

Campus Connector Trail

Parks & Recreation Commission
Informational Update
August 14, 2019



Presentation Outline

Part 1:

- Focus area/project scope
- Purpose of Mini-Master Plan
- Guiding principles

Part II:

- History of Campus Connector Trail
- Completed segments
- Planning process/engagement opportunities

Part III:

- Recommendations
- Trail alignment recommendations
- Probable Cost Estimate/maintenance

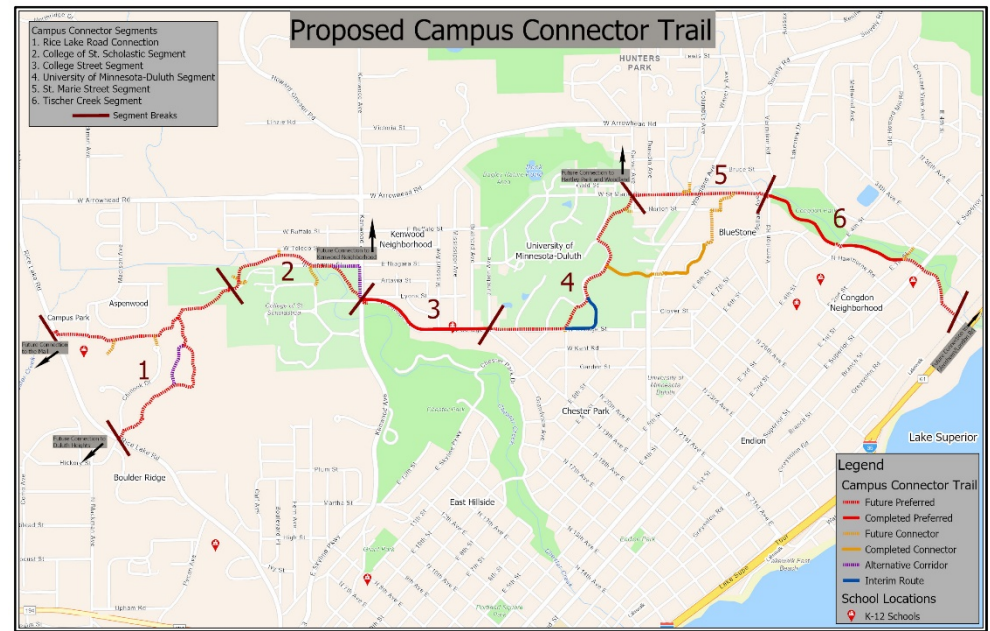
Part IV :

Next steps & questions

Part I: Project Focus Area & Scope, Guiding Principles

Focus Area/Project Scope

- 4.25 mile corridor from Rice Lake Rd (Lowell Elementary and Boulder/Summit Ridge) to the Lakewalk (at 32nd Avenue E).
- Includes:
 - College of St. Scholastica
 - University of Minnesota Duluth
 - Bluestone Apartment Complex
 - Mount Royal businesses
 - Aspenwood
 - Campus Park
 - Abutting neighborhoods



Project Goals

- Paved, non-motorized multi-use commuter/recreational trail accommodating bicyclists and pedestrians
- Provide vertical connectivity for residents, nodes of business, and educational institutes
- Addresses gap in existing bike and pedestrian infrastructure and creates pathways through neighborhoods/business districts instead of around them

Purpose of Mini-Master Plan

- Planning document that can be adopted by the City to guide future development
- Combines previous and current planning efforts
- Create a clear “road map” of how to move forward with future development
- Offer clear direction to City and community partners on facility development, operations, and management of the trail system
- Resource for future decision making and fundraising

Guiding Principles

- With stakeholder and community input, identify shared goals and vision for trail
- Generate preferred trail alignment and design considerations
- Provide high quality recreational and commuter trail opportunities
- Develop infrastructure that is in balance with the surrounding built and natural environments

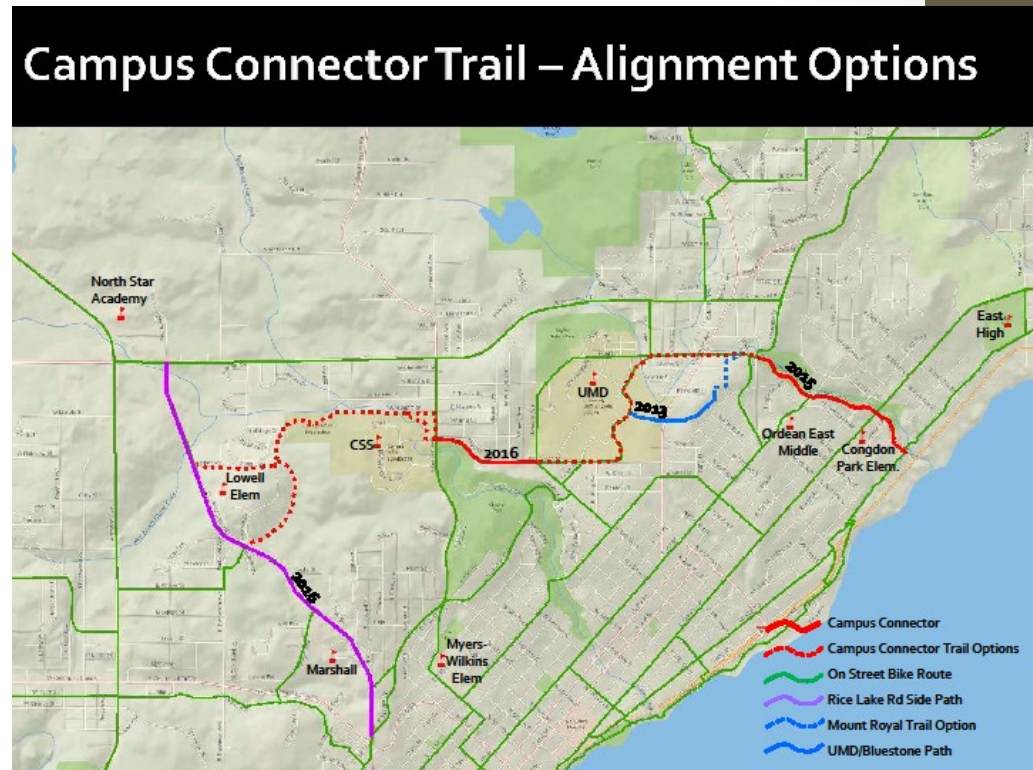
Part II: Trail History, Completed Segments, Planning Process

History of Campus Connector Trail

- 2006 *Rice Lake Road Corridor and Traffic Impact Study*: Significant development on Rice Lake Road corridor, including student housing. Identified need for trail connection to campuses.
- 2008 *UMD-CSS Transportation Assessment*: Recommended trail “between Boulder Ridge and Kenwood Avenue.”
- 2010 *Comprehensive Bicycle Assessment*: Local citizen advocates and non-profits recommend trail corridor through neighborhoods versus around them and recommend trail connection from campuses to nodes of business
- 2011 *Trail and Bikeway Plan*: recommended comprehensive and connected system of trail, bikeways, and trailheads. Called for better vertical connectivity across city.
- 2011 *Higher Education Small Area Plan*: Determined increase in traffic congestion near campus as students moving further for student housing are commuting via automobile. Recommended multi-use paved trail connection from Boulder Ridge to Kenwood Avenue.

Completed Segments

- **2013:** UMD constructs multi-use trail off Woodland Avenue, from Bluestone to the heart of campus.
- **2014:** Tischer Creek Trail reconstructed as paved trail through Congdon Park.
- **2014:** College Street striped for bike lanes and additional on-street parking
- **2016:** College Street narrowed to two lanes and a paved, multi-use trail created along the north side of street.
- **2016:** Paved trail installed along Rice Lake Road, from Arrowhead Road to Central Entrance



Planning Process

- Interdepartmental City Staff Kick Off – February 15, 2019
- Stakeholder Meeting #1 – April 1, 2019
- Public Meeting #1 – April 23, 2019
- UMD/CSS Student Engagement Survey – April/May 2019
- Public Comment
 - Open during planning process through City of Duluth Parks email phone, and website comment
- Public Survey - May 10 - 31, 2019
- Corridor Flagging – May 15, 2019
- Bristolwood Development Meeting – May 16, 2019
- CSS Leadership Meeting – May 16, 2019
- City/County/MnDot Traffic Engineering Meeting – May 31, 2019
- UMD Leadership Meeting – 6/5/19
- Stakeholder Meeting #2 – June 27, 2019
- Lowell Elementary ISD 709 Meeting – July 8, 2019
- **Parks Commission Update–August 14, 2019**
- **Public Open House – August 14, 2019 (4-5pm; 1st Floor Atrium City Hall)**
- Parks Commission Action Requested – September 11, 2019
- MIC Board Meeting Plan Action Requested – September 18
- City Council Action Requested – September 23, 2019

*Dates subject to change

Survey Results

- Public Survey
 - 441 Responses
 - 86% of respondents use automobile as primary mode of transportation
 - 57% of respondents answered “strongly support” when asked if they support or oppose the idea of the Campus Connector Trail
- Student survey:
 - 179 responses from UMD and CSS (over 70% from CSS)
 - 65% use a car as primary mode of transportation but over 80% said they use walking either as primary or secondary mode of transportation.
 - The highest number of respondents indicate they live on-campus at St. Scholastica
 - 85% said they would use the Campus Connector trail with the highest selections being for health/fitness and recreational activities, and a third being for transportation around the neighborhood and a fourth being commuting to/from school
 - Over 95% support the Campus Connector trail

Survey Results

- Bristolwood Development Survey
 - Mailed to 23 residents; 10 responses received
 - Respondents ranked “Privacy for Residents” as the top community value
 - The four top ranked “Community Values” from respondents were:
 - 1) Privacy for Residents
 - 2) Wildlife Habitat
 - 3) Safe Connections for People Walking/Cycling
 - 4) Healthy Lifestyle/Active Living
 - Per survey results respondents prefer that the Trail Alignment be East of Bristolwood Subdivision as an off-street multi-use path on public property behind Chinook Drive Homes

Public Meeting

- 75 attended public meeting on 4/23/19
- Reviewed planning process goals and individual trail segments



Public Meeting



Engineering Meeting

- Meeting with: City of Duluth, MnDot, & St. Louis County Traffic Engineers
- Discussed Specific Road Crossings:
 - London Road
 - Chinook Drive Connection
 - Barnes Road
 - Woodland Avenue
 - Vermillion Street
 - East Superior Street
 - Niagara Street/Kenwood
 - Kenwood/College
 - 4th Street
 - Aspenwood

Bristolwood Development

- Met with residents on May 16, 2019
- Two residents nominated to Stakeholder Advisory Committee
- Requested survey specific to residents in Bristolwood be issued
- Continued consultation and ground truthing of alternative routes and options across wetlands

**Part III:
Recommendations,
Suggested Trail
Alignment,
Budget/Maintenance**

Accessibility – Designed and constructed to be fully accessible and comply with MnDot *Bikeway Facility Design Manual*

Emergency Access: 10' wide trail paved trail width allow access to trail by emergency vehicle/personnel

Lighting: No additional lighting infrastructure recommended outside of current City street and campus lighting

Invasive Species: Existing invasive population and potential for additional spread along the trail will be monitored and managed as part of regular maintenance recommendation for trail

Signage/Wayfinding: Adhere to *City Gates, Signage and Wayfinding Master Plan* when installing signage at main access points, along trail corridor, and at key intersections. Appropriate barriers to restrict motorized access as needed.

Trailheads/Parking: No additional facility development recommended. Utilize current parking lot at intersection of College Street and Kenwood Avenue for trailhead facility (access to Duluth Traverse, Chester Park Trails, and Campus Connector)

Trail Connectors: neighborhood spurs that provide direct citizen access to trail system, college campus connection, and spurs into business districts at Kenwood and Mount Royal recommended

Trail Crossings/Intersections: schematic level design prepared as part of planning efforts to assess physical geometry and technical and safety considerations of each trail intersection and other public transportation corridors

Winter Use: plowed to allow for year-round use

Operating Hours: Dictated by Duluth City Code

Maintenance

Regular maintenance activities for the trail will include:

- Mowing
- Sweeping and blowing
- Trash collection
- Tree trimming
- Winter trail clearing
- Trail repair
- Bridge repair
- Sign maintenance
- Trailhead facility repair and maintenance
- Snow removal
- Crack filling and sealcoating
- Invasive plant management

Regular maintenance costs for the activities above are anticipated to be \$2,000 per mile. These costs will be adjusted annually to account for inflation.

Probable Cost Estimate

Segment 1A: Rice Lake Road Trail Junction via Aspenwood (Northern Alignment): \$804,317

Segment 1B: Rice Lake Road Trail Junction via Open Space (Southern Alignment): \$937,373

Segment 1C: Trail Junction to CSS: \$519,575

Segment 1D: Chinook Drive to Trail Segment 1A (Northern trail alignment connection): \$60,642

Segment 2: Kenwood & College Street: \$665,904

Segment 3: Kenwood & College Street – 19th Ave East: \$170,078

Segment 4: 19th Ave East – St. Marie Street through UMD: \$791,346

Segment 5: St. Marie Street – Vermillion Road: \$670,545

Segment 6: Vermillion Road – Lakewalk: \$326,633

*Cost projections based upon conceptual trail alignment, assumptions, and anticipated scope of work. Final pricing will not be accurate until all site investigation and design has been completed, and competitive bids received

Implementation Timeline

- 2020-2028 – Fundraising
- 2022 – Segment 1 Construction
- 2024 – Segment 5 Construction
- 2026 – Segment 6 Construction
- 2028 – Segment 4 Construction
- 2030 – Project Completion Goal

*Funding request will begin once the plan is Council approved. A project of this size will likely be phased with multiple requests for funding.

Project Build Out Prioritization

- Segment 1 – Rice Lake Road to CSS
- Segment 5 – St. Marie Street connection at UMD
- Segment 6 – 1st Street to Lakewalk
- Segment 4 – Connecting existing trail on College Street to UMD trail network

Segment 1 – Rice Lake Road Connection

- Plan recommends “upper” trail to Lowell Elementary and “lower” trail to the Boulder Ridge student housing complex
- Upper connections starts at Rice Lake Road and routed off-street along the north side of Barnes Road to provide access to Aspenwood and Campus Park
- On north side of Bristolwood development, plan seeks additional space for easement from adjoining landowners. If additional easements not secured, construct elevated trail through segment
- Lower trail to begin at intersection of Rice Lake Road and Chinook Drive. Will hug Chinook Drive before diving into the woods behind residential homes
- Lowest cost option to make Segment 1 connection is via Chinook Drive and easement at end of cul-de-sac. (*not recommend option*)



- Legend**
- Campus Connector Trail**
 - Future Preferred
 - Completed Preferred
 - Future Connector
 - Completed Connector
 - Alternative Corridor
 - Interim Route
 - School Locations**
 - K-12 Schools
 - Duluth Parcels**

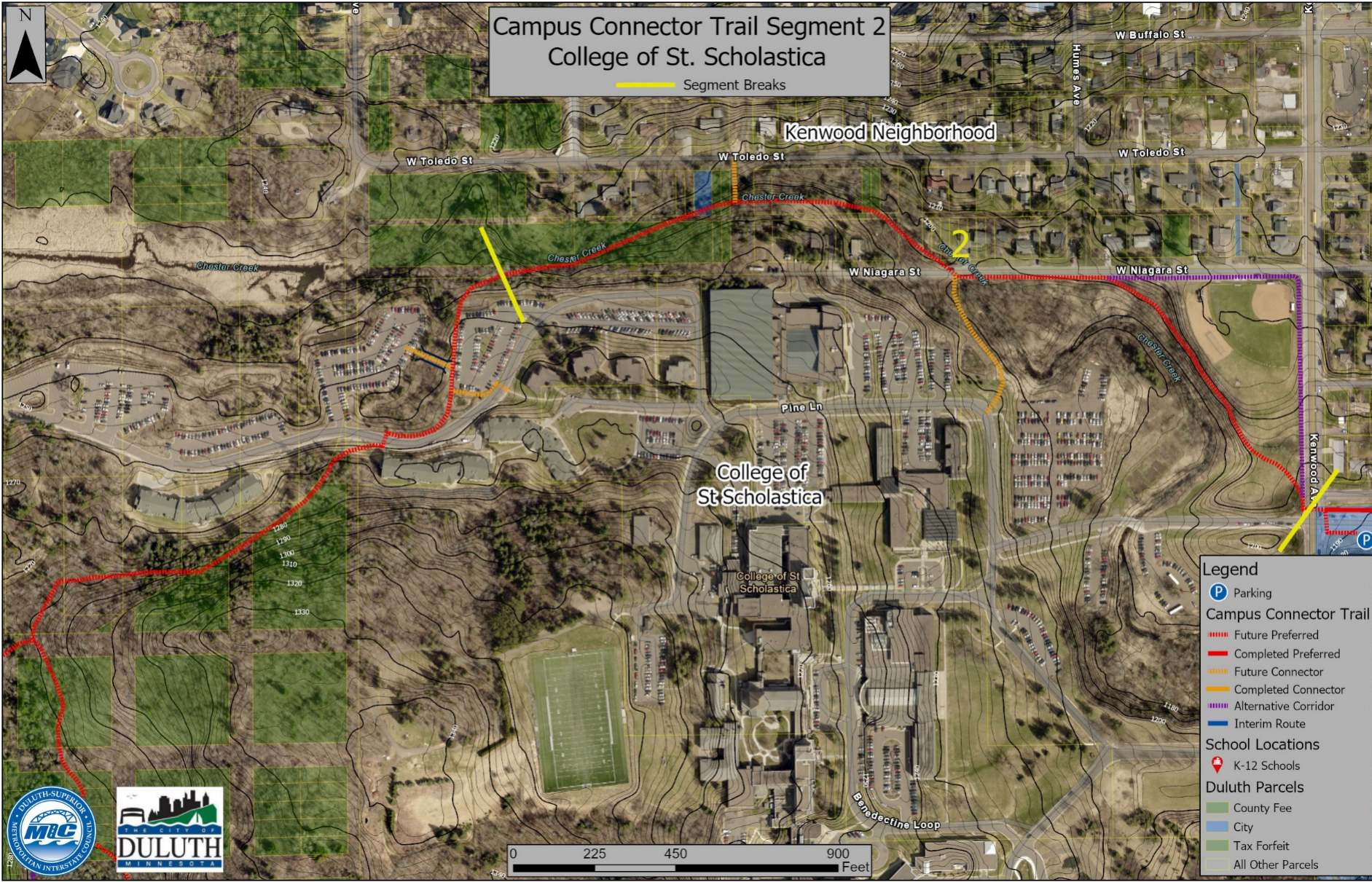
Segment 2 – College of St. Scholastica

- Proposed trail would approach campus from a forested area to the south, then travel between two student housing buildings before crossing a campus drive and continuing through a parking area
- From parking area, route proposed along south side bank of Chester Creek until it intersects with Niagra Street
- Once on Niagra Street, it will parallel south side of the street, behind the curb, until it hits existing softball field at intersection of Kenwood and Niagra
- Preferred alignment would be around softball field, but due to complex land ownership, may not be possible
- Continues from field to intersection of Kenwood Avenue and College Street



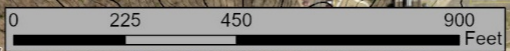
Campus Connector Trail Segment 2 College of St. Scholastica

Segment Breaks



Legend

- Parking
- Campus Connector Trail**
 - Future Preferred
 - Completed Preferred
 - Future Connector
 - Completed Connector
 - Alternative Corridor
 - Interim Route
- School Locations**
 - K-12 Schools
- Duluth Parcels**
 - County Fee
 - City
 - Tax Forfeit
 - All Other Parcels



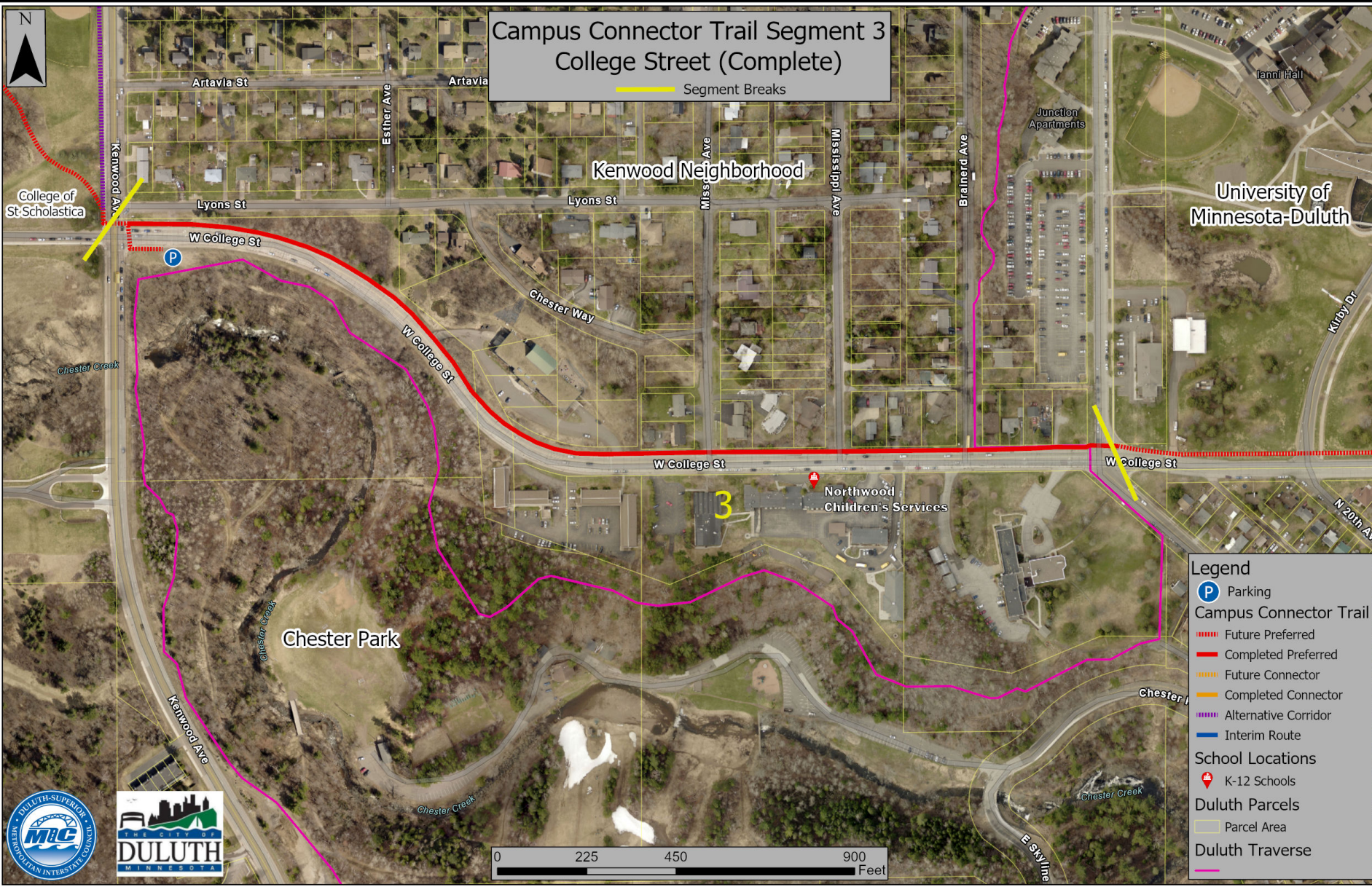
Segment 3 – College Street

- Constructed in 2016 on the north side of College Street from Kenwood Avenue to Junction Avenue
- Recommended improvements include:
 - A parking area at the southeast corner of the Kenwood Avenue and College Street intersection
 - Improvements to traffic signals at major intersections including, College Street/Kenwood Avenue and College Street/Junction Avenue/19th Street



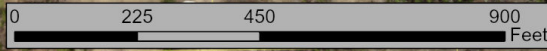
Campus Connector Trail Segment 3 College Street (Complete)

Segment Breaks



Legend

- Parking
- Future Preferred
- Completed Preferred
- Future Connector
- Completed Connector
- Alternative Corridor
- Interim Route
- School Locations**
- K-12 Schools
- Duluth Parcels**
- Parcel Area
- Duluth Traverse**
-



Segment 4 – University of Minnesota Duluth

- Trail begins at intersection of College Street and Junction Avenue where it follows College Street behind the curb on the north side
- Once route meets the Lund building on campus, preferred route is to pass along east edge of the large parking field, where Snelling Avenue intersects with College Street
- Interim route proposed that currently exists as a mix of 8' wide sidewalks and bituminous pathways
- Trail would continue along University Drive, routing around Malosky stadium and the parking lot to the west of the field
- Plan recommends removal of two existing creek crossings at the West Branch of Tischer Creek and replacing with new bridge crossing
- Main trail will terminate at intersection of Carver Avenue and West Saint Marie Street

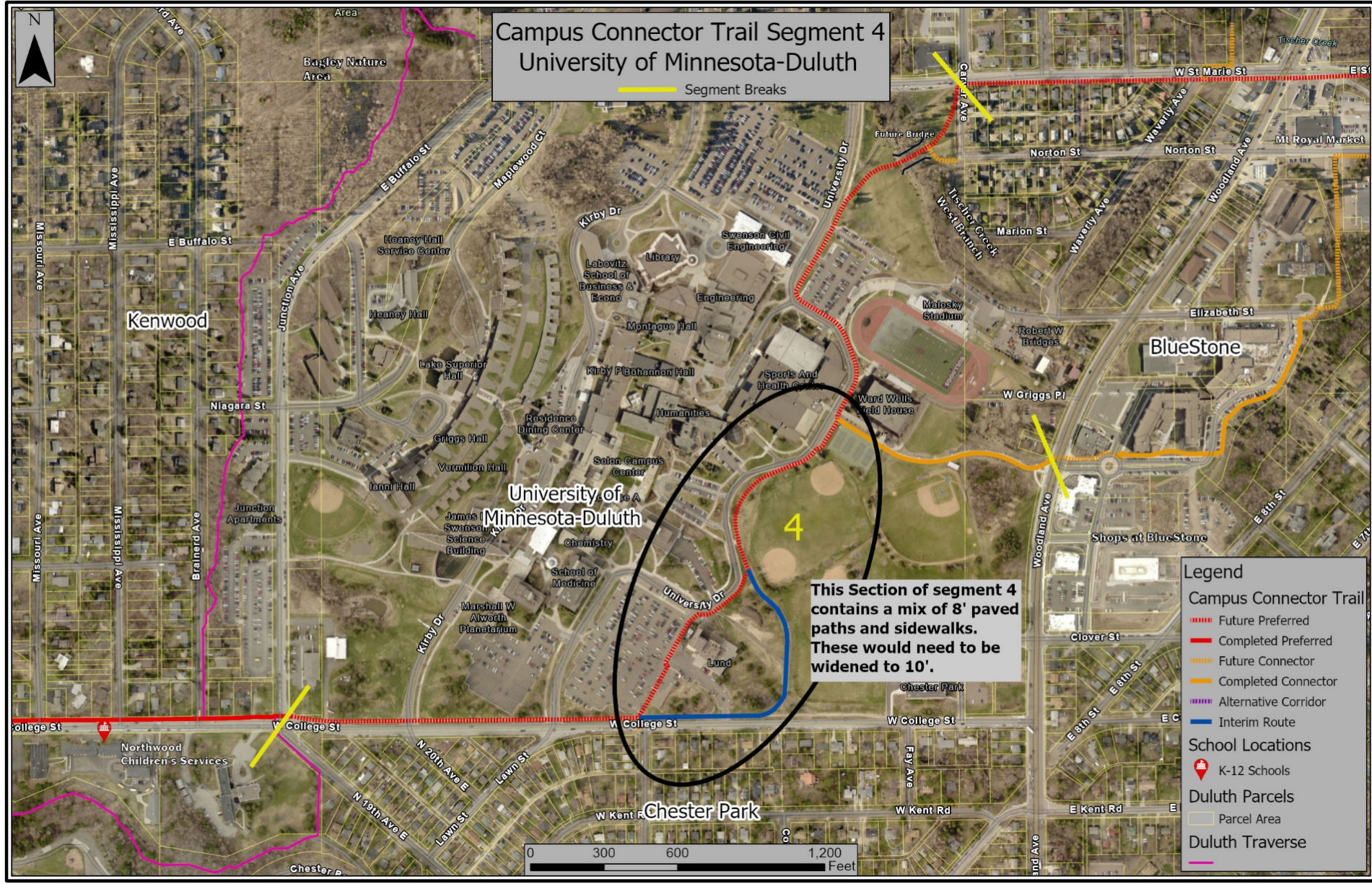
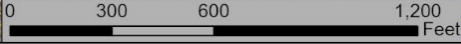
Campus Connector Trail Segment 4 University of Minnesota-Duluth

— Segment Breaks

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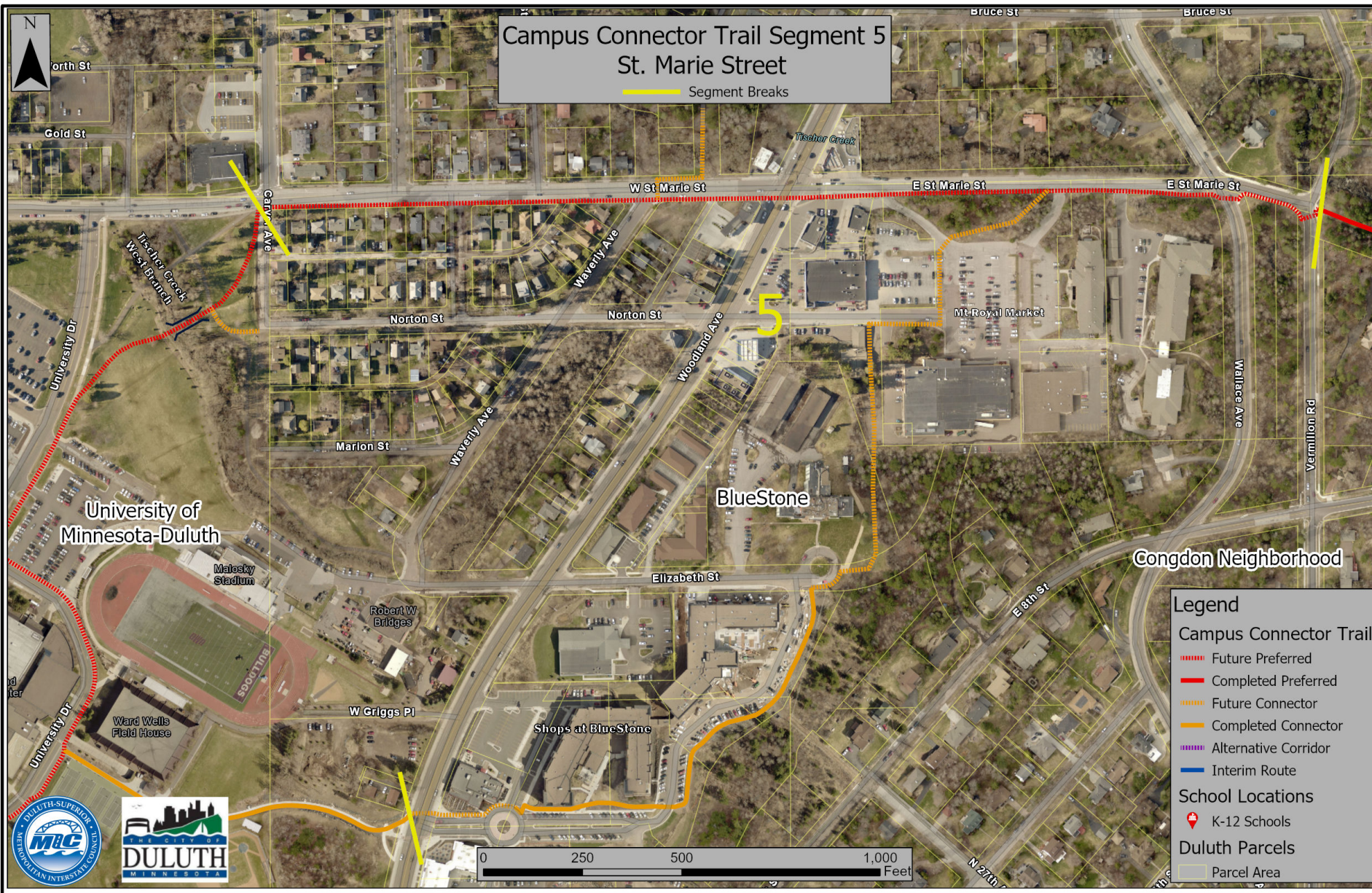
This Section of segment 4 contains a mix of 8' paved paths and sidewalks. These would need to be widened to 10'.

- Legend**
- Campus Connector Trail
 - Future Preferred
 - Completed Preferred
 - Future Connector
 - Completed Connector
 - Alternative Corridor
 - Interim Route
 - School Locations
 - K-12 Schools
 - Duluth Parcels
 - Parcel Area
 - Duluth Traverse



Segment 5 – St. Marie Street

- Route proposed on south side of St. Marie Street, behind the curb, from Carver Avenue to Woodland Avenue
- Plan recommends eliminating lane of traffic on Woodland Avenue
- Segment between Woodland Avenue and Vermillion Road proposed behind the curb of the existing road on the south side
- Connector trail from UMD to Bluestone Commons and Mount Royal commercial district



Campus Connector Trail Segment 5 St. Marie Street

— Segment Breaks

Legend

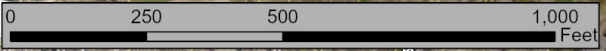
- ⋯ Future Preferred
- Completed Preferred
- ⋯ Future Connector
- Completed Connector
- ⋯ Alternative Corridor
- Interim Route

School Locations

- 📍 K-12 Schools

Duluth Parcels

- Parcel Area



Segment 6 – Tischer Creek

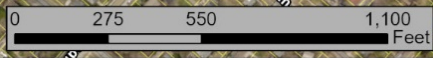
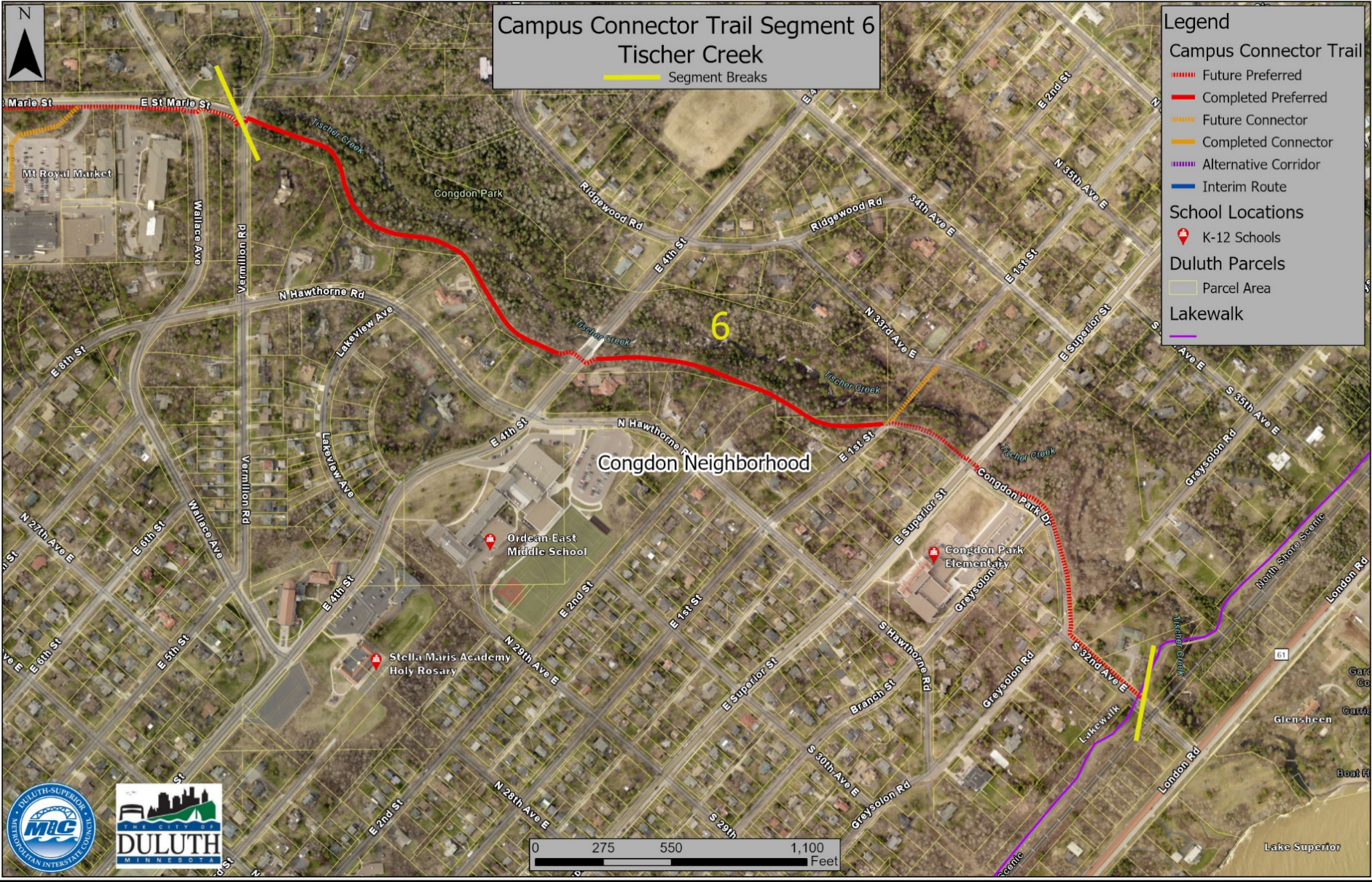
- Beginning at Vermillion Road and terminating at the Lakewalk just above London Road
- Utilizes existing paved carriage path through Congdon Park
- Once past East 1st Street, the trail would be extended on the north side of Congdon Park Drive and South 32nd Avenue East
- Connector trail identified at East 1st Street utilizing and existing utility bridge structure and connecting the neighborhood across the river

Campus Connector Trail Segment 6 Tischer Creek

Segment Breaks

Legend

- Campus Connector Trail - Future Preferred
- Completed Preferred
- Future Connector
- Completed Connector
- Alternative Corridor
- Interim Route
- School Locations - K-12 Schools
- Duluth Parcels - Parcel Area
- Lakewalk



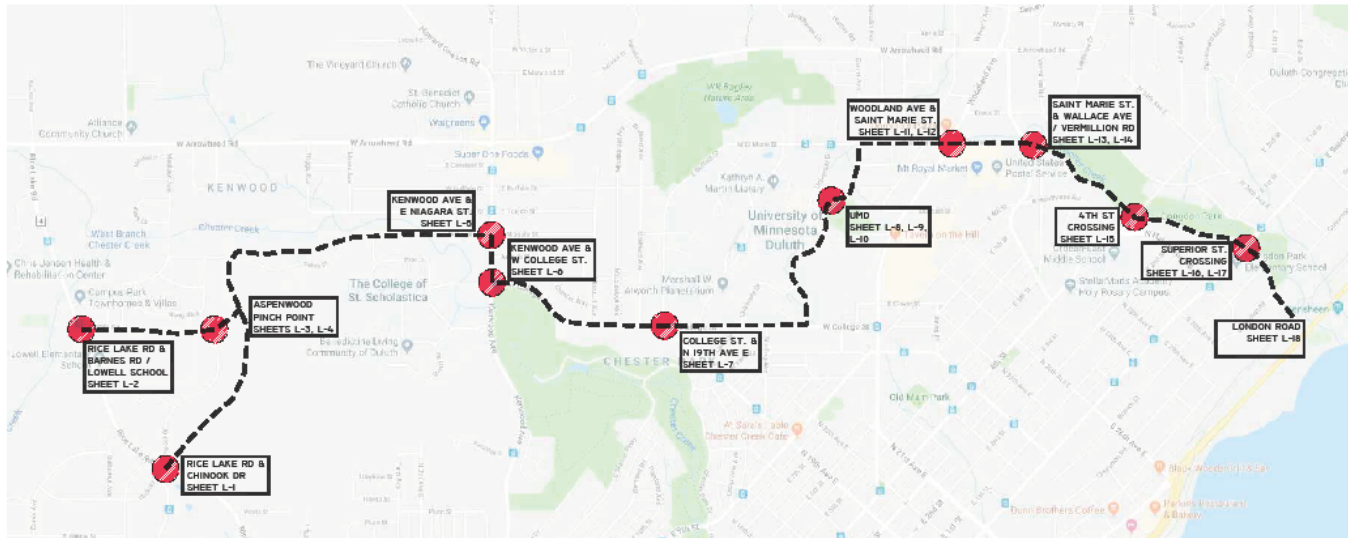
Technical Recommendations

Development of this plan is rooted in issues previously identified by past planning efforts.

- Wetland impacts
- Significant trees
- Topographic challenges
- Rock outcrops
- Streams
- Utilities
- Road crossings
- Pinch points
- Existing built infrastructure
- Privacy
- Property ownership

Technical Recommendations

CAMPUS CONNECTOR TRAIL PLANNING GRAPHICS CITY OF DULUTH, MN



THIS SET OF DOCUMENTS IS FOR PLANNING AND DESIGN INTENT ONLY, AND IS TO SERVE AS A GUIDING DOCUMENT FOR FINAL CONSTRUCTION DRAWINGS WHICH ARE NOT PART OF THIS PROJECT SCOPE. THIS DOCUMENT SET SHOWS PREFERRED OR RECOMMENDED IMPROVEMENTS AND TRAIL ALIGNMENTS WHICH MAY BE IMPLEMENTED IN STAGES. THIS DOCUMENT SET IS BASED OFF OF DATA AND ASSUMPTIONS CURRENT AT THE TIME OF COMPLETION OF THIS DOCUMENT. CHANGES IN DATA, LAND USE, AND ASSUMPTIONS MAY NECESSITATE CHANGES TO THESE PREFERRED OR RECOMMENDED IMPROVEMENTS. INTERIM IMPROVEMENTS NOT SHOWN ON IN THIS DOCUMENT SET MAY BE IMPLEMENTED. STAKEHOLDER INPUT, FIELD SURVEYS, TRAFFIC STUDIES, ENGINEERING, CONSTRUCTION DOCUMENTS, OBTAINING TRAIL AND CONSTRUCTION EASEMENTS, COORDINATION WITH OTHER ENTITIES SUCH AS UMD, COLLEGE OF ST. SCHOLASTICA, MNDOT AND ST. LOUIS COUNTY, SECURING FUNDING, TRAFFIC CONTROL STUDIES, ETC., ARE BEYOND THE SCOPE OF THIS PROJECT BUT WILL NEED TO BE COMPLETED PRIOR TO CONSTRUCTION.

SAS

LANDSCAPE ARCHITECTURE
+ ASSOCIATES

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(218) 722-8897

DISCLAIMER: ALL DRAWINGS AND METHODS OF CONSTRUCTION SHALL BE AS SHOWN AND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF DULUTH.

DATE REVISIONS:

Number	Date

CAMPUS CONNECTOR TRAIL
CITY OF DULUTH, MN

Scale 1"=40'

Scale 1"=40'

PROJECT AREAS

Date	8/28/2019
Drawn By	MD
Checked By	LMS
Project Number	19040
Scale Name	L-0

Part IV: Next Steps & Questions

Next Steps

- Two week public comment period – August 15 – 29, 2019
 - Draft plan posted on website
- Parks Commission Action Requested – September 11, 2019
- MIC Board Meeting Action Requested – September 18, 2019
- City Council Action Requested – September 23, 2019

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QUESTIONS?