corridor to bypass Duluth. Is there a way to get from Midway Road directly to the multilane expressway portion of Hwy 61???</p>
	<p>I'd like to see more choices of clear, low interruption, driving routes to concentrated shopping areas.</p>
	<p>I think keeping I35 a well maintained and easily accessed artery into the Duluth area will help with that future.</p>
	<p>35 does cut off downtown from canal park and is uninviting to cross as well as takes up a significant amount of real estate</p>
	<p>The high amount of traffic in a limited space with extreme weather conditions.</p>
	<p>Supporting large volumes of traffic, without disrupting the scenic natural views of the City, or having to create very complex designs of roadways, exits, interchanges, etc.</p>
Development and Housing	<p>Challenge is that govt funding focuses on supporting developers only when they are doing low income housing, when Duluth needs new housing to attract/retain middle upper income households within our town. TIF districts to build new single family non-income restricted housing</p>
	<p>I-35 makes connection points more constrained and there is sooo much concrete with narrow greenspace that is just mowed and offers little to no environmental value. Let's create green infrastructure and make it less of a concrete jungle.</p>

	Public vision teaming up with private development with a master plan that includes the above.
	workforce
	Biggest challenge: The assumption that the desires and conveniences of drivers is the most, indeed the only, important factor in planning roads. Biggest opportunity: Reclaiming the waterfront as a place to live, do business, and travel over by means (bike, bus, feet) that are more pleasant, more appropriate to the distances involved, and far, far cheaper to build and maintain.
	State and local policies that do not support, or run counter to, industrial jobs in industries including manufacturing, energy, mining and forest products. Support infrastructure like the port and I35 that transports industrial products. Permit at the speed of business. Catch up with other states, MN!
	Overcoming residential home owner concerns who live in/on main roads, state highways, and interstate highway corridors. this is a great opportunity to separate people from roadways
	Aside from cost, having the vision to see far enough into the future to incorporate developing transportation technology into the elements of the infrastructure.
	Challenge - lack of developable land, city reputation. Opportunity - attract ancillary businesses along with employees to grow population and tax base.
	Duluth needs to be able to attract and retain young professionals that are energized to save our planet and community
	challenges- the corridor is ugly and detracts from the beautiful waterways. beggars downtown, well-allover. safe bike lanes would be awesome for through-bikers(bicycle)
Equity	The industrial history of our community, institutional racism.
	Economic depression. Lack of ingenuity. Racism

	Spending too much energy on encouraging homeless to stay downtown.
	Planning decisions made for tourists and downtown businesses rather than people who live and work in other parts of city and neighboring communities.
Perspective and Attitudes	The unreasonable desire to own personal vehicle. Opening up rail service between Duluth and Twin Cities would allow more travel with better convenience and comfort and significantly reduce traffic related accidents and greenhouse emissions
	The city and regional is car-centric and becoming increasingly car dependent.
	Funding and complaining /resistance to change
	Biggest Challenge: short-range thinking, long history & habit of being auto (car) centric & dependent. Biggest opportunity: long range planning perspective.
	Complacency. Letting the problems of decades ago limit the options we have ourselves for our future. We don't need to prioritize automobiles over people!
	The biggest challenge is the frequent desire to make life harder for the majority of people in Duluth to accommodate trendy ideas that serve a handful of people who don't require those things.
	Commuters getting used to slower speeds.
	There seems to be a misguided movement for constant change.
	Some of the residents are anti-growth and anti-business
	Innovative, and believing the science and data behind urban design and how social change/people's habits will change when infrastructure is made more inviting
	Hippies want to turn I35 in downtown into a parkway without understanding the impact this has on traffic flow. The tunnels under the rose garden are a great idea.



	<p>I think the biggest challenge will be giving up the status quo. Too many people will complain they need to drive fast through that section, even though it seems just fine to drive 30 down London Road. The biggest opportunity is reclaiming all the land the highway consumes. There could be businesses and parks actually connecting downtown to Canal park. It could make it not just a place for tourists, but a real destination for residents.</p>
	<p>Car oriented development, and transportation planning that puts automotive convenience ahead of human beings.</p>
	<p>Having the boldness to see past built infrastructure and to instead focus on a vision for how the roads and the city can be more human scaled and pleasant.</p>

APPENDIX C: PHASE ONE PUBLIC MEETING COMMENT

Appendix C: Phase One Public Meeting Comment

First, our Greenway Visionaries and no doubt all Duluthian's want to thank MIC, ARDC and MnDOT for initiating this review of the existing Duluth I-35 corridor! We also want to express appreciation for your early initiation, encouragement and support for the several Duluth I-35 Multiple-Use projects funded and completed which help to define this corridor as greatly advanced ahead of many Interstate projects.

One of the important downtown intended Multiple-Use projects was not accomplished when a Twin City Developer failed with their proposed Shopping Mall, parking and Canal Park crossing over I-35.

As you and the City well know, that would have provided numerous values and benefits for the City.

We believe there still remains a logical way to accomplish these values; therefore we have attempted to communicate how and why this can and should be done.

Together, we dreamed and already accomplished covering over I-35 for 3/4 mile; results have been terrific as the highway actually 'integrated' with the city & environment—Results include saving the Corner of the Lake, the original Lake Place, Duluth's Historic District in making it safer adding parking and outstanding planting throughout its length and of course Leif Erikson Park—all built over the freeway; true Multiple-Use!

Clearly all with obvious permanent values for Duluth & its visitors—we need to remind ourselves that it was MnDOT who accomplished all this! Yes, and Lakewalk too—MnDOT coordination and cooperation for the initial 200,000 cubic yards of rock and soil delivered and placed to create this amenity! We all know and have experienced what MnDOT can accomplish which is why we are promoting one more major urban planning and construction opportunity at this time of this inquiry about the existing corridor.

Yes due to this failed private developer work in the downtown section of I-35, Duluth has been left with a serious divide, or disconnect between Downtown and Canal Park. Covering the freeway and creating a green planted area on top with safe, convenient and multiple crossing walkways would re-connect these retail, business, dining and entertainment areas and every single establishment in this Key Central area of Duluth and breath new clean, healthy air quality and beauty into our combined Downtown.

Like many cities, we are experiencing increased residential interest and use in downtowns, and this Greenway would provide desirable amenity, healthful and beautiful outdoor space offering incentive for this housing opportunity.

Figure 22 Kent Worley letter page 1

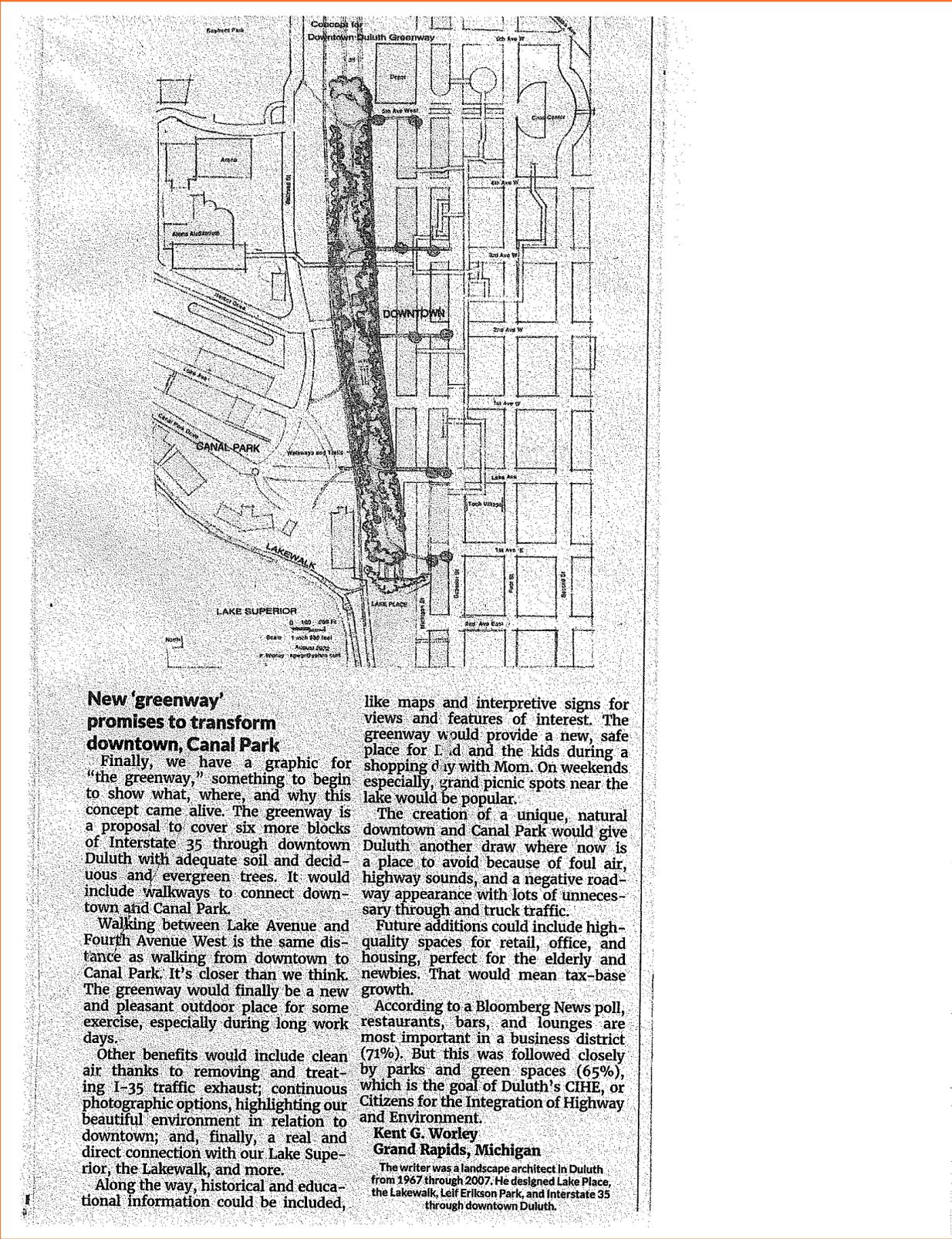
Without listing all 25 values and advantages of this Greenway, we would emphasize its ability to accomplish physical safety from vehicles and physical health values from removing & solving existing vehicular air pollutants and the even more dangerous tire particulate materials in our I-35 environment.

Please let me know of questions using e-mail: [redacted] or phone [redacted]
[redacted]

Sincerely,

Kent G. Worley, Landscape Architect
Duluth resident 1967-2007 and return residen

Figure 23 Kent Worley letter page 2



New 'greenway' promises to transform downtown, Canal Park

Finally, we have a graphic for "the greenway," something to begin to show what, where, and why this concept came alive. The greenway is a proposal to cover six more blocks of Interstate 35 through downtown Duluth with adequate soil and deciduous and evergreen trees. It would include walkways to connect downtown and Canal Park.

Walking between Lake Avenue and Fourth Avenue West is the same distance as walking from downtown to Canal Park. It's closer than we think. The greenway would finally be a new and pleasant outdoor place for some exercise, especially during long work days.

Other benefits would include clean air thanks to removing and treating I-35 traffic exhaust; continuous photographic options, highlighting our beautiful environment in relation to downtown; and, finally, a real and direct connection with our Lake Superior, the Lakewalk, and more.

Along the way, historical and educational information could be included,

like maps and interpretive signs for views and features of interest. The greenway would provide a new, safe place for I-d and the kids during a shopping day with Mom. On weekends especially, grand picnic spots near the lake would be popular.

The creation of a unique, natural downtown and Canal Park would give Duluth another draw where now is a place to avoid because of foul air, highway sounds, and a negative roadway appearance with lots of unnecessary through and truck traffic.

Future additions could include high-quality spaces for retail, office, and housing, perfect for the elderly and newbies. That would mean tax-base growth.

According to a Bloomberg News poll, restaurants, bars, and lounges are most important in a business district (71%). But this was followed closely by parks and green spaces (65%), which is the goal of Duluth's CIHE, or Citizens for the Integration of Highway and Environment.

**Kent G. Worley
Grand Rapids, Michigan**

The writer was a landscape architect in Duluth from 1967 through 2007. He designed Lake Place, the Lakewalk, Leif Erikson Park, and Interstate 35 through downtown Duluth.

Figure 24 Kent Worley letter included article

APPENDIX D: PHASE ONE ONLINE IDEAS WALL



Appendix D: Phase One Online Ideas Wall

Idea
<p>One of the issues I find when using I-35 in Duluth is the need for accessibility to local roads and other major freeways (e.g. U.S. 53, 40th Avenue West). This can easily be achieved by raising the interstate from approximately SuperOne Foods at Bristol Street to 37 1/2 Avenue West, and from the U.S. Storage Centers to where it meets U.S. 53. The interstate should also be lowered to ground level from Knee Creek to N. Central Avenue to achieve accessibility to local roads and other major freeways</p>
<p>A second issue that will need to be addressed with I-35 in Duluth is the rising need for other modes of transportation. For instance, the Northern Lights Express Train project will be completed soon, so there will be a need to accommodate a rail-line connecting Duluth to the Twin Cities and potentially to other locations based on prior trains that were based in Duluth. There is also no easy access for bicycles to get to local roads with the current infrastructure.</p>
<p>A final issue that will need to be addressed is how can we make I-35 adaptable to today's climate and vehicle needs. For example, there will need to be more plug-in stations for electric vehicles and additional clean energy technologies to power the interstates lighting systems. However, to make up for the loss of revenue going towards road maintenance, I would say the use of tolls is necessary, otherwise the proposed miles driven tax would have a disproportionate impact on low-income drivers</p>

APPENDIX E: PHASE ONE ONLINE INTERACTIVE MAP

Appendix E: Phase One Online Interactive Map Ideas

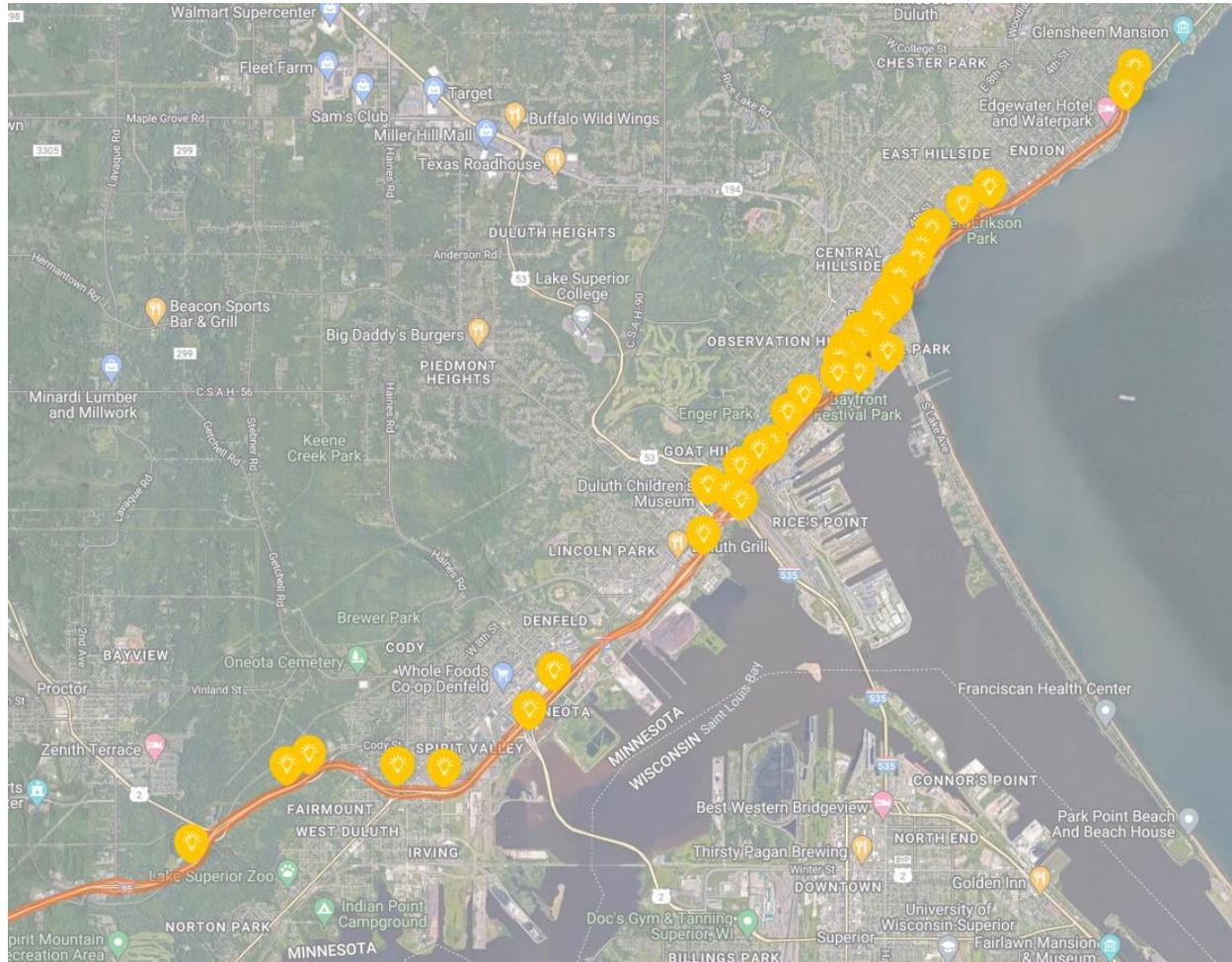


Figure 25 Ideas online map comments

Location	Comment
E Hwy 61	End the freeway here. There is too little traffic to justify the expense of a freeway anywhere north of Cambridge
Thompson Hill	There needs to be a location where motorists can recharge their electric vehicles at this rest stop given that we are starting to phase out gas-powered vehicles
Thompson Hill	Add a new InterState 35 route to the north so that potential visitors can either take "I35-spur" through and visit downtown, or have new access to the Miller Hill businesses via a route that connects to HWY 61 - Two Harbors and reroutes traffic from the

	residential areas on 61. This allows for waterfront development, traffic thoroughfare, and removal of the barrier to the lake.
Thompson Hill	The view down the hill into Duluth is just stunning and truly welcomes people Enhance, do not detract, from the view.
I-35 at Highway 23	Consider full interchange here
I-35 at Central Avenue	How can I-35 better contribute to the Spirit Valley neighborhood? i.e. connections between Spirit Valley and Irving, providing a better view of the neighborhood rather than just looking down on buildings, minimizing noise and other freeway issues.
I-35 at US 2	there should be wider and more protected pedestrian/bike infrastructure on the bong bridge that connect grand ave to downtown superior helping further connect the two cities and enabling better access between them.
I-35 at US 2	It would be nice to remove 35 from Duluth here, and to re-connect Duluth with its waterfront. I wouldn't mind driving a little bit slower for a few minutes when I pass through Duluth to get further up north.
I-35 at Highway 53 interchange	How can we connect the Lincoln Park neighborhood to the waterfront, either visually or physically? Or, connecting them to the history of the waterfront? The waterfront is what created the LP neighborhood for all the working families, and this neighborhood deserves access as well.
I-35 west of 27th Avenue W	Do everything that the waterfront collective advocates for. That's the plain and simple solution.
Near I-535	Could we do a lid over the Highway, similar to what's been done at Leif Erickson Park? We need 35 going through Duluth, traffic would be a nightmare in all the hillside neighborhoods without it. But it would be nice to have easier access between downtown and Canal Park.
US 53 at Superior Street	Opportunity for an artist alley similar to the one found in Rapid City, SD?

I-35 at 19th Avenue W	Consider the extra business that local companies could enjoy if drivers drove near those businesses instead of zipping by, heading out of town.
I-35 at Garfield Avenue	Fund & build the Northern Lights Express as an alternate. We love Duluth but no longer want to drive there. Using a 155-mile freeway drive just to hang out in Canal Park and on Minnesota Point is a huge waste of resources and boost to climate change. If you have to connect I35 and the North Shore, do it up west of the city as a belt line and give Duluth back its connection to Lake Superior.
I-35 at Garfield Avenue	An exit at Garfield would be useful for both Lincoln park AND Canal Park.
I-35 at Garfield Avenue	This would be a great place to begin modifying the flow of traffic to accommodate a slowdown in speeds followed by an at-grade parkway with few lanes to better align with actual average traffic, roundabouts to improve flow and reduce congestion, and designated areas for cyclists and pedestrians to safely move between Canal & Downtown areas. This will also increase development opportunities which will generate tax revenue, reduce upkeep of roadways, and enhance the overall aesthetic of Duluth.
I-35 at Pedestrian Bridge connecting Michigan Street to Railroad Street	This is a logical place for I-35 to end.
I-35 at Pedestrian Bridge connecting Michigan Street to Railroad Street	As someone else mentioned, terminate Interstate 35 here and convert the remaining northward portion to a parkway. Two lanes in each direction with turn lanes is more than enough capacity to accommodate the Average Annual Daily Traffic (AADT) of this stretch. Intersection treatments could be roundabouts, protected intersections (to increase safety for people walking and biking), or a combination of the two. This will save money, free up land, and connect neighborhoods to the lakefront.
Railroad St and 8th Avenue W	Connect Lincoln park - Pier B - Bayfront - Canal Park with gondola or some other form of transit that does NOT get bogged down with vehicle traffic. Or ... maybe make a transit-only zone for shuttle buses!

<p>Bayfront Park</p>	<p>More transit options to get to Bayfront festival park! There should be high frequency transit, park and rides, and prioritization of pedestrians/bikes over vehicles to get here. Eliminating the giant unpenetrable wall of I35 would be a great start. Connecting downtown Duluth to BFP would bring more economic activity to Duluth as concert goers would walk to bars, restaurants, and coffee shops instead of getting in their cars and leaving the town.</p>
<p>I-35 at Harbor Drive</p>	<p>Converting the stretch of freeway that separates downtown from the lake front to an at-grade parkway could be a huge win for Duluth.</p>
<p>I-35 at Harbor Drive</p>	<p>Like the idea bubble right near this one, it is not only a good idea for Duluth to convert this section of I-35 through downtown to an at-grade parkway with roundabouts and areas for development, it is also necessary for its long-term survival and viability as a city. If the twin ports wants to see growth, it starts with big changes like this.</p>
<p>I-35 at Harbor Drive</p>	<p>Make this into a roundabout</p>
<p>I-35 at Harbor Drive</p>	<p>I am in agreement with the proposal brought forward by the Duluth Waterfront Collective. 5th Ave W should be an at grade roundabout intersection with the adjacent freeway being converted into a parkway with a grade-separated pedestrian path. This would help unbury the historic depot, make it possible to bike/walk between the Depot, the DECC, and Bayfront Park without crossing any traffic lanes, and allow for easy and direct traffic in/outflow from these areas during events.</p>
<p>I-35 at Harbor Drive</p>	<p>For the downtown area, the City of Duluth, MIC, and MnDOT should pursue a Reconnecting Communities planning grant to thoroughly study the impacts of building a parkway, capping the freeway, or keeping things the same.</p>
<p>I-35 at Harbor Drive</p>	<p>there should be some direct transit between the the railroad museum and the duluth transit center to allow easy transit access between the two for when the northern lights express finally comes to town so that those coming in can access transit better and those from the area can get to the train without a car better.</p>

I-35 at Harbor Drive	I support the efforts of the Duluth Waterfront Collective. It's currently not safe for bikers and pedestrians to get to the waterfront area, forcing people to drive and limiting children's ability to access the waterfront. Reducing speeds, eliminating a couple lanes of the 35 corridor and installing dedicated bike and walking paths would greatly improve community access to a vital resource.
DECC Arena and Harbor Drive	Create a way for mobility-challenged individuals (like my parents, who have to drive everywhere and can't walk distances or climb steps) to view the ships coming in.
I-35 at 3rd Avenue W	If the proposed railing to the Twin Cities does come to fruition, we should be thinking ahead at how we can connect the passenger rail-line from Duluth to the Grand Portage (e.g. tunnels through Duluth, turning I-35 in Downtown Duluth into a parkway instead and having a different ending location for the interstate)
I-35 at Lake Avenue	There is far too much pavement here for the amount of traffic. I'd like to see a parkway with space for public tennis courts, basketball courts, skate park, splash pad, food trucks, etc.
I-35 at Canal Park	We need better connectivity between downtown and Canal Park. The current set up with this over pass prevents easy pedestrian AND vehicle transit from the bustling Canal Park area to downtown. An at-grade roundabout or something similar would have the benefit of slowing traffic down, increasing connectivity between Duluth's downtown and Canal Park areas (great for businesses!), and improving the aesthetic qualities of the "red carpet" to MN's North Shore.
I-35 at Canal Park	Ped, bike, tree, train, business friendly parkway please! No more wasteful ugly behemoth dangerous missed opportunity freeway construction. Thank you.
I-35 at Canal Park	Replacing this section of I-35 with a parkway and using the reclaimed land to build housing, businesses, parks and more would be a huge boon for all of Duluth. Cities around North America and the world have shown you can slim down (or remove) far busier roads with little real-world effect on traffic. On the flip side, these projects have shown huge net positive impacts on the health, safety and finance of involved cities.

I-35 at Canal Park	Roundabout or turbo roundabout with safety islands for cyclists and pedestrians to enable safe crossing.
I-35 at Canal Park	There is absolutely no convenient /safe / walkable way to get to canal park from the other side of the highway without a car. At the very least: a major pedestrian centric rebuild must take place here.
I-35 at tunnel	Incorporate a wide and inviting connection into the park as part of the redevelopment of this site to create a dramatic opening up to the waterfront and improvements to the park space.
I-35 at 2nd Avenue E	There could be a larger monumental art wall at the end of 2nd Avenue that visually connects the CJM Memorial to Gichi-Ode Akiing Park
I-35 into Hwy 61	Extend I 35 4 lane to Highway 61 4 lane
I-35 tunnel gap space	This could all be parkland. If we weren't wasting it on a freeway.
East Superior Street	Improved pedestrian safety of this crossing will be essential for the visitors and patient from the essentia campus to reach the waterfront. Also, make this area into a defined entrance to the downtown superior street historic district.
I-35 at 6th Avenue E	You can see here how the freeway cuts off some of our most attractive lakefront from the rest of the city. It is a waste of valuable space, and brings us no benefit.
I-35 at 6th Avenue E	We could consider capping this area of I-35 to create more green space in a popular area of Duluth. This could also lead to a redevelopment of the segment of Superior St. through this area, as more space to work with could allow the construction of much needed improvements to the streetscape, such as bike lanes and improved bus stops.
I-35 at 9th Avenue E	This is another short section of I-35 that could realistically be capped to increase greenspace access, as well as access to the waterfront.



Leif Erickson Park	Incorporate an improved plaza to orient visitors the the rose garden, leif erikson park, and the waterfront these spaces deserve to have greater visual impact from London road.
I-35 at London Road	All this freeway space that could be used to enlarge the park and create actual access to the nearby neighborhoods.
I-35 at London Road	Shifting multi-lane road traffic away from this park will create a much more pleasant experience.

Issues

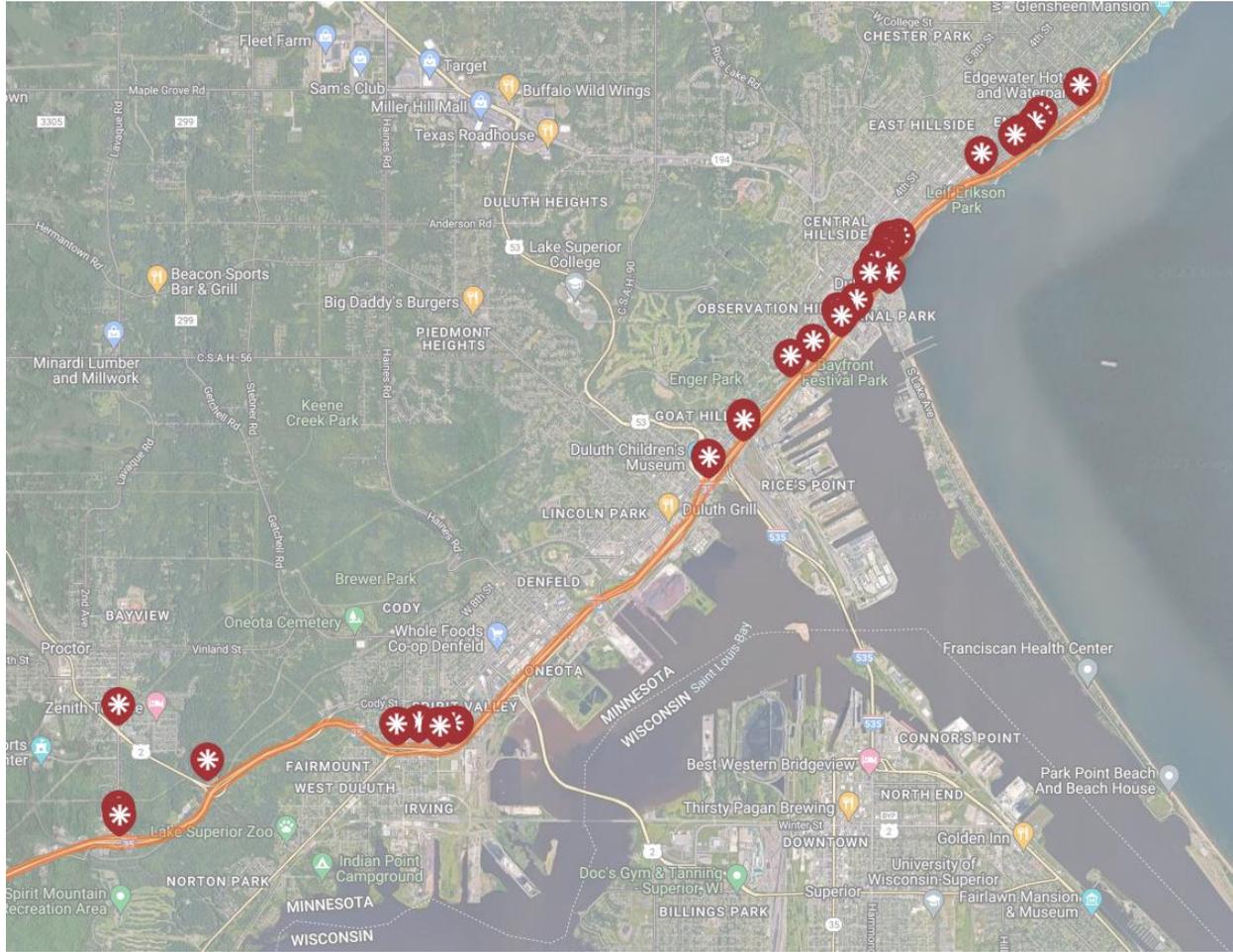


Figure 26 Issues online map comments

Location	Comment
I-35 at Midway Road	We should look at safety improvements at the intersections in close proximity on Midway Rd located within the interchange influence area. These intersections include Thompson Hill Rd (CSAH 14), Northbound Ramp, Southbound Ramp and Old Hwy 61 (CSAH 73). These intersections operate in an interdependent fashion with each other. Additionally, there are many overlap conflict points due to the close proximity.
Boundary Avenue and US Highway 2	too much pavement and lanes for the amount of car traffic making the intersection unnecessarily pedestrian and bicyclist unfriendly

I-35 at Boundary Avenue	the intersection of old Hwy 61 and the on ramp to i-35 is too close together making it hard to figure out which road people are indicating turning on to and making the intersection less safe.
I-35 at Boundary Avenue	We should look at safety improvements at the intersections in close proximity on Boundary Ave (CSAH 14) located within the interchange influence area. These intersections include West Skyline Pkwy (CSAH 14), Northbound Ramp, Southbound Ramp and Westgate Blvd. These intersections operate in a interdependent fashion with each other. Additionally, there are many overlap conflict points due to the close proximity.
US Highway 2	crossing U.S. 2 on skyline is scary in both directions in a car and a death wish on a bike or foot. going east on skyline you have to go down a winding steep road and do a full stop which can be very dangerous in the winter while also having to accelerate and brake hard to cross sometimes because of the high speeds. going west on skyline is scary because its a winding steep road and bad sight lines for oncoming cars due to the angle and hard time seeing which lanes the oncoming traffic is in.
I-35 at Highway 23	Close these ramps. They create very dangerous conditions for pedestrians and bicyclists. The exit ramp is dumping high speed traffic in a city street.
I-35 at Highway 23	This left hand exit is problematic as it slows down traffic in the left lane - can't take the exit at freeway speed, and traveling vehicles are not expecting to slam on their brakes
I-35 at Highway 23	This section of freeway is like a medieval wall cutting off the southern neighborhood. Remove it.
I-35 at Central Avenue	The entrances and exits here are a death zone for walkers and bicyclists, and dump high speed traffic into a busy commercial area to the north and a residential area to the south. A freeway has no business running through here.
I-35 at Central Avenue	East sidewalk under the overpass is incomplete as it doesn't connect to anything on the southern section of Central Ave. Anyone attempting to walk between Spirit Valley's downtown and the Raleigh neighborhood on the east of Central Ave must walk on the grass with no curb cuts

I-35 at Central Avenue	This blind onramp is extremely unsafe, for mergers as well as those blasting down the hill!
I-35 at Central Avenue	This area is often problematic, especially in winter. The left hand entrance feels unsafe and bottles traffic; it also gets extremely icy in the winter. I've witnessed many accidents here!
I-35 at US 53	This area has always been a nightmare, and the new interchange, which dwarfs the entire neighborhood, is only making it worse. Tear it down.
I-35 at US 53	there should be better transit to Hermantown shopping area without the need of a car
I-35 west of Garfield Avenue	Traffic counts and patterns do not warrant this much pavement
I-35 west of Garfield Avenue	According to your own data, over half the vehicles on this stretch of freeway are traveling from West Duluth to downtown, a distance of three miles. No one needs a freeway to move three miles through an urban area. Consider a design that makes car travel less easy and other modes easier and safer.
I-35 at Pedestrian Bridge connecting Michigan Street to Railroad Street	Similar to the pedestrian bridge further south, this bridge abruptly stops at a 90° corner onto a sidewalk, with very little margin for error. The difference with this one is that if you fail to make the corner, you will shoot straight out into traffic. Especially when the bridge is icy, this is very unsafe. It would be great to showcase these connections with new, modern bridges. Wider, well-lit, signed and with some architectural flair.
I-35 at Mesaba Avenue	This section of the Cross City Trail is very isolated and can feel unsafe at times. Regardless of whatever direction I-35 takes in the future, it would be nice if this alignment of the Cross City was kept more visible and well-lit.
I-35 at Harbor Drive	This section of freeway is absurdly overbuilt, with many travel lanes and two parallel streets - a total of about 14 lanes to move less than 30,000 vehicles a day. A four lane parkway with roundabouts would do every bit as well for a lot less money. Please stop wasting our money on this nonsense.
I-35 at Harbor Drive	Way too much congestion for events. This is caused by all traffic being told to go to Bayfront/DECC even though those parking lots

	cannot accommodate the influx. Better dynamic signage, parking apps telling people directly where to park, and transit improvements.
Railroad Street and Harbor Street	Railroad St is vastly underutilized from a VMT standpoint - mainly used for congested access to Canal Park and DECC and Bayfront. Improve the parking/access and move vehicles faster, then reduce vehicle lanes
I-35 at Lake Avenue	I'm concerned about the cost of maintaining the status quo here. We're not the twin cities, we simply don't have the population to support 35 going through the city like this, there's just no reason for it. The cost to maintain or improve this stretch of highway compared to the population of twin ports just makes no sense. When 35 turns into 61 north of here, traffic flows fine. I was initially opposed to the boulevard conversion idea, but it's the only option to be fiscally responsible.
Canal Park	Congestion here makes many local residents not want to visit Canal Park.
I-35 at Lake Avenue	This is literally the center of the city and it's one of the worst places in the city. If you're not in a truck, it's absolutely miserable. The city belongs to people, not trucks.
I-35 at Lake Avenue	Do everything that the waterfront collective advocates for. That's the plain and simple solution.
I-35 at Lake Avenue	This bridge is heavily used by pedestrians and bicyclists, but it is designed as if only motor vehicles use it. Best to eliminate the freeway and have no access from the parkway. We need wide sidewalks and protected bikeways here. At the very least - lose the slip lanes. Vehicles entering a dense commercial area need to slow down.
I-35 at N Shore Scenic Drive	Again, way too much congestion. Vehicles need to get routed to parking FASTER.
I-35 at tunnel	This section of freeway is used primarily by people traveling from 21st Avenue East to downtown, a distance of three miles. There's no need for freeway speeds to travel such a short distance, nor is it rational to move people by car such short distances. We need a redesign that makes it easier to use other modes of transit.

I-35 at 1st Avenue E	When there are events at the DECC or Bayfront Park (such as Bentleyville), there is often a back up to get on this ramp into Canal Park which extends back into the right traffic lane and is a collision hazard. Also, there is often water back-up here.
I-35 at 2nd Avenue E	You can't see the lake from here because the freeway is in the way
Gichi-ode' Akiing	weird/unknown/underutilized on-ramp - seems like a waste of infrastructure.
I-35 at Duluth Rose Garden	A park overtop multi-lane high-speed traffic and beside multi-lane traffic is not a pleasant place to be.
I-35 at 16th Avenue E	South Street would be some of the most valuable residential real estate in this city - if there wasn't a freeway the way. The freeway costs us more than just the do,Lars (too many) spent on its continual repairs and upgrades.
I-35 at 16th Avenue E	These types of pedestrian bridges are outdated and aren't encouraging access to the lake. Not only are the ramps annoying to use on a bike, but the confined space they create can feel unsafe. Connectivity to the Lakewalk should be prioritized with wider, well-lit, and convenient bridges.
I-35 at 18th Avenue E	Prime locations with stunning Lake Superior views are underused and underdeveloped because of the I-35corridor. It is loud, unsafe, unwalkable and therefore not comfortable to live nearby. You can see the lake from the streets but it is impossible to get to the lake without driving. Anywhere in the world this would be the place for multifamily homes and thriving small businesses, with pedestrian, transit and cycling infrastructure. This comment is applicable to the entire length of the corridor
I-35 at 19th Avenue E	It is so depressing to be so close to the lake and the lake walk, but unable to access it without driving, or without walking several blocks out of the way to an unpleasant pedestrian bridge. All the Avenues in this area should connect directly to the lake/lake walk via pedestrian access without having to navigate around the loud, smelly, unattractive expanse of concrete that is 35.



Duluth Area I-35 Corridor Plan

Let us know what you think!

I-35 at 25th Avenue E	This stretch of the freeway is a continuous barrier between the rest of the city and the lake, and just so a handful of people can get to work a little faster. Poor trade-off.
-----------------------	---

Pedestrian or Bicycle Improvements

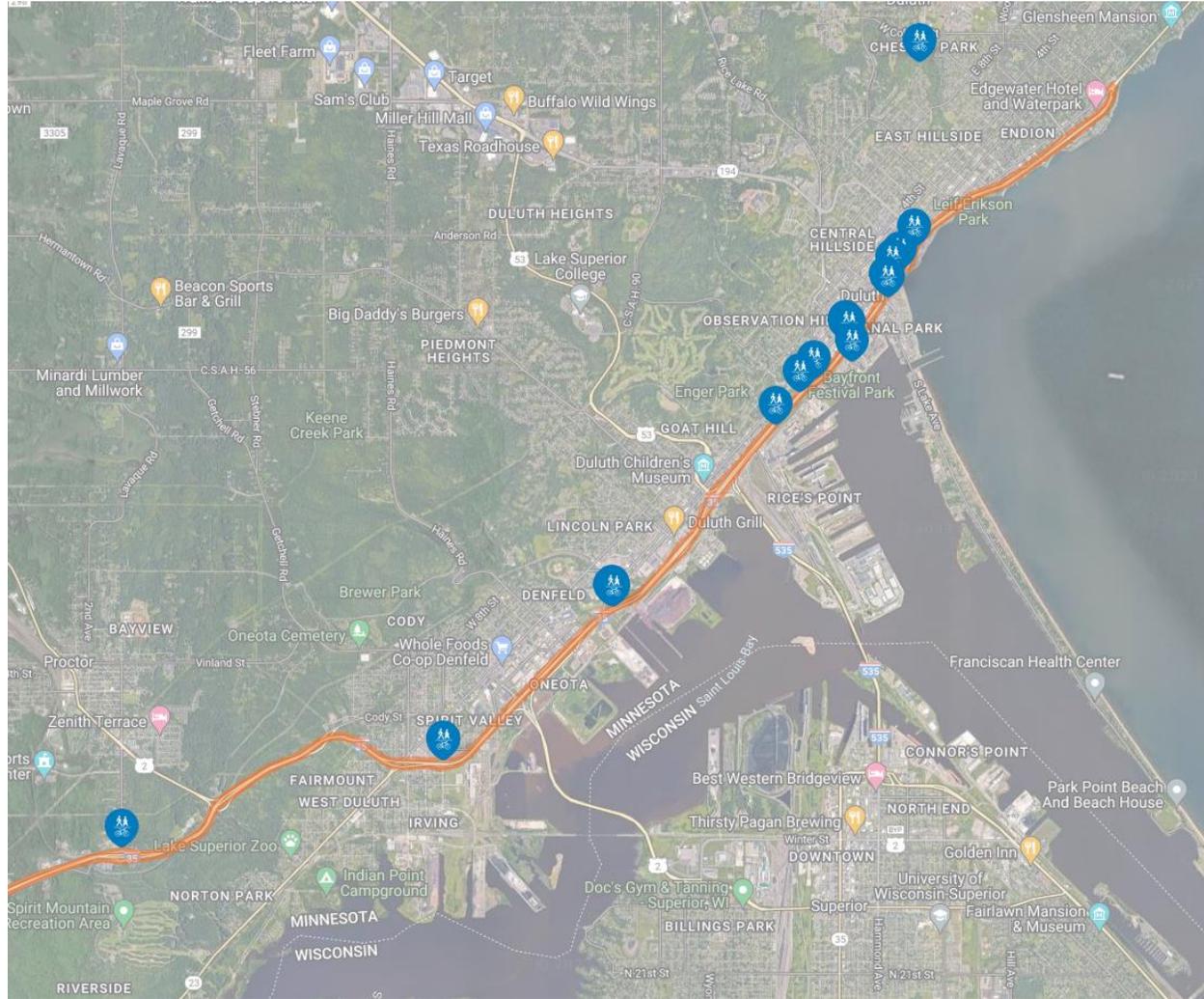


Figure 27 Pedestrian and bicycle improvement online map comments

Location	Comment
Boundary Avenue	create a safe and accessible crossing for pedestrians and bikes so they can cross between proctor and spirit mountain
I-35 at Central Avenue	Connectivity between Irving and Spirit Valley's downtown is very hostile to walkers and bikers. I work near the area and actively avoid walking to get lunch because this particular connection is so uncomfortable. It would be lovely if the Cross City Trail on the east side of Central Ave could be continued north through the business district. There are revitalization efforts happening and creating a safe and comfortable

	connection to and through the district would only bolster them.
I-35 at Central Avenue	It is difficult for pedestrians to cross under the interstate here. the interchange feels like it is geared to quickly move traffic off and on the interstate without a thought that there might be a pedestrian here.
I-35 near ore terminal east of 40th Ave W	The 90 degree corner at the SE end of the pedestrian bridge is very abrupt and can be dangerous if the bridge is icy (which is often).
I-35 near ore terminal east of 40th Ave W	Because of the winding course of the freeway, bicyclists using the Cross City Trail must cross over the freeway multiple times between West Duluth and the downtown. This adds two miles to the trip length between West Duluth and West End, and probably another mile to the distance from West Duluth to downtown. Not to mention the repeated climbs and descents. Bikes should have a direct route. Take out the freeway, and we will have room for a protected bike way.
I-35 near ore terminal east of 40th Ave W	The Cross City trail is Duluth's only safe and efficient path across the city for walkers, bikers and others that don't drive. These pedestrian bridges should reflect the importance of this corridor, both in function and appearance. This bridge (and the bridge from Railroad to W Michigan) should be replaced with something wider, well-lit and with some architectural "flair". Making these bridges feel safe and prioritized will help to increase use of the trail.
I-35 at Mesaba Avenue	This area needs a complete redesign. There is no safe path for bicycles or pedestrians through this area. Mesaba Avenue has been turned into a half mile long on-ramp for the freeway, with corresponding speeds. It is dumping high speed traffic onto our city streets. Remove the freeway, or redesign with less concern for driver convenience and more consideration for the human beings who live in the area.
Pedestrian Bridge near Glen Place Drive	This is a decent crossing BUT it's sooooo ugly! Can it be painted? Other aesthetic improvements? Make it look less like a cage/jail?
I-35 at Harbor Drive	Lower, wider sidewalks and bike infrastructure needed. Consider canopies to protect pedestrians from

	rain/wind/snow! I'd be more willing to walk more if there was some protection from the elements here.
I-35 at Harbor Drive	Safe connection from downtown to waterfront t is needed
I-35 at Harbor Drive	A dedicated pedestrian/bicycle overpass would help people to feel safe and enjoy getting from the Depot / library /downtown to Bayfront amenities. Walking the current 5th Ave overpass sidewalks requires crossing traffic at least 3 times - it's very stressful with young children!
I-35 at Harbor Drive	This is a perfect opportunity to integrate the train depot into something that's not overshadowed by interstate. We need to move away from car-centric infrastructure and return to transit infrastructure. I would love to be able to take the train from Minneapolis and be able to get off in an actual central station and then be able to walk without being surrounded by highway. Please get rid of the interstate. It is possible, there are countless cities who did this, improving pedestrian life.
Bayfront Park	Pedestrians, cyclists and other strollers need and deserve to get to public waterfront spaces safely. Right now, the design of I-35 cuts off human-scale interaction with the lake & estuary (harbor). ANY future investments in car thoroughfare infrastructure MUST be accompanied by improvements in bike/ped infrastructure and thoughtful design that welcomes people to these important community spaces (and ideally, creates NEW spaces for people to go and be!)
I-35 at N Shore Scenic Drive	Consider canopies/covered walkways for pedestrians, and perhaps pull-outs where pedestrians can rest, read information, and take in the view.
I-35 near Garfield Avenue	Do everything that the waterfront collective advocates for. That's the plain and simple solution.
I-35 at tunnel	Improving connections to this park is one cost-effective way to increase foot traffic between Canal Park and Downtown. As it stands, it is just the singular walkway from the intersection of S 1st Ave E and Superior Street. Considering that the Astoria Hotel was just recently demolished, there is ample space to work with to create a stronger, safer, and more viable pedestrian/cycling connection here.



Ped connection to park	Major Opportunity to Improve the Pedestrian Crossing in this location to help visitors to see into the park space and create an open line of sight into the space.
Lake Walk connection to East Superior Street	There should be improved wayfinding and removal of much of the concrete walls that inhibit visitors from realizing there is a connection between the essentia campus and the lakewalk.
Skyline Parkway and Chester Park	I realize it's not easy but we NEED a sidewalk on the poor side of Chester Bowl. It's a death trap with that curve with cars going the speed limit. Part of the I-35 redo is making it from work to home. The wealthy side has a sidewalk.

Vehicle Improvement

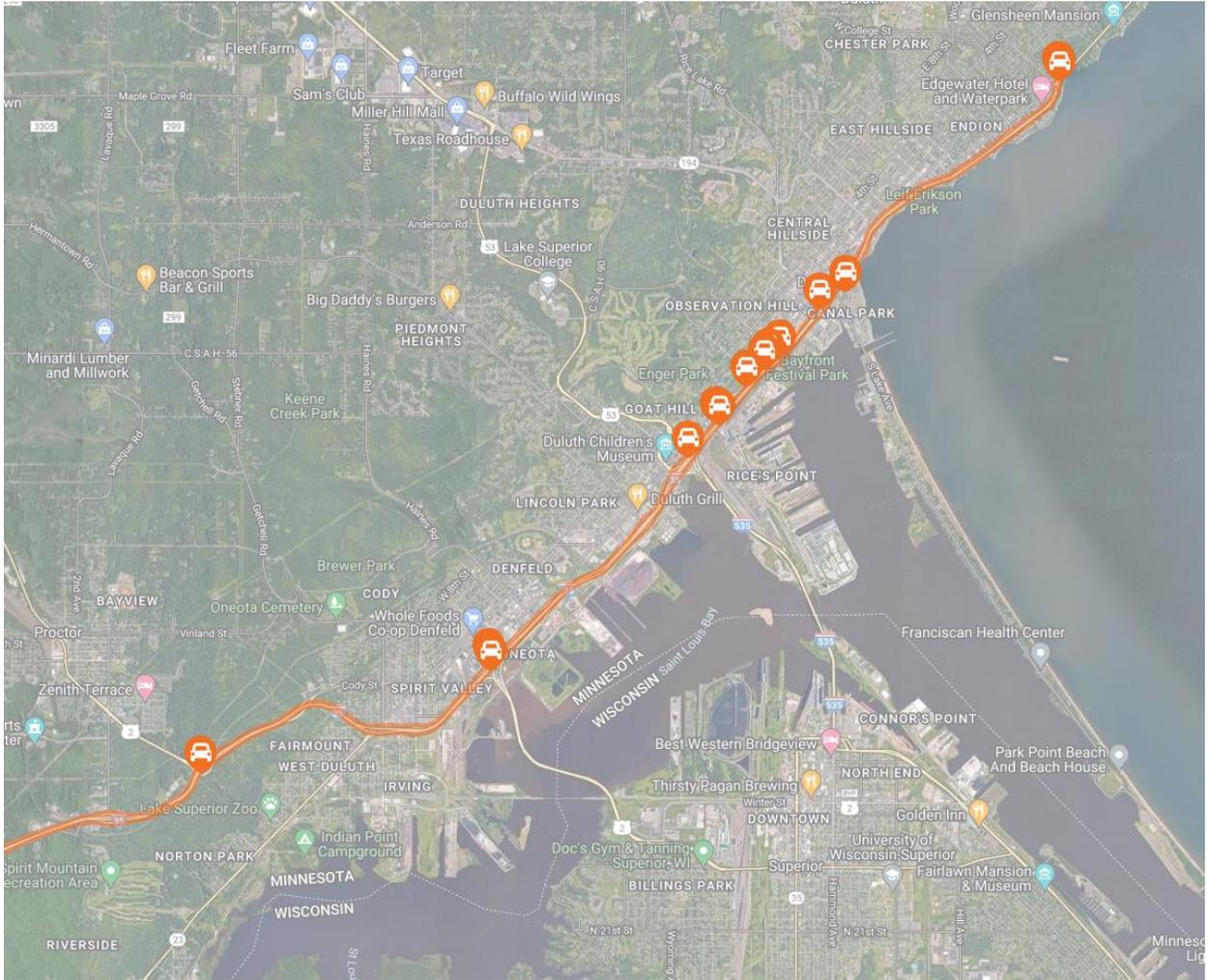


Figure 28 Vehicle improvement online map comments

Location	Comment
I-35 at Guss Road	I-35 should be rerouted to go through Cloquet and provide a straight shot north to the Canadian border versus ending in Duluth at present
I-35 at U.S. Route 2	U.S. 2 needs to be a separate roadway from Superior to this location rather than using a portion of I-35
I-35 at US Route 2	improve the on ramp coming from the bong bridge. the on ramp from the bong bridge to the highway going left causes congestion and has to cross traffic coming from n 46th ave w to get on the highway and requires you to stop from 55mph going downhill in

	order to do so, which can be scary when there is a lot of traffic or during the winter. they can improve this by adding a slip lane and removing the conflict point.
I-35 at 46th Avenue W	I-35 should be brought up in height so that it can provide better access to local roads. So think raised intersections. In addition, this would provide a tunnel system the planned passenger rail line to the Twin Cities can travel through in Duluth.
I-35 at 535 interchange	If we had a simple name change for the roads, this might solve lots of issues with roadway design and ending points for the roads. For example, if U.S. 53 in Minnesota were renamed I-35, this could work. Then instead, U.S. 53 could go to Two Harbors instead. Alternatively, U.S. 53 could end in Duluth and MN-61 could become a parkway through Duluth. Then I-35 would have to be rerouted around Duluth for this alternative option
I-35 at Garfield Avenue	There should be exit and on ramps here to allow for better access to Garfield Avenue. Alternatively, the intersection at Garfield Avenue and the interstate should be an at-grade one
I-35 at Garfield Avenue	Either having on and off ramps at Garfield Avenue or an at-grade intersection and railroad crossing would be beneficial
I-35 at Garfield Avenue	Steps needed in design to slow vehicles as they gain access to the downtown/Canal-Park traffic grid. Consider a roundabout to access Masaba for port freight headed up Rice Lake road further north.
I-35 at Duluth Harbor	This should be an at-grade crossing (if turned into a parkway) with an associated roundabout versus the current design.
I-35 at Duluth Harbor	There should be a roundabout here for this intersection. Also, it should be an at-grade railroad crossing
I-35 near Michigan Street off-ramp	All of I-35 in Duluth should be 4 lanes in each direction (4 for going straight only, and 4 turn lanes, two to the right and two to the left - reciprocal on either side).
I-35 at Harbor Drive	In short, do everything recommended by the Duluth Waterfront Collective group. End the freeway as soon as possible after the (former) can of worms intersection and switch to a parkway. Eliminate the 5th Ave W bridge. I've been to other cities where



Duluth Area I-35 Corridor Plan

Let us know what you think!

	this was done and the results were amazing. I travel this section of interstate daily and would much prefer the parkway vision.
I-35 at London Road	Please provide signage that "zipper merging" is preferred at this area where it necks down to one lane at Glensheen. Often, when traffic is heavy, there is that "one guy" who sits blocking the right lane thinking that he is "helping."
I-35 at London Road	The freeway here is dumping high speed traffic into residential streets. Not acceptable.

APPENDIX F: PHASE ONE PROMOTIONAL MATERIALS

Appendix F: Phase One Promotional Materials Social Media



Figure 29 Social media image

APPENDIX G: PHASE ONE STAKEHOLDER MEETING NOTES

Appendix G: Phase One Stakeholder meeting notes

Midway Township meeting

Date: December 29, 2022

Attendees: Approximately 12

- Is MnDOT considering any bypasses to divert traffic from the existing roadway? No, at least not initially. That could come out of the planning process, which has another year to run.
- In 2022 the Township performed a community survey that asked if residents were in favor of a new I-35 interchange. A large majority were opposed.
- Regarding a new interchange near Ugstad Road: Ugstad couldn't handle any increased volume, and it would impact Proctor High School.
- Utilities are not available near the proposed new interchange at Ugstad Road so they would need to be extended.
- The City of Proctor will be recommending a half interchange.
- Expressed interest in an arterial connection over to Miller Hill Mall in the long term.
- In the Elde's Corner area (CH 61) there are issues that need attention. Increased trucking activity by Kivi Trucking and others, including semi-trucks hauling LP gas to St. Louis River Road are creating new challenges.
- Other activities that add to those issues are the connection down to the former US Steel Plant site accessed from Becks Road and Grand Avenue, the Rock Quarry, and tourism activity at the Buffalo House. Buffalo House added a lot of campsites so it has become quite active in summer.
- There is a lot of open space around the CH 61 interchange so maintaining the township's comprehensive plan objective of maintaining the rural character could be a challenge in the future
- The former Nopeming nursing home site, which is now in private hands without any firm development proposals. The town has had communication with the owner but there are no current proposals. The site has sewer service but no water. The most likely development options include clustered housing.
- Design inadequacies of the existing I-35 in Spirit Valley, including the lack of shoulders in several areas, the left exits and entrance ramps, and others. These deficiencies need to be addressed in the design process.

West Duluth Business Association meeting

January 11, 2023

Attendees: Approximately 12

- What percentage of the visitor trips to Duluth come through Thompson Hill? Speculated that it would be a majority, with lessor shares from Wisconsin via TH 53 and the south via TH 23.
- What would construction on Thompson Hill mean for Spirit Valley? Thompson Hill was part of the first section of I-35 that was built, and it will need attention early in the program.
- The heaviest traffic volumes in the freeway corridor are between TH 2 and Mesaba Ave. Spirit Valley is an important part of that and it will need to be a focus of the design process.
- How will MnDOT handle the needed environmental reviews and property access issues? Following completion of the I-35 Corridor Plan, prioritized projects will be identified for subsequent project follow up, like projects now underway in the region: TPI, Blatnik Bridge, and London Road.
- What is the timing to advance projects from this program to construction? The schedule provides for completion of this planning process by the end of 2023. Expect to see high priority projects advance to project development right away, depending on how they compare with other projects already in the MnDOT program and the availability of funding.
- What about eminent domain? This is the federally identified program for acquiring property for public projects from reluctant property owners. It provides for property appraisal and payment of a fair market value price. It is very early to consider property acquisition given that there is still a lot of design to be done and project prioritization to complete.
- The Spirit Valley shopping center is a prime redevelopment site and freeway access could be one factor in helping it to happen. However, MnDOT is not in the development business, so a developer willing to invest is required.
- The industrial waterfront to the south of West Duluth needs strong roadway access to continue to succeed in a sustainable way into the future. Maintaining strong roadway access will be critical to sustained industrial development.
- What are some of the challenges that the business district needs to prepare for relative to the construction period? The re-circulation of the business community will likely be needed given the design challenges associated with the interchange design options. Discussed the Twin Ports Interchange project for comparison, as removing traffic from the existing freeway may be necessary, at least in sections. The details will depend on the design options selected. The construction staging process is important and will require community engagement.

City of Proctor meeting



February 21, 2023

Attendees: Approximately 12

- The comments and questions basically focused on the Ugstad Road location and the desire for a new partial interchange there. The City of Proctor is recommending a half interchange.
- The Boundary Ave interchange is compromised by geography and topography, and does not serve the Proctor portion of the area very well. While that interchange needs improvements, new capacity at Ugstad Road would be preferred. Events at Spirit Mountain create problems for local traffic at Boundary Ave.
- Regarding a new interchange near Ugstad Road: The City is pushing for a half interchange with ramps to and from the north to better serve development from the surrounding area, allowing new development. They have had inquiries from several developers, but without added freeway access plans won't go forward.
- While new tourism activity would benefit the local economy, they took exception to the suggestion that new investment might reduce spending at existing development along the corridor. They argued that new development would attract new activity and serve existing residents.

APPENDIX H: PHASE TWO PROMOTIONAL MATERIALS

Appendix H: Phase Two Promotional Materials Social Media Gif



Figure 30 Social media gif panel 1

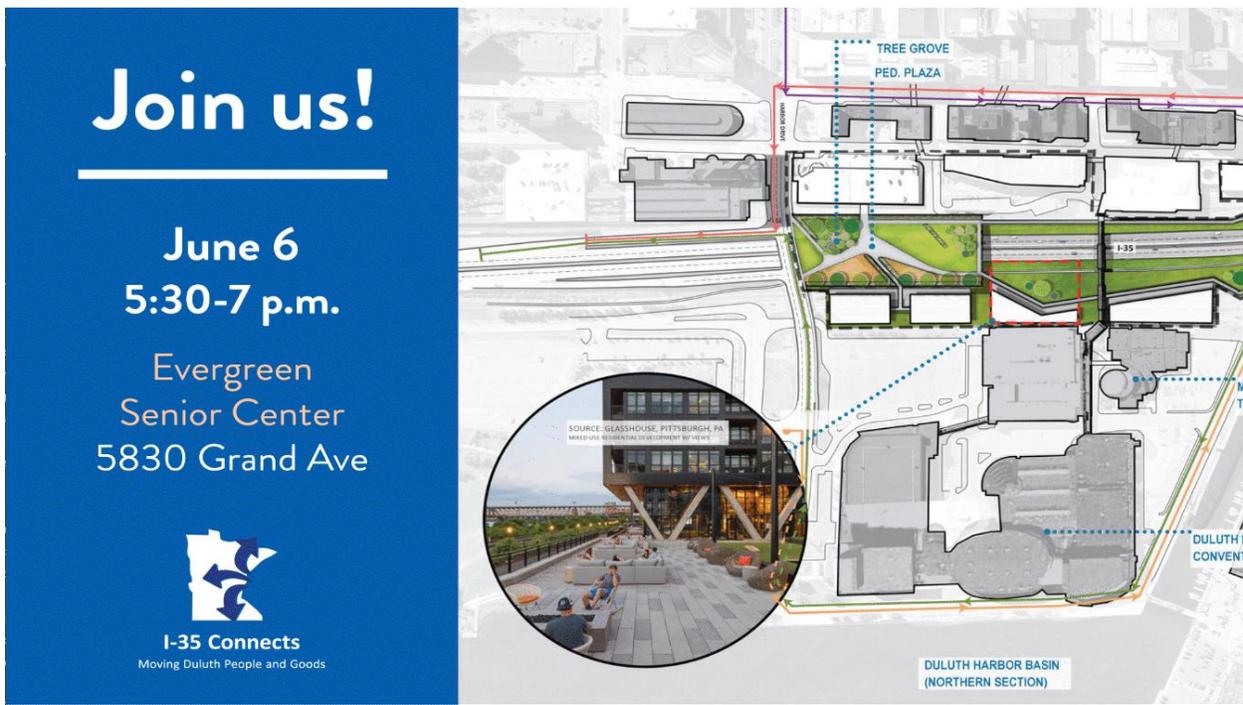


Figure 31 Social media gif panel 2

Join us!

June 6
5:30-7 p.m.

Evergreen
Senior Center
5830 Grand Ave



I-35 Connects
Moving Duluth People and Goods

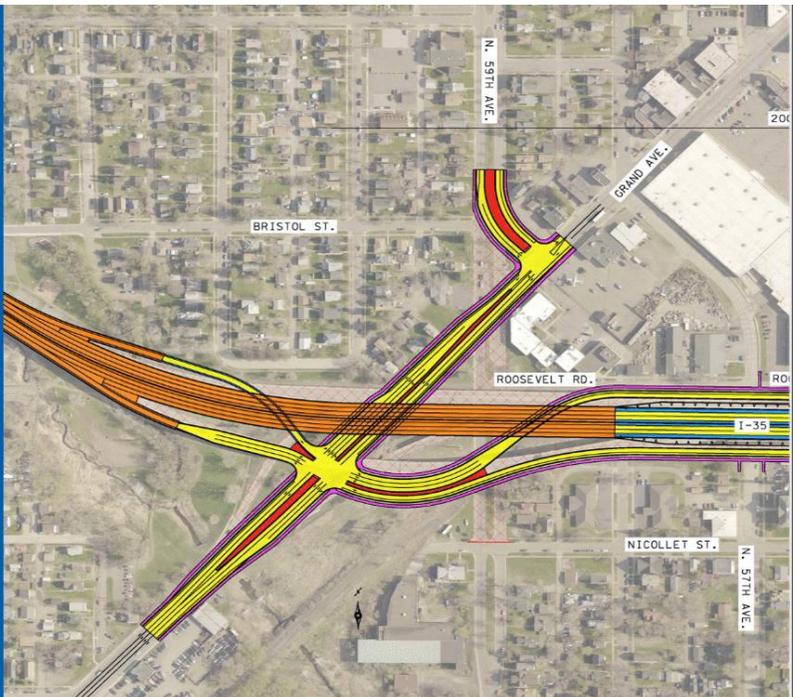


Figure 32 Social media gif panel 3

APPENDIX I: PHASE TWO FOCUS GROUP MATERIALS



Appendix I: Phase Two Focus Group Materials

Business and Freight Focus Group Attendees
<ul style="list-style-type: none">• John Hollingsworth• Jason Reeves• Scott Stadler• Brian Foster• Jim Jones• Jeff Rhoda• Patrick Kelly• Nick Hickey• Ian Vincent• Deb DeLuca
Business and Freight Focus Group Notes
<ul style="list-style-type: none">• Extension of truck climbing lane is needed and would add value. Lane needs to extend to Boundary Avenue to capture full benefit. Weave with Hwy 2 exit traffic needs to be safe.• Overhead railroad bridge – need vertical and horizontal clearance (large loads)• Oversize/Overweight permit loads need to be considered (windmill parts were mentioned)• Super load weight limits on I-35 (from Downtown to Thompson Hill) are a problem.• Recognition that Cody St ramps don't carry much traffic. Although it is Ian's exit!• I-35 around Grand is a tough area due to weather and a lot of entering/exiting, curves, etc.• Central Ave Entrance Ramp - too short and uphill so its hard for all vehicles but especially freight to get up to speed.• Lid Concept - losing Railroad Street would be tough and Harbor Drive is too narrow. The DECC would prefer it closed to traffic (note: DECC not in attendance). Could you put Lid somewhere near 2nd Street instead?• Freight haulers understand the goals to connect the community and ensure all modes are supported. Needs to be balance with freight needs as well.
Resident Focus Group Attendees
<ul style="list-style-type: none">• Rent & Ruth Worley• Libby Beur• Bill Majewski• Skip Williams• Mike Casey

- Paige Melius
- Andrea B. Crouse
- Deb Hendrickson
- Malachy Koons
- Shawna Mullen
- Yauhen Karatai
- Dan McClelland
- Judy Gibbs
- Marah Evans
- Sophia Clements
- Jenna Yeakle

Resident Focus Group Notes

Common themes

- Need for pedestrian/bicycle safety elements like separated lanes, raised ped crossings, speed tables, overall better infrastructure
- Urban mobility needs to look different and should be planned for
- Consider stormwater and climate-proofing. Salt and chemicals.
- Too many cars moving too fast. Need fewer and slower cars.

Spirit Valley

- Proposed frontage Road just adds more barrier
- Plan has better access, but it's not very inviting.
- Other modes are not represented.
- Would rather see it stay the same than change.
- This is now an urban area and the supporting infrastructure should support that, not just cars.
- Restore the grid
- Community was opposed to initial I-35 construction
- Cody Street is important to connect to Gary
- Potential develop
- Grand Avenue crossing, trails or ped and bike connections south of I-35

Downtown

- Plans do not provide for better connectivity across the freeway.
- A lot of support for "removing the freeway".
 - A slower trip up the shore is not a big impact.
 - The time lost vs the potential gain is minimal
 - Could recreate the grid system



- The bike and ped network needs to be shown.
- Roundabouts work to slow traffic.
- The bike and ped network needs to be shown.
- Roundabouts work to slow traffic.
- Reconnecting community
- Safety problems
- Avoid building impacts
- 5th Avenue as plaza from city hall to water
- Downtown parking is cheap – need parking plan for events

Appendix J: Phase Two Alternatives Ranking Activity

In-person meeting

Alternative	5 Stars	4 Stars	3 Stars	2 Stars	1 Star	Mean
Boundary Avenue	2	7	6	3	3	3.10
Thompson Hill	4	3	4	4	5	2.85
Ugstad Road	2	3	2	5	4	2.63
40th Avenue West	6	3	4	3	6	3
27th Avenue West	4	3	5	4	4	2.95
Spirit Valley Consolidated Interchange	3	1	5	4	6	2.53
Spirit Valley Median U-turn	1	6	3	0	10	2.40
Downtown Roundabout Parkway	6	4	4	4	5	3.09
Downtown Lid	8	8	6	5	4	3.35
Downtown Interchange	1	3	4	4	13	2

Online Survey

Alternative	5 Stars	4 Stars	3 Stars	2 Stars	1 Star	No Response	Mean
Spirit Valley Consolidated Interchange	24	39	66	38	33	167	2.92
Spirit Valley Median U-turn	11	29	51	42	55	179	2.46
Downtown Roundabout Parkway	45	48	23	32	54	165	2.99
Downtown Lid	66	64	27	20	24	166	3.64
Downtown Interchange	12	23	37	37	219	173	1.70

Combined in-person and online survey

Alternative	5 Stars	4 Stars	3 Stars	2 Stars	1 Star	Mean
Boundary Avenue	2	7	6	3	3	3.10
Thompson Hill	4	3	4	4	5	2.85
Ugstad Road	2	3	2	5	4	2.63
40th Avenue West	6	3	4	3	6	3
27th Avenue West	4	3	5	4	4	2.95
Spirit Valley Consolidated Interchange	27	40	71	42	39	2.88
Spirit Valley Median U-turn	12	35	54	42	65	2.46
Downtown Roundabout Parkway	51	52	27	36	59	3
Downtown Lid	74	72	33	25	28	3.6
Downtown Interchange	13	26	41	41	232	1.72

APPENDIX J: PHASE TWO ALTERNATIVES RANKING ACTIVITY

Appendix J: Phase Two Alternatives Ranking Activity

In-person meeting

Alternative	5 Stars	4 Stars	3 Stars	2 Stars	1 Star	Mean
Boundary Avenue	2	7	6	3	3	3.10
Thompson Hill	4	3	4	4	5	2.85
Ugstad Road	2	3	2	5	4	2.63
40th Avenue West	6	3	4	3	6	3
27th Avenue West	4	3	5	4	4	2.95
Spirit Valley Consolidated Interchange	3	1	5	4	6	2.53
Spirit Valley Median U-turn	1	6	3	0	10	2.40
Downtown Roundabout Parkway	6	4	4	4	5	3.09
Downtown Lid	8	8	6	5	4	3.35
Downtown Interchange	1	3	4	4	13	2

Online Survey

Alternative	5 Stars	4 Stars	3 Stars	2 Stars	1 Star	No Response	Mean
Spirit Valley Consolidated Interchange	24	39	66	38	33	167	2.92
Spirit Valley Median U-turn	11	29	51	42	55	179	2.46
Downtown Roundabout Parkway	45	48	23	32	54	165	2.99
Downtown Lid	66	64	27	20	24	166	3.64
Downtown Interchange	12	23	37	37	219	173	1.70

Combined in-person and online survey

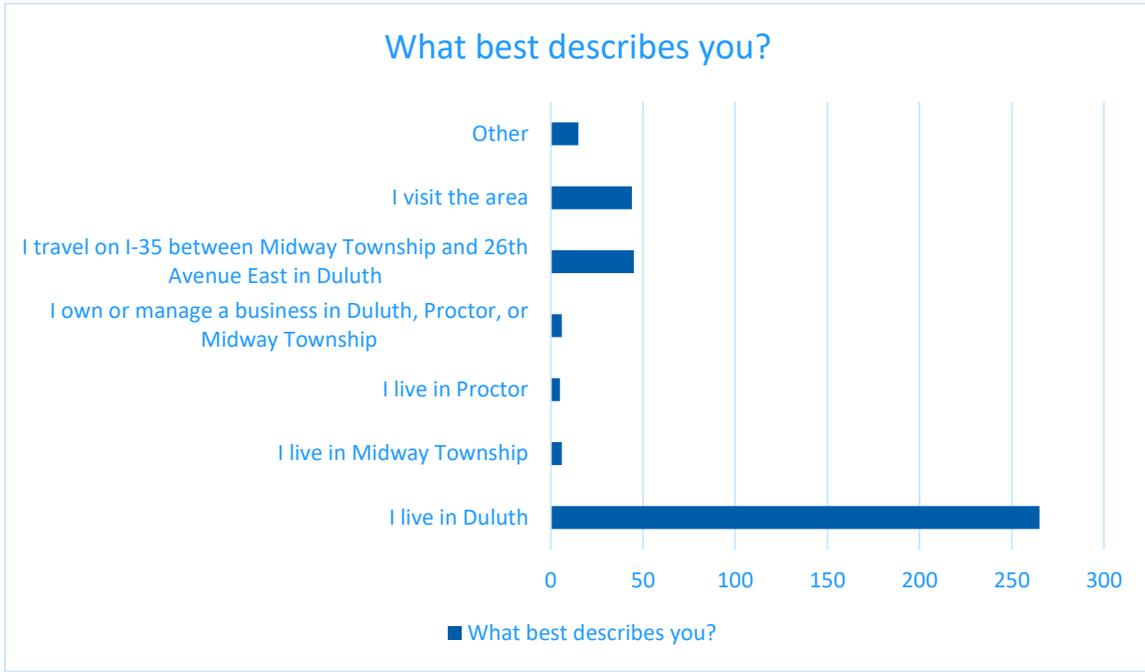
Alternative	5 Stars	4 Stars	3 Stars	2 Stars	1 Star	Mean
Boundary Avenue	2	7	6	3	3	3.10
Thompson Hill	4	3	4	4	5	2.85
Ugstad Road	2	3	2	5	4	2.63
40th Avenue West	6	3	4	3	6	3
27th Avenue West	4	3	5	4	4	2.95
Spirit Valley Consolidated Interchange	27	40	71	42	39	2.88
Spirit Valley Median U-turn	12	35	54	42	65	2.46
Downtown Roundabout Parkway	51	52	27	36	59	3
Downtown Lid	74	72	33	25	28	3.6
Downtown Interchange	13	26	41	41	232	1.72

APPENDIX K: PHASE TWO SURVEY RESPONSES

Appendix K: Phase Two Survey Responses

Responses are recorded verbatim

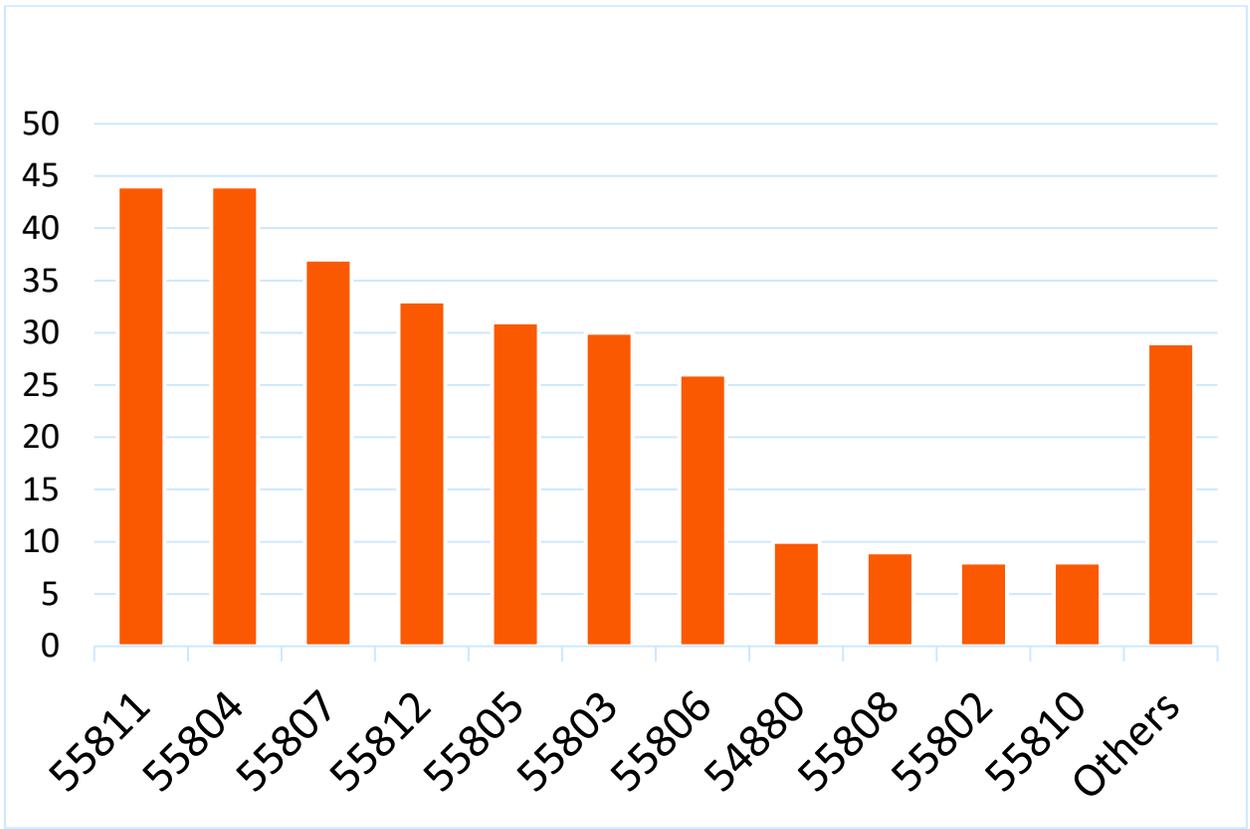
Question: What best describes you?



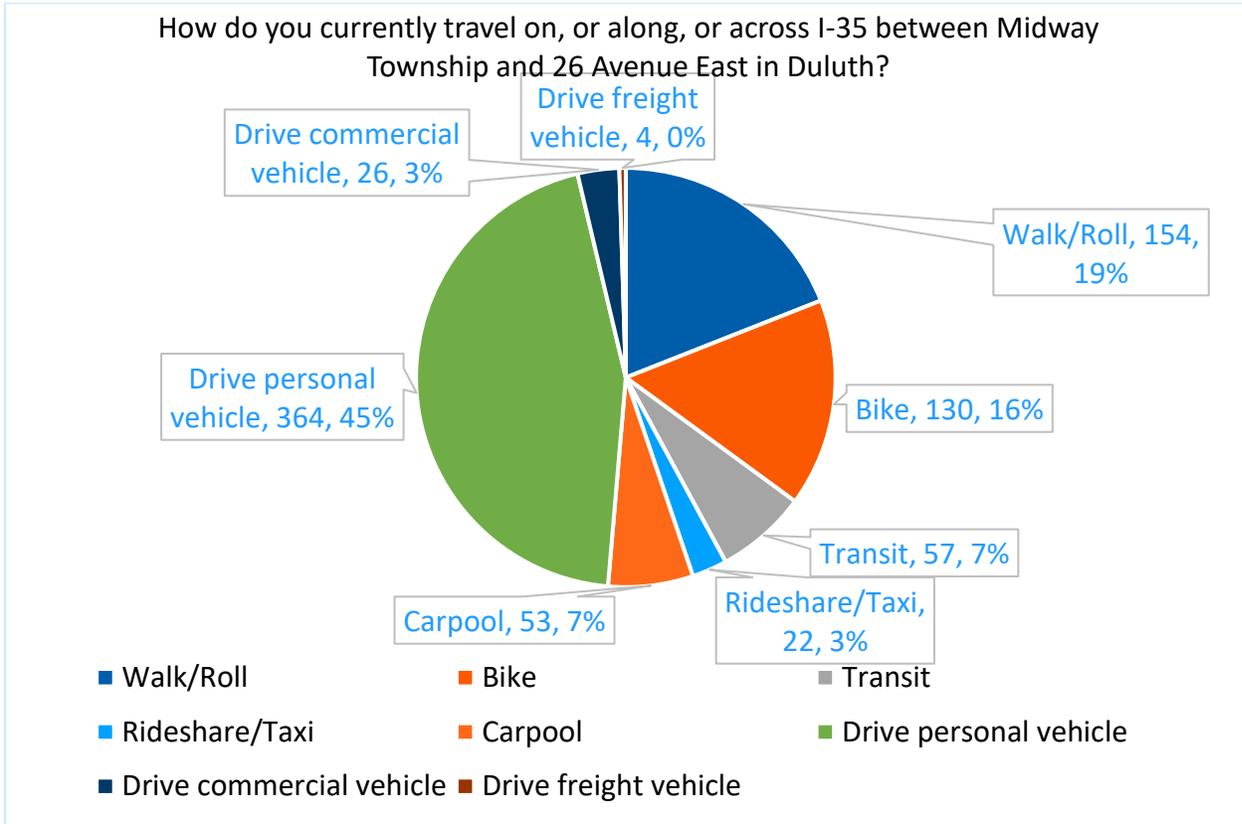
Other:

- Previous resident
- I used to live in Duluth
- I live in Duluth, I own my home as well as a business. I commute about 3hrs in every direction for work on a daily basis. I was born in Duluth, I'm not a felon and I've never crashed in the winter despite driving \$600 cars with bald tires
- I
- I live on the North Shore
- I work for the City
- Used to live in Duluth and care Superior
- I am a former long term resident of Duluth and spend at least a week every other month in Duluth for family responsibilities
- I live in the metro
- Frequent traveller through Duluth (I live on the North Shore)
- I live in Saginaw and occasionally work/visit downtown
- Transit through daily to work in two harbors
- Used to live in Duluth, now visit frequently
- I live on South 36th Ave E

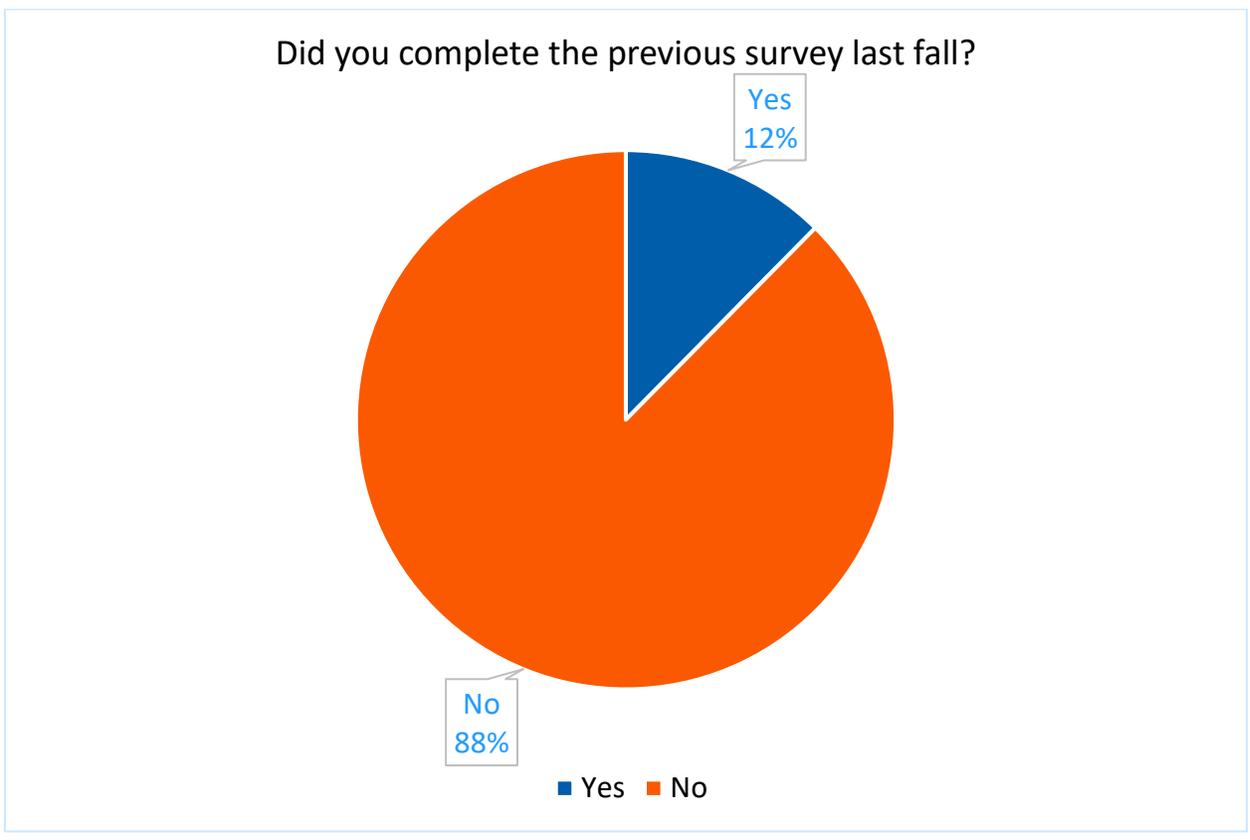
Question: What is your home zip code?



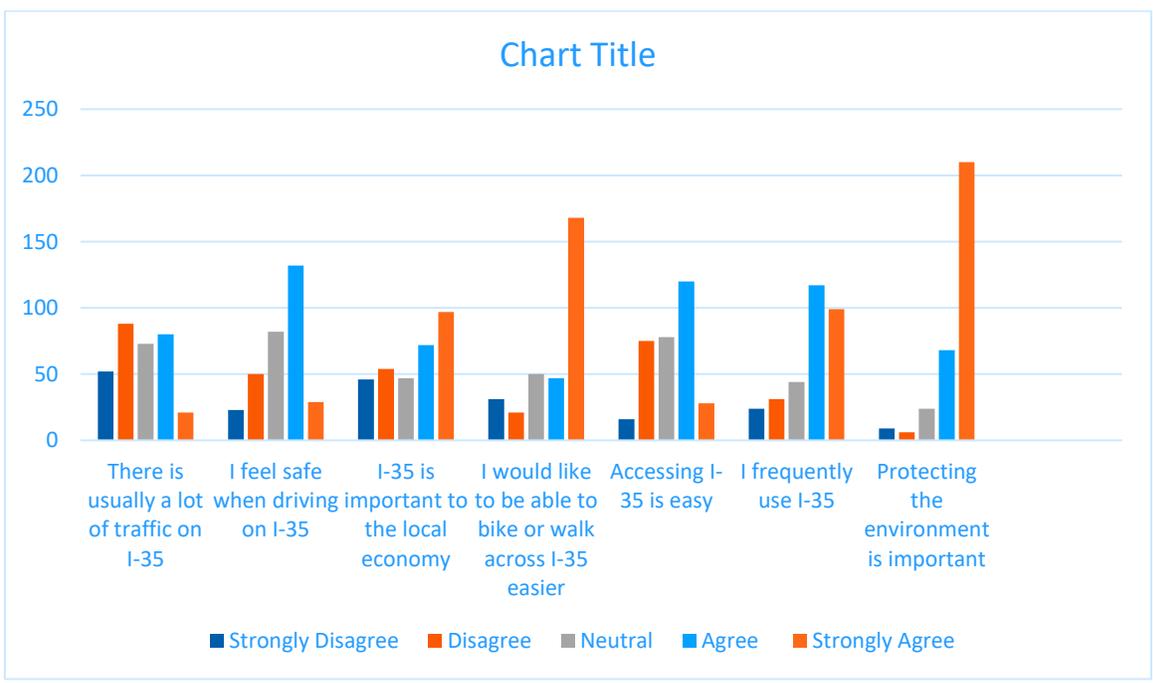
Question: How do you currently travel on, or along, or across I-35 between Midway Township and 26 Avenue East in Duluth?



Question: Did you complete the previous survey last fall?



Question: Rate the value statements below from strongly disagree to strongly agree





Duluth Area I-35 Corridor Plan

Let us know what you think!

What is your vision for the future of the Duluth area?
A city of walkable neighborhoods where every resident can reach the majority of their destinations (school, shopping, health care, parks) in a short walk from their home
Connected downtown and canal park areas. Easily accessible by foot or by cycling. Mixed-use developments. Ideally, freeway should be converted into a parkway. There's no need for the freeway within the city limits.
Development along the corridor between Midway Road and Boundary Ave. This includes exit and entrance ramp on Ugstad Rd.
Focus on industrial development to provide jobs that support families instead of part time lower wage tourism jobs
Good schools, clean water, safe & reliable transit
In my vision the [unknown] people to Duluth, our population remains stable and we continue to support healthcare, universities, symphony, playhouse, etc as we always have and still retain our small town feel
Increased population through improving the built environment. Connect downtown to both canal and lincoln park. Remove downtown I-35 bridges
More sustainable, more micromobility less car space - both parking and drive lanes
Would love to see more alternative methods of transportation. more modern public transportation. High speed rail from Fon Du Lac to Lester Park. Important if we continue to grow.
Walkable from downtown to canal park bikeable from downtown to canal park Increased park land as a result of capping I-35 through downtown
A friendly, walkable bikeable city with ready access to our best geographical feature - on the greatest lake. Accessibility that is built on strong connections that bring our fellow citizens together. Safety & [unknown] more emphasis on community & not on racing through town to get somewhere else.
Protected bike paths end to end. Passenger train to cities Ped friendly to canal park Move I35 car traffic to over hill
Balanced growth in areas adjacent to I-35
Having better connections between neighborhoods, shops, & waterfront. The highway feels like a huge barrier that cuts the water off from the community. Being able to walk & bike to destinations (e.g. stores) safely.
Biking infrastructure Induced demand for bikes and pedestrians Treating ebikes as serious modes of transit walking isn't recreational its living Connectivity & environmentalism mean leading on non-car systems
More transportation option to move around town. (protected bike/ped) More green space Interconnected neighborhoods Slow streets
A more vibrant downtown
Improve what is here now
Better access to the lake front from downtown. More bike/walk infrastructure that is safe.
Less concrete more green space. Less invasives, better Forest management, better places for house less people to wonder, more food forests, and better water retention at the bottom of the hill for spring melt and storm water runoff.



Duluth Area I-35 Corridor Plan

Let us know what you think!

<p>What is your vision for the future of the Duluth area?</p>
<p>I would love to see more investment into making our city enjoyable for locals as well as tourists. More places for locals to enjoy the city we call home and more walkability.</p>
<p>Walker and biker friendly. Soears the attractions out of canal park but make it easier to cross from there to downtown. Bring businesses and restaurants back to downtown. Easier parking.</p>
<p>More access to waterfront and land use/development that inproves quality of life for residents or small businesses, giving them prioritiy to use highway land/crossings instead of freight haulers, through-travelers, or tourists that use i35 to pass through. Policies & plans that prioritize a drastic increase in infrastructure for pedestrian, bicycle, & public transit travel . I-35 should be removed or scaled down once it enters West Duluth, say after Central Ave or after Mesaba at the latest. I am a full time semi truck driver in Duluth and use I35 daily so I know what it means for shippers when I say i35 should be removed.</p>
<p>A parkway without the city being bisected by I-35 and bringing people / community to the waterfront that is pedestrian and bike friendly</p>
<p>Duluth should be a global standard for climate change sanctuary, leading with major investments and redevelopments that center sustainability at the core. Ban cars from the core of the city.</p>
<p>I'd like to see something like the Duluth Waterfront Collective's vision implemented in downtown Duluth. None of the design examples presented for this plan reflect that. I used to work 250 yards from the lake but couldn't get to it because there was a big wall of a freeway in the way. I can only imagine what a project like DWC's proposal would do for the economy, community, and spirit of Duluth.</p>
<p>Deconstruct 35 in downtown Duluth and reconnect the city to the waterfront.</p>
<p>Less car-centric infrastructure, and more street/neighborhood design prioritizes the needs of Duluth area residents. We need Light-rail transit</p>
<p>I would like to see an accessible road that connects the different areas of Duluth but still allows for the comfort of pedestrian travel and better access to the canal park area.</p>
<p>Connecting canal park and downtown!!!</p>
<p>Remove the freeway, limit the number of lanes, and add in more public transit options like rail and bike/walk/roll options</p>
<p>A vibrant mixed use district with green space, convenient transit, and safe accessible bike lanes.</p>
<p>I want to keep the amazing green spaces, have affordable housing, and lower traffic congestion.</p>
<p>Eliminating the interstate completely, creating a safe walkable/ bikeable downtown that would increase economic oppportunity and access to the lake</p>
<p>For it to not suck</p>
<p>Duluth needs to right size it's infrastructure to actual use, with realistic projections that consider alt modes of travel, fed incentives and the environment</p>
<p>More accessibility between downtown and canal park/bayfront</p>
<p>Less of a divide between the town and the lakeshore. More public land facing the lake, accessible to all.</p>
<p>More green space and emphasizing access to the beautiful waterfront for pedestrians.</p>
<p>Canal Park has no room to grow. Downtown and the neighborhoods of Duluth are cut off from the lake and the foot traffic and prosperity by one oversized, underused at most times</p>

What is your vision for the future of the Duluth area?
highway. Remove the highway, embrace a little traffic now and then (Not as if the highway helps with backups on railroad street anyway) and watch Duluth prosper without MNDots "help"
Not go woke
No more I-35 in Duluth. Makes no sense to plow through waterfront. Crazy it ever happened! Easy to right the wrongs of the past though!
Less personal vehicle traffic and parking with better biking, walking, and public transit
I would like to see I-35 converted into a BLVD in downtown/canal park area.
Duluth doesn't need a freeway at all, it should end on the western edges of Duluth
Vibrant neighborhood business districts, easy to walk, bike and take transit, and great natural areas and greenways.
An accessible community that meets the needs of its citizens while promoting human and environmental health
Faster route to North Shore, more walkable/connected between hill and shore
I hope that we can get our act together and get the city to deal with the snow like adults cause they currently like to make it the residents problem as much as they legally can. I've been contacted by the city attorney for complaining about the 4 foot tall snow/ice bank that is built across my driveway like 4 times/ day. We know exactly how many driveways there are and exactly how many feet of street and sidewalk we have so it seems ridiculous to continue refusing to help residents and the economy by raising taxes and creating a new budget category for say 200 new city workers to follow the plows and graders and help dig people out because by the time we get home from work these massive snow banks have frozen into solid ice and it constantly damages vehicles. Anyway besides that we need anti icing technology like minneapolis has. In the dead of winter 35w is never worse than driving in a rain storm
I envision a Duluth that has better connections between it's downtown area and its valuable waterfronts.
Open to further discernment on this question.
A fast, safe commute between affordable housing, jobs, and recreation. A tourist economy that is also accessible for locals. I-35 being resistant to ice.
Keep the interstate and build more single family homes
Would like to see if we could engineer the roads to last through our had winters, so we are not facing extreme pot holes every spring.
HUGE potential for a giant tourism hub. Duluth is such a naturally beautiful area but not enough infrastructure to help the growth of tourism. Direct result of bad government.
Slow but steady growth
Vibrant Community, rehabilitate Downtown and West Duluth commercial districts, maintain beauty of parks and trails, shifted focus on cleanliness and resources for homeless population that is currently jeopardizing the safety of being able to move about our community freely.
Development
More public transportation options Easier way to get through the city
More green space



<p>What is your vision for the future of the Duluth area?</p>
<p>A pleasant place to work, play, and live. Where the original 19th and 20th Century townships merged to form a broader community with the townships still visible as vibrant neighborhoods. ...even if this means undoing poor transportation infrastructure decision decisions that did not meet mobility requirements or where changes have overtaken the past need. A city where active transportation and transit takes a more prominent role in community life. Not anti-car, but Duluth becomes more inclusive as people move in and about town.</p>
<p>connect downtown duluth with lake superior. remove unnatural physical and visual barriers to lake. make downtown duluth a pedestrian friendly green place</p>
<p>A revitalization of our industrial prowess with the opening of new mines like Polymet, more logging, a dramatic increase in inter-modal traffic with the development of the Duluth Port Terminal, as well as increased coal and grain shipments.</p>
<p>A city that attracts new residents that truly appreciate and respect the natural beauty, history and resources this area has to offer.</p>
<p>More affordable housing. Less emphasis on tourism and more emphasis on “real” jobs.</p>
<p>Lots of green spaces. Pedestrian and bike friendly (bike lanes not on roads, but separate = safer). Many public gathering spaces with green space and gardens. Public transportation that is easy to access and efficient to get places.</p>
<p>A day when all the roads and infrastructure are complete</p>
<p>Definitely better infrastructure than we have now.</p>
<p>Safer bike access to get around town</p>
<p>Functioning local government</p>
<p>I envision the revitalization of our city by removing, shrinking, or mitigating the barriers between the booming tourist areas (Canal & Lincoln Parks) and downtown.</p>
<p>More connectivity between business districts with less hard surface</p>
<p>Capping more of 35 through downtown in order to connect Canal Park area to downtown and make it more walkable for visitors.</p>
<p>A new mayor that can actually run and take care of this city. New businesses and less crime and drugs.</p>
<p>would like it to be cleaned up, trash is all over the side of most roads.</p>
<p>Less visible highway, better non-motor transportation options</p>
<p>Pedestrian paradise showcasing the r precious Lake</p>
<p>Easier transitions on/off I-35</p>
<p>Local roads need to be better maintained in this community. The terrible condition and obvious lack of vision/planning/implementing of them is downright disgusting. I have come to believe that the City employees are purposefully doing sub-acceptable work in an effort to either ensure their future employment or to undermine the City authorities. Our population is about to increase with climate refugees and we have no plan for it. Roads and infrastructure MUST be in the hands of leaders who lay out and then implement a real plan for maintenance and sustainability.</p>
<p>Duluth is so stretched out. I just want to be able to get from point A to point B in a timely manner</p>
<p>Views are prioritized, easy transportation, and safe downtown where I can walk to events.</p>



What is your vision for the future of the Duluth area?
A human-centered city, that prioritizes walking, biking, ebiking, and transit over private vehicles. This means there has to be infrastructure for these other modes, including safe, protected bike and walk ways, snow removal of bike and walk ways, methods to get up the hills, and slow traffic wherever people meet roads. Duluth would be healthier and happier without such an emphasis on private cars, fast (and expensive!) roads, and parking. Duluth should be an example of what's possible for people in cities
Ken at the Lake Superior Museum pipe dream came true.
Denser, more lively inner-city
00000
I would like to be able to actually utilize the city that I live in. Right now I don't feel like I can do that. I tend to go elsewhere for a lot of my shopping or fo it online. Same for entertainment. Lincoln Park craft district has a lot of good stuff but not a lot of parking to accommodate the influx of businesses.
Making downtown more connected to canal while not sacrificing driver safety.
With Duluth being a hub for the outdoors and outdoorsy I firmly believe more accessible walking and biking would positively affect not only the local population but draw in more tourism. Access to the vibrant area of Canal Park is hamstrung by the interstate. Not to minimize the interstate's function or importance but a covered roadway could allow Duluth to reclaim a sizeable footprint of land which I would imagine could pay for itself by being prime real estate. The area over I-35 would not only be great for foot and bike traffic but easier for cars to access the lake shore from from Downtown.
A duluth downtown and canal park district that is much more inviting to walkers and bikers. A district that I want to spend time in, with less parking and more green space. Walking over 35 on lake ave and 5th Ave is an eye sore and doesn't feel safe with children.
Make it easier to get around Duluth, it is a long city so we need a fast way to get from east to west and the interstate does that.
Continues to be a spot for tourism but also has increased industry and jobs.
I want easy access by foot and bike between canal, downtown, and Lincoln Park. This is our city center and it should be the whole focus of tourism
Maybe fewer poor people who contribute nothing.
Eliminate left entrances and exits to I-35. Brighter lighting in tunnels, especially where ramps come in.
An area that is compact and allows for more equity and diversity through more transportation options than just the automobile.
Better mobility across I-35 instead of it continuing to be a barrier downtown.
Would like more business, however it'll most likely be tourism.
The natural and built amenities of Duluth are accessible even if, and ESPECIALLY if, you do not drive a vehicle. Safe and unrestricted access to the waterfront, enhanced public spaces, and more inspired commercial endeavors make Duluth a community-oriented, accessible, beautiful, welcoming place and space. People can also move laterally through Duluth (it is a long city!) but movement through does not take precedence over creation of a safe and wonderful PLACE.



Duluth Area I-35 Corridor Plan

Let us know what you think!

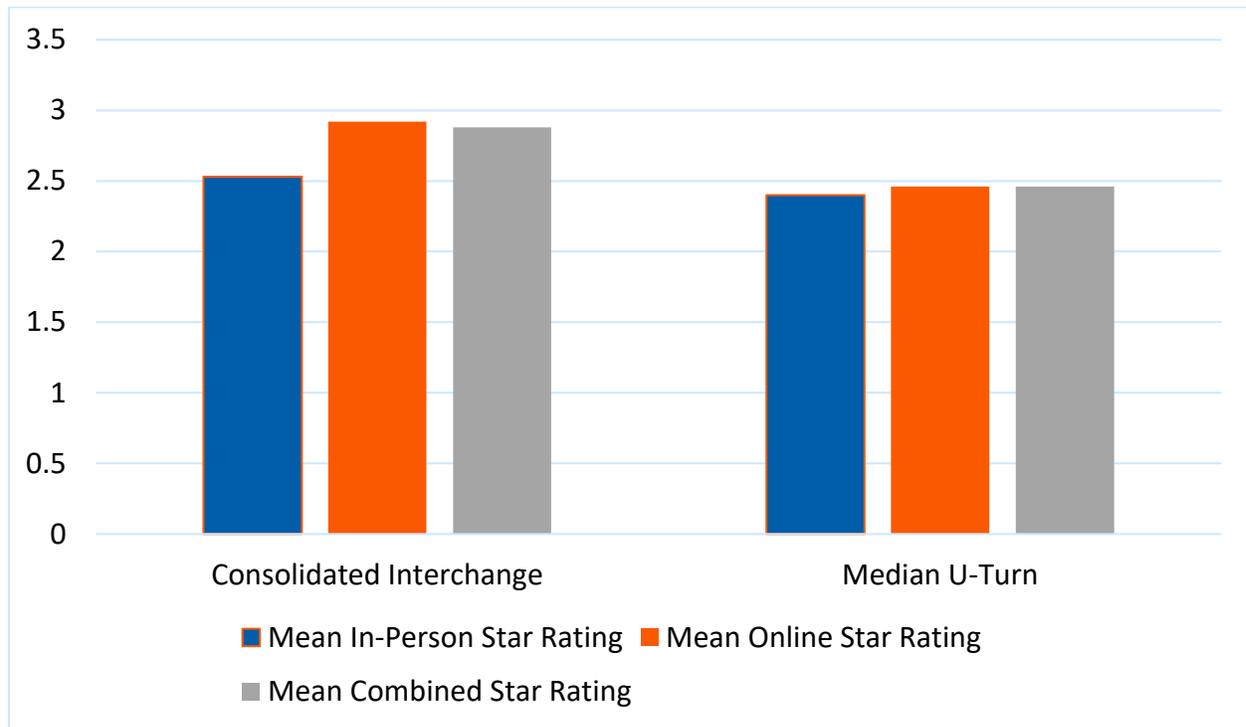
<p>What is your vision for the future of the Duluth area?</p>
<p>A private vehicle system above the hill and use Hwy 53 to get downtown. Let truck traffic use the existing highway.</p>
<p>Safer and greater amount of walking and biking across the freeway at many intervals. Walking and biking create health and every avoided car trip helps the environment. Let's be a community that values people over cars.</p>
<p>The cross city trail that now exists runs parallel to I35, yet the points of access are limited, sometimes due to bridges and sometimes due to crossing points coming on and off I35. This is in West Duluth. I believe the interstate capacity is absolutely needed for the future of Duluth. The interchange project has shown how difficult it can be for people to get across town if 35 goes down to one lane and access to Skyline is cut-off. The terrain in Duluth creates difficulty for redundancy to when only one route is blocked and the freeway has limited capacity. Weekends thru-drivers are another thing to consider.</p>
<p>Maintain the existing Freeway as is and potentially extending it further north.</p>
<p>More walk-able, both in the summer and in the winter. Crossing I-35 by foot from city hall to the aquarium is a NIGHTMARE for pedestrians. I live just west of City hall across mesaba - mesaba's entry into I-35 also creates a nightmare for pedestrians. That area made it impossible for me to walk to work in Lincoln Park in the winter even though I live relatively close.</p>
<p>To bridge together downtown Duluth and the waterfront by the elimination of as much of the freeway as possible. I've been to areas where this was done (San Francisco, Milwaukee) and the results are outstanding.</p>
<p>Fewer roundabouts. More tourism. Common sense in road design and upkeep.</p>
<p>I'd like to see us continue to leverage our natural advantages for sustainable growth.</p>
<p>Easy to use downtown. Get there by bus, bike, or car. Be able to walk between downtown and canal park. Keep the ports strong for jobs and business.</p>
<p>To create a space that we can continue to live within that is less auto centric in design.</p>
<p>The barrier I35 makes between the city and the lake is a blunder. I envision dramatically reducing the scale of 35 downtown and allowing the city to reconnect to the waterfront.</p>
<p>More green space</p>
<p>I would love to see downtown connected to Canal Park, Bayfront Park, and the waterfront. The concepts the Highway 61 Revisited people have suggested would be amazing.</p>
<p>Non-highway</p>
<p>More public transit, freeway that is heated to prevent ice, more accessible freeway entries, easier to get from downtown to canal park / water front</p>
<p>Less highway, safer, more walkable, more human-scale connections between neighborhoods, local businesses, and nature, especially the lake.</p>
<p>Slight growth, greater ability for bikes and pedestrians to get around, more affordable housing.</p>
<p>A forward thinking climate resilience city with progressive transportation</p>
<p>Move the freeway to the top of the hill. Add green spaces, affordable housing, lake access, and local businesses and centers where I-35 used to be</p>
<p>Less cars</p>
<p>A growing population with more accessible parks. I also would like to see more accessible access to the lake. I35 is a major hindrance for me and many others</p>



What is your vision for the future of the Duluth area?
Steady, sustainable growth, investment in streets, affordable housing through development and density
Would be happy to better connect Duluth to the lake. Right now 35 is a huge barrier between downtown and eastern neighborhoods and canal park and the lake. The updates for 35 should fix this.
Establishing and maintaining a more eco/pedestrian friendly environment with more accessible public transportation.
If Duluth wants to distinguish itself from other U.S. cities, if Duluth wants to be known as a desirable place to be, to live, & to visit, if Duluth wants to grow as a city and as a community, it can do one very simple thing: organize and engineer itself around people instead of cars. If an outside observer looked at Duluth now it would appear that cars were the dominant species on the landscape. All of that pavement is a tremendous waste of valuable land area. All of the bodily danger, noise, light, exhaust fumes, and brake / tire particulates are bad for our lungs, bad for our mental health, are holding back small street-front businesses, bad for pets, bad for wildlife, bad for fish, streams, wetlands & waterways, bad for the absolute treasure that is Lake Superior. Almost everything we task cars, vans, and freight trucks with doing can be done better and more efficiently with personal mobility (walking, rolling, biking), small cargo vehicles and cargo bikes, freight trains, inland water transport/short-sea shipping, and mass transit. Duluth has a massive natural harbor, a comprehensive freight rail network, and nearly unparalleled potential for waterfront freight-handling infrastructure. Passenger rail connection should be just over the horizon. Duluth is well laid out geographically for mass transit. It's well laid out geographically for a potential a city-wide dedicated and completely grade-separated and/or crossing-priority/crossing protected network of biking-only and walking/rolling-only paths along the main axis from Fond-du-Lac/New Duluth to Lakeside/Brighton Beach. Duluth has space within city limits to pair transit with infill of smart, human-scale housing: 3 - 5 story single point access buildings whose units inherently have cross ventilation, passivhaus building standards, baugruppen, etc. vs. dim, hulking double-loaded corridor developer-enriching apartment blocks. This is especially easy with a pivot away from parking minimums, parking lots, and streets that are designed and engineered intentionally and specifically to be nothing more than gutters for cars, to the great detriment and danger of everyone & everything that isn't a car or that doesn't happen to be a car. Cars are for the countryside. Duluth is a city. The bar in the U.S. is low and the path forward is clear and straightforward. Duluth could easily place itself at the vanguard of U.S. cities and position itself as a world-class destination by leaving its car(e)s behind. Let's go!
My vision for the future of Duluth is a human-centric vision. Right now, we're living in a car-centric Duluth. Tourism will continue to increase, along with foot traffic. We need to build a connection for the foot traffic in Canal Park to the businesses in downtown Duluth. Right now I-35 severs the connection from Canal Park to Duluth's downtown. We need safer infrastructure for the tourists AND Duluth citizens. We need better bike/scooter infrastructure as well. The tourists seem to use the electric bike/scoots, but they don't really have the infrastructure to traverse Duluth safely.
A Duluth with safe/easy connectivity between canal park and downtown for walking/rolling
A prosperous community that works for the residents and visitors while improving the connections to nature.



<p>What is your vision for the future of the Duluth area?</p>
<p>The highway 61 Duluth project interests me a ton. Having this be an area that can develop and connect the waterfront and the city would be huge for the local economy as it grows with more people coming on</p>
<p>More pedestrian and nature friendly! I live downtown about 3 blocks from Lake Superior, and I hate having to cross I-35 to get there. It makes me feel unsafe, and it's also a huge eyesore.</p>
<p>More pedestrian and waterfront friendly. Less car and heavy traffic right at the water. There's no need. Think seattle and chicago waterfronts, not perfect but they're removed a lot of car - infrastructure and focused more on foot/bike traffic. Redo the abandoned parking garages/expand others downtown for parking, then create safe paths for people to walk to canal.</p>
<p>I envision easier and safer walking/biking access</p>
<p>Ideally, the removal I-35 through the heart of Duluth and in exchange for more public transportation such as trains. However, an increase in roundabouts would be a good place to start.</p>
<p>Convert I-35 to a boulevard through downtown. Better lakefront, new parks, a lot more density & housing.</p>
<p>My vision for the future Duluth area is one that isn't covered in concrete. We know providing water side access is good for local economies and with Duluth ALREADY being a climate refuge the time to improve our city and connection to Lake Superior is NOW. Fuck cars, build electric rail, fund accessible walkways, and do your fucking jobs.</p>
<p>No I-35! And a vibrant local economy focused on the revitalization of the downtown core</p>
<p>In the future, I see Duluth as a city that was not afraid to step into the future, and leave the past in the past. A city that decided to abandon its horribly wasteful, constricting, destructive interstate in favor of a built environment that makes all modes of mobility an option: that embraces the beautiful outdoors we live in. Duluth's waterfront is a multimodal boulevard that has returned a vibrant life to the entire lakefront, downtown, canal, and beyond. Duluthians and all of its visitors have an enhanced quality of life throughout the entire year.</p>
<p>A vibrant downtown which connects to the lake. Bayfront as a functional city park rather than a vacant space except for events. Dense and value producing lakefront development. A parkway achieves the same thing as a freeway. We do not need to annihilate 30 blocks of valuable lakeshore in order to save two minutes of commute time from 5 Ave W to 21 Ave E.</p>
<p>Walkable, bikeable, public transit meca! A climate and social justice haven! Community at the core of Duluth's values.</p>
<p>Keep the I-35 corridor through downtown a simple, fast-drive through roadway. Add pedestrian overpasses rather than roundabouts by canal park that will slow down ease of travel.</p>



Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?

1st of all having the biggest freeway in the region run right thru every single downtown area of Duluth was never a good idea. There should be a freeway that goes around the city. Spending money at this area seems like a waste- the issue here is the placement of the freeway. Move it now! Build a safer faster freeway outside of town. If it's decided to keep investing in this horrible highway- making safety changes like this should be priority. Would like to see sound barriers put up for the nearby residents. Needs to have walking and bike infrastructure included especially at the stop lights. Put in Bike lanes!

A small neighborhood that MNDOT needs to consider how devastating relying on a car is, and how overbuilt infas, divides communities— it's time to correct the course of action. You can't unknow what you know.

A. Eliminates goofy existing ramps (exits and enter in the middle) B. Seems slightly more intuitive than the u-turn

Again this focuses on cars. We need investment in cycling and pedestrian infrastructure.

All the options given don't appear to address any real world issues and instead add more risk and danger

Another traffic light on grand? Lol that's not a good option

As a resident downtown, I only am traveling that far west by bus or carpool so to me the changes look great and more organized, however, I am more invested in changes to our downtown area.

As someone who lives past west Duluth and takes this ramp multiple times a day, I want an easier way to enter and exit i35.

Better visibility

Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?
Bottles up intersections at Central & Grand Aves. Add RH exit for Grand (carry exit ramp over Central) Shift on ramp from Grand to RH to merge onto extended exit ramp for Central
Boulevard. It does not need to be an interstate
Bridges are designed in this to be high throughput with wide turning angles onto ramps, meaning they will be hostile to non-freeway-bound-and-vehicular road users
Considerably better than it presently is.
Do not add any lights to I35!!! Keep it as open as possible this area functions perfectly
Does this still include connections from the Irving neighborhood south of I-35 north to Grand Ave between Grand and Central Aves? Very unclear from this concept.
Don't add another stop light.
eliminates the left lane exit and merge from left. allows a connection from Grand to Central without going through residential neighborhood this plan appears to occupy more land area than existing conditions.
Expands the present barrier between neighborhood and jobs. Help Cody draw off traffic destined for Grand. Eliminate Grand or Central interchange, end left exit. Consider ending freeway design at bottom of Thompson Hill. Addresses dangerous areas, but increases isolation between areas and vacant commercial facilities. Ignores problems freeway creates. Study should have stopped at documenting safety and conflicts. Need creative solution beyond present freeway approach.
Future Steamboat, Vail, Aspen, and other tourist driven economies Too expensive to live
How well will traffic move through it?
I
I am generally against the interstate within the city, but it is more of a dire issue downtown.
I can see this taking away the left exit to Grand, which would be great and limit confusion for both locals and out of towners. It's a nasty curve going south. North bound also has its issues with the grand Ave on ramp.
i dislike the space it occupies and how it affects the residents of SV
I do not have an opinion about this
I do not like the Spirit Valley Consolidated Interchange. It completely cuts off my part of the neighborhood from accessing the small businesses of West Duluth, effectively destroying the any since of community we here have. The interstate already acts like a wall between the neighborhood and the businesses side. We absolutely do not need to make that ten times worse. If it were up to me, I would get rid of the interstate entirely, but the whole deal is not up to me. I think that the interstate should not be lowered to the ground, and said changes both should and can be sought in other ways.
I do not often use this area.
I don't have a ton of opinions here.
I don't know much about freeway interchanges. We should be consulting experts on these decisions.
I don't know.

Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?
I don't agree with the stoplights. The Central Ave on/off ramps would totally work with roundabouts. Grand Ave makes more sense with a stoplight. Either way, we need more/better/larger signage, and clearer road lines (although I understand the difficulty as we can't have the fancy stuff they do in California to mark the roads with the reflectors).
I don't any comments
I don't experience long wait times at the off ramp to Central Ave so the addition of stop lights seems unnecessary.
I don't like any of it. I am not sure why there simply isn't two on and off ramps on each side for the cross streets. or one on ramp and one off ramp.
I don't mind the consolidated interchange, but I think roundabout exits work so much better than signaled ones. Cars can move freely without stopping and are safer overall. A pair of roundabout intersections on either side of the exits would be nice, in my opinion. Also, I don't like that Duluth keeps changing intersections to close off the grid system. Dead-end roads cause more and more traffic problems because it forces more people to use fewer roads.
I don't really like the one light on Grand Ave. with everything branching off from there for I35 and central, it also looks like it skips 57th and if it were to have changes made it would make sense to add access/connection to 57th.
I don't see any expansion of biking/walking there - might make things worse for peds. I do value getting rid of the terrible left entrance/exit
I don't travel this area enough to feel I can contribute in a meaningful way - give space [unknown]
I don't use this interchange.
I frequently travel W bound on 35 and exit onto Grand to travel W bound on Grand. I then make a return trip E bound on Grand and enter to go E bound on 35. I believe that this is a very common trip for those who live in Central or East Duluth. I have never exited at N Central Ave nor can I imagine any need to. It would be much less convenient to exit at N Central, then wait at a stop light, to get to Grand.
I like being able to access 35 S and N from SpiritValley by the library instead of needing to drive to Central. I don't want to displace home owners though.
I like it.
I like it. More solar powered lights and related stuff would be amazing
I like nothing. It spends a lot of money for little benefit. The left exit to 23 isn't dangerous. This alternative blocks off 57th and 59th Ave W making it difficult to get to the shopping center from the south side of I-35
I like that it gets rid of the left exits and entrances. I don't like that it adds a stoplight and another intersection for central ave to get onto 35. Would it be possible to make these roundabouts?
I like that it helps the traffic flow on and off the ramps
I like that it would slow down traffic coming off the highway and make it easier to return northbound on I-35 from Grand Ave (regular merge lane, not left-hand merge lane as currently exists)

<p>Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?</p>
<p>I like that safety and mobility is greatly improved, especially for pedestrians and cyclists. However, these images are difficult to make out details on, especially without a legend or key.</p>
<p>I like that the left exit and the left onramp are eliminated. It's very stretched, and I'm not sure I love that, but with land available, it's understandable why it is shaped as it is.</p>
<p>I like the acces to I-35 southbound from grand avenue.</p>
<p>I like the consideration of how bikes & pedestrians would move across the highway & the elimination of left exits/entrances. The entrance & exits to I-35 seem a little convoluted, & stoplights could be a pain at certain times of day</p>
<p>I like the elimination of left entrances/exits. But I'm not sure it justifies the cost for marginal improvements.</p>
<p>I like the removal of the left hand exit. Consolidating interchanges makes sense.</p>
<p>I like the second access to spirit valley</p>
<p>I like the sidewalks everywhere. With the high rate of traffic through this area, I would definitely want to be sure there is a curb and separated grass median between sidewalk and road (hard to tell in the diagram if this is already in this plan). It is hard to tell, but seems like this might be adding a lot of road to this area? Would like to see good landscaping options to help with noise/pollutants, especially in areas where roads are being taken out.</p>
<p>I like the simplicity of the intersection on Grand, this is a boon for travelers looking to go to the Spirit Mt area. The disadvantage is cutting off pedestrians and bikers from accessing the southern area without going through busy intersections. I'm not sure it could be prevented and it's certainly better than the current arrangement.</p>
<p>I like the stop lights near Central Ave exits and the longer entrance ramp here.</p>
<p>I like this design concept as is</p>
<p>I live off 58th Ave w and it's currently a nightmare trying to get to my house from central Ave. always having the go around or cut through Kmart parking lot which is currently the biggest waste of space this town has ever seen. This interchange would make my southbound travel much more efficient. I frequently travel to superior and back probably 90% of my commuting. Roosevelt rd and 57th Ave w behind Kmart need to be completely refinished as well.</p>
<p>I think it's ok and much better than the median u-turn.</p>
<p>I usually pass through there en route to the Twin Cities; not an area where I get off / on I-35</p>
<p>I want Keene Creek Park to remain unchanged.</p>
<p>I would like to see the highway brought down to ground level and transitioned into a parkway style road. An appropriately sized roundabout would slow traffic coming down the hill and regulate speed while allowing access on and off the highway. Pedestrian and bike crossing could be routed underneath via tunneled paths</p>
<p>I'm very disappointed that Spirit Valley gives two options to eliminate one interchange to the freeway. Both options involve a frontage road. I would have liked to see one of the options not include a frontage road. A frontage road that would further separate tow communities and latterly force folks to use a car to traverse that area. Yes, it "shows" a pedestrian crossing, most likely a tunnel. Force humans like cattle to travel to a tunnel. This is NOT acceptable in western Duluth, where the freeway has caused more barriers than it could have. The freeway stops at 26th Ave E for a reason; the wealthy and powerful folks live beyond 26th Ave E.</p>

Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?
I-35 should end by or before Spirit Valley, don't need a freeway here
I'd like a roundabout at the intersections instead of lights.
If choosing this option then it looks a good choice but add pedestrian bike lanes
If I'm reading this correctly, it would drastically worsen ground-level connectivity between Spirit Valley and the adjacent areas to the south of I-35. This prioritizes the safety of freeway users over the safety of the surrounding neighborhood, which is a much more economically disadvantaged community.
It looks like those from west of 59th will take a frontage road to an overpass further east? This does concern me for easy access getting on the freeway for many cars from far west Duluth. Is there a possibility for an overpass entry right at Grand Ave? The U-turn exits look dangerous to me.
It needs to be removed to come back to a city street and move the interstate elsewhere or nowhere. Also, the at-grade interstate will increase noise and air pollution and decrease connectedness from the Irving neighborhood and the schools and businesses. Folks in Irving will have to walk a ways to get to a crossing. Pedestrian and bike usage needs to be prioritized. This is a neighborhood, yet the interstate plans treat it like an inconvenience.
It seems like a messy eyesore.
It seems like this would only crowd the area more and make it less walkable with more traffic?
It seems more confusing and less convenient when exiting from I-35 south to Grand Avenue south. Emissions would increase with a stop light when approaching Grand Avenue. It seems safer than the current situation.
It's a good place to start, but it doesn't completely fulfill the demand for more public transportation.
It's fine
Its a definite improvement over the current interchange, but it seems a lot of highspee traffic may be diverted to surface level on that long on/off ramp to Central? this could be difficult for the residents their to cross to/from the grocery store
It's fine
It's ok, seems a bit overbuilt for the area. I don't like how the access to 23 from the north has to stop now.
It's terrible. Either remove the interchanges at Grand and Central or remove the freeway at Grand and Central.
It's too busy! We can save money by spending it in other areas like housing
Leave it alone!
Leave things alone.
Less road!
Like all interchanges in the entire Duluth area: it is overly hefty for how light our traffic is. A roundabout system is all that is necessary here in my opinion.
Like the access to both directions of the freeway from both central and grand; the single intersection seems like it will be a very crowded and long wait with a lot of traffic. Do not like 57th avenue being cut off.

Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?
Looks combersone
Looks like old-school 1950s traffic engineering to me
Looks simpler to use
Make it easier to use and less confusing for access
Make it walkable. Fuck your cars and invest in high speed rail
Makes sense to link these interchanges
Mhe?
More concrete and lanes is everything we should be avoiding.
Must be able to bike and walk across Grand at 59th Ave W.
N/A
Na
nearly every direction I would travel would require two stoplights to get on/off the freeway. I would avoid this like the plague.
No comment
No comment
No comment
No input
No opinion
No opinion
No opinion
No opinion at this time
No strong opinions
None
Not sure why this is better than what is there now.
Nothing
Nothing
Ok but needs a second pedestrian walk underpass
Possibly a roundabout if there was room.
Prioritize pedestrian accessible and bicycle modes of traffic as your own guide recommends. Reduce motorized traffic to one lane each direction. Eliminate slip lane turns for pedestrian and bicycle safety
Removing the left side exit and entrance along with reducing the number of locations vehicles are trying to merge onto the highway are significant positives. Fire department and library access doesn't appear to have been maintained with the elimination of Roosevelt St.
Replace the freeway with a parkway that prioritizes people biking, walking, and rolling.
Seems cleaner and easier
Seems like a basic (somewhat adjusted) highway interchange.
Seems simple enough
Seems to be a large project.

Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?
Take out the damn freeway. This just builds more of it.
Takes up too much space
The corridor is confusing and chaotic enough as it is, this does not seem to address this whatsoever.
The current set up for the spirit valley I-35 area is awful and honestly anything would be better.
There should be an interchange between I-35 and MN Hwy 23, but think more interchange options need to be explored. This option has too much additional highway infrastructure and too prominent of a connection to Central Ave.
There's no need to have a highway in the middle of a city. This is valuable space for housing and public green space.
There's not enough information. Where is the key? What does the blue section of I-35 represent? What is it trying to do? It looks like it eliminates an exit, which is okay with me
This affects me 0%
This cuts off access between the Irving and Spirit Valley neighborhoods - it's not 1960 dude
This doesn't do anything to address the pedestrian barrier between the North and south of the highway, and may make it worse. Adds traffic lights between Grand Ave. and I35 North.
This intersection seems good as it removes the left exit for grand avenue and the merge onto grand avenue that always felt odd. As long as these stop lights do not have constant red left turn arrows and instead use flashing yellow left turn arrows during non-peak hours the design seems to work.
This is better than a left exit.
This is difficult for me to visualize to be honest
This is the better of the two alternatives, but it still involves an enormous amount of highway infrastructure going through a neighborhood and is an gigantic eyesore. At least it gets rid of the left-lane merges.
This is the main exit I use, and the existing interchange seems to be working fine. We dump a bunch of money into something that is already serving it's purpose?
This looks like a smart plan for the area.
This makes it extremely hard for the people living south of the interstate to access the businesses north of the interstate unless they are in a car. There needs to be alternatives that focus on the pedestrian not cars. The in this neighborhood to access the interstate is already very good, we need improvement for pedestrians now.
This one is more understandable and simple for people to use. Not much else to talk about.
This one looks good.
This seems fine! I like that the consolidated interchange decreases the footprint of the freeway/exits.
This will increase noise pollution, disconnect my neighborhood from the Spirit valley business district and make pedestrian life less safe.
This would still separate the neighborhoods. More pedestrian and cycling friendly approach is needed.
Unsure

Share your thoughts and opinions on the Spirit Valley Consolidated Interchange. What do you like? What would you change?
Weird intersection looks confusing, additional stoplight
Who cares
Why are we devoting more land to an interchange that is only sparsely used? As I look at the interchange and the maps of the surrounding area, I question the need for such a large interchange in the area. I think that consolidating the interchange even more so that it simply becomes an interaction between Grand Ave and I-35 should be explored. I am not sure that there needs to be a heavy tie-in from I-35 to Central Ave. Create a single robust interchange focusing on Grand and I-35, then create more robust connections between Grand and Central Avenues if needed. I just think that this plan is needlessly complex. You do not need to connections to I-35 for such a small area. As a last thought, what does this plan do for the residents of the area? Does it reduce noise levels? I didn't see that anywhere in the scorecard. It increases emissions so that isn't an improvement for the area residents either. People live next to here, don't neglect to think about them when planning this project.
Why is the exit for grand Ave consolidated? It WILL be confusing and honestly not any better than it is now.
Wow! I take the Central Avenue exit for my commute and get so frustrated waiting to turn left onto Central to get into my neighborhood. This would save so much frustration, as a local commuter!
Yes to removing left exits/entrances Yes to roundabouts! No to left turn
You should not be asking civilians how to plan a city - that is your job. you should be collecting information on how they would like to use the city and plan the city based off of that. with that being said, this plan does not prioritize pedestrians crossing the highway. instead forcing pedestrians to run across intersections while lights are red, make pedestrians have the right of way, force cars to go slowly and always yield to pedestrians.

Share your thoughts and opinions on the Spirit Valley Median U-Turn Interchange. What do you like? What would you change?
-
Adds traffic lights between Grand Ave. and I35 North. Little to no pedestrian or bike improvement.
.
A different concept that could create confusion when first accessing.
A. Eliminates goofy existing ramps (exit and enter in the middle) B. Seems more free-flowing C. Like fewer traffic lights
Again these changes don't seem to really help anything on Central Ave. There doesn't seem to be enough traffic in this area to justify the changes.
Again, a good place to start, but I would like to see more investment in public transportation in the future

Share your thoughts and opinions on the Spirit Valley Median U-Turn Interchange. What do you like? What would you change?
Again, a really problematic layout that prioritizes freeway users over the neighborhood fabric. 59th Avenue being severed the way it is in these concepts fragments one of the nicest streets in the area.
Again, see above feedback. It's good to have a way to turn around...but at what cost here?
Again, value getting rid of left entrance/exit. Would like to see expanded biking/walking on this corridor.
An overpass interchange right at Grand Ave would be ideal. There must be a good reason that's not considered....
Better, but confused by the loops
Both these options suck
Confusing
Could cause more accidents in an already busy area.
Difficult to see picture
Dislike longer frontage roads
Do not like U turn intersections.
Does not need to be an interstate. It should be a boulevard
Don't like frontage
Don't like it
Easier for public use
eliminates the left lane exit and merge from left. allows a connection from Grand to Central without going through residential neighborhood confusing movements with U-turn
Even worse option to cross Grand at 59th. Frontage roads are big barriers.
Everything.
Feels much less circuitous, and like signals could be timed to allow free flow and less slow-down.
For the same reason as the other option does not meet my needs: I frequently travel W bound on 35 and exit onto Grand to travel W bound on Grand. I then make a return trip E bound on Grand and enter to go E bound on 35. I believe that this is a very common trip for those who live in Central or East Duluth. I have never exited at N Central Ave nor can I imagine any need to. It would be much less convenient to exit at N Central, then wait at a stop light, to get to Grand.
From just the picture it's difficult to understand how this works.
How well will traffic move through it?
I
I do not have an opinion about this
I do not like how the entrance from north bound i35 changes
I do not often use this area
I don't know much about freeway interchanges. We should be consulting experts on this.
I don't like the idea of these u-turns.

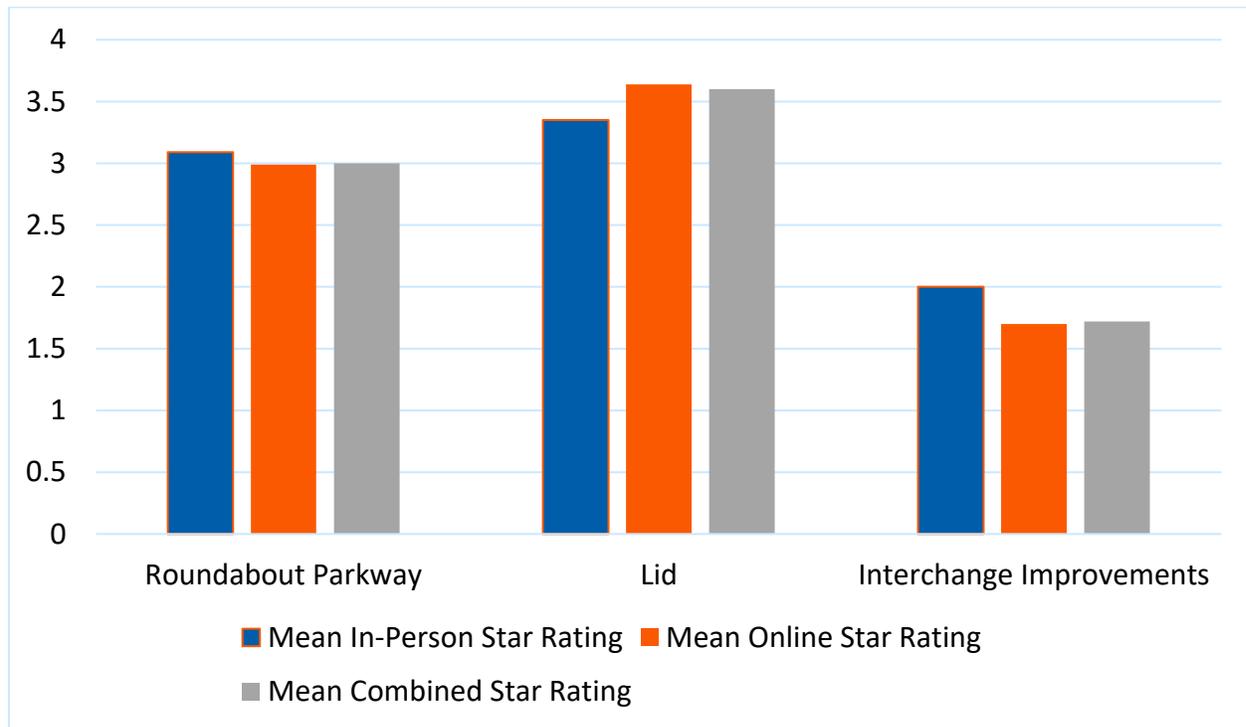
<p>Share your thoughts and opinions on the Spirit Valley Median U-Turn Interchange. What do you like? What would you change?</p>
<p>I don't understand why the roadway has to stay elevated. It destroys the appeal to that area. I can envision a road like Woodward avenue beginning here with roundabouts or a median boulevard and "Michigan left-turns"</p>
<p>I don't understand why the U turn would help or how it helps add to the function of the city.</p>
<p>I dont see much point in u turns if traffic lanes cross traffic anyway</p>
<p>I don't use this interchange.</p>
<p>I feel like it could be confusing and I worry about large trucks</p>
<p>I feel much the same about this interchange as I do about the previous interchange. A flat out no.</p>
<p>I feel that this interchange will be a safer alternative for pedestrians, cyclists, and motorists.</p>
<p>I find median u-turns stressful and annoying to navigate.</p>
<p>I guess I'm unclear why there is a need for a U turn at this place? I have never needed to make that maneuver here.</p>
<p>I kike the U turn better if it keeps surface level traffic moving a little slower and safer with more lights & regulation to provide residents better ability to cross under the freeway to business district north of i35</p>
<p>I know divesting from car infrastructure is scary. But its necessary. I dont know if these surveys even do anything, because all that is designed is just more car centric infrastructure. And again, transit, cycling, and pedestrian needs are overlooked.</p>
<p>I like it.</p>
<p>I like nothing. It spends a lot of money for little benefit. The left exit to 23 isn't dangerous. This alternative blocks off 57th and 59th Ave W making it difficult to get to the shopping center from the south side of I-35. Convoluted U-turns are more confusing to people than a left exit.</p>
<p>I like that it gets rid of the left exits and entrances and you're not crossing the road to get back on the freeway. I don't like that there are stoplights before the U turns and left turns are still allowed under the freeway. If you do the U turns, crossing under the freeway shouldn't be allowed.</p>
<p>I like the idea of intersections with less conflict potential</p>
<p>I like the more uniform setup as well as the inclusion of 57th and the ability to move between all 3 roads crossing I35 more easily.</p>
<p>I like the other design best.</p>
<p>I like the part that this plan eliminates traffic lights- still seems very convoluted to get on & off the highway. Does the U turn off grand cut into Keene Creek Park?</p>
<p>I like the stop lights near Central Ave exits and the longer entrance ramp here.</p>
<p>I lived near Detroit where these are common - they in effect and with the proposed lane configurations just create a lot of lane weaving conflicts as the U spits into a left only lane</p>
<p>I see no difference between these alternatives for the people who live and travel in West Duluth. Kindly stop putting this expensive, dangerous (from your own report on it) freeway over the needs of human beings.</p>
<p>I suspect this would take more time to get used to, but be smoother once in use.</p>
<p>I think increasing driving distances to navigate intersections will greatly increase travel times.</p>

<p>Share your thoughts and opinions on the Spirit Valley Median U-Turn Interchange. What do you like? What would you change?</p>
<p>I think it does fine to access the interstate. I'm having an issue determining the flow of traffic and the inputs and outputs into the area. That being said I think it will flow well for people accustomed to using it, but I think of people traveling from outside the region having to follow the directions of the U-Turns in order to find their way on and off the interstate. My concerns may go away if I could zoom in on the map though.</p>
<p>I think U-Turns are not used much in Minnesota and may be confusing to some users.</p>
<p>I understand the safety impetus for u-turn interchanges. This seems a better alternative.</p>
<p>I watch YouTube videos on traffic designs from around the country and these remind me of some of the Texas interchanges. While I like the idea of these, I'm not sure Minnesota and certainly not Duluth would be ready for these.</p>
<p>I would say that this has the same issues as the other with the fact that you don't have traffic moving freely through roundabout intersections. It seems a bit overly complicated too with all the U-turn options. I have never really seen this type of intersection in action, so I don't know how to really feel about it. It could work though</p>
<p>I-35 should be reduced to a two lane road. Give pedestrian, cyclist and public transit top priority.</p>
<p>I-35 should end by or before Spirit Valley, don't need a freeway here</p>
<p>If it doesn't treat pedestrians and bikes equally, I don't see it fixing anything.</p>
<p>I'm from Michigan and familiar with "Michigan lefts," so this suits me well, but this is complex. Still like access to both directions of 35, as in the other example. Double lights are going to delay people going straight through on Grand quite a bit, though the absence of left turns is good.</p>
<p>It is a bit confusing, so I don't fully understand how it would work. I don't know exactly how I would enter Grand Avenue S when going south on I-35. I also cannot really tell how to access Central Avenue. The maps are not clear. It would be safer than the current situation with a left exit to Grand and a left entrance going north from Grand.</p>
<p>It isn't clear to me what the point of the u-turns is in this interchange.</p>
<p>It looks like it would slow traffic down too much.</p>
<p>It seems cumbersome but it's probably the best solution</p>
<p>It seems more natural</p>
<p>It's hard to say because I can't really picture what it would be like to drive in or through</p>
<p>It's possible I just need more drawings, but the concept is confusing to figure out how it would function.</p>
<p>Leave it alone</p>
<p>Leave things alone.</p>
<p>Less road- more free land for development or parks</p>
<p>Looks confusing</p>
<p>Looks great, though I am more focused on seeing improvements to the downtown area.</p>
<p>More options need to be explored. This option has too much highway infrastructure and too prominent of a connection with Central Ave.</p>
<p>More traditional, easier to use interchange (like is common in Texas)</p>

<p>Share your thoughts and opinions on the Spirit Valley Median U-Turn Interchange. What do you like? What would you change?</p>
<p>Much like the above plan, I find this one to be needlessly complex. We do not need such a massive interchange in this area. And this one costs MORE. I do not believe either plan is worth it, and that makes this one less worth it as it costs more. I will give it credit for it's lower emissions increase, but it is still and increase in emissions, just what we don't need. As I said above, consolidate it into one smaller interchange and make the connections between Grand and Central Avenues more robust if needed. to copy my last thought from above, what does this plan do for the residents of the area? Does it reduce noise levels? I didn't see that anywhere in the scorecard. It increases emissions so that isn't an improvement for the area residents either. People live next to here, don't neglect to think about them when planning this project.</p>
N/a
N/A
No additional comments
No comment
No comment
No comments
No opinion
No opinion
No opinion at this time
No strong opinions
No thoughts
Not a fan of the u turn
Not a fan of u-turns
Not a good idea, people are going to get in a lot of accidents!
Not as big of a fan. I fee like drivers in Duluth would do a poor job of slowly down enough for the U-turns and there may be a large winter accident potential. Don't like that there isn't a sidewalk on both sides of Central Ave going under 35 in this version. Does create less new road, which is preferred.
Not needed
Not sure why this is better than what is there now.
Nothing
Nothing
Once again, I would rather see an outerbelt type of freeway that will take on a bulk of the traffic that comes up this highway.. This uturn design seems confusing, but safer? It would be worth it if it's safer... The drawings need to be better and labeled they are confusing for the lay person. Needs to have pedestrian and biking infrastructure included, bike lanes, safe sidewalks. Sound barriers for houses and apartments next to freeway
overly complicated
Replace the freeway with a parkway that prioritizes people biking, walking, and rolling.

<p>Share your thoughts and opinions on the Spirit Valley Median U-Turn Interchange. What do you like? What would you change?</p>
<p>Same as above: I'm very disappointed that Spirit Valley gives two options to eliminate one interchange to the freeway. Both options involve a frontage road. I would have liked to see one of the options not include a frontage road. A frontage road that would further separate tow communities and latterly force folks to use a car to traverse that area. Yes, it "shows" a pedestrian crossing, most likely a tunnel. Force humans like cattle to travel to a tunnel. This is NOT acceptable in western Duluth, where the freeway has caused more barriers than it could have. The freeway stops at 26th Ave E for a reason; the wealthy and powerful folks live beyond 26th Ave E.</p>
<p>Same as for question 7 (It's terrible. Either remove the interchanges at Grand and Central or remove the freeway at Grand and Central.) From the perspective of people trying to live and move around the freeway, they are the same. They are both dangerous, they both add 2 new highspeed roads, widening the freeway, degrading the neighborhood, and making it more of a barrier. We need to explore removing the freeway altogether.</p>
<p>same comment as above</p>
<p>Same reasons as option 1, these intersections are also unsafe for pedestrians and cyclists</p>
<p>See above</p>
<p>Seems a bit complicated</p>
<p>Seems better than the other but still not sure it is an improvement</p>
<p>Seems busy/like a lot going on for a small stretch</p>
<p>Seems confusing</p>
<p>Seems dangerous</p>
<p>Seems like [unknown]</p>
<p>Seems over complicated</p>
<p>Seems unnecessarily complicated</p>
<p>Still very car-centric. More pedestrian and cycling infrastructure is needed.</p>
<p>Stop it with the stop lights</p>
<p>Support it but cost</p>
<p>That looks like it would have better flow and access</p>
<p>That U-Turn looks confusing even from the top-down perspective.</p>
<p>The corridor is confusing and chaotic enough as it is, this does not seem to address this whatsoever.</p>
<p>the same as option 1 this completely cuts off the neighborhood south of the interstate from accessing the community recourses north of the interstate. The two interchanges do not need to be connected in this fashion.</p>
<p>The worst of the two presented. Why? This adds nothing, waste of money, added risk for 0 reward.</p>
<p>This design also cuts off access between neighborhoods</p>
<p>This is a terrible idea inviting more potential for accidents.</p>
<p>This is actually West Duluth. Spirit Valley further west. Creates bigger barrier than present freeway. Major safety issues here. No integration of transit and active transportation</p>

<p>Share your thoughts and opinions on the Spirit Valley Median U-Turn Interchange. What do you like? What would you change?</p>
<p>This is terrible as well. Now we are increasing the land the the interstate roads take up and look like prime spots for pedestrian/bike fatalities. If a person were to fully follow the pedestrian plans and make huge detours to their routes and wait at large intersections for the crossing signal, yes, I see how this could receive the high safety marks. The result in reality will be less people walking and biking or choosing dangerous alternatives. Promoting car traffic only increases more car traffic. Air and noise pollution increase, not decrease.</p>
<p>This looks similar to a Texas turnaround. It also looks indirect and expands I-35's footprint through Duluth.</p>
<p>This looks terrible, and will make traffic worse</p>
<p>This makes me a little nervous - it would work fine on a low traffic/mainly personal car day, but I think the amount of trucks I see in this area would make this a bigger headache than what is currently in place.</p>
<p>This must e a throw-away design. It can't be someone's good idea.</p>
<p>This one is rather confusing. So are you not able to make any left turns? Are there specific intersections where left turns are not allowed? I do not think you would need to create a new form of interchange that would cause more confusion with the drivers.</p>
<p>This seems awkward and potentially dangerous</p>
<p>This seems cumbersome</p>
<p>This seems really confusing.</p>
<p>This seems to provide better traffic flow than the other option..</p>
<p>This would disconnect me from the Spirit Valley business district, make the neighborhood less safe for pedestrians, and increase noise pollution.</p>
<p>Too close to existing homes.</p>
<p>Too complex .</p>
<p>Too confusing and doesn't flow properly.</p>
<p>U turns just stress me out so don't love that idea</p>
<p>U turns seem like wasted potential of space protected bike lanes please</p>
<p>Unnecessarily complicated. U-turns don't seem necessary here</p>
<p>Unnecessary turns and changes. This will greatly restrict flow in this area.</p>
<p>Very confusing</p>
<p>Well, I don't really understand what is happening in this picture. A video explanation would be helpful.</p>
<p>What am I looking at?</p>
<p>While this meets the needs, I don't favor it as much as the consolidated intersection option. Knowing how people feel/ignore J-turns, I feel like this option would be harder to sell to the public.</p>
<p>Why does it show Minneapolis</p>
<p>Wtf did I just look at, you honestly thing people will be able to figure that out? STOP MAKING THIS COMPLICATED.</p>



Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?

-

(No need to repeat myself) I am in favor for more roundabouts. This will increase the safety not only for drivers but also for pedestrians. I would also like to see efficient walking lanes in place as well.

.

1. It seems like the goal of this part of the plan is to discredit the DWC and its ideas. You say that one key goal of this study is to "establish a vision" for the corridor...and here it is. You've been given a very clear, community and politically-supported vision, and your response has been to try to engineer it our of existence. As planners, I would have expected you know that you don't begin a visioning process by attempting to design it. As planners, I would have expected more openness to the community's widely- and strongly-expressed wishes, and a willingness to consider something besides the status quo. Which is unfortunate for MnDOT, the MIC and Bolton and Menk, because they're all going to be on record -- as being on the wrong side of this issue. (2) That enormous projection of worsened air quality is, if not laughable, then way out of step with the many carbon reduction and clean technology initiatives being undertaken today - certain to have a positive impact in twenty years. Will you be driving the same vehicle twenty years from now? Will anyone? Your model needs to be updated to factor in (at least an estimate of) the future air quality benefits of cleaner transportation.

<p>Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?</p>
<p>A good start, but the DWC parkway concept should be subject of a dedicated study. I would challenge the validity of those crash and congestion statistics - that level of problem has not yet occurred in any highway-to-roadway conversion project in North America, including through much higher traffic areas.</p>
<p>a lot more pollution for downtown, just get rid of the freeway</p>
<p>A roundabout with more than one lane ceases to be a roundabout and becomes a turning circle. Speeds will be too high for safety. There are too many lanes - along a stretch of road you admit in your own report is underutilized.</p>
<p>Aggressive ideas but not entirely bad. May have major negative impact on the local businesses while being implemented...</p>
<p>Anything to make the lakefront an even better attraction - safe access, easy access to the downtown & canal park area where a car is not needed to get around</p>
<p>As long as it allows for good pedestrian access I'm for it.</p>
<p>As student of Harbor City International School, a school just a block from this intersection, the Roundabout Parkway Alternative would me and my fellow students in a greatly negative way. In many classes, we walk from the school, across the bridge, and to bay front for various activities. This happens quite frequently during the school year. At the end of each year we have symposiums, which you can think of as required week long clubs. I am currently doing a symposium called "historic battles." In this symposium we build shields and learn about various historic battles before heading down to bay front to act them out. Just today we made two there and back trips from the school, to bayfront, and back again. We will do many of these trips over the course of the week. This is just one example. Many classes make trips to bayfront all of the time. If this Roundabout Parkway Alternative goes into action, it will be that much harder for us students participate in our school activities. We will have to cross several roundabouts just to get to our destination. It's already not terribly safe for us, why make it worse? As a charter school, we already have major problems with a lack of funding and attention from the government. Do you really want to take away some of the opportunities we actually have?</p>
<p>Awesome. Near perfection for linking Duluth to Canal Park, Bayfront, and Lake Superior. Get rid of the interstate and move to a parkway model.</p>
<p>Awful idea</p>
<p>Based on early [ammended] Waterfront collective illustrations and ignores key objectives for reform. Must: 1) reconnect the grid. 2) Look to broader corridor roads and expanded transit/active transportation modes to extract regular and event traffic. 3) make more pleasant and free up significant land poorly used (and dangerous) by freeway approach that is over capacity vehicle traffic. 3) Retain rail right of way North. Consider underground or elevated train. Area around failing 5th Ave will need extensive space for NLX and expanded and event transit. Note this whole section to end is not appropriate to study task. ...and not creative enough. Really 3-lane roundabout; did not consider Masaba, Garfield and other means to further reduce under capacity thru traffic. Hazardous probably should not go into tunnels under new hospital and other high density areas. The answer here is away from this section.</p>
<p>Bike lanes? Also the stretch between round abouts will have fast drivers!</p>
<p>Bottleneck</p>

Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?
Does not improve walkability access.
Doesn't really address difficulty in accessing Canal Park area from Downtown. I do like the roundabout by the DECC.
Don't fix what isn't broken
Don't make it harder/slower to get across town.
Essentially cuts off bike/ped access between downtown and lake front.
From the analysis, this alternative is far too unsafe and costly to justify this roundabout system.
Fuck no
Horrible idea, complicates and slows travel
Huge fan of the downtown parkway - roundabout needs to be re-considered, multi-lane roundabouts are difficult
Huge improvement! But I'd like to see a way for pedestrians to have an easier way of crossing than at a (probably busy) roundabout. Maybe a grade separation
I love the idea of having better connection between downtown & waterfront. We need more of this! Having bike/ped traffic taken into account is great.
I already have anxiety looking at that, unsafe
I do not care for round a bouts
I don't appreciate MNDot saying this concept is unrealistic and then do a mock up pointing out all the flaws. Most egregious is saying that idling and emissions would exacerbate carbon.
I don't agree with roundabouts
I don't see a need for three lanes in the middle. It would add a conflict point and confusion at the merge. This area is also known to be overbuilt for most of the day's traffic at current configuration (2 lanes).
I hate roundabouts
I hate the I could not flow through town, this seems like a back words step
I hate this idea. Makes downtown a traffic choke point, does not achieve the goals of accessibility and crossability that its advocates claim, and makes the idea of getting to or past downtown very arduous; living in Lincoln Park, I will feel like I'm being deliberately cut off from east Duluth and the North Shore. It does not meaningfully improve access to downtown or Canal park, either. I like roundabouts but not in the main 35 corridor, not at all. This is a terrible idea.
I have always liked round abouts.
I have seen this parkway plan before and I just don't get it. With freeway sections to the north with the tunnels and a new interchange coming for 35/535/53 it doesn't make sense to me. Canal Park is accessible and while improvements to walk ability may be needed it doesn't require a tear down of the interstate. Better signage and paint could help or the City should consider other ways of transporting people to Canal Park if that is a priority.
I hope this concept can be explored deeper. I understand that there are significant engineering challenges but believe the value to future city development and growth that a plan like this creates are worth it.

<p>Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?</p>
<p>I just don't see the vision. It would slow traffic considerably, even on the weekends when people are just traveling through. This may lower the air quality since the traffic won't likely subside in volume because anything south of here lacks reasonable alternative routes. I fail to see how this would be easier for pedestrians until crossing were above or below the roadway. Speeding is still an issue through the corridor, even after the interstate ends and turns into London Rd. Why would I believe traffic would drive slower here? It makes it easy for local businesses but a nightmare for everyone else.</p>
<p>I like connecting downtown and canal, but it may bring too much traffic and noise</p>
<p>I like it, but still too much like what's there. I like the boulevard concept from DWC. I also think transit / trails should run through</p>
<p>I like roundabouts as they can be accommodating to cyclists and walkers.</p>
<p>I like roundabouts in general, but again, what else is a part of this? Obviously, cars aren't traveling at 50 mph? Why have this road here at all? Time to get with the future, and replace that with a tram, while private vehicles could go around the city. We bend over backwards for all of this private property (cars) that take up city real estate, and add to noise and carbon and expense to the city</p>
<p>I like roundabouts, no electricity is needed and they are easy to use.</p>
<p>I like roundabouts. They are increasingly familiar, safe, and help calm traffic. I would feel safest with additional infrastructure (tunnels or bridges) for pedestrians and cyclists to cross N/S, where we are most likely to come into contact with freeway speed traffic</p>
<p>I like that it turns the freeway into a Parkway. Removing the interstate and slowing down traffic will connect downtown to Canal Park and make is safer for pedestrians and bicyclists. I would change the plan to keep this parkway separate from Railroad Street. Unless there is a clear positive for having both roads, it seems needlessly redundant. Having both roads will also use up valuable land that could be used for development or parks.</p>
<p>I like the accessibility improvements but I think this concept creates more problems than it solves- increased crash potential, more emissions, more travel delays, issue with the railroad alignment.</p>
<p>I like the concept of a parkway through town instead of a freeway, but with the traffic volumes it seems like it would still be a significant barrier to pedestrians and it now wouldn't have as many grade separated crossings. I-35 through traffic already functions reasonably well on Hwy 61 in a two lane road so it appears that the interstate after USH 53 is overbuilt.</p>
<p>I like the concept. We need something that is more walkable and bikeable than what is there now. We also need to change this concept even further and change it something slower like a boulevard. It should really be focused on connecting the downtown to the waterfront like we had when Duluth first existed. the i-35 has really disrupted the downtown and canal park connection, which has an adverse impact on business. It also makes traffic unbearable.</p>
<p>I like the consolidation of infrastructure and the re-connection of downtown to the water front. The addition of new space for parks and buildings would do wonders for Duluth. I know there are challenges with the design but I hope there can be more done to examine what could be done to keep the spirit of this design while addressing the challenges.</p>
<p>I like the idea of a parkway but a roundabout might be difficult to implement when there is a higher volume of traffic in the summer months. Could roundabouts accommodate?</p>

<p>Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?</p>
<p>I like the idea of removing the freeway between downtown and the waterfront, but think there could be better routing options than this.</p>
<p>I like the idea of roundabouts to slow traffic and parkway to increase green access. I don't like the idea of cars not stopping for bikes/pedestrians and lack of connection to Canal Park.</p>
<p>I like the idea of slower traffic control but roundabout scare me still</p>
<p>I like the idea of slowing the traffic going north from downtown. However, the steep grades of the roundabouts and the traffic slowdowns for major events like Grandma's Marathon, hockey games, Bentleyville, etc. are a major drawback. I'm not sure how to change it.</p>
<p>I like the parkway concept. The proposed design is demented. Roundabouts should never have slip lanes. 3 lanes are not needed in this stretch of I-35. We need to explore more appropriate design alternatives.</p>
<p>I like the roundabouts, I don't think the DECC will go for a road through their parking lot. Should look at turning Canal Park Drive into pedestrian only and routing traffic to Lake Ave in Canal.</p>
<p>I like this concept a lot. Please invest in it and redraw the concept. I think it should be redrawn with safety as a primary focus, and resolve the train issue. I do not think I-35 is good for Duluth, it's time do do right by the citizens of this city instead of using them as a doormat for tourism and industry that's not based here. That means no freeway through are most valuable parts of town. That means making Duluth more accessible for ppl not in cars. That means investing in downtown duluth- the freeway is hurting downtown.</p>
<p>I like this idea to minimize surface area of the freeway, slow down traffic, maximize ability of residents/peds/bikes to get to canal/waterfront, and remove I35 as a visual/physical barrier between downtown & lake.</p>
<p>I like this option. Better connectivity and the removal of this unnecessary freeway will support downtown development which is needed in Duluth. The future is bright with this option.</p>
<p>I like to slower traffic coming through downtown and I think that alone will be good for business but I think the roundabouts will cause a decrease in pedestrian traffic d/t the many many crossings they would have to make. I believe a parkway option is best here</p>
<p>I love roundabouts so much! These look great!</p>
<p>I love the idea of an at-grade parkway with roundabouts. What I can't tell is how well pedestrians can get across the roadway or if there is any parallel bike infrastructure. Must be ready to integrate with light rail and the upcoming northern lights express train</p>
<p>I love the idea of removing the highway. I think it would need leadership of MNDOT officials who are really willing to work with the community as it would require new kinds of thinking.</p>
<p>I love the idea of roundabouts. Still concerned about foot traffic and peds crossing safely.</p>
<p>I love the idea of the roundabouts to keep the traffic flowing smoothly without having to sacrifice pedestrian safety and walkability. Although this doesn't establish the grid as much as I'd like, it is a pretty good compromise to keep traffic flowing. I would love to see some major overhauls with this corridor including boulevard trees that buffer sidewalks along both side of the road to protect pedestrians and bikers. Also, I would love if buildings would butt-up as close as possible to this road to create a walkable, dense community that is attractive to tourists and people who want to get out and walk from downtown to the waterfront.</p>
<p>I love this design, it is intuitive and helps to increase access to the water and for bikes and peds</p>

<p>Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?</p>
<p>I LOVE THIS! This concept would open up the visibility of this area, slow down the traffic, and allow for pedestrians, bikers, etc. to be able to more safely transit the area. I also like that traffic would be free-flowing at all times. Right now exiting often means waiting at traffic lights.</p>
<p>I only just moved to the area a few years ago so I understand and have witnessed the ineptitude that some drivers have towards roundabouts, but in every situation I have previously seen one implemented, the traffic flow has improved dramatically. Car accidents also increased, but so too will they increase under any of the plans which are adding more interchange nonsense.</p>
<p>I personally love roundabouts but would recommend pairing this alternative with a lot of public education, especially in tourist season.</p>
<p>I really like the idea of two roundabouts at 5th Avenue bridge and Lake Avenue bridge, but I'm not sure the point of the one on Harbor Drive.</p>
<p>I think it would be a lot more inviting for bikers and pedestrians to not have to cross huge intersections, and this would also provide more opportunity for art installations and green space.</p>
<p>I think roundabouts are great, though the number of people who become confused by them make me nervous about using them in our downtown area.</p>
<p>I think the roundabouts would enrage half the population</p>
<p>I think this is a step in the right direction, but this is still too big of a road. We should be prioritizing redevelopment, pedestrians, and bicyclists in this corridor, it's between the busiest parts of downtown and sits on valuable land that could increase the quality of life for everyone living and visiting Duluth.</p>
<p>I use an ebike almost exclusively. Would there be a dedicated bike lane crossing this, as a pedestrian/biker bridge? Is this the best way to connect the depot to the lake/cross city bike trail? I'm confused about what would be placed in the removed section of highway, and whether the space is being used well -- it seems it could be brought down or up a bit to maximize reclaimed space.</p>
<p>I want more walkways and buildings in the town center. I do not like the large scale of the roundabouts. The west side roundabout should be removed in favor of entrance ramps on the can of worms changes</p>
<p>I would do more to slow traffic and add more green space/pedestrian space. This looks like what we currently have with roundabouts added. Very little added benefit to pedestrians, no attempt to use the roadways to benefit Duluth.</p>
<p>I'd like to remove as much Highway from the downtown corridor as possible. It's dirty and dangerous, and harms our community.</p>
<p>I'd like this idea, but minus any highway speeds and with stoplights. There needs to be a way to make this feel less like a highway and more like a normal, city street. Alternatively, explore a 4:3 conversion, those have been seen to be successful on busier streets than previously thought possible (see Lyndale 4:3 trial in Minneapolis from 2022-23). Lights can be timed to give people a highway-like feel, if needed, of motion, but also allow residents and visitors to cross streets in a pedestrian-friendly and welcoming way.</p>

Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?
In my opinion this is a completely worthless design. It slows down traffic for seemingly no reason, traffic will back up onto the current interstate during events, and nobody will want to cross it on foot.
Innovative concept that would need some refinement, but appreciate the effort it makes to re-invent a broken corridor
Is the purpose just to slow traffic but keep it moving? If that's the case this would accomplish that. But I see no other purpose
It would slow down traffic speeds without stop lights
It's a highway still with almost zero walking access. Pretty pointless alternative that still divides canal to the rest of the city.
It's garbage. No one wants a freeway here, especially when we know fewer and fewer people are using it each year. I want to see a legitimately walkable Duluth. One where I, or anyone INCLUDING disabled people, can get from point A to point B without having to invest in a car. This does nothing but kick the can down the road. Stop fucking this up for everyone and do the people of Duluth a favor by turn the waterfront into homes, stores, and parks with NO ROADS, ONLY WALKWAYS
I've dealt with roundabouts throughout the country, and do not like them! Smaller roadways with less traffic - they are alright, but a roundabout (or multiple roundabouts as is depicted) on a busy highway is a terrible idea.
Keep a freeway a freeway
Keeps traffic moving
Leave it alone!
Leave things alone.
Less safe for walkers and cycles
Like it should flow better
Like: potential for non-motorized crossings of roadways; potential for new development on freed-up land. Change: the design should be clear and bold about how pedestrians/cyclists can travel between downtown and canal park along both Lake Ave and 5th Ave W. A big circle where pedestrians/cyclists can enjoy the area with minimal need to cross traffic.
Looks easier than current road. I like roundabouts.
Looks like cars will still be zooming by on I-35, creating noise. Not enough ways to get across I-35 to the DECC or downtown - concentrates traffic onto Lake and 5th. Roundabouts create a longer path for pedestrians and bikes to get through. Access to DECC ramps unclear. Land between the railroad and I-35 not useful.
Looks like the flow would be better. More green spaces.
Looks to solve surge traffic issues rather than helping other modes of transportation.
Lots more green, less freeway. Bigger roundabouts? Have them be 3 lanes and then taper to 2 at the tunnels? I am not an engineer so...
Love roundabouts!
Love roundabouts. Very efficient!

Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?
Love the basic idea, but not sure how to make it work from a transportation standpoint - the hill/offset heights, rail tracks, moving pedestrians
Love the removal of giant concrete apron, but very concerned about event traffic
Love the roundabouts and that they'd slow the speed of traffic, but wish there was more pedestrian integration for this plan. The highway cuts me off from the lake and while slower traffic makes crossings safer, it doesn't look like there are added spots for folks to access the lake.
Love this! I rarely use the freeway to travel straight THROUGH downtown. I often use the freeway to access all the destinations along this corridor, downtown and multiple locations on Railroad Street and Canal Park, and this allows for much better access and fewer bottlenecks getting off and on the freeway! Also a better identification of downtown/Canal Park as a unified "place" with a special design and feel. And much better connectivity between downtown and Canal Park. I often drive back and forth between those destinations and I see traffic sitting at stoplights trying to access those destinations while vehicles below us speed through on virtually empty lanes.
Love, roundabouts, they keep things moving nicely
Make it walk/bike safe.
Makes pedestrian crossing more time consuming and not necessarily any safer than the existing crossings.
More accessibility to pedestrians and slowing cars to reduce noise and create liveable space would be ideal
More options need to be explored.
More pedestrian friendly and less car centric
More protected bike lanes
Much better, but I would love to see this area opened for pedestrian use as much as possible per the Highway 61 Project ideas.
My biggest current problem with 35 through this area is that access (particularly left turns, make accessing canal park all but impossible during the summer months. This would seem to address this.
Needs more work but better than what we have now.
Needs to be an at grade parkway. I'm in agreement with the Duluth waterfront collective
No
No comment
No freeway, more greenspace, pedestrian corridor to canal park. Plenty of developable land for housing etc
No opinion at this time
No roundabout on hoghways
No roundabouts, just slow down traffic
No secondary roundabout between DECC and bayfront. Maybe raise railroad grade?
Not ideal. Road should be two lanes max. The rest of the space can be used for housing and green space.



Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?

Of these three specific proposals, ignoring the DWC concept, this is my second favorite. I DO think however, that a merging of this concept with that of the DWC could prove very effective. With regards to this specific concept, I need more information. I do like that it shrinks the footprint of I-35 into that of a Pkwy. I wish it expanded more on how that land would be used. Would the new Pkwy be pushed to one of the sides of the old I-35 footprint allowing for quite a lot of development potential? How would pedestrian and bike traffic be handled to promote traffic between Down Town and Canal Park? Would there be more park/green spaces available? I think that there could have been more work put into this proposal, which is why I think that combining it with the DWC concept could be fruitful.

Ok so not a bad start but not great, still cuts off downtown from the water, still makes it hard to cross and still forces a freeway like road through our downtown. The lake Ave roundabout connect to canal park drive is STUPID, no one is driving down that street, everyone is driving across the loft bridge and still has to turn 2 times for that

Please !! We need to connect canal and downtown.

Please, please, please get rid of the interstate in downtown entirely! Duluth will never be sustainable until it is removed. The interstate was never built for Duluthians and does not serve Duluthians. It serves a shrinking population of commuters. We do not need it!!!!!!!

Pretty good

reduces land area, brings roadway to lower grade, slows traffic on a section that is prone to speeding, allow connection from downtown to Canal Park, separates the 5th Ave and Lake Ave exits

Roundabouts are a challenge for large vehicles like logging trucks, large RVs, and people towing large trailers. They have to slow to a crawl to navigate a roundabout, which will create traffic gridlock at certain times of the week. Please, please, PLEASE don't use this option. I have loved here since before the freeway was built. I remember being stuck in traffic as my parents tried to drive through downtown in order to get to points south of Duluth. I remember the smog created as trucks and cars safe idling or moving along at only ten MPH. The creators of this plan weren't here then. One of the main purposes for which the freeway was built was to move traffic through the downtown area efficiently. Slowing traffic that moves through the downtown area will create gridlock.

Roundabouts are better

Roundabouts are difficult to navigate as a pedestrian.

Roundabouts are fine. But I-35 doesn't need to be in downtown Duluth in the first place.

Roundabouts are nice

Roundabouts are notoriously dangerous for pedestrians and cyclists. Also, Minnesotans are notoriously bad at using roundabouts. Reroute the highway to the outskirts of town. Highways shouldn't cut through towns/cities. Highways should bypass towns/cities.

Roundabouts are ok, however, still a large fast freeway accessing them. Would need more info on pedestrian crossings

Roundabouts directly on I-35 will slow down traffic and semitrucks don't like roundabouts since they are often too small to navigate. A pedestrian overpass would be a safer alternative since then there'd be no traffic interaction to cause accidents.

<p>Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?</p>
<p>Roundabouts has on 50-50 adds to negs for safety & familiarity. The ped access is not separate from vehicles.</p>
<p>Roundabouts solve a lot of challenges. I'm a huge fan.</p>
<p>Seems chaotic to have roundabouts on an interstate</p>
<p>Seems dangerous?</p>
<p>Seems like it would cause backups and increase the amount of time to travel through the area</p>
<p>Seems more pedestrian friendly but still a bit difficult to navigate on foot potentially</p>
<p>Shrink the ROW. Reconnect the grid.</p>
<p>Terrible idea. Who is going to be wanting to go through all these roundabouts next to tankers and logging trucks. Not to mention the back up of traffic during the busy season, as well as taking more time to get through town.</p>
<p>The 5th st lights are a Hassel and would be improved by a round about given the amount of traffic here</p>
<p>The downtown area it shows zero improvements in connecting two business districts separated by the Berlin Wall. NO mention of eliminating one of the two-and-a-half interchanges. Please note that to get from one side to the other, all traffic, including pedestrians and bikes, must traverse through freeway interchanges. This is not acceptable either. Yes, there is a skywalk, but most folks need help figuring out where to enter it or where you can get out of it. You have to go through the DECC parking lot to access it, but where?</p>
<p>The highway takes up so much space and cuts through prime real estate, this doesn't do enough to minimize that impact.</p>
<p>The intersection isn't the problem at lake ave, it's the amount of traffic, which is occasionally at a stand still in multiple directions. I like the recent roundabout at Snively, but I think this is a very bad spot for one.</p>
<p>The replacement of the downtown section of I-35 with a parkway would be ideal, as it would more accurately reflect the traffic the interstate sees and would create more cohesion between downtown and the waterfront while freeing up space for development.</p>
<p>The roundabout on 5th seems like a good idea, however roundabouts on the highway itself complicate a straightforward highway and just seem like extra construction for something that is working fine. If we are looking to improve the highway efficiency then more/improved on/off capabilities would be a better use of funds/construction in my opinion.</p>
<p>The roundabout parkway is the perfect compromise for all modes of mobility in Duluth. This is scaled to the level of car traffic that the area receives, and is conducive to much more appropriate, safe speeds.</p>
<p>The roundabouts in 3 would be horrible. The most logical spot for a roundabout would be farther down on Harbor Drive. I35 at 5th might also work, but I35 at Lake Ave would be a disaster. Whatever happens needs MAJOR signage for vehicles and all pedestrians. Bright colored arrows, signs, and appropriate lines on the roadway will help.</p>
<p>These would be revolutionary for bicycle access at dangerous locations!</p>
<p>this appears to be a better option, with safer options for pedestrians and cyclists</p>
<p>This doesn't do much to connect downtown and canal park and seems like it might increase interactions between pedestrians and cars.</p>

<p>Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?</p>
<p>This is a great waste of dollars. Who is it designed for? Certainly not for folks traveling thru Duluth. What to change? Don't do it!</p>
<p>This is a step in the right direction but doesn't think holistically enough about the adjacent spaces and the opportunities for better connectivity across the corridor. There is no incorporation of adjacent land use improvements, multimodal transportation development, reinstatement of the street grid, or resilient infrastructure. This is essentially the existing freeway with roundabouts, not a true parkway.</p>
<p>This is a terrible idea, traffic is bad enough to get to downtown and the east side of Duluth, especially during events and tourist season. Just widen and protect the walkways for pedestrians over the bridges, or add more skywalk connections, and that would be plenty sufficient</p>
<p>This is along the lines of what I would like to see but falls significantly short of some of the ideas I've seen at the Hwy 61 revisited site.</p>
<p>This is an immense improvement for pedestrian safety and access. Even if it presents difficult engineering challenges, I think it is ultimately necessary both for our local economy and for our health and wellbeing as citizens. I would like to see Railroad St combined with the parkway, as that seems to be under-maintained and sharing the local traffic load with 35, and the combination of the two would open up space to help with resolving the issues with slope as well as increasing greenspace. Additionally, if the rail lines were on the northwestern side around Bayfront and the DECC, gridlock during event traffic would be less of a factor, especially as anyone coming from downtown could simply walk.</p>
<p>This is fine, and I think would be an improvement on the current freeway, but I think we could do better to make this area even more people-friendly. Pedestrian bridges rather than simple crosswalks would improve safety with this design. It's also not clear to me whether this would be an at-grade design, which I think is important for improving the connectivity between Downtown and Canal Park. I also would propose adding bike lanes, walking paths, etc. to improve pedestrian mobility, esp. with the proposed NLT to be arriving at the Depot, hopefully within a few years.</p>
<p>This is not a parkway. This is a freeway with roundabouts and is NOT the vision of the Duluth Waterfront Collective. If it was actually their idea I would be fully in support, but that is not this. Of course a freeway with roundabouts would lead to higher crashes (even though they wouldn't be T-crashes but side swipes due to roundabouts so is that really more dangerous?) and emissions. This idea does not get rid of any of the frontage roads or create more green space or places for development like their plan does. I don't believe it really improves pedestrian safety either since drivers will still be in a freeway state of mind, not looking for bikes/peds. This is still SO car centric, which is NOT what we need for downtown Duluth. We need an at-grade parkway which will actually calm traffic and create a better place for everyone. It is fair that the at-grade railroad crossings are a challenge, I feel like there has to be a better solution, we existed with them before, right? Again, this is NOT a parkway.</p>
<p>This is not the true parkway concept -</p>
<p>This is still so much concrete that cuts off the lakefront. Remove the freeway and implement greenery and infrastructure that is safe and pleasant for people biking, walking, and rolling. Reduce road widths and speeds.</p>

<p>Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?</p>
<p>This meets some of the needs, but it doesn't go far enough to fix the problems associated with pedestrian safety. We need to find a better way to connect Canal Park to downtown WITHOUT cars cutting through, creating a hazardous environment.</p>
<p>This needs to be the primary consideration. Downtown duluth is a sad place & will continue to be until development or tourists come. this plan does that.</p>
<p>This one would be fine if it were not a comparison to another potential blueprint (Duluth Waterfront Collective/Highway 61). It does not feel like it is made for all ways of transportation just for cars and freight. Add a sidewalk and protected bikeway on both sides of the road and it'll at least have a more multi-modal feel, but that's a low bar anyway (like this layout you chose.).</p>
<p>This option seems like it was intended to look like the Waterfront Collective's proposal on a superficial level through the use of roundabouts, but shares zero of the Collective's goals. It looks like very little land would be made available for redevelopment (housing, commercial, green space, etc.), and walkability between downtown and Canal Park wouldn't be improved much. Please, please, please, get a real proposal that actually addresses these goals.</p>
<p>This option will not reduce the vehicles using I-35 through downtown and it will not increase access for pedestrians between downtown and canal park. it will just create more conflict points between vehicles and pedestrians than are already there. and make it harder to anything other than vehicles.</p>
<p>This option would be better if it followed the Duluth Waterfront Collective's design</p>
<p>This schematic without labels is very difficult to interpret, but I would be supportive if this option includes major traffic slowing, bike lanes, additional green and nature-based amenities, and green stormwater infrastructure with co-benefits for the community. This option still requires additional crossings and access for pedestrians across the roadway.</p>
<p>This will have a big negative impact on traffic flowing efficiently on I35.</p>
<p>This will likely increase the disconnect from downtown to canal park as everyone will have to navigate crossing the busy I-35 directly. The interstate should be removed completely.</p>
<p>This would greatly increase flow and reduce accidents</p>
<p>Traffic circles need to be one lane. No slip lanes. Prioritize pedestrian and bicycle traffic. Encourage pedestrian traffic between downtown & canal park instead of severing that connection</p>
<p>Turning this into a parkway with slower speeds and roundabouts seems much more beneficial to the public. This will make it easier to enjoy the city and welcome more people here.</p>
<p>Very concerned about gridlock during PM peak times and events.</p>
<p>We want traffic to move slow not get through quickly? retail</p>
<p>Whatever this would look like in the end, if it doesn't dramatically equalize accessibility to pedestrians, bikes, and future mass transit, increase access to the lake, and get that wall of concrete out of the way, then it's a complete waste of time and money.</p>
<p>where are pedestrians crossing? i can't tell from your map. this plan still prioritizes cars over other types of pedestrians, bicyclists, wheelchair or baby carriage users, etc.</p>
<p>Where does freight get rerouted to? That is never addressed that I saw. Unrealistic, looks like it would be a huge bottle neck, flow of traffic impeding</p>

Share your thoughts and opinions on the Downtown Roundabout Parkway alternative. What do you like? What would you change?
Why are you proposing so many drive lanes? Overbuilt as is & this doesn't look like it's less.
Why is there still a massive road through downtown? It's crazy. I feel like I'm taking crazy pills. We need less lanes, more transit, more cycling lanes, and infrastructure that isn't dangerous to pedestrians. I don't want to have to drive to go down the street. I want to walk or bike. This again, as always, puts cars before people. I want people to be valued more than a metal box. Please. Please. I beg of you, a parkway, stroud, highway, whatever car centered idea you have isn't acceptable. I want to live in an area that's not dominated by cars. I hate that inanimate objects get prioritized over the health and safety of humans.
Why would we undo a perfectly good freeway to decrease throughput and increase congestion.
Would be too complicated and dangerous to cross canal park and downtown would be still separated
Would the roundabout really help pedestrians? With a revolving traffic circle instead of a light, I can imagine it hard to actually walk across.
Wow what a shame this plan does not include removing highway to create green space or add apartment buildings. We also need to make the area way safer for bikers and pedestrians.
Yes please!!! Use the space for economic development like what is on the Highway 61/Duluth waterfront collective plan. It's time to connect downtown with the DECC and canal.

Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?
.
?
[reference previous response] (This is a great waste of dollars. Who is it designed for? Certainly not for folks traveling thru Duluth. What to change? Don't do it!)
100% support this
A lid on this giant wall does not provide connectivity between communities or the lake
A lid will not reduce emissions, which will make the surrounding area still prone to pollution and the bodily harm it entails. It also will not discourage driving, which we need to do to fight climate change. Remove the freeway and replace with spaces for people biking, walking, and rolling, with reduced space for people driving.
A pleasant idea in theory, but it's quite short as proposed.
Absolutely not, this is a terrible idea. This would actively make traffic worse.
Adds in more green space to the area and covers the busy noisy freeway.
Aesthetically pleasing, but the only downside could be a similar fate as Lake Place/ Gitchee Ode A Kiing Park with frequent loitering, littering, substance abuse.
Again- not a good alternative to the true parkway
Also okay, but not as awesome as the parkway idea I've already mentioned.
As long as commuter traffic on the highway is allowed to flow at current speed limits (50 mph) I'm fine with this.

Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?
As long as it keeps traffic flowing through downtown at the current speed, it looks okay.
As long as this keeps 35 intact I feel this would help with pedestrian flow to Canal Park from Downtown
Better than the parkway option but I haven't heard a price on this and can't imagine it's cheap. Rerouting traffic to around the DECC doesn't seem like a good solution.
Better; the crossing at Lake Ave from Superior Street to Canal still seems challenging to walk or bike. I like the parklet at the 5th Ave W crossing.
Bike/walk paths
by eliminating 35, we open our waterfront to residents and visitors who reinvigorate our struggling downtown and create a safe, vibrant waterfront
Certainly a little more pedestrian friendly, but no ability to benefit downtown and Duluth. The goal of the road seems to be entirely to move people through and out of Duluth, not into and experience Duluth
Connects downtown and canal park. Keeps highway traffic separate from pedestrians and local traffic. Looks good. Wish the whole thing could have a lid.
Consider Cincinnati & Portland waterfronts - huge positive impact on accessibility & pedestrian friendly space
Could be very expensive. But would solve all the problems
Cuts down on some of the freeway noise. Provides more ways for walkers and bikers to get across I-35. Narrows the highway down so more room for new buildings. Maybe put buildings on top of the freeway to make the crossing more interesting and to block the wind.
Don't do it. It's only for some future developers
Establish stronger pedestrian connections with downtown and Canal Park.
Feels like the least developed of the concepts, so a lot more that needs to be explored, but it builds on a successful model a few miles to the east. Appreciate the added green space and greater connections. Does this lead to any new development potential? Would be excited to see this fleshed out further.
Feels like this will keep traffic moving and still creat green space
Focuses on people not cars
Gets the interstate out of the visual picture
Great idea....!!
Hampered by false assumption that retains the freeway approach. Does not rejoin grid beyond current Lake and failing 5thAve. No provision for integrated rail/transit/active transportation hub. In fact makes it more difficult. This could work if followed Boston approach capping for only train and 2-way single thru traffic. Construction expensive; maintenance also high. B
Harbor Drive does not seem capable of handling the traffic that railroad street sees from people entering Canal from 35 northbound. Frequent pedestrian crossings at the pedestrian bridge and Irvin seem concerning
I love the idea of having better connection between downtown & waterfront. We need more of this! Having bike/ped traffic taken into account is great. I appreciate the vision here as well
I appreciate that this provides easier access for pedestrians. I also like that the sides of the i35 are being revitalized with landscape

<p>Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?</p>
<p>I do like this, as a hopeful person; however, practicality is just not there for this area right now. It will further shoo people away from the area especially if we couple it with lack of actual available parking. If we have more (or better) parking (off street so we don't clog it further in), this would have a higher chance to work.</p>
<p>I don't like the current lids. I35 traffic really thins out after mesaba Ave exit. Also covers up local advertisements.</p>
<p>I doubt MDOT will seriously consider this option.</p>
<p>I enjoy the Rose Garden and Lake Place Park, and would love to see that continue throughout Downtown.</p>
<p>I like how this concept would bring more greenery to the downtown area like the current lids do. I also understand the impacts this would have to the surrounding connections.</p>
<p>I like it but the highway is still unnecessary; this seems expensive and the lid land probably can't hold dense development</p>
<p>I like removing much of 35 from the surface</p>
<p>I like that it adds more green space and looks to be a safer route for pedestrians and cyclists from downtown to canal park.</p>
<p>I like that it focuses holistically on the city and how EVERYONE—pedestrian and car connect to downtown and the lake.</p>
<p>I like that it will be more accessible</p>
<p>I like the added green space and increased walk ability</p>
<p>I like the added green space, but I'd prefer slowed traffic that allows safer pedestrian crossings from downtown to the lake.</p>
<p>I like the better accessibility between downtown and the lake, more green space. Even more would be better.</p>
<p>I like the green space connecting each side of the freeway.</p>
<p>I like the idea of connecting downtown to the lake. Would it increase, I don't know. But I do know cost would be the only downside</p>
<p>I like the idea of hiding the traffic and not combing foot traffic and roundabouts but I wonder about feasibility and approval. People get so touchy about cost and this might not get the public approval because of that cost. To me? Love it. Full support</p>
<p>I like the idea, but it isn't worth the money it would take to complete it.</p>
<p>I like the idea, doesn't effect me one way or another but could add beauty to the city</p>
<p>I like the improved livability, noise reduction would be significant. Green "re-routed movement" will grid-lock canal park. Should retain the left turn from North-bound Lake Ave to Southbound I-35.</p>
<p>I like the lid! The skating loop is also a good way to activate the space. But I-35 should still be reduced to a parkway running underneath the lid.</p>
<p>I like the natural and pedestrian friendly option. It's more appealing for people</p>
<p>I like this a lot - increased people-friendly areas, more green space. I do still think that the freeway itself needs a rethink. This concept still largely bypasses Downtown Duluth and Canal Park, when I think we should be doing everything possible to encourage people to stop off and explore the city, not just pass through on the way up the North Shore. Is there a way we could</p>



<p>Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?</p>
<p>do something like this but with a parkway rather than the freeway, encouraging people to make Duluth a stopping point and enhancing our tourism business?</p>
<p>I like this as a concept but there is no way that Canal traffic is going to go around the DECC. Especially when Harbor Dr is due for seawall improvements that is supposed to close that road to traffic and make it transit/pedestrian only.</p>
<p>I like this concept because it would allow more room for green spaces and places for people to enjoy/walk. Beautiful lake views as well.</p>
<p>I like this concept, but it doesn't seem to address more of the underlying problems in traversing between Downtown and the Canal Park area.</p>
<p>I like this design as well, it is interesting and still accomplishes a lot of what I am looking for</p>
<p>I like this option too, not as much as the roundabout.</p>
<p>i like this plan because it provides easily usable alternatives for people who are not in cars. i like that there are multiple pathways completely separated from cars/roads. i would propose more crossings over I-35 for people not in cars.</p>
<p>I love the greenspace! I worry this would be very expensive but it would be amazing to showcase Duluth and make a walkable area between downtown and the waterfront area.</p>
<p>I love the incorporation of nature and making it more pedestrian friendly! Especially with how many tourists come downtown, this will be nice for them and benefit the local economy</p>
<p>I love the walk/bike possibilities. I wonder how it affects auto traffic. Looks like it would be similar to now?</p>
<p>I love this idea so much. Lid everything.</p>
<p>I love this idea, although does seem expensive. I think adjusting to a smaller volume/lower speed parkway or boulevard could add similar benefits without the full lid</p>
<p>I love this. Great for reconnecting and prioritizing human beings on foot. Amazing</p>
<p>I really like the idea of a lid providing green space between downtown and the waterfront. Given some of the drawbacks outlined, maybe a lid over one intersection is better than over both. It was hard to fully understand the commentary.</p>
<p>I really like the improved connections for pedestrians and cyclists between downtown and the Duluth waterfront, and the incorporation of more greenspaces in the city. This concept feels focused on Duluth and the livability of its citizens, and I appreciate that. I am concerned about the pressure it would put on Harbor Drive, and the potential increase in emissions. I would like to better understand how this was determined.</p>
<p>I really like the other parks that are present on the existing lids and feel that they really reduce the impact of the highway, both in connectivity and appearance/sound. I am somewhat concerned about replacement costs of those structures though as they reach the end of their lives.</p>
<p>I start. Lid the whole thing or get rid of it. If we lid it, we still have to pay for maintenance and repairs and eventual overhaul. No one has that kind of money. I want to see beautiful parks, local businesses, walking, biking, libraries open normal hours, many schools open and having the resources to help the next generation. We don't need an interstate!!!!</p>
<p>I think the downtown lid is a great concept in the sense that it would enhance the connection between canal and downtown. I like the enhanced central green space as well</p>

<p>Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?</p>
<p>I think this helps walkers and cyclists.</p>
<p>I think this has some advantages of the parkway option as far as the visual re-connection and pedestrian access but it is more infrastructure to maintain and does not gain the land use that the parkway option would.</p>
<p>I think this would be awesome and a great way to mix the natural environment in with the built environment. How do you access the lid?</p>
<p>I very much like the added green spaces.</p>
<p>I wonder if this is cheaper than rerouting the highway. If it reduces air and water pollution I like it. In either case, there will still be a lot of car traffic in the area from those who are entering and exiting the highway. I would reroute the highway to bypass the areas that people live and recreate. Have the highway cut through the big box store and chain restaurant area. Make the waterfront area more livable/accessible for the people who live in Duluth. Tourism would blow up if downtown Duluth and Canal Park were more walkable / bikeable and transit friendly.</p>
<p>I would be proud to show visitors this area but don't know how it would affect my commute</p>
<p>Ideal</p>
<p>If I'm reading this correctly it looks like the lid would go over the highway and the highway would be able to function more smoothly while also allowing extra area above it to be used for other activities or paths which I have thought about myself. It seems like a decent idea. I would also be fine with putting a "lid" over the sections of I35 that are between Essentia/Fitgers/E 1st St. and N 9th Ave./S 10th Ave./Lakewalk for extra space to use for walkable areas or small shops.</p>
<p>If the interstate remains, then this option will increase pedestrian connectivity. Increasing pedestrian use needs to be the primary goal.</p>
<p>If we couldn't have the interstate there at all, that would be wondrous, but otherwise I'm pretty neutral about this.</p>
<p>If we're going to build a lid, we should do it right and lid the entire set of blocks downtown, not just two of them! I know it's \$\$\$, but how often do we go through this process? Every few decades?</p>
<p>if you're not going to get rid of the freeway through downtown, this is the best option</p>
<p>I'm in agreement with the Duluth waterfront collective. This cap would cut off land for affordable housing and etc. An at grade parkway would be much nicer in this area</p>
<p>Instead of a lid, please consider removing all of the interstate downtown, and create more green space and biking/walking areas.</p>
<p>Is there no limit to the amount of money you are willing to waste to keep this overpriced stretch of road in existence?</p>
<p>It has most of the benefits as the roundabout option but fewer drawbacks.</p>
<p>It is a better option for pedestrians but you sever/divide it into sections instead of continuing that downtown walkway and park-like experience</p>
<p>It looks good in theory. I like the green space, but are you really going to have furniture like that outside for the city to take care of?</p>
<p>It's a good option, but takes but a ton of space while not really solving the problem at its source.</p>

Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?
It's an improvement over what we have but I very much doubt it would meet any sort of cost-benefit analysis, and would leave very little land for redevelopment.
Its sort of a lite version of the roundabout. I could probably live with it.
Lacks ability to develop underutilized land.
Leave it alone
Leave things alone.
Lid is pretty bandaid over a bad road
Like the "lid" concept and the aesthetics, like the maintenance of 35 as a way to get through town. Do not like the reduced access to downtown and Canal park from 35 (design is a bit hard to understand, looks like there is not easy access to south 35 from lake or north 35 from 5th ave? That connection is and important access connection). If my read is correct, the reduced access to Canal park is going to make it <i>*very*</i> hard to get anywhere in Canal Park in the summer.
Like the green areas
Like this - has promise -but not sure how all the movements will work -also key road around DECC may not exist in future -5th needs much better pedestrian access & routes that are safe, intuitive, & user friendly
Like: potential for non-motorized crossings of roadways; Change: This alternative has too many places where pedestrians/cycles move alongside traffic. The design should be clear and bold about how pedestrians/cyclists can travel between downtown and canal park along both Lake Ave and 5th Ave W. A big circle where pedestrians/cyclists can enjoy the area with minimal need to cross traffic. Families with young children should not have to tightly hold on to their hands - it should be a fun, beautiful, enjoyable stroll the entire circle, not just on the new "lid" areas.
Looks cute?
Looks expensive but a much better compromise
Looks like access is poor. Love the green approach. To bad a round about option isn't part of the plan for both intersections.
Love it I'd recommend adding as much MOSS throughout the city as physically possible because it's zero maintenance and improves air quality like crazy and of course has a bunch of other great qualities that would make it great for every surface imaginable
Love it!
Love the more green space
Love this idea
Lovely
Make sure lots of cars can get through quickly
More coverage would be nice but surrounding areas with mixed use zoning would create a reason to come here. Clear separation from the highway is important or it will be uncomfortable to be there
More parks for the cities to take care and be filled with homeless

Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?
My favorite plan, but I do acknowledge the scope and difficulty of the obstacles this plan faces. Still it is important to recognize the importance of ready access from anywhere downtown to canal park, bayfront park and the lake walk and other trails
My fear for this is that we already have this effectively with Gichi-ode' Akiing and it's really underutilized. I think there would be far greater utilization & connection with an open air parkway.
Need more green space
Nice
Nice connection between downtown and canal park
No comment
Not as exciting but probably more realistic. If we must allow freeway traffic at freeway speeds down this corridor, it should at minimum be fully covered. Existing areas with similar parks have too much noise and air quality problems to be enjoyable spaces for humans.
not as good as the parkway, but still significantly better for pedestrian access to downtown than the existing design
OK. Not sure that it does what it should.
Partial solution that would be difficult to navigate on foot or by cycling
Perfecto! Nice and safe for pedestrians
Poor use of tax payer money
Pretty - but pretty expensive! Again, it's all about the VISION of a greener, more equitable, friendlier-to-people-who-don't-drive (but still want to get across the dang highway to the waterfront and other attractions). Why are you designing at this early stage, instead of interpreting what this idea means, more generally?
Pro: creates more open and green space, solid and safe ped connections from downtown to canal con: expensive solution, who maintains, why is there a need to flow traffic through uninterrupted, long way around to get from 5th Ave to Canal Park Dr.
Probably expensive, but it connects downtown to waterfront without impacting traffic
Ridiculous. Build something for people to go from one side of the freeway to the other, but don't slow down the traffic!
See above. The concept art is above almost everyone's price range for housing. Just make something good. It doesn't have to be super modern, that's not what Duluth is about anyway. Honestly, who the hell is designing these things? They don't know what they're doing.
Seems expensive. As if MNDOT doesn't spend too much taxpayer money already...
Seems like overkill but would retain the highway which is good.
Seems like the best long term for rail, bikes & peds.
Separates vehicles from pedestrians and cyclists
some cool ideas, but again, do we need to have an interstate right in the heart of our city?
Strictly of these three proposals, again ignoring the DWC concept, this is my favorite. I think that if this lid could be further expanded I could get even more behind it. I think that we can all agree that I-35 bisecting Down Town and Canal Park is frankly hideous and sad. But if the plan

<p>Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?</p>
<p>would be to keep I-35 and not turn it into a Pkwy, this is the way. I like that this proposal shows what could be done with the reclaimed land and I applaud it for that.</p>
<p>The best of the three options presented. My preference would be a I35 that stopped at 5th ave, but I would take this LID alternative over the other two my a large margin.</p>
<p>The covering is a start, but 30% of vehicles move to local streets to connect to interchanges. Cause & effect. Reduce ramps at 5th and Lake Avenues detours on local downtown streets</p>
<p>The lid doesn't address the root problems of the freeway... which is that the freeway is too big to be ripping through our downtown area. It divides and hurts our economy. It destroys our beautiful lake view. It isn't accessible for ppl not in cars. It's not a very functional highway anyhow- especially for the areas between lake-21st st. For this plan routing cars around the decc doesn't seem worth it to me... It seems like it will be less safe. , and seems like it will be much more expensive in maintenance costs than roundabout parkway. Don't waste money on this project. Also why do we think anyone would want to invest in that area? Look at the skywalk in that area that seems like a similar plan that was excited and then left to fail on its own. I could see a similar fate for this.</p>
<p>The Lid is simply an extension of the tunnels. It is not environmentally sound. They are incredibly expensive. While it connects and makes it walkable, you cannot build anything on it. It is too heavy to support the tunnel underneath.</p>
<p>The proposed design is a worst possible implementation and unworthy of comment. A lid over the freeway even if designed in good faith is just an expensive mask for the fundamental problem - the freeway is overbuilt, underutilized, dangerous and staggeringly expensive. It needs to go</p>
<p>This addresses some of the issues of pedestrian safety, but does not go far enough. I-35 should not be where it is. We do not need it.</p>
<p>This concept and the at-grade concept done by DWC should be examined more. This study only pointed out their flaws, so this is not a complete study at all and should be shelved until a better study is completed to improve connections between the two sides of the freeway and, YES, maybe extending Highway 61 to Measaba Ave.</p>
<p>This creates a much better environment for spending time downtown and bridging downtown and bayfront. I think this green space could still integrate with a parkway</p>
<p>This creates more problems than anything, this is completely stupid and whoever came up with this should be fired, wtf are you doing with the railroad? I mean it's a joke right? And if you're gonna cover I-35 COVER THE WHOLE THING. Or, and head me out, make it a grand parkway.</p>
<p>This design scores low because it would close the EB entrance and WB exit at 5th Ave, and would close the WB entrance and EB exit at Lake Ave, inconveniently redirecting that traffic on city streets. Why are the cap parks being placed adjacent to those overpasses - requiring the ramps to be closed? I think most residents would agree that the cap parks at 2nd Ave and by Fitger's complex are successful, and those were not placed at overpasses (except for the exit and entrance with Michigan St, which most people don't even realize exists). Why can't the cap park run from approximately 4th to 1st Ave W?</p>
<p>This does NOTHING to make it easier to get on or off the freeway to try to access destinations downtown or Canal Park, nor to help vehicles trying to move back and forth between the two. The roadways are staying in the same configuration in this plan. Pedestrians still have to walk</p>

<p>Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?</p>
<p>significant distances out of their way to access the two destinations. The only thing it does is make it prettier for pedestrians along the route.</p>
<p>This feels a little better if we cannot remove 35 from downtown.</p>
<p>This is a good option. it keeps pass through vehicles away from pedestrians while at the same time increasing connectivity between downtown and canal park</p>
<p>This is a great concept for utilizing the existing waste of I35 space as well!</p>
<p>This is a somewhat distant 2nd preference to the roundabout concept, as i would really orefer i35 be taken out entirely to deprioritize truck/through traffic (remember, I am a trucker myself) and prioritize travel for residents and people enjoying the downtown/canal area. But this concept is an okay one.</p>
<p>This is a step in the right direction. But you still have and interstate that barely gets used going through all of this. Why would I want to go to a park that has an interstate right next to it?</p>
<p>This is an amazing place to start. Given this concept, I'm not sure about any pragmatic changes that I would like to make to this. I really like the increase in green space.</p>
<p>This is better. I don't understand how it increases emissions or crash potential. It does improve how Duluth Downtown and Canal Park are connected. This style is nice further down I-35 and something that the public is used to. I like that it gets rid of some of the extra roads. However, I feel like you tried way harder on this design versus your so-called "parkway" design. The extra green is nice, and would hopefully feel safer as a pedestrian. Not sure how this aligns with Duluth's plan to make Harbor Drive not a connected street around the back of the DECC though. I think there should be more caps than there currently are, to really encourage pedestrian traffic between downtown and canal park, rather than making folks go 4 blocks one way or another. This would help calm traffic. Of the three YOU have proposed, this is the best.</p>
<p>This is by far my favorite idea and something I thought was natural if we Duluth was aiming for connecting to two sides of the freeway. The areas to access the other side seem larger and safer, it has more green space even if less than the parkway, and it provides a separation from the only major corridor through Duluth. Providing reasonable access for people to pass-thru. The big trouble is getting on and off, which is a flaw. If the reroute is too long it will deter people from coming into town for a quick stop. I think it's more pedestrian friendly.</p>
<p>This is exactly what Duluth needs</p>
<p>This is great, it fits the theme and connects the water front with downtown much better, while still allowing fast through traffic.</p>
<p>This is little progress. Either put a lid on the entire corridor or don't put one at all. This are very small lids.</p>
<p>This is my favorite! I assume it's \$\$\$</p>
<p>This is my favorite. Burying the Highway to reclaim the green space sounds fantastic. Worried about the potential for years long construction though. It's already taking forever.</p>
<p>This is nice in theory in that it provides some improved connectivity between downtown and canal park. But the amount of traffic routed out one harbor drive is a step in the wrong direction. I would still present a lot of difficulty with vehicular connection between Park Point/Canal park and the rest of Duluth.</p>
<p>This is perfect. It would vastly improve this city!</p>

<p>Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?</p>
<p>This is the second best option, but still a good one. Capping of the remainder of this section of I-35 would definitely help mitigate the effect of the massive amount of space it takes up and would create more pleasant areas for pedestrians and cyclists, both locals and tourists.</p>
<p>This looks wonderful. More green gather spaces the better. Please also keep safe bicycle traffic in mind too.</p>
<p>This one is simply dumb and just made to cater to both sides. It's as if someone thought, "Let's just put a lid on the freeway like other new freeway projects do. Since the freeway is underneath, nobody will see it and it will make people more happy.". It won't as this concept still supports vehicle traffic more than it does with other forms of transportation (Pedestrian, Bicycle, Public Transportation, etc.). If this does sadly become the preferred alternative, then at least have the lid cover the entire freeway in its entirety of the spot.</p>
<p>This option is satisfactory. It provides increased pedestrian access, but essentially the interstate remains as is which is not my preferred option. Pedestrian and bike access would still need to be improved in the connection areas beyond the two "lids". There should be an easy to identify connection between the "lids" and the DECC and Canal Park area signified through separated paths for non-motorized vehicles to these areas and green amenities, green stormwater infrastructure and lighting along these corridors.</p>
<p>This option is too expensive, and out of scale with the traffic volumes on I-35 downtown and the density of development between Downtown and the Waterfront. Some level of lid has been proposed for 30 years and never took place. The cost of building and maintaining a lid is enormous and beyond any one entities reasonable budget. More sustainable options is imperative to be studied.</p>
<p>This option seems better than I would've thought. Although it doesn't slow down traffic to create a calm, walkable connection between the downtown and waterfront as effectively as the roundabout, it does provide some nice aspects of filling some of the land in with active buildings and spaces so it feels less like an interstate. The caps on the freeway that exist are mostly effective at bridging the gaps between the two sides of the city. I appreciate the infill developments in the plan, adding much-needed mixed-use density with housing, hotels, etc adding more year-round activity. Rerouting the traffic around the DECC is intriguing, I think it actually could work, but we MUST provide a safe and walkable route along this whole stretch. This would HAVE to include traffic calming measures like pedestrian bump outs at every intersection to make crossing the street as narrow as possible for pedestrians and REQUIRE street trees and boulevards along every street on this stretch. Currently, it is so sad to see how many roads in the city of Duluth lack tree plantings along every road. Even in urban conditions we need more street trees. It is a no-brainer to me and I am shocked how there isn't a requirement for required street trees on every single road in such an amazingly progressive City.</p>
<p>This seems a lot safer for pedestrians since traffic is allowed to flow under, while adding green space.</p>
<p>This seems to make the most sense of connecting downtown and canal park. Although it's not marked, this also seems to offer the most pleasant bike experience.</p>
<p>This seems way to expensive and doesn't solve the core problems with this road sector.</p>

Share your thoughts and opinions on the Downtown Lid alternative. What do you like? What would you change?
This would allow the movement of through vehicle traffic, while also improving on non-vehicle accessibility, green space, and aesthetics in an area I spend a great deal of time.
This would certainly be better than what we have, but it still leaves the fundamental problem of the overbuilt, obstructive, polluting, noisy, ugly freeway.
This would definitely keep traffic moving and also allow for pedestrian movement.
This would provide worse connectivity than a true parkway with a huge magnitude increase in cost. It further limits access to the east-west corridor which will cause further congestion for vehicles. For pedestrians, consider the lack of connectivity the existing caps provide downtown due to their elevation. This would be more of the same.
Very nice
Waste of tax payer funds
Weird
When a parkway/greens space is nice I think there has been enough construction/traffic obstruction in the last 40 years
While capping the freeway taking care of most concerns for pedestrians and bikes, having to reroute all traffic going to Canal Park and Park Point to the DECC seems like it will open a new can of worms.
Yes
Yes to greenspace & access btwn dwtn & canal

Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?
.
.
5th Ave needs to be pedestrian friendly.
A lot of precious space would be covered by concrete and asphalt. Not enough pedestrian and cycling infrastructure.
A plan only a traffic engineer could like
A status-quo that feels unacceptable if we want a downtown-canal district that is to be taken seriously as a travel destination.
Absolutely hate this. If this is what we end up with, I'll lose so much faith and pride in my city and state. This is business as usual, backwards thinking, waste of everyone's time and dooming the city's future.
Absolutely not. I'd give it a rating of -5 if I could. Worst option of the three. It's giving "lipstick on a pig" in terms of improvements to safety and connectivity.
Add raised pedestrian paths, ped bump-outs and prioritize the light for peds so the car traffic stoplight turns yellow immediately upon being pressed.
Again, just a stopgap



<p>Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?</p>
<p>Although the interchange at 5th Ave looks to be an improvement from the current design, this is an absolutely abysmal alternative. The current layout is one of the worst ways of providing connections from Downtown to the waterfront. It acts like a complete barrier and people are not going to want to walk from one side to the other with car-centric bridges and fast moving traffic. It almost acts as a wall...no one enjoys walking over the current Lake Ave/I-35 interchange. It is frightening as a pedestrian and so visually unappealing. Picture peak tourism season and someone is staying downtown and wants to walk to the lake...there are fast moving cars with no buffers from the sidewalk, no shade from the beating down sun because of the lack of any trees, and the loud hectic interstate creating so much noise. No one wants to cross there because of all of this. We need to provide safe, comfortable pedestrian friendly options by removing the interstate and establishing many connections by introducing the street grid, slowing down traffic, calming it with street trees, and providing a dense, active community for both tourists and locals. This would drive-up commercial business and be a win-win for the city if we removed the interstate.</p>
<p>As a commuter, this looks like the cleanest option. I am worried about pedestrian safety, especially during summer and Bentleyville.</p>
<p>Awful idea - makes no improvement just continues the same ugly interstate</p>
<p>Better flow for traffic</p>
<p>-Better than now -5th needs much better pedestrian access & routes that are safe, intuitive, & user friendly - and this is at least a step in this direction</p>
<p>Build a ramp or overpass for access, don't slow down the thru-traffic.</p>
<p>Cars don't really seem care what signals us pedestrians have because the roads are designed to prioritize cars. I don't think these improvements will help with pedestrian safety in practice</p>
<p>Changes from the current system are not explained well for this option. Appears to be no changes</p>
<p>Continuation of the status quo</p>
<p>Didn't see the fancy scorecard for this one that you made for the other two. This plan screams "this is the way we've always done it, so we can't change it now". This still makes I-35 this horrible gash through downtown duluth and will do nothing to help ped/bike access, improve connect-ability, further the downtown Duluth economy, or make Canal Park less crowded. The Lake Ave design is still terrifying as a pedestrian, and the whole design just clearly still prioritizes cars. We are still left with the same amount of asphalt and emissions as we had before. We don't need this freeway running through downtown, get rid of it!</p>
<p>Doesn't change much at all, and the status quo is awful</p>
<p>Doesn't make sense</p>
<p>Doesn't seem like any real change is being implemented here.</p>
<p>Doesn't seem to help for pedestrians and bikers</p>
<p>Duluth can do better</p>
<p>Feeling neutral on this one. Prefer the Lid concept much better.</p>
<p>For the 5th Ave. connections it seems fine, for the Lake Ave I would need a little better picture, but I would rather have pedestrians have a separate bridge that would move more of them off the roadway out of the way of traffic to access Canal park directly without having to cross many</p>

Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?
roads at all. Similar to the downtown skywalk that accesses the DECC already just for Canal Park.
Has possibilities but drawing is confusing
I am sure that this is the cheapest and easiest to implement of these proposals, but it is also the laziest and least forward thinking. Don't do this one, it does not actually confront any of the issues with the area and is merely a small band-aid when something more like stitches are needed.
I am very interested in the Leading Pedestrian Interval, which in certain will increase pedestrian safety. I'm not sure if I'm in favor of the restricted right turn, which might not be necessary. I don't have any hard feelings towards it though.
I can appreciate the pedestrian leading intervals and road diet concepts, but it's still intimidating crossing these interchanges where the motorist is clearly the priority. It is shown in the design and feel of these interchanges as a pedestrian or cyclist crossing them, as well as the behavior of the drivers, which is encouraged by roadway designs.
I do not see much improvement here. Still, the only way to get from one side to the other is through a freeway interchange. This study needs to be shelved until a study can be done that would look closer at creating better and safer connections for ALL modes of travel. The freeway is a massive Berlin Wall that needs to be torn down and right-sized.
I don't like this. Doesn't solve any of the problems. Just "no turning" arrows wont stop all drivers. If anything, this seems more dangerous than what we already have. Canal gets so congested people will not listen to a no turn sign if they have an opportunity to go that way unless it's enforced with an officer or traffic person there. Human nature.
i don't know what a leading pedestrian interval is. still seems dangerous and inconvenient for people not in cars.
I don't like this option. NO improvement that I am interested in are displayed here
I dont see how this really makes things better for getting between downtown and the lake when not in a car
I don't think this would improve flow.
I don't understand this drawing it needs more descriptions.
I hate this idea. This is our time to make a dramatic improvement to Duluth's city center. Don't waste it
I imagine this option improves pedestrian safety when crossing the interstate, but not as much as a lid would. It doesn't improve the area as much as a lid would.
I like improvements to Lake Ave pedestrian movement, but they're not enough. What will be done to improve bike and pedestrian safety at 5th Ave. W?
I like it.
I like the harbor view interchange. Not found of the Lake Avenue interchange. I use the theater and Decc many times during the year. So my interest in getting in and "out" is important.
I like the pedestrian focus, but roundabout seems better
I like the reduction in pedestrian crashes
I like this the best; but it needs to include at least one more access to the harbor area.

Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?
I like this, it's simple but solves problems. Hopefully there are pedestrian walkways on both sides of the 5th Ave W. bridge. instead of just the one side now.
I like to eliminate east-west traffic between Lake avenue & 5th Ave W. We don't need freeway speed traffic in that area - design it to slow motorized traffic with chicane style zig-zagging like in West End Superior Street. Do not need slips lanes for turns, they kill pedestrians and cyclists
I prefer the other options, and would rather focus on increasing walking ability between canal park and downtown
I prefer the roundabouts suggested in the first concept to this one.
I think I like having separate ramps for each of the intersections rather than the current continuous frontage road. It is hard to fully understand the commentary. I don't think there would be the additional green space or improved connectivity between downtown and the waterfront.
I think it is too much of a compromise between a boulevard and a highway. We need change that connects the downtown to the waterfront. This does not accomplish that.
I want comfortably wonderful bike and pedestrian bridge, free of cars. I think depot to decc/canal park should be a tourist destination with a beautiful bridge
I would say that the Downtown Lid was simply putting a band-aid on the problem, but this one rightfully takes that spot. It is just interchange improvements and nothing more; you might as well have just called this the "No-Build Alternative".
I-35 is grossly oversized for this area of our city. This looks barely safer for pedestrians, and is unlikely to encourage citizens or visitors that it's safe or reasonable to navigate even this segment of our city without a car. We do not need more lanes, or more infrastructure here -- we need less. Why on earth do the exits need to be two lanes? This whole project takes up an absurd amount of space which could otherwise be greenspace or developed for businesses or housing.
Ick
If we could make little improvements like this one, we can possibly spend money on other things like housing!
I'm not sure what the improvement really is
Incredibly car centric, does nothing to revitalize downtown
Is this synonymous with the "Road Diet" mentioned on the MIC webpage? It is not clear. If so, many of the components of a traditional road diet are missing. The two-lane frontage roads on either side of the freeway are excessive; will they be reduced?
It is difficult for me to know what I Am looking at with the tiny drawings that I see on my phone
It seems a workable solution
It's fine. 5th ave west redesign looks good; unclear what benefit the Lake changes make.
It's the most practical and cheapest, this is by far it's strength. It also adds to increasing the pedestrian crossings and furthermore doesn't detour people too far when leaving the freeway. If it isn't broke, iterate and improve.
Just naw
Just no

Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?
Keeps i35 crossings virtually the same, almost no improvement to accessibility/foot traffic for locals, I just dont think we need a freeway through the heartbeat of Duluth. This concept is very weak, in my book.
Leave things alone.
Leaves in place the soul-crushing highway, slicing apart this part of Duluth. There is no way it would be a pleasant walk or bike across across a rebuilt interchanged the way its pictured. Lacks vision.
Leaves the hideous concrete scar through downtown
Looks like it would improve danger to pedestrians, but not much else. Still a bad connection to downtown.
More green space and less space for cars.
More of the same bad intersections. Does nothing to make it better for walkers and bikers. Doesn't add any more places for people to cross I-35 to get between downtown and canal park an DECC.
More of the same will only get you more of the same. These 'improvements' are meant to move cars faster, not protect pedestrians and bicyclists.
More protected bike lanes
More transit, less cars. I'm sick of repeating myself.
Nice
No
No
No comment
No comment
No opinion at this time
No real improvement.
No, this is only a replacement not an improvement. And why do I need to exit for 5th Ave all the way back at lake Ave? I can't even see my exit, let's not over complicate things.
No. I work downtown & I don't want to be so cutoff from the water that I can't stroll over there for lunch
Nope - this keeps us stagnant and keeps the wasted I35 space where it is without opportunity for growth.
Not enough
Not enough of a change to what is already there. Pedestrian crossing is not made much easier.
Not great -- still all that pavement! But it could serve as a possible low-cost interim improvement for those people who don't (or don't want to) drive to get to one of the nicest places in the city.
Not impressed
Not much change, wasted opportunity.
Not nearly enough of any improvement
Not separate for pedestrians

Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?
Nothing
Nothing stands oit
OMG no! Restricting vehicle right turns on red makes it EVEN HARDER to get off the freeway to destinations!
Only cements I-35 in place without looking broader within Masaba and grid for traffic. Ignores objectives
Please, no.
Remove I-35. It makes Duluth ugly.
Replace the freeway with a parkway that prioritizes people biking, walking and rolling. Increase greenery. Reduce space for cars to reduce the number of people driving and reduce their speed naturally to make it safer and more pleasant for all.
Retains the highway and makes improvements to the interchanges that will benefit everyone. Also not too expensive
Safer options
See above remarks. The interstate is a nasty, dirty, noisy, dangerous, ugly serpent snaking its way though the city, destroying anything near it. I hate walking near it, over it, under it.
Seems designed for auto traffic only, to get vehicles in and out.
Seems like a continuation of what already exists. Would be a still hostile pedestrian crossing. Restricted right turn signs are often ignored.
Seems ok
Sight distances are poor for ped crossings at 5th Ave W and vehicles come off fast, so not having a signal protection there is concerning. In general I'm less concerned about safety crossing along either 5th Ave W or Lake Ave and more that it is generally an unpleasant crossing experience; sidewalks are very close to traffic, exposed to the freeway noise, and are long expanses of just concrete to walk through.
Similar to current status. More barriers to pedestrians and cyclists
Similar to the interchange modifications this feels like a band-aid solution on a much larger issue. I would see our efforts focused on revamping the area entirely to promote tourism and equity in out town.
Slow down traffic after mesaba Ave and have a blvd with roundabouts at major intersections. Get rid of old industrial crap and add more green space and parks around canal and depot. No need for all bridges that destroy the beautiful skyline.
Slows traffic down a bit for safety of pedestrians, but still allows pedestrians to interact with traffic.
Still not sufficient connections, and still prioritizes the cars on the highway
Sucks.
Terrible. More of the same. Lots of investment that just makes flow a smidge better. If we're going to invest in the area lets go big and follow the lead of other cities that eliminated interstates.
The designs are just an attempt to kill more pedestrians and bicyclists. It would be better to cut off these interchanges. There is no need or reason for traffic to exit the freeway directly into downtown.

<p>Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?</p>
<p>The highway remains a barrier cutting through the heart of Duluth, hampering access to and from the waterfront and routing people along extremely non-vehicular-user unfriendly roads. A SPUI is also probably one of the most non-vehicular-user unfriendly designs due to all the high speed slip lanes. The design appears to rely on signage compliance instead of physical design elements to make the interchanges safer and less of a hassle.</p>
<p>The highway takes up so much space and cuts through prime real estate, this doesn't do enough to minimize that impact.</p>
<p>The only need that this fits for me is making pedestrian traffic slightly less dangerous. I believe if we can increase pedestrian traffic to canal park, it can continue to be a tourist hub and provide a high economic impact on Duluth</p>
<p>The only thing that would improve 5th and lake overpasses is a wrecking ball.</p>
<p>The plan does not go far enough to reduce the negative impact that I-35 has on Duluth.</p>
<p>These are unwelcoming crossings for bike/ped that are underused, and dangerous during high traffic. I bike across them frequently and never feel safe. Future pedestrian/bike infrastructure has to be physically separated from cars. Surface paint is not enough</p>
<p>These bridges are ridiculously unsafe</p>
<p>This alternative basically seems to keep the status quo. the interchange improvements should increase safety for both pedestrians and vehicles to an extent but not significantly. incorporating a pedestrian lid option into this idea would be a significant improvement.</p>
<p>This doesn't really do anything to improve the aesthetics of the Downtown Duluth/waterfront area, and does very little to make the freeway area more people-friendly. This is my least favorite of the proposed concepts. I don't feel this would make any meaningful difference in how the freeway functions for the city of Duluth and it's citizens/visitors.</p>
<p>This doesn't change anything to the current situation to this area.</p>
<p>This doesn't serve my needs.</p>
<p>This feels like the needed compromise to improve walkability to Canal Park and not tearing down infrastructure just because one person was almost hit once.</p>
<p>This has not created a comfortable and pleasant pedestrian and micro-mobility crossing of I-35 downtown.</p>
<p>This helps with traffic flow but doesn't address any other issue</p>
<p>This is a band aid on the larger problem and does little to address the visual blight that is the interstate and all the side streets and other infrastructure.</p>
<p>This is a minimal change from what is there now. I'm disinterested in anything that is only a meager change if the money is going to be spent.</p>
<p>This is a solid option to help with traffic and pedestrian movement</p>
<p>This is basically the same thing it is now and doesn't improve enough.</p>
<p>This is better than nothing, but is still the least ideal of any of the options.</p>
<p>This is continuing to prioritize vehicles in this corridor, need more prioritization of pedestrians and bicyclists.</p>
<p>This is not an improvement from what we currently have beyond the fact that it would be new bituminous.</p>

<p>Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?</p>
<p>This is not my preferred option. This seems like more of the same and will not provide natural areas, separated bike and pedestrian access and a welcoming location for visitors arriving by the new Minneapolis-Duluth train service. The amount of concrete and lack of trees and other plantings and proposed interchanges will make the the pedestrian and biking experience crossing unpleasant.</p>
<p>This is required and feels like the minimum. This solves only a few urgent problems but not the broader issues.</p>
<p>This is the best of the three.</p>
<p>This isn't changing anything. It's useless.</p>
<p>This looks lame after seeing the amazing Lid option.</p>
<p>This looks like the easiest fix. Less green space is not ideal, though.</p>
<p>This looks ok</p>
<p>This one needs more explanation, it makes 0 sense. Restricted right turns? I agree that lake ave overpass needs some work in the crosswalk department but better pedestrian control and driver signage would be a cheaper, easier, and better option. Also can't tell if this one is also trying to remove the overpass completely and make 35 and Lake Ave a 4 way stop. I would 100% disagree with that</p>
<p>This seems like a cheap, quick fix that doesn't solve any of the underlying issues.</p>
<p>This seems promising. Restricting the right turns is good. It's so hard to see at all hours of the day with all conditions.</p>
<p>This seems to update that are very little</p>
<p>This talks about reducing car-pedestrian crashes by 60%. That does not go far enough. We need to shoot higher and reduce it by 95% or more. People are more important than cars.</p>
<p>this will not improve my life in duluth</p>
<p>This would be confusing to tourists.</p>
<p>Those crosswalks look huge. I would not feel safe or comfortable walking or biking across that. I do not think it sends a good message to residents and visitors about the city's priorities that hostile car infrastructure is so visible and central to this important part of the city.</p>
<p>Too much concrete. It still divides downtown from canal park.</p>
<p>Understand that having RR at same grade as car/ped/bike traffic is a challenge. Need a bit more engineering to make ready access unobstructed</p>
<p>Utilizes existing land area, seems like a low cost solution doesn't seem ped friendly, still perceived barrier from downtown to canal</p>
<p>We have a chance to re-imagine this area & make it more friendly for residents. I don't think this goes far enough.</p>
<p>We really need to start valuing people over vehicles. Does nothing to connect Downtown to the waterfront.</p>
<p>Whatever we can do to improve bicycle and pedestrian access is excellent. Are engineers considering segregated bicycle lanes (as in segregated from pedestrian traffic and vehicle traffic)? One of the key improvements on the City of Chicago lakefront pathway was to create separate lanes for bicycle traffic and pedestrian traffic which helped to increase safety and mobility.</p>



Share your thoughts and opinions on the Downtown Interchange Improvements alternative. What do you like? What would you change?
While I can't see this improving cross-corridor connectivity much, at least this is cost-effective for what it does.
While I like the lesser potential of vehicle/pedestrian crashes, this plan also keeps downtown and the lake as separate entities. A safer pedestrian option is great, but it's still not very inviting psychologically for folks to walk across a highway.
While this might improve movement of vehicles through the two crossings over 35, this doesn't really address the issue, which is access to those point. In the canal Park area a smoother junction between Canal Park Drive, Lake Ave and Railroad streets is what's really need. Currently these roads that serve quite a lot of Duluth converge in too small a space to be cleanly funneled over 35. This is also an arrangement that no human in their right mind would walk across.
Why bother?
X

After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.
I like the Boundary Ave. Alternate 2 for a more straightforward roundabout immediately after exiting rather than having to exit and then go to the roundabout.
London is the perfect flat/cross hill road to enhance multi mobility on: it is far too wide for the small car traffic that it gets, is the perfect connection across town between commercial and residential areas. There is beyond ample room for bike lanes and wider people friendly sidewalks on London, but instead we have over the top traffic lanes, and a tiny crumbling sidewalk/bikeway that's is not maintained in the winter
(1) The left turn onto Boundary Ave (heading south on I-35) is nerve-wracking (feels risky every time). I would have liked to be able to vote for one of the two proposed alternatives - specifically the second one, that involves a full roundabout right off the exit ramp. (2) Heading north, the exit off I-35 up 21st Ave EAST is often backed up onto the highway in the afternoon. If a roundabout could help move things along, we need it -- soon!
.
.
21st Ave E. needs more attention, sooner. That stretch of road is a death trap for pedestrians and drivers alike.
21st east, London Road. A solution must improve safety for pedestrians and cyclists. It is busy there with vehicles often speeding. A pedestrian-cyclist underpass tunnel might be best here.
40th ave - Make wider and added pedestrian crossing for access to intercity trail system. (I realize there's a ped bridge nearby, just take that down.) London rd - add sharper bend there to inhibit speeding onto London Rd, or even a roundabout. (I realize I don't have traffic data about this intersection but a roundabout in this area but it seems like a good idea.) 21 Ave E -

<p>After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.</p>
<p>Ped access to the London Rd area should be made wider/better. Possibly another area for a roundabout on London Rd. The whole of London Rd area has great potential and is an extendable to the Lakewalk as a whole. The roadway is too wide and inhibits pedestrian use and it feels dedicated to vehicles even though the freeway is parallel to it. It's just not ped friendly and there hotels, homes and businesses nearby that could do better with less road.</p>
<p>40th Ave w - include the roundabout</p>
<p>40th Ave W, 27th Ave W, 21st Ave/London should be roundabouts and I know it's not on the list but it needs help - 10th Ave E and Superior should be maybe a roundabout/something very pedestrian friendly because it is a whole mess as-is.</p>
<p>40th Ave West is a key up-down the hill route for motor vehicles and cyclists and provides a direct connection to the Cross City Trail. The 40th Ave W bridge needs high quality ped, bike and micro-mobility connection.</p>
<p>Adding roundabouts on the off ramps seems perfectly reasonable though I don't feel like the current system is not working and in need of replacement. 27th ave exit is the one I would add roundabouts to, it is always busy</p>
<p>Agree there is no need for an interchange at Ugstad at this time. Roundabouts where exit ramps meet surface streets makes sense in principle. Agree the exit at 21st Ave E has some congestion issues and could be better streamlined. See less of an issue with the current configuration at 26th Ave E/London Rd.</p>
<p>All good, biggest concern is separation of canal park and downtown.</p>
<p>ANTI ICING TECHNOLOGY IS A MUST to miss out on adding it now would be a gross miscarriage of public funds and a continued danger to public safety</p>
<p>As a resident of the lakeside neighborhood, I actively avoid London Rd on summer weekends because of the tourist traffic. Since it's the only route to the north shore, and there is no way around, everyone is funneled there. Instead of altering the current roadway, I would prefer there to be a realistic alternate route added from the expressway, around Lester Park, and to 1-35.</p>
<p>Bad.</p>
<p>Better sidewalks amor trails to get from the top of the hill to downtown and canal.</p>
<p>Between on ramp from 46th Ave west towards Central Ave, need longer merge lane or just make it three lanes going south from there.</p>
<p>Boundary Ave roundabouts cost too much and there isn't a problem with traffic there now. Thompson Hill adding a 3rd lane all the way up is nice, but at too high a cost. Is there that much slow moving traffic? DO NOT ADD AN INTERCHANGE AT UGSTAD!!! It will just cause more sprawling development. 40th AV roundabout is a cost-effective solution to make the intersection better. 27th Ave. W. is fine, though there doesn't seem to be a problem with the onramp and continuing of Helm St. today.</p>
<p>Boundary ave. Prefer option 2 as it eliminates more left movements with restricted sight lines.</p>
<p>Boundary Avenue option #2 is preferable.</p>

<p>After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.</p>
<p>Cody ave access should not be removed. I also don't like the change at 40th Ave, but it is probably increasing safety.</p>
<p>Continued push for more access and safety for pedestrians and bikers.</p>
<p>Don't currently have any feedback for those areas. But we should look into hiring the Duluth waterfront collective for design measures</p>
<p>For all the locations, something to remember is that a highway is not a community. It connects communities, it should not run through them. To that end, the Boundary avenue roundabout seems fine. We do need to make the Thompson Hill safe, but we could do that by ending the i-35 highway up on Spirit Mountain exit and have some slower road system going down. Changes to the 27th avenue west seem fine. Since the area is so industrialized, there is no waterfront to connect to the community. That is a separate criticism from what you are asking and not for the DSMIC to figure out.</p>
<p>For Boundary Ave, I think that Alternative I is better. This is solely due to fewer connections coming directly off of the roundabout. Having the north side off and on ramps to I-35 being their own turns seems smother for traffic. I assume the Roundabout for London road would be at the termination of I-35? If that is correct, I am in favor of this change ans the traffic there is relatively light and the Light is more an annoyance than a help.</p>
<p>From what I have seen, they're fine improvements to the selected areas. I got no issues with adding a roundabout at certain interchanges or smart signs to safely move traffic.</p>
<p>Generally I follow the highway onto London Road/Congdon Boulevard daily for work. I've made previous comments on the London Road project - it needs better drainage for storm or spring runoff, and a dedicated left turn lane along most if not it's entire length. I don't believe roundabouts are necessary anywhere on London Road.</p>
<p>I am impartial about these changes. They are necessary safety and efficiency improvements and should not need much public opinion</p>
<p>I am in favor of the improvements proposed for 27th Ave E and 40th Ave E. I don't utilize the other roadways frequently enough to make comments on those improvement plans.</p>
<p>I am in most favor of Boundary Ave and believe that should be prioritized. The rest I believe are all good places to start but there should be better improvements in walkability, such as the leading pedestrian interval on the downtown interchange and the increase in green space in the downtown lid.</p>
<p>I believe roundabouts on London Road would be useful for traffic throughput, particularly at 40th avenue East, for both cars and larger vehicles (I drive there in a school bus quite a bit).</p>
<p>I cannot read the descriptions--image quality is too poor. Anywhere car travel can slow and give priority to other modes of transportation would be great. Roundabouts are awesome; raised pedestrian crosswalks are awesome; protected bike and pedestrian ways are awesome; transit that is actually useful (electric; running often and on main routes; connecting easily with other routes; free)</p>
<p>I can't really view that link from my phone. It just takes me to a page where I don't find the link to these improvements</p>

<p>After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.</p>
<p>I don't believe redirecting traffic off the highway will be good for local communities (T. Hill) Traffic is so bad at London Road, somedays it takes me 10-15 minutes to make a left turn. I think a roundabout would be helpful.</p>
<p>I like it. Improvement is needed to modernize this 1970's original concept.</p>
<p>I like roundabouts, but biking infrastructure still seems underprioritized. The fundamental issues come down to the fact that these roads are built for cars, and not diverse users. On 40th, why isn't there a bike bridge or bike lane connecting to the cross city trail?</p>
<p>I like the 40th Ave West improvement concept as it seems to best benefit a highly traveled area while improving the overall livability for said area.</p>
<p>I like the improvements for 27th ave west. I use these exits and entrances a lot. I think a roundabout at 21st Ave E would be beneficial. I can't imagine a roundabout at 26th Ave East helpful.</p>
<p>I like the improvements proposed at all of these locations.</p>
<p>I like the incorporation of roundabouts in the exits at each of these areas. It will improve safety, mobility, and enhance the feel of travelling in the Duluth area.</p>
<p>I like the reduction in conflict points for 27th Ave W, I've never seen a vehicle using the side roads but it is challenging to check for one while coming off the highway. I like Boundary Avenue alternate 1, it feels like alternate 2 has too many legs too close together to operate well even with the need in alternate 1 to make a right in order to make a left.</p>
<p>I like the roundabouts at Boundary Ave but are they really needed? Getting rid of Cody Street access I need more info on, I don't know how that will help. I don't care for the Ugstad Road improvements, that seems like a waste of money. I like the idea of getting rid of all the extra roads connected to the on/off ramps at 40th and 27th, those are really confusing. I like the London Ave plan, always have. I would definitely like to support better ped/bike access for 21st, but I don't see a concrete plan that you are pointing towards. Also, your site should probably have a link to the MNDOT London Ave plan from that page with all the improvements.</p>
<p>I live on the North Shore and commute along London Road regularly. There is NO NEED for a roundabout at 60th Ave E. Causing traffic moving along London Road to slow for a roundabout there would create absolute gridlock at certain times of day. Traffic moving east on London Road will have to slow/stop to yield to traffic coming down 60th Ave East. A roundabout would have to be big enough to again accommodate trucks and large RVs moving up and down the North Shore. It would destroy the scenic beauty at the mouth of the Lester River and out at risk the historic Limnology buildings. At roundabout at 40th is more logical. A roundabout at 26th is unnecessary. But any roundabout along London Road is going to cause gridlock at certain times of day and certain days of the week. Requiring traffic to stop or slow down to 15 MPH for a roundabout will make traffic flow along London Road worse, not better.</p>
<p>I love all the roundabouts proposed for boundary Ave, 40th W, etc. Widening Thompson Hill and removing Cody st. exit would feel so much safer with the amount of semis driving up and down that part of 35.</p>
<p>I prefer the boundary Ave alternative 1. Roundabouts at 21st Ave east and London road would be beneficial.</p>

<p>After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.</p>
<p>I support additional traffic slowing and pedestrian/bicycle improvements each of these locations.</p>
<p>I think roundabouts at Boundary Avenue exits would be an improvement. I couldn't tell how it would affect pedestrian access. I don't have a strong opinion about the two Boundary options. I don't access Ugstad Road, so I have no opinion about changes. I could see an improvement with a roundabout at 40th Ave W. I have no opinion about the changes at 27th Ave W. Looking back, I couldn't find the descriptions at 21st Avenue East or London Road. It does seem like safety issues need to be addressed at 21st if there are a lot of crashes.</p>
<p>I think the biggest thing to consider is adding street trees to all of the proposed changes along with sidewalks on both side of the streets, and considering more roundabouts. They are proven effective as being the safest crossings for pedestrians/bikes and keep the traffic moving. And it saves on costs of traffic signals as well!</p>
<p>I think the proposals are fine for being improvements to an important freight artery. I'm glad to see that none of them look to gobble up more land for car centric infrastructure.</p>
<p>I use London Road frequently. People drive too fast, lots of traffic from people heading north. Unsafe to ride bike. Please create bike path and add bike safety options. Duluth is not bike friendly. Being an outdoor town we could benefit from including this as key component to our green transportation options.</p>
<p>I would like to see the 3 lane continued up to the top of the hill past Ugstead Road. The Hwy 2 exit onto I35 to the downtown area is tight and should be lengthened.</p>
<p>I'm having trouble finding the proposed documents on the website.</p>
<p>In higher pedestrian dense areas please consider accommodating walkers/bikes especially creating a snow removal plan for winter. I'm generally in favor of using roundabouts where possible.</p>
<p>It is working fine the way it is. Unless we find a pile of billions of dollars why waste money on this?</p>
<p>It's unclear what this question is asking. Overall I like the 27th Avenue W improvement; the traffic pattern on the new bridge could already use improvement; the stop signs are definitely needed but visibility is poor at the corners. No 21st Ave E or London Road potential improvements are shown on the webpage (or at least not with the rest of the Meso-Level plans)</p>
<p>Keep the roads as much the same as possible. Do not complicate something that already works just fine.</p>
<p>Leave 21st Ave e alone. It functions fine and 26th Ave e allows for a quick pass through.</p>
<p>Leave it alone. Put tax dollars to better use on side streets</p>
<p>Leave things alone.</p>
<p>Less road</p>
<p>Look good</p>

<p>After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.</p>
<p>Love the ugstad planed exit BUT disappointed it won't connect with ugstad road in Hermantown. Boundary road would be a big improvement, 40th and 27th is fine either way. Nothing about 21st Ave or London road was on that page.</p>
<p>Make all more pedestrian and bike friendly</p>
<p>Most of these drawings are very confusing. The macro- micro descriptions was also very confusing and felt like word salad. These feel like beginning stages of public outreach, I expected something a little easier to understand and interact with. You need better drawings. I haven't heard anything about this until this meeting yesterday- I think that y'all need to work harder on getting community involved. Try mailing postcards at the least. Go to public places like the grocery store + YMCA and engage with public.</p>
<p>N/A</p>
<p>Na</p>
<p>Na</p>
<p>No</p>
<p>No comment</p>
<p>No issues with any of these.</p>
<p>No roundabouts, they slow down the traffic. Seems like a lot of accidents at the Superior roundabout, we don't need that.</p>
<p>No strong opinions</p>
<p>None</p>
<p>Please get rid of the interstate here as well.</p>
<p>Put a lid on I-35 between downtown and 21st E. The highway cuts off the hillside neighborhood from the lake. Prioritize locals over tourists.</p>
<p>reduce lanes and establish a parkway/boulevard, safe intersections and protected bike lanes, especially along london to 21st east</p>
<p>Roundabouts added to off/on ramps seems nice. The Ugstad & Westgate/Old Hwy 61 intersection has been very risky during fog due to high school drivers not making sure their headlights are on.</p>
<p>Roundabouts are essential.</p>
<p>Roundabouts at Boundary Ave would be an improvement. Going from Duluth towards Spirit Mountain has always felt sketchy to me.</p>
<p>Supportive of most improvements shown. Thompson Hill I can't see enough details to fully comment, but worry about the scenic view, impacts to nearby bedrock, etc. The only one that I am not supportive of is Ugstad Road - I am very familiar with this area and have always appreciated the quiet, calm nature (friends live nearby and live there due to the scenic, rural quality). There is no traffic that seems to warrant a huge expense in infrastructure, unless the push for it is being backed by development, which would likely include such things as storage units, gas stations, and other cookie cutter developments that would greatly increase</p>

<p>After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.</p>
<p>neighborhood traffic, have huge impacts on safety for the neighborhood, and be very ugly aesthetically in what is otherwise a gorgeous and scenic corridor.</p>
<p>The 40th and 27th Avenue access closures will be a huge improvement. Those are very confusing for drivers and are certainly conflict points. I don't have any comment on the other areas.</p>
<p>The construction that is happening now by 27th is a mistake</p>
<p>The improvements represented for these areas are generally good.</p>
<p>The interstate from Thompson Hill through 40th Ave W just feels like a giant gash separating 2 sides of the community. Really sad. The 21st Ave E intersection should be a ground level roundabout. London Road/ I-35 intersection would also be much improved with a roundabout.</p>
<p>The new developments on 21st & London Road are showing some promise. With appropriate infrastructure to make it safe and comfortable, London Road could become a very popular place for new multiuse developments and as a transportation corridor.</p>
<p>The smaller improvements look to make sense if the interstate remains. It would be better to remove the interstate.</p>
<p>These improvements look helpful.</p>
<p>They are uniformly terrible. All elevate the speedy movement of cars over the safety of people moving in the area. MNDOT puts out really good written policy on infrastructure design. Please study it, and come back with something that actually works. Like removing this dangerous, underutilized, and blisteringly expensive stretch of road.</p>
<p>This is a ridiculously loaded question.</p>
<p>Thompson Hill - I support cutting off access to and from Cody Street. It's always been a hard onramp because it is so short. I also support extending the truck lane all the way to Boundary Avenue. Any improvements that can be made to curves and grade would be fantastic. 27th Avenue - Definitely support cutting access from Helm Street to off ramp. Such an awkward area, with having to look over your shoulder to see if anyone is coming. It's rare someone is there and most people don't even take it into consideration.</p>
<p>Thompson Hill NEEDS a full length dedicated truck travel lane! Very difficult to get my semi over and out of the truck lane before it dumps me int the Proctor exit. Support the curve realignment too. Love the Boundary roundabouts & ugstad exit concept. Supportive of any improvement to 27th Ave W bridge, too. Supportive of London Rd concept.</p>
<p>Thomson Hill/Boundary Avenue double roundabouts seem excessive. Improve signage and lane painting and keep up on that. The exit to the Spirit Mountain side could be defined better (it's very loose looking and feeling when driven) with signage, appropriate line painting, Better signage on the 'heading to Proctor side' should also happen. Overall, signage. We need better signage on the entire way. Whether this is a mix of the marquee signs sprinkled in with static signs that are way bigger and can mark things better, or just static signs, it needs to happen. We also might need to think about having event specific signage, like for Grandma's Marathon. We should also more clearly mark things for the DECC, Canal, etc. It seems like the references to the most popular places are very unremarkable and miss-able. I've lived in Cloquet since</p>



<p>After reviewing the Meso-Level potential improvements at dsmic.org/study/i35 share your thoughts on potential improvements for Boundary Avenue, Thompson Hill, Ugstad Road, 40th Avenue West, 27th Avenue West, 21st Avenue East, and London Road. Please identify the location in your feedback.</p>
<p>1998. I've been driving to Duluth for work and fun since 2003. I drove through the I35 mega project back in 2010. That was a nightmare every day the entire time (I drove 2-4 times per day depending on work). I sometimes wonder how much actual improvement that had looking back on it, and then to see what's being proposed now.</p>
<p>Was not able to open it on my android phone. I think the 40th and 27th west area needs improvements from today's design. It is were I have the most trouble driving. It is also a very tough area to bike around.</p>
<p>We need more public discussion on this. More meetings. Perhaps it would be wise for groups to visit these locations and walk around them on foot. Get a pedestrians perspective on this. That way everyone is on the same page.</p>
<p>What?</p>
<p>X</p>
<p>You dont ask about 46th Ave W but I will. This crossing needs to provide direct access to the Bong bridge, not just for vehicles but bikes and pedestrians. AS it is now one needs to travel to 44th to get on the Bongs sidewalk. This is the only crossing of the St Louis river that provides the minimum infrastructure for peds and bikes. It needs to have better connections across I35. 40th Ave needs huge improvements for bike and peds as well as connection to the Cross City Trail same at 27th. NOt much improvements for safely crossing any of these overpasses for bikes and peds. No mention of the two pedestrian bridges, both of which are now part of the Cross City Trail, the only shared-use path that connects western Duluth to Eastern Duluth. They look and feel like entrances to a prison not at all like the pedestrian bridges on the eastern side of Lake Avenue. They need to built so a truck can plow them as well.</p>

<p>Anything else you think the study team should consider?</p>
<p>-</p>
<p>21st avenue west has come a long way, but is still very far from multimodal. Woodland Ave and 4th street east would make the best up/downhill (diagonal so easier) cycle route in the city!!! This connection would be so transformative for a coming urban bike network. The hill is much more manageable than it appears if there were a proper separated lane, esp with electric bike technology in consideration!</p>
<p>27th Ave W - people turn down wrong way on ramps.</p>
<p>A comprehensive, citywide bike plan with consideration for ample housing stock and mixed use development</p>
<p>A real plan to actually get rid of the freeway through Downtown Duluth. Imagine the amazing connection there could be, not to mention real economic growth for the area and less congestion on Canal Park when we actually give people access to Downtown. I'd like to see you actually work in tandem with the Waterfront Collective to find a better parkway solution, since</p>



Anything else you think the study team should consider?
there are some oddities (re:railroad). The answer is not fix the intersections we have now and leave it.
Adding separate walking/biking paths from downtown to canal park area ie. Depot parking lot to Bayfront park and another one closer to Lake Ave. This could be instead of major changes to the current interstate running downtown - keep that similar but 'simply' add some extra pedestrian/biking bridges.
Again, I think you shift the focus not only to safety and more pedestrian-friendly but a way to use the roadways as the strongest asset to Duluth vs. the strongest asset to the traffic.
All projects should consider not only current conditions but future climate impacts to the western Lake Superior region. Additionally this is an opportunity to make our downtown corridor and connection between the downtown area and Canal park area stronger and more welcoming to locals and tourists. Accessible to those using public transit, on foot, or on bicycles.
Amending study to just document safety conflict caused by present freeway design. The last quarter of presentation ignores what are strategic outcomes from reform. Ignores MN-Dot metrics to reduce emissions and vehicle trips. Ignores transit and fails to see potential with active transportation
Apply for a reconnecting communities grant & please go back and ass the fundamental question: is a freeway the appropriate choice of road for this corridor?
At some point we have to get around going through congdon after the freeway ends to get to the north shore.
Begin transitioning from automobile centric planning to pedestrian-cycling focus
Better sidewalks
by taking steps to improve walkable and bikeable streets, we create healthy, vibrant communities that are more connected and less reliant on cars to survive. together we can build a Duluth that meets the needs of the residents who are overshadowed and neglected by the existence of I35
Combining the freeway and Railroad Street into a larger parkway would make navigating the downtown Duluth area much easier.
completely removing I-35 from Duluth
Connecting canal park to downtown in a nice walkable way could be such a help in revitalizing downtown, especially with the impending rail line coming through, and more potential tourists
Consider a Dutch roundabout for the parkway design.
Consider a long-term larger re-route of north-bound through traffic west of Duluth, around the city altogether.
Consider a potential rotary intersections at grade
Consider people who don't want to have public transit and how we can shift their outlook on this. Those are the people in the way of change!
Consider the people, not the cars!
Consider the value to the city and downtown as an urban space for EVERYONE. Not tourists headed up the shore, not the few concerts and hockey games at the DECC, everyone who lives in the city, wants to move there, and enjoy what they can of our increasingly miserable lives.



Anything else you think the study team should consider?
Do not impede the thru-traffic.
Do not prioritize bike traffic
Don't make I-35 traffic integrate with pedestrians. Keep the two separate.
Don't underestimate event traffic, I've seen stopped traffic on the freeway due to exit ramp congestion
Downtown really needs to be connected to canal park better. Perhaps only one interchange on I-35 is necessary for downtown. I would rather see more businesses and park space than lanes for traffic.
Duluthians appreciate the work being done to ensure we have safe infrastructure that suits the needs of our city and people, including those amongst us who have limited access to personal vehicles
Ebikes are a game-changer, and should be a serious piece of any future planning.
Going back to school.
I am saddened when I visit Duluth because the freeway cuts people off from the lake, is an eyesore, is loud, and makes it difficult to get around without a car. Please prioritize people biking, walking, and rolling by replacing the freeway with a smaller, slower parkway that still allows those who need to drive a way to get around, but makes it safer and more pleasant for those who can't or choose not to use a car. The lake is being hidden by the freeway, I hope that you will bring it back to it's natural glory by restoring access to the lake to everyone, making it easy and pleasant to access, no matter what your mode.
I am so excited that the City is taking a hard look at this I-35 corridor. In my opinion, an interstate road is not the answer to this area of the city. It was a mistake to put it in the first place because it has been a barrier between downtown and the waterfront. Establishing the street grid across this area creating many easy, walkable connections would calm down the traffic allow more opportunities for mixed-use developments to bring more life and vibrancy to our city. Offering a more attractive neighborhood for tourists to want to stop and see what the beautiful City of Duluth has to offer. I think that people focus too much on speed and trying to push people through the city as fast and "efficiently" as possible, but I don't think that is what Duluth should be doing because we want people to stop and stay, adding revenue to the tax base, and providing both local and tourists more opportunities to walk/ride bikes without having to rely on a vehicle. This would be especially be helpful once the NLX Express trains start their service and bring in more people that don't have a car. To me, it is a win-win to remove the interstate and explore roundabout and other options to bring this city closer together and remove the barrier that has scarred this City for much too long
I believe I made my prioritization of reducing car dependency pretty clear in my feedback, but this is still amazing work.
I genuinely am concerned that loud advocates are getting to dictate politically what is ultimately decided in this corridor. There doesn't seem to be much in the study focusing on trucking or railroad aspects and needs in the corridor.
I love your work.
I started this process with really high hopes for the corridor. I am feeling very discouraged by the options delivered at this stage in the project. The concepts do not address the community engagement received, the local community's goals, or the fact that the transportation system

<p>Anything else you think the study team should consider?</p>
<p>we built today is literally killing our planet. I honestly think a number of these options would worsen outcomes for everyone except people driving on the freeway. I encourage the team to try harder, to think bigger, and to work with the groups on the ground in Duluth who have been engaging in this area for years.</p>
<p>I strongly oppose any roundabouts in the London Road or downtown area. They are great in other spots, but those would hurt more than help in my opinion.</p>
<p>I think equity is an important element in this revitalization. If the highway is removed and businesses/housing moves in, I think the people that were previously affected by the highway's placement should have first say in what/how the new space is used.</p>
<p>I think more of the materials for this process should identify the timeline that these improvements are likely to occur over; I expect they are multiple decades but a lot of the comments I've heard make it seem like people expect construction will start next year.</p>
<p>I think that we really need to consider how to make Downtown Duluth and Canal Park feel connected and welcoming to visitors and residents. Expanding that connectivity to West Duluth, esp. the Lincoln Park Craft District would help the city to feel unified and people-focused. With the current freeway configuration, it feels like Duluth is bypassed in favor of shuttling people (business!) up the Shore. The freeway ends two miles down the road at London Road anyway - figuring out a way to transition the end of the freeway so that it ends in Downtown Duluth would improve business for local Downtown and Canal Park businesses, and provide opportunity for expanded business and residential opportunities in reutilized waterfront space.</p>
<p>I use an ebike for transit almost exclusively. I don't feel like I understand how these plans relate to me. ("Comfortable for all modes") Lumping bikes with walking seems insufficient. Are there plans for bike lights? Bike lanes? Under or overpasses for bikes? This made it difficult to evaluate the proposals, but made me suspect existing bikers aren't being taken seriously -- and the idea of inducing demand for bikes or ebikes certainly isn't there. I hope this isn't true, and in the future I would love more inclusive presentation to help me understand these proposals better.</p>
<p>I was doubtful as a biker. I felt invisible, and then these [unknown] weren't sincere about correcting because of it. To improve transit multi-modal options are needed. We don't need more 1990s best practices</p>
<p>I was not well enough prepared for tonights meeting. I was hoping to hear the experts talk about the various aspects of the potential alternatives</p>
<p>I would ask that whoever is reviewing these surveys to look into other cities in the US who have moved away from car-centric planning, and embraced more human-centric city planning. Also, remember college? Wasn't it nice being able to simply walk to class, the cafeteria, the gym without having to worry about 30+ mph cars zooming around you? Let's bring that same walkability to everyone here in the city of Duluth. And let's not half-ass it. If we're going to make this city more livable for a human being, let's take it all the way and set a standard for other cities in the future. Humans>Cars</p>
<p>I35's future is duluth's future. If nothing changes, nothing will change for the downtown area.</p>
<p>If there is going to be rail linking MSP and Duluth we need a last mile that is easily navigable and inviting to those that live and visit down town. All other improvements are fine, but a</p>

Anything else you think the study team should consider?
status-quo improvement to downtown would be extremely short sighted and a hindrance to future downtown-canal improvements.
I'm fully on board with the Duluth Waterfront Collective, please work with their ideas as much as possible to make that vision of Duluth a reality.
I'm not a part of it, but just about everything I've read on the Duluth Waterfront Collective is pure gold. An amazing vision for reconnecting Duluth, amazing opportunities for housing/development, and would just look amazing. I think the visual effect and financial impact would rival the removal of the Embarcadero Freeway in San Francisco.
In other cities I have lived, wide parkways between one-way roads are really attractive and pleasant for both cars and pedestrians. I don't see an option like this represented for downtown.
In our desire to improve traffic flow we should be careful not to impact the livability of the neighborhoods we pass through
It is absolutely embarrassing that this study took a community group's concept, made a straw man out of it, and then came to conclusions without ever meeting with the community group or showing any understanding that the concepts were an attempt to start a conversation. The agenda is blatant and awful. So much for a new era of transportation planning. Please throw out the trash projections of impact and start over in actual good faith.
It is imperative that we build around public transit and pedestrian access, not cars. We cannot continue building cities for cars. That is dangerous, unhealthy, and detrimental to our local economies. I-35 needs to be removed, in downtown at minimum. Traffic expands to fill available space, and the best thing we can do is reduce traffic in this area.
It seems important to wait for the new rules to come out about GHGs based on new law. Also want to be sure that there is good use of IJIA & other funds to expand transit, walking, biking, & rolling. This includes snow removal on biking/walking corridors given equal priority to snow removal on roads.
Keep the freeway as an interstate all the way to lakeside with zero stop lights, roundabouts or any traffic control
Leave spirit valley alone!!!
Leave things alone.
Light rail transit
Local community input, meaning the actual neighborhood and not just the citizens of Duluth.
Make Duluth more bone/walk friendly and safer. People drive incredibly fast and unsafe in this town. Difficult for children and families to walk/bike safely.
Many of the people who benefit from 35 as an automotive transport corridor are busy working and do not speak up in surveys like this, but changes that make simple tasks like driving across town or getting to Canal Park by car more time-consuming and difficult still make our lives worse. Duluth is a cold-weather city and pedestrian and bicycle traffic are nice things but are irrelevant for half of the year. I walk frequently and use bike paths... but I drive much more and need to be able to continue to do so.
More green space less freeway all around
More green space to remove the stink

Anything else you think the study team should consider?
My issues are with the downtown area and how the bare minimum is done for the area. This could be a big moment to change how we move around not just Duluth, but through other big cities in Minnesota and the United States. Projects like I-81 in Syracuse and the Rochester Loop in New York are how we should be dealing with these highways. I'm sure many others have shown this link, but the Highway 61 revisited project is what should be brought forward to Duluth's aging freeway; not a lid covering sections of the freeway, not the laughable attempt of fixing interchanges, and not the downgrade of a boulevard that is being attempted here. https://www.highway61duluth.com/
Na
No
No
No
No.
Nope
Not at this time
Not happy with this survey. The links take you away from the survey page. The infographics on the MIC website do not present adequate information. (What does "exposure" mean? - no context). Images included in the survey are inconsistent, making some options look more attractive. Overall this is very difficult for an average community member (or even a well informed one) to engage with.
Not sure how to manage this, but more than once I've encountered deer running across the highway around Thompson Hill. Yikes!
Not that I can think of at this moment
Nothing specific, I just want to stress that the replacement or even capping off of the I-35 corridor downtown should be very seriously considered. It would be one major step toward not only creating a more attractive city, but I also believe it would have a positive impact on the economy through freeing up space and better connecting downtown and the waterfront/Canal Park. It would be an important step toward orienting the city further toward less car-centric development that is crucial for long-term sustainability.
Pan handling is the worst idea ever!!!!!! Build a damn homeless shelter we only have warming shelters for them grubby fuckers and it's just the worst cop out ever to make us look at them begging instead of putting infrastructure in place to require active attempts to better their situation. We aren't struggling with a lack of housing for these people we are struggling from a lack of parenting 20 years ago
Pay close attention to the impacts on BIPOC and low income people as well as environmental impacts. Don't make things worse for any of these three.
People are watching how you handle this situation, and I hope we make a decision that's best for all duluthians
Please conduct a re-connecting community study. Traffic has been dropping on these stretches of I-35 for decades, according to your data. Reduce roadway. The freeway is underutilized at all hours of the day according to your data so reduce the service. Eliminate motorized traffic. Design for slow. Design for safety. Pedestrians are traffic, too.

<p>Anything else you think the study team should consider?</p>
<p>Please consider actual people and not cars. I'm just as valuable as someone speeding around in a car</p>
<p>Please consider providing a more detailed look at these alternatives. I had a very hard time understanding these images/graphics, as some of them were very low resolution, had no key or legend, and little to no description/explanations.</p>
<p>Please consider those who would like to navigate the area without a car.</p>
<p>Please continue to research ways of better utilizing space like the lid and roundabout concepts at 5th Ave W and Lake Ave. Duluth needs all of the efficient use of space it can get at this point.</p>
<p>Please eliminate the third concept Downtown Interchange Improvements. In a broader context, I think MnDOT should re-evaluate the design concept of a roundabout at 60th W. I would prefer more holistic-level planning and consideration of moving the proposed roundabout to the intersection of Superior St/Old Superior Street and Highway 61. I think this would help improve slowing of speeds coming into town much more.</p>
<p>Please recognize that traffic can be slower but still moving. 50 mph is unrealistic if you are to consider making the city-waterfront connection something amazing. Priorities: citizen safety/health, vibrant biz and neighborhoods, logical network connects for peds bikes and buses (and cars), getting people off the interstate into our areas of interest to promote \$ and well-being, moving cars thru town safely & sanely</p>
<p>Please reconsider the Duluth Waterfront Collective's idea. The problems pointed out are fixable. The roadway grade coming from 5th ave west is fixable and is already at a dangerous grade coming down from the courthouse. The roadway could be moved towards the lake to help with the gradient. Moving it would also help with the railroad crossing issues. I think the railroad could be moved to accomadate what the depot needs as well. We don't need triple roundabouts, just do two then! If multilane roundabouts are an issue, then why does Wisconsin have one on the other side when one travels over the Bong Bridge. Somehow they make it work. We can do the same here. Just slow the traffic down. Or, limit it to a single lane.</p>
<p>Please think boldly about downtown Duluth, and ensure that these designs are made for a future where people can enjoy walking and biking between downtown and Canal Park without competing with motorized vehicles. Just try walking with young children from the library to Bayfront, over to Canal Park, and then back up to Lake Ave & Superior St. It's a sad and frustrating walk right now but has the potential to draw scores of people if the route becomes relaxing and beautiful. That possible change all starts, or falls flat, with what happens next with the downtown segment of I-35.</p>
<p>Please think creatively about public transportation options. Also, many people in Duluth walk and need to cross busy streets - please walk along our streets often so you can better understand our needs. :-)</p>
<p>Please. Please. Transit is our future. Not cars. When we invest in transit, cycling, and pedestrian oriented infrastructure is creates a better and more equitable space for everyone. It's better for the environment, better for the economy because that's all you care about anyways. Please. Stop insulting us with more car centric designs. Why ask for feedback when you won't even listen to it.</p>
<p>Prioritize peds, bikes and public transit much more aggressively so that the area is significantly safer for elderly, disabled and children - as well as the people who live there. Stop prioritizing car traffic. The reason I don't like Canal Park is the cars!! It smells like exhaust, is terribly loud</p>

Anything else you think the study team should consider?
and such a headache trying to dodge traffic. I would go out of my way to visit the area if it didn't cater to cars so heavily. There is such a huge opportunity to create something truly special (in the US at least) for the downtown & waterfront area of Duluth by heavily reducing car traffic and car parking.
Proctor needs the ramps on Ugstad Road to develop area commercially
Redo the roads in a different part of duluth
Regarding the highway - one problem I've noticed is - people entering the highway do not seem to pay attention to traffic. I've had several near accidents (including this morning) with people failing to yield as they merge onto the highway. Longer merging lanes, perhaps a mirror or light system similar to what I've seen around Minneapolis/St. Paul could be helpful.
Remove I-35. Highways should not dissect cities.
Remove the interstate If the interstate remains, remove the Grand Avenue Connection and only have the Central Avenue Connection.
Residents should be prioritized, and we need to start planning for increases in bicycle, pedestrian, and transit travel now to prepare for the increases we will see in the near future. Need more of this infrarstructure. Thank you for your creative and well thought out concepts on these improvements!
Shrink the ROW. All the traffic going up the shore manages to squeeze onto London road. With superior st and railroad st as parallel routes, there's a real chance to have a distributed grid rather than the disfunctional hierarchical road system that MNDOT is currently implementing (and not giving up on)
Since its for 20 years out. More 3 lanes. When there is trouble on I35 downtown, traffic backs up past Central. A 3rd lane may let traffic pass or not block exiting traffic on Bong bridge and/or Central exits.
Stop and go is also bad for the environment
Stop overbuilding. Build to grade.
Strongtowns.org I am a member of Strong Towns. highway61duluth.com I just learned about the Duluth Waterfront Collective which has the second website listed. They have great ideas. "Not Just Bikes" youtube videos. Great insights. Interstates are not unavoidable and can be changed for the benefit of all.
Thank you for surveying the community! I would love if construction closures were announced prior to the day of. When a lane of 35 is closed, it adds 20 minutes to my commute one way and side streets are heavily impacted. Thank you for your work to improve our community!
Thanks for the opportunity to allow our views.
The Duluth waterfront collective ideas for the downtown corridor
The freeway should be rerouted up through Hermantown instead of cutting through some of the most valuable land in the city.
The lids of the downtown and east side of the city turned Duluth into the best place to live. Do the right thing and lid the rest of the downtown and Lincoln Park. Link the east and the west. Make us whole again.
The Lincoln Park craft district needs better access and more green space.



Anything else you think the study team should consider?

The one thing barely mentioned is snow and winter. We could have the best improvement, best for everyone outcome here, and then still have crappy snow clearing. That is one of the major issues in Duluth. When it's not issues with snow clearing, it's issues with snow removal. If you are having a nice and clear I35, but people exit to Canal or downtown Duluth into giant snow piles, are we really getting anywhere any better? No. Not really.

The people of Duluth. Now's the time for bold action to create changes that benefit the ppl of Duluth as well as enhance the local industry.

The Spirit Valley and Downtown segments of I-35 need a full design alternatives analysis with options brought forth to the public to weigh in and a full vetting of the trade-offs, pros and cons.

The train. While I do not own a bike I would love to see protected bike lanes everywhere

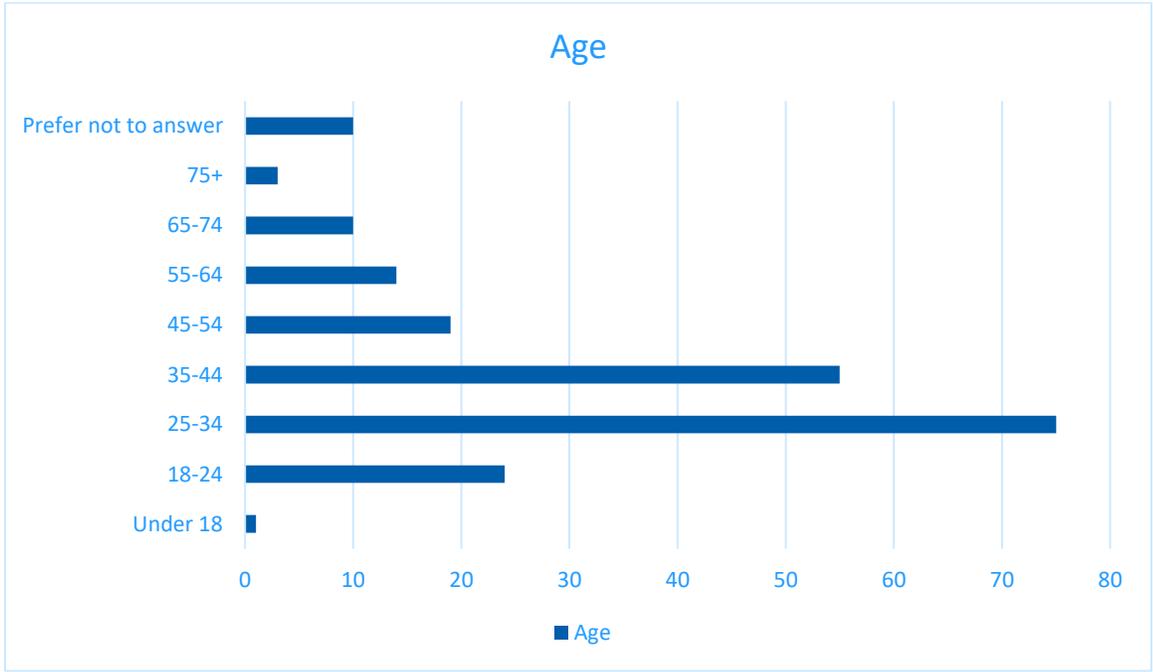
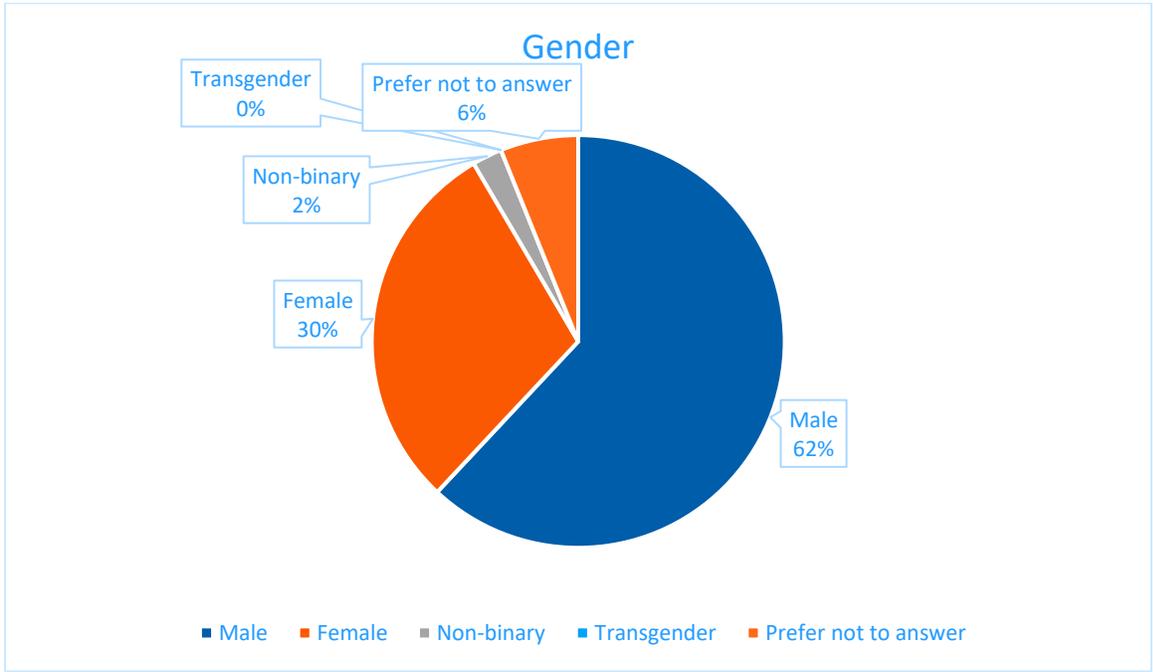
There are three things that I strongly desire the study team to consider in their research of these projects; Duluth itself, the future, and the livability of people near I-35. For the first one, please remember that these changes are taking place in DULUTH. I think we can all agree that Esko, Hermantown, Proctor and Cloquet are important to the general Duluth area. However, these changes are taking place in the city of Duluth and will primarily affect people living there. I have seen that the first question that was asked in a recent meeting was about making life more convenient for people commuting. Frankly, that should be very low on the consideration ladder. If people are so concerned about their commute, they should have thought about that when they chose to live where they do. I mean that in the nicest way possible. But seriously, you all on the study team should really be thinking about what is best for DULUTH. The second one builds on the first. Think to the future, which proposals will be best for the future? What will help grow the tax base, what will grow business, what will bring more tourism and people moving in? Don't think for the now, think for the future and plan accordingly, even if it means spending more. It would really suck to have to change a lot of this and spend more money in the future because bad decisions were made now. Lastly, but by no means the least important, think about the people who will be impacted by these changes. Especially the Spirit Valley and Downtown/Canal Park ones. People LIVE here, right next to where these projects will be. Make it better for them, or at least make any negative impact to them as minute as possible.

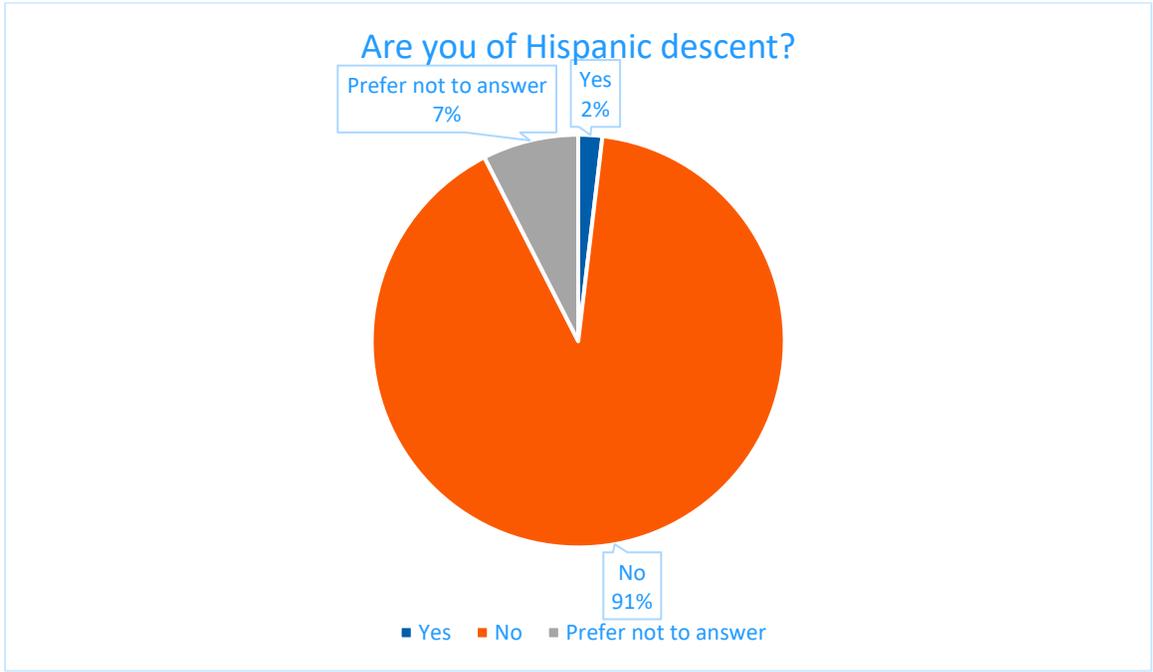
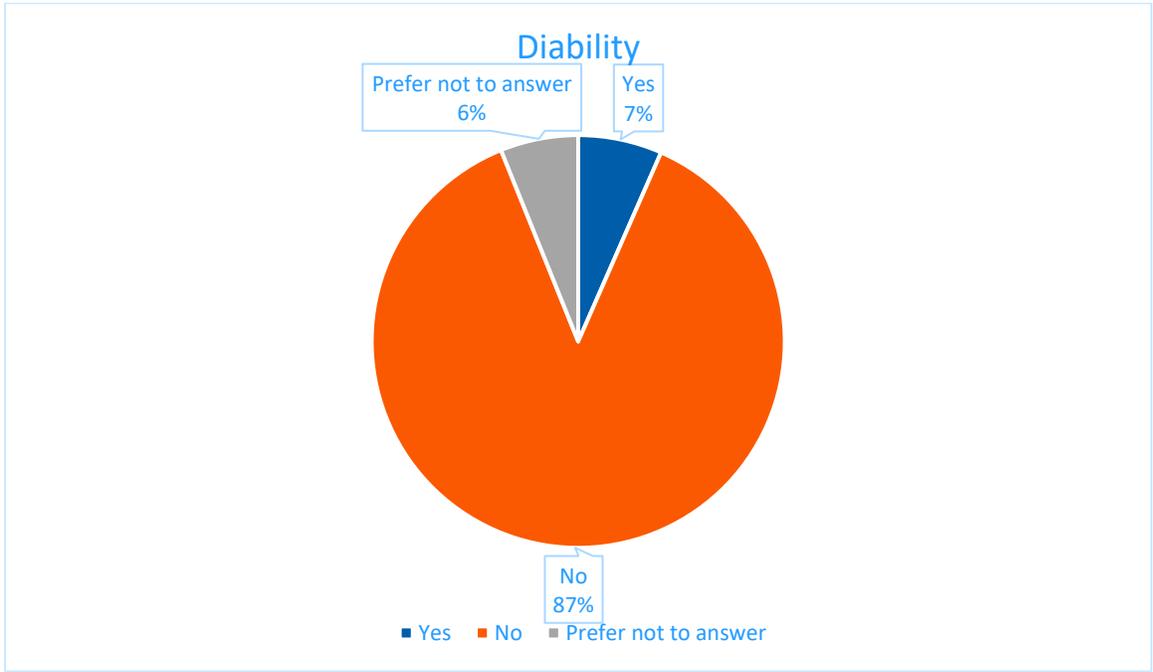
This is a time to look at radical changes to the downtown section of I-35. The interstate is a visual and physical scar through the city and it is hampering the economy and environment of Duluth. Removing and consolidating as much of the infrastructure as possible has the ability to transform Duluth in many ways. I encourage you to consider further study that can address that goal.

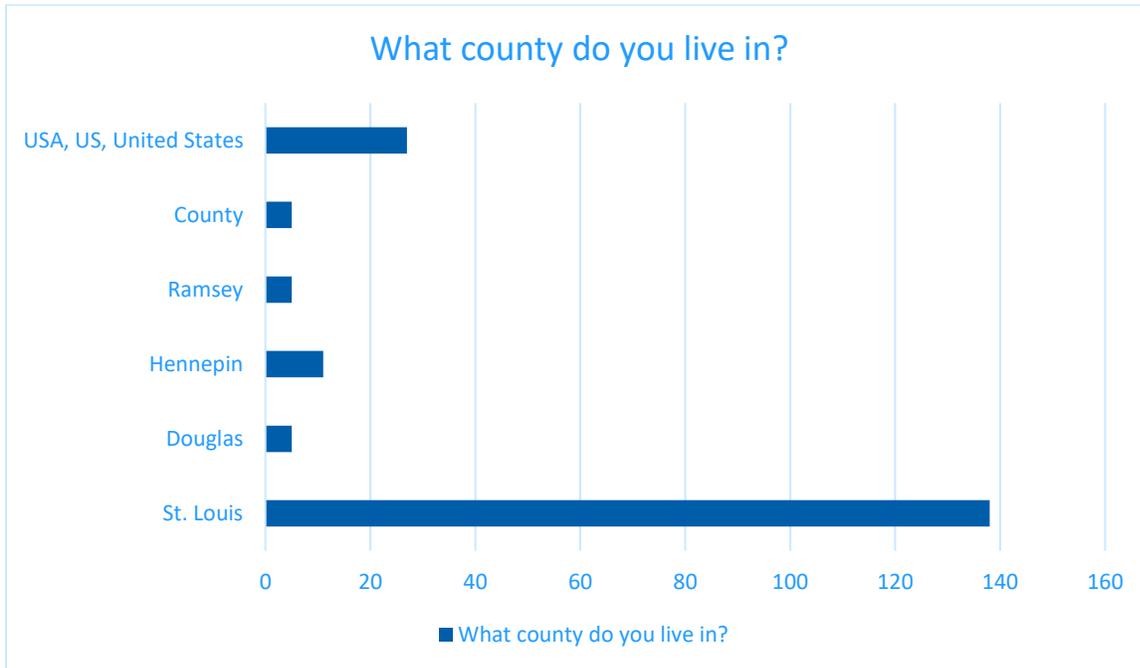
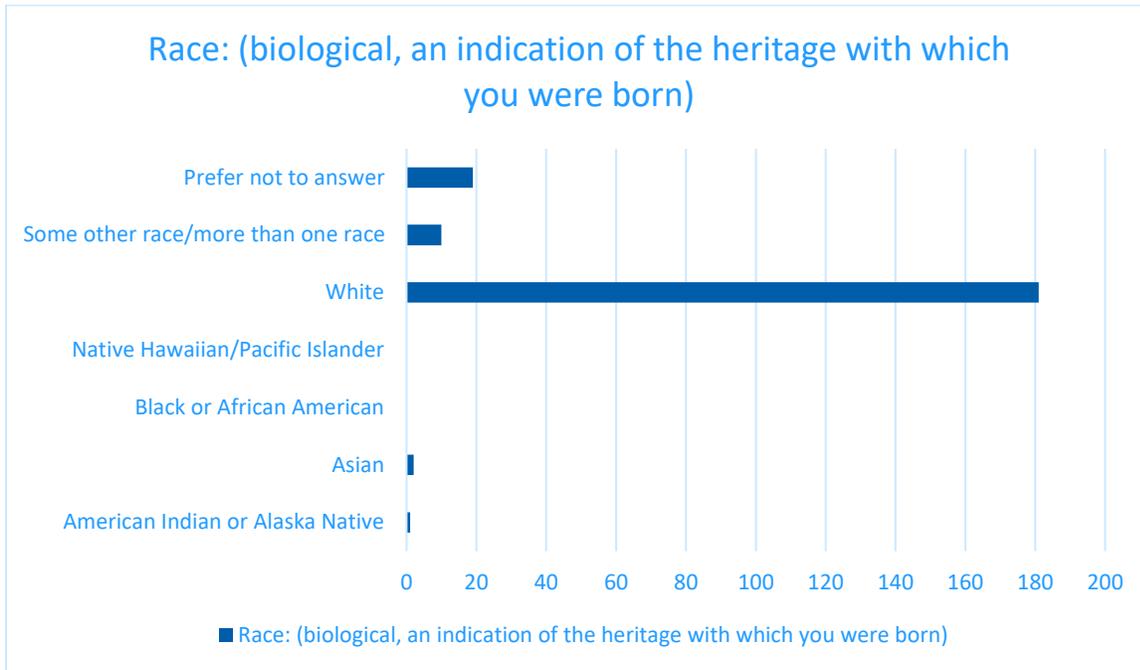
This study should be placed on the shelf and locked up until a better study is completed that addresses the loss of connections due to the freeway. The City council passed resolution with strong support of a study to examine how we can improve connections not rebuild what we have in place and same design. (21-0618R RESOLUTION DECLARING THE CITY COUNCIL'S SUPPORT FOR FORMALLY REEVALUATING THE CITY'S DOWNTOWN I-35 CORRIDOR. (REPLACEMENT) This study shows the equivalent of what we did on Superior St, put lipstick on a pig as they say. Yup, it looks new and functional for cars but left very little improvement for pedestrians and zero improvement for transit and bikes. Lets not do this again under any circumstances. I know District 1 of MNDOT talks multimodal transportation but this study

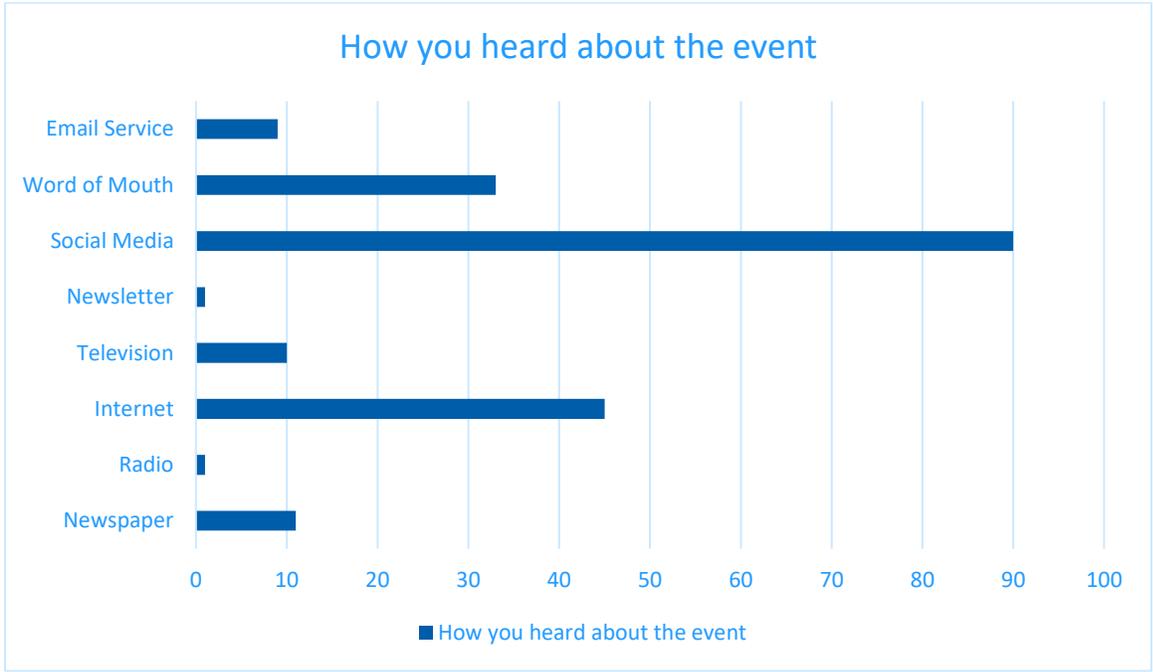
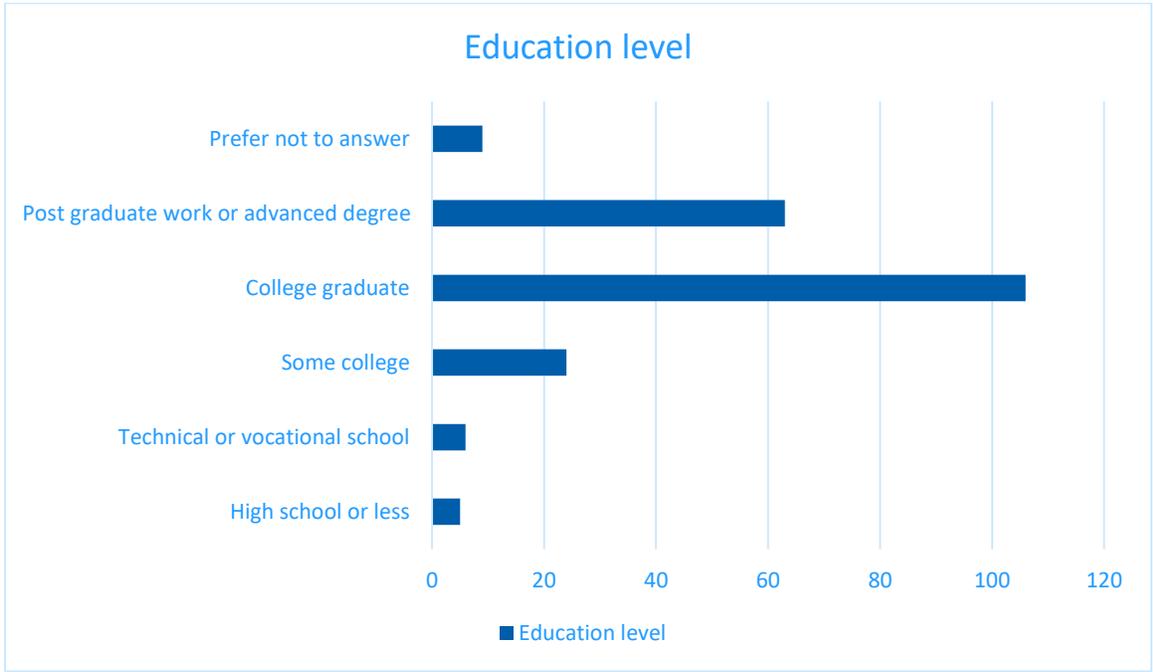


Anything else you think the study team should consider?
does not reflect improvement other then replacing the freeway with minor changes to improve life in our neighborhoods. Also I found the study results on the web site hard to follow and look at. Your rankings did not offer a zero rank. Al my 1's should be a zero.
To support the Spirit Valley businesses, it is great to consider how to make it more walkable (from the neighborhoods). The highway plays a huge role in that, so I'm really glad to be seeing that considered.
Try not using AADT as a baseline to solve the problem set up a goal to reduce AADT by at least 50% this will help with focusing on alternative modes of transportation
Unweave the mess of overpasses and such at Mesaba and I-35. Make it just a simple roundabout or such type so people can go from Mesaba to I-35 up the north shore rather than a convoluted route. Make it safer for walkers and bikers to go on Superior St. from downtown to west end.
Upon reading through your website I came across the Duluth Waterfront Collective Concept that you featured and I was impressed, I thought that was maybe your plan but apparently it's a private group? Do that plan instead, would make enjoying our lake so much easier and not to mention all that land that developers could build housing, office, retail and hotels on, I'd chose permanent jobs over a underused freeway any day. But I have a suggestion, plan a bypass around Dultuh, proctor and Hermantown, just reroute 35 around town to hook up with 61 towards two harbors, and make the current 35 (starting around midway) State Highway 61 and let the community decide what's best.
We don't need the freeway to run through Duluth. It separates the Canal Park and downtown areas. Let's make that area pedestrian friendly, have public green spaces, and slow down traffic.
Why do we need an interstate downtown? Let's creatively use this opportunity to reimagine a beautiful connected downtown zone that works for all modes.
WOuld love serious consideration of a larger restructuring of this project, of the sort that teh Duluth Waterfront Collective has proposed, including possible conversion to a non-freeway parkway.
X
Yeah, get your heads out of your asses and model Duluth after walkable cities like Amsterdam.









APPENDIX L: PHASE TWO ADDITIONAL COMMENTS

Appendix L: Phase Two Additional Comments

From: [Kent Worley](#)
To: [Dan Pfeiffer](#)
Cc: [Bill Majewski](#); [Larry Sommer](#); [Dan McClelland](#); [SAS+Associates](#); [Judy Gibbs](#)
Subject: Your name...
Date: Wednesday, May 24, 2023 4:48:37 PM

Hello Dan-I am Kent Worley, the Landscape Architect who worked with MnDOT during Duluth's initial I-35 work. Together, we accomplished some really great Multiple-Use projects you may know about.

After 40 years, we reluctantly left Duluth and came to a retirement community named Holland Home in Grand Rapids, Mi. We return to Duluth for summer visits when we can.
My question—is—is it possible you are related to Dan Pfeiffer of Grand Rapids, former owner of our Lincoln Dealership and the person who GAVE our Holland Home Many acres of valuable land for this development? We lost Dan about a year ago, but grateful for his gifts, personality and leadership here! I did get to meet and visit with him once; wonderful memories of such a leader!
Same name and spelling, so thought I would ask.

I have participated with a local Duluth group for over a year with our proposed 'Downtown Duluth GREENWAY'. We want to see the downtown 1/2 mile of Single-Use I-35 covered (roadway stays exactly where it is) with the top surface 15 acres developed for people, trees, activity, amenities, etc. which then provides the safe convenient CONNECTION between Downtown AND Canal Park retail, dining, government, entertainment and of course Lake Superior and Lakewalk! Duane Hill and several have followed this since its beginning early last year. (I do not propose buildings or roads on top due to loading; this will easily occur in those 'approaching spaces, especially on the downtown side, but yes any future development can occur there along the approaching access-ways entering over the Greenway—even some Housing which I wish we could be a part of !!!)

Would you want to hear more details, for instance its 40 different valuable uses and benefits... starting with solving the poisonous exhaust conditions by vertically SEPARATING vehicles FROM people ?

I have written dozens of pieces, several in the newspaper, with the positive rationale we believe achievable. I guess that late 1970 to 1980 work wasn't enough and this single focus has been equally strong, if not stronger, than past concepts and projects thanks to MnDOT and Multiple-use
Not sure why this interest other than I believe this profession of Landscape Architecture and several others makes it a personal obligation to identify and accomplish useful opportunities and to gain optimum land use
I see this opportunity as one of the finest we've come across.

At 83, of course I'll never see it, but believe in it so strongly, I still want to help it become the beautiful and valuable 15 acres which can accomplish so much for Duluth and the Region.
Very fortunately I will be in Duluth for the meeting—someone's timing was perfect!
Thank whoever came up with the meeting date!
Thanks for listening & feel free to ask or call to visit— traveling starting Friday but have phone at [REDACTED], and hopefully e-mail occasionally

Kent
Wednesday May

Kent G. Worley, Landscape Architect

Figure 33 Comment letter from Kent Worley

I35 Corridor Items Study See map for locations of items below



A	Boundary Ave Crossing - Improve pedestrian bike crossing
B	Irving - Keene Creek Park - Connecting the Cross City Trail with above HWY 23; Connect Cross City Trail directly to Spirit Valley
C	Connection of Irving to Spirit Valley needs to be more welcoming and safe
D	Cross City Trail and neighborhood connection to Spirit Valley safer
E	Bong Bridge connections directly from: 40th Ave W and another from Cross City Trail directly to bridge from trail
F	Safer crossing for bikes and pedestrians. If pedestrian bridge north of here is removed then this bridge needs to have a multi-use path to accommodate the separation of peds/bikes from vehicles
G	Improve Bridge. More welcoming ped/bike bridge and able to plow with a truck. If removing this bridge then the crossing just south of here needs to have a multi-use path to accommodate the separation of peds/bikes from vehicles.
H	Connection to water. Not sure if or how the TPI is doing this
I	Cross City Trail main line on Lower Michigan back as well as protected Bike Lane on Superior St
J	Cross City Trail direct connection to Garfield Ave not up to Superior street then Garfield. This is the connection to Blatnik Bridge and Superior
K	Improve bridge. More appealing and welcoming bridge.
L	Pedestrian biking update. Needs more welcoming and safer connection to and from downtown and Lincoln Park for pedestrians and bikes

Figure 34 Participant created comment submittal map



[Redacted text block]

Subject: DOWNTOWN DULUTH GREENWAY

We are seeing environmental restoration of our Urban Waterways which can set examples for our other central city needs. [book-Urban Jungle-The History and Future of Nature in the City, by Ben Wilson author of Metropolis]
These restorations, for us, include restoration of lands from the expansive pavement of our downtown freeway.

Yes, the GREENWAY—that’s the one which covers 6 blocks of downtown I-35 from 1st Ave E to 5th Ave W which then continues to its destinations at the same level it now exists with no excavation or major utility work. **The beauty of this Multiple Use is that with such roadway covering we are able to create multiple pedestrian connections OVER the Freeway between Downtown and Canal Park.....while solving health dangers from vehicular exhaust and close proximity to I-35 by covering, treating, and removing the exhaust air !**

Restore these areas with reforestation in order to:

- * Clean the Air
- * Purify the Water
- * Absorb the Carbon
- * Grow the Oxygen
- * Quiet the Space
- * Connect the Separated Districts
- * Educate & Inform the Public
- * Restore and regain Nature
- * Enjoy seasonal CHANGE
- * Beautify the Area
- * Resist Climate Change
- * Teach the Youth
- * Set the Example
- * Attain MULTIPLE USE for Everyone

,,,,,,and yes of course include the walkways pathways and safe convenient connections between our retail, office, government, entertainment, housing, dining and

Figure 35 Comment email page 1 from Kent Worley



all. Plan space for future additional development alongside the elevated entering connections from Superior Street. This area would be more natural and without mowing, fertilizing and weed killing, It's pure Beautiful Minnesota; it's what brought us here in the first place.

Where highway removal is not needed, then COVER AND ACCOMPLISH MULTIPLE USE FOR ALL.

Let highway efficiencies continue — — — underneath — unheard, unseen and non-polluting !

Cover and gain new uses for people, families, visitors, employees, youth, residents, elderly, abled and disabled.

.....and these are just a beginning of our gains with the Downtown Duluth GREENWAY !
I promise, I can expand the list of gains and values to Duluthians !

Note---For any who I've not sent earlier descriptive information on this Downtown Duluth GREENWAY, and if more information is useful, please drop me a note so I can reply. I have to admit, this Greenway Opportunity is an exciting once in a lifetime gain we can accomplish, and although I'll never see it at my age, having lived in Duluth and loved Duluth and our Lake...it's to me as real and possible and grand as possible for Duluth.

Thanks....Kent G. Worley, Landscape Architect, Duluth 1967-2007 [REDACTED]

Feel free with questions and to forward this to friends and Duluth Leaders.

Figure 36 Comment email page 2 from Kent Worley

APPENDIX M: PHASE TWO PUBLIC MEETING MATERIALS

Appendix M: Phase Two Public Meeting Materials

Plan overview



The Metropolitan Interstate Council (MIC) and Minnesota Department of Transportation (MnDOT) are engaging stakeholders and the public to develop a corridor vision and an implementation plan that will identify and prioritize maintenance needs, investment strategies, and improvements for all users.

The study will assess current and future conditions including land use, transportation infrastructure, people and goods movements, design and safety issues, and operational performance on I-35 from County Road 61 in Midway Township to 26th Avenue East in Duluth.

Goals for this project are to

- Define an ultimate vision for I-35 that is innovative, realistic, fundable, and ensures safety, mobility, economic vitality, resiliency, and access for all modes of travel
- Secure public and agency support for the ultimate vision, and
- Develop a detailed implementation plan outlining future improvements, sequencing, timing, cost and agency responsibility.

Project timeline

2022	June - December 2022 Discover and Listen	January - June 2023 Design and evaluate	July - December 2023 Review and approve	2024
------	---	--	--	------



Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 37 Plan overview display board

Study area

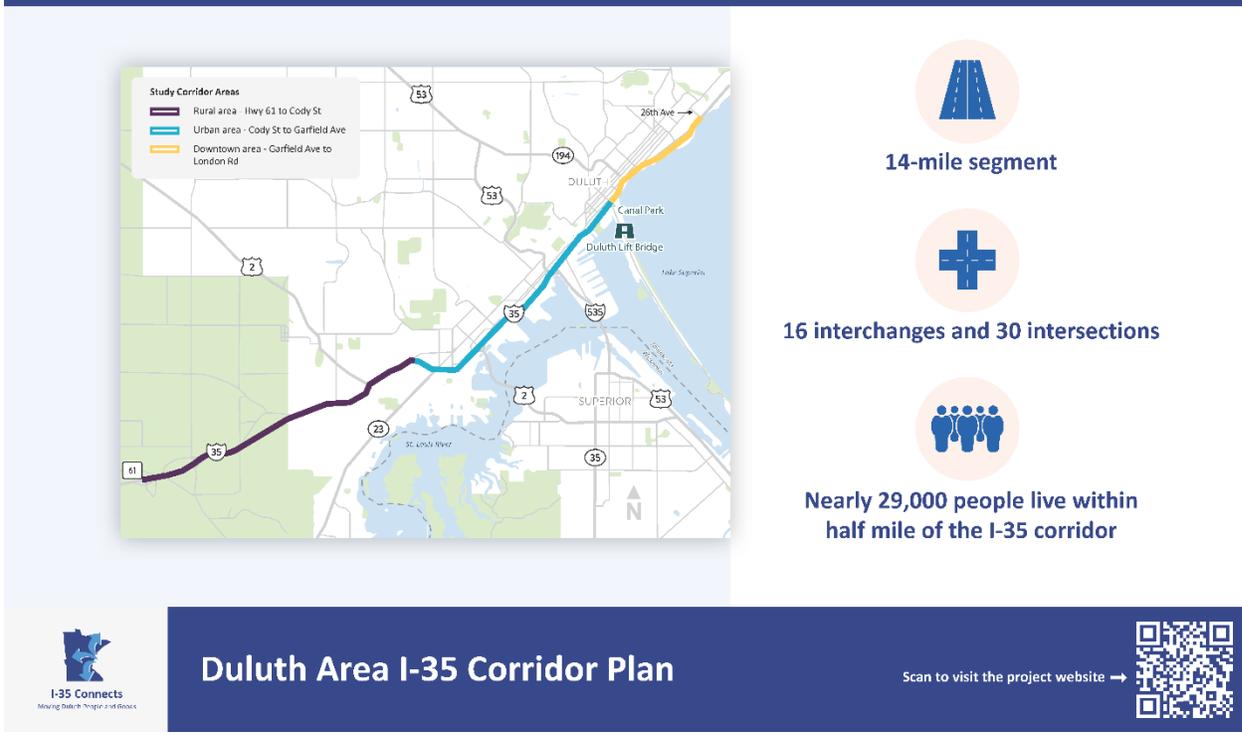


Figure 38 Study area display board

Alternatives Approach and Evaluation

Scale	Approach	Improvement	Evaluation metrics				
 <p>MACRO-LEVEL</p>	<ul style="list-style-type: none"> • Clear Need and Lower-Impact Solution • Planning Level Analysis or Prioritization Only 	<ul style="list-style-type: none"> • Pedestrian-Bicycle Crossing Prioritization Plan • Intelligent Transportation Systems 	<p>Livability</p> <ul style="list-style-type: none"> • Survivability • Comfort • Exposure <p>Mobility</p> <ul style="list-style-type: none"> • Level of Service • Local Delays • Network Delays <p>Safety</p> <ul style="list-style-type: none"> • Modeled Conflicts • Crash Modification Factors <p>Costs and impacts</p> <table border="0"> <tr> <td>Impacts</td> <td>Economic considerations</td> </tr> <tr> <td> <ul style="list-style-type: none"> • Property • Environmental • Emissions </td> <td> <ul style="list-style-type: none"> • Costs • Redevelopment Potential • Adjacent Property Values </td> </tr> </table>	Impacts	Economic considerations	<ul style="list-style-type: none"> • Property • Environmental • Emissions 	<ul style="list-style-type: none"> • Costs • Redevelopment Potential • Adjacent Property Values
Impacts	Economic considerations						
<ul style="list-style-type: none"> • Property • Environmental • Emissions 	<ul style="list-style-type: none"> • Costs • Redevelopment Potential • Adjacent Property Values 						
 <p>MESO-LEVEL</p>	<ul style="list-style-type: none"> • Clear Need with Clear Results • Medium Impact Solution • Concepts or Detailed Modeling NOT Both 	<ul style="list-style-type: none"> • Traffic Control • Access Management • Lane Configuration 					
 <p>MICRO-LEVEL</p>	<ul style="list-style-type: none"> • Clear Need, Impactful Alternatives with Unclear Results • Multiple Alternatives Necessary • Concepts with Detailed Modeling 	<ul style="list-style-type: none"> • Downtown Focus Area • Spirit Valley Focus Area 					



Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 39 Alternatives approach display board

Macro Alternatives

Intelligent transportation systems

Warning systems

- 58% reduction in run off road crashes
- 60% reduction in fatal/injury crashes



Bridge anti-icing system

Anti-icing systems work by automatically spraying the road surface with a de-icing solution. These systems are found on bridges and airport runways.

Variable speed limits



Can reduce crashes on freeways up to:

- 34% for total car crashes
- 65% for rear-end crashes
- 51% for fatal injury crashes

Benefit-cost ratios range between 9:1-40:1

Dynamic lane assignment

- Reduce secondary crashes
- Can help manage lanes during events

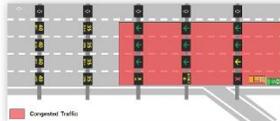


Figure 40 Macro alternatives display board

Meso Alternatives

Boundary Avenue

Boundary Avenue/Skyline Parkway at northbound I-35

- 60% right angle / left turn crash type
- Limited sight distance

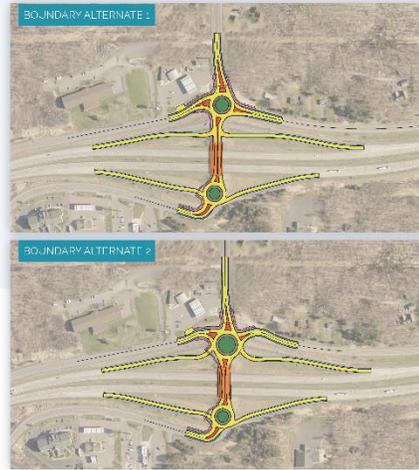
US 2 at Skyline Parkway

- Limited sight distance
- 50% crashes occur December-January
- 1/3 sideswipe same direction



Boundary Ave/Skyline Pkwy at I-35 NB

US 2 at Skyline Pkwy



Criteria		Worse	Neutral	Better	
CRITERIA	BEFORE				
	AFTER				
LIABILITY	BEFORE	Red icon			Added the Engineering of Right-of-way into the design. Potential for liability associated with the design.
	AFTER		Green icon		
SAFETY	BEFORE	Red icon			Reduced right-of-way issues at southern end to allow for a more appropriate cross-section.
	AFTER		Green icon		
MOBILITY	BEFORE	Yellow icon			Additional ramp for area capacity.
	AFTER		Green icon		
IMPACT	BEFORE	Green icon			Minimal impact on surrounding areas.
	AFTER		Yellow icon		Potential for business impact through use change in CHX, etc.
COST	BEFORE	Green icon			
	AFTER		Red icon		Estimated cost of \$1.5M - \$2.5M (12000 sq ft).

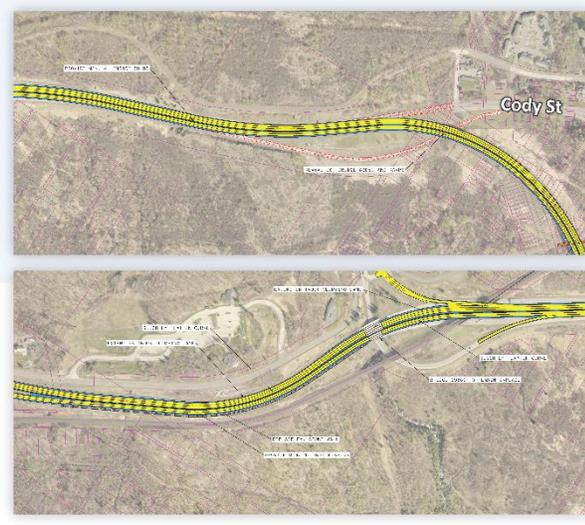


Figure 41 Meso alternatives display board

Meso Alternatives

Thompson Hill

- Highest crash rates due to weather and horizontal and vertical curves
- Substandard shoulder widths
- Substandard partial access to Cody Street
- \$24M-\$32M programmed for improvements in 2028



Criteria	Criteria		
	Worse	Neutral	Better
CRITERIA	BEFORE	AFTER	DESCRIPTION
LIVABILITY			Reconstructs Interstate Diverging Trips
SAFETY			<ul style="list-style-type: none"> • Local width of shoulder and curbside connected • Remove deficient curb to provide 10 ft and above of truck stopping surfaces
MOBILITY			<ul style="list-style-type: none"> • Lack of visibility to improved right-of-way and merge operations • Gap for use of US 2 & 3rd rd to improve access mobility
IMPACT			<ul style="list-style-type: none"> • Environmentally sensitive areas with potential for improved replacements at US 2 interchange
COST			Estimated Construction Cost: \$24M - \$32M (2028)

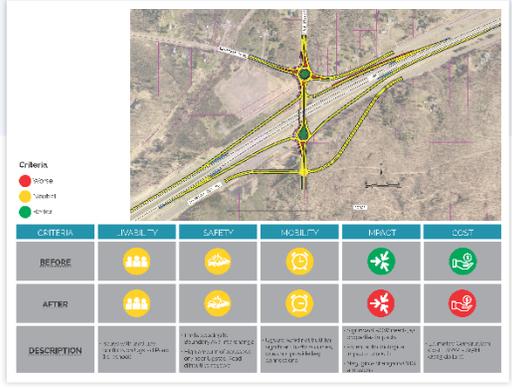


Figure 42 Meso alternatives display board

Meso Alternatives

Ugstad Road

- New interstate access requires federal approval
- Ugstad Road does not meet requirements for approval
- Concept illustrates how a potential interchange could fit, if warranted
- Reevaluate in future if development occurs/needs change



40th Avenue West

- 75% right angle crashes
- Limited sight distance with vegetation and bridge curve

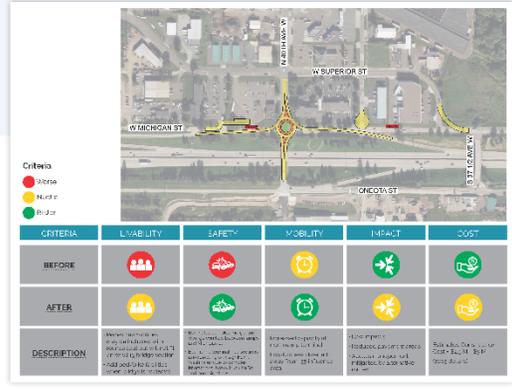


Figure 43 Meso alternatives display board

Meso Alternatives

27th Avenue West

- Limited sight distance with vegetation and multiple bridges

Criteria	27th Ave W		DESCRIPTION
	BEFORE	AFTER	
SAFETY			Reduce pedestrian crossing risk by providing a dedicated crosswalk with bollards.
QUALITY			Improve traffic flow and reduce congestion by providing a dedicated right-turn lane.
ENVIRONMENT			Plant native trees and shrubs to improve aesthetics and provide shade.
ACCESS			Improve access to local businesses and services by providing a dedicated right-turn lane.
CONV			Improve traffic flow and reduce congestion by providing a dedicated right-turn lane.
CONV			Improve traffic flow and reduce congestion by providing a dedicated right-turn lane.

Other improvements

- #### 21st Avenue East
- Deficient northbound ramp operations and queuing during peak hours
 - Future roundabout and pedestrian/bicycle improvements when reconstruction is needed

- #### London Road Roundabout
- Existing signal over capacity
 - Majority of crashes during peak hours
 - Aligns with planned London Road reconstruction



Figure 44 Meso alternatives display board

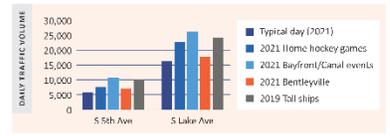
Micro Alternative – Downtown Focus Area

Multimodal conditions

- Narrow and uncomfortable pedestrian and bicycle facilities
- Most active pedestrian and bicycle segment
 - 225-480 crossings per day
- Disproportionate environmental justice areas

Reconfiguration opportunities

- Excess capacity throughout normal day
- 15-50% increase in traffic during event



Reinvestment opportunities

- 6.7M annual tourists concentrated in Canal Park area
- Highest taxable land in study area
- UMD Economic Effects Study
 - Case studies show significant economic benefits
 - Engagement shows interest in redevelopment potential
- Key factors to consider
 - Growth and economic activity
 - Travel to/from Canal Park area
 - Availability for freight alternative routes



Rendering from Duluth Waterfront Collective (DWC)

Challenges with DWC Concept

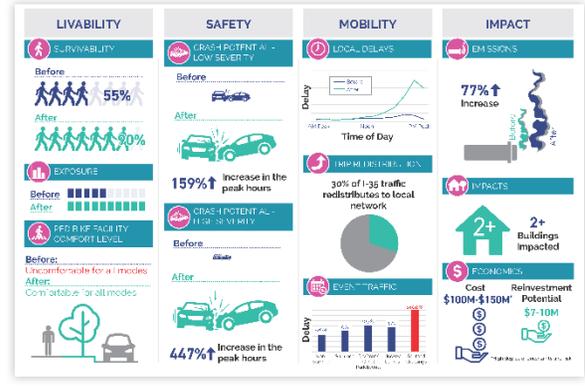
- 1 Roadway grades**
 - Fifth Avenue roadway slope would exceed recommended maximum to tie into roundabout, particularly dangerous during winter months
- 2 Railroad grade separation and operation**
 - The Lake Superior Railroad Museum and North Shore Scenic Railroad lines extend under existing Fifth Avenue
 - Would create multiple challenging at-grade rail crossings
- 3 Railroad alignment**
 - Alignment through center of corridor will gridlock during rail event
 - Challenging to impossible to get back on alignment under tunnel
- 4 Roundabouts**
 - Triple roundabouts are unlikely to meet MnDOT design standards
 - Multilane roundabouts in Minnesota have been found to increase total crashes by ~150%



Figure 45 Downtown focus area display board

Micro Alternative – Downtown Focus Area

Roundabout parkway concept



Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 46 Downtown roundabout parkway display board

Micro Alternative – Downtown Focus Area

Lid concept

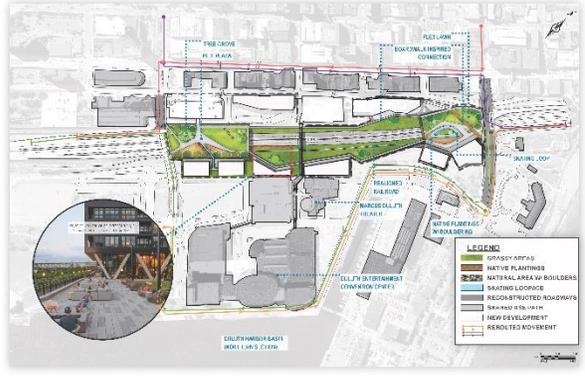
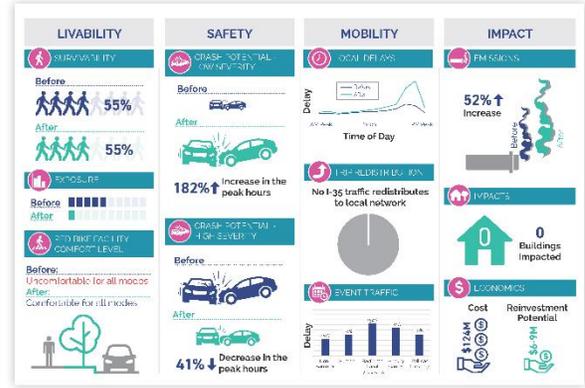
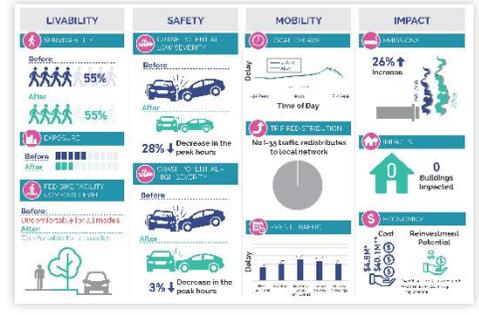


Figure 47 Downtown lid display board

Micro Alternative – Downtown Focus Area

Interchange Improvements Concept



Downtown summary

Concept	Criteria					Total	Weighted Score
	Livability	Safety	Mobility	Impacts	Costs		
Do nothing	1	2	5	5	4	17	3.2
Roundabout parkway	3	1	1	3	2	10	2.1
Lid	5	4	3	4	2	18	3.7
Interchange improvements	4	5	4	5	4	22	4.4

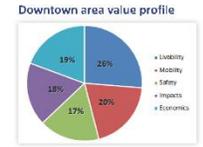


Figure 48 Downtown interchange improvements display board

Micro Alternative – Spirit Valley Focus Area





Safety

- Increased crash rate due to closely spaced ramps
- Significant curves and skewed intersections
- Partial interchange and left exits are no longer permitted by the Federal Highway Administration

Environmental justice

- Higher percent of those without access to a vehicle or living in poverty in the area
- Air and environmental quality issues

Multimodal crossings

- Uncomfortable facilities
- Unprotected crossings

West Duluth/Spirit Valley community node

- 27+ acres in the Grand Avenue/Central Avenue/I-35 triangle
- Possible Transit Oriented Development opportunity with 6+ DTA bus routes





Duluth Area I-35 Corridor Plan

Scan to visit the project website →



Figure 49 Spirit Valley focus area display board

Micro Alternative – Spirit Valley Focus Area

Consolidated interchange

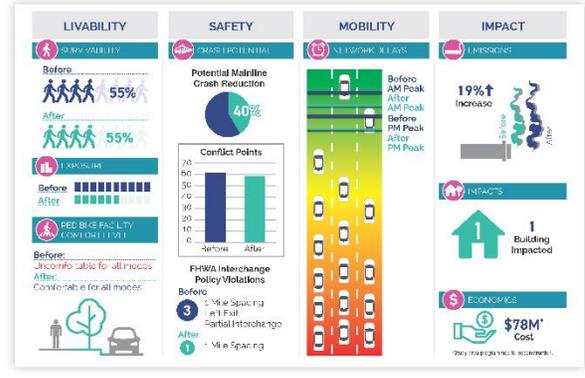


Figure 50 Spirit Valley consolidated interchange display board

Micro Alternative – Spirit Valley Focus Area

Median U-Turn Concept



Spirit Valley summary

Concept	Criteria				Total	Weighted Score
	Livability	Safety	Mobility	Impacts		
Do Nothing	2	1	5	5	18	3.5
Consolidated Interchange	5	4	4.5	4	5	22.5
Median U-Turn	5	5	4	4	4.5	22.5

Notes:
* Study Area Programmed for Reconstruction



Duluth Area I-35 Corridor Plan

Scan to visit the project website →

Figure 51 Spirit Valley median U-turn display board