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MEMORANDUM

TO: Alex Popp (Duluth)

FROM: Kristin Petersen (SEH), Matt Bolf (SEH)

RE: Summary of **Open House 3 – November 1, 2023**

This memo documents the details and comments received during both the online virtual open house and the in-person open house for the West Superior Street Reconstruction Project that took place on Wednesday, November 1, 2023.

Meeting Information

- Audience: Adjacent property owners, commuters, and residents surrounding the project area
- Date of event: Wednesday, November 1, 2023
- Time of event(s): **Virtual Online Noon to 1 pm, and In-Person 4:30 to 6:30 pm**
 - **Virtual Online** Format: A presentation was given at the beginning of the meeting to review background information and introduce streetscape/public realm design options. Then the layout was presented. This was followed by open Q&A. The presentation and Q&A recording can be viewed at: www.WestSuperiorStreet.com.
 - **In-Person** Format: In addition to a brief presentation at 5 pm, the open house style meeting included feedback activities, presentation boards, and a large plot of the 1.65 mile project corridor. For the first activity, attendees were asked to place colored pins on the map to show where they live, work, and play or have areas of interest. For the second activity, attendees were encouraged to review renderings and precedent images relating to multiple streetscape/public realm design options and complete a preference survey. Project staff were available to discuss the project and answer questions throughout the event. Presentation boards included information on project background, schedule, and funding, and summaries of feedback from Open Houses 1 and 2. Links to the presentation boards and layout are available at www.WestSuperiorStreet.com.

Meeting Notifications

- Postcard invitations were mailed directly to an expanded area with approximately 2,500 properties
- Meeting information was posted on the City and Project website
- Posted on City Social Media
- Press Releases
- Email Blasts to project mailing list
- Partner email blasts: Eco3, Lincoln Park, Chamber of Commerce

Attendance

- Approximately 41 attendees signed in during the open house. The following staff members were also present to facilitate the event and address questions and comments:
 - 1) Alex Popp – Duluth
 - 2) James Gittemeier – Duluth
 - 3) Miles – Duluth Matt Bolf – SEH
 - 4) Kristin Petersen – SEH
 - 5) Jeff McMenimen – Damon Farber
 - 6) Jordan Van Der Hagen – Damon Farber
 - 7) Cat Rouillard – Damon Farber

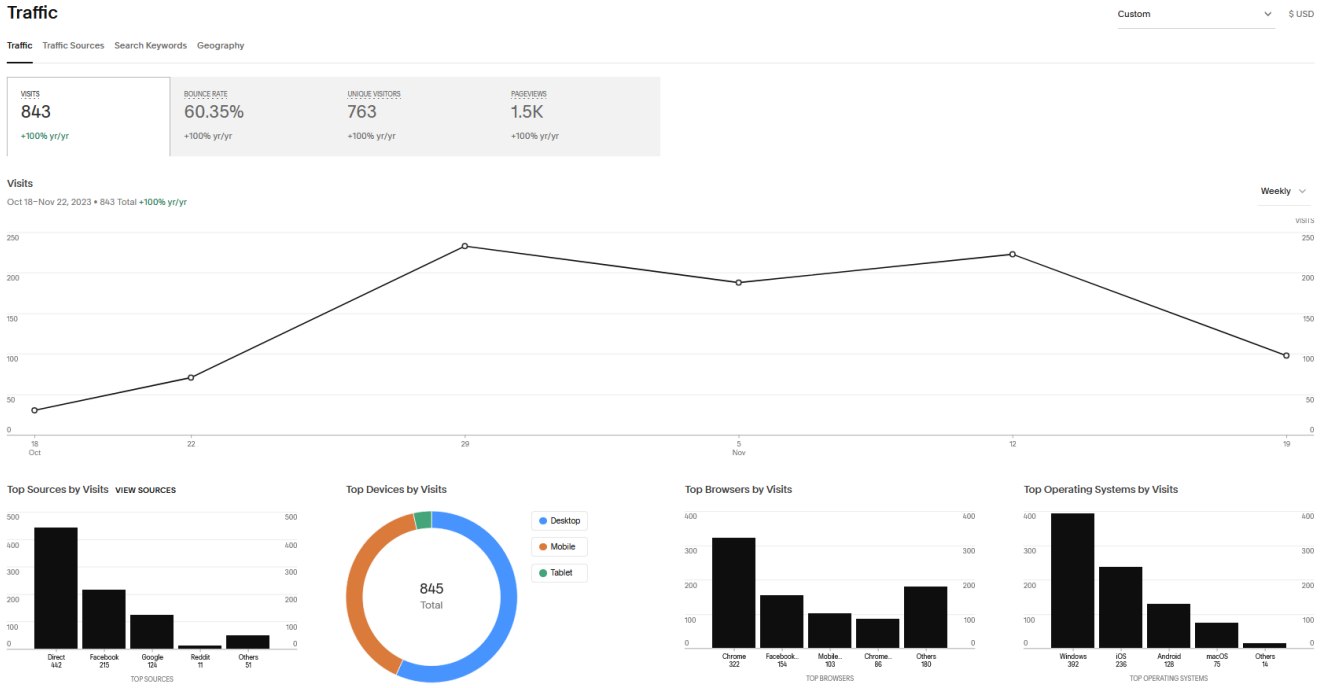
Website Traffic

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- Project **website analytics** between 10/15/2023 and 11/22/2023
 - www.WestSuperiorStreet.com
 - 763 Unique visitors
 - 843 Visits
 - 1,500 Pageviews
- **Top sources** of website visits were:
 - 442 Direct
 - 215 Facebook
 - 124 Google
 - 11 Reddit
 - 51 Other



Comments

The comment cards received during the open house are listed below. The public was also able to send additional comments and questions to County staff after the event.

Open House Comment Cards (3)

- I love the roundabouts to slow down traffic, but to keep intersections flowing smoothly and reducing traditional stop sign waiting times/car lines. Please keep plans for trees. I think trees add a calming effect to neighborhoods, provide shade in the summer and protect from wind and elements. Native/pollinator plantings too. I prefer the CONTRAST design.
- The Cross City Trail needs to be dominant over the vehicle Rd. Have the vehicle Rd come up to the trail rather than the trail go down to the vehicle Rd. Doing this on side streets would not hinder oversized, overweight loads from using Superior St.
- Does any of this planning team “live” or “work” in this neighborhood?!? Breweries without parking force drunks to “park” in other peoples spaces. Tight spaces do not need more obstructions!! Trees are not a solution for a business street – they interfere with “business”.

Mailed Comment Card (1 respondent)

- 1) Do not put any trees in or grass to be mowed due to maintenance and cost issues.
- 2) As a walker and biker more parking for businesses is needed. How can customers carry merchandise.
- 3) Roundabouts are not necessary. Need to think of future costs and upkeep.

E-Mailed Comments (4 respondents)

- Thank you for all your hard work and PATIENCE! This is obviously a hot button issue and while we are grateful for the opportunity to have improved infrastructure, it will undoubtedly cause short term struggles for businesses.

We appreciate your openness and efforts to engage feedback.

Cheers

- I was definitely there! And I think the people planning this project should have to "live" and/or "work" in the Lincoln Park Neighborhood, before they copy the bad ideas of other cities.

We don't need ANY new trees or parks along Superior Street! The businesses and residents on that street need for their signage and products to be VERY visible and VERY obvious! People living and working along Superior Street, need visibility and safety. They need access to either/or parking or pedestrian access.

Michigan is more of a "drive by" street. The backs of businesses (fronting on Superior Street) are not an asset to the over-all neighborhood. And breweries invite "other" folks into the neighborhood, but, they aren't an asset to the citizens who actually own houses or businesses in the Lincoln Park Neighborhood.

It would be nice to park at the Post Office with shade trees along the curb. It would be nice to have trees and bike trails on Michigan Street. People who live and work in the area could use and share the improvements and are going to draw even more people into the area. But, that only applies to Michigan... Not to the businesses that have been jammed and crammed together (along with second story living space) on Superior Street. The traditional business street needs VIEWS of the traditional buildings and a place to park at the curb or behind the buildings, to visit the existing businesses. The mini-parks and businesses have provided benches that have already been installed for the ice-cream lickers and the shops.

There is no getting around the fact that people who do NOT live or work in the area, are going to use cars on Superior Street. Shaded parking along Michigan and behind the businesses on Superior Street, is a genuine asset to the area. But, put that parking and development behind the north side of Superior Street.

I've been an active community member in several other cities and an advocate for "pretty" and "practical" re-use of old neighborhood patterns. There is no doubt that Duluth has the potential and the interest in "building" from the existing charm and beauty of the city. But, just putting in "new" versions of old problems??

Consider catering to the existing population. Put the parking "behind" the north-side buildings of Superior Street, and pretty up Michigan Street. But, let strangers and locals SEE the traditional business buildings and apartments along Superior Street. Every driver of every bus passenger or passing car should be able to look into those big display windows, and feel the temptation to come back for a closer look! Let's not disguise the existing assets with stuff that only distracts and irritates people who haven't found a way to 'avoid' the area. And let's not pretend that people who don't "live and work" in the neighborhood are in any way "less" important than the people we want to "draw" to the neighborhood.

- Resident

- I was able to get on the website and I tried leaving some comments but after starting new comments my previous comments simply disappeared and so i'm not confident they were ever recorded. I'm putting my comments in this email to better ensure they get recorded and addressed.
1. At the east end of the project where Superior Street connects with Michigan street, the bike lanes deadend without crossing the intersection. Walking pedestrians have a designated crossing but not bikes. This seems silly when the cross city trail is directly across the intersection with a new expensive bike path being constructed along Superior Street to not have a designated bike crossing. NACTO publication "Don't give up at the Intersection" says "Crossbike and crosswalk markings provide conspicuity to people on bike or on foot. High visibility markings provide the formal crosswalk and crossbike" Please note it states both crosswalk and crossbike markings. Minor Street Crossings |National Association of City Transportation Officials (nacto.org)
 2. This intersection is also not a safe layout for pedestrians or bikes. There appears to be no traffic control (Stop signs, roundabout, or signal) to control traffic and provide a safe opportunity for people to cross Michigan Street. Vehicles traveling west will be moving fast coming off of Mesaba Avenue which requires this intersection to work to change the way vehicles use the roadway as they enter this Urban area. This needs to be an all way stop control intersection so that all vehicles have to stop and no matter if you are on a bike, walking, or in a car you have equal opportunity to use this intersection. If you say it doesn't meet warrants, that is likely because this intersection and corridor going east in general is not pedestrian friendly so pedestrians will not want to use it. We need to stop putting cars first and think of all users.
 3. Per NACTO, raised crosswalks should be used for the cross city trail and even the bike trail segments outside of the cross City trail, at a minimum on minor side streets. NACTO Says "Raised Crossings improves bicyclists' visibility and reduces the speed at which vehicles turn by bringing the vehicle crossing up to (or near) the sidewalk level. In addition, the raised crossing is a signal to turning cars that through moving bikes and pedestrians have the right of way." <https://nacto.org/publication/dont-give-up-at-the-intersection/minor-street-crossings/>
 4. 11 foot lanes with a 2 foot gutter is too wide. NACTO says Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>. Even if you need some portions of the road wider for OSOW loads, the entire corridor and sidestreets don't need to be this wide. Please narrow the roadway as much as possible. create choke points (Consider a choke point going as low as 9 feet) on straight roadway segments to significantly calm traffic. Additionally NACTO says that 11 foot lanes are an absolute maximum in urban settings. It says "Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes." Lane Width | National Association of City Transportation Officials (nacto.org). A setting like West Superior Street should not be using maximums everywhere, but i don't see anywhere that you are using something less than a maximum.
 5. Regarding signals, Please ensure that the signals give priority to pedestrians and cyclists. Please include items such as leading pedestrian intervals, with teh maximum 7 second head start Leading Pedestrian Interval | National Association of City Transportation Officials (nacto.org)
 6. Some segments of West Superior Street need mid block crossings. NACTO says "Crosswalk spacing criteria should be determined according to the pedestrian network, built environment, and observed desire lines. In general, if it takes a person more than 3 minutes to walk to a crosswalk, wait to cross the street, and then resume his or her journey, he or she may decide to cross along a more direct, but unsafe or unprotected, route. While this behavior depends heavily on the speed and volume of motorists, it is imperative to understand crossing behaviors from a pedestrian's perspective." Crosswalks and Crossings |National Association of City Transportation Officials (nacto.org). The eastern end by the Duluth Gospel Tabernacle has parking on both sides of the street but to get to parking on the south side of the street a

pedestrian would have to walk over 800 feet from the church to use a path with an official crossing. At 3.5 feet per second this would exceed the 3 minute guidance indicated in NACTO.

- See attached PDF

Website Comments (14 respondents)

- More parking needed...
- Please don't eliminate street parking around the Lincoln Park area.
- Parking, parking, parking!!! We love Lincoln Park and how easy it is to park on the street and get around.
- Adequately parking space! Is crucial for the vital and growing Lincoln Park arts district! As it is, it can be quite challenging to find a place to park even on a weekday.
- I really like all the green space, trees, and pedestrian friendly and bike friendly designs. I'm a Lincoln Park resident and primarily walk and take the bus. I would bike more if I felt safer. I like that the design is also takes into account what is beneficial for the people that live in the neighborhood. Please keep as much green space and trees as possible.
- Please make the lanes narrower and make dedicated bike lanes and wider pedestrian areas. The streets should be welcome to everyone, not just vehicle traffic.
- I am SO impressed with this project. It is exactly what Duluth needs. The trees, the greenery, the bike lanes, the reduced focus on parking all help us catch up with reality. Not everyone drives!
- There needs to be a 4 way stop on 24th and Superior! Visibility there is very bad and there is lots of traffic coming down the hill. Please keep as much traffic away from 27th below 3rd as possible as it is so narrow and highly residential, with necessary parking, unlike 24th which should be the main drag up the hill. And please put up traffic directional signs to indicate this! I've requested this at least twice before. Thank you.

I also hope that the present businesses along that corridor don't lose their front parking for delivery vehicles, etc as we don't want to lose businesses there either and we need to keep as much parking as possible!
- You are taking away way too much parking!! From 4-9 everyday of the the streets are packed with cars and our customers have no where to park!! I have been in the same building since 1987 and never have seen parking this bad. I don't care what your survey said I live it Monday- Sunday 52 weeks out of the year. There are lots of times I go looks like we're busy (no parking) and I go in and there are 12 people in the bar! Thanks
- Thank you for spending time and effort to improve Superior Street! I attended the Open House 3 this afternoon at Clyde Iron, it was nice to hear about the variety of project proposals. As a Lincoln Park resident, I look forward to having a safe bike lane, more green space, and more gathering space to congregate at the local restaurants and shops with family and friends. Thank you!
- I think the lighting on W. Superior Street should have 1800-2200K color temperature. This matches the historic color and creates a pleasant evening ambiance. This is in line with other historic parts of Duluth, like on the Theater district.

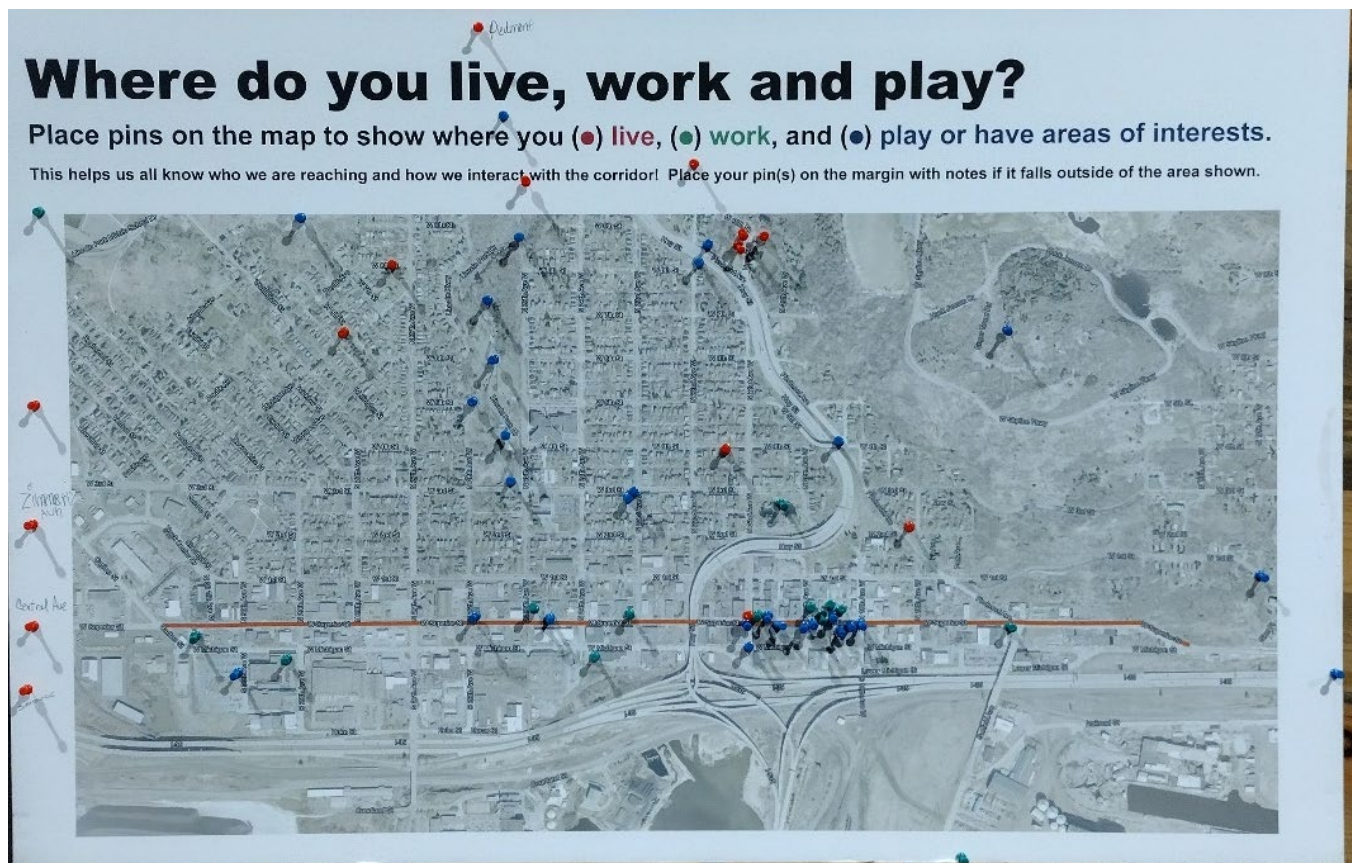
I think there should be passenger/cargo ebike parking slots.

I think both blocks on either side of Garfield should have a two-way bike lane on the north side of superior. As a bike commuter, I think this makes most sense for the site. Bikers want to avoid the south Garfield intersection, and the ones not using the CC Trail will probably want to use a north-side two-way biking on those two blocks. I think this would make both bikers and drivers happy.

- Overall, I love this except for the lane width. Please incorporate as much traffic calming measures as possible. The wide lane width coupled with the future lack of congestion will induce speeding, which will make the whole project useless as people will not feel or be safe outside of a vehicle. Please be very careful in the induced speed.
- In reviewing the materials for the Roadway design from Open House 3, I'm pleased to see the emphasis on the protections for pedestrians and cyclists with the infrastructure and the Parking (closest to the traffic). I'm disappointed that the idea of closing down the road through the center of Lincoln Park is not still on the table as I think that it would really benefit the blocks between 19th and 21st. The buses could travel along 1st (in and outbound since there are no buses that run along Superior past 21st at this point).
- Please! Please! Please! Get rid of that horrible bike lane! Straighten the street and put the parking back!!

Dot Exercise Results (~41) Participants

Attendees were asked to place colored pins on the map to show where they live (red), work (green), and play or have areas of interest (blue).



Layout Comments (~60) Participants

Attendees were encouraged to place notes and comments on the plot of the project corridor.

Comment	Location Description
General	
Can circles have plants?	21st Ave W Roundabout
Too much asphalt. They seem bigger than necessary.	21st Ave W Roundabout
These circles seem much larger than needed. If that big, they're not great for people.	19th Ave W Roundabout
Retractable bollards at traffic circles	19th Ave W Roundabout
Trees will be great for shade in summer - more trees please!	
Please add pollinator/native plantings to side paths, thank you. :-)	Carlton St
I hope nothing needs mowing in green space. Just plants that will require minimal machine maintenance.	All greenspace areas
Pretty but not practical. No roundabout in small area.	Carlton St
Some residents of Lincoln Park have shared desires for a grocery store in Lincoln Park (technically Ideal as a food desert). Could an <u>affordable</u> grocery store be brought to character district 1 or 2 potentially in the future?	N 30 1/2 Ave W
Roof Drain	25th Ave W
Snow removal - what is the plan?	20th Ave W
Facilitated methods for hanging fairy lights - parallel to road and cross road for further down	Craft district
Reduce parking on this block	Between 19th and 20th Ave W
Raised midblock crossing! Or entire block raised.	Between 19th and 20th Ave W
Second the idea - this would be wonderful (arrow to above comment)	Between 19th and 20th Ave W
Any raised intersections would help focus on humans	all intersections
Keep this driveway	entrance east of East/West Property Management
Hard to tell shades of grey on map.	Legend
TRAIL - Stick to one name. Shared-use path, not a trail. Use another name - trails are dirt.	Legend
Pedestrian	
Raise sidewalks and trails to sidewalk helpful at all intersections and driveways.	
Driving cut-offs and pork chops are dangerous for pedestrians. Please remove.	

Bicycles	
Commonwealth - Grand - Superior St is the <u>only</u> road that runs the full length of the City. It needs a connected bikeway both sides it's full length. Must put bikeway upper side Carlton to 22 W.	Carlton St
Color the bike path so we all know we are on <u>the</u> path - less signage needed with this.	S 26th Ave W
Bike facility must connect through to Carlton and Grand to facilitate east-west movement.	N 23rd Ave W
Snow moved to bike lanes? More bike traffic on streets?	N 21st Ave W
Why a slip lane? This intersection seems to really break up ped/bike flow.	Michigan Street intersection
The bike trail seems to dead end without a clear connection to the Cross-City Trail. Please make a clear connection.	Michigan Street intersection
Bike facility on upper side good as far as it goes, but it <u>doesn't go far enough</u> . East must connect to Mesaba and Superior W must connect to Carlton.	Michigan Street intersection
Bike crossing!!! Make stop controlled.	Michigan Street intersection
Vehicles	
Please consider vertical traffic calming measures. Speed tables, speed dips, raised pedestrian crossings. At least on streets perpendicular to Superior St.	18th Ave W
The skew orientation of this intersection deems itself well to a roundabout for reduced conflict points and confusion of drivers. A signal here is very inefficient.	Garfield Ave
A roundabout option would decrease conflict points and increase clarity of intersection for all users.	Piedmont Ave
<u>Green</u> turn light left east - <u>arrow</u> bottom of Piedmont and Superior St.	Piedmmont Ave
NO turn on red please. Walk/bike green before motor vehicle green. Asphalt bike/walk crossing - paint gets very slippery when wet or freezes.	Garfield Intersection
Parking	
<u>Unacceptable</u> . Plenty of off-street parking west of 22nd that the businesses don't use for parking. On-street parking is <u>bad</u> for commercial property.	N 23rd Ave W
We would like to see a change to the design so that we do not lose access to our customer/employee parking. This parking is a vital part to the running of our business. We cannot move our parking to the side or it will block our deliveries, door and cause danger/issues. We would love to discuss. SMS	N 23rd Ave W
Great! Reduced parking on 19th block. Thanks!	19th block
CNGO/passenger ebike parking	21st Ave W
Would love to see covered ebike parking.	20th Ave W

Online Survey Comment Themes

An online survey was available from November 1-22, 2023. The following analysis of the 296 responses summarizes the themes of the online survey results.

1. **Design Preferences:**
 - **Green and Sustainable Elements:** Strong preference for green spaces, trees, and native/pollinator plantings. Environmental sustainability is a key concern.
 - **Functional and Aesthetic Designs:** Community favors practical design elements that also enhance aesthetic appeal and are suitable for the local context.
2. **Character District Balance:**
 - **Balancing Green Space and Urban Needs:** Varied opinions on the balance of parking, green space, and amenity space, reflecting a tension between urban functionality and environmental priorities.
3. **Common Trends in Negative Comments**
 - **Concerns About Practicality and Functionality**
 - **Concerns durability and upkeep:** particularly for green spaces and artistic elements
 - **Balance Between Green Space and Urban Infrastructure**
4. **Common Trends in Positive Comments**
 - **Preference for Green, Sustainable Design:** support for green spaces, use of native plants, and overall environmental sustainability of the designs.
 - **Aesthetic Appeal and Cultural Representation:** positive feedback often highlights the aesthetic appeal of vibrant or distinct or reflect local culture and history.
 - **Functional Improvements to Urban Space:** support for improved functionality, traffic management and pedestrian-friendly spaces.

Online Comment Map Comments (39 comments)

Pedestrians are very hard to see when cars are parked here and in the Graybar lot especially in the winter when there are snowbanks. I think parking on Superior Street from T-Bonz to 27th should be eliminated.
This intersection is very dangerous for walkers and bikers. I've had many near misses with people turning into the walk signal. A leading pedestrian interval, dedicated bike cycle triggered by sensor, coupled with a protected intersection design would be a huge improvement.
Trucks and vans are commonly parked on the driveway apron with their rear ends jutting several feet into the path. Will this new design create more space between path and the distributor's garage doors?
The bike lanes dead end without crossing the intersection. Walking pedestrians have a designated crossing but not bikes. This seems silly when the cross city trail is directly across the intersection with a new expensive bike path being constructed to now have a designated bike crossing. NACTO publication ""Don't give up oat the Intersection"" says ""Cross bike and crosswalk markings provide conspicuity to people on bike or on foot. High visibility markings provide the formal crosswalk and cross bike""
Consider adding retractable traffic bollards around the perimeter of potential traffic circles. Bollards can be retracted for snow plowing or oversized load hauling. While raised bollards can maintain the integrity of a traffic circle and enforce traffic flow compliance
IS THERE A CHANCE TO GET RID OF THIS PARKING SPOT SO OUR SEMIS CAN GET IN AND OUT OF OUR LOT
City should buy off street parking areas to encourage parking away from pedestrian/amenity/bike areas on superior st
City should buy off street parking areas to encourage parking away from pedestrian/amenity/bike areas on superior st
Working stop-light to help with pedestrians
This would make a great place for additional trees, maybe fruit trees, or a gateway feature.
This parking seems entirely unnecessary for one day a week, especially when there is an incredible amount of parking in the lots.
you are taking away 21 feet of the parking space for semis and other large vehicles that come to this end of town to get parts. where are these large vehicles suppose to park?? in the middle of the road and put there flashers on and block the

lane?? along with there are semis that deliver freight and turn to go down the ally and you just narrowed down all the roads to get to the ally as well. this is a pore design that will hurt business and their customers
This left turn lane seems unnecessary.
These rounded corners and dedicated turn lanes encourage cars to speed through a dangerous intersection. Square them up to slow traffic movements. Need a leading interval for bikes and peds here.
The eastbound bike track appears to just end short of the intersection. Bikes need a route across the street here. This will connect through to downtown one day.
Mini roundabouts are designed to be driven over, making them ineffective for traffic control. There are many videos on YouTube of cars cutting across mini-roundabouts.
This business has been using the public sidewalk as a part of its parking lot for decades and is asking for special treatment to continue to do so. Don't allow it.
There is a bar/restaurant and a fitness center on this block with no bike facility. Biking customers will be on the sidewalks, as they are now.
This block has two bar/restaurants and a stove and fireplace dealer, but no bike facility. Biking customers will be traveling on the sidewalk, as they do now.
This block has two bar/restaurants and a martial arts training facility, but no bike facility. Biking customers will be traveling on the sidewalk, as they are now.
This block has a restaurant and an apartment building, but no bike facility. Biking customers and residents will be traveling on the sidewalk, as they are now.
This block contains Makerspace but no bike facility .
Carlton to Grand is the fastest route by bike to West Duluth - half the distance of the Cross City Trail. Please design Superior Street to connect this through in the future.
Although there are several solely industrial blocks in this stretch of W. Superior Street, I remind you that employees of industrial firms can ride bikes, too.
This slip lane should be removed, and the island turned into a roundabout. Crossings need to be CLEARLY marked as crosswalk and bike crossing (all crossings)
Crossing here is extremely dangerous. Please clearly mark as pedestrian and bicycle crossing.
Hard to read black on dark grey. Bicycles need more room to pass.
Bicycles need more room to pass.
NO TURN ON RED at this intersection. Intersection NEEDS a leading pedestrian and bike signal,
Unless there is curb and bollards at these "circles", they will be ignored by local traffic.
Busses have accessible ramps. Will those ramps become drawbridges over the bike paths?
While this tiny path might look nice on a drawing, there is no practical reason for it to exist on this corner if the bike path ends.
NO TURN ON RED here. Leading pedestrian and bicycle interval here.
Our business would like a loading zone(s) somewhere on this block--not parking-- and as much green space/amenity space as we can get! Thanks!
a raised, mid-block crossing would be wonderful! It would slow traffic, prioritize people, and add to a pedestrian village feel
It would be awesome to have this whole block raised to create a pedestrian mall feel and to allow for events (closed street to regular traffic)
Any and all crossings that could be raised would signify that people are prioritized; they would slow traffic and change the feel of the street for the better
could we have covered e-bike parking here, along with a loading zone?
The bike lane should only be on the lower Superior Street side. That would give more green space on the upperside. As a local biker, biking on both side of the street is unnecessary. Also there seems to be a lot of parking across this whole map. I would like to see more green and pedestrian spaces and less parking. Moving the bus route to 3rd street instead of superior st would alleviate some traffic congestion on superior st.

Event Photos



