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MEMORANDUM

TO: Alex Popp (Duluth)

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

RE: Summary of **Open House 1 – March 7, 2023**

This memo documents the details and comments received during the in-person open house for the West Superior Street Reconstruction Project that took place on Tuesday, March 7, 2023.

Meeting Information

- Audience: Adjacent property owners, commuters, and residents surrounding the project area
- Date of event: Tuesday, March 7, 2023
- Format: 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 a wide range of precedent images and then use puffballs to indicate what amenities were most important to them. Attendees were then encouraged to place notes and comments on the plot of the project corridor. Project staff were available to discuss the project and answer questions. Presentation boards included information on project background, schedule, and funding. Links to the presentation boards are available at www.WestSuperiorStreet.com.

Meeting Notifications

- Postcard invitations were mailed directly to properties 1 block north and south of the corridor
- Meeting information was posted on the City and Project website
- Posted on City Social Media
- Press Release Posted
- Partner Email Blasts (Eco3/Lincoln Park, Lincoln Park Business Group)

Attendance

- Approximately 45 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) Cari Pederson – Duluth
 - 3) James Gittemeier – Duluth
 - 4) Kelli Latuska – Duluth
 - 5) Matt Bolf – SEH
 - 6) Kristin Petersen – SEH
- Two stakeholder partner staff members were also present to listen and answer questions:
 - Jodi Slick – Eco3
 - Lena Nguyen – Eco3

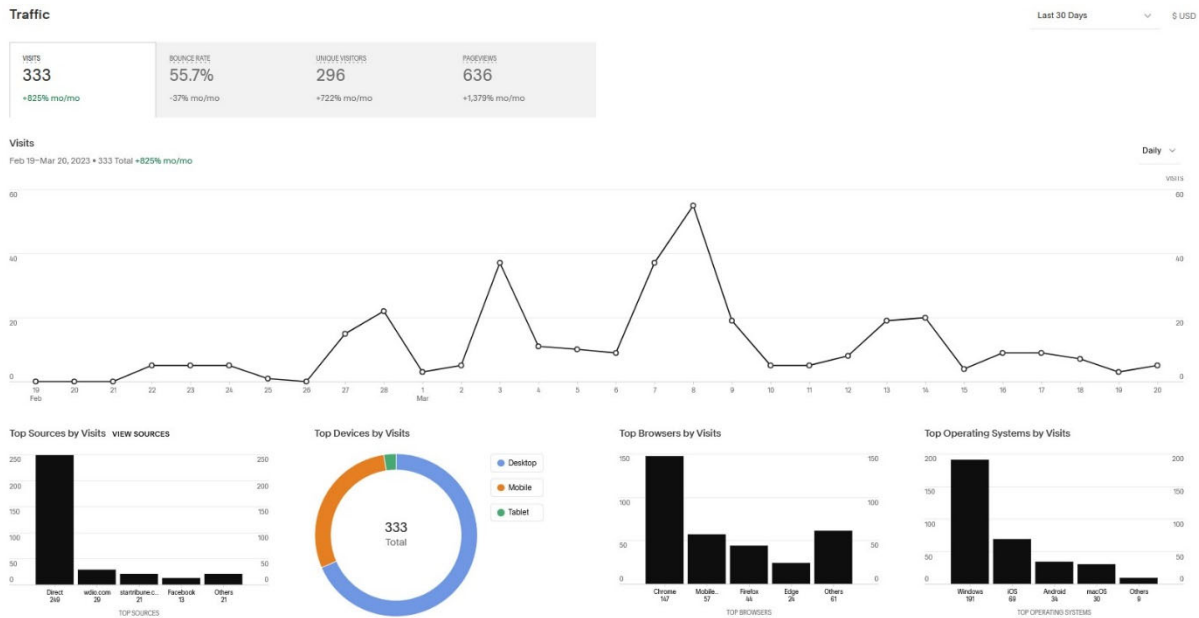
Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 3535 Vadnais Center Drive, St. Paul, MN 55110-5196

SEH is 100% employee-owned | sehinc.com | 651.490.2000 | 800.325.2055 | 888.908.8166 fax

Website Traffic

- Project **website analytics** between 02/22/2023 and 03/20/2023
 - www.WestSuperiorStreet.com
 - 296 Unique visitors
 - 333 Visits
 - 636 Pageviews
- **Top sources** of website visits were:
 - 249 Direct
 - 29 wdio.com
 - 21 Star Tribune
 - 13 Facebook
 - 21 Other



Comments

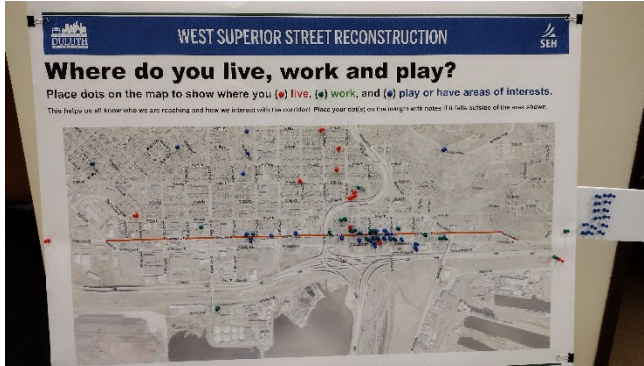
The comment cards received during the open house are listed below. The public was also able to send additional comments and questions to County staff after the event.

Open House Comment Cards (2)

- Thanks for putting this together! I wasn't sure what to expect but the open house exceeded my expectations by being hands on, visual, and fostering discussion!
- - 1) Personal hygiene/water station for travelers/dislocated citizens
 - 2) Increase in hours for public transportation/funding
 - 3) Ensure access to an throughout the City for pedestrians and bicyclists. Rest stop areas.
 - 4) Garbage cans/recycling or disposal facilities to reduce garbage refuse made by travelers and persons.
 - 5) Increase services in the Western Corridor for citizen re: homeless displaced workers and other citizens including handicapped and mentally ill such as CHUM outreach services.
 - 6) Trucker friendly roads and signs including stop and rest area. Thompson Hill Rest Stop is great and should continue to be funded and remain open on a 24-hour basis. A smaller one maybe inside the city?

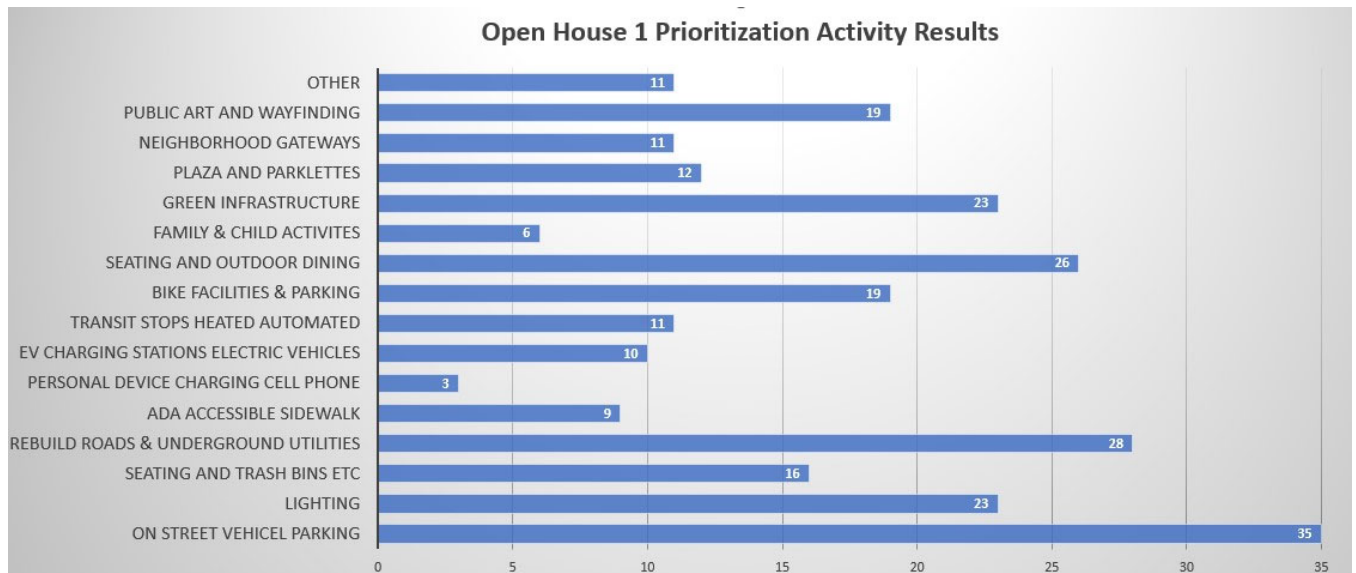
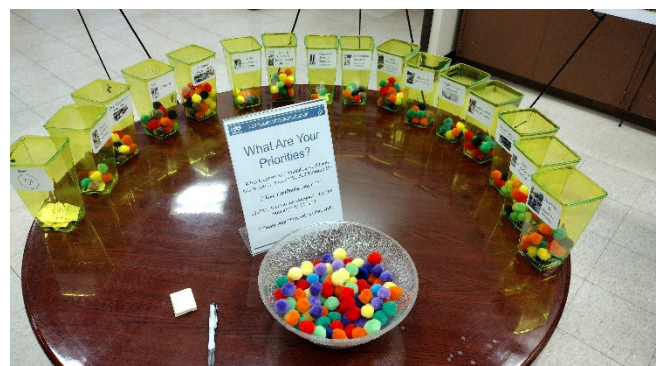
Dot Exercise Results (~45) Participants

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).



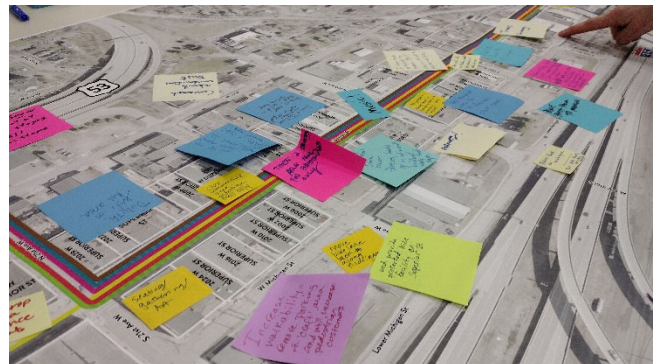
Prioritization Exercise (~45) Participants

Attendees were encouraged to review a wide range of precedent images and then use puffballs to indicate what amenities were most important to them.



Layout Comments (~45) Participants

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



Comment	Location Description
General	
Trees, Greenery	
Music!	N 19th Ave W
Well designed area for a festival style space	
Storm sewer freezes, backs up in adjacent buildings. Needs heat tape.	1918-1924 W Superior St
Seating/gathering/AA	
Increase walkability = remove parking in 'craft' area and will increase pedestrian customers	
Close commercial area - pedestrian mall CD/X	
Public access/public parking/green space	
Duluth wifi in this area	N 21st Ave W and Superior St
Better snow removal at bus stops, all bus stops	
Bali Cuisine - We would love some outdoor seating under the ash tree	1931 W Superior St
Concerned about construction dust	
Heated bus stop here	N 21st Ave W
Enhance business signage through the district (like Canal)	
Green spaces	
Define the district signage and unified X2 aesthetic at intersections with high traffic	
More trees! (2)	
Native plantings - ALL	
Daylight the creek under 26th	Under 26th
Make a more attractive CCT connection to Clyde. Trees, etc., bike racks	
Privacy fence?	
Prioritize a connection at park and Superior St/Clyde	N 26th Ave W
Tourists have no idea there is such a cool park blocks away from Superior St.! Wayfinding to Lincoln Park would be amazing on Superior St.	

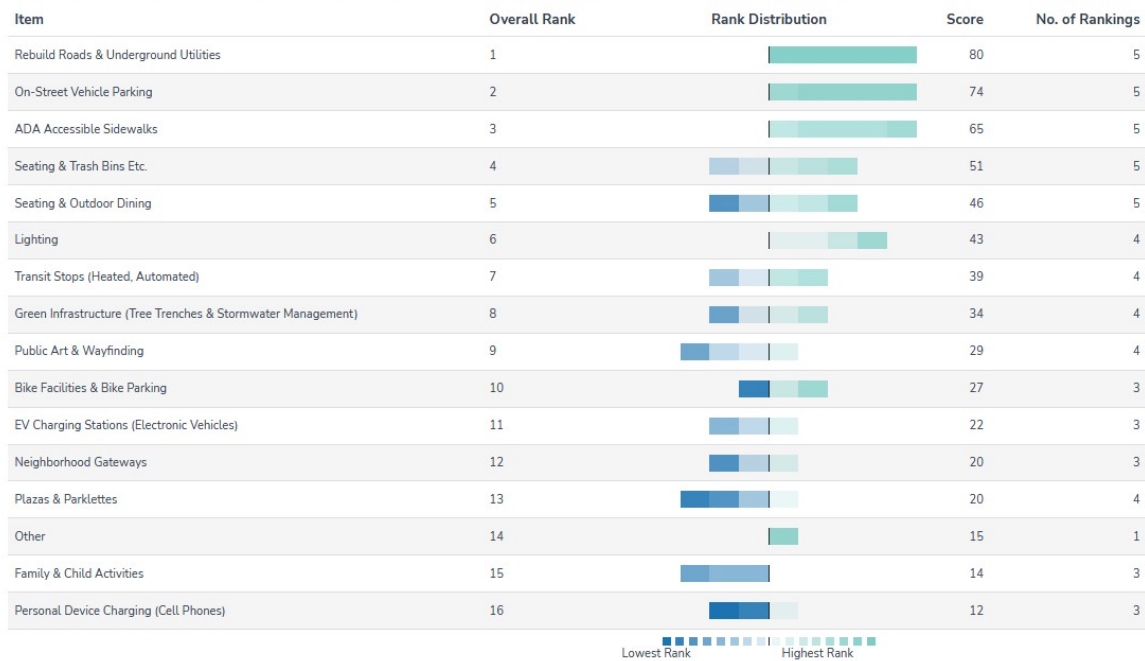
Pedestrian	
As a pedestrian, I always forget to look for cyclists in the bike lane.....oops, my bad!	
These 2 _____ are all for pedestrian only	
More clear and SAFE pedestrian crossings	
This is my walk to work and sidewalks are always covered in snow from plow throw (no bullwords!) so I walk in the street!	N 27th Ave W
Ped-scale lighting - ALL	
Separated bike and pedestrian lanes along the street	
Bicycles	
Bike path back to Michigan (2)	
Replace bike path (CCT) on Michigan for transportation by bikes AND protected bike facilities on Superior St. to facilitate walk-in businesses.	
Bikes back to Michigan. But bike racks art like added	
Move bike lane back to along Michigan	
and provide protected bike facility on Superior St	
Protected cycle tracks/micromobility lanes - ALL	
Parking for bikes near businesses X2	
Protected bike lane when CCT gets back onto Superior St when bikes are in traffic	
Vehicles	
Tough to make left turns since construction alleviated traffic...and tough to know if others are left turning!	
Buses stop right at the stop light, major congestion. Adding bus turn-off to allow traffic to pass would help.	
Bus pull offs so traffic doesn't get backed up behind bus.	
Redirect buses to along 20th W or W 1st St	20th W or W 1st St
Tough to turn onto Superior and tough to cross as a pedestrian!	
Transit could serve more B12 if more frequency or reliable	W Sueprior St
Parking	
Parking!	
I can find a place to park but can't find a seat at B12s!	
Limit parking on street. Acquire some land and build a parking ramp	18th - 22nd or beyond
Minimize parking on Superior St	
Level 2 EV charging is the minimum needed at all business parking. It is the future of transport. We need to be ahead of the curve.	
Safety	
Protected bike lanes help save bikers from being HH. Always make safer riding a priority.	
Safe drop-off area for dance student	
Protected bike facility - get CCT off sidewalks and driveways. It's dangerous for bikes.	

Online Feedback (~5) Participants

- **Online Prioritization Exercise**

Online attendees were encouraged to review precedent images and then rank what amenities were most important to them.

1. What Are Your Priorities? What features and amenities would you like to see on a reconstructed Superior Street?



- **Online Comments**

2. What Are Your Priorities? What features and amenities would you like to see on a reconstructed Superior Street? - comments

ResponseID Response

Other - a parking ramp in the reconstruction zone or close by to increase the amount of parking spaces available to those shopping in the area.

When designing this please consider the climate of Duluth and the piss poor job the City does with snow plowing and snow removal. The area has seen rapid growth without consideration of the basic necessities that go with the growth. Parking was getting bad this last summer and it has been terrible this winter. I have not heard of any plans to rectify this. Remember not everybody can ride a bike to where they want to go. In fact only a small minority of people bike even during the summer. Maybe once MNDOT's COW project is completed it will get better.

The present parallel parking system and bus lanes within thr main lane of traffic really bogs down flow. I am a full advocate for making this space pedestrian friendly, but the inefficient vehicle traffic flow also makes for impatient and unattentive drivers. Additionally, I encourage focused crossings for pedestrians, but also infrastructure that discourages crossings elsewhere. Lastly, can we find a way for bus stops to be in pullout lanes?