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MEMORANDUM

TO: Alex Popp (Duluth)

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

RE: Summary of **Open House 2 – June 27, 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, June 27, 2023.

Meeting Information

- Audience: Adjacent property owners, commuters, and residents surrounding the project area
- Date of event: Tuesday, June 27, 2023
- Time of event: 4:30 to 6:30 pm
- 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 renderings of the four identified context areas, then use puffballs to indicate their greatest priority for that zone. Attendees were then encouraged to place notes and comments on the plot of the project corridor. A final station asked attendees to place dots on precedent images of amenities to indicate their preferences. Project staff were available to discuss the project and answer questions. Presentation boards included information on project background, schedule, and funding, and a summary of feedback from Open House 1. Links to the presentation boards 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 60 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) Breanna Ellison - Duluth
 - 4) Matt Bolf – SEH
 - 5) Kristin Petersen – SEH
 - 6) Chelsea Moore-Ritchie – SEH
 - 7) Jeff McMenimen – Damon Farber
 - 8) Jordan Van Der Hagen – Damon Farber
 - 9) Cat Rouillard – Damon Farber
- Two stakeholder partner staff members were also present to listen and answer questions:
 - Jodi Slick – Eco3
 - Lena Nguyen – Eco3

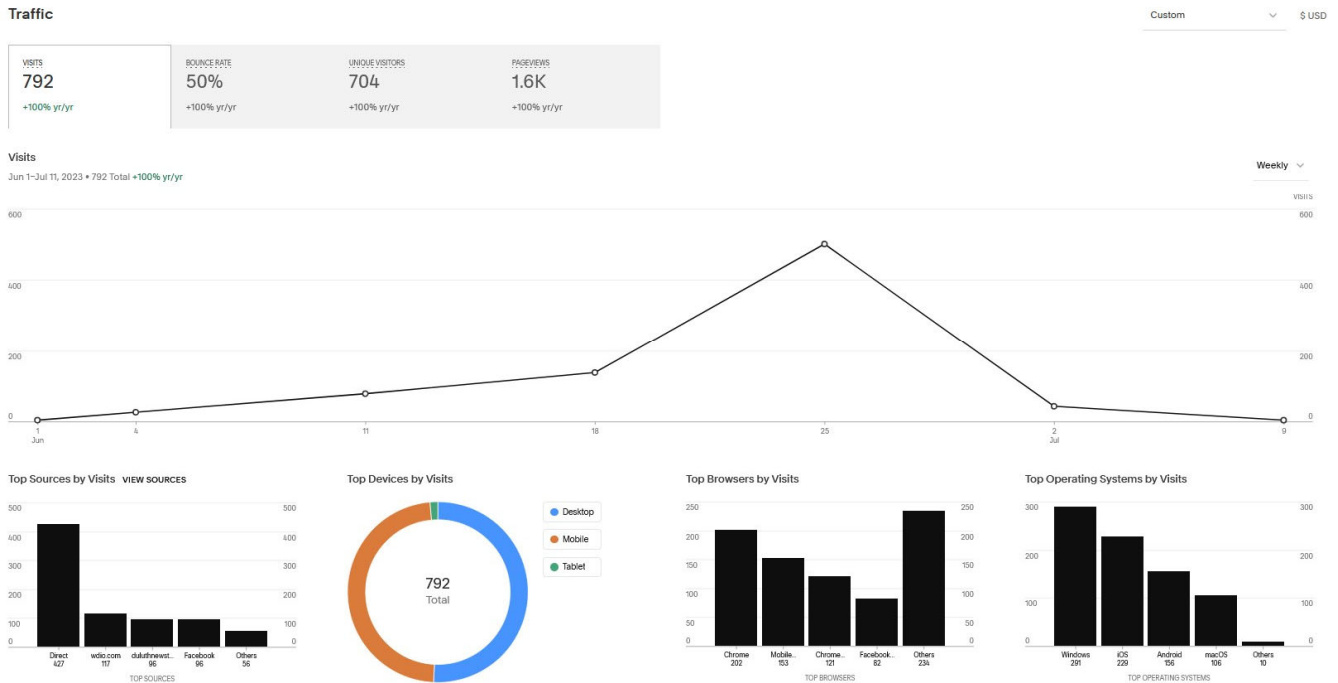
Engineers | Architects | Planners | Scientists

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

Website Traffic

- Project **website analytics** between 06/01/2023 and 07/11/2023
 - www.WestSuperiorStreet.com
 - 704 Unique visitors
 - 792 Visits
 - 1,600 Pageviews
- **Top sources** of website visits were:
 - 427 Direct
 - 117 wdio.com
 - 96 Duluth News
 - 96 Facebook
 - 56 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 (9)

- Make a loop with the Canal Park trolley through W. Superior St. Maybe people can park at 27th Street? Then, parking along W. Superior St is less an issue.
- 1) Build for people, not cars. A two-block mall from 19th to 21st would be excellent
- 2) Route the big equipment on lower Michigan (Port Authority big stall) and have the bike path back down on Lower Michigan – SAFER!
- An online survey link for people unable to attend the open houses would help more people get their voices heard.
- Please be very intentional and plan for supporting the businesses during construction.
 - 1) Wayfinding
 - 2) Advertising, Media
 - 3) Timing – sync with events, etc...
 - 4) Free parking (at times)

- - 1) Anticipate more e-bikes.
 - 2) This will be a very popular bike trail destination and stopping point.
 - 3) Serviceberry trees, wayfinding signs to help make district pedestrian-friendly.
 - 4) Small/intimate performance/music space outdoors.
 - 5) Winter vegetation with trees attractive to winter birds like Bohemian waxwings, Common Redpolls, Pine Siskins – crabapple, native small trees like Mountain Ash, Highbush Cranberry (a.k.a. American Cranberry Bush). Stagger early and late – blooming native pollinator plants and continual flowers in spring and summer, Asters for fall. Daffodils along the bike trail would be cool in early spring!

- Bike lanes taking over for parking and business. Bike lanes never used in the winter, which cost business and City maintenance cost.

- - 1) I like the Harrison Park area and would like to see public spaces like that as much as possible. Art, places to sit, trees for shade, gardens, green spaces, fence or something keep people (especially kids) safely away from cars, and areas for people to gather that are free to enter (not rented out or \$10+ cover charges).
 - 2) The flow of bikes, pedestrians, and cars (including parking) should be arranged in a safe and efficient manner. Biking through this area feels unsafe currently. A path for walking and biking away from cars feels safer, like being on the Munger Trail or the boardwalk.
 - 3) Street for cars only (bike lane away from this – a path somewhere else).
 - 4) Locally people in cars are sometimes mean to bikers that share the roads with them. I prefer going to the Munger Trail to avoid this.

- Rideshare/taxi pickup points near businesses would help traffic flow a lot, even one point on a block would allow riders a convenient point to meet and a place for taxi/rideshare to wait out of traffic flow would be extremely helpful. It wouldn't need to be everywhere, but even one per block would alleviate traffic backups and dangers for pickups significantly. Las Vegas does this wonderfully and really helps traffic flow and safety.

- I want lots of bike/pedestrian space. As a resident, I don't mind some motor vehicle congestion – this is a place to live, not to drive.

Website Comments (6 respondents)

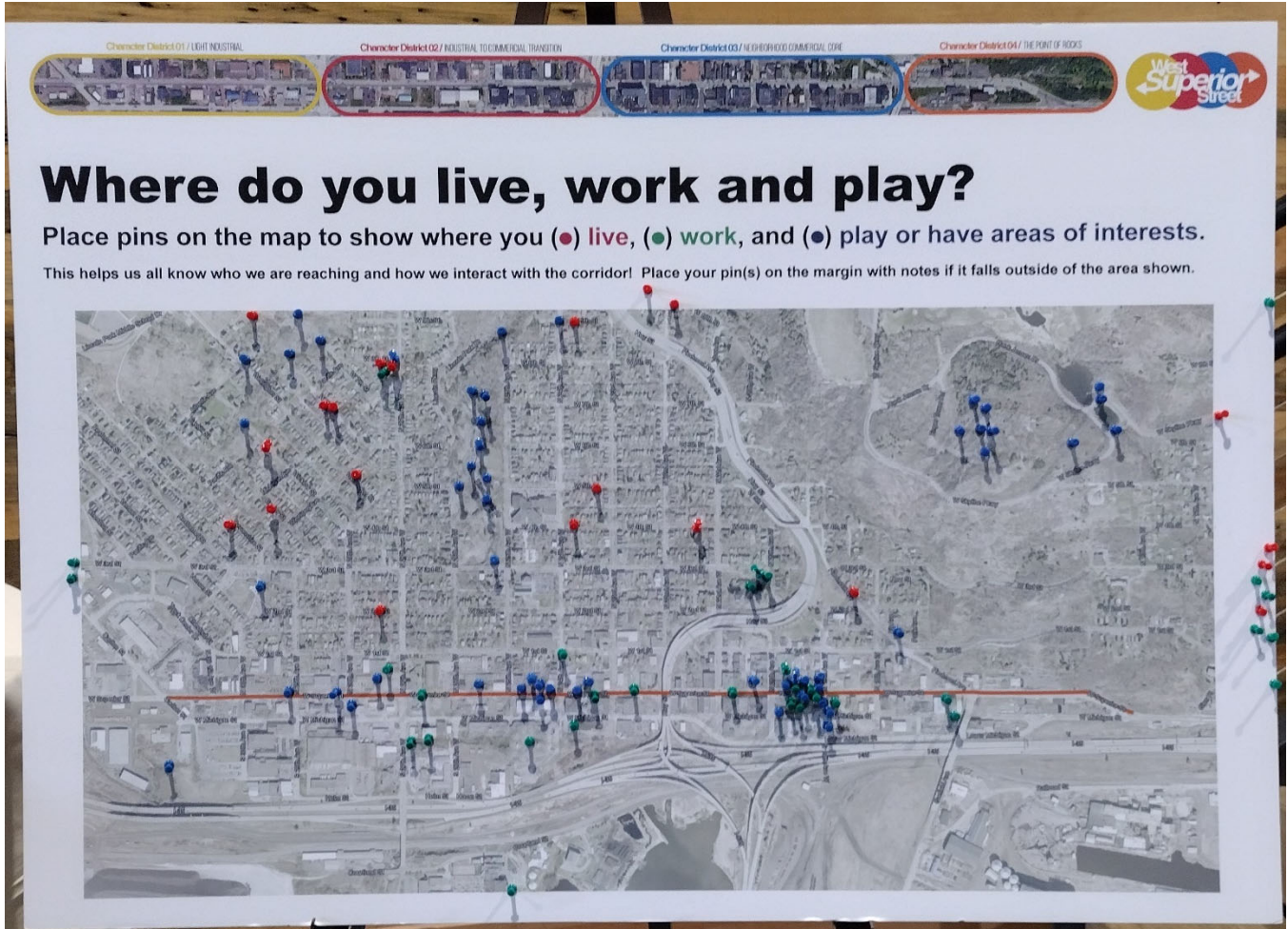
Date Submitted	Subject	Message
06/20/2023 15:34:33	Homeless people	Where are you moving the homeless people? Thank you.
06/28/2023 10:52:21	Michigan Street access for 1610 W. Superior Street	Our business, Duluth Pack factory, receives deliveries on a daily basis in the front of our building on Superior Street and behind our building from Michigan Street. Access is critical for our business to function. Thank you for your consideration.
06/28/2023 10:56:11	1610 W. Superior Street Employee Access and Parking	We have approximately 25-30 employees working at our factory location at 1610 W. Superior St. Access to our building and parking is vital to our on-going operation. Thank you for your consideration.

<p>06/28/2023 10:58:52</p>	<p>DTA Bus Access to 1610 W. Superior Street</p>	<p>Several of our employees at our Duluth Pack Factory location get to work on the bus. Access to bus service, before, during, and after construction is important. Thank you.</p>
<p>06/28/2023 11:15:37</p>	<p>Thank you / Suggestions</p>	<p>Hello!</p> <p>I attended the community outreach event last night (6/27). Thanks for putting on a great event! Seeing the concept art and layouts really got me excited. I hope, when completed, this project is used as a real physical example of how streets should be built across Duluth.</p> <p>My perspective on this project is both as a daily bike commuter that traverses the city from Lakeside to Central Ave in Spirit Valley, and as customer of the various breweries and restaurants in Lincoln Park.</p> <p>From the biking perspective, my biggest pain points include the 27th Ave W and Garfield/Piedmont intersections and the lack of priority at other various driveways and intersections.</p> <p>The 27th Ave W signal cycle timings are awful for pedestrians and bikers, and the crossing button doesn't seem to have any noticeable impact. Once I am allowed to cross, I commonly encounter stressful situations from people turning left from W Superior on 27th Ave, nearly being hit on multiple occasions. There are a number of improvements that could be made:</p> <ul style="list-style-type: none"> - Ensure short cycle times at both the Garfield intersection and 27th Ave W and add a dedicated bike cycle (with signal head). The Cross City trail is supposed to be THE way to get across Duluth on bike or foot so it seems appropriate that bikes and pedestrians should get increased priority along the corridor. If there's concern about a bike cycle causing congestion, limit its appearance with loop detection or other technology. - Leading pedestrian cycle: Show the WALK signal a few seconds before drivers get their green. This makes it easier for pedestrians to cross in time and increases visibility for cars, decreasing left hooks. - Raised/continuous sidewalks and bike paths are a great way to give people outside of a vehicle priority as they cross both intersections and driveways. It improves visibility of pedestrians for drivers and slows turning movements. At driveways, it makes it clear to the car that they are entering a pedestrian space. This feature is used successfully in snowy and cold cities all over the world and would be a great addition to Duluth's toolbox. - A simple but greatly appreciated feature: bike rails (https://www.madrax.com/bike-rail) at intersections give cyclists a convenient rail to hold onto while waiting, allowing them to start their crossing faster. <p>From the perspective of a visitor, customer and father of two small children, I like a lot of what I see in the concepts. The outdoor dining space looks great, as do the bump outs and green space. Combined with the traditional scale of the buildings, I think the space will really feel great. I'm also excited about the possibility of winter activation. I could see sporadic road closures for winter activities. I'm thinking firepits, ice castles, etc.</p> <p>One thing to mention (and perhaps I missed it) is the lack of vertical traffic</p>

		<p>calming measures. Although the proximity of benches, trees and the inclusion of bump outs will no doubt slow traffic, I am concerned that the 11' lane widths will still make it too easy for people to speed. If lane widths cannot be further narrowed, perhaps raised mid-block crossings could be added? Not only would this make it easier for people to legally cross from business to business without walking to an intersection, it would also make it difficult for drivers to speed from intersection to intersection, greatly improving safety and creating an environment more conducive to shopping and outdoor dining.</p> <p>Again, thank you for putting on the great event! I know everybody at SEH and Damon Farber Landscape Architects are as excited about the possibilities of this project as much as I am!</p>
06/29/2023 11:19:56	Traffic flow	<p>Please consider a free flow of traffic along 1st and Michigan Streets in your plan. Why was the car dealership allowed to block that east end of Michigan? Can this be opened up again?</p> <p>Also, please put up SIGNAGE on Michigan, Superior and Grand (at least) to direct traffic up 24th Ave rather than up residential 27th Ave., especially from the freeway. We get way too much traffic up this very narrow residential street with many younger families living here now.</p> <p>There may need to be a stop sign (roundabout?) at 24th and Superior St as visibility is very poor there and traffic is much heavier on Superior St. now. Im sure people use 27th because of the poor visibility there.</p> <p>I feel traffic flow, besides parking, to be very important.</p> <p>Thank you. I hope you are, or have considered these ideas.</p>
07/01/2023 9:27:55	West Duluth Superior street	<p>Has the idea of a no car section with a park like atmosphere. Bikes and scooters allowed. This would allow more space for outdoor dining, kiosks, etc. This would require parking near by as well as bus service.</p>
07/03/2023 13:56:48	Design Work	<p>Just wanted to ask if you would be interested in getting external help with graphic design? We do all design work like banners, advertisements, brochures, logos, flyers, etc. for a fixed monthly fee.</p> <p>We don't charge for each task. What kind of work do you need on a regular basis? Let me know and I'll share my portfolio with you.</p>

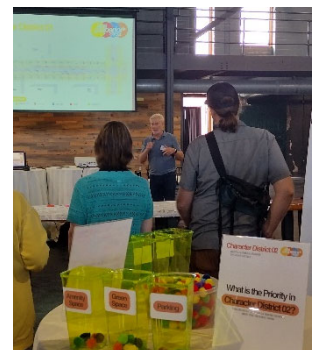
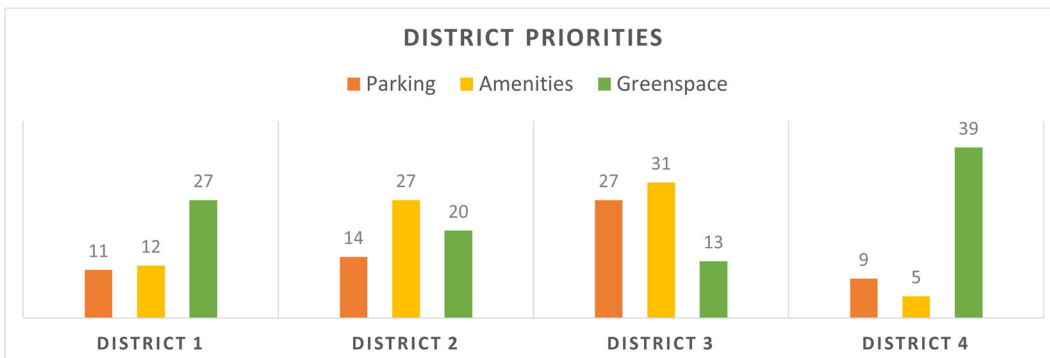
Dot Exercise Results (~60) Participants

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 (~60) Participants

Attendees were encouraged to view concepts for the four identified context zones and then use puffballs to indicate what amenities were most important to them.



General Streetscape Amenity Preferences (~60) Participants



Decorative Site Furniture (12)	Electric Vehicle Charging (7)	Wayfinding (5)	Stormwater Plantings (12)
Programmed Open Space (10)	Winter Activation (12)	District Identity (13)	Pollinator Planting (10)
Pedestrian Scale Lighting (17)	Interpretive Signage (2)	Public Art (15)	Shade Trees (17)
Accessible Bus Stops (14)	Bike Crossings (14)	Signalized Ped Crossings (4)	Green Intersections (14)

Layout Comments (~60) Participants

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

Comment	Location Description
General	
Room to improve and make this entryway more beautiful and welcoming	3020 W Superior
Entryway features into L.P.	3020 W Superior
One for my favorite things about living in Duluth is how quirky it can be! Keep it weird and quirky with unique/eye-catching art and public installations. Someone else wrote: Yes!	
Intersection visibility is important. It is very hard to see if cars are coming. Congested at this intersection	N 24th Ave W
Can we make this overpass less terrible? Yes, please! Troll holding up overpass! Agree!	N 22nd Ave W
Art and decorative lighting under highway underpass "activated space" - not scary	N 22nd Ave W
Human-scale lighting is SO important - not too high, not too cold, not too bright. Yes!	2113 W Superior
Keep as much parking off Superior St as possible. Coordinate with transit choices and walking paths.	2113 W Superior
Continue district lighting onto avenues	N 21st Ave W
Install snow melt infrastructure on Superior St	N 21st Ave W
Snow melt and rain gardens	N 21st Ave W
Does any of this "improvement" provide job access? I can't get past "Can I live here?"	N 21st Ave W
Close Superior St to traffic in character #3	2027 W Superior
Make sheltered warm accessible and BEAUTIFUL CREATIVE bus stops	All along Lower Michigan St.
Skate park	W 1st St
Pedestrian space outdoor dining	2011 & 1927 W Superior
Plan for partial street shutdown for events	
Keep pocket park as a public space	
Loading zone in 1800 block?	1800 Block
Make any plants/amenities easy to maintain and not future liabilities for the City.	
Neighborhood wayfinding to match entry to the neighborhood	
Restore Superior St to 4 lanes and parking. Relocate bike bath to New Michigan. Be sensitive to business needs; thanks!	
I could be in minority here, but KIA totally taking over W Michigan St here grinds my gears - hard to navigate this space.	
GO BIG OR GO HOME!	

Make this intersection beautiful - right now! It's anxiety-producing.	Piedmont Ave / N 16th Ave / Garfield Ave
Garfield and Superior St left hand turn signals - BOTH WAYS!	Garfield Ave
Snow removal for sidewalks and bike lanes	
Trees	
Want this to look beautiful and welcoming - area for improvement here. Want to feel like I'm happy to head back home to my neighborhood. Yes!	1400 W Michigan St
Add LP entryway features	
Plow sidewalks in winter! + + +	1400 W Michigan St
Plan for snow storage in design	
I am assuming concrete pavement will be used to decrease frequency of maintenance. Please don't use dyed concrete for different use areas. They are hard to properly cure without white curing compound. Concrete stains could be an option. The CPAM is a great free resource on this topic.	
Pedestrian	
Really wide and big intersection makes for tricky bike/ped crossing	3020 W Superior
Better pedestrian crossings in District 2: there's been a big increase in businesses (like breweries) which has increased both vehicle traffic and pedestrian. But scary to see pedestrians try to cross this 4-lane (or to try to do it myself).	N 26th Ave W
It's SO HARD and scary to cross on foot or bike from path to upper side of street to get to businesses there.	2520 W Superior
There are a lot of mid-block crossings (ped) this might change, depending on on-street parking. BUT, that is what peds need to do.	27th Ave W - 23rd Ave W
4-way stop to help pedestrians cross and to slow traffic.	24th Ave W.
This feels the best and safest. Raise the pavement so any vehicles know they're on pedestrian territory.	
Raised pedestrian crossings! Yes!	
Please consider raised pedestrian crossings.	
Present visionary images for pedestrians to see potential outcomes, QR Code	
Bicycles	
Bike trail along here is pretty sad. Blocked by tracks, tires, gravel, more trees! YES: Please improve!	2929 W Superior
Improved signal timing for pedestrians and cyclists. Protected intersection. Bicycle signal loop detection to speed cyclists through light.	2707 W Superior
A bike and walking path through this area that is separated from the street/cars, like Munger Trail and the boardwalk.	2332 W Superior
Bike path crossing from 22nd Ave to 27th have very limited visibility to/by traffic turning in all directions!	22nd Ave to 27th
Protected bike lanes on avenues	23rd Ave W
Yay for protected bike lanes!	N 22nd Ave W

Bike lane is a hazard - move it!	
Bike parking and covered ebike parking. Yes please!	2000 W Superior St
Please move the bike lane back to Lower Michigan - safer, no stops, away from cars.	
Protected bikeway needed on Superior St in craft district	
Move bikes back to Cross City Trail. Access to district up the avenues	
Protected bike facilities	
Not sure bikes should go between tables and benches? I'm pro-bike; is there a better design?	
Vehicles	
Close Superior St in this section to vehicles (pedestrian mall)	1831 W Superior
Reroute trucks OUT of Lincoln Park (unless they're making business deliveries). Too much big, heavy thru traffic w/can of worms reconstruction.	
Open W. Michigan St past KIA to facilitate vehicle traffic flow outside commercial district of Superior St.	
Speed bumps along the route to help enforce speed limit. Raised pedestrian crossings help this!	1400 Block
Parking	
Change zoning for future - parking BEHIND businesses to change the feel.	N 26th Ave W
Getting residential parking back to the people who live here all of 1st Street	N 25th Ave W
Can we get more parking on the avenues?	N 19th Ave W
Diagonal parking is easier for in/out than parallel parking	
Let's be part of the future: no parking on main st. (except drop-off/delivery). Make main st. for pedestrians and bikes!	
CITY, please buy empty Auto Zone lot and convert to parking! Then we can move away from Superior St parking.	
Parking - plus taking away parking for business and travel	
Ensure businesses without parking lots will still have adequate parking	
Parking - 30 +/- employees daily. DTA Bus Access. *Truck Delivers daily (up to semi-trailers) from Michigan St.	1610 W Superior
Safety	
Taxi/ride share pick-up spots to ease traffic backups & increase safe pick-ups	22nd Ave W
Pedestrian scale and District lighting night and day for safety. 3000lc	2027 W Superior
Current traffic signals direct westbound vehicles turning left to turn left INTO westbound bicycles proceeding thru green light intersection.....deadly!	1500 W Superior

Event Photos



