



PARKS AND RECREATION COMMISSION Meeting Minutes of January 8, 2014



The meeting was called to order at 5:08 PM in the Central Hillside Center, 12 E 4th St., Duluth, MN.

Members Present: Joel Braun, Edwin Hall, Andy Holak, Eric Viken and Jon Welles

Members Absent: Thomas Albright, Erica Erickson, and Susan Beasy Latto

Also Attending: Emily Larson, Duluth City Council Liaison, Frank Jewell, St Louis County Representative, Kathy Bergen, Manager and Judy Gibbs, Trees and Trails Coordinator, City Parks and Recreation Division.

Consideration of the Minutes of the December 11, 2013 Commission meeting was deferred until the February 12, 2014 Commission meeting.

PRESENTATIONS:

Update on Park Point Small Area Plan:

Mr. Chuck Froseth of the City of Duluth Planning Office briefed the Commission on the current status of the Park Point Small Area Plan. He presented to the Commission a document entitled, "Park Point Small Area Plan: Draft Recommendations list as revised and approved by the Plan Committee at the November 13, 2013 Committee Meeting" dated December 17, 2013, seven "City of Duluth Park Point Planning Maps," dated December 11, 2013, and a "City of Duluth Park Point Traffic Impact Statement" dated September 17, 2013. These documents were made a part of the minutes of this meeting.

In response to questions, Mr. Froseth informed the Commission that the recommendations for the Park Point Small Area Plan were under review by the Duluth Planning Commission. Representatives from the Park Point Small Area Plan Committee indicated there had been a minority report to the current plan, which stressed that the City did not yet have a comprehensive strategy for access to the beach at Park Point, and had requested a moratorium on street vacations until such a comprehensive study is developed.

Councilor Larson indicated that the Parks Commission had passed a Resolution recommending guidelines for the Park Point Small Area Planning Process at its meeting on June 12, 2013. Commissioner Hall read the following sections of this Resolution:

"It should be emphasized that the Parks and Recreation Commission does not endorse street end vacations of city property to Park Point Residents. It is not possible for this Commission, nor the Small Area Planning Process, to anticipate access needs in the future, therefore the long-term future access as well as current and projected near term access must be safeguarded by this process."

"These guidelines will be used by the City of Duluth to make specific recommendations for the management of City Park resources on Park Point."

Mr. Froseth assured the Commission that the City was aware of the Park Commission's June 12, 2013 Resolution, as well as the concerns of residents on Park Point. These issues and concerns will be considered as the City continues its review of recommendations for the Park Point Small Area Plan.

Request to Purchase City Park Property in the Lower Enger Park Area:

Mr. Jerold Forsberg, of 2132 W. 13th Street in Duluth, requested approval from the Parks Commission to purchase two lots (Parcel ID: 010-2110-04180 and a portion of Parcel ID: 010-2110-04200), which are city park land in the lower Enger Park area, and adjacent to the Forsberg's property.

The Commission was presented with a letter from Susanne L. Wegener, Contract Management and Compliance Administrator of the City of Duluth stating that "parcel # 010-2110-04180 and a portion of a portion of parcel # 010-2110-04200 are surplus to the City's future needs, and subject to City Council, can be sold." This letter and an accompanying map of the land site were made a part of the minutes of this meeting.

Kathy Bergen informed the Commission that the Parks Division had no objection to the sale of these parcels. Mr. Forsberg indicated that he had been maintaining the property, installing a storm culvert to protect against storm water run-offs, and would not be building on the land, as the site was unbuildable.

After discussion, a motion was made by Commissioner Braun and seconded by Commissioner Hall to "recommend the sale of the proposed site as determined surplus by city staff to the Forsbergs (Jerold and Linda), adjacent property owners." The motion was approved by a vote of 3 to 1, with Commissioners Braun, Hall and Welles voting in favor, Commissioner Viken against and Commissioner Holak abstaining.

COMMISSION COMMITTEES:

There were no reports from Commission Committees at this meeting.

COMMISSIONER AND LIAISON REPORTS:

No Commissioner or Liaison Reports at this meeting.

NEW BUSINESS:

Election of officer for the coming year will be acted on at the Commission's February 12 meeting. Commissioner Braun offered to contact members of the Commission and bring recommendations to be acted on at that meeting.

Kathy Bergen indicated that there will be additional public meetings to discuss dog parks at Observation Park and Russell Square Park, after which proposals for the use of these parks for dog parks will come back to the Commission for its consideration.

The Annual Meeting of the Commission is set for April 16, 2014 at City Center West. Commissioners Hall and Welles agreed to work with Kathy Bergen to plan the agenda for the meeting,

OLD BUSINESS:

Public Comments on the Chester Bowl Mini Master Plan are being accepted until January 31.

Public comments on the Hartley Park Mini Master Plan are still under review by the Parks Division, and have been made available to Members of the Commission for their review.

DIVISION MANAGER'S REPORT:

Judy Gibbs provided the Commission with a brief update on cross-country ski trails, Hartley and Western Duluth trails and possible future ATV trails. Duluth's future trail corridor opportunities are being reviewed and will be discussed with the Commission at a later meeting.

Kathy Bergen provided the Commission updates on Mini Master Plans for Gary New Duluth, Morgan Park, Chester, and the work being done to develop an inventory of all sports fields across the city to determine the best future use of these fields.

The Parks Division 2014 budget will be the same overall as 2013, with \$100,000 available for Parks Fund Community Grants. Priority will be shifted in 2014 from capital projects to enhancing the maintenance

of the City's Parks. April 1, 2014 will be the spring deadline for applications for Community Grants from the Parks Fund.

Kathy Bergen indicated the *Good News from Parks and Recreation* for January would be available on the Parks Division website in a few days.

PUBLIC COMMENT/SPEAKERS:

There were no public comments or speakers.

ADJOURNMENT:

The meeting adjourned at 7:05 pm, on motion of Commissioner Braun, second by Commissioner Viken and a unanimous vote.

Respectfully Submitted,
Edwin K. Hall, Secretary



PARKS & RECREATION COMMISSION AGENDA

Wednesday – January 8, 2014 -- 5:00 p.m.



**MEETING LOCATION:
Central Hillside Center
12 E 4th St**

- I. Call Meeting to Order
- II. Roll Call
- III. Approval of December 11 minutes
- IV. Presentations
 - a. Request to purchase park property in the lower Enger Park area by Mr Forsberg
 - b. Update on Park Point Small Area Plan – Chuck Froseth, Planning Department
- V. Commission Committees
 - a. Parks and Facilities
Chair - Joel Braun – Jon Welles, Ed Hall, Michael Schraepfer, [Dale Sellner]
- Park and trail access – street end vacations
 - b. Administrative (E-Board)
Chair – Jon Welles – Eric Viken, Ed Hall, [Kathy Bergen]
 - c. Trails and Bikeways
Chair – Andy Holak - Eric Viken, Tom Albright, [Judy Gibbs], [Art Johnson]
- Duluth Traverse update
- Outdoor Alliance update
- Electric Bikes on trails
- Ordinance to restrict trail use during wet conditions
 - d. Recreation Programming – youth and adult
Chair - Erica Erickson – Susan Beasy Latto, Andy Holak, [Pamela Page]
- Grants from Pull Tab income
- VI. Commissioner & Liaison Reports
 - a. Judy Gibbs, Trails Coordinator – updates on Mini-Master Plans: Cross Country Ski Trails, Hartley, Western Duluth Trails, ATV Trails,
- VII. New Business
 - a. Election of Officers
 - b. Task Force to work on Annual Meeting
 - c. Public meetings for dog parks at Observation and Russell Square
- VIII. Old Business
 - a. Chester Bowl Mini-Master Plan (tabled from December 11, 2013) – public comments being accepted until January 31
 - b. Duluth Recreational Trails Assessment Project – Final Report and Recommendations
 - c. Dates and locations for 2014 meetings – including new location for Annual Meeting

<u>E-Board Meetings</u>	
	Fridays 12 noon - City Hall
	January 24
	February 21
	March 28
	April 25
	May 23
	June 20
	July 25
	August 22
	September 19
	October 24
	November 21
	December 19

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PARKS & RECREATION COMMISSION AGENDA

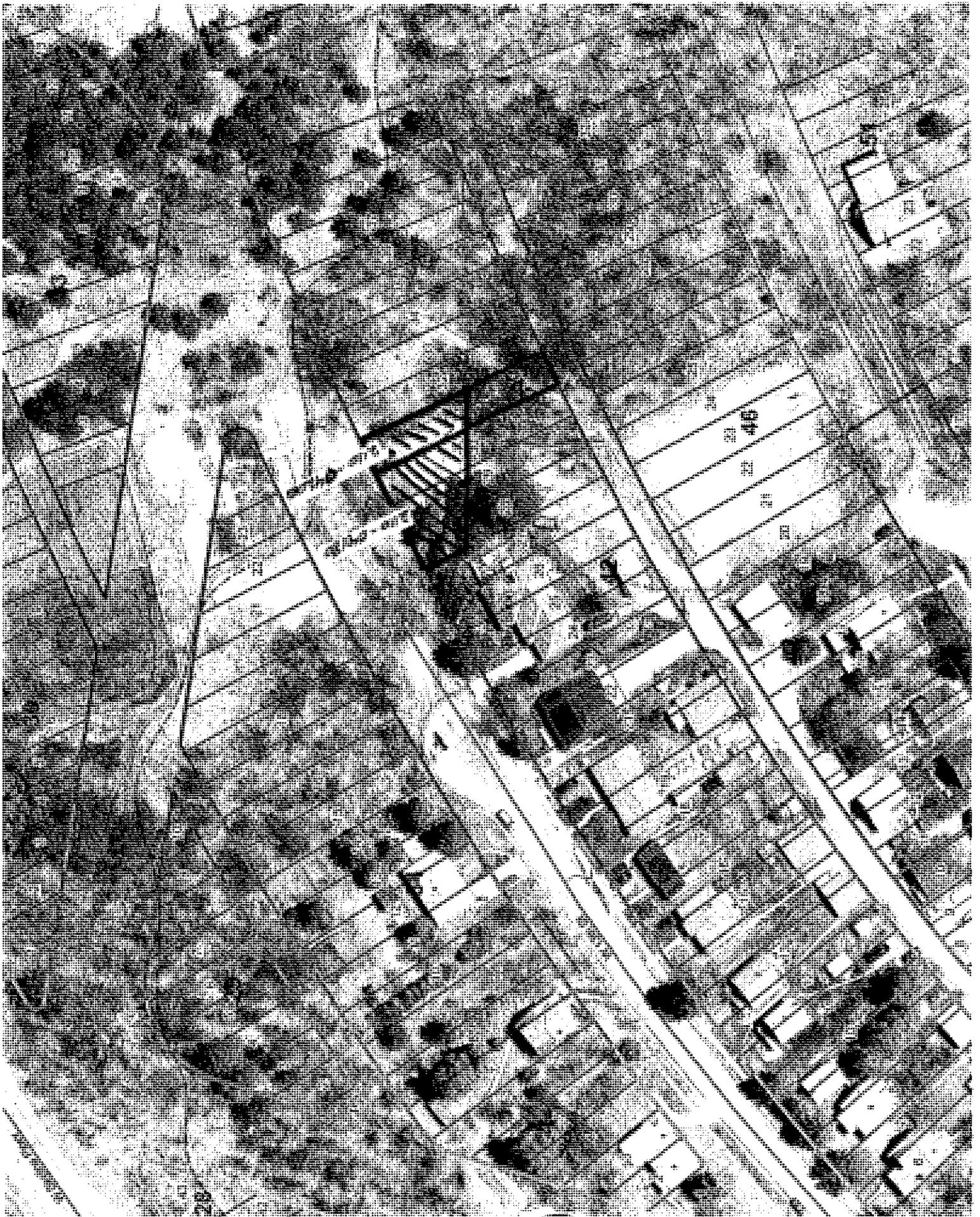
Wednesday – January 8, 2014 -- 5:00 p.m.



**MEETING LOCATION:
Central Hillside Center
12 E 4th St**

- IX. Division Manager's Report
 - a. Updates on Mini-Master Plans: Gary New Duluth, Morgan Park, Chester, sport fields
 - b. 2014 Budget
- X. Speakers/Public Comment
- XI. Adjournment
- XII. Next meeting on Wednesday, February 12, 2014 at 5 pm Evergreen Senior Center (City Center West) 5830 Grand Ave

Forsberg - Land Sale - Proposed





Contract Management & Compliance Administrator
Susanne L. Wegener

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swegener@duluthmn.gov • www.duluthmn.gov

An Equal Opportunity Employer

September 26, 2013

Mr. Jerold Forsberg
2132 W. 13th Street
Duluth, MN 55806

RE: Parcel ID: 010-2110-04180
010-2110-04200

Dear Mr. Forsberg,

When I met with you and your wife, Linda, on September 4th you inquired about the possible purchase of the two City-owned parcels referenced above. I explained that I would need to check with certain City departments to determine whether the City was able to sell the property.

As we discussed this morning, I have completed that process. City staff has determined that parcel #010-2110-04180 and a portion of a portion of parcel #010-2110-04200 are surplus to the City's future needs and, subject to City Council, can be sold. I have enclosed a map showing the property that is available for purchase.

Please let me know if you want to move forward with the purchase of the properties. As I explained in our conversation this morning, I will need to bring a resolution of intent to sell the property in front of the City Council for approval. In order to do that, parcel 010-2110-4200 will need to be surveyed to determine the new property lines. That is a cost that is generally passed on the purchaser.

If you have any questions, please call me.

Sincerely,


Susanne L. Wegener

Enclosure



MEMORANDUM

TO: John Judd, Senior Planner - City of Duluth

FROM: Matt Bolf, PE
Heather Kienitz, PE

DATE: September 18, 2013

RE: Park Point Alignment and Traffic Study
SEH No. DULUT 124932 14.00

Short Elliott Hendrickson, Inc. (SEH) has conducted a preliminary analysis of two realignment alternatives for Lake Avenue located on Park Point in the City of Duluth. The Park Point Small Area Plan includes an option of relocating the main traffic pattern between the Lift Bridge and 13th Street South from Lake Avenue to Minnesota Avenue. The two main objectives in doing this would be to provide better access to Franklin Park and move traffic to the more commercially developed Minnesota Avenue and away from the residential area along Lake Avenue.

Two alternatives to accomplish this were evaluated. The first alternative closes the motor vehicle connection for Lake Avenue to Minnesota Avenue on both the north and south ends with access to Lake Avenue occurring on 9th to 12th Streets. This alternative provides an opportunity for Lake Avenue to be redesigned as a local street with treatments more typical of those found on residential streets. The second alternative creates one-way pairs on Lake Avenue and Minnesota Avenue from 8th to 13th Streets with Minnesota serving as a southbound one-way and Lake Avenue a northbound one-way.

Design Alternatives

SEH obtained base mapping from the City's GIS department along with zoning and potential build out information of the vacant lands between 8th and 19th Streets. This information was used as the base of both design alternatives and the traffic forecasts.

Design Alternative 1

This alternative relocates the "S" curve from Lake Avenue to Minnesota Avenue from 12th Street to 8th Street allowing the main traffic pattern to move onto Minnesota from 8th to 13th Streets. The motor vehicle connections between Lake Avenue and Minnesota Avenue would remain from 9th to 12th Streets. Lake Avenue would be reconfigured to allow for pedestrian access and movements as discussed below. A new pedestrian corridor would be constructed from the end of Lake Avenue near the proposed parking lot to the southwest through Franklin Park ultimately providing a crossing of Minnesota Avenue at 13th Street. A pedestrian connection would also be maintained between Lake and Minnesota Avenues on the north end of Lake Avenue. This alternative is shown as Alternative 1 in the attached Figures 1-7.

Minnesota Avenue

The existing roadway consists of two 12-foot travel lanes with no parking. The existing horizontal curves connecting Lake Avenue to Minnesota Avenue have a radius of 160 feet, which does not meet current design standards for a 30 mph roadway. There is currently no sidewalk on Minnesota Avenue between the bridge and 13th Street.

The horizontal alignment selected for Minnesota Avenue utilizes two curves each with a 220 foot radius which meet the State Aid 30 mph urban horizontal curve standards. The typical section used for this study includes two 11- foot through lanes, a 2- foot reaction shoulder on the north side of the road, an 8- foot parking lane and a 6- foot sidewalk on the south side of the roadway. This results in a total pavement width of 32 feet plus a 6- foot sidewalk. This design would also include a curb extension on the west side of Minnesota Avenue at the 13th Street intersection. The curb extension would provide shorter pedestrian crossings and place pedestrians in a position to better view motorists and vice-versa improving sight distance. Under this scenario the utility poles on the south side of the road would encroach approximately 2 feet into the proposed sidewalk. This would need to be addressed by either moving the utility poles, or eliminating the parking or sidewalk.

This alignment also avoids impact to the Duluth Harbor by maintaining a horizontal separation from the water's edge. An improved sidewalk connection would also be made to the existing South Pier walkway.

This alignment would require right-of-way to be purchased from at least four private homeowners (and as many as six) along with the relocation of the City's sanitary sewer lift station at 8th Street. If variances were granted for smaller horizontal curves and the parking and sidewalk were eliminated, it may be possible to reduce the amount of right-of-way to be acquired and avoid any conflicts with the utility poles.

Lake Avenue

The existing roadway consists of two 11 foot travel lanes, two 9 foot parking lanes, two 3 foot boulevards, and two 4 foot sidewalks.

Under this scenario Lake Avenue would no longer be considered the Municipal State Aid (MSA) street, thus allowing for a reduced cross-section more congruous with the adjacent residential context and Complete Streets design principals. Due to the existing on-street bicycle facility and the potential to significantly reduce the motor vehicle volume along the corridor under Alternative 1, we propose a Bicycle Boulevard design for Lake Avenue. The design provides a narrowed travel way to be shared by bicyclists and motorists. It also includes on-street parallel parking within bays. This results in a total pavement width of 36 feet along with 5- foot sidewalks. The attached cross-sections show a midblock location including two 10 -foot through lanes, two 8- foot parking lanes, two 4 -foot boulevards, and two 5 -foot sidewalks.

Attributes of the Bicycle Boulevard design for Lake Avenue are:

- Bicycle boulevards are low volume; low speed residential streets where improvements have been made to give bicyclists some priority for travel.
- Bicycle boulevards generally appeal to all types of bicyclists.
- Bicycle boulevards are sometimes used as an alternate or to supplement routes on higher volume and higher speed streets.
- Bicycle boulevard pavement marking placement encourages bicyclists to travel in the correct direction reducing conflicts with opening car doors.
- Bicycle access at the north and south ends can be accomplished with curb cuts and trail connections.
- The trail crossing of Minnesota Avenue at 13th Street could include a pedestrian activated rectangular rapid flashing beacon which has a documented high rate of motorist compliance (>80%).
- The overall design enhances the aesthetic character of the adjacent residential area while providing users a safe, functional appropriately scaled multimodal facility.

The attached Figure 8 includes precedent images of bicycle boulevards and related treatments illustrating potential applications for a Lake Avenue Bicycle Boulevard.

Utility Considerations

There are utility poles on both sides of Lake Avenue and on the south side of Minnesota Avenue. For purposes of this report, it was assumed the poles would not be able to be relocated or lines buried. This would result in utility poles being within the new sidewalk areas. A modified typical section could eliminate this conflict depending on the City's preference.

We did not look in detail at the existing storm sewer, sanitary sewer, or water main systems in the area. It is likely that, at a minimum, there would be catch basin and manhole relocations needed between the bridge and 9th Street along with a relocation of the lift station to a new location or below grade.

Design Alternative 2

This alternative converts Lake Avenue and Minnesota Avenue to one-way pairs from 8th Street to 13th Streets as shown in the attached Figure 9. In this scenario both streets would be considered State Aid routes and would have to conform to State Aid standards.

Both Minnesota and Lake Avenues would have the same typical section consisting of two 12-foot through lanes, and two 8-foot shoulders resulting in a pavement width of 40 feet. On Lake Avenue, the existing boulevards and sidewalks could be maintained. On Minnesota Avenue, the pavement width would increase over the existing 24 feet.

The construction of two one-way pairs would result in several major concerns between the bridge and 13th Street including:

- Having to meet State Aid Standards for both roadways.
- Merging two lanes northbound on Lake Avenue into one at the bridge.
- Merging two lanes southbound on Minnesota Avenue into one at 13th Street.
- One-ways promote increased speeds through residential neighborhoods (Lake Avenue).
- There is no good way to provide two-way access into/out of the beach parking lot.
- Franklin Park still has limited access, no connections, and increased speeds on roadway.

Based on the 2035 traffic volume forecast, Alternative 2 would provide excess capacity, though constraining that capacity at the Lift Bridge to the north and Minnesota Avenue to the south where there is only one lane of traffic in each direction. The forecast demand volumes as discussed below do not require two lanes of traffic in each direction. Thus the traffic impact analysis was only conducted for Alternative 1. Because Alternative 2 provides more capacity than Alternative 1, operations would naturally be better. However, the recommendation is not to overbuild the excess capacity Alternative 2 would provide, but rather to take the opportunity to provide improved safety and connections for all users and develop a street network that complements adjacent land use while satisfactorily serving traffic demand volumes.

Traffic Impact Analysis

To gain understanding of how design Alternative 1 would be impacted by planned or potential development projects, a traffic impact analysis was conducted.

Traffic Volumes

SEH obtained turning movement counts during the morning and afternoon peak period at the Lake Avenue intersections with 10th Street and 11th Street. The morning and afternoon weekday peak hour

turning movement counts and the 2011 Average Annual Daily Traffic Volumes (AADT) are shown on Figure 10.

SEH also obtained 2035 forecasted daily volumes for Lake Avenue from the Metropolitan Interstate Commission (MIC)/City of Duluth Comprehensive Plan. Using the 2035 forecast, SEH determined the growth rate to apply to the 2011 AADT and existing turning movements to generate 2035 Base daily and peak hour turning movement forecasts for Lake Avenue. Based on the MIC model, the area growth is minimal with an annual rate of 0.2%.

The base 2035 forecast volumes were re-routed to represent the realignment of Lake Avenue to Minnesota Avenue in Alternative 1.

Trip Generation and Distribution

Using the information provided by the City of Duluth, trips were generated for the two planned hotels at 10th and 11th Streets, respectively. The Institute for Transportation Engineers Trip Generation Manual, 9th Edition was used to generate trips for the two 55-room hotels as well as three residential build-out scenarios. The City provided three potential build-out scenarios for two areas on Park Point. The scenarios had varying degrees of density including the following: single family homes, two family homes, or townhomes. Trip generation was conducted for each of the three scenarios and is summarized in the attached Table 1.

2035 No-Build

The development generated demands for the two hotels and the highest density residential build-out scenario were added to the Base 2035 forecast turning movements to generate a no-build scenario; no change to existing Lake Avenue and Minnesota Avenue. The daily and peak hour turning movement volumes are shown in Figure 11. The highest density residential scenario was used to understand the implications of the most conservative or highest volume scenario.

2035 Build – Alternative 1

The Base 2035 forecast volumes and the development generated demand volumes were re-routed to represent the realignment of Lake Avenue to Minnesota Avenue in Alternative 1. The daily and peak hour turning movement volumes are shown in Figure 12.

Capacity Assessment

Based on the 2035 scenarios, SEH conducted a high level capacity review of the forecast traffic volumes due to the 2035 No-Build and 2035 Build – Alternative 1 scenarios.

The turning movement volumes at the intersections were evaluated for side street stop conditions using capacity analysis methods defined in the Highway Capacity Manual. Under the 2035 No-Build condition scenario, the side street approaches to the intersections of 10th Street/Lake Avenue and 11th Street/Lake Avenue operated with acceptable LOS C with delays of 16.8 seconds/per vehicle or less.

The 2035 Build – Alternative 1 scenario was evaluated at the intersections of 10th Street/Minnesota Avenue and 11th Street/Minnesota Avenue. The morning peak hour LOS for the side street approaches was LOS B and during the afternoon peak hour the southbound side street approaches had LOS B and northbound side street approaches had LOS C. The Minnesota Avenue approaches were all at LOS A at both intersections.

The overall capacity of the two lane street proposed for Minnesota Avenue under Alternative 1 is approximately 12,000 vehicles per day. The 2035 forecast for Minnesota Avenue ranges from 9,300 to

8,100 vehicles per day, well under the capacity of the proposed two lane street. A three lane cross-section with a two-way center left turn lane was also considered for this segment of Minnesota Avenue to provide left turning motorists with a dedicated lane; however, the typical capacity of a three lane cross-section is 12,000 to 17,000 vehicles per day which is much higher than forecast traffic volumes. Thus a two lane section should be sufficient under the forecast 2035 AADT (assumptions discussed above). Improved operations could potentially be obtained through prohibition of parking near intersections, to allow for motorists to drive around motorists waiting to turn left, or for right turning motorists to move to the right before executing their turn.

It should be noted that the seasonal variation in traffic volumes was not included in this review.

Traffic Speeds

Due to speed concerns, the City obtained motor vehicle speed data along Lake and Minnesota Avenues using Stealth Stat equipment for one week in the month of June. The equipment measured vehicle speeds of all vehicles and then calculated the 85th percentile speed, which is the speed typically used by traffic engineers to determine the appropriate speed limit for a street. The 85th percentile speed is the speed at which 85 percent of the traffic is driving at or below. The collected speed data is described below:

- Southbound Lake Avenue at 1109 South Lake Avenue – 85th percentile speed = 30 mph
- Northbound Minnesota Avenue at 3720 Minnesota Avenue – 85th percentile speed = 32 mph

Based on the data collected, it appears that the posted speed limit of 30 mph is appropriate and the majority of motorists are complying with the speed limit.

Buchanan Street and Lake Avenue Traffic Signal

SEH investigated concerns about the operation of the traffic signal at the intersection of Buchanan Street and Lake Avenue north of the Lift Bridge. Traffic signal design and timing information was provided by the City for the traffic signal. No existing traffic counts were available.

SEH also conducted field observations of the traffic signal operation and noted the following concerns and provides recommendations below each. A map of this area is shown on Figure 13.

1. *The green time for Lake Avenue seems insufficient for the peak hour demands.*

Recommendation 1

The traffic signal is operating “free” with a 90-second cycle based on the set maximums within the controller.

The 90-second cycle length is likely insufficient during busy periods, such as summer weekends, during events, or possibly even weekday peak hours. Volume data would be needed to fully assess the appropriate cycle lengths and splits. It is recommended to develop traffic signal timing plans for morning, afternoon, off-peak and weekend peak periods for this traffic signal to optimize operations for all traffic conditions. An outline of a traffic signal optimization study is included.

2. *During busy periods, the southbound Lake Avenue dedicated left turn lane is too short to store demand volumes and waiting motorists due to opposing traffic and pedestrian traffic. This results in a long queue of primarily through traveling motorists on southbound Lake Avenue waiting behind a few left turning motorists.*

Recommendation 2

The southbound left turn lane could be extended to provide additional storage though this would require the loss of one to two on-street parking spaces. Another consideration is installation of a protected/permissive southbound left turn phase. During the protected (“green arrow”) phase of the cycle southbound left turning motorists would be able to proceed without conflicting northbound motorists and without conflicting pedestrians crossing in the crosswalk. This would improve the ability of all southbound motorists to progress through the traffic signal.

3. *The offset between the parking lot entrance and Buchanan Street results in motorist confusion. When leaving the parking lot and traveling in any direction, but straight in particular, opposing traffic from Buchanan Street doesn't always notice or yield.*

Recommendation 3

The offset approaches to the intersection could be split phased to avoid the conflict observed between opposing motorists and enhance safety. This would enable each eastbound and westbound approach to proceed separately. This may have an impact on traffic operations due to the time required / additional delay introduced by the addition of another signal phase; however, the signal may still operate more efficiently if motorists are presently hesitating or getting stuck traveling through the intersection. The development of updated time of day traffic signal timing plans (Recommendation 1) could include review of this phasing scheme and related impacts.

Recommendation 4

Complete a Traffic Signal Optimization Study. The following describes the tasks required to develop time of day traffic signal timing plans for the intersection of Buchanan Street and Lake Avenue to improve and optimize operations and safety for all traffic conditions.

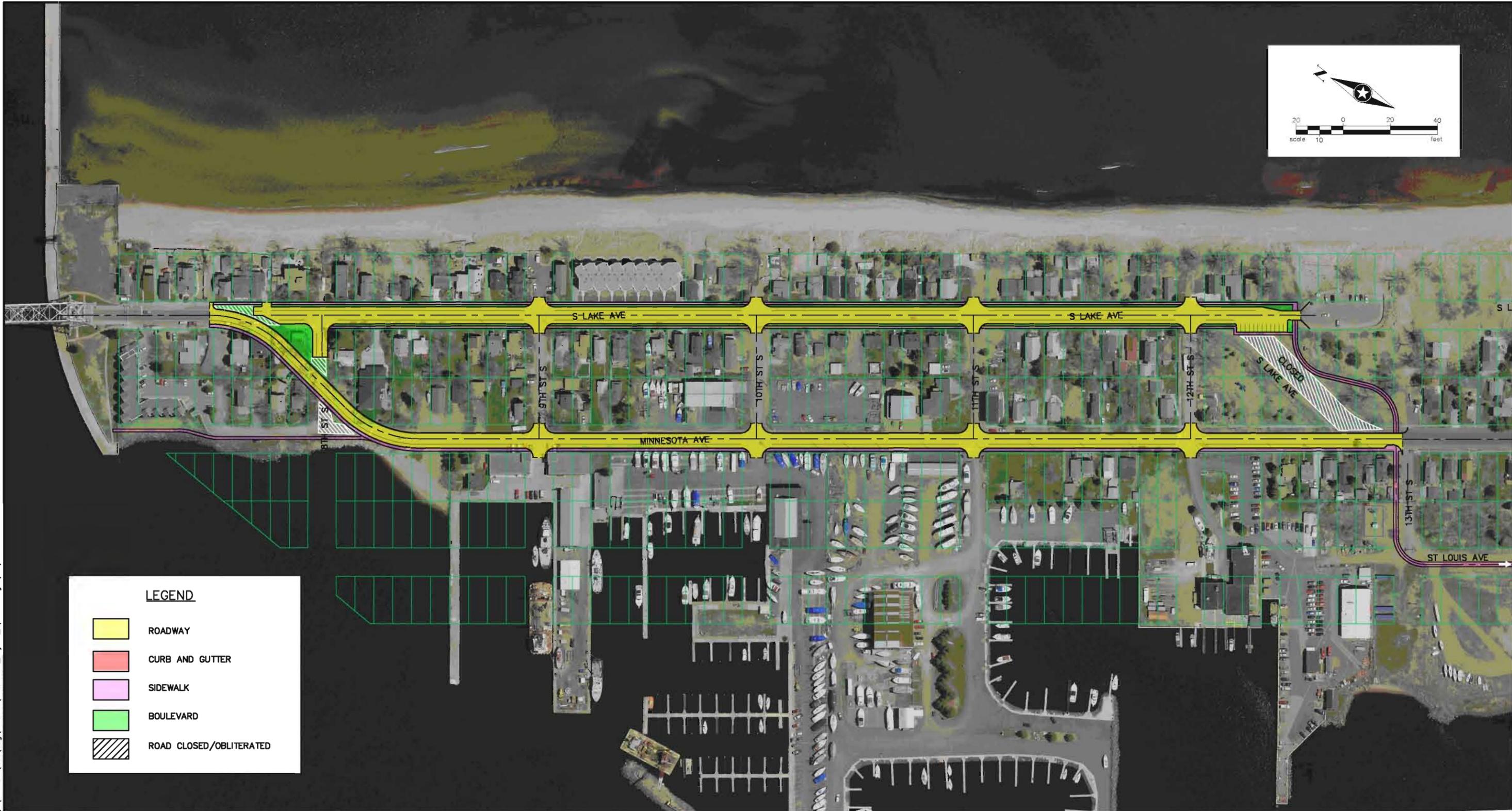
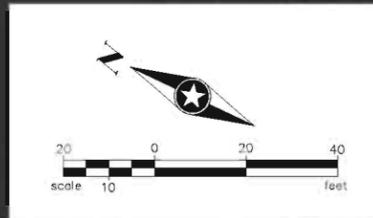
1. Gather traffic volume data and detector occupancy data from the in-pavement detection for the Lake Avenue and Buchanan Street approaches. The controller must be set to the correct date and time. The controller must be set to start collecting the detector data but no end time should be set. This will allow for staff to continuously extract data; a biweekly basis is recommended.
2. Local knowledge or detector data may be used to identify the morning, afternoon and weekend peak periods.
3. Obtain turning movement counts at the Lake Avenue and Buchanan Street intersection including pedestrians and truck traffic. For weekend peaks the data should be obtained while the area experiences typical tourist traffic. Unless event timing plans are desired (e.g. Grandma’s Marathon).
4. Using Synchro/SimTraffic software, complete timing plan optimization for the intersection during the morning peak, off-peak, afternoon peak and weekend peak periods. Include appropriate timing parameters based on MnDOT and City of Duluth guidelines.
5. Test the geometric and phasing recommendations 1-3 above and various timing plans to optimize operations and safety at the intersection.
6. Implement the time of day traffic signal timing plans. Enter the plans into the controller and review operations during the different periods such that adjustments may be made as necessary.

mh

Attachments: Figures 1-13 and Table 1

c: File

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LEGEND	
	ROADWAY
	CURB AND GUTTER
	SIDEWALK
	BOULEVARD
	ROAD CLOSED/OBLITERATED

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DRAWN BY: PRM				
DESIGNER: MJB				
CHECKED BY: JCK				
DESIGN TEAM	NO.	BY	DATE	REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date: 9/17/2013

name, P.E. _____ Lic. No. _____



CITY OF DULUTH
PARK POINT TRAFFIC
IMPACT EVALUATION

ALTERNATIVE 1
GENERAL LAYOUT

FILE NO. **DU124932**
 PARK POINT

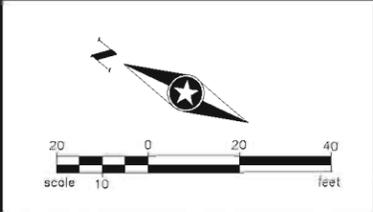
FIGURE
1

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LEGEND

- ROADWAY
- CURB AND GUTTER
- SIDEWALK
- BOULEVARD
- ROAD CLOSED/OBLITERATED



MATCHLINE - SEE SHEET NO. 3

DRAWN BY:	PRM				
DESIGNER:	MJB				
CHECKED BY:	JCK				
DESIGN TEAM	NO.	BY	DATE	REVISIONS	

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

name, P.E.
Date: 9/17/2013 Lic. No. _____

PHONE: 218.279.3000
418 W SUPERIOR ST STE 200
DULUTH, MN 55802-1512
www.sehinc.com

**CITY OF DULUTH
PARK POINT TRAFFIC
IMPACT EVALUATION**

ALTERNATIVE 1

FILE NO.
DULUTH24932
PARK POINT

**FIGURE
2**

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MATCHLINE - SEE SHEET NO. 2



MATCHLINE - SEE SHEET NO. 4

DRAWN BY:	PRM			
DESIGNER:	MJB			
CHECKED BY:	JCK			
DESIGN TEAM		NO.	BY	DATE
				REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date: 9/17/2013

name, P.E. _____ Lic. No. _____

SEH

PHONE: 218.279.3000
418 W SUPERIOR ST STE 200
DULUTH, MN 55802-1512
www.sehinc.com

**CITY OF DULUTH
PARK POINT TRAFFIC
IMPACT EVALUATION**

ALTERNATIVE 1

FILE NO.
DULUTH24932
PARK POINT

**FIGURE
3**

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MATCHLINE - SEE SHEET NO. 3



MATCHLINE - SEE SHEET NO. 5

DRAWN BY:	PRM			
DESIGNER:	MJB			
CHECKED BY:	JCK			
DESIGN TEAM		NO.	BY	DATE
				REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

_____, name, P.E.
Date: 9/17/2013 Lic. No. _____

SEH
 PHONE: 218.279.3000
 418 W SUPERIOR ST. STE. 200
 DULUTH, MN 55802-1512
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**CITY OF DULUTH
 PARK POINT TRAFFIC
 IMPACT EVALUATION**

ALTERNATIVE 1

FILE NO.
 DULUTH24932
 PARK POINT

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MATCHLINE - SEE SHEET NO. 4



MATCHLINE - SEE SHEET NO. 6

DRAWN BY:	PRM			
DESIGNER:	MJB			
CHECKED BY:	JCK			
DESIGN TEAM		NO.	BY	DATE
				REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Date: 9/17/2013

name, P.E. _____ Lic. No. _____



CITY OF DULUTH
PARK POINT TRAFFIC
IMPACT EVALUATION

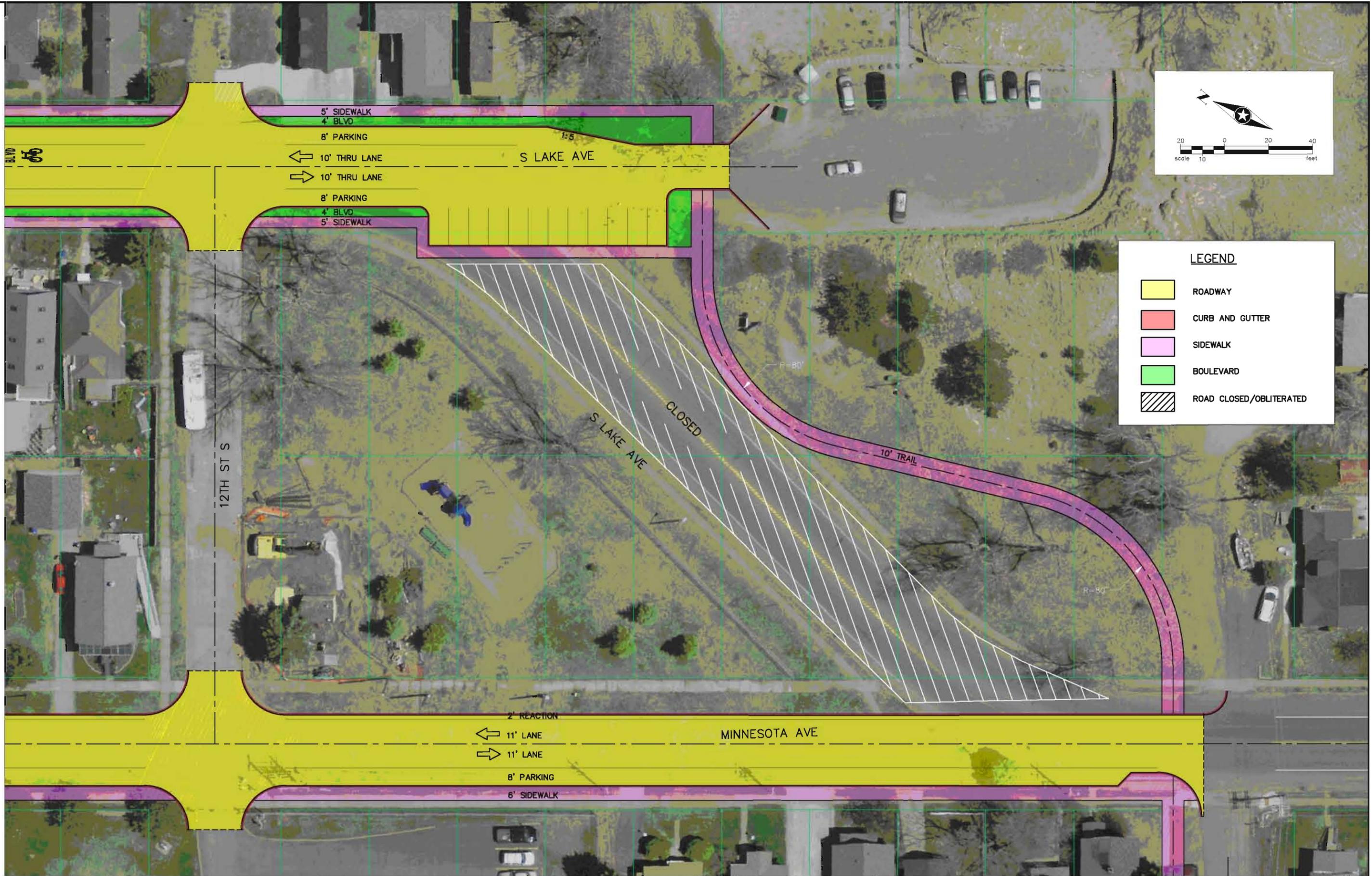
ALTERNATIVE 1

FILE NO.
 DULUT124932
 PARK POINT

FIGURE
5

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MATCHLINE - SEE SHEET NO. 5



DRAWN BY:	PRM			
DESIGNER:	MJB			
CHECKED BY:	JCK			
DESIGN TEAM		NO.	BY	DATE
				REVISIONS

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_____, P.E.
Date: 9/17/2013 Lic. No. _____

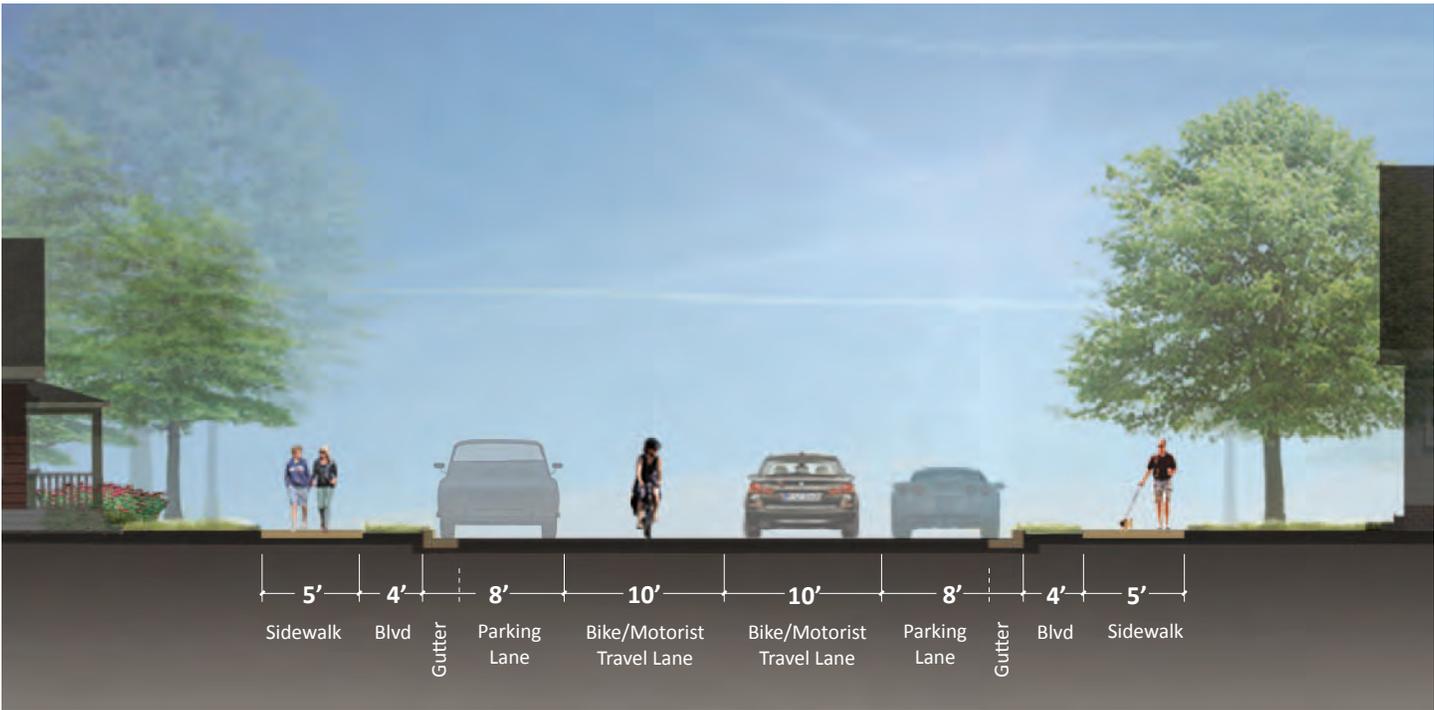
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CITY OF DULUTH
PARK POINT TRAFFIC
IMPACT EVALUATION

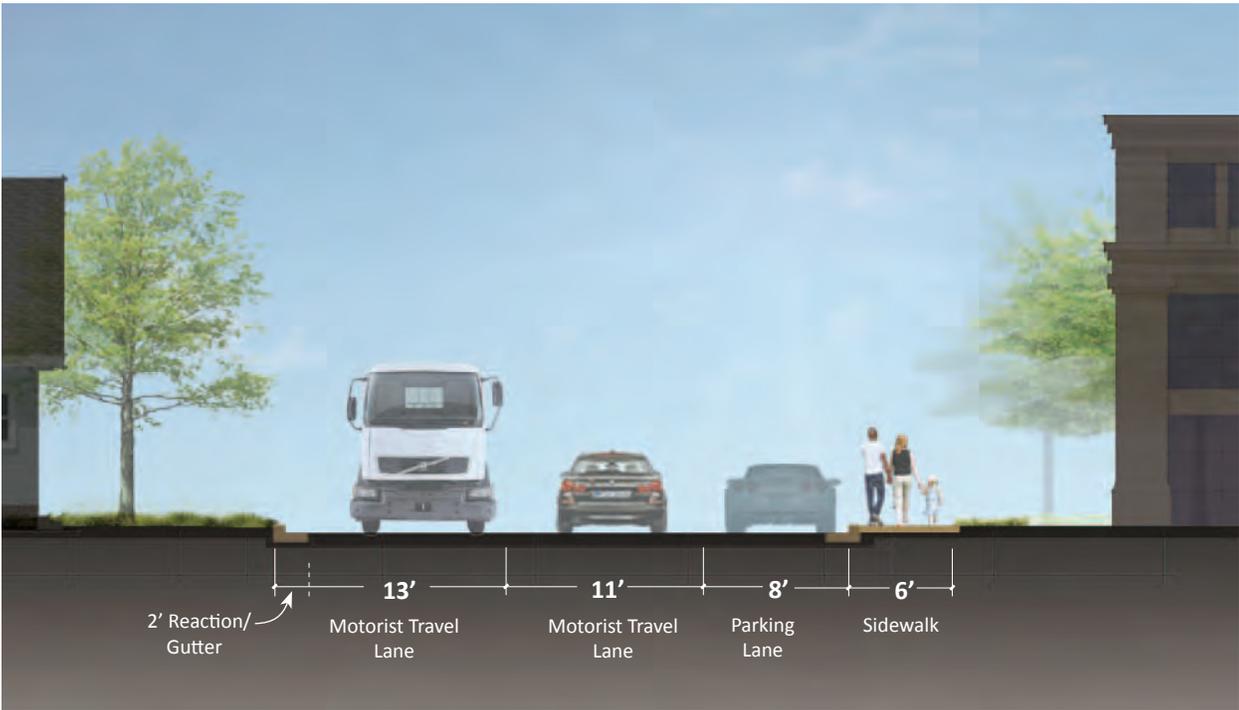
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FILE NO.
DULUTH24932
PARK POINT

FIGURE
6



LAKE AVENUE - BICYCLE BOULEVARD MIDBLOCK



MINNESOTA AVENUE STATE AID STREET - MIDBLOCK

Figure 7
 PROPOSED CROSS SECTIONS:
 Lake Avenue Bicycle Boulevard and
 Minnesota Avenue State Aid Street
 Park Point Traffic Impact Evaluation
 September 2013



Bike Boulevard curb extension from NACTO guide



Bike Boulevard Pavement Marking



Bike Boulevard Example 1

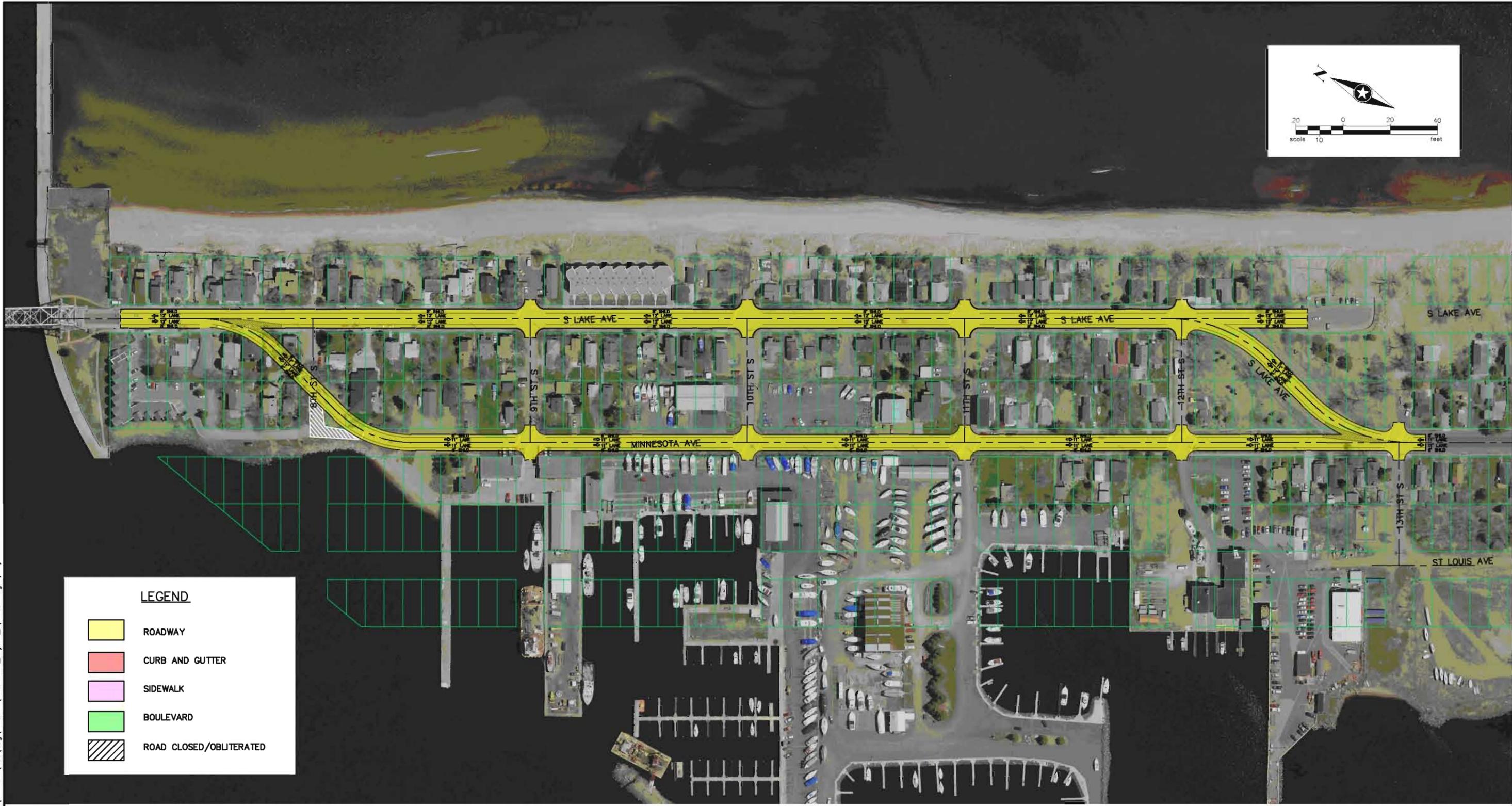
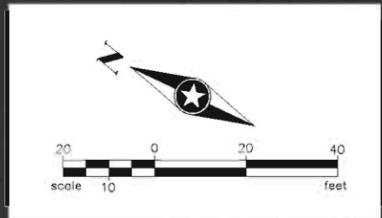


Bike Boulevard Example 2



Potential North end treatment

Figure 8
Bicycle Boulevard Precedents
Park Point Traffic Impact Evaluation
September 2013



LEGEND

- ROADWAY
- CURB AND GUTTER
- SIDEWALK
- BOULEVARD
- ROAD CLOSED/OBLITERATED

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DESIGNER: MJB									
CHECKED BY: JCK									
DESIGN TEAM	NO.	BY	DATE	REVISIONS					

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name, P.E.
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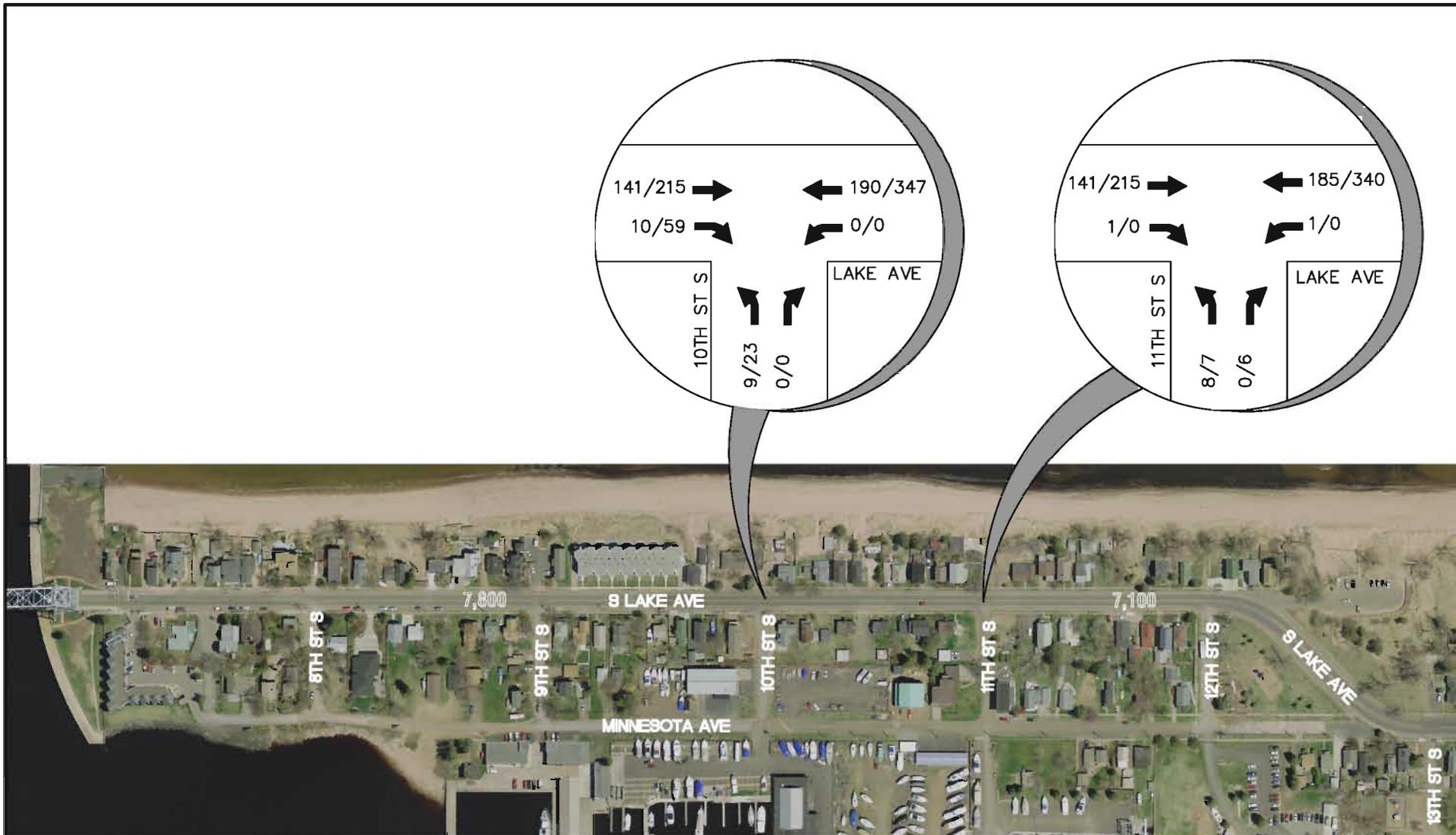
**CITY OF DULUTH
PARK POINT TRAFFIC
IMPACT EVALUATION**

**ALTERNATIVE 2
GENERAL LAYOUT
ONE-WAY PAIRS**

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PARK POINT

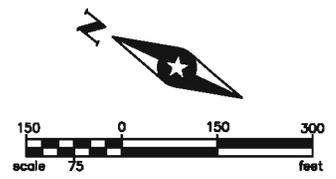
**FIGURE
9**

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LEGEND

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 PM PEAK
 AM PEAK



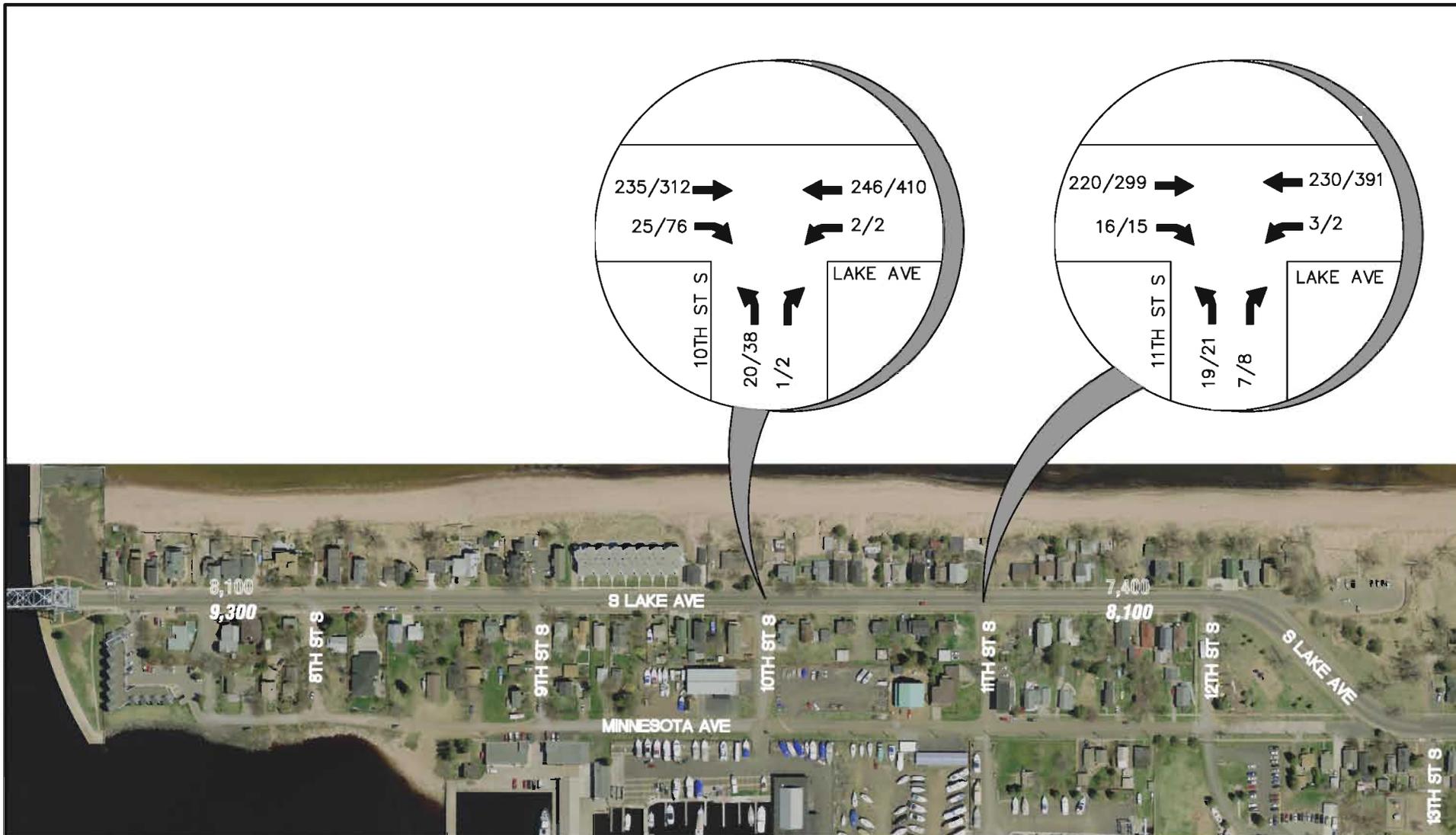
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 DATE:
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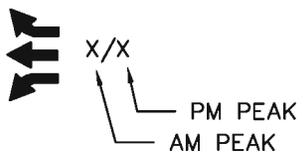
**Existing
 Traffic Volumes
 Park Point Traffic Study**

**FIGURE
 10**

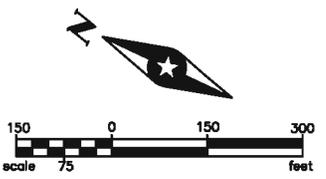
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LEGEND



X,XXX 2035 BASE FORECAST
X,XXX 2035 BASE FORECAST PLUS HOTEL AND RESIDENTIAL ASSUMPTIONS

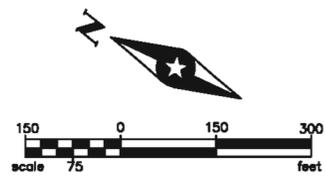


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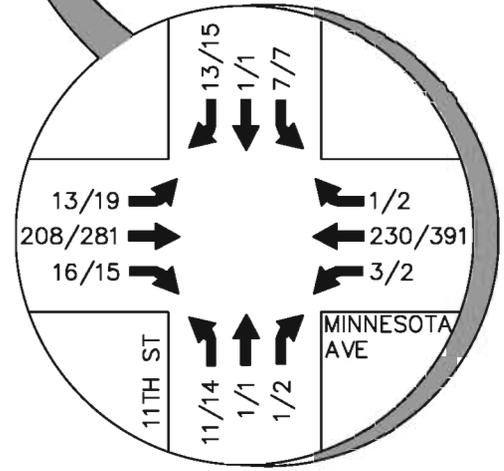
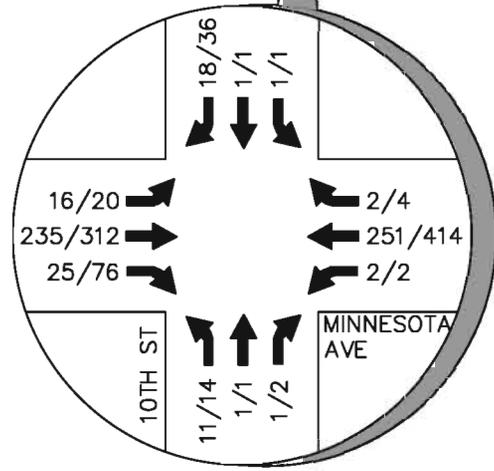
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**2035 No-Build
 Traffic Volumes
 Park Point Traffic Study**

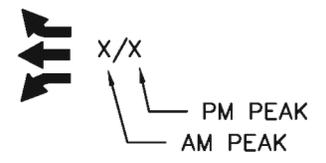
**FIGURE
 11**



CENTERLINE REALIGNMENT



LEGEND



X,XXX 2035 BASE FORECAST
X,XXX 2035 BASE FORECAST PLUS HOTEL AND RESIDENTIAL ASSUMPTIONS

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**2035 Build Alternative 1
 Traffic Volumes
 Park Point Traffic Study**

**FIGURE
 12**

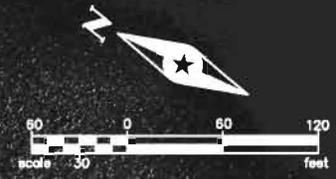
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LEGEND

- ① TRAFFIC SIGNAL TIMING PLAN
- ② EXTENDED LEFT TURN LANE
- ③ IMPROVE CROSSING GEOMETRICS




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DATE: 9/17/13

**BUCHANAN STREET INTERSECTION
PROPOSED IMPROVEMENTS
PARK POINT TRAFFIC EVALUATION**

**Figure
13**

TABLE 1 - PARK POINT TRIP GENERATION

DRAFT: July 25, 2013

Park Point - New Hotels				AM Peak						PM Peak						Daily
Date: 25-Jul-13	ITE Category	Size	Unit	Rate / Trips		Directional %		Directional Trips		Rate / Trips		Directional %		Directional Trips		Total Trips
				Rate	Total	in	out	in	out	Rate	Total	in	out	in	out	
Hotel 1 (10th Street)	310	55	rooms	0.53	29	59%	41%	17	12	0.60	33	51%	49%	17	16	119
Hotel 2 (11th Street)	310	55	rooms	0.53	29	59%	41%	17	12	0.60	33	51%	49%	17	16	119
TOTAL New Trips				58				34	24		66					238

Park Point - Residential Scenarios Parcels 1 thru 5				AM Peak						PM Peak						Daily
Date: 25-Jul-13	ITE Category	Size	Unit	Rate / Trips		Directional %		Directional Trips		Rate / Trips		Directional %		Directional Trips		Total Trips
				Rate	Total	in	out	in	out	Rate	Total	in	out	in	out	
Single Family	210	62	DU	0.75	47	25%	75%	12	35	1.00	62	63%	37%	39	23	590
Two Family	230	109	DU	0.44	48	17%	83%	8	40	0.52	57	67%	33%	38	19	633
Townhome	230	124	DU	0.44	55	17%	83%	9	46	0.52	64	67%	33%	43	21	720

Park Point - Residential Scenarios Parcels 6 thru 8				AM Peak						PM Peak						Daily
Date: 25-Jul-13	ITE Category	Size	Unit	Rate / Trips		Directional %		Directional Trips		Rate / Trips		Directional %		Directional Trips		Total Trips
				Rate	Total	in	out	in	out	Rate	Total	in	out	in	out	
Single Family	210	49	DU	0.75	37	25%	75%	9	28	1.00	49	63%	37%	31	18	466
Two Family	230	78	DU	0.44	34	17%	83%	6	28	0.52	41	67%	33%	27	14	453
Townhome	230	89	DU	0.44	39	17%	83%	7	32	0.52	46	67%	33%	31	15	517

Park Point Small Area Plan

Draft Recommendations list as revised and approved by the Plan Committee at the November 13, 2013 Committee meeting.

NOTE: *Italicized* items in *RED* were added to the recommendations. *Italicized* items in *BLUE* were removed from the recommendations.

Goal 1.

Determine carrying capacity of the land in terms of water, sewer and utilities infrastructure for future commercial and residential development opportunities.

Rationale

The existing water and sewer lines on Park Point are aging like most of the infrastructure throughout the City of Duluth. Recent development activity on Park Point, including two proposed hotels, has raised concerns about the capacity and condition of the existing system. Park Point is surrounded by water on all sides and with aging infrastructure as a concern, it is a necessity to preserve and protect the water quality of Lake Superior and the Superior Bay. Based on current land availability, there is potential for residential and commercial development opportunities. Therefore, it will be important to maintain and upgrade water and sewage systems to meet current demand and for future needs.

Recommendations

- A. Replace and upgrade water and sewer infrastructure when damaged and/or feasible with industry standard materials. This will reduce the need for repair and maintenance.
- B. Upgrade the existing wastewater pump station to maintain capacity and ensure reliability
- C. Seek grant opportunities for replacement/upgrade to water and sewer lines.
 - Minnesota Point Preservation Society a 501C-3 nonprofit to partner with the City for grant opportunities that meet the goals and objectives for funding, and are financially feasible for both entities to fund improvements to water and sewer lines.
- D. Bury overhead utility lines when feasible to reduce the need for repair and maintenance, improve visual character of the area, remove utility clutter and provide more area for improvements in the right-of-way. This should be a special consideration during future major street improvement projects

Goal 2.

Change future land use categories and zoning map designations to better reflect existing land use while minimizing potential negative impacts to surrounding area.

Rationale

A large area along Superior Bay between the Army Reserve facility and the Corp of Engineers is currently zoned Industrial-Waterfront (I-W). The I-W district is intended to provide for water-dependent and port-dependent industrial uses, which include research laboratories, industrial services, manufacturing light and heavy, and rail and ship yards. It is recommended that this district is located away from residential development. The area surrounding the I-W district is primarily residential with institutional and recreation uses along the bay front. Permitted uses within the I-W district would not be compatible with existing land use. The current zoning is not consistent with the Comprehensive Land Plan. A mix of commercial waterfront, recreation and residential use would complement the existing land uses.

Recommendations

A. Amend the Comprehensive Plan – Future Land Use Map from Institutional (Corp of Engineer and Boat Club area) and Transportation and Utilities (Army Reserve Facility) to Commercial Waterfront. A land use designation of Commercial Waterfront calls for waterfront dependent uses sometimes mixed with residential and includes tourist or recreation-oriented uses.

B. Rezone the I-W district to zoning designations that are consistent with the Comprehensive Land Use Plan. This will include zone districts such as Mixed-Use Waterfront to match the Commercial Waterfront land use, Park and Open Space (P-1) for the areas identified as Recreational and Residential Traditional (R-1) for the areas with a future land use category of Traditional Neighborhood, as shown in the map on page ___.

C. Rezone Block 4 (South of Pellenger St. and East of Minnesota Avenue) of the Oatka Beach Addition Plat from Residential Traditional (R-1) to Park and Open Space (P-1), as shown in the map on page ___.

Goal 3.

Improve wayfinding and signage for recreational, residential and commercial use.

Rationale

Park Point has unique natural and cultural features, including waterfront parks and open space, marinas, scenic views and water and land based recreation. The natural and manmade features are important to and used not only by residents of Park Point and other residents of our City but also a great many visitors from outside the area as well. These amenities have also attracted hotel development and vacation rental activity. Improved wayfinding will allow for a safe and more positive, user friendly approach to the area by providing locations, directions and information to visitors and resident alike. Orienting people to their surroundings and providing better navigational tools such as signage for public access points to beach, trail and natural areas regardless of the mode of travel (pedestrian, bicycle or motorized) will also assist in mitigating the intentional or incidental trespass onto private property. At some future date much of this information could be made available as an app smartphones.

Recommendations

A. Install an informational kiosk on the north (Canal Park) and/or south (Canal Pier) side of the lift bridge, primarily for pedestrian and bicycle traffic. The kiosk would provide a location for residents and visitors to get information about the unique character of the Park Point environment

and locations of publicly sanctioned places to visit. In addition to free maps, pamphlets and other literature available at the kiosk, a fixed large map of the area can also be displayed along with a 'do's and don'ts'/code of conduct list to provide navigational and behavioral guidance for visitors and residents on the point. ***The Tier 2 access points to will not be mentioned in the pamphlets or shown on the map.***

B. Develop and distribute a wayfinding map/pamphlet of Park Point that showcases the cultural and natural amenities of the area and includes a code of conduct. This map/pamphlet will be available at the kiosk, as recommended above and also available to the public at information bureaus, hotels, restaurants and vacation rentals around the City, including Canal Park and on Park Point. ***The Tier 2 access points to will not be mentioned in the pamphlets or shown on the map.***

C. Install Public access signs ***only*** at officially recognized ***Tier 1*** water access points on the Bay and Lake side.

- Signage will be consistent with the City of Duluth Park and Recreation sign program.

D. Install bike route signs and boulevard pavement marking placement signage along Minnesota Avenue to better facilitate bike path identification and navigation.

E. Install directional signage for bike and pedestrian wayfinding in Canal Park and Park Point. The directional signage will be part of a larger sign program that will be used throughout the City. Directional signage will be aligned with information provided on a kiosk and a map.

F. A higher level of enforcement the of the existing park regulations will be necessary all along the point as more visitors use the greater number of identified and sanctioned accesses to the Lake and Bay. The seasonal "Park Ranger" concept has been successful elsewhere.

Goal 4.

Provide safe and convenient motorized and non-motorized transportation options throughout the study area.

Rationale

Vehicular, bicycle, pedestrian and other modes of travel utilize the existing streets and sidewalks on Park Point. The primary routes for these modes of travel are from the Lift Bridge along Lake Avenue to the 12th Street diagonal, and then Minnesota Avenue to the Recreation area. The seasonal increase in the volume of vehicular traffic during warmer months elevates the need for increased efforts to ensure safe transportation. Vehicular traffic patterns and circulation can be improved by re-routing traffic to a roadway more appropriate for heavier traffic that also passes through adjacent existing commercial and other more intensive land uses. Pedestrian and bicycle travel can also be enhanced by improving the existing sidewalk conditions, providing safe and well signed bike routes, and re-allocation of the existing improved right-of-way (ROW) to facilitate multi-use pedestrian and bike lanes.

Recommendations (Vehicular)

During the summer of 2013, Short Elliott Hendrickson, Inc. (SEH) conducted a preliminary analysis of two realignment alternatives for Lake Avenue. The two main objectives in doing this

would be to provide better access to and utility of Franklin Park and move traffic to the more commercially developed Minnesota Avenue and away from the densely residential area along Lake Avenue.

Two alternatives to accomplish this were evaluated. The first alternative closes the motor vehicle connection for Lake Avenue to Minnesota Avenue on both the north and south ends with access to Lake Avenue occurring on 9th to 12th Streets. This alternative provides an opportunity for Lake Avenue to be redesigned as a local street with treatments more typical of those found on residential streets. The second alternative creates one-way pairs on Lake Avenue and Minnesota Avenue from 8th to 13th Streets with Minnesota serving as a southbound one-way and Lake Avenue a northbound one-way.

Minnesota Avenue

A. Relocate the "S" curve from Lake Avenue to Minnesota Avenue from 12th Street to 8th Street allowing the main traffic pattern to move onto Minnesota Avenue from 8th Street to 13th Streets. The motor vehicle connections between Lake Avenue and Minnesota Avenue would remain from 9th to 12th Streets.

B. The horizontal alignment selected for Minnesota Avenue utilizes two curves each with a 220 foot radius which meet the State Aid 30 mph urban horizontal curve standards. The typical section used for this study includes two 11- foot through lanes, a 2- foot reaction shoulder on the north side of the road, an 8- foot parking lane and a 6- foot sidewalk on the south side of the roadway. This results in a total pavement width of 32 feet plus a 6- foot sidewalk.

C. Provide curb extension (bump out) on the west side of Minnesota Avenue at the 13th Street intersection. The curb extension would provide shorter pedestrian crossings and place pedestrians in a position to better view motorists and vice-versa improving sight distance.

D. The above re-alignment would require existing right-of-way to be purchased from at least two and up to six private homeowners, depending on the select design. However, if variances were granted for smaller/slower (20 mph) horizontal curves and the parking and sidewalk were eliminated, it may be possible to greatly reduce the amount of right-of-way to be acquired and avoid any conflicts with the utility poles.

E. Redesign or Relocate or bury the City sanitary lift station at 8th Street to minimize foot print.

Lake Avenue

A. Design a "Bicycle Boulevard" for Lake Avenue from 8th Street to 12th Street. This design provides for a lower volume, slower and safer travel way to be shared by pedestrians, bicyclists and motorists.

B. Bicycle Boulevard design will include two 10-foot drive lanes, two 8-foot parking lanes, two 4-foot boulevards, and two 5-foot sidewalks.

Attributes of the Bicycle Boulevard design for Lake Avenue are:

- Bicycle boulevards are low volume; low speed residential streets where improvements have been made to give bicyclists some priority for travel.
- Bicycle boulevards generally appeal to all types of bicyclists.

- *Bicycle boulevards are sometimes used as an alternate or to supplement routes on higher volume and higher speed streets.*
- *Bicycle boulevard pavement marking placement encourages bicyclists to travel in the correct direction reducing conflicts with opening car doors.*
- *Bicycle access at the north and south ends can be accomplished with curb cuts and trail connections.*
- *The trail crossing of Minnesota Avenue at 13th Street could include a pedestrian activated rectangular rapid flashing beacon which has a documented high rate of motorist compliance (>80%)*
- *The overall design enhances the aesthetic character of the adjacent residential area while providing users a safe, functional appropriately scaled multimodal facility.*

Utility Considerations

- A. Utility poles to be relocated and utility lines buried when and where possible.*
- B. If utility poles remain in sidewalk area, sidewalks must meet ADA requirements.*
- C. Relocate and/or install storm sewer, sanitary sewer, or water main systems in the area as necessary.*

Recommendations (Non-motorized)

- A. Reclaim and redesign Franklin Square Park to increase its capacity, and with the existing "S" curve removed, the park can be expanded. Safety is increased for users of the park, especially the Tot Lot which is no longer divided by a 30 mph roadway. These changes will improve access to the Lake and provide increased for public facilities for the park.*
- B. Diagonal road (12th Street diagonal) between Franklin Square Park and Tot Lot is removed and bike/recreation trail added around the park to a crossing to the Bay side and St. Louis Ave. at 13th Street*
- C. A curb extension and crossing signal at 13th St. and Minnesota Ave. will provide a safer and shorter pedestrian crossing distance and better sight lines for all user groups.*
- D. An improved sidewalk connection would also be made from Minnesota Ave. along the Bayside to the existing South Pier walkway. The Lakeside of the South Pier will be designated as a Tier two Beach access point.*
- E. Improve St. Louis Avenue R-O-W as a recreational pathway from 13th Street to 19th St.*
- F. Complete sidewalk improvements along Minnesota Avenue and Lake Avenue between the bridge and 13th St.*
- G. Reallocate/restripe the 44ft curb to curb space including shifting the location of driving lanes, parking lanes, and bike lanes along Minnesota Avenue from 19th Street to the Park Point Recreation Area. From West to East 11ft Parking lane, 2-11ft. driving lanes and 11ft bike (wheeled) lane.**

H. Concerns that the operation of the traffic signal at the intersection of Buchanan Street and Lake Avenue in Canal Park, north of the Lift Bridge, has exacerbated the traffic problems at the North end of Park Point were examined. Revision of the traffic signal design and adjusting timing plans for morning, afternoon, off-peak and weekend peak periods for this traffic signal would optimize operations for all traffic conditions.

Goal 5.

Define public access/use of improved and unimproved rights-of-way (Street-Ends).

Rationale

Public access and street-end rights are a long standing issue on Park Point. Their primary purpose of which is to access developed or developable property. Historical use of the street ends has been to provide access to the lake and bay for visitors, Duluthians and residents of Park Point. Several of the street ends are also used for access to homes and are utilized by adjacent property owners for yard area. Each street-end has its specific merits that will be considered during the inventory and analysis phase. The recommendations below will help to establish improved official lake and bay access, but will also look at opportunities to vacate street-ends allowing adjacent property owners to obtain additional property.

Recommendations

A. Remove section of City Legislative Code Charter allowing public dockage at all street ends on Superior Bay side.

B. Notify all property owners who have structures within any existing street easement that they must either have or acquire an approved Concurrent Use Permit.

C. Endorse the Tier 1 and Tier 2 system Parks and Recreation recommendation but with fewer Tier 2 access points and more distance between those points.

D. Identify and categorize street-ends based on established criteria for retention as Right-of Way, improvement for public access per the two tier system or allow for the partial or entire vacation of some street ends/easements identified as "useless" for street right of way. The set of criteria used to help identify and categorize the best Lake/Bay access points with the least negative impact:

- Level of environmental sensitivity as determined by Department of Natural Resources Corps of Engineers
- Presence of, or future location of, public / private utilities
- Constructability and cost of public improvement
- Access to housing adjacent to an existing easement

- Easement leading and/or adjacent to housing facing Lake Ave. R-O-W
- Distance of 3 or 4 blocks between access points is acceptable

E. Designate the "Tier One" access points to Lake and Bay Sides of Park Point. Tier One access points should provide a full range of amenities i.e.: Garbage collection, toilets, supervised recreation areas and adequate parking.

Lake side locations are:

Franklin Park

Lafayette Square

Park Point Beach House area

Trails and natural area from Sky Harbor Airport to the end of the point.

Bay side locations are:

Old Boathouse site 13th St.

Improved easement/access adjacent to the Sand Point Yacht Club (20th St.)

Park Point Beach House area.

F. Designate "Tier Two" access points established in an approximately 3 to 4 block interval pattern as trail linkages to Lake and Bay Sides of Park Point from the Avenues with minimal improvements. Improvements at the Tier two accesses may include some of the following: ***designating symbol (signage)***, modified trail surface (gravel, sand, board or beach carpet) and screening from adjacent properties (plantings, sand fence, earth berm) garbage collection. ***These Tier 2 access points to will not be mentioned in the pamphlets or shown on the map.***

See attached listing.

G. Consider potential vacation petitions by adjacent property owners of the following street ends:

See attached listing.

Park Point Street Ends Draft Recommendations

11/13/2013

Street	Avenue		Lake Side Access		Bay Side Access
South Pier	South Lake		Tier 2		Tier 2
8th	South Lake		Keep R-O-W		Tier 2
9th	South Lake		Keep R-O-W		Previously Vacated
10th	South Lake		Keep R-O-W		Previously Vacated
11th	South Lake		Vacateable		Previously Vacated
12th	South Lake		Vacateable		Previously Vacated
13th	Minnesota		Tier 1 (Franklin Park)		Tier 1 Franklin bayside)
14th	Minnesota		Keep R-O-W		Keep R-O-W
15th	Minnesota		Keep R-O-W		Keep R-O-W
16th	Minnesota		Tier 2		Tier 2
17th	Minnesota		Keep R-O-W		Keep R-O-W
18th	Minnesota		Tier 2		Keep R-O-W
19th	Minnesota		Tier 2 (ped/bike trail end)		Tier 2 (Sand Point)
20th	Minnesota		Keep R-O-W		Vacateable
21st	Minnesota		Keep R-O-W		Vacateable
22nd	Minnesota		Tier 2		Vacateable
23rd	Minnesota		Keep R-O-W		Vacateable
24th	Minnesota		Keep R-O-W		Tier 2
25th	Minnesota		Keep R-O-W		Vacateable
26th	Minnesota		Keep R-O-W		Keep R-O-W
27th	Minnesota		Keep R-O-W		Vacateable
28th	Minnesota		Tier 2		Vacateable
29th	Minnesota		Keep R-O-W		Tier 2
30th	Minnesota		Tier 1 (Lafayette Sq.)		Vacateable
31st	Minnesota		Tier 1 (Lafayette Sq.)		Vacateable
32nd	Minnesota		Keep R-O-W		Vacateable
33rd	Minnesota		Keep R-O-W		Tier 2
34th	Minnesota		Tier 2		Vacateable
35th	Minnesota		Keep R-O-W		Vacateable
36th	Minnesota		Keep R-O-W		Vacateable
37th	Minnesota		Keep R-O-W		Vacateable
38th	Minnesota		Tier 2		Tier 2
39th	Minnesota		Vacateable		N/A
40th	Minnesota		Keep R-O-W		N/A
41st	Minnesota		Keep R-O-W		N/A
42nd	Minnesota		Keep R-O-W		N/A
43rd	Minnesota		Keep R-O-W		N/A

Draft Park Point Small Area Plan – 11-13-2013

Definitions

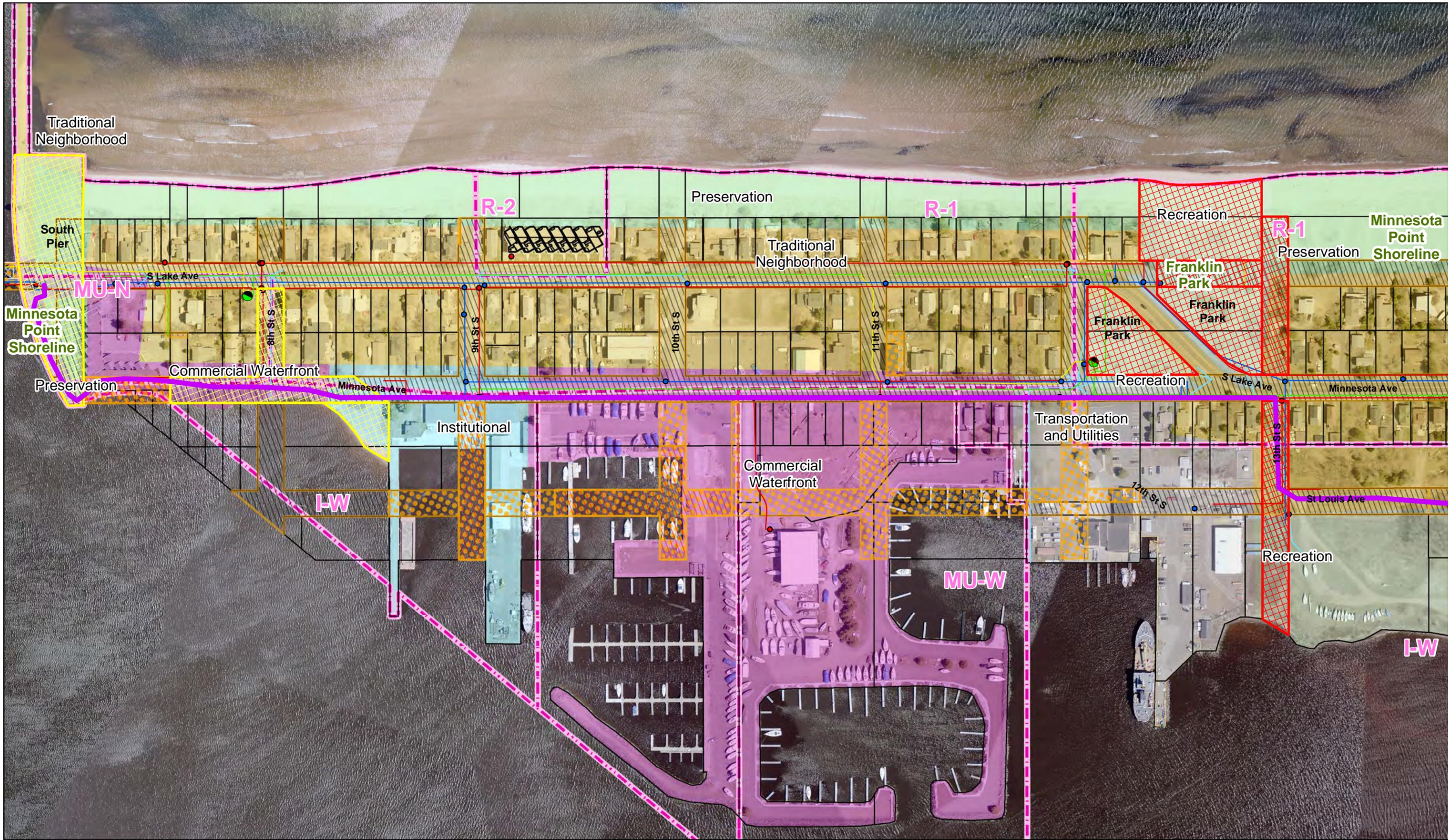
Ordinary high water mark - A mark delineating the highest water level that has been maintained for a sufficient period of time to leave evidence upon the landscape. The ordinary high water mark is commonly that point where the natural vegetation changes from predominantly aquatic to predominantly terrestrial.

Park, playground or forest reserve - A facility or area for recreational, cultural, or aesthetic use owned or operated by a public or quasi-public agency and available to the general public. This definition may include but is not limited to: parks, public lawns, active and passive recreation areas, playgrounds, water courses and wooded areas. Facilities may also include fountains, swimming pools, pavilions and similar public facilities within their boundaries.

Street Right-of-Way - A street right of way (R-O-W) includes the area above, around and under the physical street and may be used for other things including: sidewalk, trails, skyways and utilities.

Street Easement - The area on a registered Plat set aside for a street, alley, trail or other public purpose conveys what is legally known as an easement. Owners of the land along an easement own the land the easement is on and may exercise their ownership rights. However, that ownership is secondary to the City's right of control of the easement for public purpose once established.

Vacation of Street – The planning commission shall review all proposed vacations, and City Council shall approve the proposed vacation, or approve it with modifications, if it determines that the street, highway or easement proposed for vacation: Is not and will not be needed for the safe and efficient circulation of automobiles, trucks, bicycles or pedestrians or the efficient supply of utilities or public services in the city.



Gas Mains	Easements / ROW	Zoning (UDC)	Future Land Use	Low-density Neighborhood	Central Business Secondary	General Mixed Use	Business Park
Water Mains	Road	ParkLands	Preservation	Traditional Neighborhood	Central Business Primary	Neighborhood Mixed Use	Transportation and Utilities
Sewer Main	Utility	Trail_Proposed	Preservation/Outside Duluth	Urban Residential	Large-scale commercial	Light Industrial	Transportation and Utilities/Outside Duluth
Storm Mains	Conservation	Proposed Access Tiers	Recreation	Neighborhood Commercial	Tourism/Entertainment District	General Industrial	Medical District
Lift Station	Access	Tier 1	Recreation/Outside Duluth	Auto Oriented Commercial	Commercial Waterfront	Industrial Waterfront	Institutional
Parcels	Vacated ROW	Tier 2	Rural Residential				

City of Duluth
Park Point Planning Map
Map 1

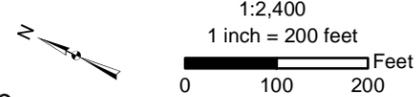
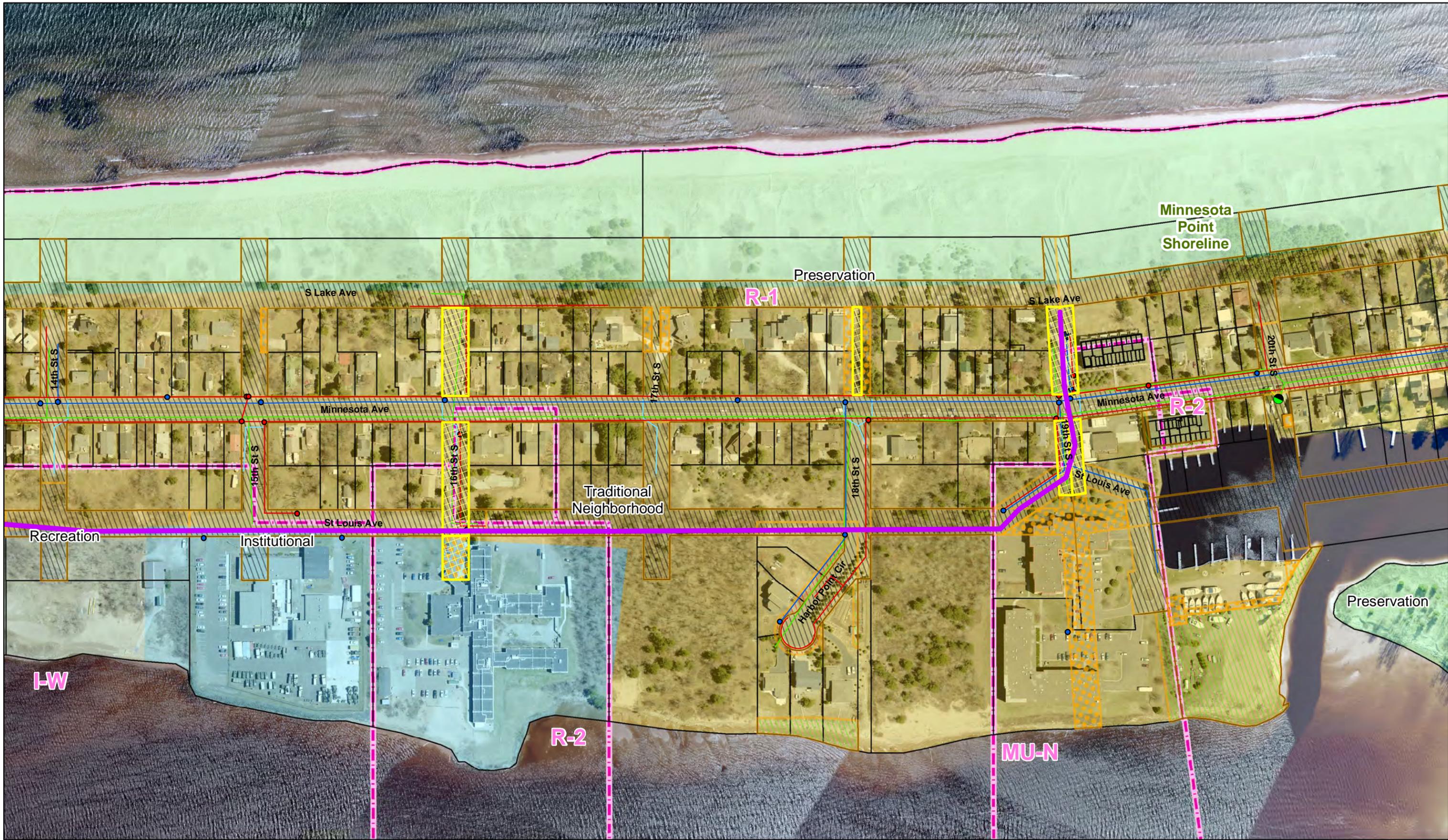


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Parcels	Vacated ROW	Tier 2	Rural Residential				

City of Duluth
Park Point Planning Map
Map 2

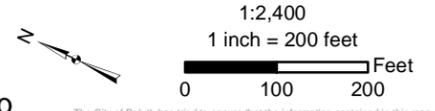
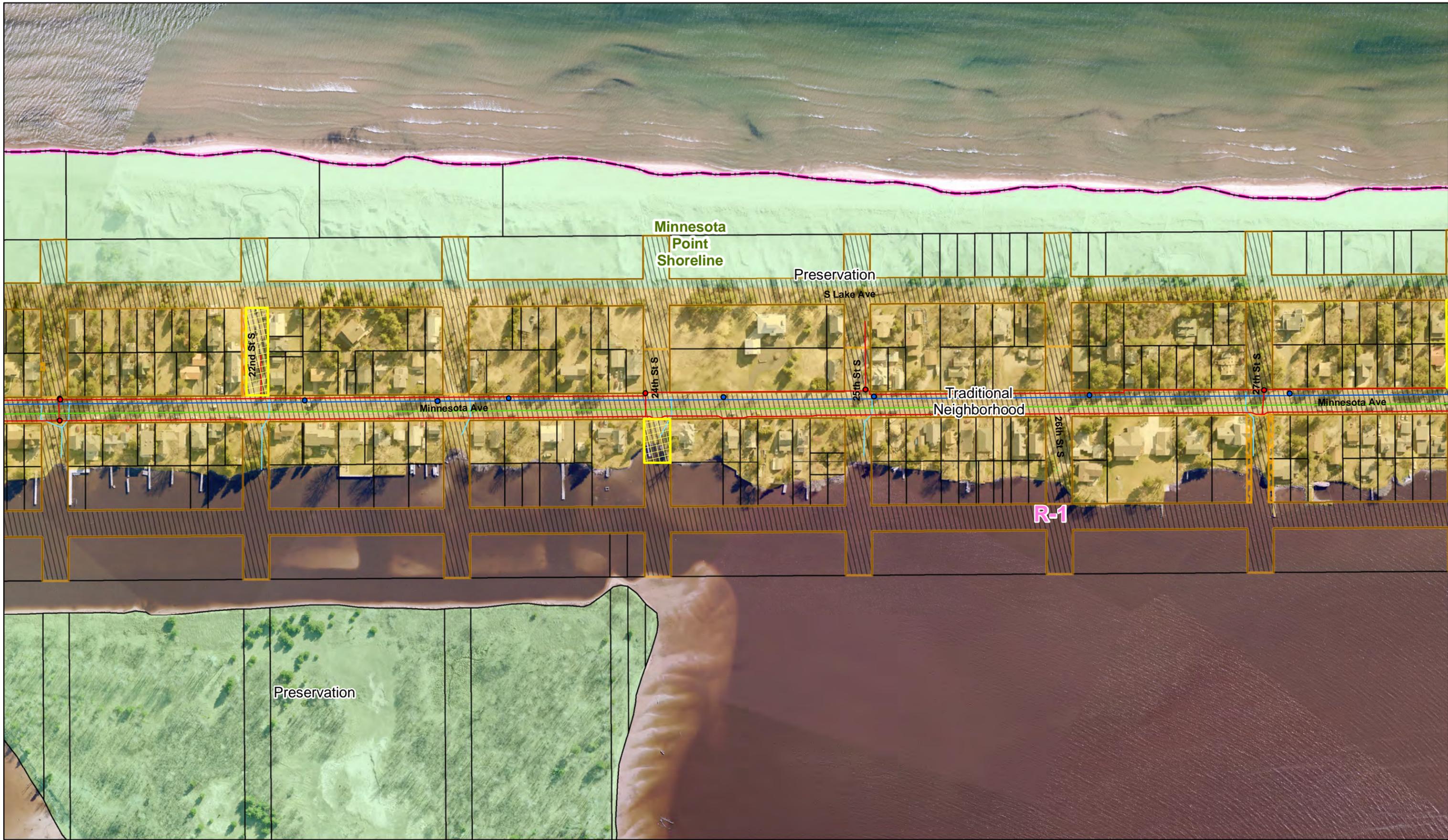


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Lift Station	Access	Tier 1	Recreation/Outside Duluth	Auto Oriented Commercial	Commercial Waterfront	Industrial Waterfront	Institutional
Parcels	Vacated ROW	Tier 2	Rural Residential				

City of Duluth
Park Point Planning Map
Map 3

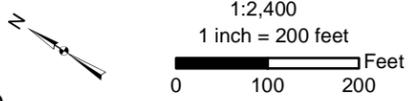
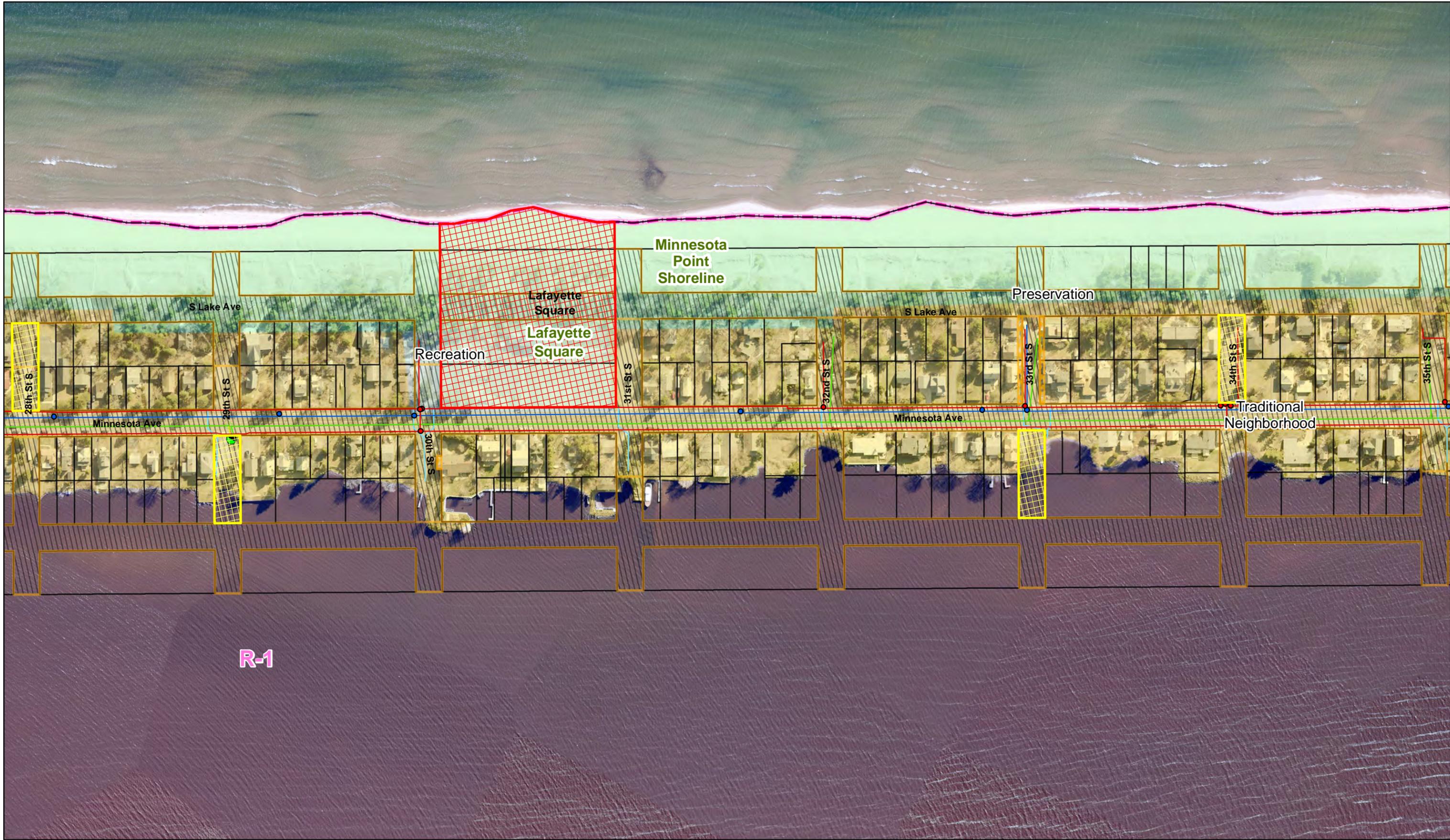


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Storm Mains	Conservation	Proposed Access Tiers	Recreation	Neighborhood Commercial	Tourism/Entertainment District	General Industrial	Medical District
Lift Station	Access	Tier 1	Recreation/Outside Duluth	Auto Oriented Commercial	Commercial Waterfront	Industrial Waterfront	Institutional
Parcels	Vacated ROW	Tier 2	Rural Residential				

City of Duluth
Park Point Planning Map
Map 4

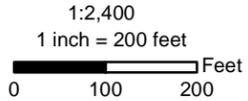
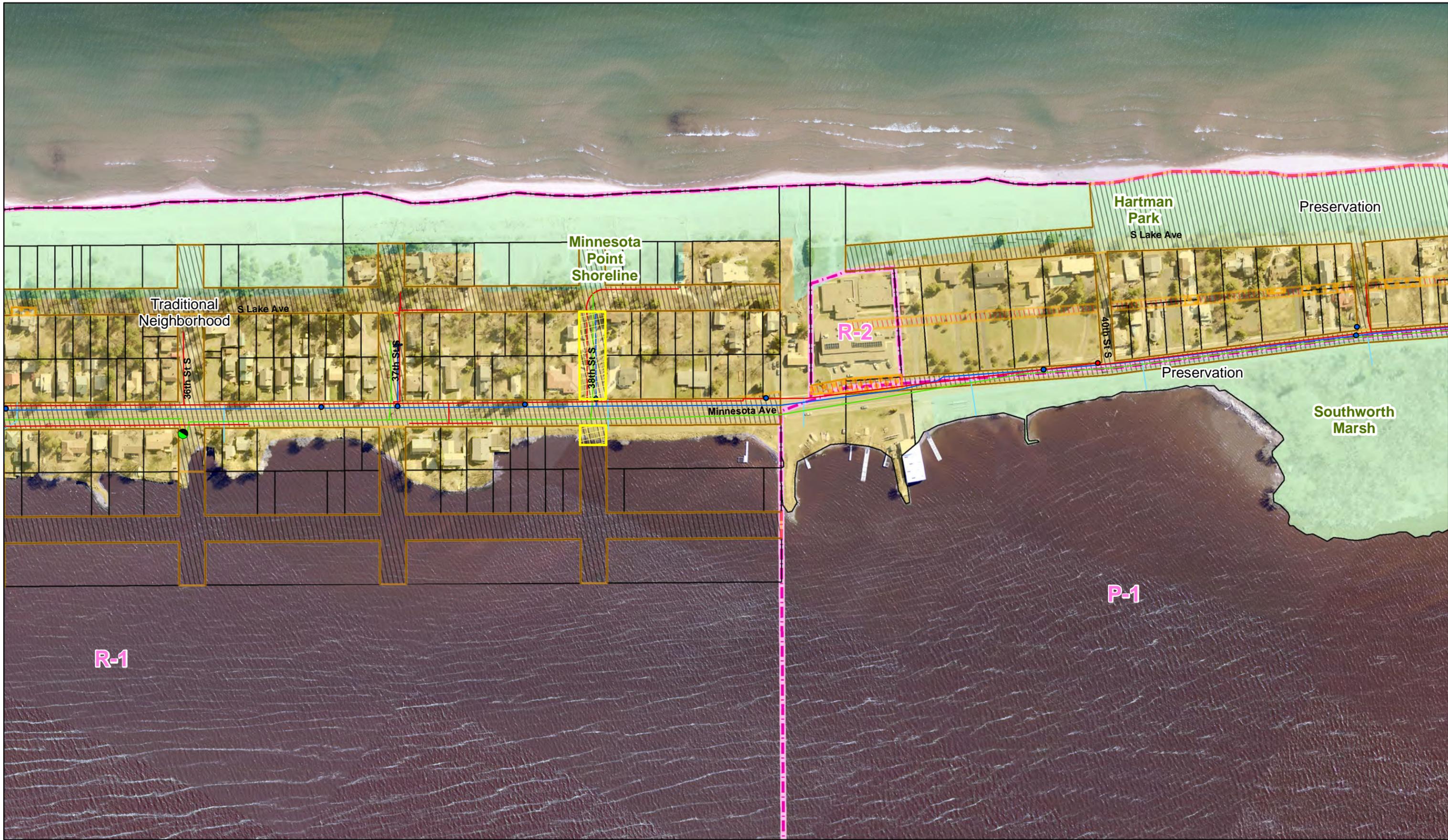


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Storm Mains	Conservation	Recreation	Neighborhood Commercial	Tourism/Entertainment District	General Industrial	Medical District
Lift Station	Access	Recreation/Outside Duluth	Auto Oriented Commercial	Commercial Waterfront	Industrial Waterfront	Institutional
Parcels	Vacated ROW	Rural Residential				
	Trail_Proposed					
	Tier 1					
	Tier 2					

City of Duluth
Park Point Planning Map
Map 5

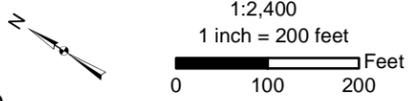
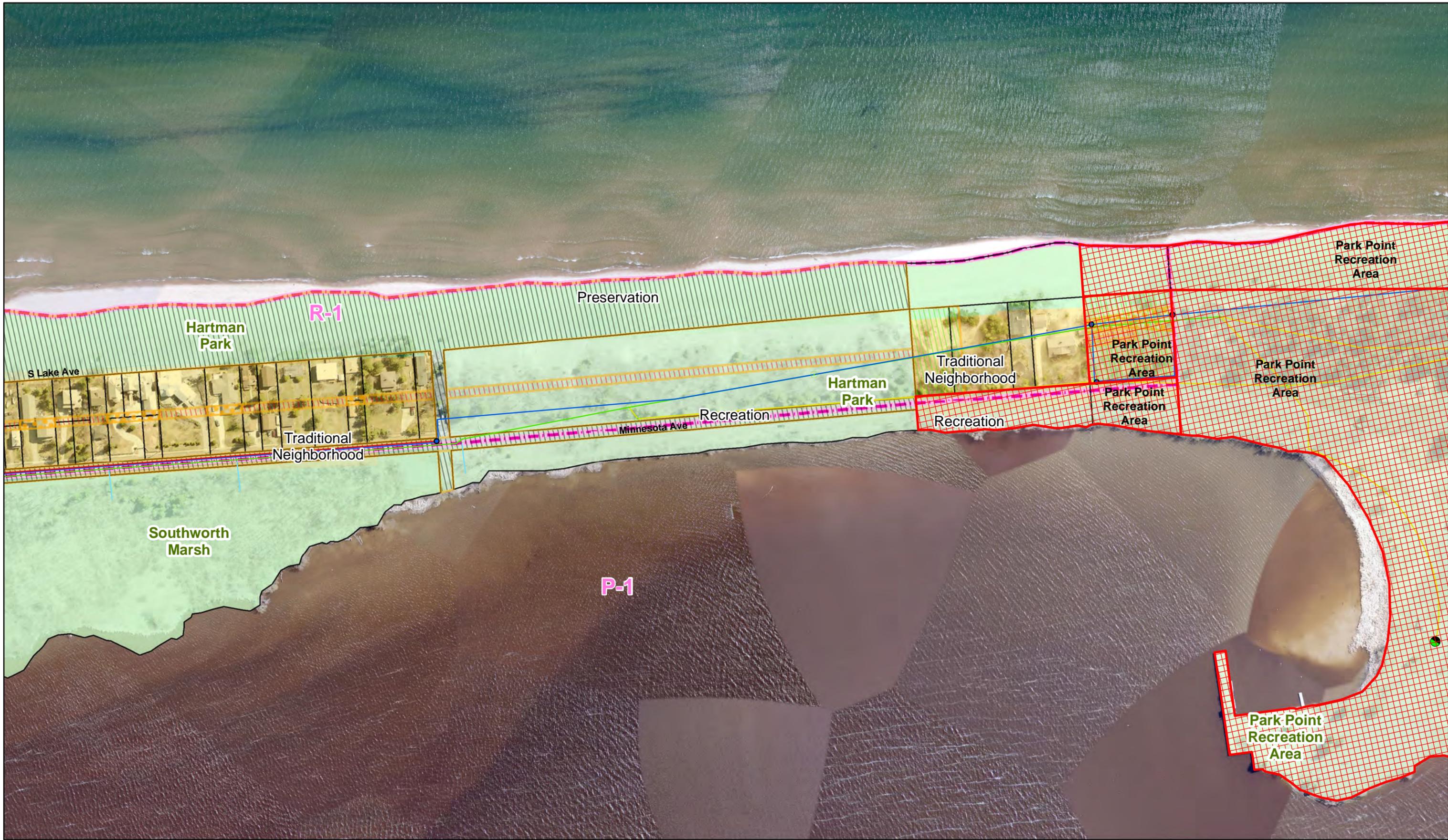


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Gas Mains	Easements / ROW	Zoning (UDC)	Future Land Use	Low-density Neighborhood	Central Business Secondary	General Mixed Use	Business Park
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Lift Station	Access	Tier 1	Recreation/Outside Duluth	Auto Oriented Commercial	Commercial Waterfront	Industrial Waterfront	Institutional
Parcels	Vacated ROW	Tier 2	Rural Residential				

City of Duluth
Park Point Planning Map
Map 6

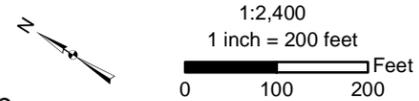
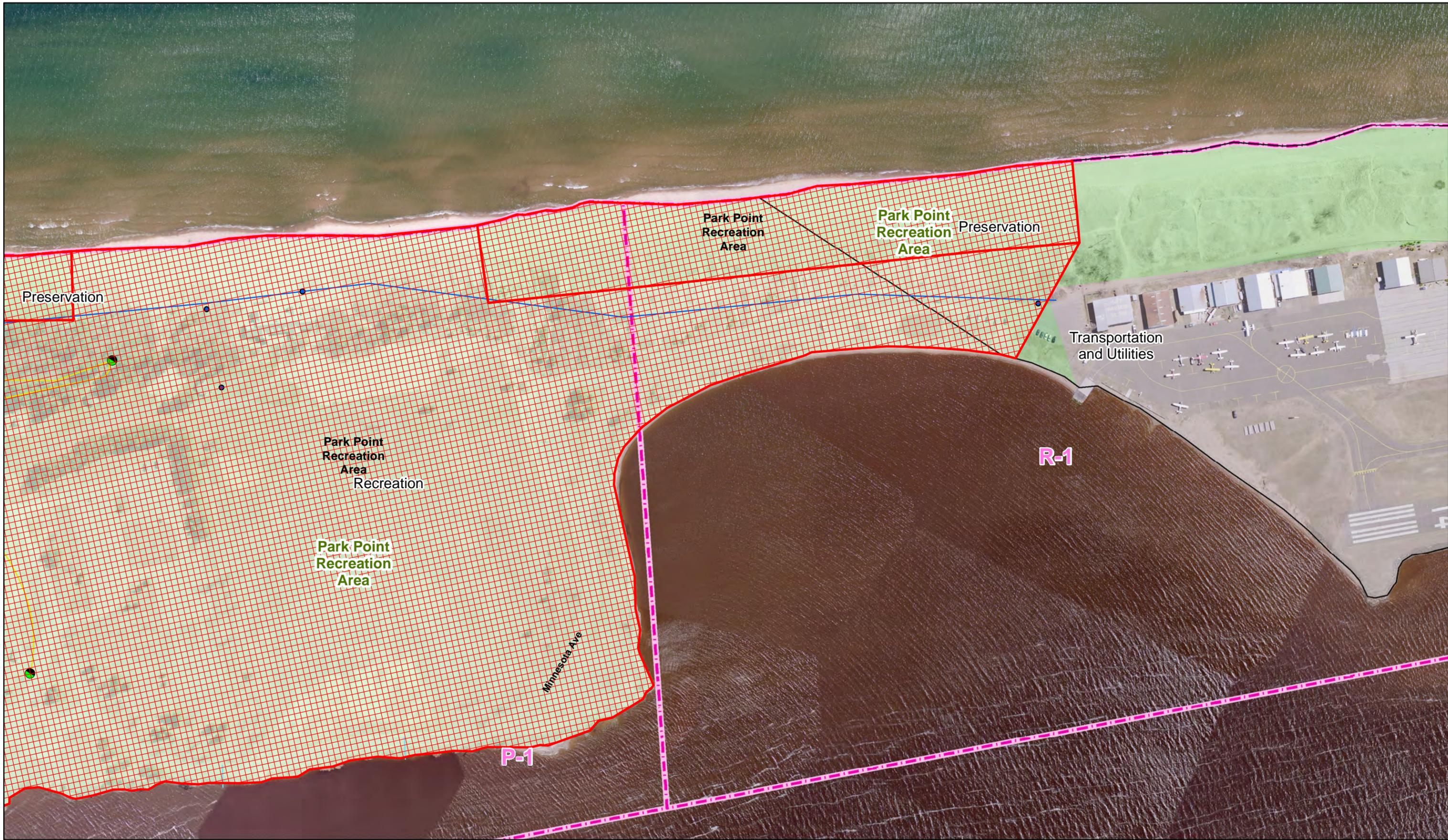


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Gas Mains	Road	Zoning (UDC)	Future Land Use	Low-density Neighborhood	Central Business Secondary	General Mixed Use	Business Park
Water Mains	Utility	Trail_Proposed	Preservation	Traditional Neighborhood	Central Business Primary	Neighborhood Mixed Use	Transportation and Utilities
Sewer Main	Conservation	Tier 1	Preservation/Outside Duluth	Urban Residential	Large-scale commercial	Light Industrial	Transportation and Utilities/Outside Duluth
Storm Mains	Access	Tier 2	Recreation	Neighborhood Commercial	Tourism/Entertainment District	General Industrial	Medical District
Lift Station	Vacated ROW		Recreation/Outside Duluth	Auto Oriented Commercial	Commercial Waterfront	Industrial Waterfront	Institutional
Parcels			Rural Residential				

City of Duluth
Park Point Planning Map
Map 7

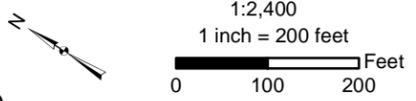


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