TRANSPORTATION FOCUS GROUP
Meeting 2: Data Review and Policy Development

Agenda

- Welcome & Introductions
- Brief Overview - Timeline & Process
- *Activity*
- Transportation Research
- Discussion
- Wrap-up & Next Steps
## Timeline & Process

### Comprehensive Plan 2035 Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Activity</th>
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</thead>
<tbody>
<tr>
<td>2016</td>
<td><strong>June - Oct</strong>&lt;br&gt;<strong>Data Analysis &amp; Public Input</strong>&lt;br&gt;The entire community will be invited to share their vision for Duluth over the next 20 years.</td>
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<tr>
<td>2016</td>
<td><strong>Nov - May</strong>&lt;br&gt;<strong>Policy Development &amp; Engagement</strong>&lt;br&gt;Through community engagement sessions and focus groups, we will frame the issues that need to be addressed.</td>
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<td>2017</td>
<td><strong>Jun - Sept</strong>&lt;br&gt;<strong>Plan Comes Together</strong>&lt;br&gt;Policy language will be drafted and reviewed by the community.</td>
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<td>2017</td>
<td><strong>Oct - Dec</strong>&lt;br&gt;<strong>Finalization &amp; Implementation</strong>&lt;br&gt;Plan will be finalized and adopted and implementation will begin.</td>
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### Social Media Outreach & Communication

- **Kick-Off Event**
- **Focus Group Meetings**
- **Social Engagement Sessions**

### Activity
Research Questions

- Does the City's road and bicycle infrastructure meet user needs? Describe. How does Duluth compare to other communities of a similar size?
- Do existing transportation modes equally serve all residential neighborhoods? Does infrastructure availability follow population density?
- What percentage of the population is within a quarter mile of the transit system and do the most frequent run times or routes match this population?
- Is there sufficient area for growth of water borne industry and transportation logistics within current footprint of harbor/port area?
- Do we have trail connections for pedestrian and bike access to job centers, neighborhoods, and recreation areas?
- Where are there gaps or deficiencies in the pedestrian and bicycle networks?
- What new transportation opportunities and practices should we consider given our steep hills and varied topography?
- Do we fully utilize the capacity of the air and rail modes of transportation that serve the community?
- Does our existing transportation network adequately connect to neighboring communities and our region?
- How can we create a transportation network that maximizes financial investment and minimizes future maintenance costs?
- Do our current land use patterns support multimodal transportation?
- How will development of passenger rail impact the need for improved pedestrian systems?
- How can we reduce parking and traffic thru-put in Canal Park to best allow for new tourism development?
- What level of frequency should a model transit system consider for growing ridership?
- Are the streets within the City at or near traffic capacity? Where might LOS (Levels of Service) be compromised with additional density in development?

Roads

- Roads:
  - Congestion
    - Selected pinch-points with 2040 projection
    - Remainder of roads: free flowing or limited congestion
    - Congestion limits autos and buses, but not bicycles or pedestrians
    - Policy suggestion: May want to consider ways to ease congestion or increase alternative transportation
Roads

- Roads:
  - Congestion
  - Condition
    - Road condition affects all users
    - Routine maintenance at a certain point can extend life span - not always best to fix the worst first
  - Policy suggestion: How do we prioritize roads to address?
  - Infrastructure funding is key

- Roads:
  - Congestion
  - Condition
  - Safety
    - Safety affects all users
    - Severity of crashes, plus accident frequency (if greater than typical for type of road)
    - Intersections = conflicts
    - Duluth is relatively safe and low speeds contribute to fewer severe accidents
    - Intersections to be addressed noted in Long Range Transportation Plan and Transportation Systems Management Plan
    - MnDOT policy: Towards Zero Deaths
Roads

The Example of Lafayette
Taxes Collected Per Square Foot

The hill ...
Bike Transportation

- Need for connected network
  - Policy suggestion: complete the network
- Safety and comfort of people on bikes
  - Bike Compatibility Index
    - Developed FHWA; analysis done in 2002
    - New model developed since - “level of stress”

Bike Compatibility Index

<table>
<thead>
<tr>
<th>Rating</th>
<th>Level of Service</th>
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<tbody>
<tr>
<td>A</td>
<td>Excellent</td>
</tr>
<tr>
<td>B</td>
<td>Good</td>
</tr>
<tr>
<td>C</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>D</td>
<td>Marginally Satisfactory</td>
</tr>
<tr>
<td>E</td>
<td>Unsatisfactory</td>
</tr>
</tbody>
</table>

Commuting Bike Infrastructure Per 1000: Rochester, Madison, Duluth, and Mankato

- Rochester
  - Miles of Paved Bike Routes: 34
  - Population: 110,742
  - Miles of Bike Routes per 1000: 0.54
  - Surface area: 54.7 mi²
  - Housing density: 3.64 h/m²

- Madison
  - Miles of Paved Bike Routes: 77
  - Population: 233,344
  - Miles of Bike Routes per 1000: 0.32
  - Surface area: 64.3 mi²
  - Housing density: 1.140 h/m²

- Duluth
  - Miles of Paved Bike Routes: 21.3
  - Population: 60,120
  - Miles of Bike Routes per 1000: 0.28
  - Surface area: 72.3 mi²
  - Housing density: 5.24 h/m²

- Mankato
  - Miles of Paved Bike Routes: 12
  - Population: 41,541
  - Miles of Bike Routes per 1000: 0.30
  - Surface area: 15.8 mi²
  - Housing density: 0.99 h/m²
Transit

- Correlates with population density
- Frequency?
- Destinations?

Population Density and Transit Stops

Employment Density and Transit Ranges
Sidewalks

- At this time regional air cargo is sufficient for the area.

- Larger scale efforts for air cargo with ground delivery (multimodal) service could work at DLH as the airport has large runway capacity for big planes.

- Total passengers could reach 350,000 by 2027 which is an increase of 38% over current totals.

- Airport could see at least one more commercial carrier added.

- Potential changes to airport zoning (MnDot) - safety zones - could allow for additional land area for development.

- Employment center

- Skyline Shuttle

- Jefferson Lines Bus
Duluth-Superior Port Area

- The Port of Duluth-Superior consists of 19 square miles of land and water with 17 miles of dredged shipping channels.
- A priority of the Duluth-Superior Port Plan is to ensure the protection of industrial land from encroaching non-compatible uses.
- Duluth Port Authority Logistics
  - Beyond port area – Waseca industrial area, US Steel site
  - Distribution of products
  - Road and rail - connectivity to local processing
  - Increase in truck traffic
  - Access to highway
  - Container cargo - multimodal transport
  - Value added services – 4 railroads, Truck accessible

Twin Ports Interchange

- Local connection from the Garfield Avenue/Railroad Street intersection to the end of Courtland Street.
- Connection will allow Over Sized and Over Weight loads to have direct access between the Clure and I-35 south of the interchange,
- Eliminating the need for OSOW loads to travel through the Lincoln Park Business District on Superior Street.
- Provide better freight access for the businesses located along the harbor north of Garfield Avenue.
- Connection provides a secondary access route for freight deliveries to the Western Lake Superior Sanitary District (WLSSD) sewage treatment plant and will allow reconstruction of the 27th Avenue West Interchange.
- It will also serve as a multi-use corridor for bicycle and pedestrian access to one of the only undeveloped segments along the harbor near the confluence of the St. Louis River and Miller Creek.
Truck Route/Freight Study

- Federal - Fast Lane grant for Interchange
- Minnesota DOT Freight Plan
- Duluth Seaway Port goods movement
- MIC updating Truck Route network

Northern Lights Express

- Offer fast service between Minneapolis and Duluth
- Provide a safe and reliable travel alternative to serve business and tourism.
- Previous cost estimates approached $1 billion dollars
- Estimated total cost to implement NLX is between $500 to $600 million.

Next Steps
- Project and operating cost estimates will be updated
- Completion of preliminary engineering
- Tier II Environmental Assessment
- Financial Plan and Implementation Plan
- NLX Service could begin as early as 2020

Wayfinding
- Local transportation connections (bus, uber)
Discussion Questions

- Prioritizing road improvements
  - Roads that are also transit lines?
  - Roads that carry a higher volume of traffic?
  - Address roads that need maintenance now to extend lifespan?

- What policies would reduce overall/long-term transportation and infrastructure costs?
  - Narrower roads? Different road standards?
  - Promote transit, bicycling, walking
  - Change land use patterns

- What transportation improvements will best serve the city of Duluth?

- What policies should we consider when thinking about transportation related to the governing principles?

- What strategies would increase revenue?
  - Incremental investments to increase property values in certain neighborhoods