



WELCOME

to the

Cross City Trail Master Plan Public Meeting #1

DECEMBER 10TH, 2015



River Corridor Coalition

Thank you for your passionate championing of this project!

Tonight's Meeting

Ground Rules | Format | Opportunities for Input

Ground Rules

- ▶ Please hold questions during presentation- there's lots to cover, and we need to get everyone on the same page.
- ▶ There will be time for questions afterwards. Please wait until you're called on.
- ▶ Look at the project and its existing conditions and think about how we can work with those pieces to complete the trail route
- ▶ Please be civil

Format

- ▶ 50 minute presentation (please hold questions- there's lots to cover!)
- ▶ 10 minutes for general questions
- ▶ 60 minutes for map conversations (ability to review maps up close and discuss with staff + consultants)
- ▶ Comment cards will be available to fill out afterwards, or during the presentation
- ▶ On-line input available for additional feedback

Opportunities for Input

- ▶ Breakout group map conversations (ability to review maps up close and discuss with staff + consultants)
- ▶ Comment cards will be available to fill out afterwards, or during the presentation
- ▶ On-line input available for additional feedback

Meeting Purpose

Why Master Plan? | How do we get Regional Trail Designation?

Why Master Plan?

- ▶ Needed to build consensus and clarify vision
- ▶ Provides strategic guidance for future trail development
- ▶ Identifies alignment, design direction, trail uses
- ▶ Required to receive funding under the Greater Minnesota Regional Parks and Trails Strategic Plan and essential in attracting other outside funding
- ▶ Develops implementation strategies: land protection, phasing, capital and operational budgets
- ▶ Satisfies requirements for Greater Minnesota Regional Parks and Trails Commission Regional Trail Designation
 - ▶ *In order to be formally recognized as a Regional Trail (and be eligible for Legacy funding), an approved/adopted trail master plan is required*

How do we get Regional Trail Designation?

We must prove that the Cross City Trail:

- ▶ Provides a high-quality destination experience
- ▶ Connects to regional destinations
- ▶ Provides a unique experience not available anywhere else in the region

AND, the trail must have a master plan.

Project History

- ▶ **The Cross City Trail**
 - ▶ Has had a series of funding opportunities, obstacles, stops and starts
 - ▶ Has undergone changes in vision and scope as funding and connection opportunities have changed
- ▶ Public engagement has been cited as lacking continuity throughout the project



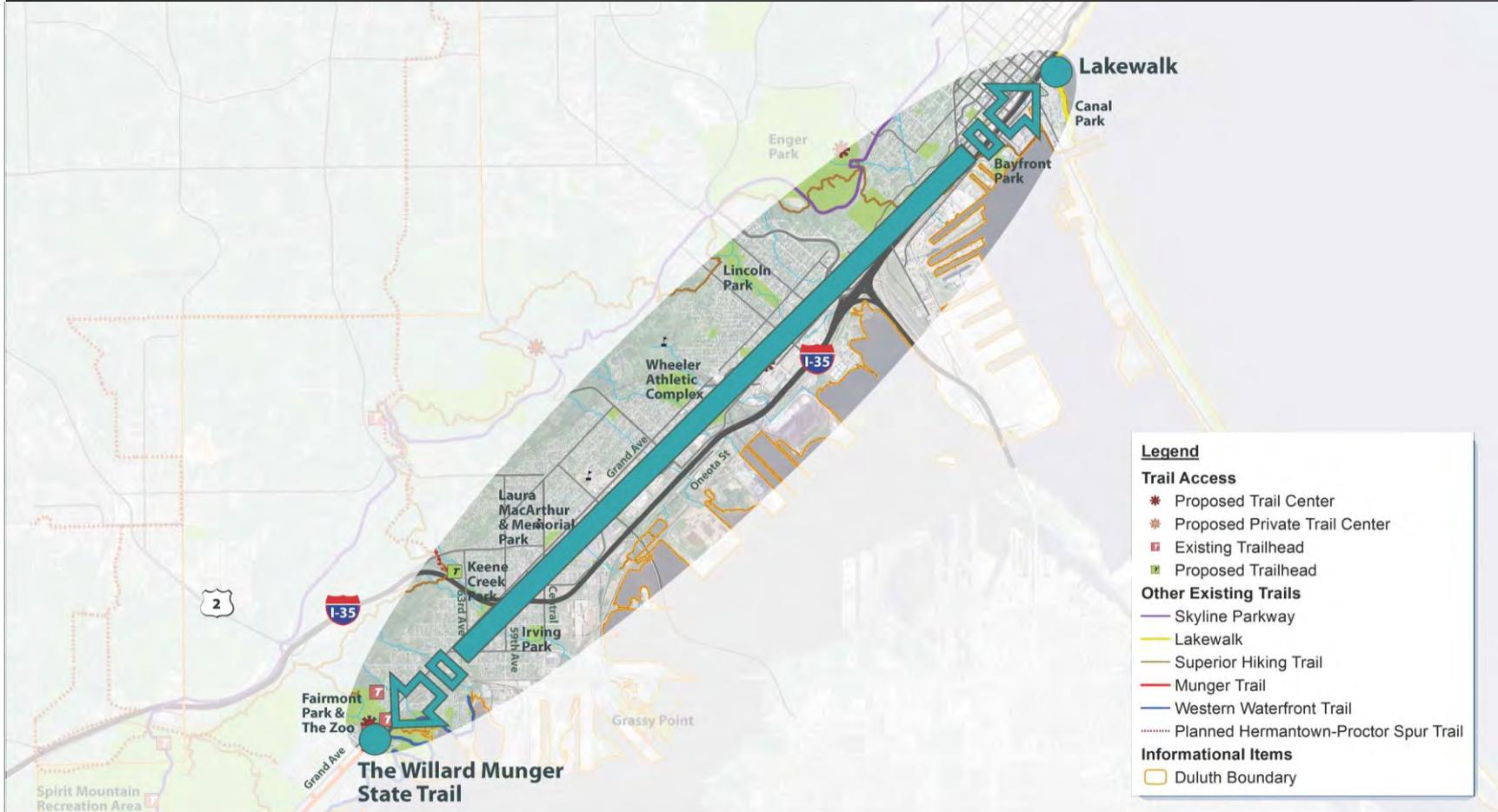
Vision Statement

The Duluth Cross City Trail will be a one of a kind, **off-road trail** for non-motorized trail users of **all ages and abilities**. The trail will provide a connection from the **Munger State Trail** to the **Duluth Lakewalk**, offer safe access to **distinctive natural areas** in West Duluth, present **exceptional views** of the St. Louis River Corridor and estuary, and fill a gap in a **significant state trail route** from central Minnesota to the North Shore of Lake Superior.

Guiding Principles

1. Connect the community
2. Provide a high quality user experience that is unique to Duluth
3. Provide a safe trail experience for users of all ages and abilities
4. Ensure technical and economic feasibility
5. Be environmentally sustainable
6. Promote economic development

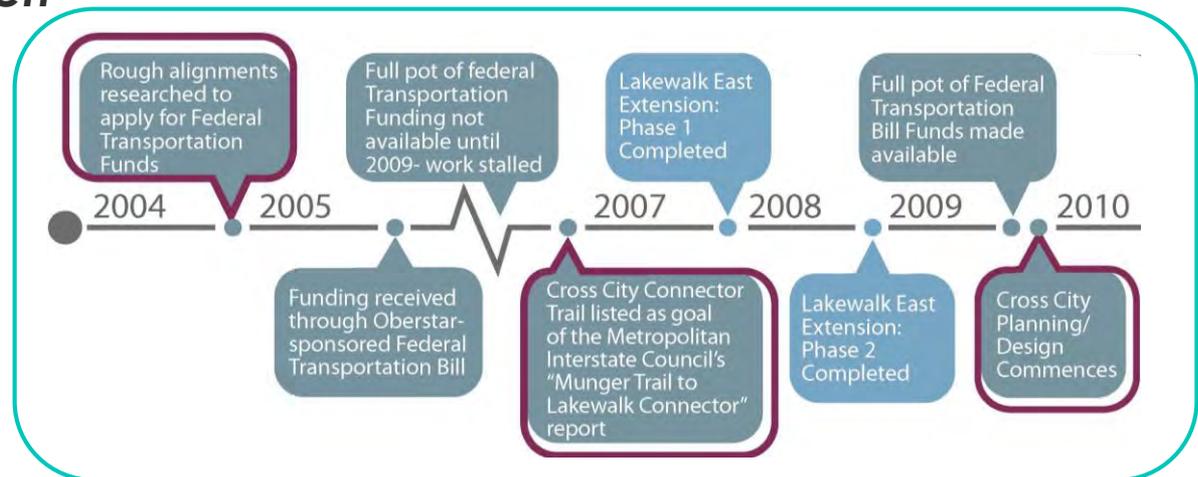
Original Cross City Trail Extents



Project History

2004-2009

- ▶ **Oberstar sponsors Federal Transportation Bill that makes funding available for trail construction**
- ▶ **Rough alignments for a Cross City Trail were considered in order to apply for funding**
- ▶ **Full pot of funding not made available until 2009, so planning put on hold until then**



Project History

2010-2012

- ▶ **Planning/Design Begins**
- ▶ **Vision is that, “we’ll have a central spine running the length of the city”** –James Gittemeier, Duluth News Tribune, October 2010
- ▶ **“Building Trails that go out into neighborhoods and farther uphill is a future endeavor.”** Duluth News Tribune, October 2010
- ▶ **Goal: To connect the Willard Munger State Trail at 75th Avenue to the Lakewalk (about 7 miles)**
- ▶ **Progress halted by 2012 flood...**



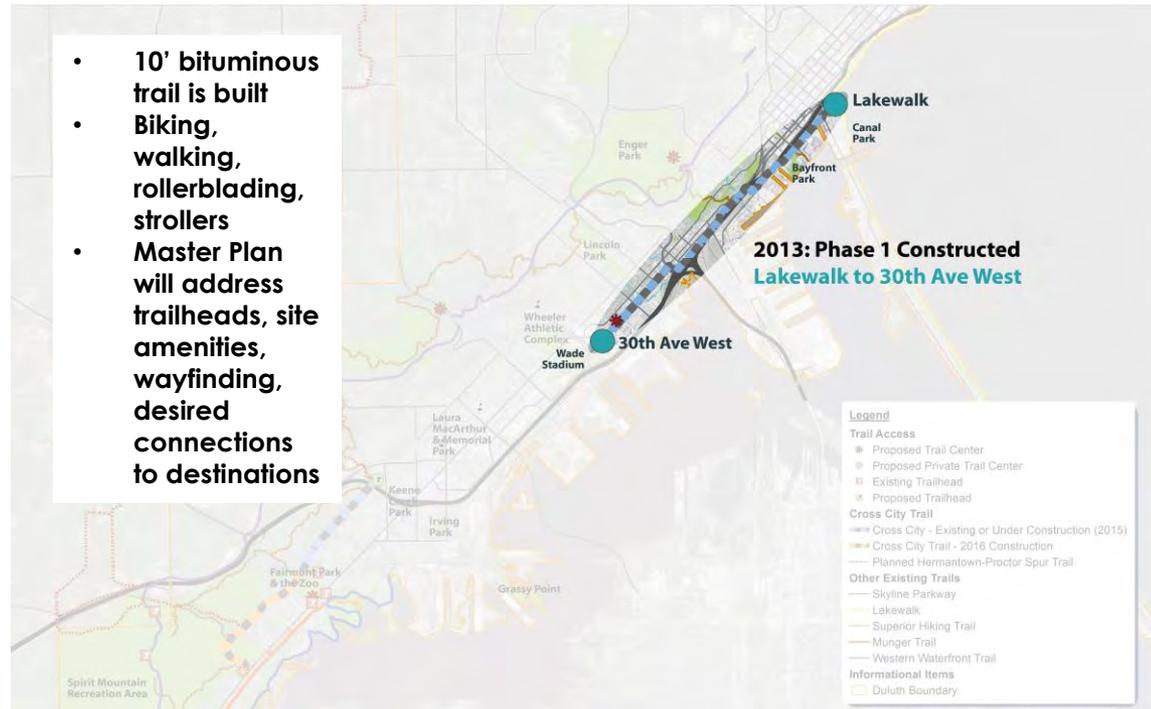
Project History

2013

- ▶ **Planning/Design Resumes after 2012 flood**
- ▶ **Phase 1: Lakewalk to 30th Ave West is completed**



- 10' bituminous trail is built
- Biking, walking, rollerblading, strollers
- Master Plan will address trailheads, site amenities, wayfinding, desired connections to destinations



Project History

2014

- ▶ *After a community meeting on route options, Phase 2 of the Cross City Trail is shelved in order to study additional route options*



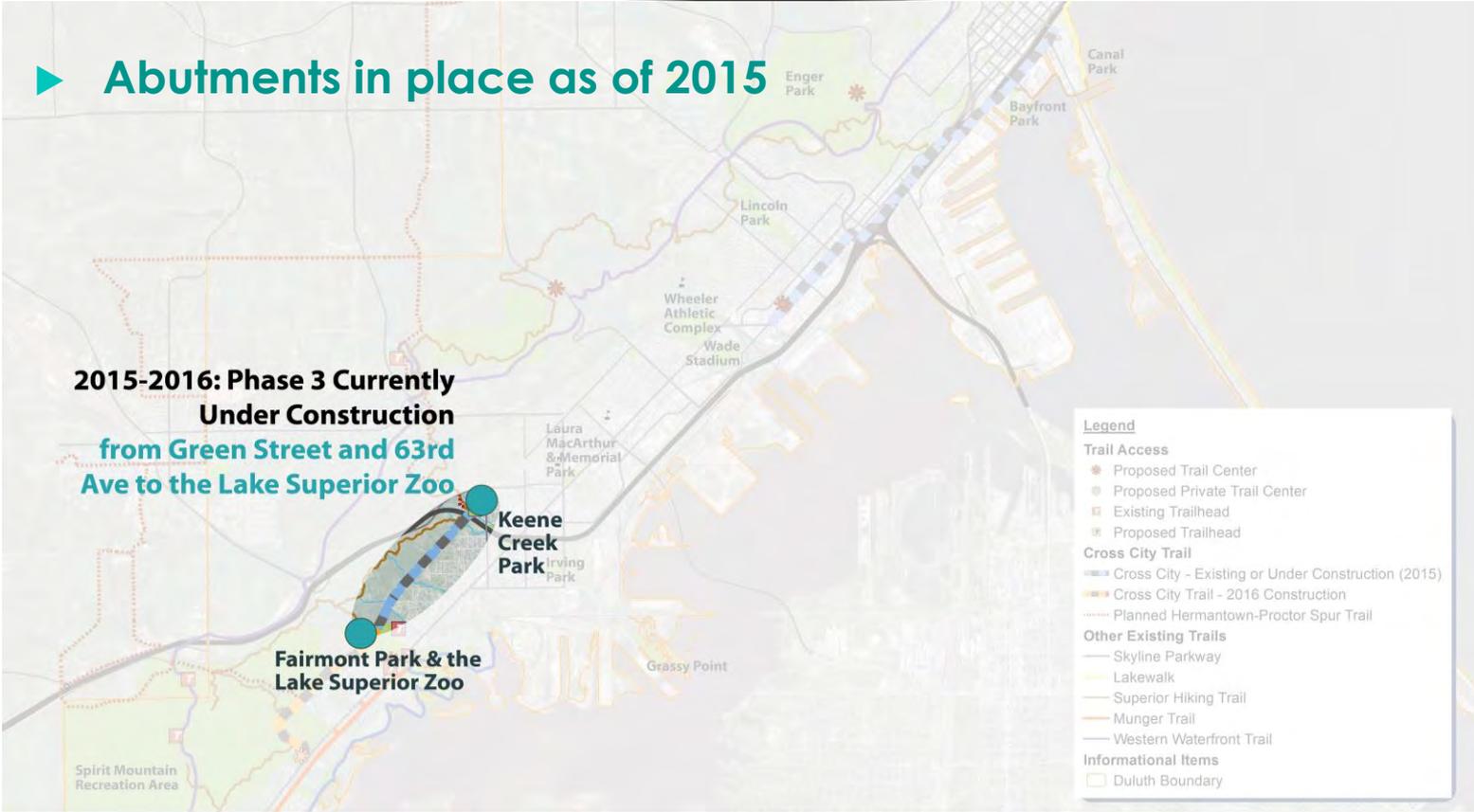
Project History

2015

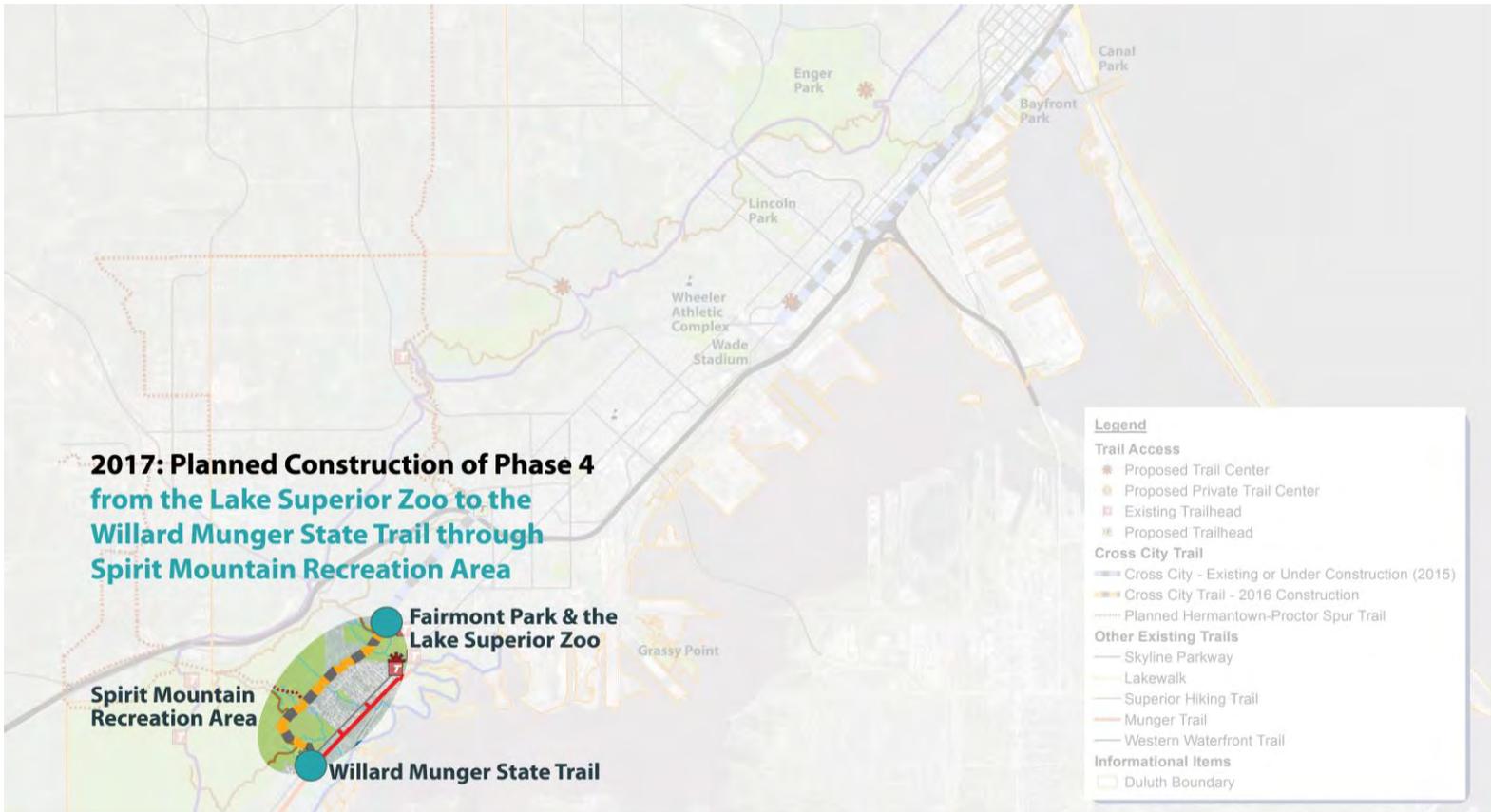
- ▶ New rules for acquiring Legacy Funds require trails to become Regionally Designated, which requires a master plan
- ▶ City hires consultant to master plan the Cross City Trail and study of the Phase 2 gap area resumes
- ▶ Segment from Green Street to the Zoo being built, and design of the segment from the Zoo to the Munger Trail at Spirit Mountain is underway



Segment from Green Street to the Zoo- Construction Underway



Segment from the Zoo to the Munger at Spirit Mountain- Construction in 2017

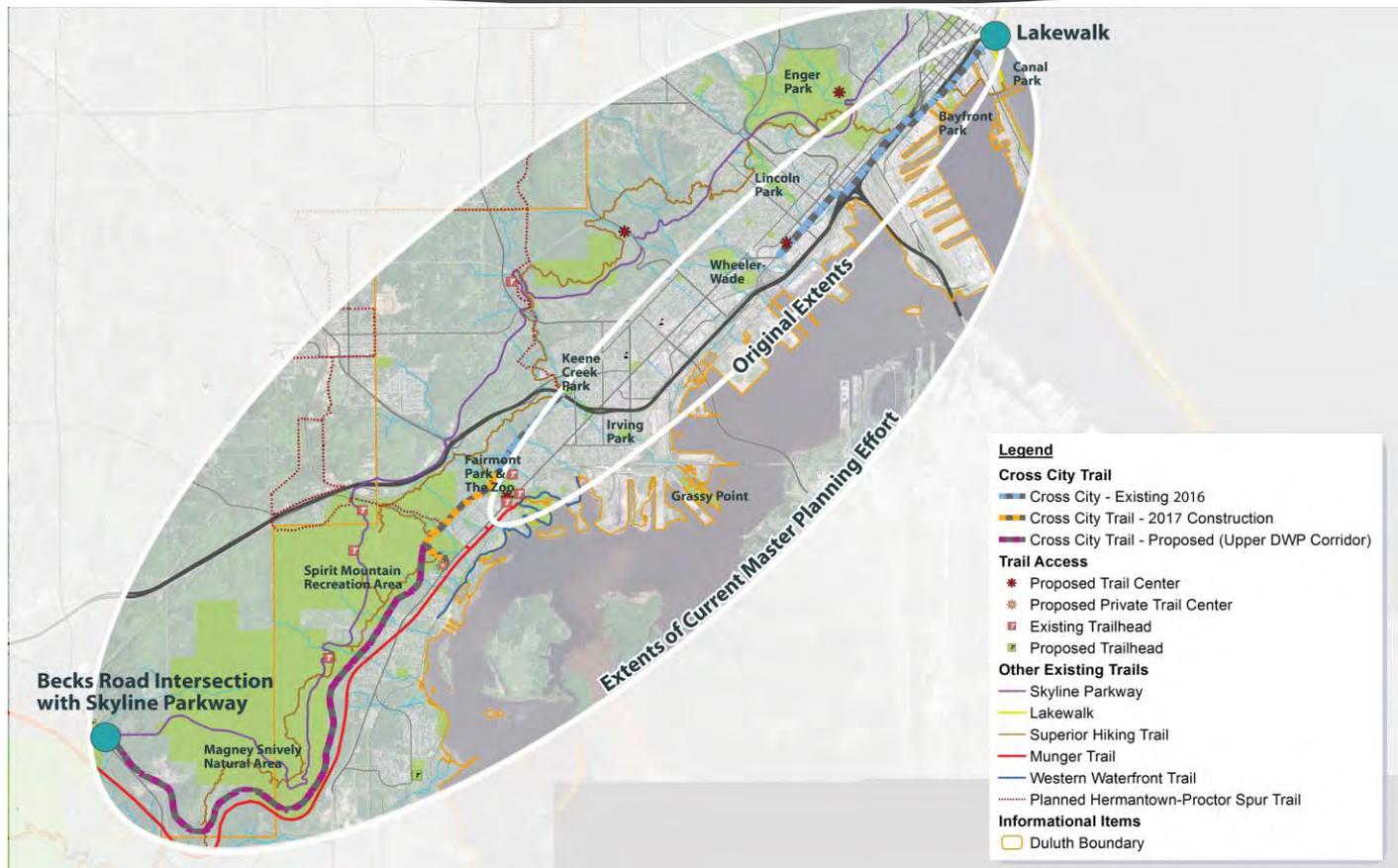


Current Project Scope

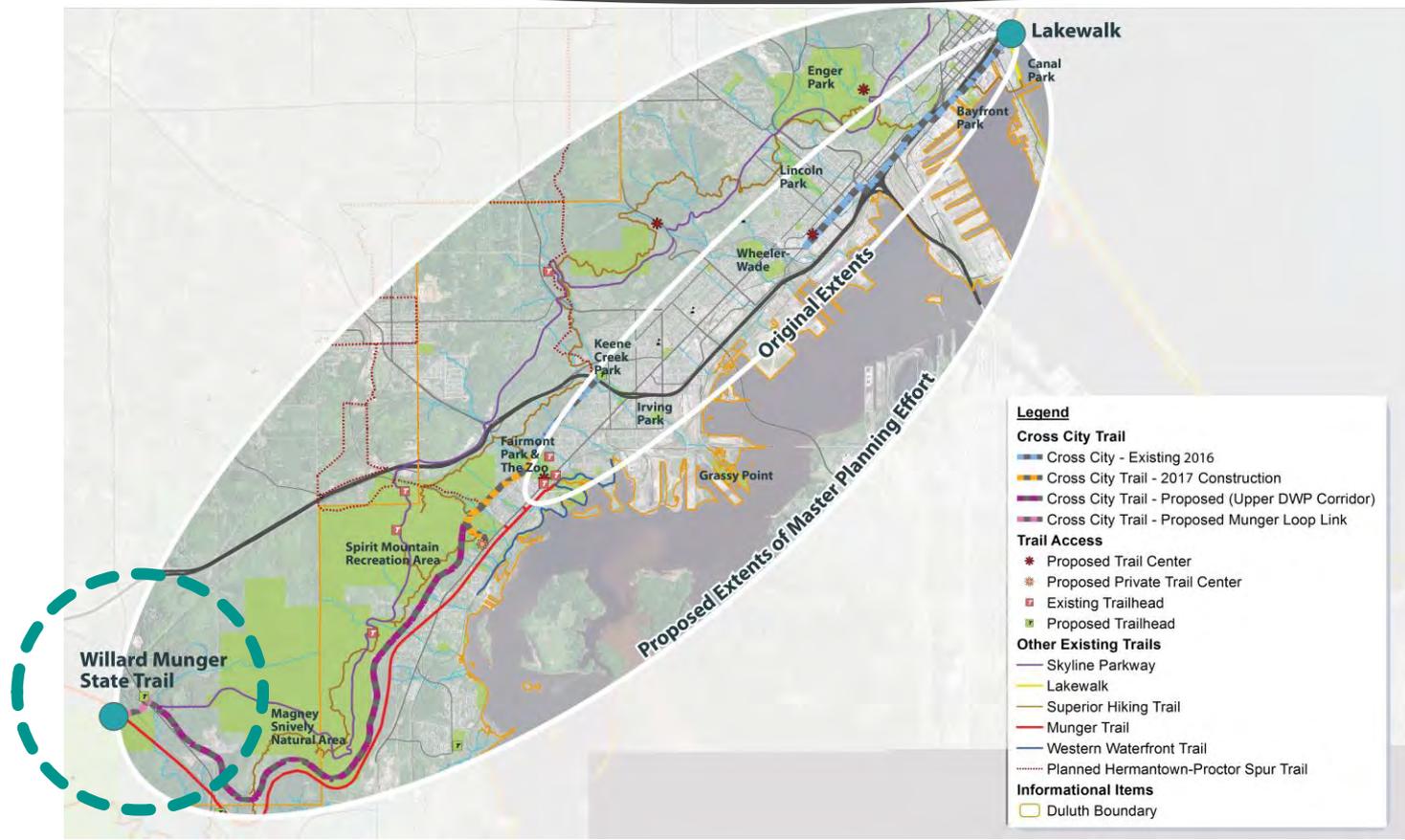
An Expanded Scope

- ▶ In order to increase the trail's likelihood of qualifying for Regional Designation, the project's scope was expanded
- ▶ Now extends past the intersection with the Munger Trail at Spirit Mountain, and follows the upper DWP southwest to Becks road and Skyline Parkway
- ▶ Allows us to restore existing trail that would otherwise fall into further disrepair
- ▶ Creates looped trail experiences that will benefit the greatest number of users

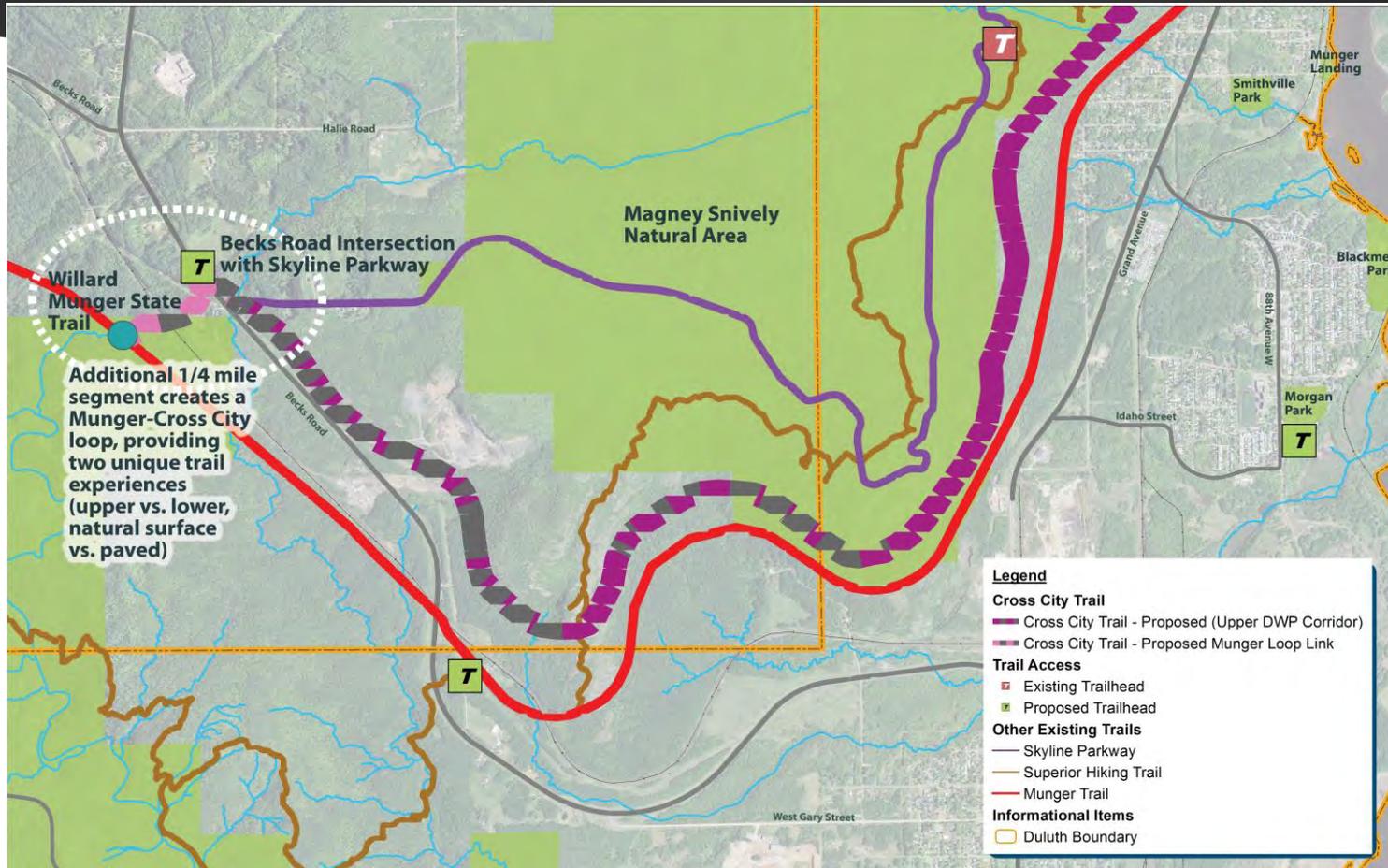
Expanded Trail



Expanded Trail with Loop Option



Munger Loop Option



Project Purpose:

Prepare a regional trail master plan for the Cross City Trail connecting the Lakewalk in Canal Park to the Willard Munger State Trail in the western portion of Duluth

- Continuous, non-motorized, multi-use trail primarily for walking and bicycling
- Potential for other trail uses on parallel trails in some areas (horseback riding, single-track mountain biking)
- Regionally significant (provides a high-quality destination experience, connects to regional destinations, provides an regionally unique experience)
- 13 miles

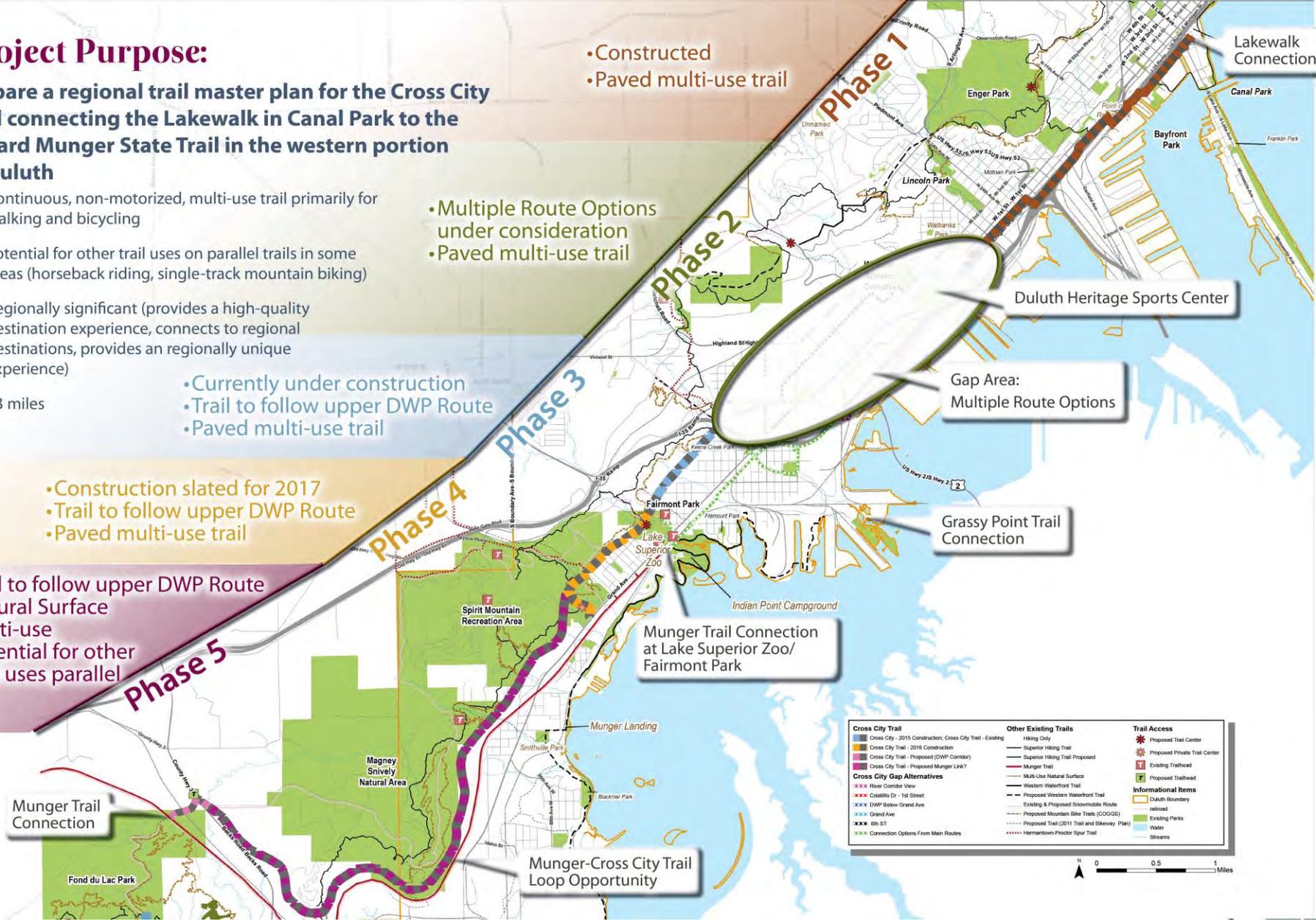
- Currently under construction
- Trail to follow upper DWP Route
- Paved multi-use trail

- Construction slated for 2017
- Trail to follow upper DWP Route
- Paved multi-use trail

- Trail to follow upper DWP Route
- Natural Surface
- Multi-use
- Potential for other trail uses parallel

- Constructed
- Paved multi-use trail

- Multiple Route Options under consideration
- Paved multi-use trail



Cross City Trail	Other Existing Trails	Trail Access
<ul style="list-style-type: none"> ■ Cross City Trail - 2015 Construction; Cross City Trail - Existing ■ Cross City Trail - 2016 Construction ■ Cross City Trail - Proposed (DWP Corridor) ■ Cross City Trail - Proposed (Munger Link) 	<ul style="list-style-type: none"> — Hiking Only — Superior Hiking Trail — Superior Hiking Trail Proposed — Munger Trail — Multi-Use Natural Surface — Western Waterfront Trail — Proposed Western Waterfront Trail — Existing & Proposed Snowmobile Route — Proposed Mountain Bike Trails (COOGS) — Proposed Trail (2011 Trail and Bikeway Plan) — Proposed Trail (2011 Trail and Bikeway Plan) — Connection Options From Main Routes 	<ul style="list-style-type: none"> ★ Existing Trail Center ★ Proposed Private Trail Center ★ Existing Trailhead ★ Proposed Trailhead ★ Existing Parks ★ Existing Trails ★ Existing Water ★ Existing Streams
<ul style="list-style-type: none"> ■ Cross City Trail Gap Alternatives ■ River Corridor View ■ Colville Dr - 1st Street ■ DWP Below Grand Ave ■ Grand Ave ■ 6th St ■ Connection Options From Main Routes 		<ul style="list-style-type: none"> ★ Duluth Boundary ★ Existing Parks ★ Existing Water ★ Existing Streams

Phase 2 Gap Area: Trail Alternatives

Past Routes | Route Alternatives Currently Under Consideration

6TH Street | DWP | Mike Colalillo Drive/1st St | River Route

Phase 2 Gap Area: Trail Alternatives Analysis History

- ▶ Potential alignments studied in 2010 by consultant SEH looked at a river route connecting Phase 1 to the Munger trail south of I-35 and Grand Avenue



Phase 2 Gap Area: Trail Alternatives Analysis History

- ▶ Desire to explore trail alternatives north of I-35, including the DWP, expanded this analysis



Phase 2 Gap Area: Trail Alternatives Analysis History

- ▶ City's decision to move forward with Phases 3 and 4 of the Cross City Trail north of I-35 along the upper DWP route eliminated lower route alternatives (lower route options continue to be spur trail possibilities)



Current Phase 2 Gap Area



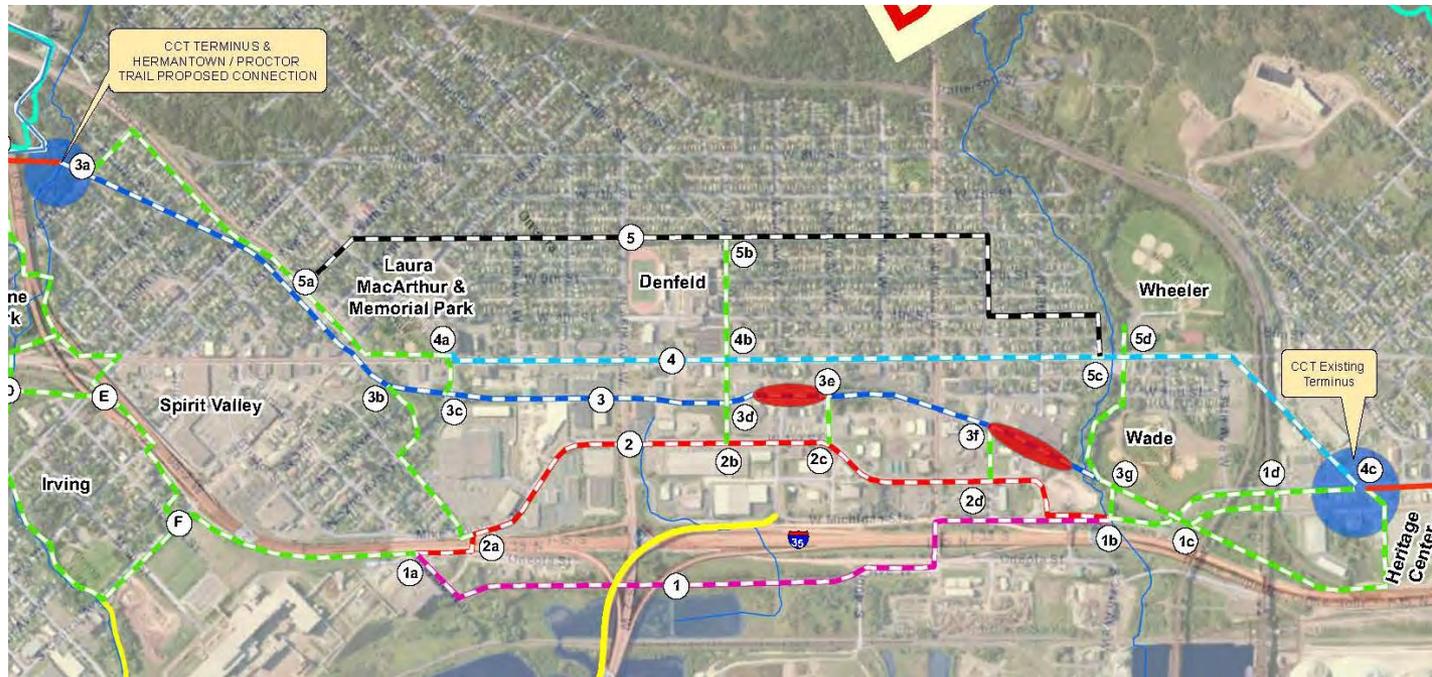
Phase 2 Gap Area: Past Alternatives Explored

- ▶ 6th Street
- ▶ Grand Avenue
- ▶ DWP
- ▶ Mike Colalillo Drive/ 1st St
- ▶ River Route



Phase 2 Gap Area: Past Alternatives Explored

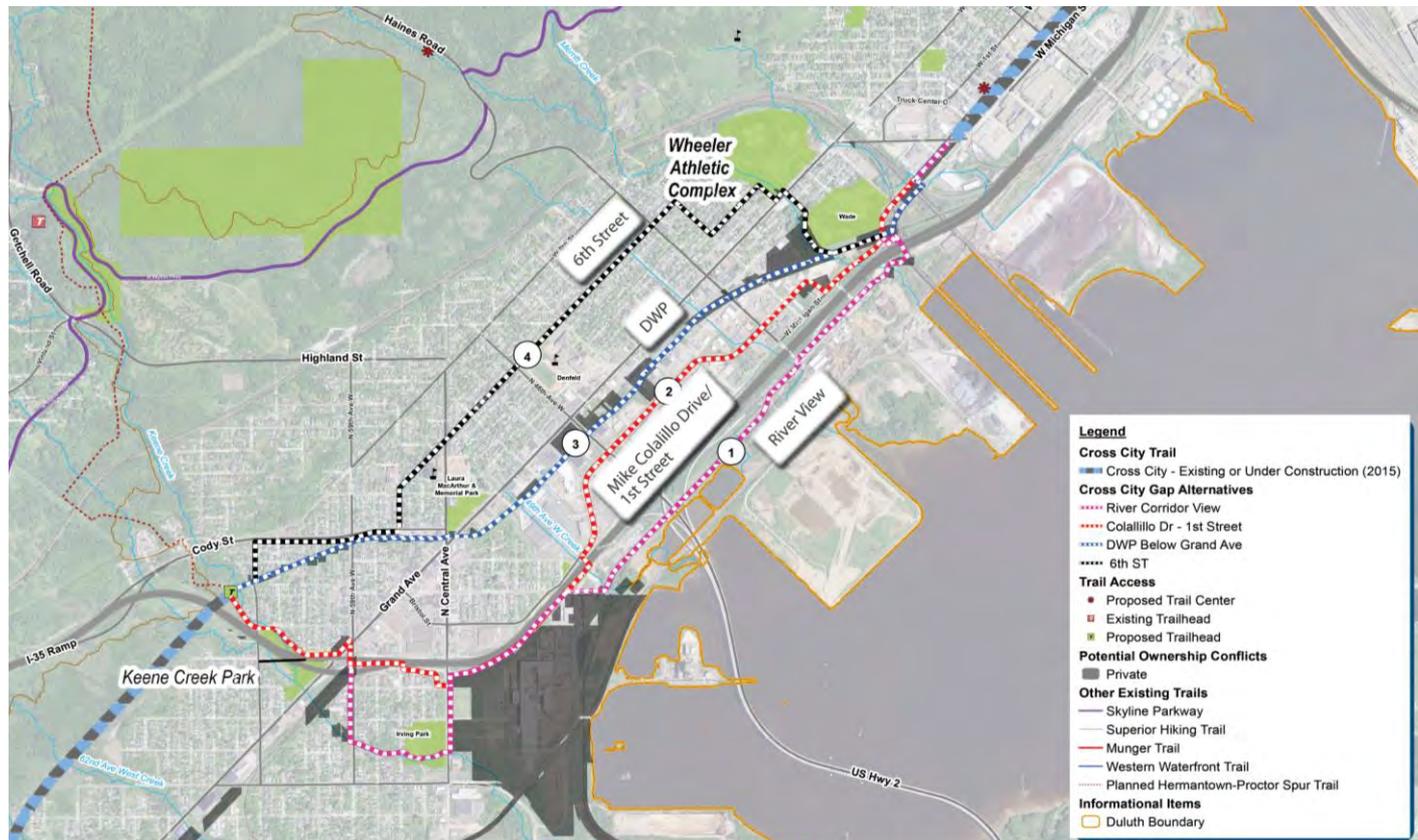
- ▶ Grand Avenue (4) was removed because it makes more sense as a bike lane or protected bikeway than as a regional, multi-use trail



▶ For more information, see the board that compares multi-use trails to other types of bikeways

Phase 2 Gap Area: Trail Alternatives Currently Under Consideration

- ▶ 6th Street (4)
- ▶ DWP (3)
- ▶ Mike Colalillo Drive/ 1st Street (2)
- ▶ River View (1)



- ▶ There are opportunities for hybrid trail alignments as the planning process moves forward

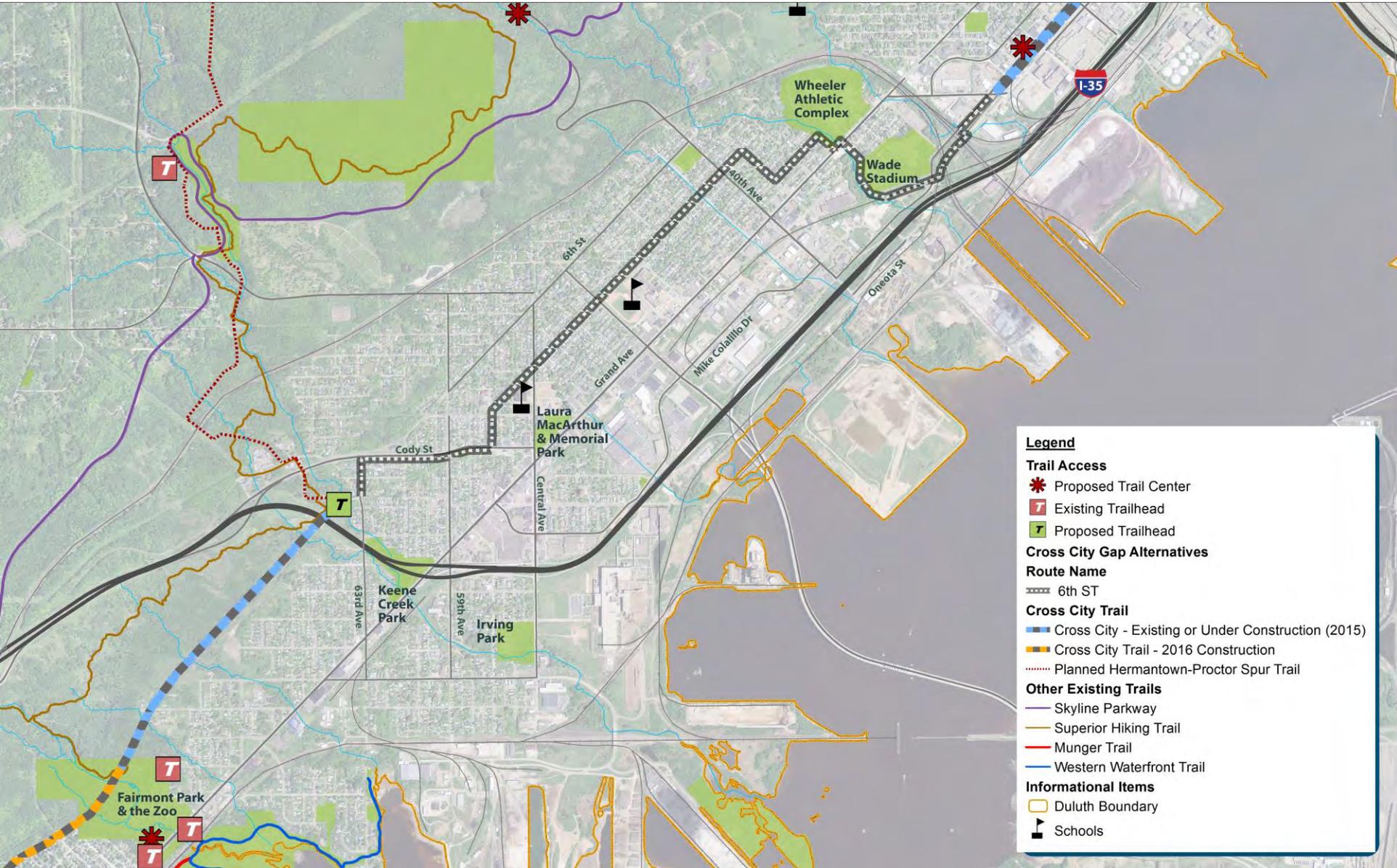


6th Street Alternative

6TH Street Alternative

- ▶ Summary Map
- ▶ Segment Maps
 - ▶ Character + Route Summary
 - ▶ Ownership Conflicts
 - ▶ Road + Driveway Crossings
 - ▶ Evaluation Criteria Summary

Cross City Trail: Phase 2 Gap Area 6th Street Alternative Summary Map



Legend

Trail Access

- Proposed Trail Center
- Existing Trailhead
- Proposed Trailhead

Cross City Gap Alternatives

Route Name

- 6th ST

Cross City Trail

- Cross City - Existing or Under Construction (2015)
- Cross City Trail - 2016 Construction
- Planned Hermantown-Proctor Spur Trail

Other Existing Trails

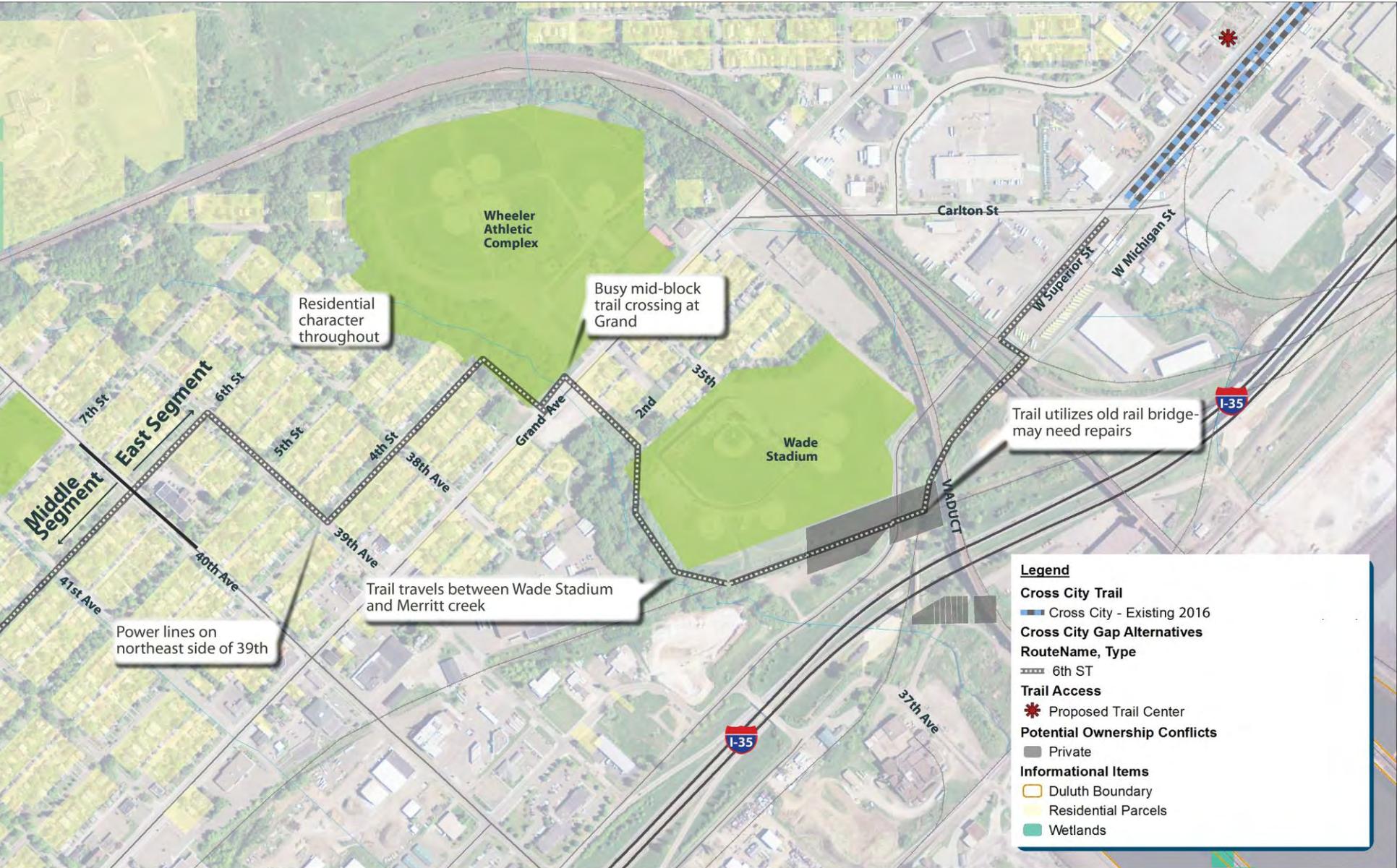
- Skyline Parkway
- Superior Hiking Trail
- Munger Trail
- Western Waterfront Trail

Informational Items

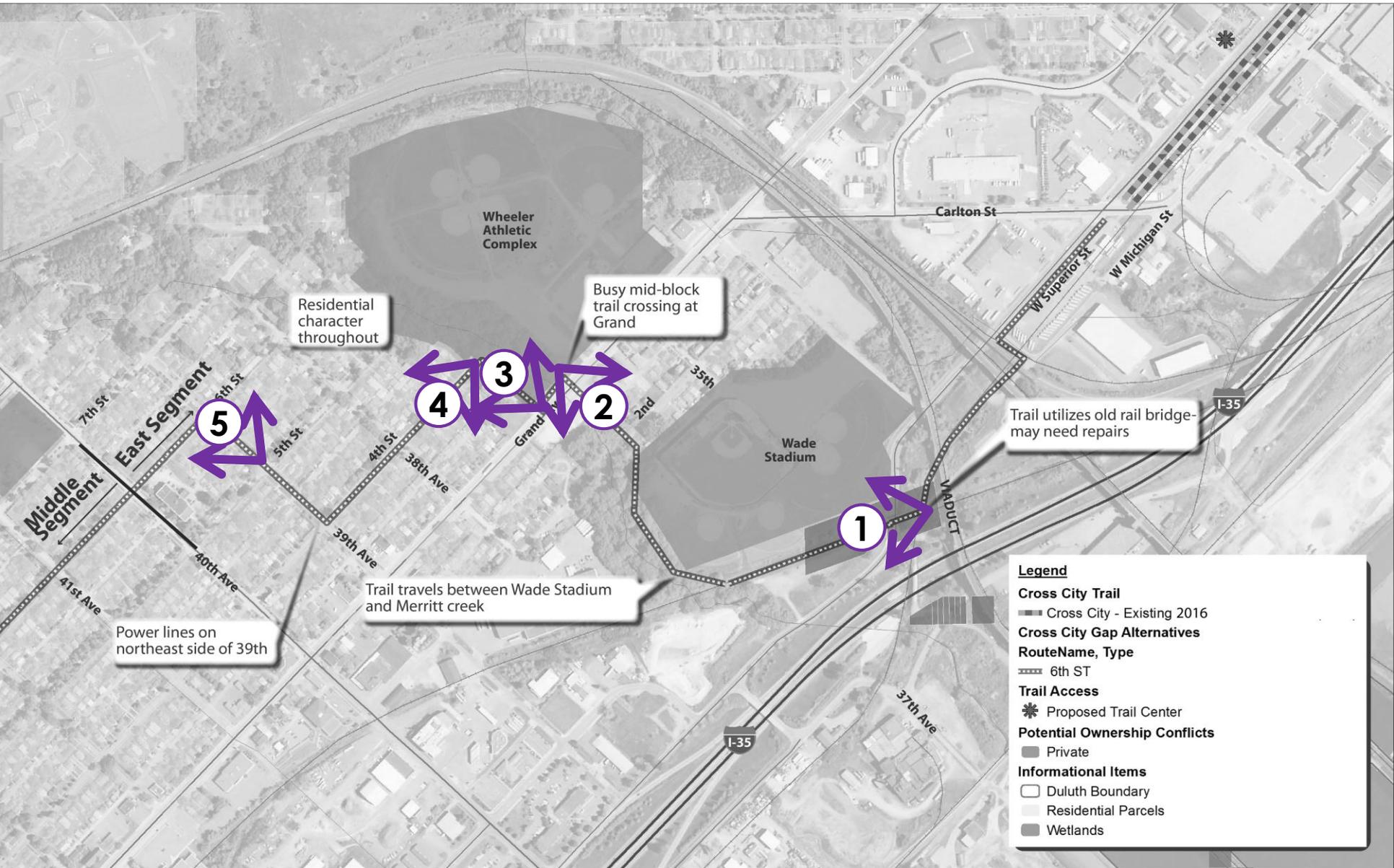
- Duluth Boundary
- Schools

6th Street Alternative: East Segment (from Phase 1 Trail to 6th St and 40th Ave)

Character and Route Summary

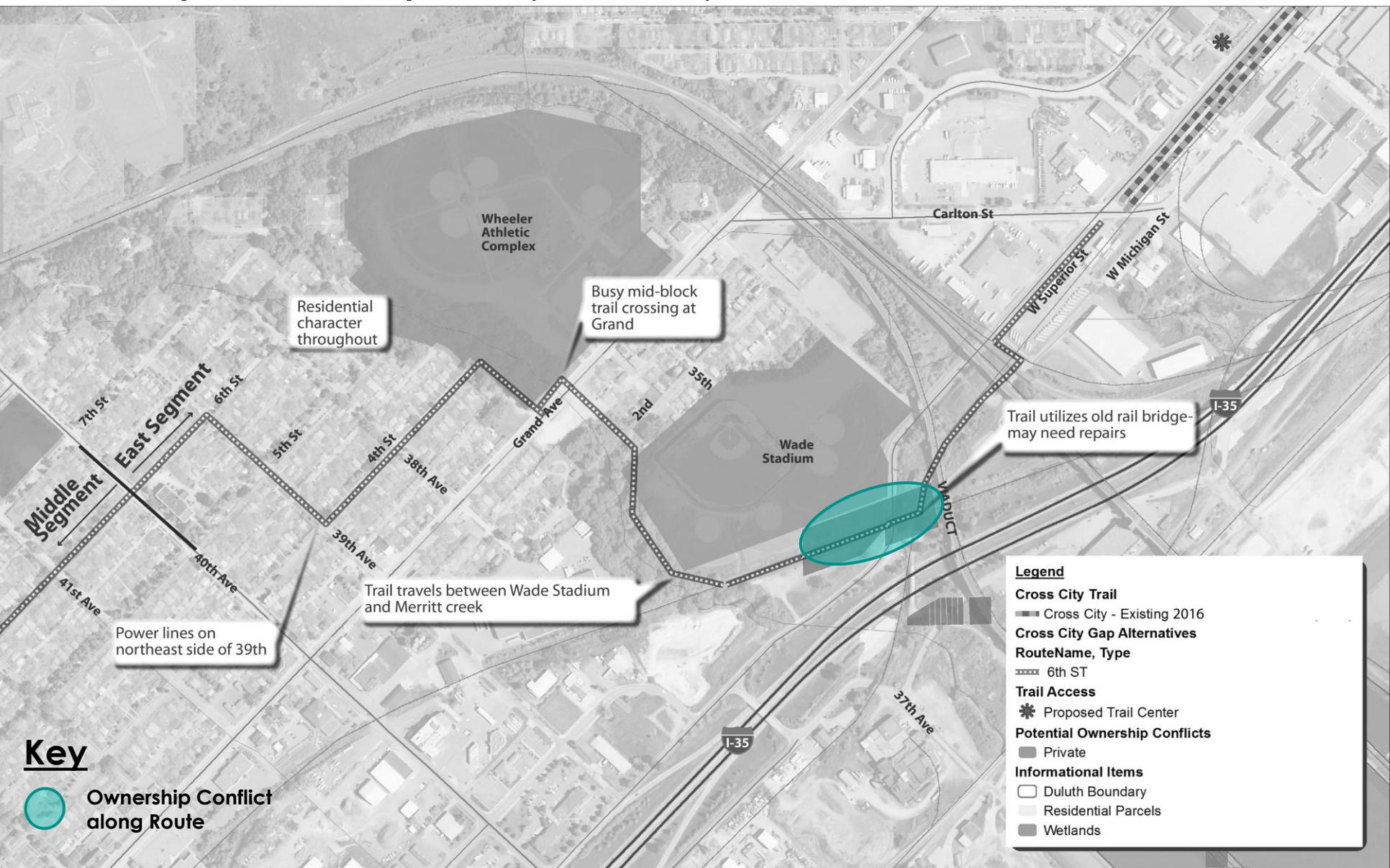


6th Street Alternative: East Segment (from Phase 1 Trail to 6th St and 40th Ave) Character



6th Street Alternative: East Segment (from Phase 1 Trail to 6th St and 40th Ave)

Ownership Conflicts: 1 parcel | 1 owner | 655 linear feet



Key

 Ownership Conflict along Route

Legend

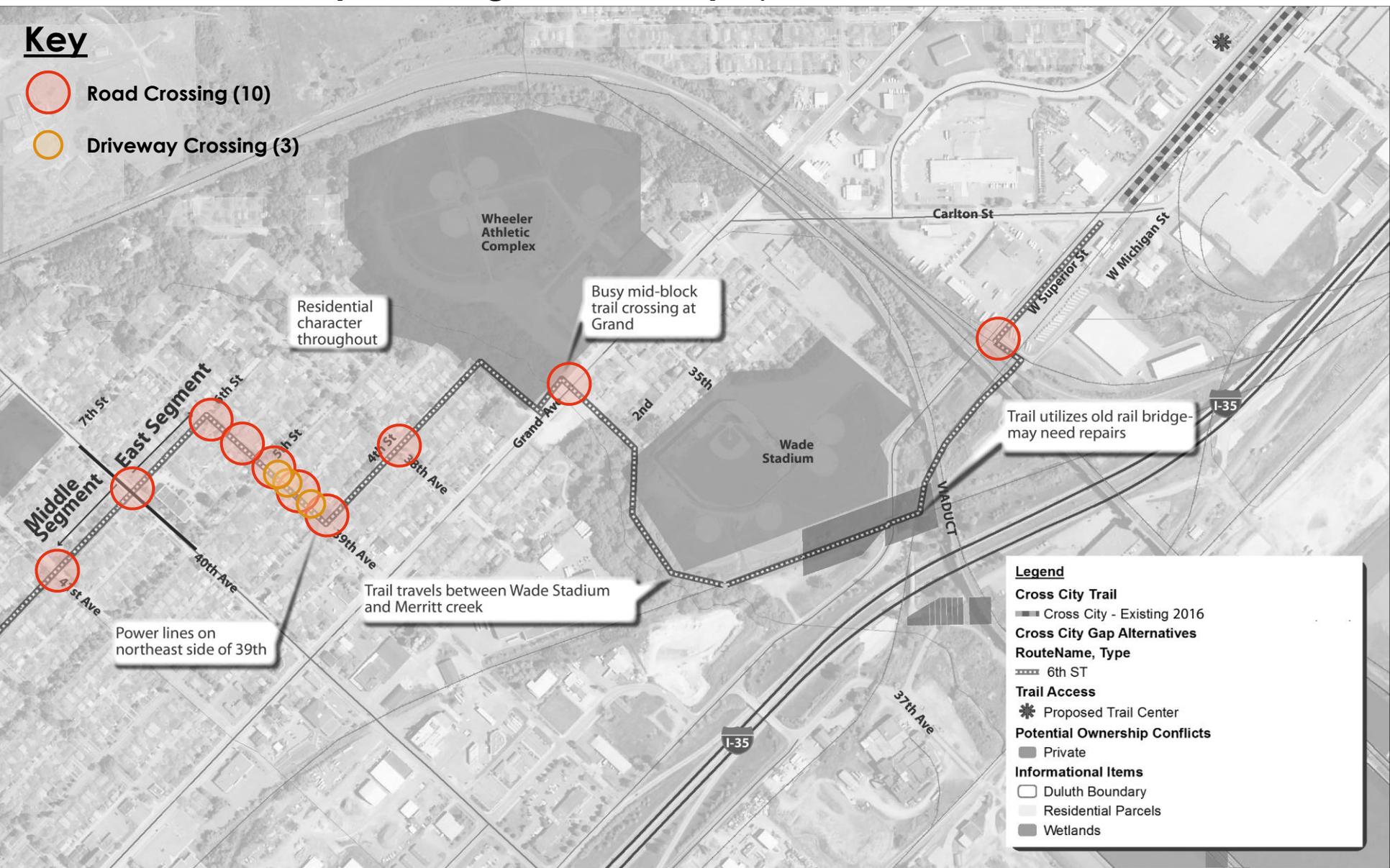
- Cross City Trail**
 -  Cross City - Existing 2016
- Cross City Gap Alternatives**
 - RouteName, Type**
 -  6th ST
- Trail Access**
 -  Proposed Trail Center
- Potential Ownership Conflicts**
 -  Private
- Informational Items**
 -  Duluth Boundary
 -  Residential Parcels
 -  Wetlands

6th Street Alternative: East Segment (from Phase 1 Trail to 6th St and 40th Ave)

Road and Driveway Crossings: 3 Driveways | 10 Roads

Key

- Road Crossing (10)
- Driveway Crossing (3)

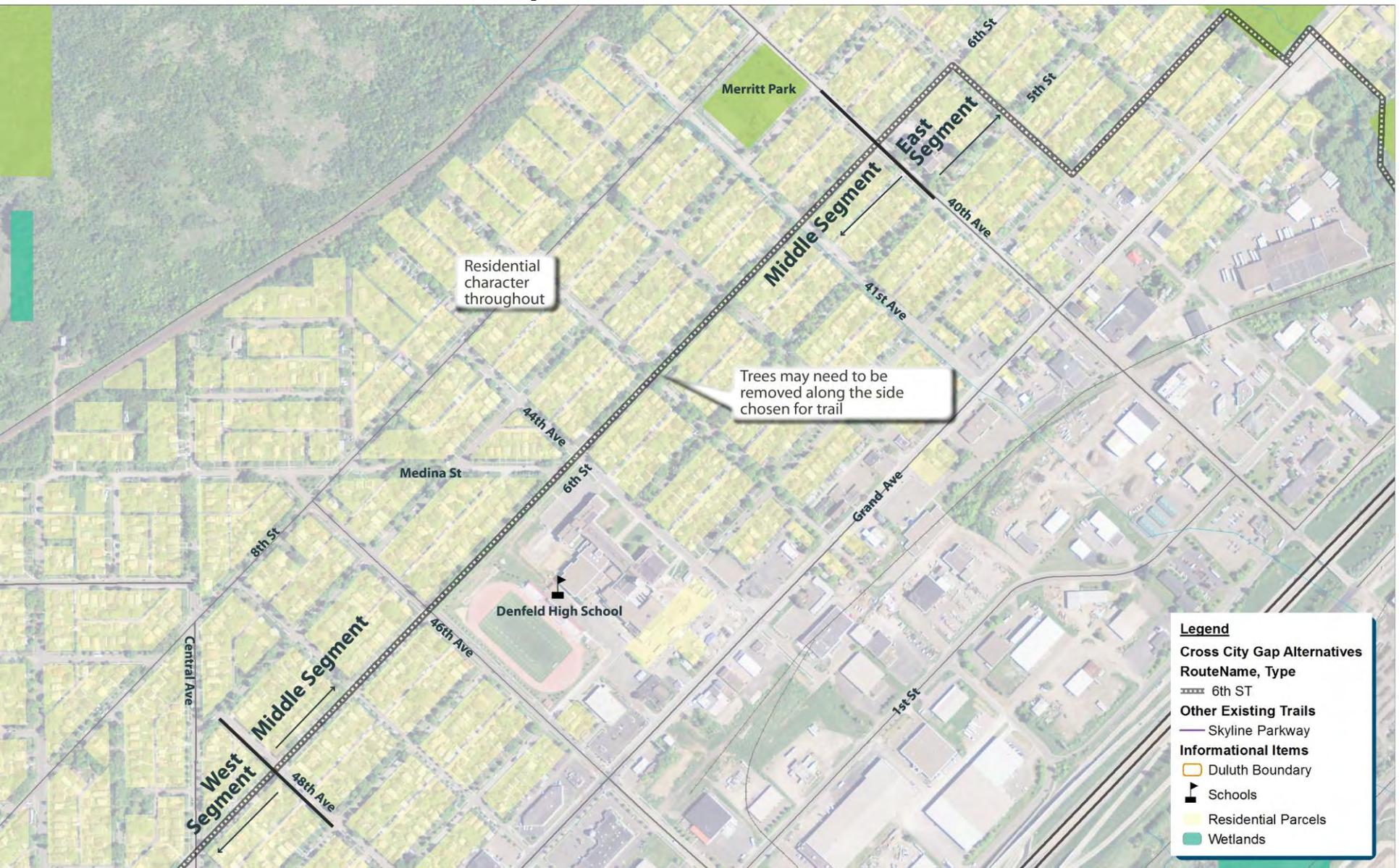


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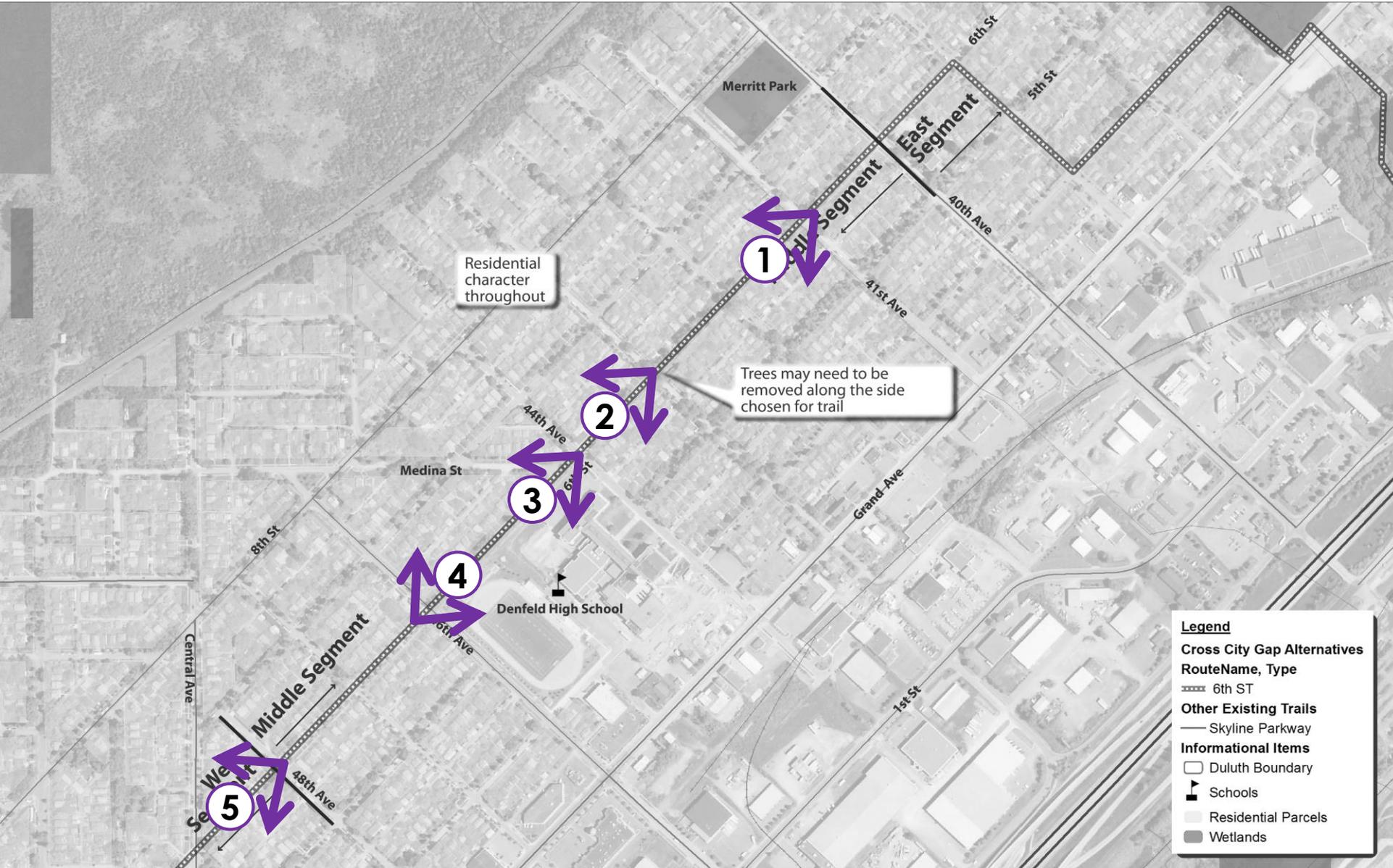
- Cross City Trail**
 - Cross City - Existing 2016
- Cross City Gap Alternatives**
 - 6th ST
- Trail Access**
 - * Proposed Trail Center
- Potential Ownership Conflicts**
 - Private
- Informational Items**
 - Duluth Boundary
 - Residential Parcels
 - Wetlands

6th Street Alternative: Middle Segment (from 40th Ave – 48th Ave on 6th St)

Character and Route Summary



6th Street Alternative: Middle Segment (from 40th Ave – 48th Ave on 6th St) Character

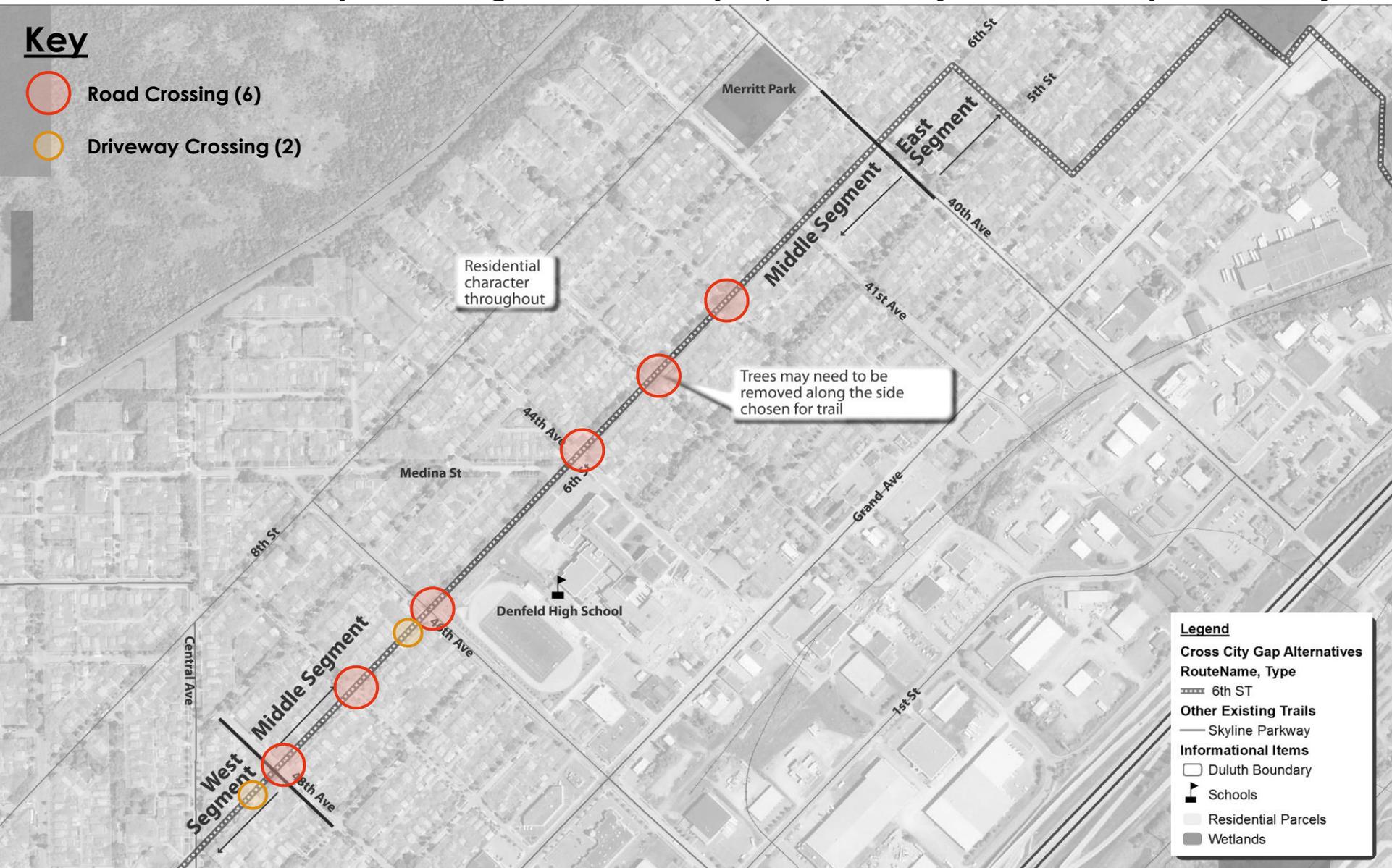


6th Street Alternative: Middle Segment (from 40th Ave – 48th Ave on 6th St)

Road and Driveway Crossings: 2 Driveways | 6 Roads (no ownership conflicts)

Key

- Road Crossing (6)
- Driveway Crossing (2)



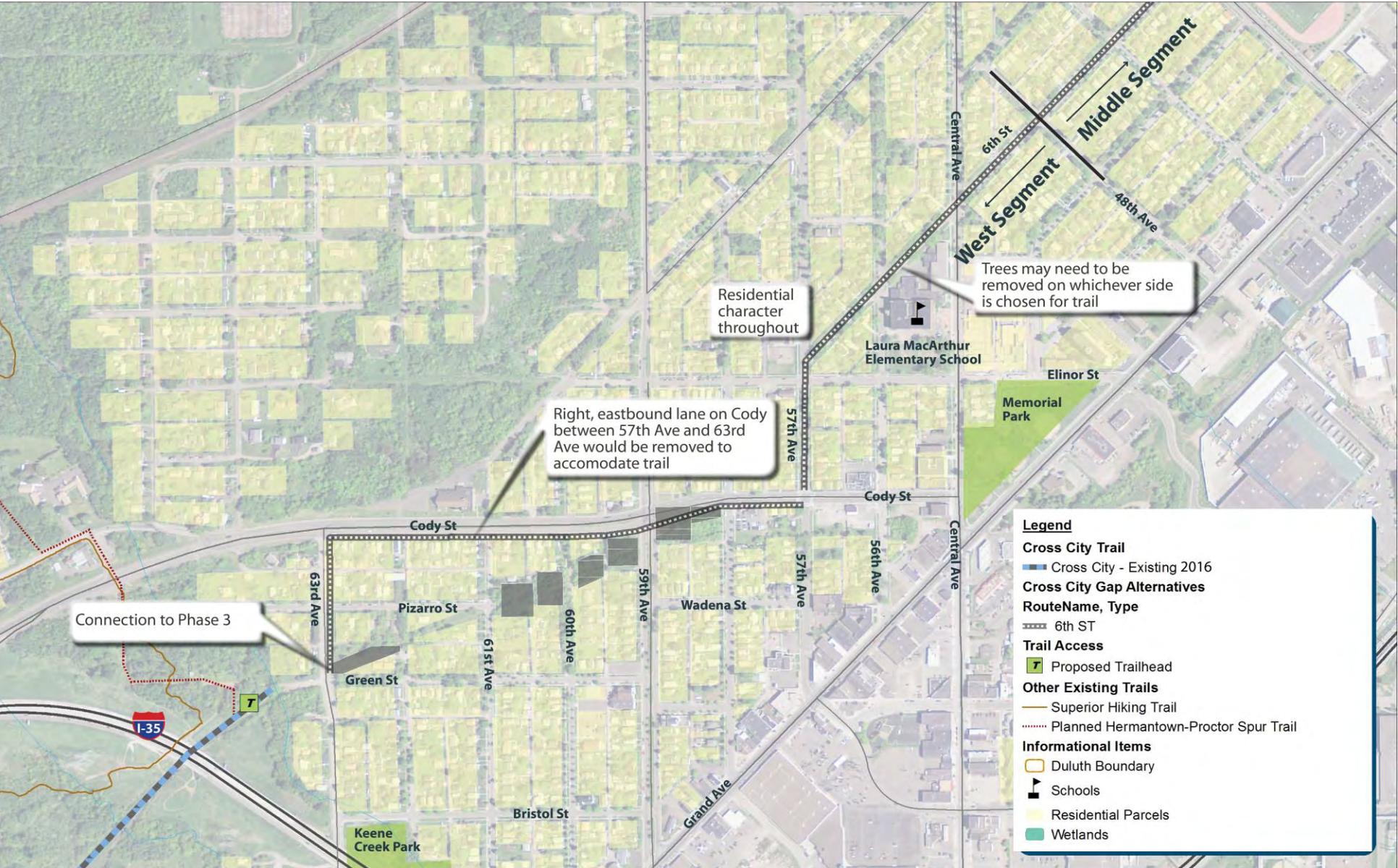
Legend

Cross City Gap Alternatives
RouteName, Type
--- 6th ST

Other Existing Trails
— Skyline Parkway

Informational Items
□ Duluth Boundary
🏫 Schools
■ Residential Parcels
■ Wetlands

6th Street Alternative: West Segment (from 48th Ave to connect to Phase 3) Character and Route Summary



6th Street Alternative: West Segment (from 48th Ave to connect to Phase 3) Character



Connection to Phase 3

Right, eastbound lane on Cody between 57th Ave and 63rd Ave would be removed to accommodate trail

Residential character throughout

Trees may need to be removed on whichever side is chosen for trail

Legend

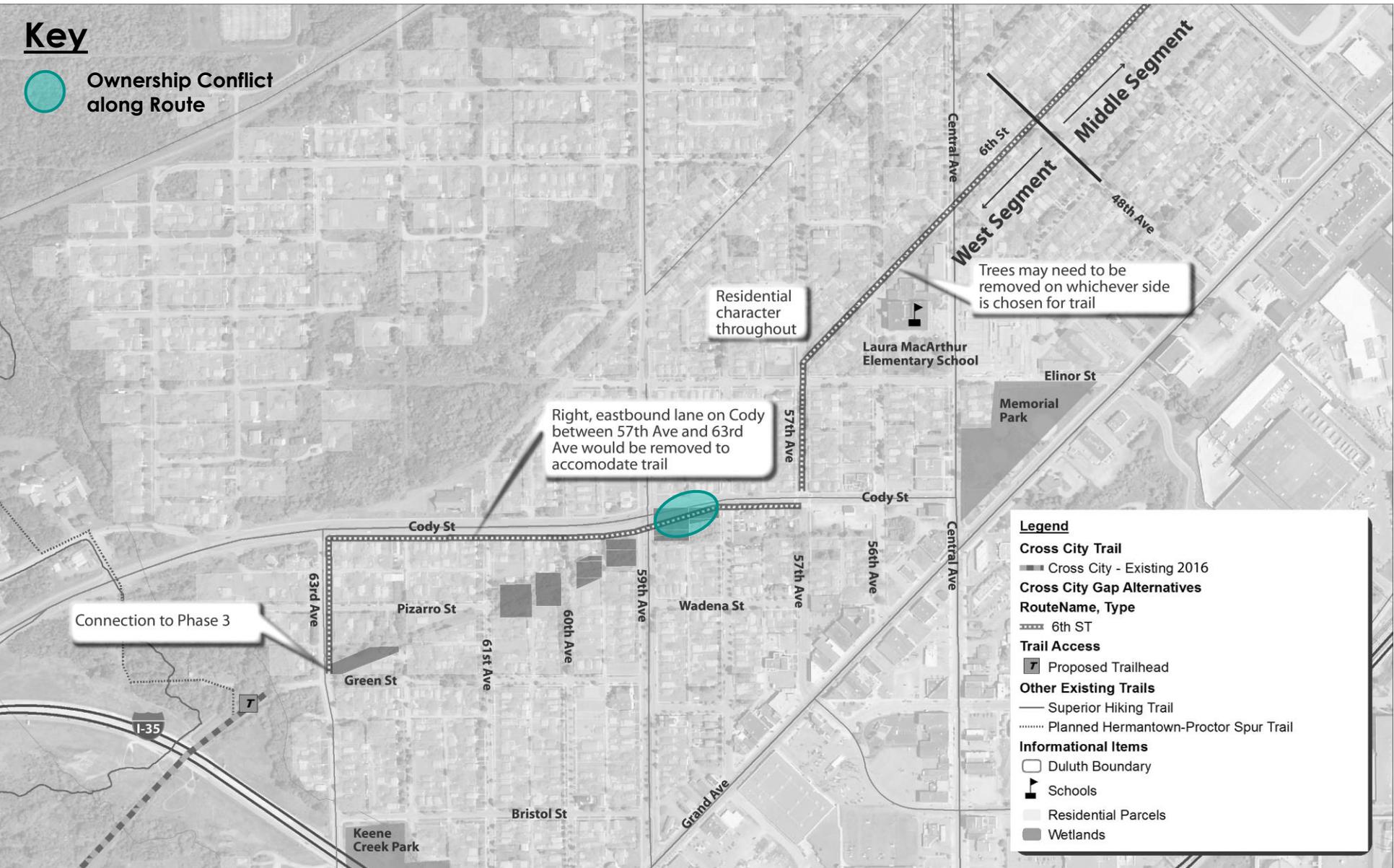
- Cross City Trail**
 - Cross City - Existing 2016
- Cross City Gap Alternatives**
 - RouteName, Type
 - 6th ST
- Trail Access**
 - ▣ Proposed Trailhead
- Other Existing Trails**
 - Superior Hiking Trail
 - ⋯ Planned Hermantown-Proctor Spur Trail
- Informational Items**
 - Duluth Boundary
 - ▣ Schools
 - ▣ Residential Parcels
 - ▣ Wetlands

6th Street Alternative: West Segment (from 48th Ave to connect to Phase 3)

Ownership Conflicts: 2 parcels | 1 owner | 300 linear feet

Key

 Ownership Conflict along Route



Legend

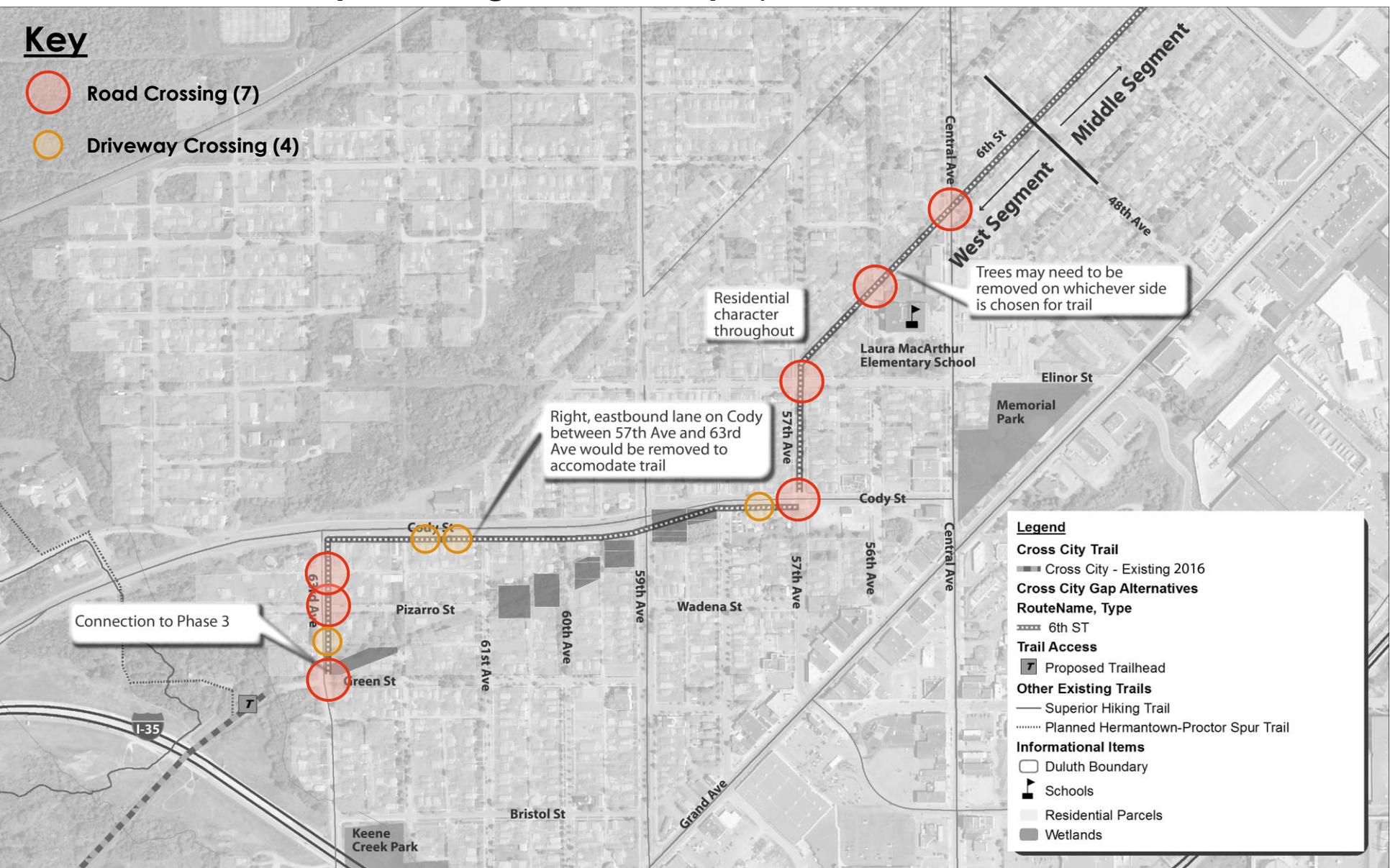
- Cross City Trail**
 - Cross City - Existing 2016
- Cross City Gap Alternatives**
- RouteName, Type**
 - 6th ST
- Trail Access**
 - ▣ Proposed Trailhead
- Other Existing Trails**
 - Superior Hiking Trail
 - ⋯ Planned Hermantown-Proctor Spur Trail
- Informational Items**
 - Duluth Boundary
 - ▣ Schools
 - ▣ Residential Parcels
 - ▣ Wetlands

6th Street Alternative: West Segment (from 48th Ave to connect to Phase 3)

Road and Driveway Crossings: 4 Driveways | 7 Roads

Key

- Road Crossing (7)
- Driveway Crossing (4)



Connection to Phase 3

Right, eastbound lane on Cody between 57th Ave and 63rd Ave would be removed to accommodate trail

Residential character throughout

Trees may need to be removed on whichever side is chosen for trail

Legend

- Cross City Trail**
 - Cross City - Existing 2016
- Cross City Gap Alternatives**
- RouteName, Type**
 - 6th ST
- Trail Access**
 - ▣ Proposed Trailhead
- Other Existing Trails**
 - Superior Hiking Trail
 - Planned Hermantown-Proctor Spur Trail
- Informational Items**
 - Duluth Boundary
 - ▣ Schools
 - ▣ Residential Parcels
 - ▣ Wetlands

6th Street Alternative Summary

- ▶ Regional trail through residential neighborhood (not a uniquely Duluth experience)
- ▶ Route crosses 9 driveways and 23 roads
- ▶ Closest proximity neighborhood access and connections (serves Denfeld, Spirit Valley, and Cody Residents)
- ▶ Adjacent to Wheeler, Wade, Denfeld HS, Laura MacArthur Elementary, and some Grand Ave businesses
- ▶ Quiet street with minimal traffic
- ▶ Minimal ownership conflicts (2 owners, 0.18 mile of privately owned land)

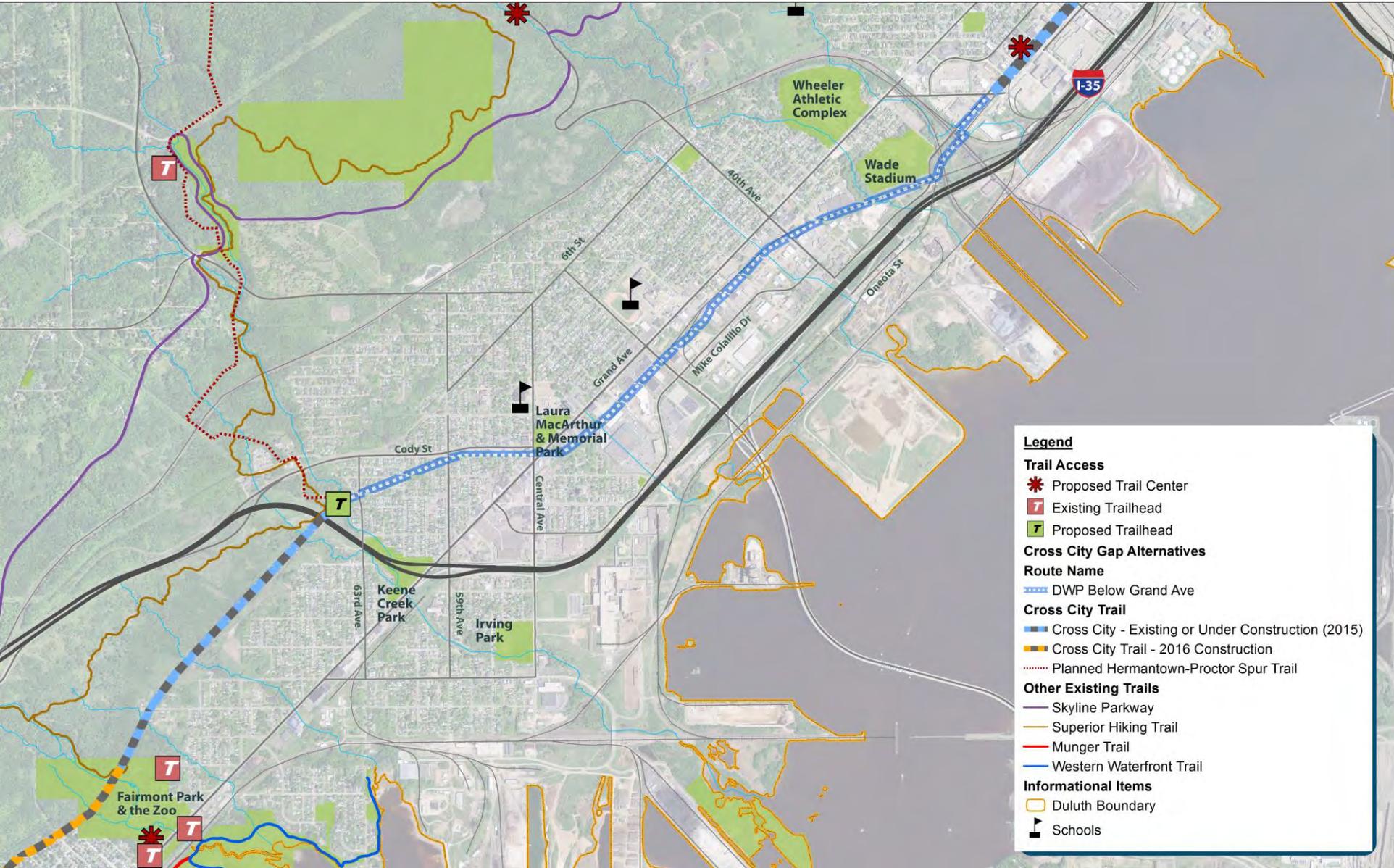


DWP Alternative

DWP Alternative

- ▶ Summary Map
- ▶ Segment Maps
 - ▶ Character + Route Summary
 - ▶ Ownership Conflicts & Physical Obstructions
 - ▶ Road + Driveway Crossings
 - ▶ Evaluation Criteria Summary

Cross City Trail: Phase 2 Gap Area DWP Alternative Summary Map



Legend

Trail Access

- ✳ Proposed Trail Center
- T Existing Trailhead
- T Proposed Trailhead

Cross City Gap Alternatives

Route Name

- ⋯ DWP Below Grand Ave

Cross City Trail

- ▬ Cross City - Existing or Under Construction (2015)
- ▬ Cross City Trail - 2016 Construction
- ⋯ Planned Hermantown-Proctor Spur Trail

Other Existing Trails

- ▬ Skyline Parkway
- ▬ Superior Hiking Trail
- ▬ Munger Trail
- ▬ Western Waterfront Trail

Informational Items

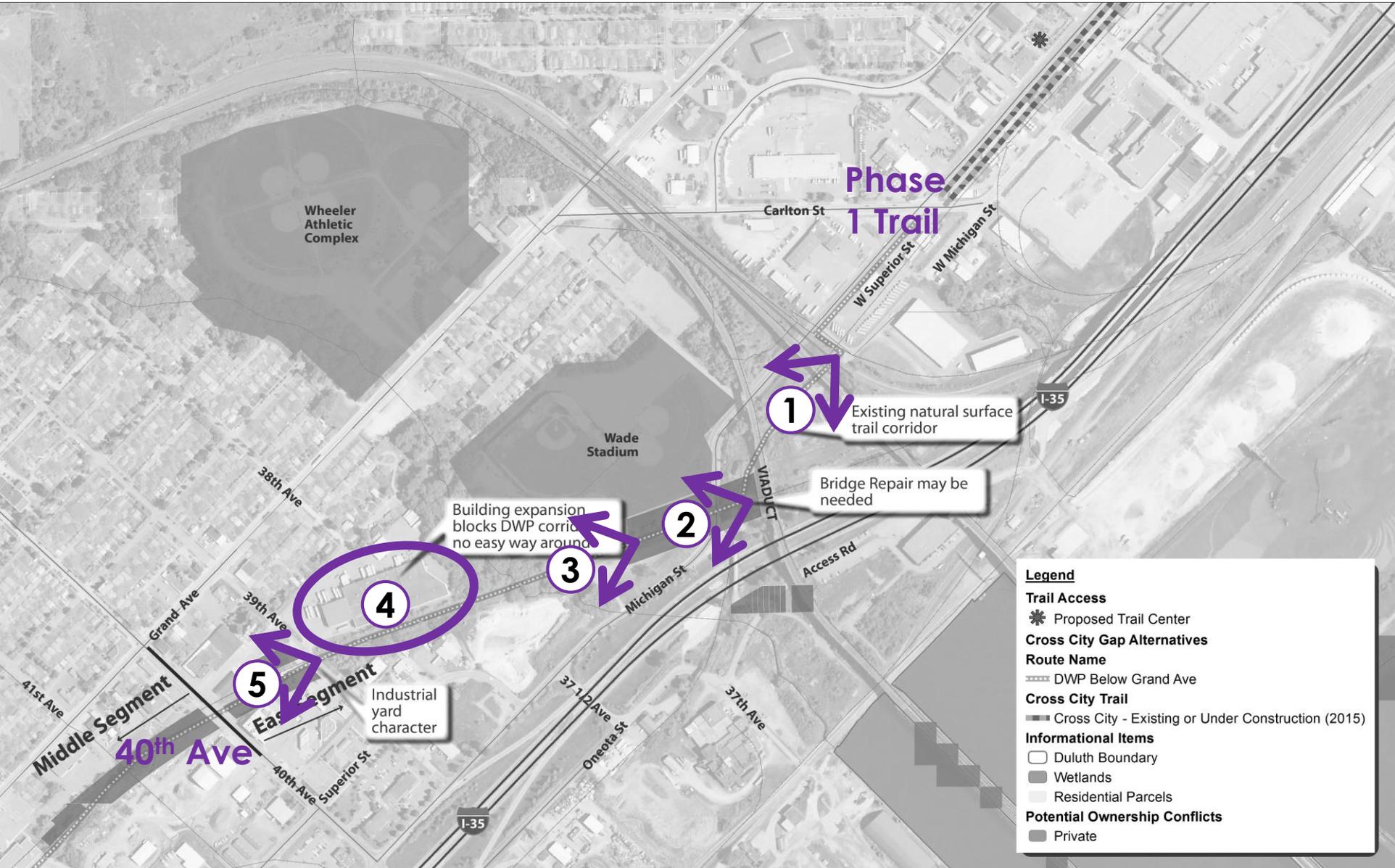
- ▭ Duluth Boundary
- 🏫 Schools

DWP Alternative: East Segment (from Phase 1 Trail to 40th Ave)

Character and Route Summary



DWP Alternative: East Segment (from Phase 1 Trail to 40th Ave) Character

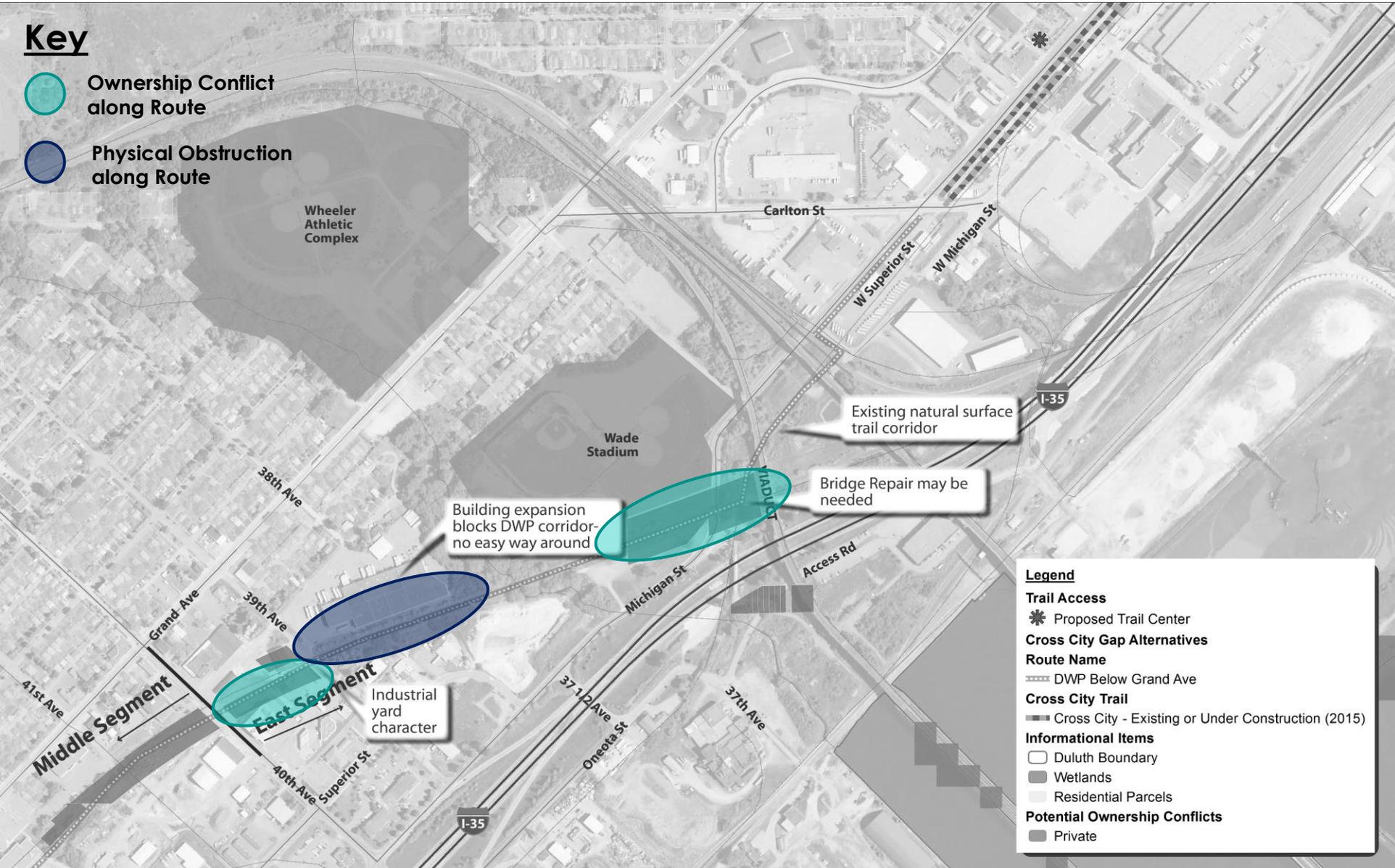


DWP Alternative: East Segment (from Phase 1 Trail to 40th Ave)

Ownership Conflicts: 3 parcels | 3 owners | 1,095 linear feet

Key

-  Ownership Conflict along Route
-  Physical Obstruction along Route

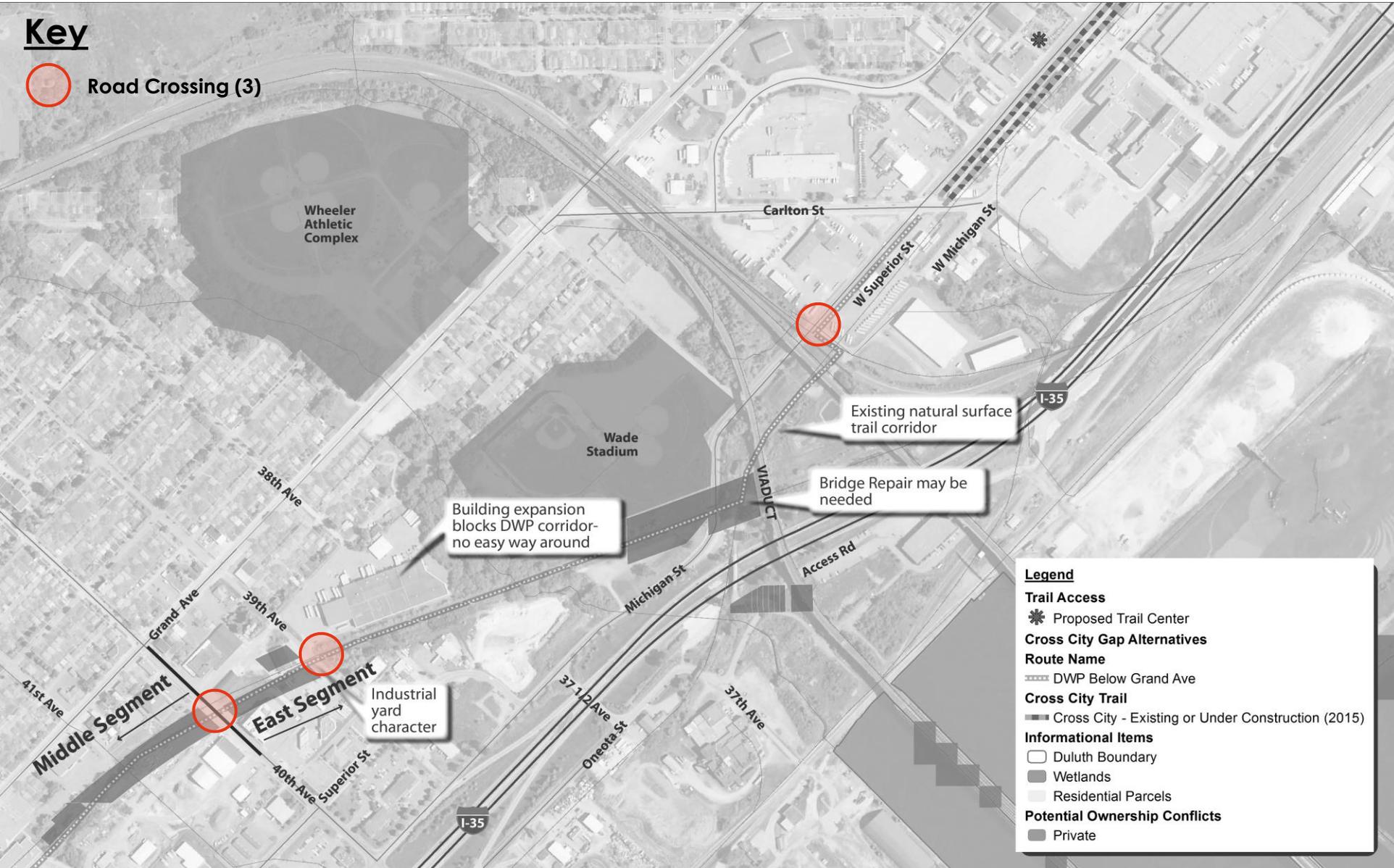


DWP Alternative: East Segment (from Phase 1 Trail to 40th Ave)

Road and Driveway Crossings: 0 Driveways | 3 Roads

Key

 Road Crossing (3)



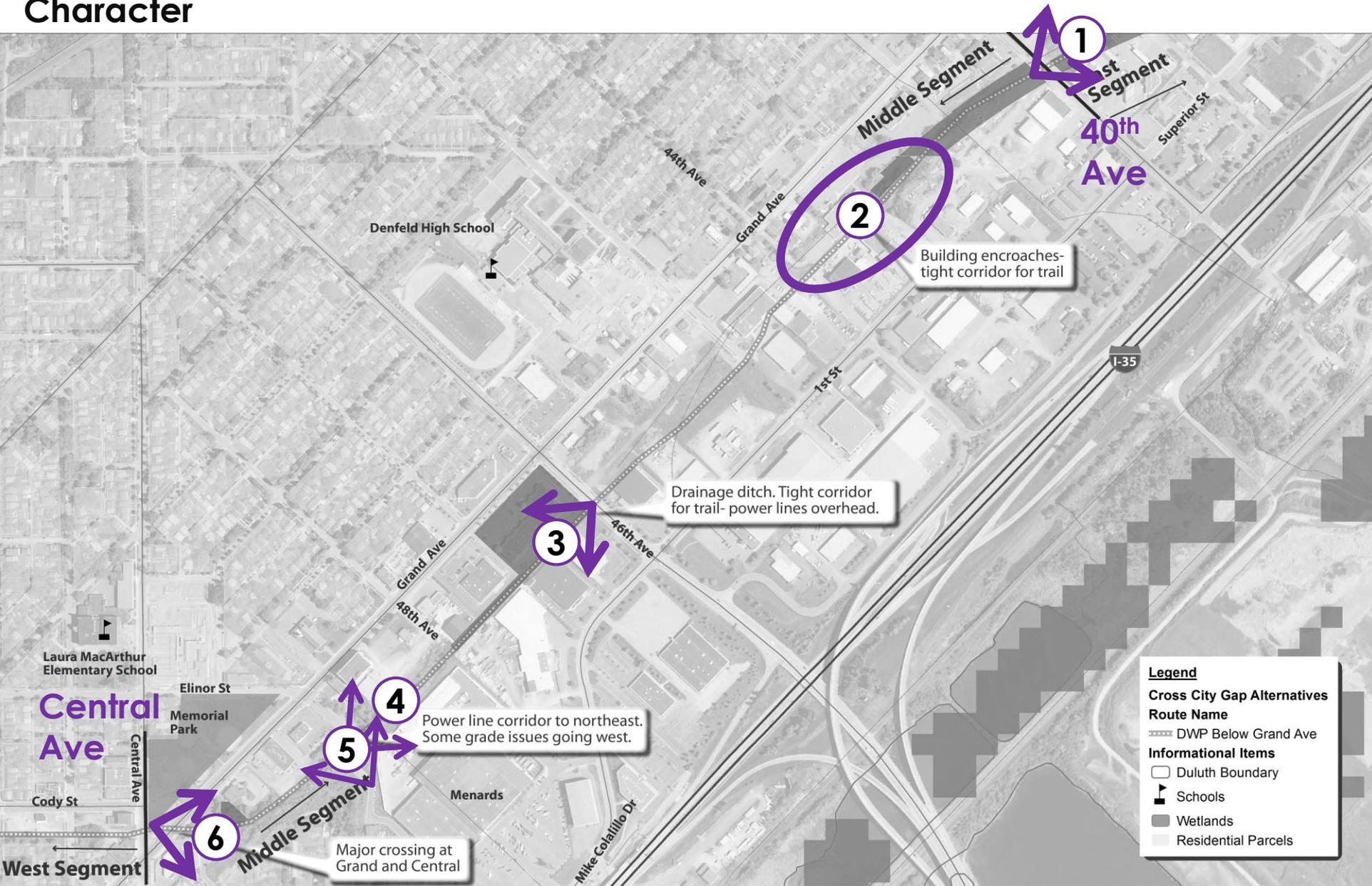
Legend

- Trail Access**
 -  Proposed Trail Center
- Cross City Gap Alternatives**
 -  DWP Below Grand Ave
- Route Name**
 -  Cross City - Existing or Under Construction (2015)
- Cross City Trail**
 -  Cross City - Existing or Under Construction (2015)
- Informational Items**
 -  Duluth Boundary
 -  Wetlands
 -  Residential Parcels
- Potential Ownership Conflicts**
 -  Private

DWP Alternative: Middle Segment (40th Ave – Central and Grand Ave) Character and Route Summary



DWP Alternative: Middle Segment (40th Ave – Central and Grand Ave) Character



DWP Alternative: Middle Segment (40th Ave – Central and Grand Ave)

Ownership Conflicts: 4 parcels | 2 owners | 1,905 linear feet

Key

-  Ownership Conflict along Route
-  Physical Obstruction along Route



DWP Alternative: Middle Segment (40th Ave – Central and Grand Ave)

Road and Driveway Crossings: 0 Driveways | 3 Roads

Key

 Road Crossing (3)



Building encroaches-tight corridor for trail

Drainage ditch. Tight corridor for trail- power lines overhead.

Power line corridor to northeast. Some grade issues going west.

Major crossing at Grand and Central

Legend

Cross City Gap Alternatives

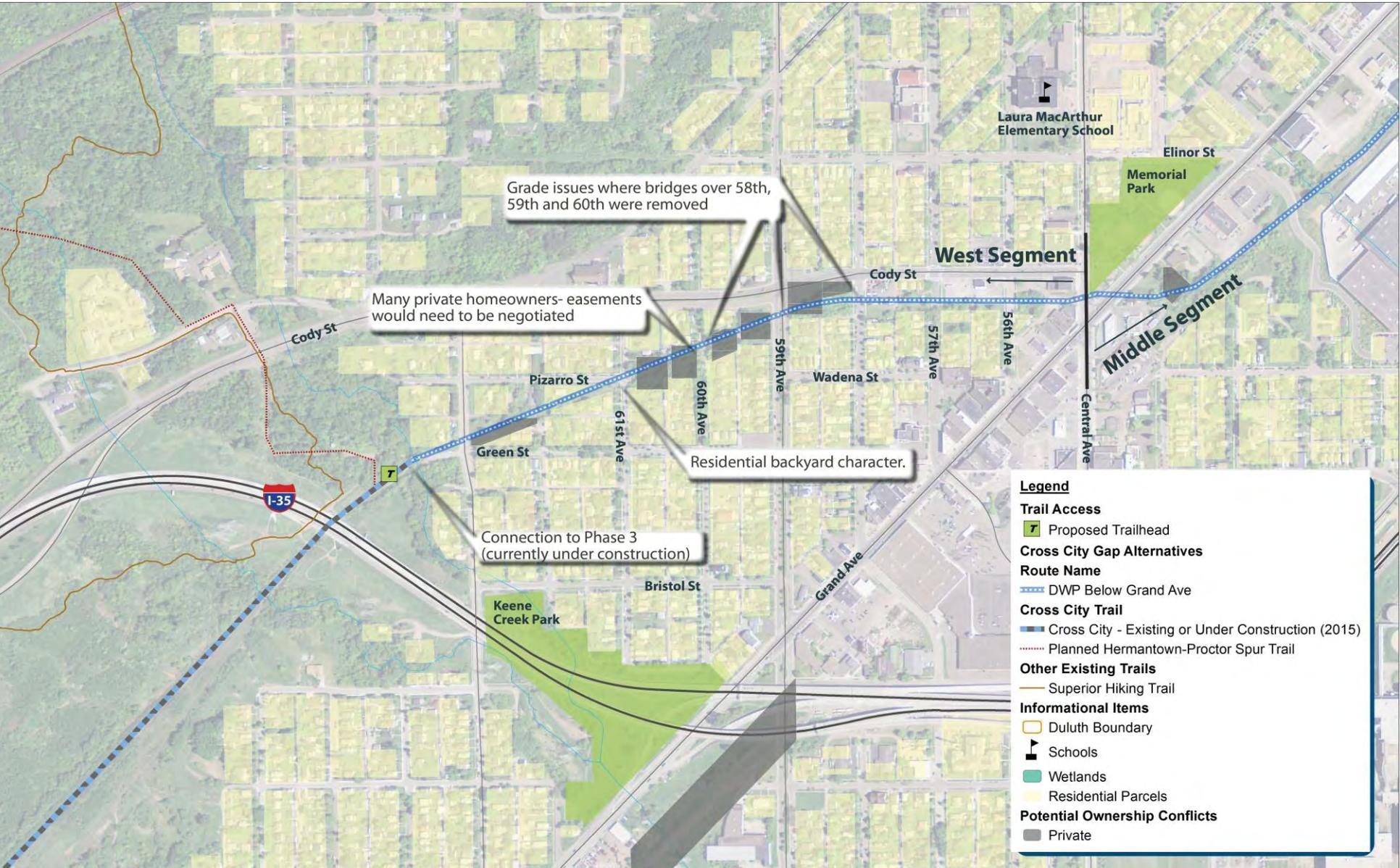
Route Name

-  DWP Below Grand Ave

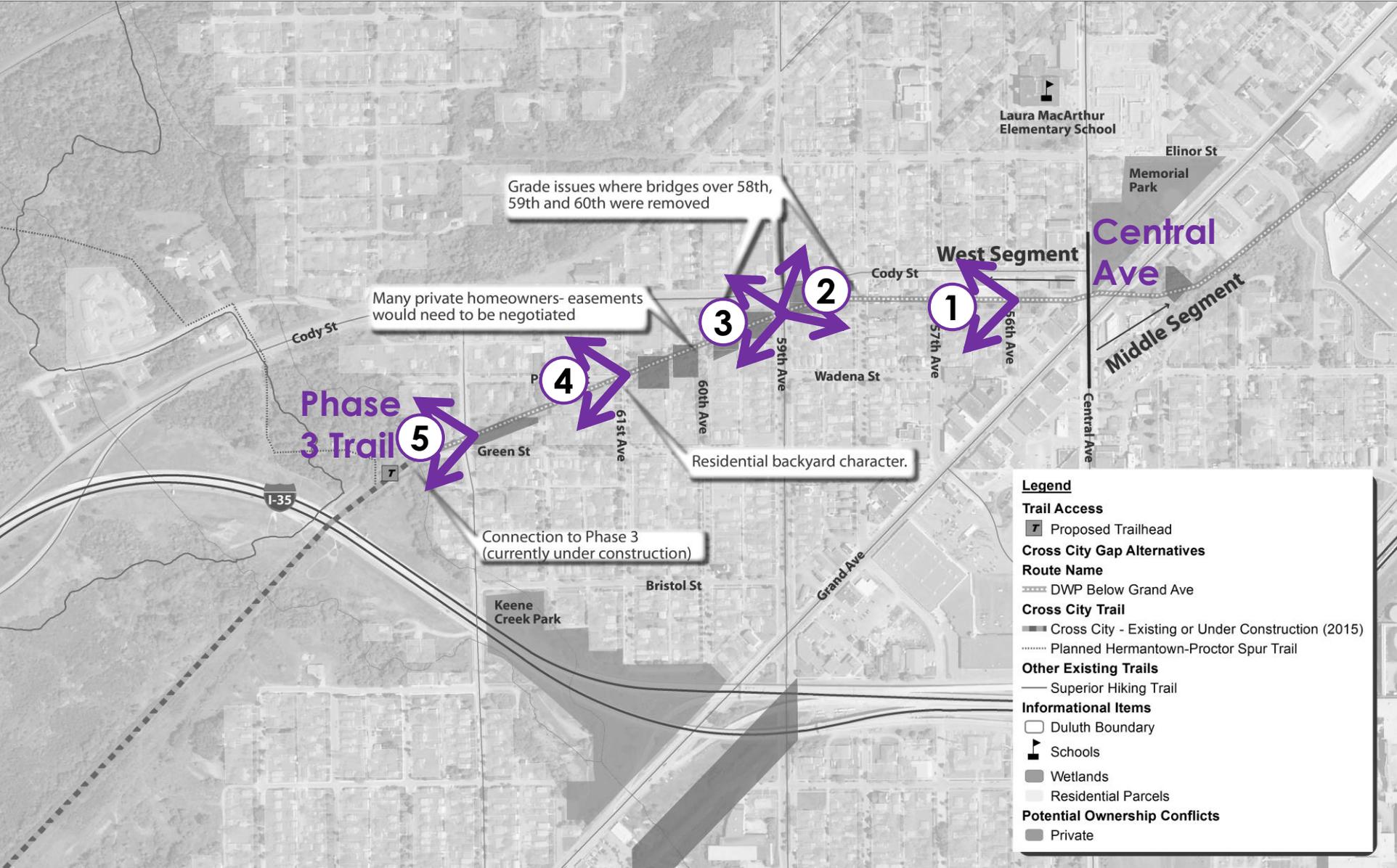
Informational Items

-  Duluth Boundary
-  Schools
-  Wetlands
-  Residential Parcels

DWP Alternative: West Segment (From Central Ave to connect to Phase 3) Character and Route Summary



DWP Alternative: West Segment (From Central Ave to connect to Phase 3) Character

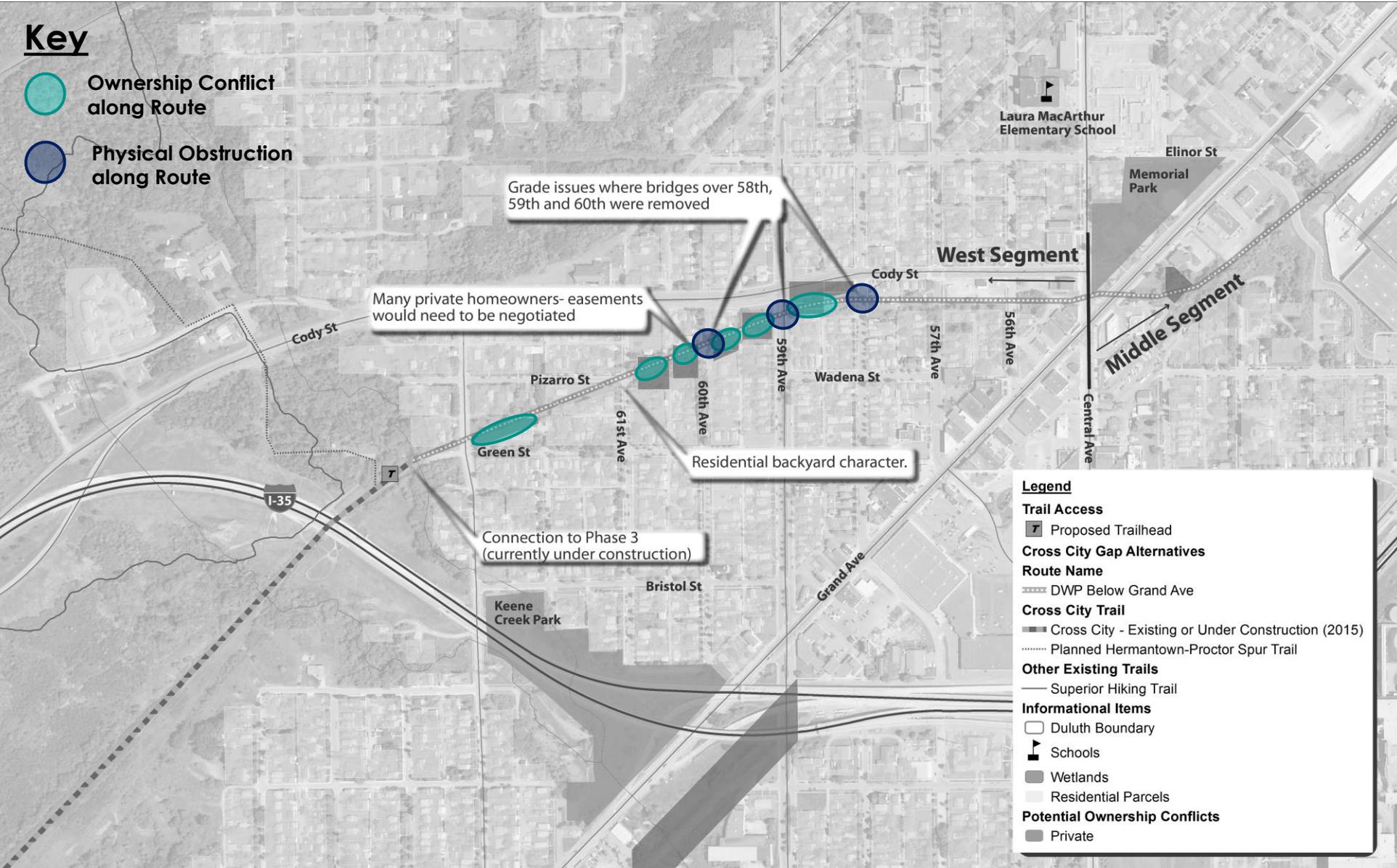


DWP Alternative: West Segment (From Central Ave to connect to Phase 3)

Ownership Conflicts: 8 parcels | 5 owners | 930 linear feet

Key

-  Ownership Conflict along Route
-  Physical Obstruction along Route



Grade issues where bridges over 58th, 59th and 60th were removed

Many private homeowners- easements would need to be negotiated

Residential backyard character.

Connection to Phase 3 (currently under construction)

Legend

Trail Access
 Proposed Trailhead

Cross City Gap Alternatives
Route Name
 DWP Below Grand Ave

Cross City Trail
 Cross City - Existing or Under Construction (2015)
 Planned Hermantown-Proctor Spur Trail

Other Existing Trails
 Superior Hiking Trail

Informational Items
 Duluth Boundary
 Schools
 Wetlands
 Residential Parcels

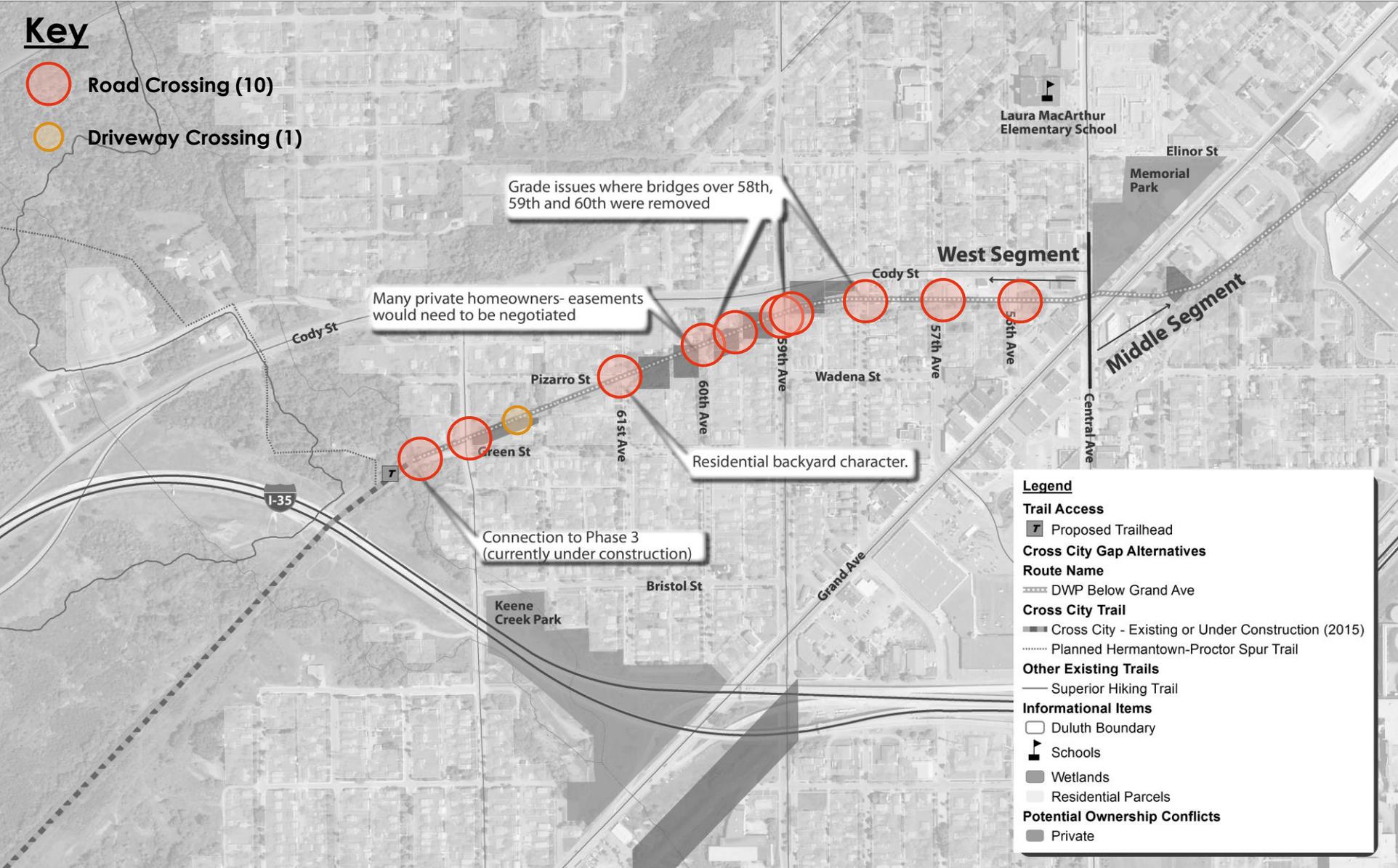
Potential Ownership Conflicts
 Private

DWP Alternative: West Segment (From Central Ave to connect to Phase 3)

Road and Driveway Crossings: 1 Driveway | 10 Roads

Key

- Road Crossing (10)
- Driveway Crossing (1)



Legend

Trail Access
r Proposed Trailhead

Cross City Gap Alternatives
Route Name
 DWP Below Grand Ave

Cross City Trail
 Cross City - Existing or Under Construction (2015)
 Planned Hermantown-Proctor Spur Trail

Other Existing Trails
 Superior Hiking Trail

Informational Items
 Duluth Boundary

Potential Ownership Conflicts
 Private

DWP Alternative Summary

- ▶ Significant ownership conflicts: 10 owners, 0.74 miles along private property
- ▶ Route crosses 1 driveway and 16 roads
- ▶ Many mid-block crossings
- ▶ Building removal or re-routing needed
- ▶ Cost is highly prohibitive
- ▶ Off-road experience
- ▶ Along historical rail line
- ▶ Access to neighborhoods and businesses



Mike Colalillo Drive/1st Street Alternative

Mike Colalillo Drive/1st Street Alternative

- ▶ Summary Map
- ▶ Segment Maps
 - ▶ Character + Route Summary
 - ▶ Ownership Obstacles
 - ▶ Road + Driveway Crossings
 - ▶ Evaluation Criteria Summary

Cross City Trail: Phase 2 Gap Area

Mike Colalillo Drive/ 1st Street Alternative Summary Map



Legend

Trail Access

- Proposed Trail Center
- Existing Trailhead
- Proposed Trailhead

Cross City Gap Alternatives

Route Name

- Mike Colalillo Drive/ 1st Street

Cross City Trail

- Cross City - Existing or Under Construction (2015)
- Cross City Trail - 2016 Construction
- Planned Hermantown-Proctor Spur Trail

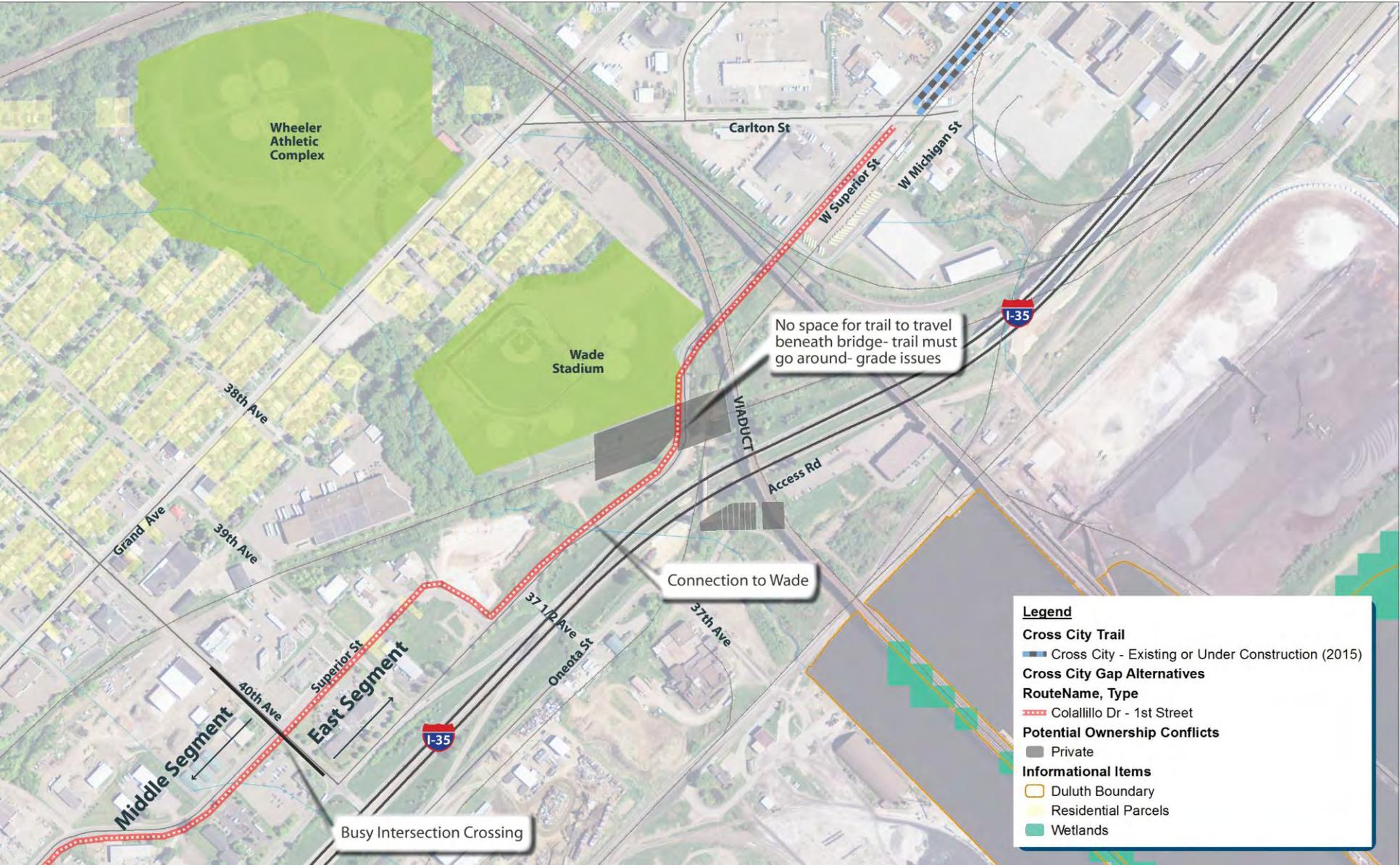
Other Existing Trails

- Skyline Parkway
- Superior Hiking Trail
- Munger Trail
- Western Waterfront Trail

Informational Items

- Duluth Boundary
- Schools

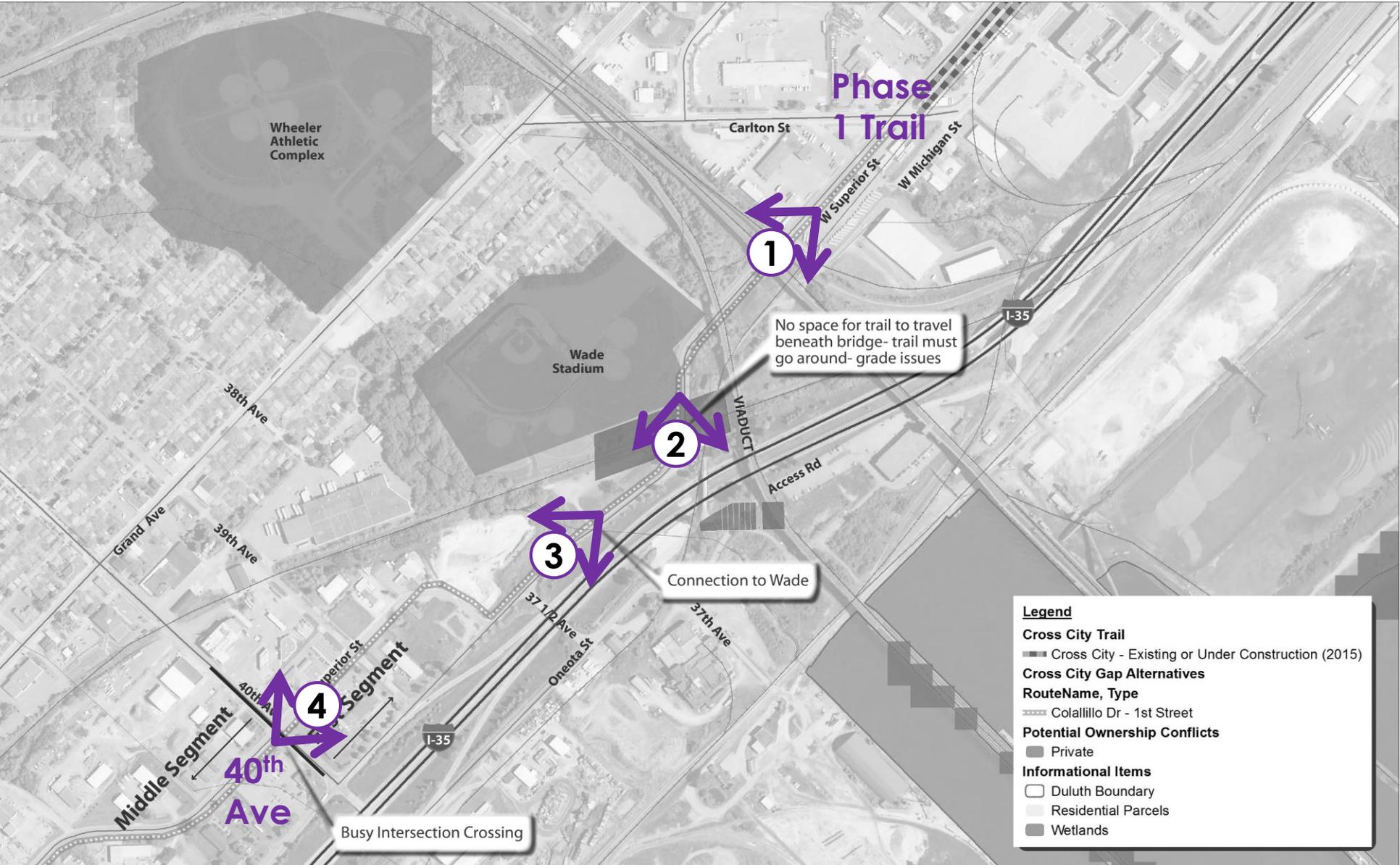
Mike Colalillo Drive/ 1st Street Alternative: East Segment Character and Route Summary



Legend

- Cross City Trail**
 - Cross City - Existing or Under Construction (2015)
- Cross City Gap Alternatives**
- RouteName, Type**
 - Colalillo Dr - 1st Street
- Potential Ownership Conflicts**
 - Private
- Informational Items**
 - Duluth Boundary
 - Residential Parcels
 - Wetlands

Mike Colalillo Drive/ 1st Street Alternative: East Segment Character



Legend

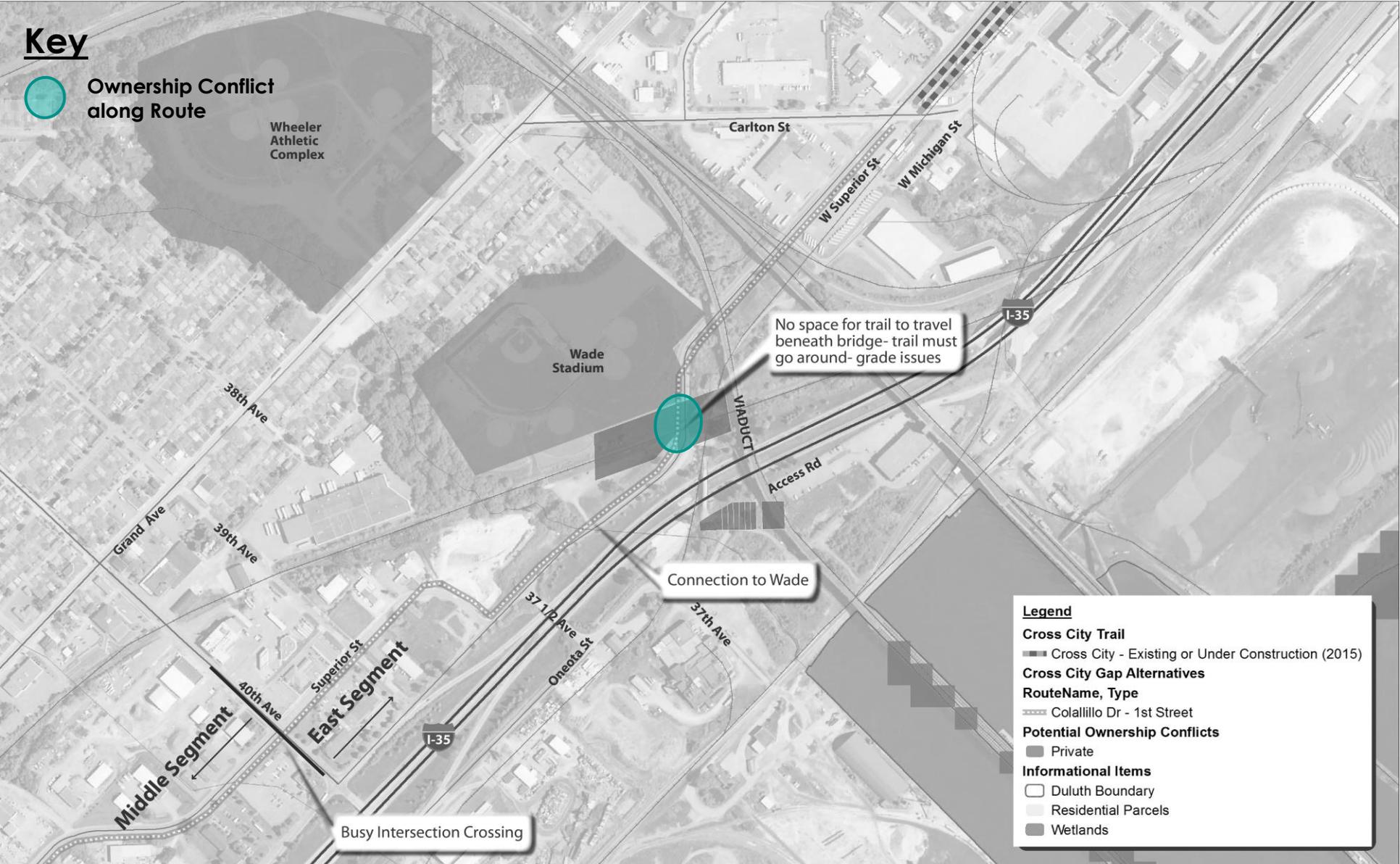
- Cross City Trail**
 - Cross City - Existing or Under Construction (2015)
- Cross City Gap Alternatives**
- RouteName, Type**
 - Colalillo Dr - 1st Street
- Potential Ownership Conflicts**
 - Private
- Informational Items**
 - Duluth Boundary
 - Residential Parcels
 - Wetlands

Mike Colalillo Drive/ 1st Street Alternative: East Segment

Ownership Conflicts: 1 parcel | 1 owner | 148 linear feet

Key

 Ownership Conflict along Route



Legend

Cross City Trail
 Cross City - Existing or Under Construction (2015)

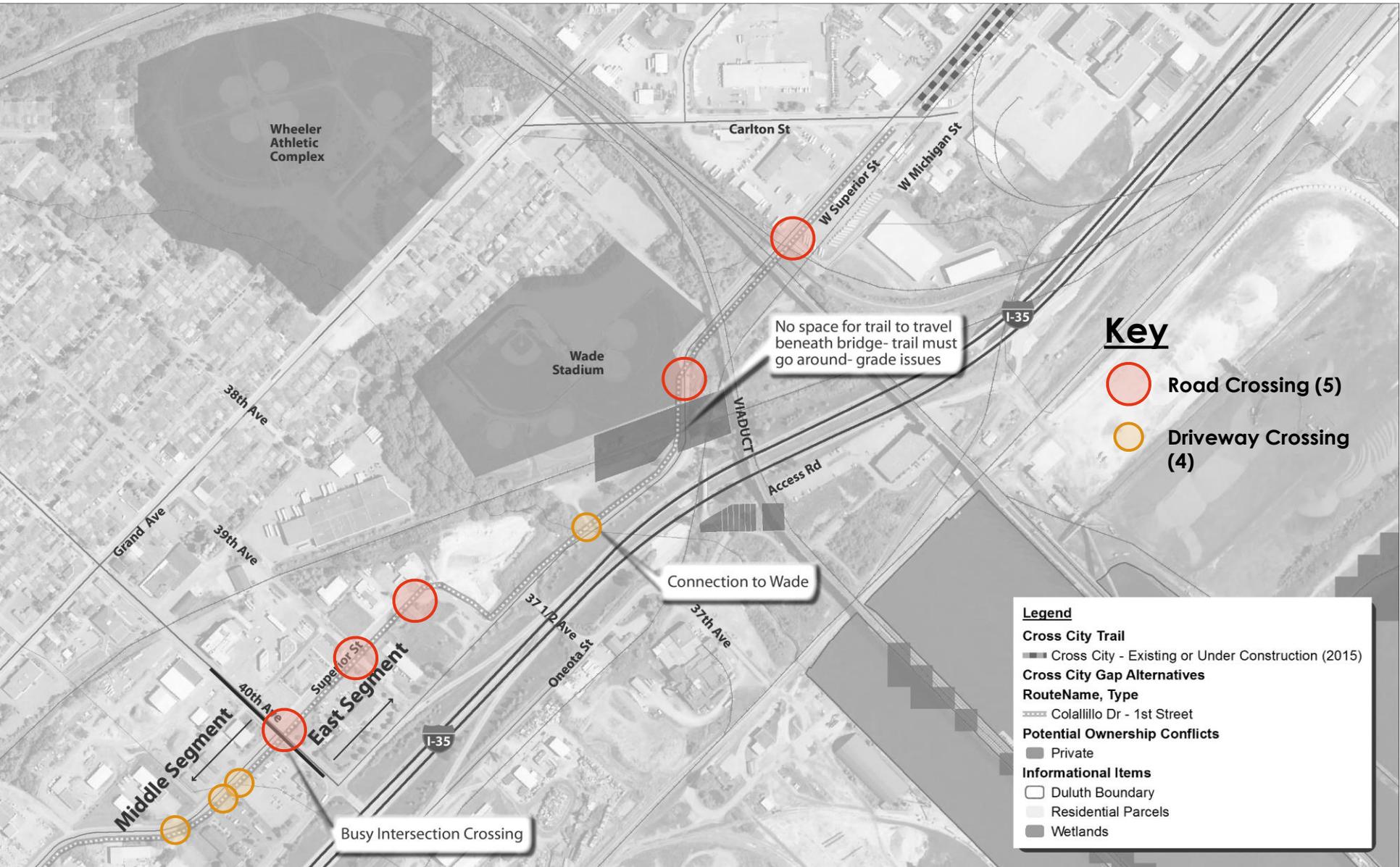
Cross City Gap Alternatives
RouteName, Type
 Colalillo Dr - 1st Street

Potential Ownership Conflicts
 Private

Informational Items
 Duluth Boundary
 Residential Parcels
 Wetlands

Mike Colalillo Drive/ 1st Street Alternative: East Segment

Road and Driveway Crossings: 4 Driveways | 5 Roads



Key

- Road Crossing (5)
- Driveway Crossing (4)

Legend

Cross City Trail

- Cross City - Existing or Under Construction (2015)

Cross City Gap Alternatives

RouteName, Type

- Colalillo Dr - 1st Street

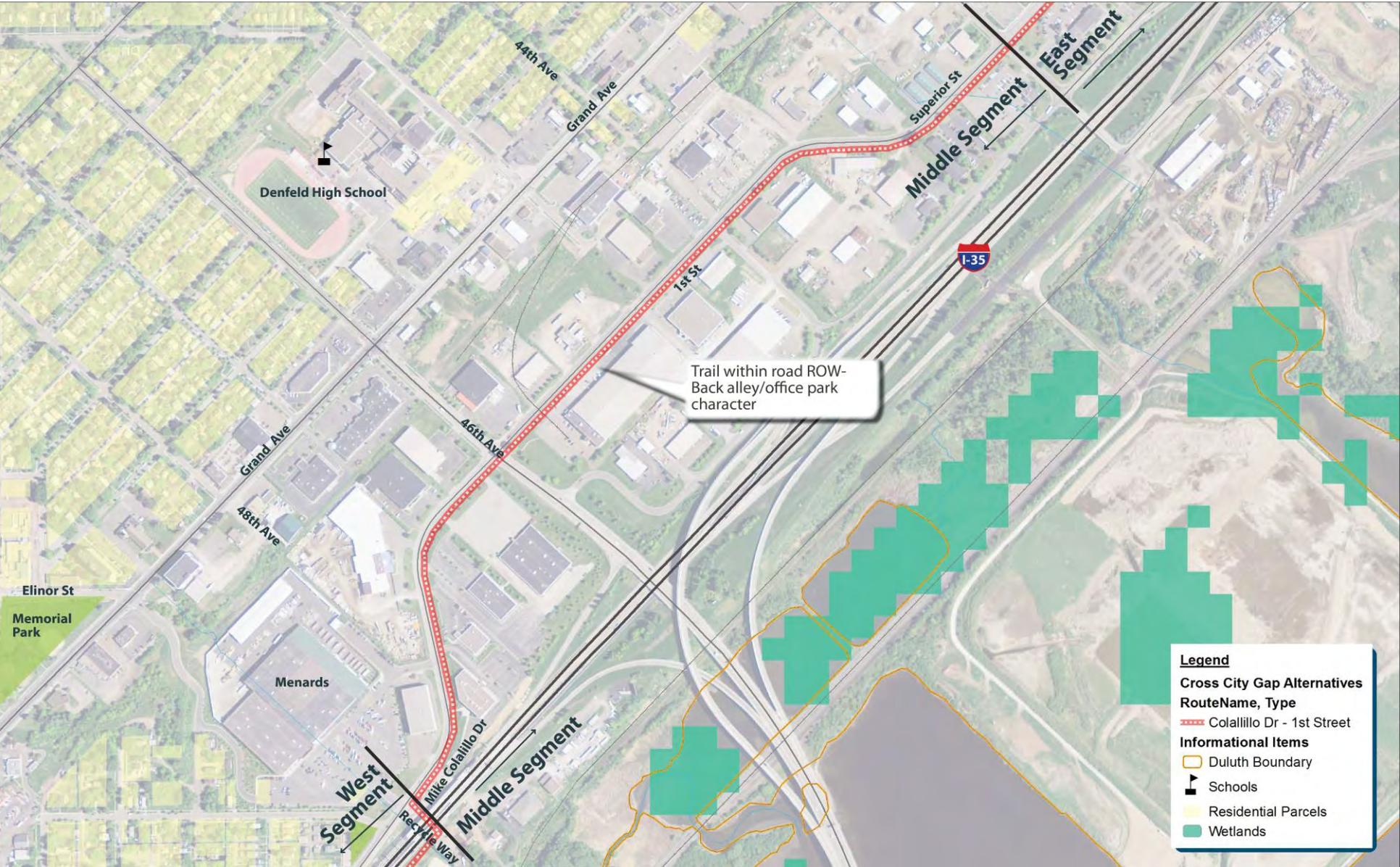
Potential Ownership Conflicts

- Private

Informational Items

- Duluth Boundary
- Residential Parcels
- Wetlands

Mike Colalillo Drive/ 1st Street Alternative: Middle Segment Character and Route Summary



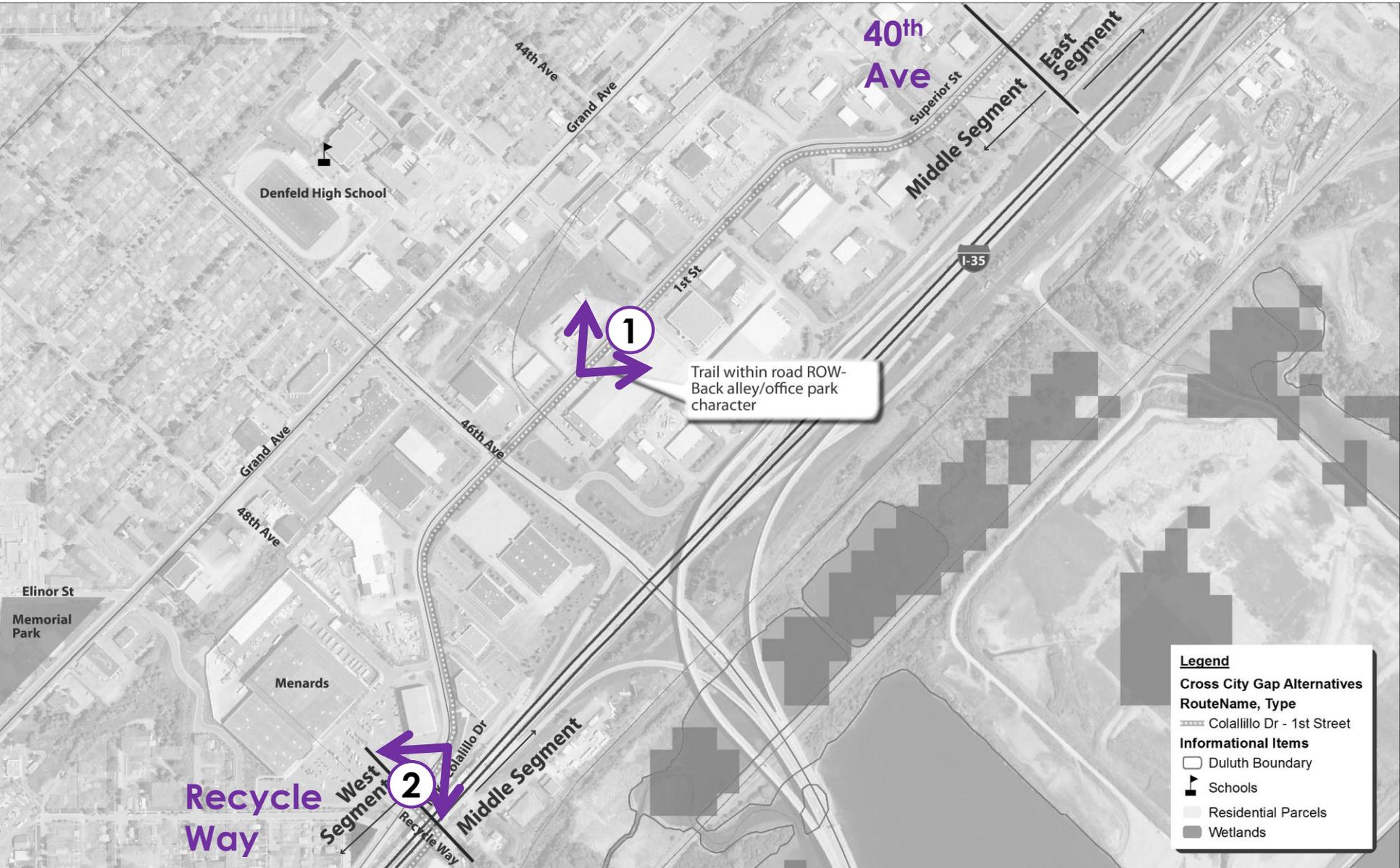
Legend

Cross City Gap Alternatives
RouteName, Type
--- Colalillo Dr - 1st Street

Informational Items

- Duluth Boundary
- Schools
- Residential Parcels
- Wetlands

Mike Colalillo Drive/ 1st Street Alternative: Middle Segment Character



Trail within road ROW-
Back alley/office park
character

2

Recycle
Way

Legend

Cross City Gap Alternatives
RouteName, Type

- Colalillo Dr - 1st Street

Informational Items

- Duluth Boundary
- Schools
- Residential Parcels
- Wetlands

Mike Colalillo Drive/ 1st Street Alternative: Middle Segment

Ownership Conflicts: None (in road ROW)



Key

 Ownership Conflict along Route

Legend

Cross City Gap Alternatives
RouteName, Type

 Colalillo Dr - 1st Street

Informational Items

 Duluth Boundary

 Schools

 Residential Parcels

 Wetlands

Mike Colalillo Drive/ 1st Street Alternative: Middle Segment

Road and Driveway Crossings: 12 Driveways | 2 Roads



Key

- Road Crossing (2)
- Driveway Crossing (12)

Legend

Cross City Gap Alternatives
RouteName, Type

- Colalillo Dr - 1st Street

Informational Items

- Duluth Boundary
- 📍 Schools
- Residential Parcels
- Wetlands

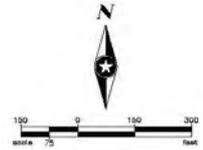
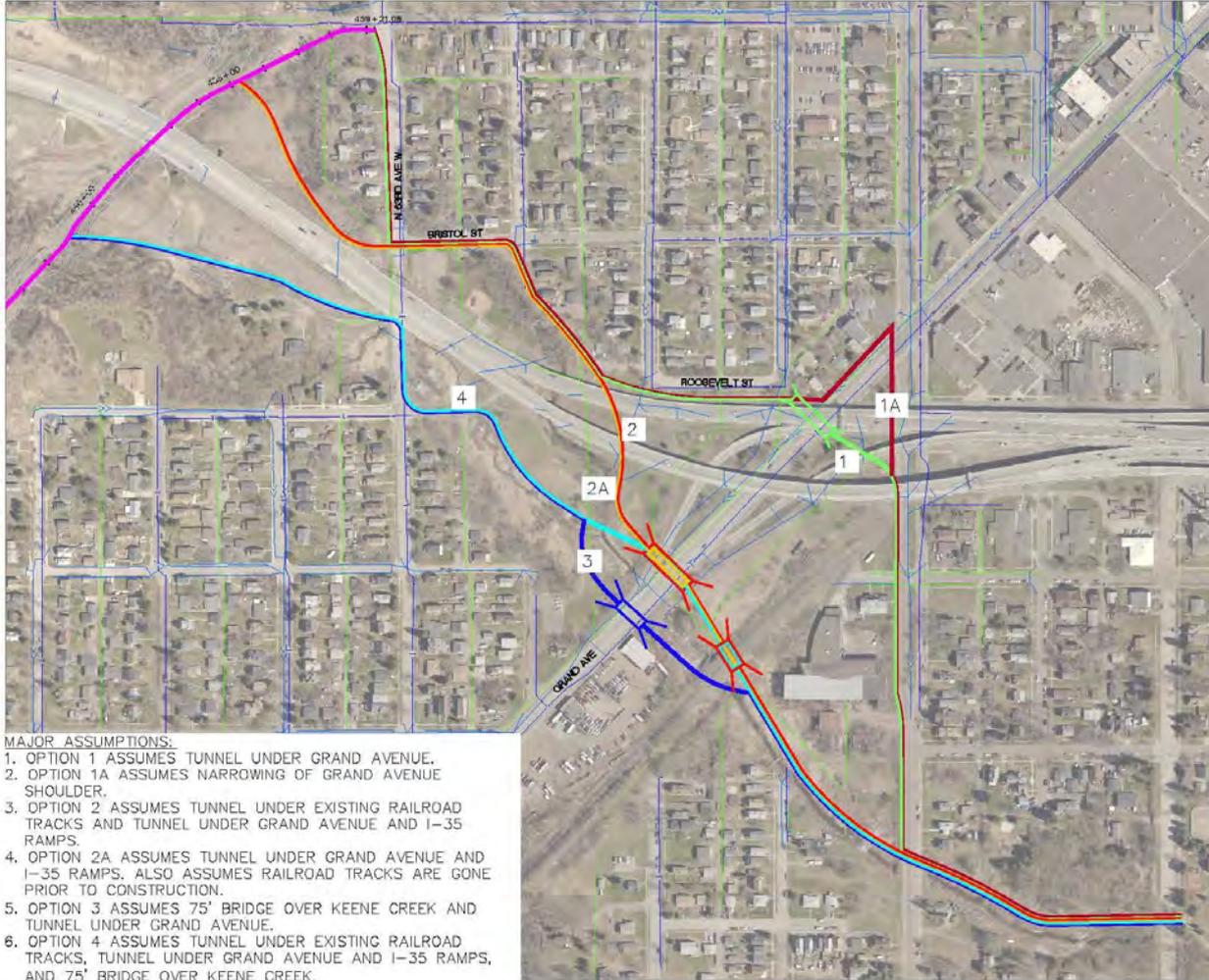
Mike Colalillo Drive/ 1st Street Alternative: West Segment Character and Route Summary



Legend

- Cross City Trail**
 - Cross City - Existing 2016
- Cross City Gap Alternatives**
- RouteName, Type**
 - Colalillo Dr - 1st Street
- Trail Access**
 - Proposed Trailhead
- Potential Ownership Conflicts**
 - Private
- Other Existing Trails**
 - Superior Hiking Trail
 - Planned Hermantown-Proctor Spur Trail
- Informational Items**
 - Duluth Boundary
 - Residential Parcels
 - Wetlands

Mike Colalillo Drive/ 1st Street Alternative: West Segment Past Route Options studied by SEH



Estimated Cost:

LEGEND

4 M	OPTION 1		
341 K	OPTION 1A		← Current Route Option
7 M	OPTION 2		
4.7 M	OPTION 2A		
3.1 M	OPTION 3		
7.1 M	OPTION 4		
	CROSS CITY TRAIL		
	EXISTING SANITARY		
	EXISTING WATER		
	EXISTING FORCE MAIN WLSSD		
	EXISTING STORM SEWER		

MAJOR ASSUMPTIONS:

1. OPTION 1 ASSUMES TUNNEL UNDER GRAND AVENUE.
2. OPTION 1A ASSUMES NARROWING OF GRAND AVENUE SHOULDER.
3. OPTION 2 ASSUMES TUNNEL UNDER EXISTING RAILROAD TRACKS AND TUNNEL UNDER GRAND AVENUE AND I-35 RAMPS.
4. OPTION 2A ASSUMES TUNNEL UNDER GRAND AVENUE AND I-35 RAMPS, ALSO ASSUMES RAILROAD TRACKS ARE GONE PRIOR TO CONSTRUCTION.
5. OPTION 3 ASSUMES 75' BRIDGE OVER KEENE CREEK AND TUNNEL UNDER GRAND AVENUE.
6. OPTION 4 ASSUMES TUNNEL UNDER EXISTING RAILROAD TRACKS, TUNNEL UNDER GRAND AVENUE AND I-35 RAMPS, AND 75' BRIDGE OVER KEENE CREEK.



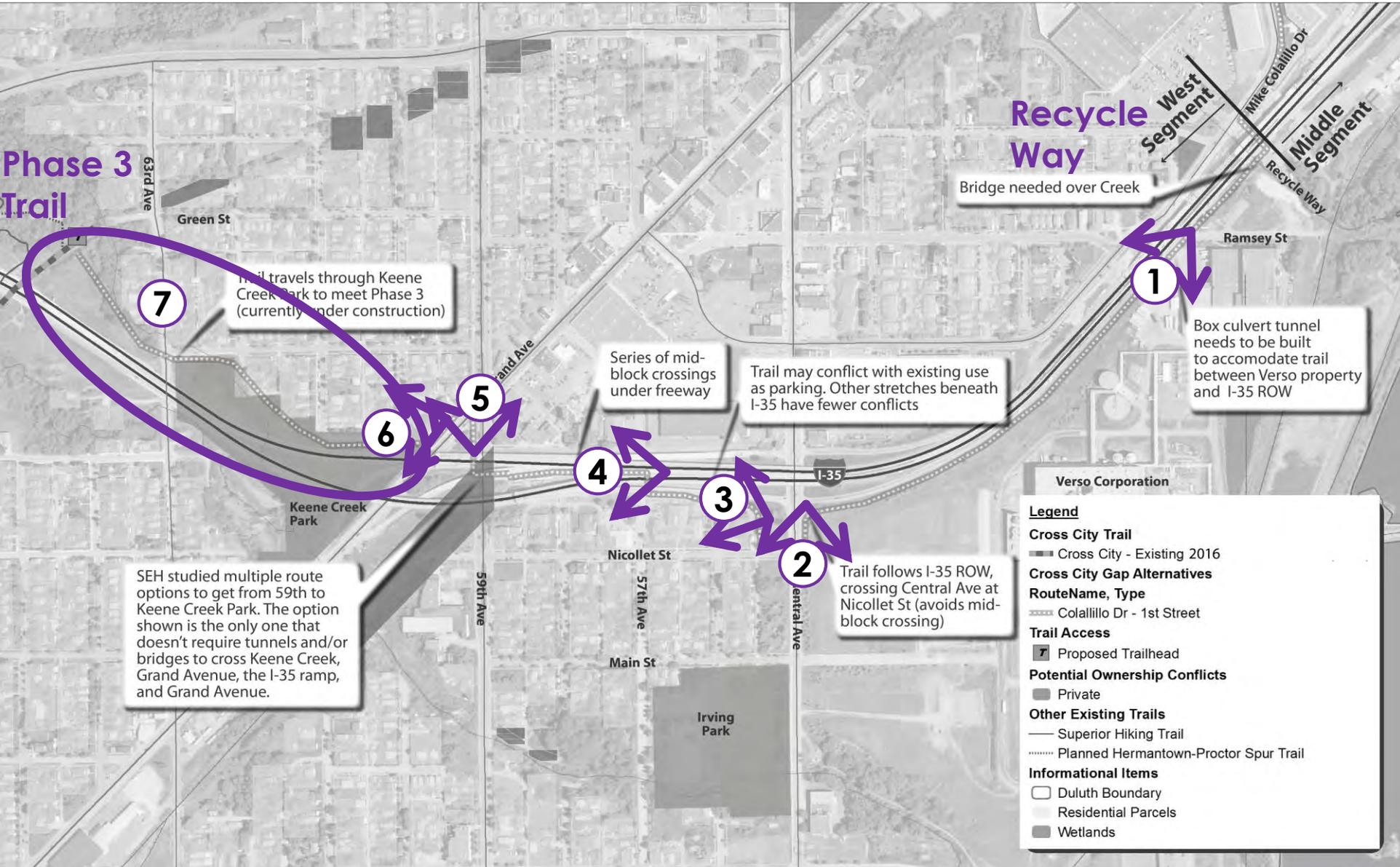
DULUTH,
MINNESOTA

KEENE CREEK
TRAIL OPTIONS

FILE NO.
DULUT-131859

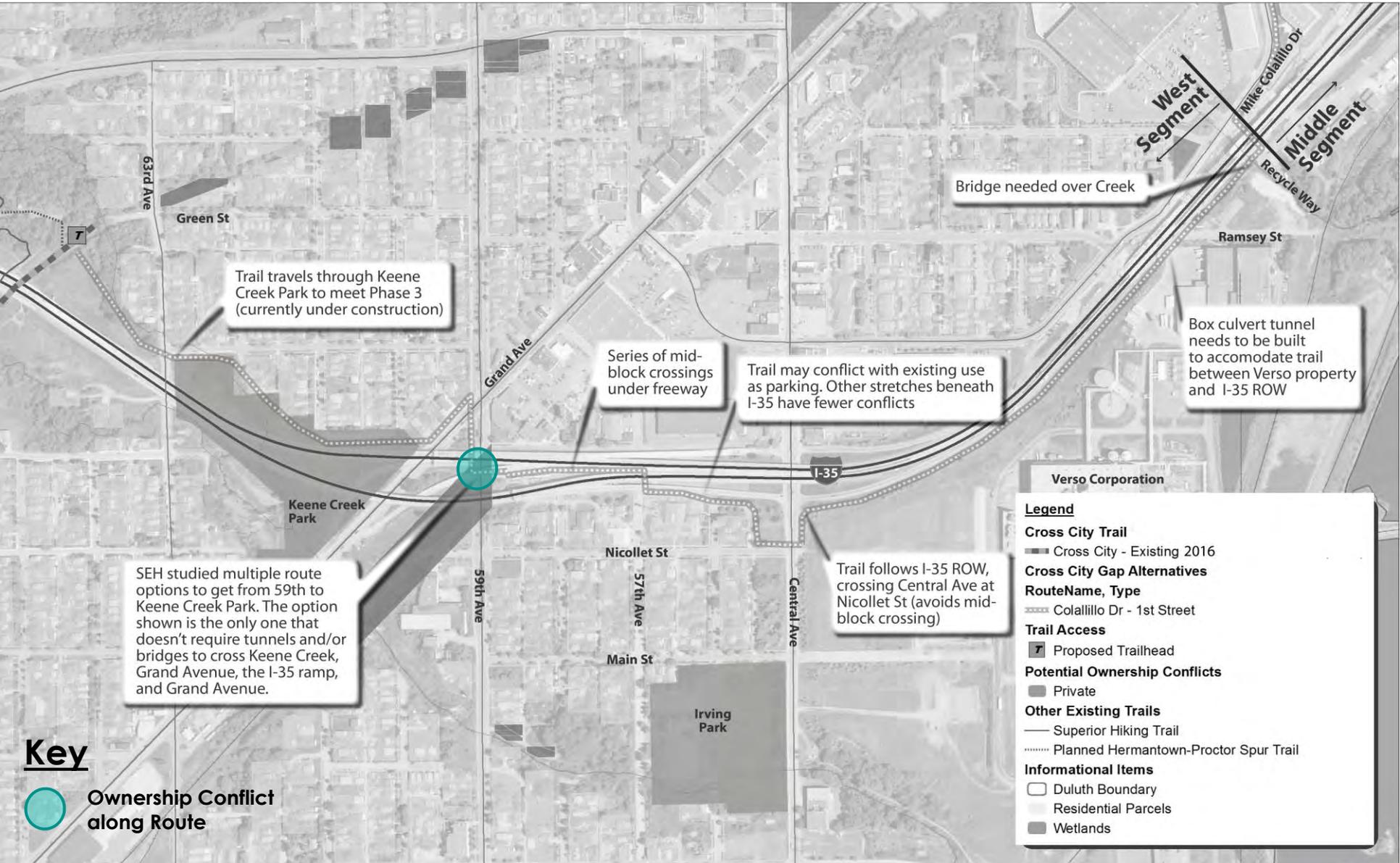
EXHIBIT
NO. 1

Mike Colalillo Drive/ 1st Street Alternative: West Segment Character



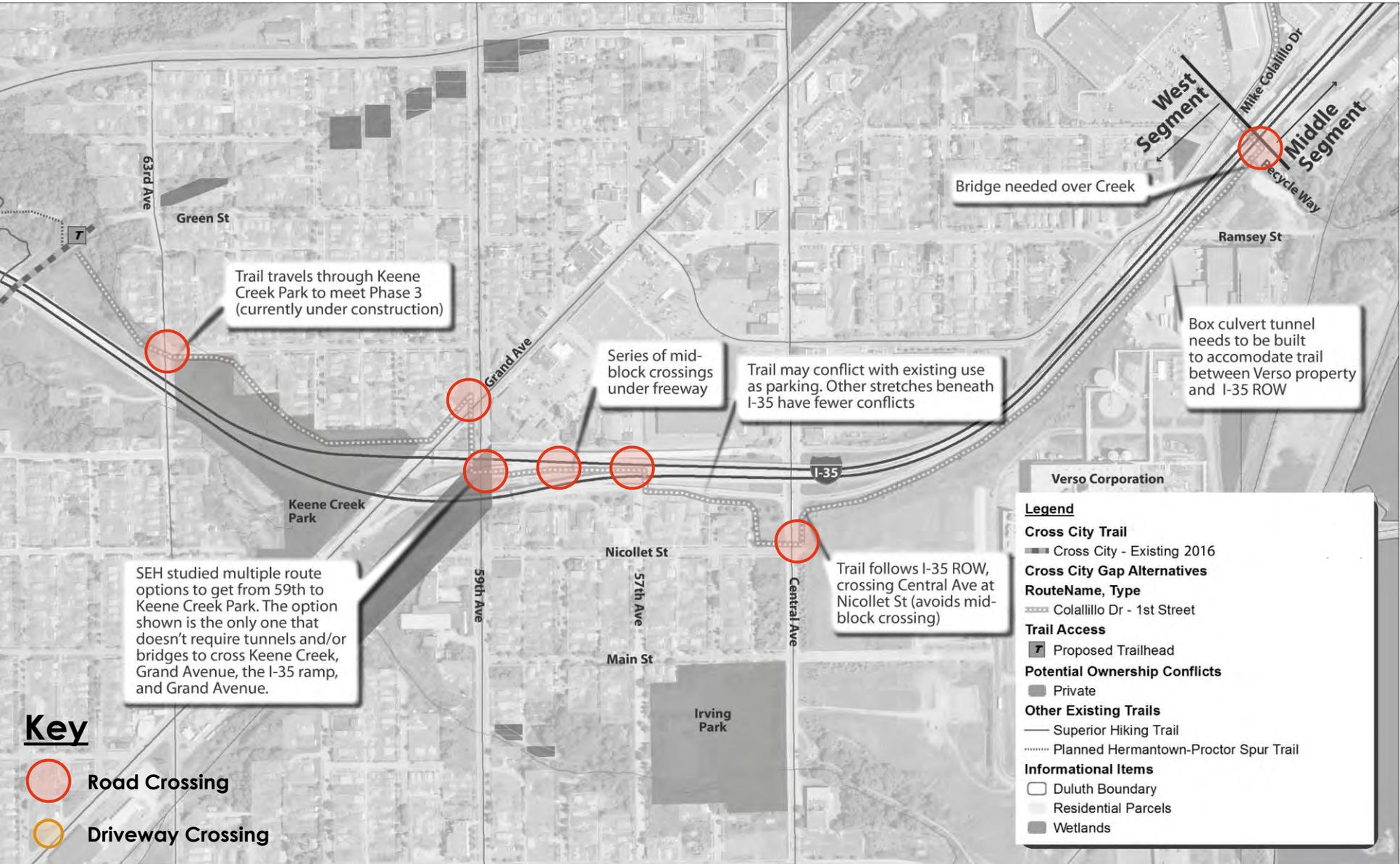
Mike Colalillo Drive/ 1st Street Alternative: West Segment

Ownership Conflicts: 1 parcel | 1 owner | 138 linear feet



Mike Colalillo Drive/ 1st Street Alternative: West Segment

Road and Driveway Crossings: 0 Driveways | 7 Roads



Mike Colalillo Dr/1st St. Alternative Summary

- ▶ Suburban/ industrial character is not unique to Duluth
- ▶ 16 Driveway crossings and 14 Road Crossings
- ▶ Feasible- can be built within ROW
- ▶ Very few ownership conflicts: 2 owners, 0.05 mile private property
- ▶ Good access to businesses

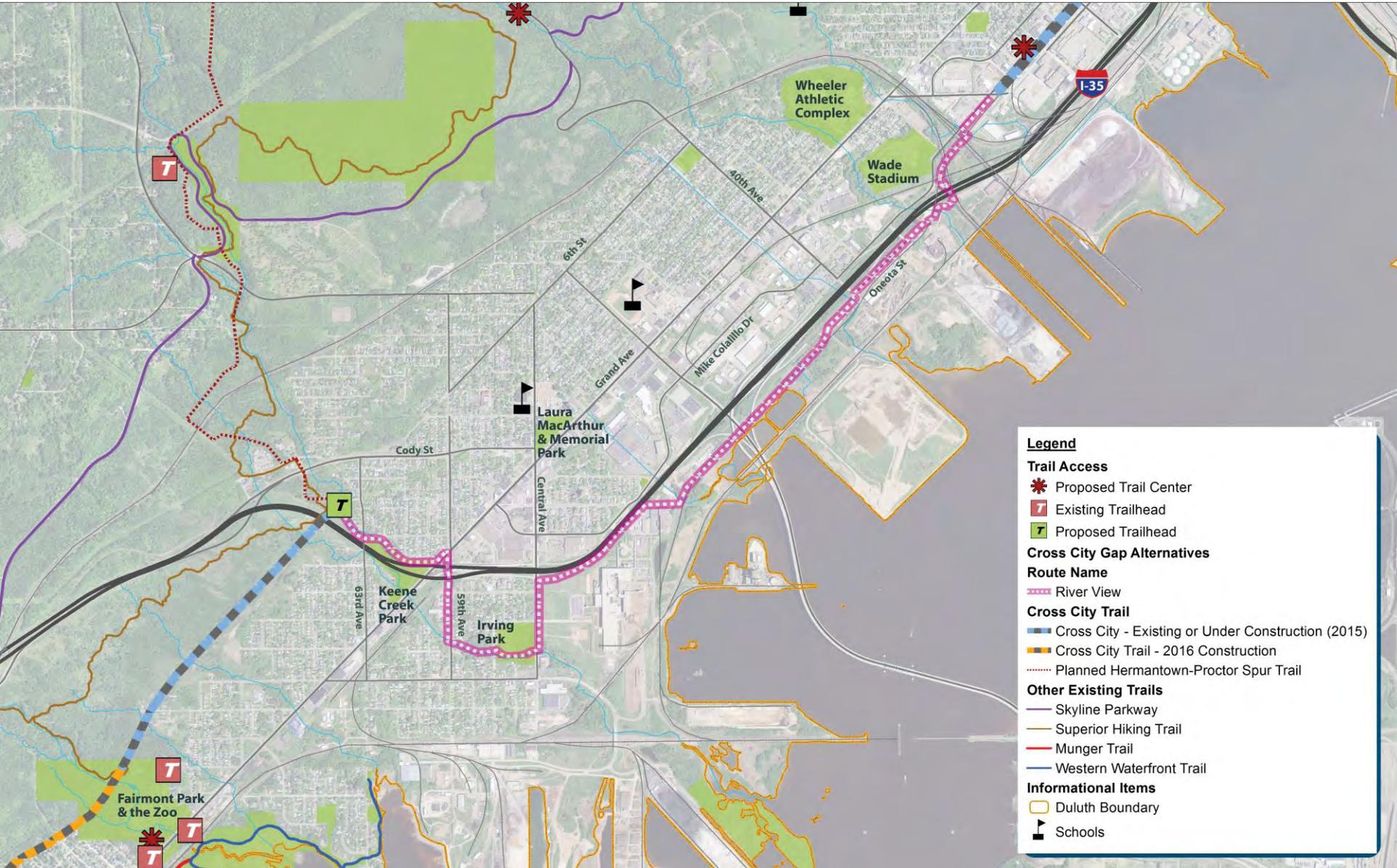


River View

River View Alternative

- ▶ Summary Map
- ▶ Segment Maps
 - ▶ Character + Route Summary
 - ▶ Ownership Obstacles
 - ▶ Road + Driveway Crossings
 - ▶ Evaluation Criteria Summary

Cross City Trail: Phase 2 Gap Area River View Alternative Summary Map



Legend

Trail Access

- ✳ Proposed Trail Center
- T Existing Trailhead
- T Proposed Trailhead

Cross City Gap Alternatives

Route Name

- River View

Cross City Trail

- Cross City - Existing or Under Construction (2015)
- Cross City Trail - 2016 Construction
- Planned Hermantown-Proctor Spur Trail

Other Existing Trails

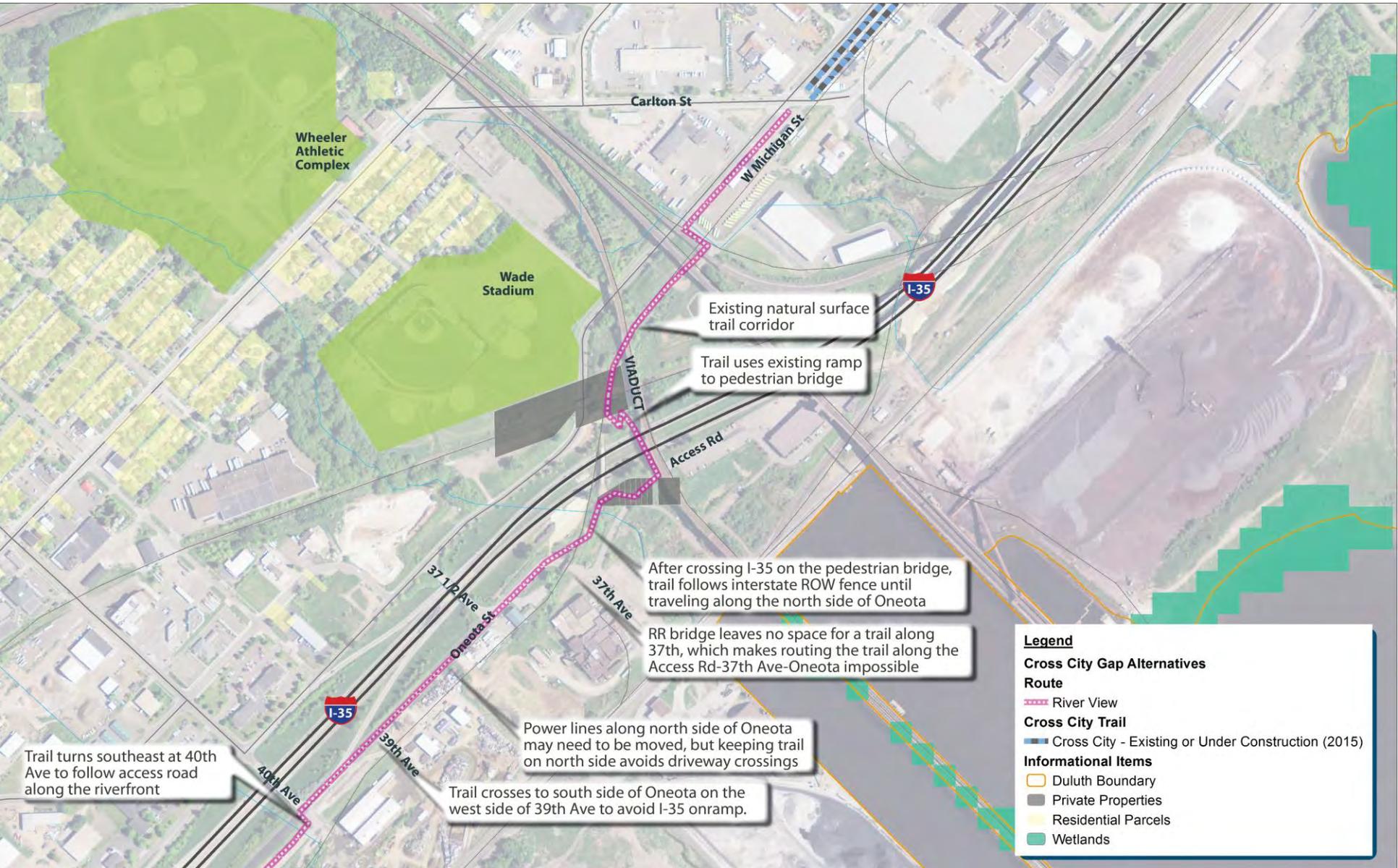
- Skyline Parkway
- Superior Hiking Trail
- Munger Trail
- Western Waterfront Trail

Informational Items

- Duluth Boundary
- ▣ Schools

Riverview Alternative: East Segment (Phase 1 Trail- 40th Ave and Oneota St)

Character and Route Summary



Legend

Cross City Gap Alternatives Route

- River View

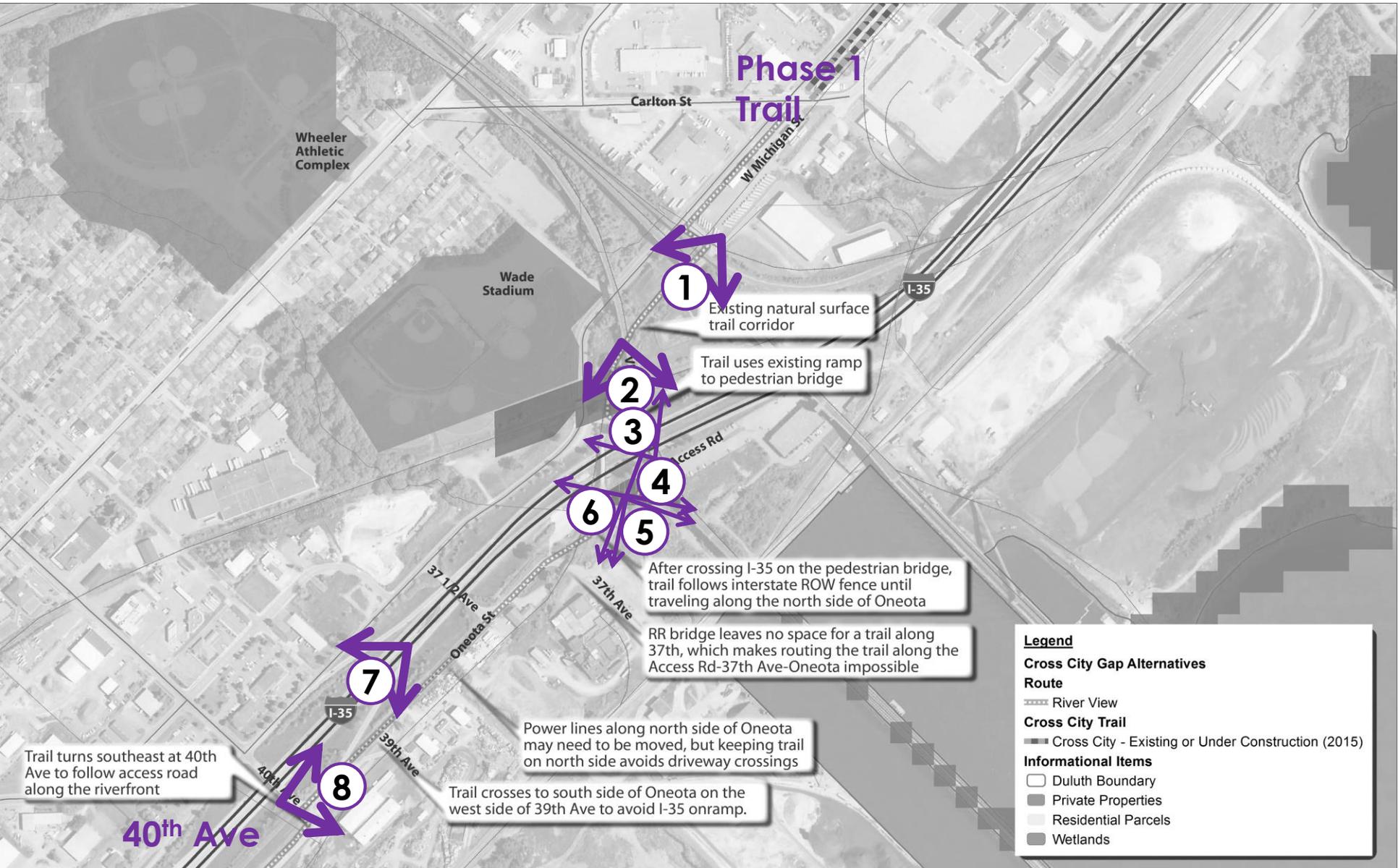
Cross City Trail

- Cross City - Existing or Under Construction (2015)

Informational Items

- Duluth Boundary
- Private Properties
- Residential Parcels
- Wetlands

Riverview Alternative: East Segment (Phase 1 Trail- 40th Ave and Oneota St) Character

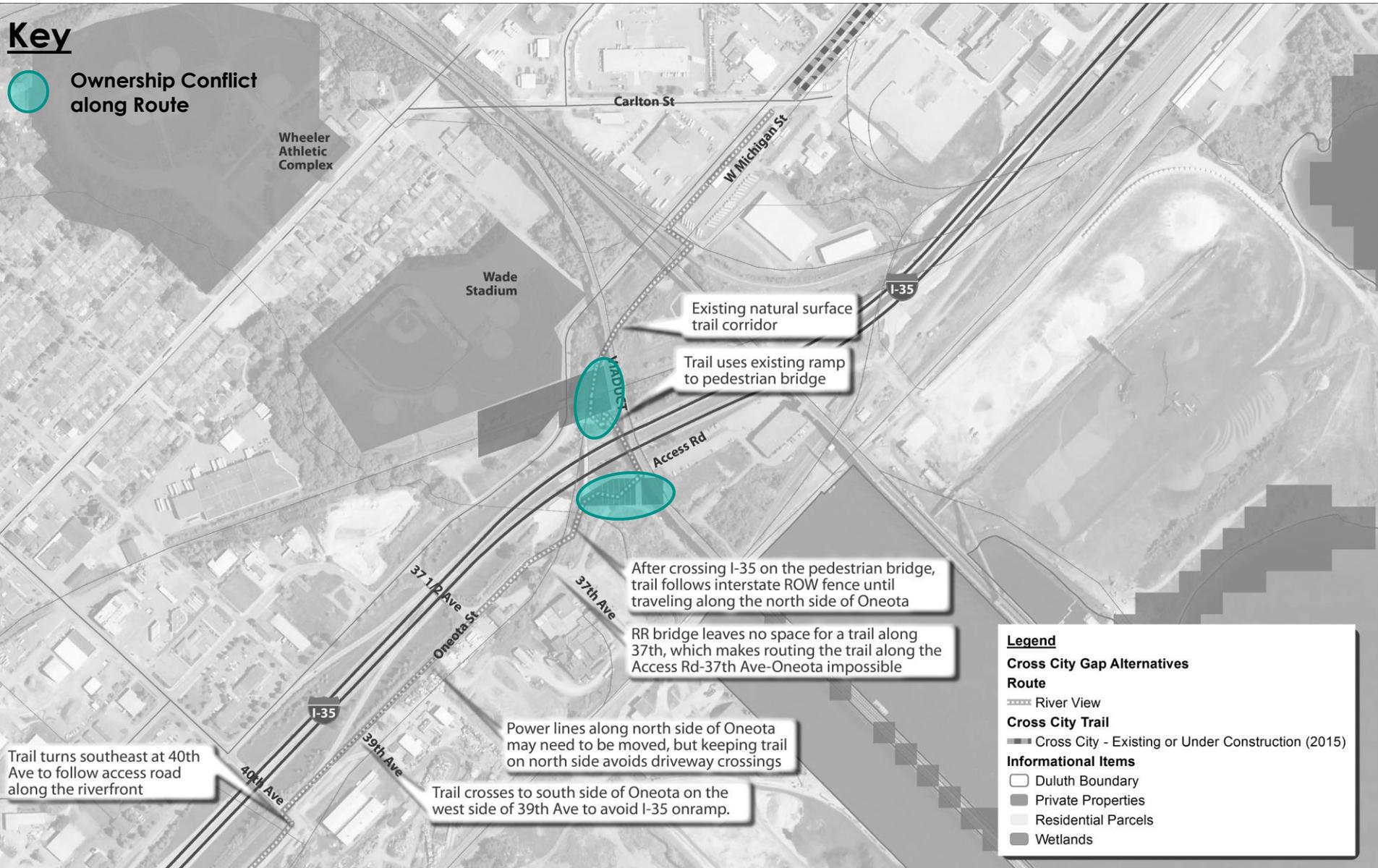


Riverview Alternative: East Segment (Phase 1 Trail- 40th Ave and Oneota St)

Ownership Conflicts: 9 parcels | 2 owners | 525 linear feet

Key

 Ownership Conflict along Route



Existing natural surface trail corridor

Trail uses existing ramp to pedestrian bridge

After crossing I-35 on the pedestrian bridge, trail follows interstate ROW fence until traveling along the north side of Oneota

RR bridge leaves no space for a trail along 37th, which makes routing the trail along the Access Rd-37th Ave-Oneota impossible

Power lines along north side of Oneota may need to be moved, but keeping trail on north side avoids driveway crossings

Trail crosses to south side of Oneota on the west side of 39th Ave to avoid I-35 onramp.

Trail turns southeast at 40th Ave to follow access road along the riverfront

Legend

Cross City Gap Alternatives Route

-  River View

Cross City Trail

-  Cross City - Existing or Under Construction (2015)

Informational Items

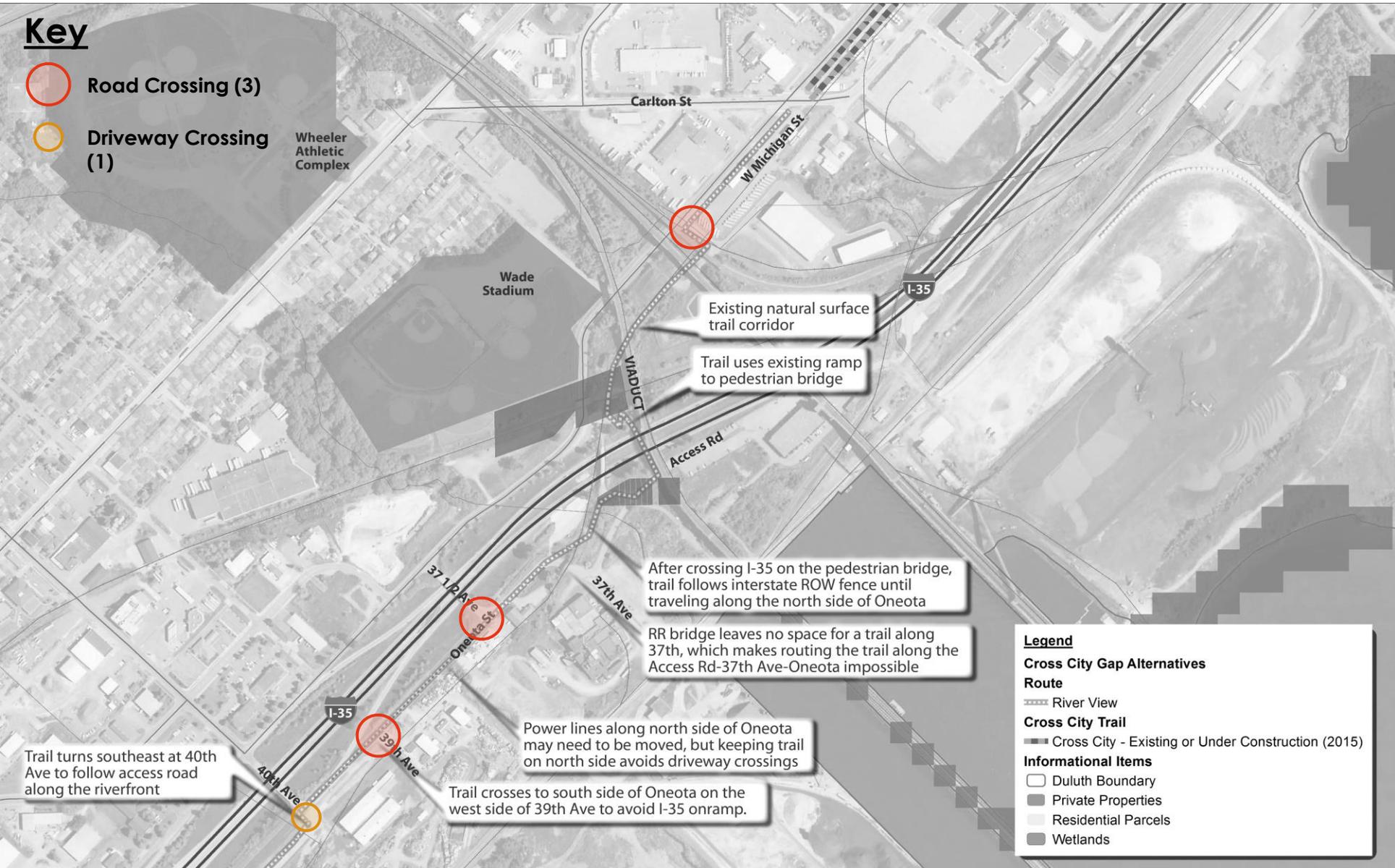
-  Duluth Boundary
-  Private Properties
-  Residential Parcels
-  Wetlands

Riverview Alternative: East Segment (Phase 1 Trail- 40th Ave and Oneota St)

Road and Driveway Crossings: 1 Driveway | 3 Road

Key

- Road Crossing (3)
- Driveway Crossing (1)



Legend

Cross City Gap Alternatives Route

- River View

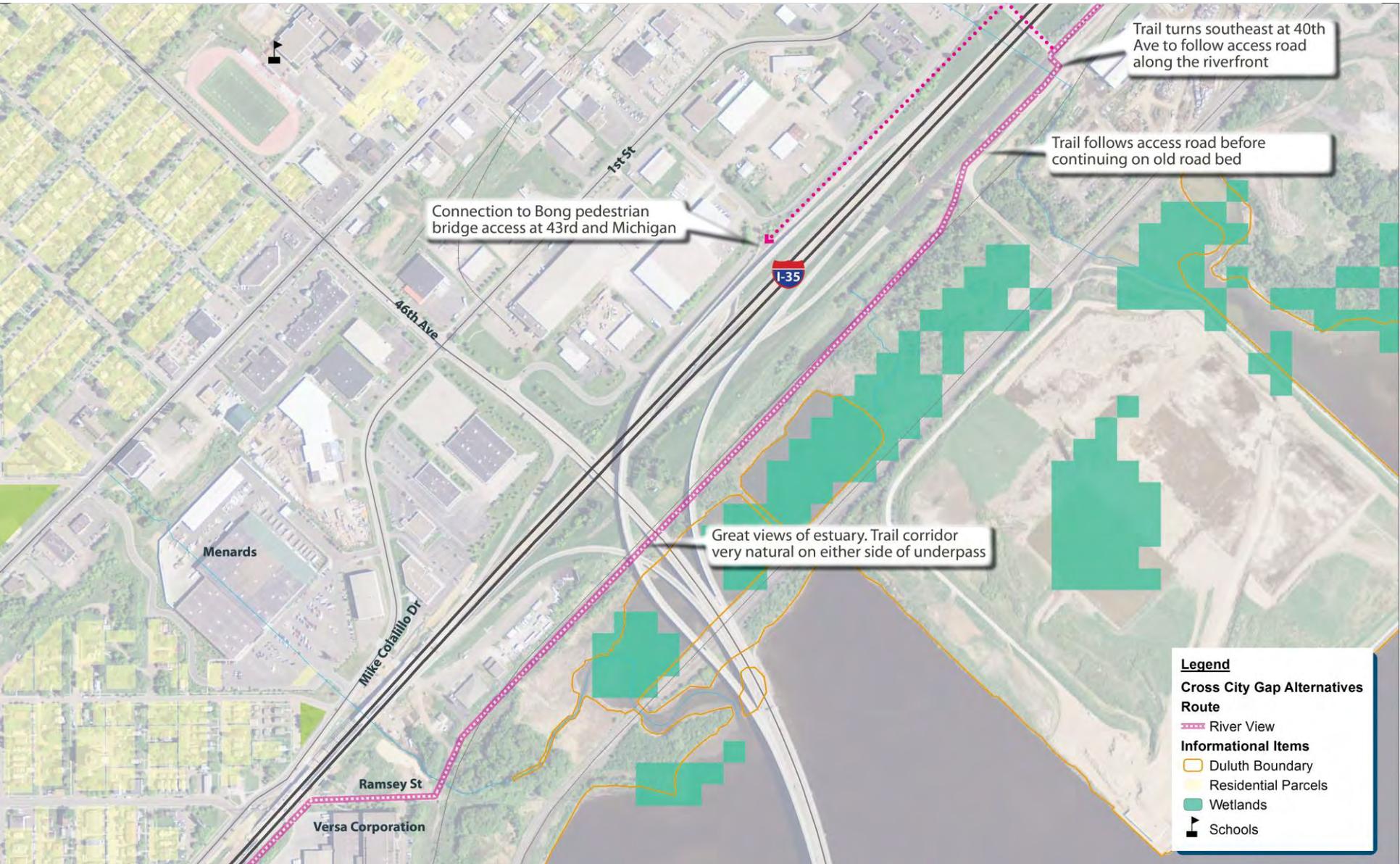
Cross City Trail

- Cross City - Existing or Under Construction (2015)

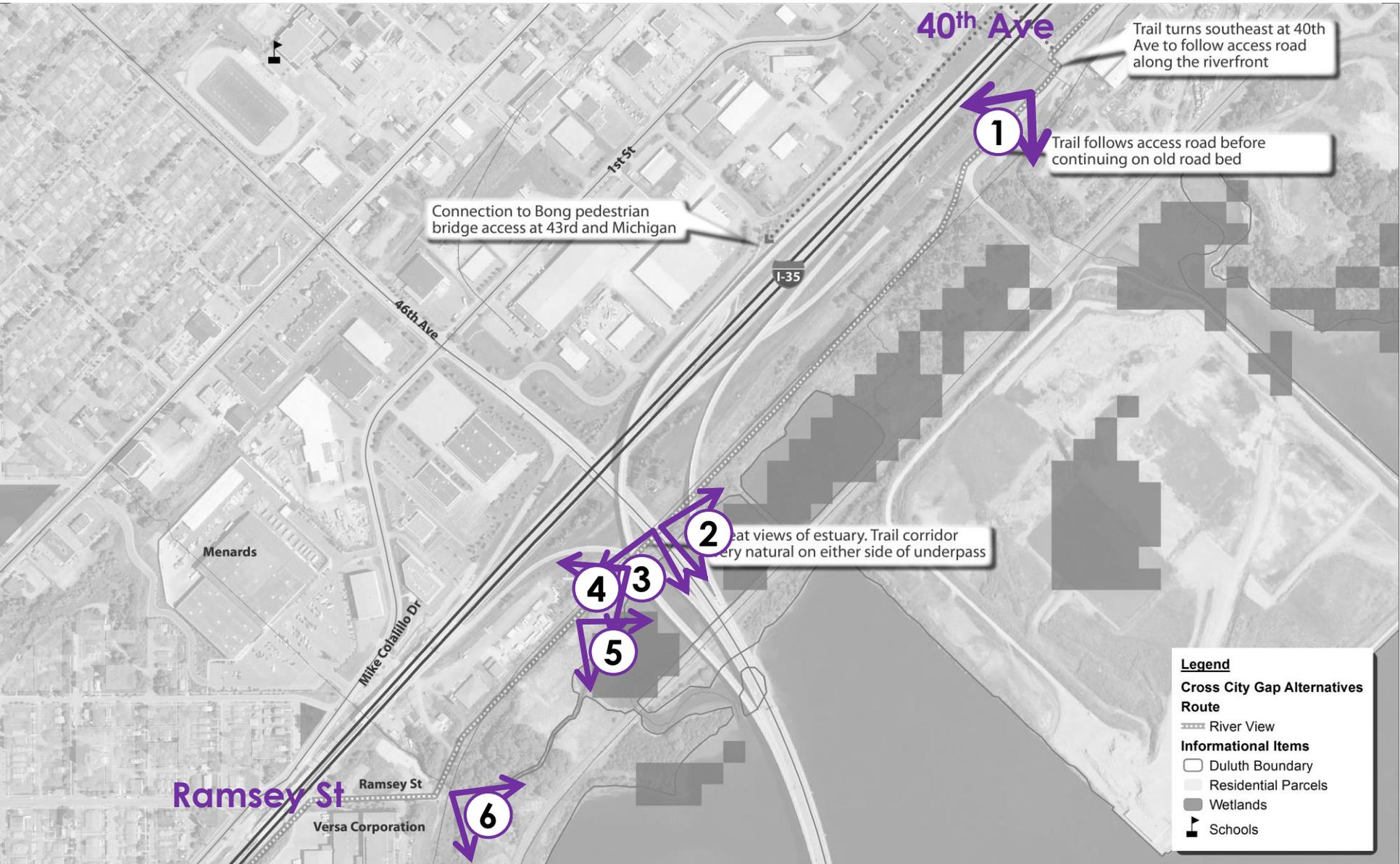
Informational Items

- Duluth Boundary
- Private Properties
- Residential Parcels
- Wetlands

Riverview Alternative: Middle Segment (40th Ave and Oneota St to Ramsey St) Character and Route Summary (no intersection or ownership conflicts)



Riverview Alternative: Middle Segment (40th Ave and Oneota St to Ramsey St) Character (no intersection or ownership conflicts)



Legend

Cross City Gap Alternatives Route

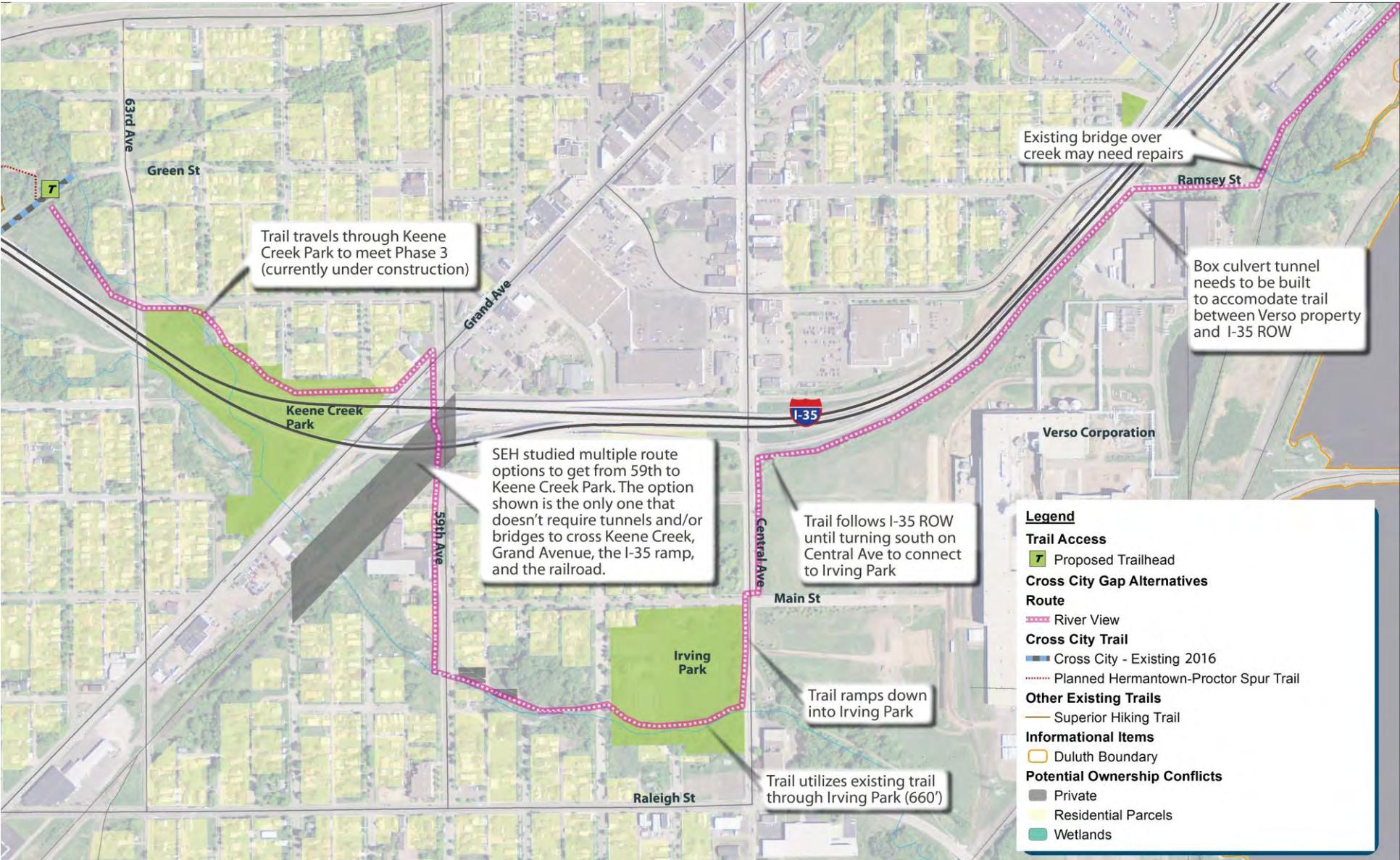
- River View

Informational Items

- Duluth Boundary
- ▨ Residential Parcels
- Wetlands
- 🏫 Schools

Riverview Alternative: West Segment (Ramsey St to connect to Phase 3)

Character and Route Summary



Trail travels through Keene Creek Park to meet Phase 3 (currently under construction)

Existing bridge over creek may need repairs

Box culvert tunnel needs to be built to accommodate trail between Verso property and I-35 ROW

SEH studied multiple route options to get from 59th to Keene Creek Park. The option shown is the only one that doesn't require tunnels and/or bridges to cross Keene Creek, Grand Avenue, the I-35 ramp, and the railroad.

Trail follows I-35 ROW until turning south on Central Ave to connect to Irving Park

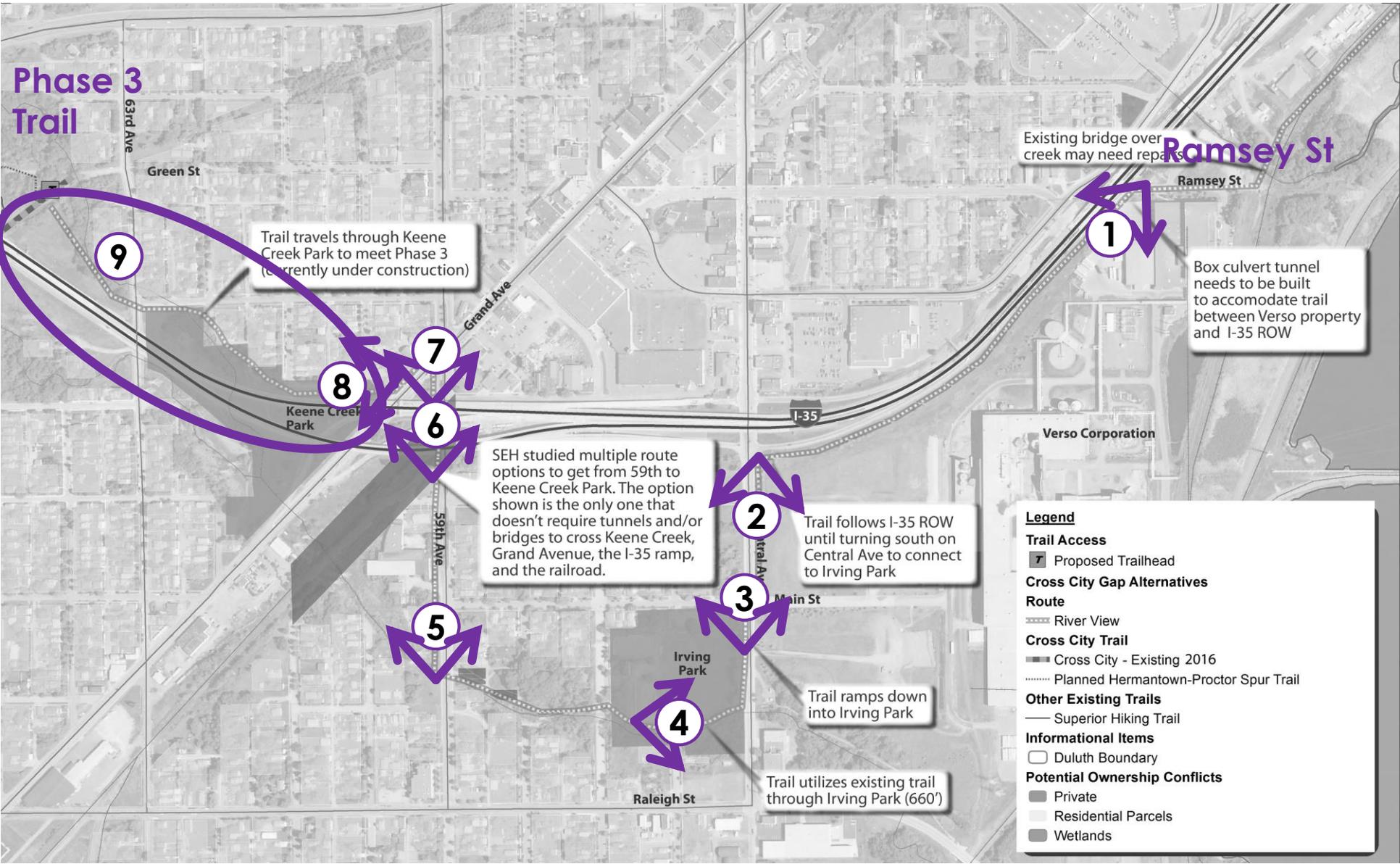
Trail ramps down into Irving Park

Trail utilizes existing trail through Irving Park (660')

Legend

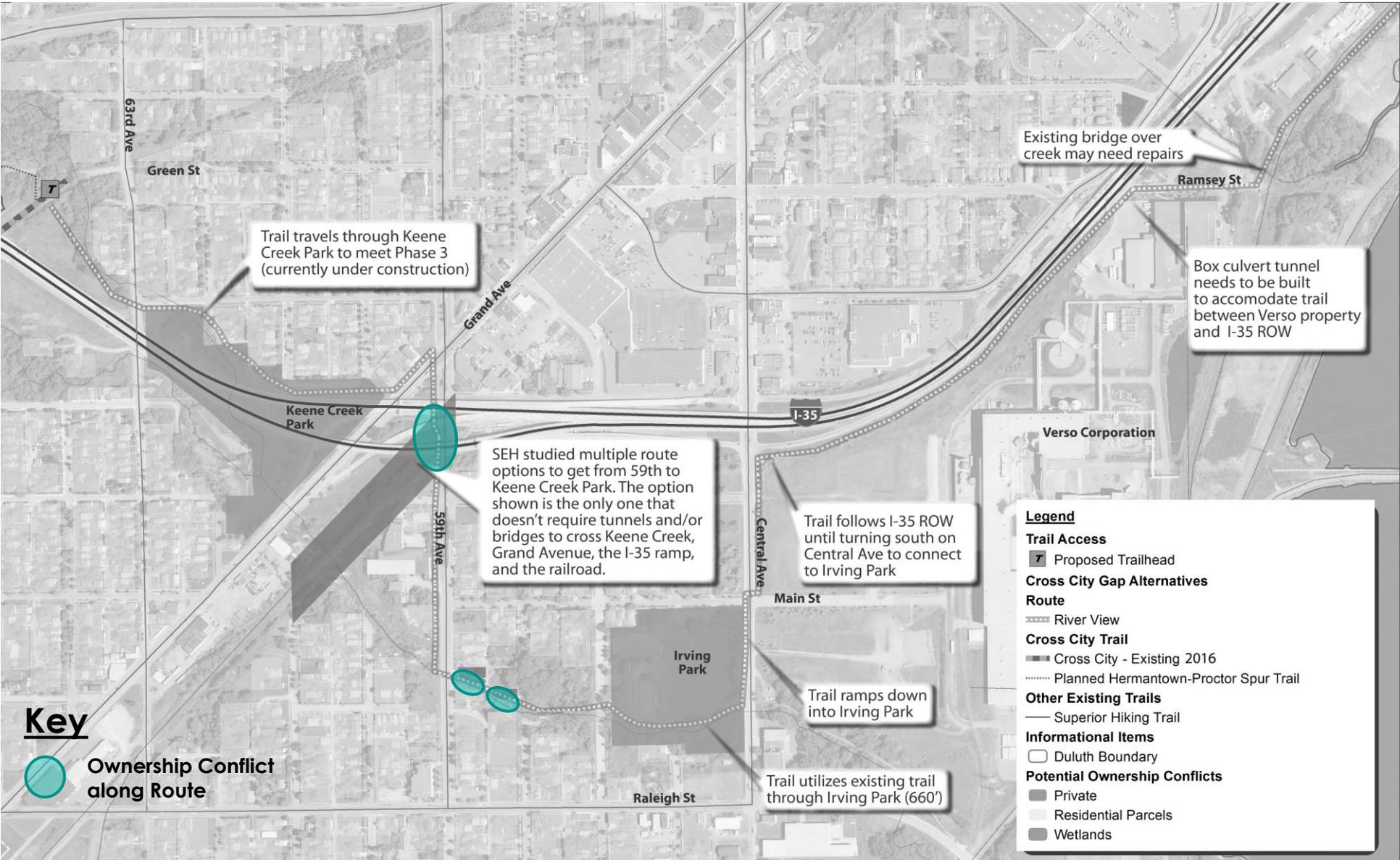
- Trail Access**
 - Proposed Trailhead
- Cross City Gap Alternatives Route**
 - River View
- Cross City Trail**
 - Cross City - Existing 2016
 - Planned Hermantown-Proctor Spur Trail
- Other Existing Trails**
 - Superior Hiking Trail
- Informational Items**
 - Duluth Boundary
- Potential Ownership Conflicts**
 - Private
 - Residential Parcels
 - Wetlands

Riverview Alternative: West Segment (Ramsey St to connect to Phase 3) Character



Riverview Alternative: West Segment (Ramsey St to connect to Phase 3)

Ownership Conflicts: 3 parcels | 2 owners | 430 feet



Trail travels through Keene Creek Park to meet Phase 3 (currently under construction)

Existing bridge over creek may need repairs

Box culvert tunnel needs to be built to accommodate trail between Verso property and I-35 ROW

SEH studied multiple route options to get from 59th to Keene Creek Park. The option shown is the only one that doesn't require tunnels and/or bridges to cross Keene Creek, Grand Avenue, the I-35 ramp, and the railroad.

Trail follows I-35 ROW until turning south on Central Ave to connect to Irving Park

Trail ramps down into Irving Park

Trail utilizes existing trail through Irving Park (660')

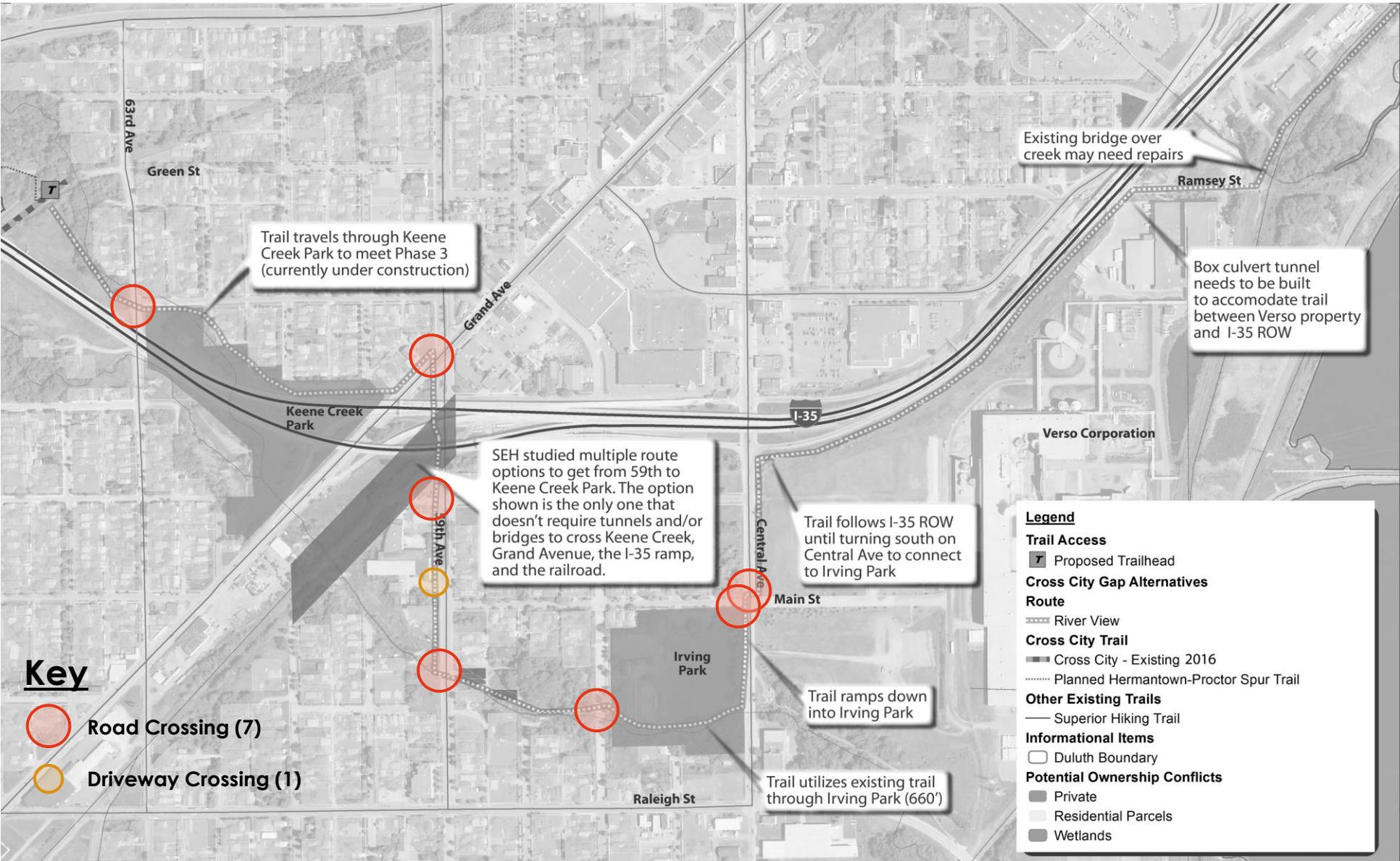
Key
Ownership Conflict along Route

Legend

- Trail Access**
 - Proposed Trailhead
- Cross City Gap Alternatives Route**
 - River View
- Cross City Trail**
 - Cross City - Existing 2016
 - Planned Hermantown-Proctor Spur Trail
- Other Existing Trails**
 - Superior Hiking Trail
- Informational Items**
 - Duluth Boundary
- Potential Ownership Conflicts**
 - Private
 - Residential Parcels
 - Wetlands

Riverview Alternative: West Segment (Ramsey St to connect to Phase 3)

Road and Driveway Crossings: 1 Driveway | 7 Roads



Trail travels through Keene Creek Park to meet Phase 3 (currently under construction)

Existing bridge over creek may need repairs

Box culvert tunnel needs to be built to accommodate trail between Verso property and I-35 ROW

SEH studied multiple route options to get from 59th to Keene Creek Park. The option shown is the only one that doesn't require tunnels and/or bridges to cross Keene Creek, Grand Avenue, the I-35 ramp, and the railroad.

Trail follows I-35 ROW until turning south on Central Ave to connect to Irving Park

Trail ramps down into Irving Park

Trail utilizes existing trail through Irving Park (660')

- Key**
- Road Crossing (7)
 - Driveway Crossing (1)

Legend

Trail Access

- T Proposed Trailhead

Cross City Gap Alternatives Route

- River View

Cross City Trail

- Cross City - Existing 2016
- Planned Hermantown-Proctor Spur Trail

Other Existing Trails

- Superior Hiking Trail

Informational Items

- Duluth Boundary

Potential Ownership Conflicts

- Private
- Residential Parcels
- Wetlands

River View Alternative Summary

- ▶ Fewer access points than other trails (serves Denfeld, Spirit Valley, and Cody residents less well)
- ▶ Less direct than other routes
- ▶ Uniquely Duluth experience- showcases industrial heritage
- ▶ Portions have immersive natural character
- ▶ Serves Irving Park residents
- ▶ Few Intersections: 2 Driveways, 10 Roads
- ▶ Minimal ownership conflicts (4 owners, 0.18 mile of privately owned land)

Evaluation Criteria Summary

- ▶ Connecting the community
- ▶ Providing a Uniquely Duluth Experience
- ▶ Ensuring User Safety (intersections)
- ▶ Encouraging Economic Development
- ▶ Feasibility (ownership/cost)
- ▶ Sustainability



Summary of Route Options: Connecting the Community

		1. River View	2. Mike Colallilo Drive-1st Street	3. DWP Below Grand Ave	4. 6th Street
CRITERIA	MEASUREMENT UNIT/DESCRIPTOR				
CONNECTING THE COMMUNITY					
Households served (within 3/4 mile of the trail corridor)	number of households	1320	1377	1315	1314
Households served (within 1/4 mile of the trail corridor)	number of households	420	356	396	591
Total trail length	length in lf	18,123	16,091	12,973	15,266
Total trail length	length in miles	3.43	3.05	2.46	2.89



Summary of Route Options: Providing a Uniquely Duluth Experience

		1. River View	2. Mike Colallilo Drive- 1st Street	3. DWP Below Grand Ave	4. 6th Street
CRITERIA	MEASUREMENT UNIT/DESCRIPTOR				
PROVIDING A UNIQUELY DULUTH EXPERIENCE					
Physical setting (e.g. through natural area, within power line corridor, adjacent to road, adjacent to residential lots, diversity of settings)	length in miles of each physical setting	Diversity of settings: Adjacent to riverside industries: 1 mile Natural/scenic/openspace: 2 miles Along Keene Creek/Irving Park: 0.8 mile Residential: 0.4 mile Industrial heritage could be attractive to regional users	Road adjacent through an industrial/office park setting	Urban natural	Road adjacent through a residential neighborhood
Scenic and natural features	list	Adjacent to river/lagoon/estuary, wetlands. Wooded in spots. Travels along Keene Creek and Irving Park. Terminates in Keene Creek Park.	Terminates in Keene Creek Park	DWP corridor is overgrown but feels scenic at times	none
Likelihood to meet Regional Trail Designation Criteria	Has unique or compelling features; provides a high quality outdoor experience not available from other trails	Could meet criteria on its own	Could meet criteria if included with whole trail (not a high quality outdoor experience on its own)	Could meet criteria if included with whole trail (not a high quality outdoor experience on its own)	Could meet criteria if included with whole trail (not a high quality outdoor experience on its own)

Summary of Route Options: Ensuring User Safety

		1. River View	2. Mike Colallilo Drive- 1st Street	3. DWP Below Grand Ave	4. 6th Street
CRITERIA	MEASUREMENT UNIT/DESCRIPTOR				
ENSURING USER SAFETY					
Barriers: Railroad crossings	number of at-grade crossings	1	1	1	0
Intersection Crossings	number of road crossings	10	14	16	23
Intersection Crossings	number of mid-block crossings	3	6	5	1
Intersection Crossings	number of arterial/collector road crossings (not mid-block)	4	4	6	5
Intersection Crossings	number of local road crossings (not mid-block)	3	4	5	17
Driveway Crossings	number of driveway crossings	3	16	1	9

Summary of Route Options: Encouraging Economic Development

		1. River View	2. Mike Colallilo Drive- 1st Street	3. DWP Below Grand Ave	4. 6th Street
CRITERIA	MEASUREMENT UNIT/DESCRIPTOR				
ENCOURAGING ECONOMIC DEVELOPMENT					
Connectivity to destinations	number of destinations adjacent to trail (Schools, Parks, Retail Areas)	<ul style="list-style-type: none"> • Irving Park • Keene Creek Park • Keene Creek Trail • Wade Stadium • I-35 is a significant barrier to the number of access points. 	<ul style="list-style-type: none"> • Keene Creek Park • Wade Stadium 	<ul style="list-style-type: none"> • Wade Stadium • 1 block from businesses on Grand • 1 block from Laura MacArthur Elementary • 1 block from Memorial Park 	<ul style="list-style-type: none"> • Wheeler Athletic Complex • Wade Stadium • Denfeld High School • Laura MacArthur Elementary • Near businesses on Grand at north end



Summary of Route Options: Feasibility

		1. River View	2. Mike Colallilo Drive-1st Street	3. DWP Below Grand Ave	4. 6th Street
CRITERIA	MEASUREMENT UNIT/DESCRIPTOR				
FEASIBILITY					
Land use/ownership: private	# of private owners	4	2	10	2
Land use/ownership: Building Obstructions	Estimated value of building	0	0	\$ 1,323,500.00	0
Land use/ownership: private	length in miles	0.18	0.05	0.74	0.18
Land use/ownership: public	length in miles	3.25	3.00	1.72	2.71
Project Construction Cost	Relative, based on property acquisition, road crossings, length, structures needed	\$ 3.5M+	3.7M+	5.8M+	2.6M+
Length of time to realize trail	Based on property ownership and cost: Near-term (<10 years), Mid-term (10-25 years), Long-term (25+ years)	Could be near term depending on funding availability	Could be near term depending on funding availability	Long-term. Property acquisition and building removal needed renders this option almost impossible	Could be near term depending on funding availability

Summary of Route Options: Encouraging Economic Development

		1. River View	2. Mike Colallilo Drive-1st Street	3. DWP Below Grand Ave	4. 6th Street
CRITERIA	MEASUREMENT UNIT/DESCRIPTOR				
SUSTAINABILITY					
Environmental - soils, wetlands, creek shorelands, slopes, potential disturbance to natural systems	number or length of route crossing wetlands or other environmental impact areas	Trail is adjacent to (but does not cut through) wetlands for about 0.25 mile- potential need for a boardwalk or additional trail engineering if wet soils are encountered. 175' section on the north side of Oneota where a retaining wall is likely needed.	350' segment will likely need a retaining wall to bypass underpass	No significant slope or wetland issues	No significant slope or wetland issues