REQUEST FOR PROPOSAL
CITY OF DULUTH, MN

June 17, 2021

2022 21st Avenue East Rehabilitation Project – Design Phase

Project No.: 1993

RFP Number: 2021-99527

Proposals Due: July 14, 2022
4:30 PM, Local Time

PROJECT OVERVIEW

The City of Duluth is interested in retaining a consultant to provide design services for the 2022 21st Ave East Rehabilitation Project.

BACKGROUND

The City of Duluth has been awarded a Local Road Improvement Program (LRIP) Grant from the State of Minnesota. The grant application is attached to this Request for Proposal.

Phasing of construction is anticipated to be as follows: All construction will be completed during the 2022 construction season. Construction will need to be staged in a manner that allows 21st Avenue East to be utilized as an I-35 detour route during the running of the 2022 Grandma's Marathon.

The project will be funded through State Bond Funds, Street Lighting Funds and Street Improvement Sales Tax Funds.

The City of Duluth will provide the following:

- All available street and utility drawings from previous projects.
- Assistance in obtaining other related information in City files pertaining to the project if needed.

GENERAL PROJECT SCOPE

Consulting Engineering Services are expected to include all work necessary to provide final design including plans and specifications and bidding services. Scope of the work is detailed in the attached LRIP Grant Application.

All work shall be performed in accordance with the most recent version of the City Standard Specifications and Engineering Guidelines (available on the City of Duluth website.)

SCOPE OF SERVICES

1. Initial Site Visit and Consultations

    a. The Consultant shall meet with City of Duluth representatives to review project scope and complexity, design criteria, related requirements, view existing conditions, gather data from the City engineering files and previously prepared reports. Additional consultations shall, where necessary, clarify the technical requirements and objectives of the contract and may be in the form of letters, emails and/or telephone conversations.

    b. The Consultant shall provide documentation of meetings and data provided.

    c. The Consultant shall ascertain the applicability of information provided, review data for completeness, and notify the City of any additional data required.

2. Reconnaissance, Field Surveys

    a. The Consultant shall perform a full topographic survey. The consultant shall map the existing right-of-way, based on existing monuments and documents for inclusion in plans. The construction plans shall preserve or re-set all monuments and their boxes that are

disturbed with the project. The Consultant shall survey all existing utility structures in the ROW. Driveways and side streets will be surveyed to the ROW (includes utilities). Road survey includes, but not limited to: ADA survey at intersections, curb, driveways and storm structures including rims and inverts, concrete pavement joints and any other utility structures.

b. Consultation with all regulatory agencies to determine required information for permit applications as it relates to the design and execution of the entire project will be required. The Consultant shall be responsible for all permit applications that may be required of the City.

3. Plans and Specifications

a. The consultant shall prepare construction drawings as necessary to provide for the work as detailed in the LRIP Grant Application. These drawings shall include all details, plans and specifications necessary for all work as required by appropriate approval agencies.

b. The consultant shall identify complete all necessary forms and checklists required by the LRIP grant and the District State Aid Engineer.

c. The specification preparation shall also include appropriate sections for bidding, bonding, agreements, general and special provisions, and other appropriate contract provisions as well. These sections shall be developed in accordance with the City standards, which shall be made available to the consultant.

d. The drawings shall include all necessary site maps, plans, elevations, sections, details, and notes as needed or necessary to adequately show, explain or describe all features of the project.

e. The contract drawing sequence shall follow the standard City of Duluth format. The drawings shall be prepared to meet all Minnesota State Aid Standards.

f. The consultant shall coordinate with the power company and any telecommunication companies with facilities in the right of way.

4. Cost Estimate

Following the completion of the plans and specifications a quantity takeoff and a detailed itemized construction cost estimate for each individual phase of the project shall be provided.

5. Project Bidding

Upon completion of plans and specifications, the consultant shall provide all documents and services to provide for bidding and award for construction. The consultant shall answer any questions brought up during bidding and attend a pre-bid conference. This design phase shall be considered complete upon award of the project following bidding.

RFP DATES

June 15, 2021	RFP Issued
June 25, 2021	Last Day to Submit Questions
July 14, 2021	Proposals Due
July 15, 2021	Selection of Consultant
July 26, 2021	Council Approval to Award Design Contract
September 13, 2021	Intersection Control Evaluation Complete
December 1, 2021	Plans Submitted to City for review
January 3, 2022	Plans submitted to DSAE for Approval
January 17, 2022	Submit state fund grant agreement to DSAE for review
February 9, 2022	Advertise for bids
March 2, 2022	Bid Opening
March 14, 2022	Council Awards Construction Contract
March 14, 2022	Council Approves LRIP Grant Agreement
May 2, 2022	Start Construction

QUALIFICATION PROPOSAL CONTENTS

The proposal shall be submitted in the following format broken into the 7 sections identified below. Proposals not following the specified format will not be review. No additional sections or appendices are allowed. The proposal shall be limited to 20 pages plus a cover letter (The page limit includes all resumes. Proposals that exceed this limit will not be reviewed. Dividers and covers are not included in the page limitation). The proposal format shall be as follows:

1. Goals and Objectives
   A restatement of the goals and objectives and the project tasks to demonstrate the responder's view and understanding of the project.

2. Experience
   An outline of the responder's background and experience with similar projects. Project descriptions shall include a list key staff and their role. Within the experience, the consultant should demonstrate and provide proof of competency in the following areas:
   - Multi-phased projects
   - Downtown urban projects
   - Minnesota State Aid

3. Personnel
   Identify personnel to conduct the project and detail their training and work experience Identify how personnel proposed for this project were involved with the projects listed as experience. Identify office location of project staff. Identify a professional engineer registered in the State of Minnesota who will oversee the overall project. No change in personnel assigned to the project will be permitted without approval of the City.

4. Knowledge of Duluth Requirements
   Include a description of the firm’s knowledge of City of Duluth street and utility standards.

5. Work Plan
   Include a detailed work plan identifying the work tasks to be accomplished and the budget hours to be expended on each task and subtask for both roadway and utility design. The work plan shall be in spreadsheet format and shall list each task and the number of hours for each staff person on that task. The work plan shall also identify the deliverables at key milestones in the project as well as any other services to be provided by the City. The City staff intends to be actively involved with the project and three (3) status meetings held at City Hall are to be contained in the work plan in addition to any data collection or input/review meetings. Do NOT include any costs in the work plan.

6. Work Schedule
   An anticipated work schedule shall also be provided. The work schedule shall identify all key milestone dates.

7. References
   A listing of names, addresses and telephone numbers of at least three (3) references for whom the respondent has performed similar street and utility construction services.

COST PROPOSAL CONTENTS

Provide, in separate envelope, one copy of the cost proposal, clearly marked on the outside "Cost Proposal" along with the responder's official business name and address. Terms of the proposal as stated must be valid for the project length of time.

The consultant must include a not to exceed total project cost, as well as subtotals for design services and bidding and any sub consultant fees. The cost proposal shall include all of the following:

- A cover/transmittal letter
- A breakdown of the hours by task for each employee. This shall be in the same format as the work plan in the Qualifications proposal with the addition of costs.
- Hourly rates for each specific employee proposed. (not general rates by category)
- Identification of anticipated direct expenses and rates for miscellaneous charges such as mileage and copies.
- Identification of any assumption made while developing this cost proposal.
- Identification of any cost information related to additional services or tasks. Include this in the cost proposal, but identify it as additional costs and do not make it part of the total project cost.
- The Consultant must have the cost proposal/cover letter/transmittal signed in ink by an authorized member of the firm.
- The consultant must not include any cost information within the body of the RFP qualification proposal response.

SELECTION

The proposals will be reviewed by City Staff. The intent of the selection process is to review proposals and make an award based upon qualifications as described herein. A 100-point scale will be used to create the final evaluation recommendations. The factors and weighting on which proposals will be judged are:

	Item	Percent
1	Personnel	25%
2	Work Plan	25%
3	Work Schedule	15%
4	History (completeness and timeliness) of past work with the City of Duluth History completing past projects on budget	20%
5	Project costs/fees	15%

Proposals will be evaluated on a best value basis with 85% qualifications and 15% cost consideration. The review committee will not open the cost proposal until after the qualification points have been awarded. Cost proposals will only be opened for the three top ranked firms.

QUESTIONS

Submit questions to purchasing@duluthmn.gov . Please include "RFP 21-99527 21st Avenue East Rehabilitation Project" in the subject line.

SUBMITTAL DATE

To be considered, hard copies of proposals must arrive at the City Purchasing Office, City Hall Room 120, 411 West First Street, Duluth, MN 55802 on or before 4:30 PM CDT, July 14, 2021. The City will not accept proposals via email or facsimile transmission. The City reserves the right to reject or to deduct evaluation points for late proposals.

Submit one (1) paper copy of the Technical Submittal and one (1) paper copy of the Cost Submittal. The Cost Submittal should be in a separate sealed envelope marked: RFP 21-99527; 21st Avenue East Rehabilitation Project. In addition, submit one copy of the entire proposal (Technical and Cost submittals, along with all requested documents) on flash drive in Microsoft Office-compatible or pdf format.

All materials submitted in response to this RFP will become property of the City and will become public record after the evaluation process is completed and an award decision made.

LIMITATIONS

This Request for Proposal does not commit the City of Duluth to award a contract or pay costs incurred in the preparation of the proposal, or to procure a contract for services or supplies.

The Proposal shall not in any way include any restrictions on the City of Duluth. The Consultant shall NOT provide proposed contract language.

The City of Duluth specifically reserves the right to accept or reject any or all proposals, to negotiate with any qualified source, to cancel in part or in its entirety the Request for Proposal, to waive any

requirements, to investigate the qualifications of any proposal, to obtain new proposals, or proceed to have the service provided in any way as necessary to serve the best interests of the City of Duluth.

The selected consultant must sign the City of Duluth standard Professional Engineering Services Agreement. Any questions concerning this agreement should be asked PRIOR to proposal submittal. These questions should be directed to Eric Shaffer in the City Engineering Office.

All materials submitted in response to this RFP will become property of the City and will become public record after the evaluation process is completed and an award decision made.

Prior to entering into an agreement with the city, the consultant shall furnish proof that it has all legal requirements for transacting business in the State of Minnesota.

DEPARTMENT OF TRANSPORTATION

Local Road Improvement Program
2020 Application Form
State Aid for Local Transportation

A. Applicant Information

1. Name (First & Last): Cindy Voigt	2. Phone Number: 218-730-5071	
3. E-mail: cvoigt@duluthmn.gov	4. Agency Type: State Aid City	
5. Agency Name: City of Duluth		
6. Street Address: 411 W. 1st Street, Room 240		
7. City: Duluth	8. State: MN	9. Zip Code: 55802
10. Sponsoring County and County Engineer name (**required if applicant is small city or township**) NA		

B. Project Location

1. MnDOT District: D1	2. County: St. Louis
3. City: Duluth	4. Township: NA
5. Name of Road: 21st Ave. East (MSAS 152)	6. Type of Road: Municipal State Aid Street
7. Road Authority Type *(which agency owns and has jurisdiction of the road)*: State Aid City	
8. Project Termini: From TH 61 (London Road)	9. To: Woodland Ave. (CSAH 9)

C. Project Description

1. Type of Project. Rehabilitation

2. Select the LRIP Account requested for funding. Routes of Regional Significance

3. Provide a summary of the proposed project and the transportation deficiencies that will be eliminated, including a description of operational and general safety benefits of the project. Projects seeking funding from the Rural Road Safety Account will need to provide a more detailed description of safety issues and benefits under Section D3.

This project will include pavement reconditioning, utility work, ADA improvements, and signal replacements on 21st Avenue East (MSAS 152) from London Road (TH61) to Woodland Avenue (CSAH 9). 21st Avenue East (21st Ave) is a minor arterial with 4 (11') travel lanes and was one of Duluth's first major links between Lake Superior/London Road and the residential/institutional neighborhoods above. Grading began in 1891, with subsequent overlay and CPR projects since that time to keep the roadway at a minimum PCI of 70 or better. The portion between London Road and 2nd Street (2nd St) was last rebuilt in 1965 and was previously part of TH 23, but was eventually turned back to the city. The portion between Superior Street (Superior St) and Woodland Avenue (Woodland Ave) was last rebuilt in 1959.
Work will include:
• Replacing the existing intersection pavement at Superior St and 2nd St with concrete pavement.
• Making substantial storm sewer repairs and replacements. One of the reasons we have not reconstructed the intersection of 21st Ave and Superior St is because of the expense to replace the manhole located above the existing storm tunnel under the intersection. Two photos are shown on the location exhibit. One of a catch basin and one from inside the 10-foot-tall stone arch tunnel.
• Replacing the traffic signal systems at Superior St and 2nd St.
• Installing curb extensions at Superior St and 2nd St to ensure that the adjacent sidewalks have the required landing areas to meet current ADA standards, which are currently not met. See the photo on the location exhibit.
• Removing and replacing curb and sidewalk panels as necessary.

These improvements will ensure good pavement condition for an additional 10-20 years, correct current deficiencies, help improve pedestrian safety, and allow for improved traffic flow.

D. LRIP Account Considerations and Eligibility

D1. Trunk Highway Corridor Account Considerations and Eligibility

1. Describe the state trunk highway project and how the local road(s) will be impacted by the trunk highway project. Funds from this account are for local road improvements impacted by trunk highway projects where local agencies have cost responsibility. It is not intended to be used for improvements or projects on the trunk highway or within the trunk highway corridor right of way that require local cost sharing per MnDOT's Cost Participation Policy.

D2. Routes of Regional Significance Account Considerations and Eligibility

1. For Routes of Regional Significance projects, which of the following criteria does your project meet (select all that apply)?

- ☐ Farm to Market route
- ☐ Part of an economic development plan
- ☐ Provides capacity or congestion relief to a parallel trunk highway system or county road
- ■ Part of a 10-ton route network
- ■ Connect to regional tourist destination
- ■ Is a connection to the regional system, trunk highway, or a county road

2. Describe the number of persons and potential multiple local agencies that will be positively impacted by the project and how they will benefit.

This project will ensure that passenger vehicles, freight, buses and pedestrians have a smooth surface and modern signals in order to travel to their destination safely and efficiently.
21st Ave has an ADT of 14,200 (2019); is a link to two higher education institutions (UMD and St. Scholastica with over 20,000 students living in the direct area), along with residential neighborhoods, two business districts and I35; and also intersects four Duluth Transit Authority (DTA) routes.
Duluth's latest MnCMAT2 data for 21st Ave E indicates several angle, rear end, and red light running crashes along the corridor. The results of the intersection safety case study, FHWA-SA-09-11, indicate that retroreflective borders on the traffic signal backplates were shown to decrease the intersection crash rate by over 28%.
This project will also implement the following safety strategies identified in Volume 12: A Guide for Reducing Collisions at Signalized Intersections Report 500 by NCHRP:
A2-Optimize Clearance Intervals.
A4-Employ Signal Coordination.
A5-Employ Emergency Vehicle Preemption.
A6-Improve Operation of Pedestrian and Bicycle Facilities at Signalized Intersections.
B3-Improve Geometry of Pedestrian and Bicycle Facilities
D2-Improve Visibility of Signals and Signs at Intersections.
G1-Improve Drainage in Intersection and on Approaches.
G2-Provide Skid Resistance in Intersection and on Approaches.
G4-Relocate signal Hardware out of Clear Zone.
Based on a signal timing study completed by SRF consulting engineers in 2019 (table 10 attached), and strategies from NCHRP and FHWA mentioned above, several safety improvements will be able to be implemented as follows:
• Implementing lead/lag protective/permissive phases.
• Allowing for longer visors, louvers, and installation of backplates and reflective borders.
• Repositioning the signals to allow for overhead masts which will allow for increased visibility.
Currently we are unable to implement these highly ranked priorities because the signals are too old. The pedestrian sidewalk, ADA and traffic signal improvements are all proven safety strategies and will greatly benefit the 14,200 people in vehicles, and the large number of pedestrians, many of whom rely on walking and public transportation.

D2. Routes of Regional Significance Account Considerations and Eligibility

3. Describe the project contribution to the local, regional or state economy, and economic development or redevelopment efforts.

Good transportation is critical to ensuring economic growth and stability. By improving our roads, storm sewers and traffic signals, this project will ensure 21st Ave is an asset and not a liability that will hinder growth in the neighborhood. This corridor was identified for more intensive zoning. The project will help the city with the redevelopment of residential properties along 21st Ave and encourage future development as identified on several pages of the Higher Education Small Area Plan (attached). One of the largest commercial development projects in the area has been, and continues to be, the Bluestone development completed by Summit Management.

21st Ave is also sandwiched between three development corridors, the London Road Corridor to the east, 4th Street Corridor to the south and the Woodland Ave corridor to the north and is an important link to the existing/future success of these commercial areas. This project will accomplish some of the strategies outlined in the Transportation Chapter of the city's comprehensive land use plan, Imagine Duluth 2035 (attached). Of the many policies and strategies identified in that chapter, the one that stands out above the others is "...improving uphill/downhill connections in areas of high housing, job, and tourist density, especially between key destinations and areas where people see to travel without use of a personal vehicle."

D3. Rural Road Safety Account Considerations and Eligibility (Only County State Aid Highways are eligible)

1. Is this project on a County State Aid Highway? No

2. Is this project or components of this project identified in a County Road Safety Plan? No

3. Identify the appropriate focus area that your project/safety strategy aligns with in the Minnesota Strategic Highway Safety Plan. - please select -

D3. Rural Road Safety Account Considerations and Eligibility (Only County State Aid Highways are eligible)

4. Identify the type of crash or safety hazard this project is trying to address. Respond even if project is in a county safety plan or the Minnesota Strategic Highway Safety Plan.

5. Describe how this project improves safety, reduce traffic crashes, fatalities, injuries, and property damages. Respond even if project is in a county safety plan or the Minnesota Strategic Highway Safety Plan.

E. Project Readiness and Ability to Maintain

1. Estimated Construction Year: 2022

2. Are there railroad impacts (RR xing or RR tracks within 600' of the project)? No RR xings or tracks within 600'

3. What is the status of the engineering and design work on the project? Design work not started

4. Has this project been selected for federal funding, and if so what year in the STIP? No

5. Is right of way acquisition required? If so, describe the status of these efforts. No ROW

6. Describe the local agency's ability to adequately provide for the safe operation and maintenance of the facility upon completion.

The city of Duluth is a First-Class City with a full street maintenance staff; a traffic signal and lighting division with current MnDOT certifications in order to keep the signals operating safely; and in-house engineers that can design and let any maintenance projects required to keep the pavement and signals in working order.

F. Multimodal/Complete Streets

Identify infrastructure improvements for non-motorized and/or transit users on this project.

In addition to improving the pedestrian ramps, pedestrian indication buttons, and cross walk indication heads at the intersections of Superior St and 2nd St, we intend to install curb extensions and radius modifications at these two signalized intersections. There is currently a striped shoulder, so if we tighten the curb radius, while still allowing for larger trucks to roll over a portion of the extension, we will shorten the crossing distance for pedestrians. According to Minnesota's Best Practices for Bicycle and Pedestrian Safety Handbook (2021) curb extensions are a PROVEN safety strategy. A copy of the curb extension taken from the report is shown on the location map. This project will also replace some of the damaged alley aprons and spot replace the sidewalk panels along 21st Ave that are a tripping hazard. These sidewalk and signal improvements will greatly enhance the pedestrian route, and aid the transit riders with a complete street when walking to their stop. The curb extensions at the Superior St and 2nd St intersections will make the crossing of 21st Ave safer for all users, including pedestrians and bicyclists alike.

G. Estimated Project Cost

Source of Funding

1. LRIP Request: $ 1,250,000.00
2. Federal Funds:
3. State Aid Funds: $ 1,405,800.00
4. Local/Other Funds:
5. MnDOT Trunk Highway Funds:
6. Total Project Cost: $ 2,655,800.00

H. Attachments

- [x] At least one project location map with routes and project termini labeled
- [x] Engineer's Estimate with an itemized breakdown
- [x] Project schedule
- [x] Local agency resolution
- [ ] Resolution of support from sponsoring county agreeing to be sponsor and agreeing to perform sponsor tasks as identified above in section "Project Selection" (required for applications by townships and cities under 5,000 population)
- [x] Other letters of concurrence or support

When you are ready to submit the application, save the application form with LRIP, agency and road in the name of the document; e.g. LRIP_RamseyCounty_CSAH30.pdf.

The application and attachments are due by 4:00 p.m. on **March 3, 2021**. Applications and attachments should be submitted electronically to saltirhelp.dot@state.mn.us. Please limit the file size transmitted via email to no more than 10 MB. State Aid will send a reply acknowledging receipt of the application. If you haven't received a reply from State Aid within a few days of submittal, send an email to saltirhelp.dot@state.mn.us to inquire about the status of the application.

More information is available at:

- LRIP website at: http://www.dot.state.mn.us/stateaid/lrip.html.
- PowerPoint on LRIP at: http://www.dot.state.mn.us/stateaid/training/lrip.pptx

If you have questions regarding this solicitation, contact Marc Briese at 651-366-3802 or marc.briese@state.mn.us.

THE CITY OF DULUTH MINNESOTA

Emily Larson
Mayor

Room 422
411 West First Street
Duluth, Minnesota 55802

218-730-5230
elarson@duluthmn.gov

February 23, 2021

Mr. Mark Briese
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

RE: 2020 Local Road Improvement Solicitation
21st Ave. East Reconditioning and Intersection Improvements

Dear Mr. Briese:

I would like to urge your support for the city of Duluth's FY 2022 application for Local Road Improvement funds to make pavement and signal improvements to 21st Ave. East. We have attached a certified copy of city council resolution 21-0090.

The City of Duluth is a regional transportation center with an international seaport that is the largest on the Great Lakes in annual tonnage. With an interior port of this size, the region depends on safe and efficient transportation system for all users, pedestrians and vehicles alike, on our regional routes. 21st Ave. East is one such route. This road is the major route used by students and staff at the College of St. Scholastica and the University of Minnesota Duluth, and is a major link to several commercial districts.

The City of Duluth has the financial capability to commit to the $1,405,800 local match, utilizing Municipal State Aid Funds.

We appreciate your office's support of past projects in the area and look forward to working with you on this important pedestrian and pavement improvement project to preserve the economic competitiveness of the city of Duluth.

Sincerely,

Emily Larson
Mayor, City of Duluth, MN

cc: Cindy Voigt, City Engineer

City of Duluth

411 West First Street
Duluth, Minnesota
55802

Certified Copy

Resolution: 21-0090R

RESOLUTION AUTHORIZING APPLICATION TO THE MINNESOTA DEPARTMENT OF TRANSPORTATION LOCAL ROAD IMPROVEMENT PROGRAM (LRIP) ROUTES OF REGIONAL SIGNIFICANCE PROGRAM FOR 21ST AVENUE EAST FROM LONDON ROAD TO WOODLAND AVENUE IN THE AMOUNT OF $1,250,000, AND ACCEPTANCE THEREOF AND COMMITTING UP TO $1,405,800 AS LOCAL SHARE IF NEEDED.

CITY PROPOSAL:

RESOLVED, that the Duluth city council hereby finds as follows:

1. That the city of Duluth is undertaking a project to recondition 21st Avenue East from London Road to Woodland Avenue in 2022, including replacement of the traffic control signals at Superior Street and Second Street (the “Project”).
2. Local road improvement program grants are currently available from the Minnesota Department of Transportation for construction of 2022 projects. Projects must meet the requirements of the Routes of Regional Significance Account (the “LRIP”).
3. That the Project, having an estimated cost of $2,655,800, meets the requirements of the LRIP.
4. To receive this money, the city must submit the application to the Minnesota Department of Transportation.

RESOLVED, that the proper city officials are hereby authorized to apply to the Minnesota Department of Transportation for the LRIP for the Project.

FURTHER RESOLVED, that the city of Duluth estimates the grant amount to be $1,250,000 and, if needed, will make matching funds available in an amount not to exceed $1,405,800 available from MSA funding for engineering, right of way, inspection, and other non-LRIP eligible costs, as well as LRIP eligible items in excess of the LRIP grant amount.

FURTHER RESOLVED, that if the city of Duluth is awarded the above grant by the Minnesota Department of Transportation, the proper city officials are hereby authorized to accept the grant award, and may enter into an agreement with the state of Minnesota for the Project. The city of Duluth will comply with all applicable laws, environmental requirements and regulations stated in the grant agreement.

FURTHER RESOLVED, that the city council of the city of Duluth names the fiscal agent for the city of Duluth for this project as:

Jennifer Carlson
Finance Director
City of Duluth
411 West First Street
Duluth, MN 55802

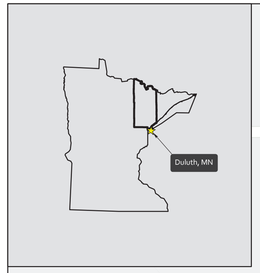
This Resolution was adopted unanimously.

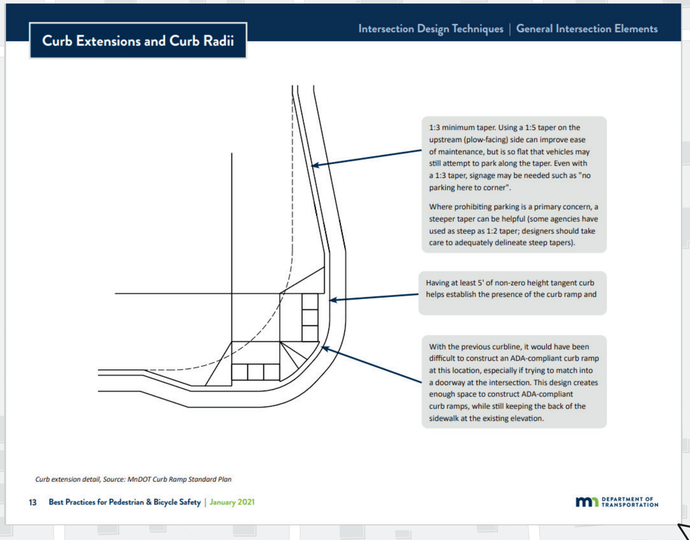
I, Chelsea Helmer, City Clerk of the City of Duluth, Minnesota, do hereby certify that I have compared the foregoing passed by the city council on 2/22/2021, with the original approved and that the same is a true and correct transcript therefrom. IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said city of Duluth.

Chelsea Helmer, City Clerk

By: _____

Duluth, Minnesota





E 2nd St

E Superior St

Catch basin damage

Arch Tunnel

Woodland Ave (CSAH 9)

21st Ave E (MSAS 152)

London Rd (TH 61)

Ramp not ADA compliant

3.5" Mill and Overlay
Concrete Pavement Repair
Traffic Signal Replacement and ADA and Concrete Pavement Replacements

0 125 250 500 Feet

N

THE CITY OF DULUTH MINNESOTA

Location Map: 21st Ave E Reconditioning

Date Created: 2/25/2021

Duluth-Superior
Metropolitan Interstate Council

Guiding the Future of Transportation for the Twin Ports Area

February 25, 2021

Mr. Mark Briese
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

Re: Local Road Improvement Solicitation -21st Ave. East Reconditioning Project

Dear Mr. Briese:

On behalf of the Metropolitan Interstate Council (MIC) I am writing in support of the City of Duluth's application for Local Road Improvement funds to improve 21st Ave. East.

As the federally designated Metropolitan Planning Organization (MPO) for the Duluth-Superior area, the MIC is charged with transportation planning for the urbanized area. This project is identified in the MIC's Long Range Transportation Plan and meets the goals of the Plan which are to ensure that transportation infrastructure which provides key connections is properly maintained, including making evidence-based, data-supported decisions on where to focus roadway improvements.

21st Ave. East is a key arterial route that serves the east side of Duluth and provide a direct connection between UMD and I-35. The project will make much needed improvements to the pavement condition, upgrading pedestrian/ADA facilities, and adding modern traffic signals, which will allow for better traffic flow.

The MIC encourages your consideration of the city's application for Local Road Improvement funds for this project. Thank you for the opportunity to provide this letter of support. You may contact me at 218-529-7506 if you desire additional information.

Sincerely,

Ron Chicka

Director
Metropolitan Interstate Council
rchicka@ardc.org
218.529.7506

cc: Wayne Boucher, MN MIC Policy Board Co-Chair
Nick Baker, WI MIC Policy Board Co-Chair

221 West
First Street
Duluth, MN
55802

Tel 218-529-7541

www.dsmic.org

Duluth-Superior urban area communities cooperating in planning and development through a joint venture of the Arrowhead Regional Development Commission and the Northwest Regional Planning Commission

ARDC is an equal opportunity employer

SUMMIT MANAGEMENT

Mr. Mark Briese
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

RE: 2020 Local Road Improvement Solicitation
21st Aveue East Reconditioning and Intersection Improvements

Dear Mr. Briese:

This letter is to strongly support the City of Duluth's application for Local Road Improvement funds to improve 21st Avenue East.

I am the owner and operator of BlueStone Commons which is a $100 Million mixed use housing, retail, and education classroom development just above 21st Avenue East. We are in our final phase of development with Vue at BlueStone. When completed in July, we will collectively house approximately 1000 residents together, be the home to 13 businesses, and welcome 200 students every day for class at the College of St. Scholastica Health Sciences Building. Our development has generated trips that rely on the use of 21st Avenue East, which is our major artery that serves the new development.

The reconditioning project will provide an opportunity to repair existing sidewalk panels, and provide ADA improvements at the intersections. 21st Avenue East is a major corridor to our new development and would benefit greatly from improvements to the pavement, signal, and intersection work. We believe that this project, once completed, will help maintain efficient transportation to the neighborhood, resulting in a major positive impact on trips to our businesses and the educational campuses.

We support the city's application for Local Road Improvement funds for this project.

Sincerely,

BlueStone Commons, LLC.

Mark W. Lambert
President

Summit Management, LLC
6770 Stillwater Blvd N., STE 110, Stillwater, MN
Phone: (651) 689-2200 Fax: (651) 689-2205

February 28, 2021

Mr. Mark Briese
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

RE: 2020 Local Road Improvement Solicitation
21st Ave. East Reconditioning and Intersection Improvements

Dear Mr. Briese:

I'm writing on behalf of the Duluth Hospitality and Tourism Industry in support of the City of Duluth's grant application for the 21st Ave. East Reconditioning and Intersection Improvements under the MNDOT Local Road Improvement Program.

Duluth welcomes 6.7 million visitors every year, of which 95 percent travel by car. 21st Ave. East serves as a main thoroughfare between downtown and the Woodland Neighborhood. It was constructed in an era prior to Duluth's thriving tourism industry being established. Our visitor numbers have nearly doubled in the last decade but our infrastructure has not kept pace with increased usage by visitors.

This road is the major route used by students and staff at the College of St. Scholastica and the University of Minnesota Duluth, and is a major link to several commercial districts. This project significantly enhances the visitor experience as they connect to shopping, dining and retail businesses generating $319 million in direct spending and $957 million overall economic impact for the City of Duluth.

Thank you for your consideration and approval of this application. It ensures Duluth's tourism industry will have the necessary infrastructure essential for continued growth and development.

Sincerely,

Anna Tanski

Anna Tanski, President/CEO
Visit Duluth

cc: Cindy Voigt, City Engineer

VISIT DULUTH

UNIVERSITY OF MINNESOTA

Duluth Campus

Office of the Vice Chancellor for Finance and Operations

297 Darland Administration Building
1049 University Drive
Duluth, MN 55812-3011

218-726-7101
Fax: 218-726-7107
E-mail: vcfo@d.umn.edu

Mr. Mark Briese
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

RE: 2020 Local Road Improvement Solicitation
21st Ave. East Reconditioning and Intersection Improvements

Dear Mr. Briese:

The University of Minnesota has been working for several years with the developer who is just completing the final stages of the redevelopment of the Woodland Middle School property. This property is just across the street from the Duluth campus. As a result of the development, the neighborhood has experienced an economic revitalization. This has been a great benefit to the campus, and has increased trips to the neighborhood. We support the road improvements to 21st Ave. East because we know it is a good investment for the campus and the community.

In addition to the road improvements, we understand that this project also includes safety improvements to both the Superior and 2nd Street intersections. The reconditioning will provide an opportunity to repair existing sidewalk panels, and provide ADA improvements at those intersections. 21st Ave. East is a major corridor to campus that would benefit greatly from improvements to the pavement, and traffic signal replacement. We believe that this work, once completed, will have a major positive impact on student enrollment, which in turn will help the local economy. In addition, the improved pedestrian and signal improvements will improve both the vehicle and pedestrian safety for our campus and the community.

We support the city's application for Local Road Improvement funds for this project, and look forward to working with you on this important project for the community.

Sincerely,

Sue Bosell

Sue Bosell
Interim Vice Chancellor for Finance and Operations and Controller

The College of
St. Scholastica

1200 Kenwood Avenue
Duluth, Minnesota 55811-4199
(218) 723-6000 • 1-800-447-5444
fax: (218) 723-6290

Mr. Mark Briese
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

RE: 2020 Local Road Improvement Solicitation
21st Ave. East Reconditioning and Intersection Improvements

Dear Mr. Briese:

The college of St. Scholastica supports the City of Duluth's application for Local Road Improvements funds for the 21st Ave. East Reconditioning Project. 21st Ave. East is the main artery to access Duluth east side community and we believe this to be a good investment for the community.

In addition to the road improvements, we understand that this project also includes safety improvements to both the Superior and 2nd Street intersections. The reconditioning will provide an opportunity to repair existing sidewalk panels, and provide ADA improvements at those intersections. 21st Ave. East is a major corridor that would benefit greatly from improvements to the pavement, and traffic signal replacement. We believe that this work, once completed, will have a positive impact on both the residential and business community, which in turn will help the local economy. We support the city's application for Local Road Improvement funds for this project, and look forward to this important project for the community.

Sincerely,

Tom Brekke
Director of Facilities

Duluth Transit Authority

2402 West Michigan Street • Duluth, Minnesota 55806-1988 • 218/722-4426 • Fax 218/722-4428
www.duluthtransit.com • general e-mail: dta@duluthtransit.com

Mr. Mark Briese
State Aid Division
Transportation Building
395 John Ireland Blvd.
Mail Stop 500
St. Paul, MN 55155

RE: 2020 Local Road Improvement Solicitation
21st Ave. East Reconditioning and Intersection Improvements

Dear Mr. Briese:

This letter is to support the City of Duluth's application for Local Road Improvement funds to improve 21st Ave. East.

This road has 4 existing bus routes that traverse both the Superior Street and 4th Street intersections. Attached is a map showing our current routes. Replacing the existing signals with modern signals that allow for compliance with ADA standards will benefit our passengers. In addition, new signals will allow for improved timing and coordination, which is always beneficial to bus operations.

The road improvements will result in smoother pavement, which makes for a more comfortable ride for our passengers. In addition, if these improvements are constructed, 21st Ave. East will be more attractive and have potential for use by the DTA in the future. We support the city's application for Local Road Improvement funds for this project.

Sincerely,

Christopher Belden

Duluth Transit Authority

ESTIMATED 21ST AVE E. RECONDITIONING AND SIGNAL CONSTRUCTION COST

Line No.	Item No.	Description	Units	Quantity	Unit Price	Total Price
1	2021.501	MOBILIZATION	LUMP SUM	1	$150,000.00	$150,000.00
2	2031.501	FIELD OFFICE TYPE D	EACH	1	$25,000.00	$25,000.00
3	2104.501	REMOVE SEWER PIPE (STORM)	LIN FT	429.00	$10.00	$4,290.00
4	2104.501	REMOVE CURB AND GUTTER	LIN FT	1,820.00	$8.00	$14,560.00
5	2104.502	REMOVE SIGNAL SYSTEM	EACH	2.00	$15,000.00	$30,000.00
6	2104.503	REMOVE CONCRETE WALK	SQ FT	4,000.00	$3.00	$12,000.00
7	2104.505	REMOVE 8" CONCRETE PAVEMENT	SQ YD	700.00	$15.00	$10,500.00
8	2104.505	REMOVE CONCRETE ALLEY PAVEMENT	SQ YD	39.00	$40.00	$1,560.00
9	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ YD	700.00	$8.00	$5,600.00
10	2104.509	REMOVE MANHOLE OR CATCH BASIN	EACH	10	$500.00	$5,000.00
11	2104.511	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN FT	300	$5.00	$1,500.00
12	2104.513	SAWING BIT PAVEMENT (FULL DEPTH)	LIN FT	300.00	$3.50	$1,050.00
13	2105.501	COMMON EXCAVATION	CU YD	200.00	$50.00	$10,000.00
14	2105.501	SUBGRADE EXCAVATION	CU YD	1,040.00	$45.00	$46,800.00
15	2105.507	20" SELECT GRANULAR BORROW MOD 7% (CV)	CU YD	743.00	$60.00	$44,580.00
16	2105.525	TOPSOIL BORROW (LV)	CU YD	100.00	$25.00	$2,500.00
17	2105.504	GEOTEXTILE FABRIC TYPE IV	SQ YD	1,336.00	$4.00	$5,344.00
18	2123.61	STREET SWEEPER (WITH PICKUP BROOM)	HOUR	200	$150.00	$30,000.00
19	2130.501	WATER	M GALLONS	5	$60.00	$300.00
20	2211.501	AGGREGATE BASE CLASS 5	TON	50	$40.00	$2,000.00
21	2211.503	AGGREGATE BASE (CV) CLASS 5	CU YD	297.00	$80.00	$23,760.00
22	2232.501	MILL BITUMINOUS SURFACE (3.5")	SQ YD	9,611.00	$6.00	$57,666.00
23	2301.504	CONCRETE PAVEMENT 8" HIGH EARLY	SQ YD	1,336.00	$110.00	$146,960.00
24	2302.602	DOWEL BAR	EACH	120.00	$15.00	$1,800.00
25	2302.602	DRILL & GROUT REINFROCEMENT BAR (EPOXY COATED)	EACH	200.00	$25.00	$5,000.00
26	2302.603	JOINT REPAIR (TYPE A1)	LIN FT	800.00	$8.00	$6,400.00
27	2302.603	FULL DEPTH REPAIR (TYPE CA-LV)	LIN FT	70.00	$60.00	$4,200.00
28	2302.603	FULL DEPTH REPAIR (TYPE CD-LV)	LIN FT	300.00	$96.00	$28,800.00
29	2302.618	PARTIAL DEPTH REPAIR SPECIAL (TYPE BE)	SQ FT	50.00	$50.00	$2,500.00
30	2302.604	PAVEMENT REPLACEMENT (TYPE CX)	SQ YD	200.00	$110.00	$22,000.00
31	2302.618	SPOT FULL DEPTH REPAIR (TYPE C1-LV)	SQ FT	200.00	$45.00	$9,000.00
32	2360.502	TYPE SP 12.5 WEARING COURSE MIXTURE (4,F)	TON	2,180.00	$100.00	$218,000.00
33	2411.507	CONCRETE RETAINING WALL	CU YD	19	$400.00	$7,600.00
34	2451.503	GRANULAR BACKFILL (CV)	CU YD	1,300.00	$31.00	$40,300.00
35	2502.541	4" PERF PVC PIPE DRAIN	LIN FT	200.00	$9.00	$1,800.00
36	2503.503	120" BRICK ARCH-SPAN SEWER	LIN FT	100	$1,200.00	$120,000.00
37	2503.511	15" RC PIPE SEWER DES 3006 CL III	LIN FT	344	$80.00	$27,520.00
38	2503.611	26" BRICK ARCH SPAN SEWER	LIN FT	100	$625.00	$62,500.00
39	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	5	$1,200.00	$6,000.00
40	2504.602	ADJUST VALVE BOX	EACH	8	$320.00	$2,560.00
41	2504.602	CONCRETE ENCASED VALVE BOX	EACH	8	$1,200.00	$9,600.00
42	2506.502	CONST DRAINAGE STRUCTURE DESIGN G	EACH	8	$3,000.00	$24,000.00
43	2506.502	CONST DRAINAGE STRUCTURE DES 4021-8	EACH	6	$5,000.00	$30,000.00
44	2506.602	CONST DRAINAGE STRUCTURE DES SPECIAL	EACH	3	$3,000.00	$9,000.00
45	2506.522	ADJUST FRAME & RING CASTING	EACH	12	$600.00	$7,200.00
46	2506.602	MANHOLE FRAME SEAL	EACH	26	$410.00	$10,660.00
47	2506.602	CONCRETE ENCASED COLLAR	EACH	12	$1,250.00	$15,000.00

48	2521.501	4" CONCRETE WALK	SQ FT	2,000.00	$12.00	$24,000.00
49	2521.501	6" CONCRETE WALK	SQ FT	2,680.00	$18.00	$48,240.00
50	2531.501	CONCRETE CURB & GUTTER DESIGN B624	LIN FT	1,820.00	$45.00	$81,900.00
51	2531.507	6" CONCRETE ALLEY PAVEMENT	SQ YD	39.00	$100.00	$3,900.00
52	2531.618	TRUNCATED DOMES	SQ FT	384	$60.00	$23,040.00
53	2540.602	CONSTRUCT SURVEY MONUMENT	EACH	3	$550.00	$1,650.00
54	2550.501	FIBER OPTIC MANAGEMENT SYSTEM	LUMP SUM	1	$30,000.00	$30,000.00
55	2550.501	SIGNAL IMPROVEMENTS AT SUPERIOR STREET	LUMP SUM	1	$300,000.00	$300,000.00
56	2550.501	SIGNAL IMPROVEMENTS AT 2ND STREET	LUMP SUM	1	$300,000.00	$300,000.00
57	2563.601	TRAFFIC CONTROL	LUMP SUM	1	$60,000.00	$60,000.00
58	2563.601	ALTERNATAIVE PEDESTRIAN ROUTE	LUMP SUM	1	$3,500.00	$3,500.00
59	2564.515	SIGN SUPPORT	EACH	10	$110.00	$1,100.00
60	2564.531	SIGN PANELS TYPE C	SQ FT	40	$250.00	$10,000.00
61	2564.602	REMOVE AND REINSTALL SIGN	EACH	5	$135.00	$675.00
62	2565.501	EMERGENCY VEHICLE PREEMPTION SYSTEM	LUMP SUM	1	$30,000.00	$30,000.00
63	2573.502	STORM DRAIN INLET PROTECTION	EACH	41	$200.00	$8,200.00
64	2573.602	TEMPORARY ROCK CONSTRUCTION ENTRANCE	EACH	4	$2,000.00	$8,000.00
65	2575.505	SODDING TYPE LAWN	SQ YD	200.00	$6.00	$1,200.00
66	2575.532	FERTILIZER TYPE 1	POUND	50	$4.00	$200.00
67	2575.602	SAND BAGS	EACH	330	$10.00	$3,300.00
68	2582.502	24" STOP LINE WHITE-PREF THERMO GR IN	LIN FT	99	$25.00	$2,475.00
69	2582.502	12" STOP LINE WHITE-PREF THERMO GR IN	LIN FT	352	$15.00	$5,280.00
70	2582.502	4" SOLID LINE WHITE-PREF THERMO GR IN	LIN FT	4,625.00	$4.50	$20,812.50
71	2582.502	4" BROKEN LINE WHITE-PREF THERMO GR IN	LIN FT	40.00	$4.50	$180.00
72	2582.502	4" SOLID LINE YELLOW-PREF THERMO GR IN	LIN FT	8,000.00	$4.50	$36,000.00
73	2582.502	24" SOLID LINE YELLOW-PREF THERMO GR IN	LIN FT	818.00	$25.00	$20,450.00
74	2582.518	24" CROSSWALK-PREF THERMO GR IN	SQ FT	945.00	$25.00	$23,625.00
75	2582.518	PVT MSSG (LT ARROW) PREF THERMO GR IN	SQ FT	195.00	$29.00	$5,655.00
		TOTAL ESTIMATED CONSTRUCTION COST				$2,355,792.50
		DESIGN AND CONSTRUCTION ENGINERING AND CONTINGENCY				$300,007.50
		TOTAL PROJECT COST				$2,655,800.00

Table 10 – Intersection Improvement Summary

Intersection	Potential Geometric Improvements	Lane Use/Pavement Marking or Signing Improvements	Signal Phasing or Signal Operation Improvements	Flashing Yellow Arrow Operation Priority	Flashing Yellow Arrow Assessment
21st Avenue/London Road	I-35W off-ramp - change to stop control on 21st Avenue and allow off-ramp to be free-flow	-	-	High	Mainline would benefit from lead/lag protected/ permissive. Opportunities for permissive only during off-peak
21st Avenue/Superior Street	-	Extend NBL turn lane (21st Avenue to Superior Street) from 85' to 150' or more	-	High	Mainline would benefit from lead/lag protected/ permissive. Opportunities for permissive only during off-peak
21st Avenue/2nd Street	-	-	-	Low	Minor approach is one-way with low volume left-turn from mainline that is already permissive
21st Avenue/4th Street	-	-	-	Low	Mainline lefts are already FYA and minor approaches are permissive
Woodland Avenue/Kent Road	-	-	-	Medium	Permissive mainline left-turns. Southbound left-turn could benefit from protected/permissive operation during peaks
Woodland Avenue/Clover Street	-	-	-	Low	Permissive mainline left-turns. Major approach left-turns are low volume
Woodland Avenue/Summit Avenue	-	-	High pedestrian volume crossing Woodland Avenue – consider implementing Leading Pedestrian Interval (LPI) – low volume turning from Summit Street so LPI would have little impact to vehicular traffic.	Medium	Permissive mainline left-turns. Southbound left-turn could benefit from protected/permissive operation during peaks
Woodland Avenue/St Marie Street	-	Shift centerline on westbound approach a few feet south to allow for more separation of EBL and WBL turning paths. Strip WB approach to be a WBL lane and shared WBT/WBR lane.	Eliminate EB and WB split phasing.	High	Mainline would benefit from lead/lag protected/permissive. Opportunities for permissive only during off-peak. EB and WB approaches could be the doghouse FYA heads that would allow for split phasing when high side-street left-turn volumes and protected/permissive or permissive only could be used throughout the majority of the day.
Woodland Avenue/Arrowhead Road	-	-	Crosswalk on north approach, but no pedestrian signal heads - install pedestrian signal heads on north approach.	High	Mainline would benefit from lead/lag protected/permissive. Opportunities for permissive only during off-peak. Eastbound left-turn could be given protected phase.
Woodland Avenue/Snively Road	-	-	-	Low	Permissive mainline left-turns. Only one major approach with left turns and this movement is low volume/

Higher Education

Small Area Plan

THE CITY OF
DULUTH
MINNESOTA

Hillside. Of those block groups in the study area, those in the northeast portion show the lowest percentage of 18-24 year olds. The block group that includes St. Scholastica shows a low percentage of 18-24 year olds; this may be due to students being counted at permanent home addresses rather than on campus.

Students

The population of college students attending Duluth institutions (UMD, CSS, LSC) has increased 30% in the last decade (Figure 4). The increase was most dramatic in the early part of the decade and leveled off at the end of the decade, suggesting a plateau at a student population of around 20,000. UMD and CSS report that future enrollments are not anticipated to have the rapid growth seen in the past. The portion of students that are full-time and the portion that live on-campus has remained relatively steady (Figures 5 and 6, next page). In 2010, over 16,000 were full-time students. Just over 4,000 students lived on-campus, with approximately 16,000 living off-campus between the three colleges. Although LSC lies outside the study area, its students are included in these numbers since some likely live in the study area; it also demonstrates the magnitude of college and student impact on the city as a whole. The DCI Market Study zeroed in on student population from the two colleges in the study area. This resulted in an estimated 13,572 students living within the study area, with 9,376 living off-campus (details can be found in the market study in Appendix A). Some of those living off-campus may be local students living with family or non-traditional students, but an exact estimate of this number is not available.

Housing

U.S. Census data from Tracts 5 and 8-14 illustrates how housing characteristics have changed in the area over the previous decades. As seen in Figure 7 (next page), housing has changed from being predominantly owner-occupied to predominantly rental.

Figure 3: Age Distribution 1990-2010

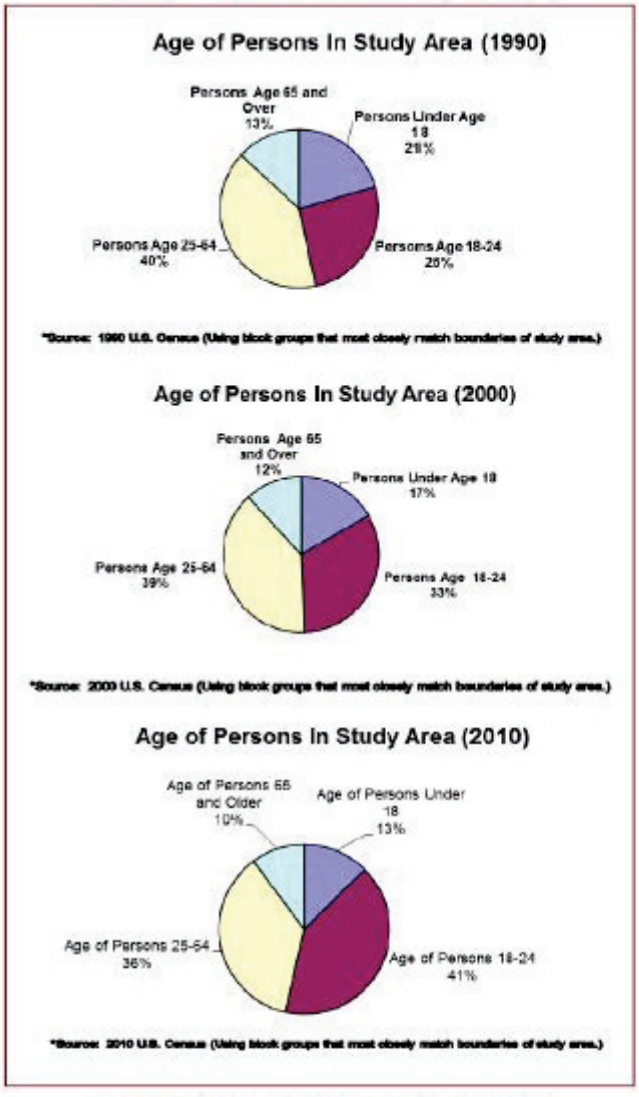
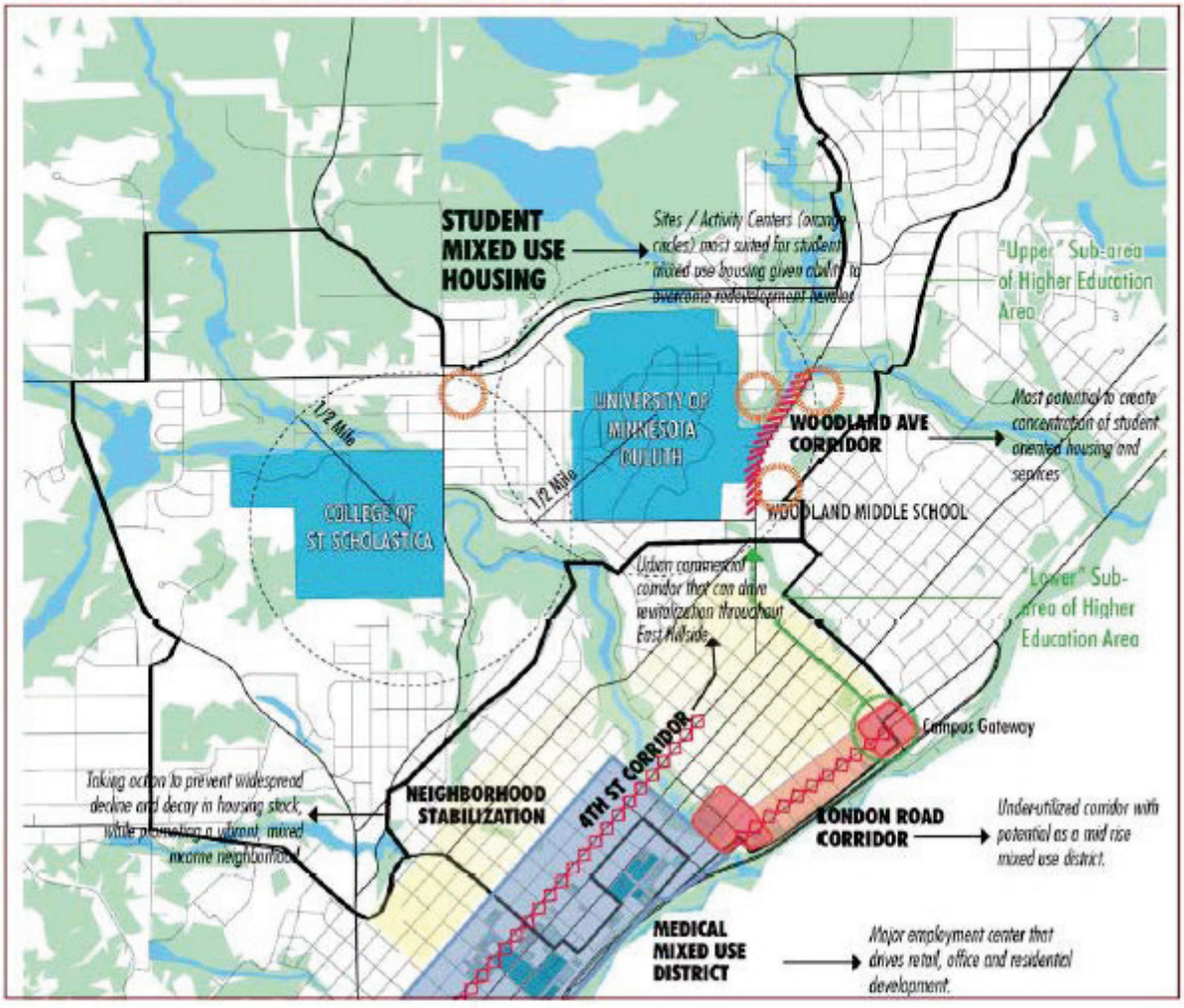


Figure 4: Total College Students in Duluth

	Full Time	Part Time	Total	Lived on Campus
2000			*15,113*	
2001	11,903	3,616	*15,519*	3,300
2002	12,718	3,969	*16,687*	
2003	12,946	4,220	*17,634*	
2004	13,984	4,283	*18,267*	
2005	14,217	4,481	*18,698*	4,090
2006	14,787	4,540	*19,327*	4,145
2007	14,780	4,664	*19,444*	4,048
2008	15,299	4,721	*20,020*	4,025
2009	15,535	4,624	*20,159*	4,141
2010	15,949	4,893	*20,842*	4,230

Figure 13: Market Study Development Framework



Facilitate and Leverage Partnerships - The most important component of partnership facilitation is the realization that the City of Duluth needs to be proactive in engaging community partners. This is the only way to yield successful outcomes that benefit multiple parties.

Establish Visions for Development Districts - It is important to collectively establish a vision for each development district so that the actions of various parties, including the City, are put into focus and given a direction. Over time, markets can shift and development related opportunities can shift with them, but if there is a compelling vision for each of these districts, the only decisions that should change along with those shifts should be short-term projects and initiatives that continue the progress towards long-term goals and objectives.

Higher Education Small Area Plan

Potential Areas for More Intensive Zoning

IMAGINE DULUTH 2035

FORWARD TOGETHER

AN UPDATE TO THE 2006 COMPREHENSIVE LAND USE PLAN

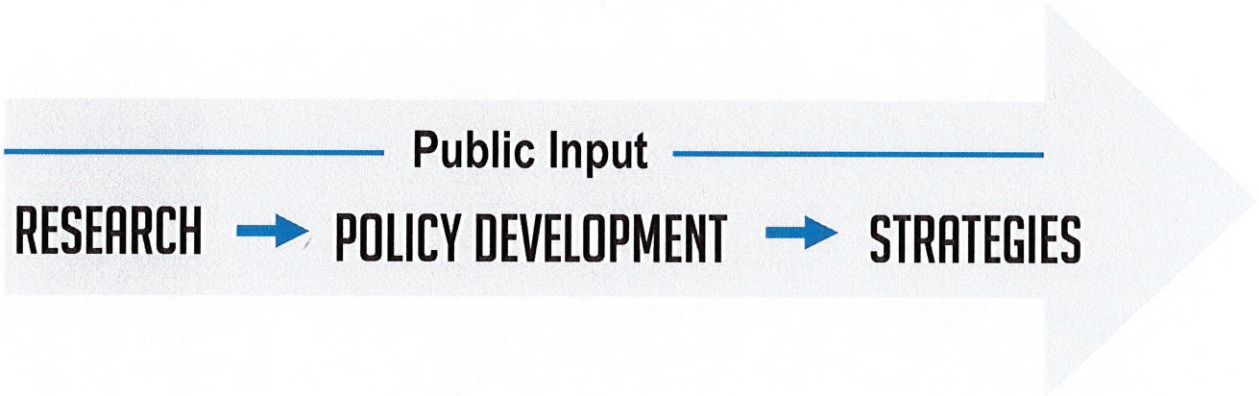
ADOPTED DATE: JUNE 25, 2018

THE CITY OF DULUTH MINNESOTA

IMAGINEDULUTH2035 FORWARD TOGETHER

Policies & Strategies

The research and input throughout Imagine Duluth 2035 led to development of six broad policies that also reflect the Governing Principles. Each policy was then further expanded into specific strategies to be carried forward to implementation.



Policy #1 – Improve street conditions to function better for everyone

Asset management is a system of planning for street maintenance and reconstruction in order to make the best use of resources. Activities can range from simple maintenance such as chip sealing and crack sealing, to targeted reconstruction.

Streets are used for almost all modes of transportation in the city. Deferred maintenance and lack of investment impact automobiles, transit, pedestrians, and bicyclists. This policy focuses on maintenance, reconstruction, and incremental improvements of the street network.

S1. Continue the City's asset management plan to extend the life of pavement.

S2. Seek to maintain a minimum Pavement Quality Index of 70 for streets, particularly along transit lines, high-traffic areas, and bike routes.

S3. Prioritize implementation of the ADA Transition Plan, with a focus on ADA Priority Areas, Core Investment Areas, and pedestrian connections in the mall area.

S4. Develop a funding source dedicated to installation and maintenance of sidewalk networks.

S5. Whenever conducting resurfacing or reconstruction activities on city streets, identify opportunities for installing pedestrian and bike facilities, including on-road bike lanes, for all locations identified in the City's adopted bikeway system plan.

S6. Ensure that sidewalks and crosswalks are rapidly cleared of snow (and continuously cleared, in Core Investment Areas), to ensure ease of system use by all residents.

S7. Continue to develop, improve, and implement recommendations from Safe Routes to Schools plans to enhance safety for children around schools and throughout the community.

S8. Ensure that when utility repairs are conducted, roadway surface is restored to a preferred condition, and when possible seek to locate new or improved utilities outside the driving lanes.

S9. Adopt measures to reduce vehicular travel speed and improve intersection safety, especially in busy areas, to improve overall safety conditions, reduce injuries, and eliminate deaths.

S10. Monitor and adopt best practices for self-driving vehicles.

S11. Because use of electric vehicles is increasing, plan for necessary infrastructure to support their use.

Policy #2 – Reduce infrastructure costs through innovation and wholesale design change

The existing infrastructure needs far exceed reasonably foreseeable funding. This policy aims to reduce costs in the long term through strategic reductions in width and linear miles of city streets.

S1. Evaluate city street design standards to reduce replacement costs and ongoing maintenance and plowing needs by allowing or requiring narrower street widths whenever possible and appropriate.

S2. To reduce speeds, increase safety, and lower costs, ensure the use of appropriate urban or rural design metrics for new or reconstructed streets (depending on the applicable area of the city). When possible, use updated engineering standards such as NACTO Urban Street Design Guide.

Policy #3 – Add to the transportation network by systematically enhancing multimodal options

Multimodal options allow for efficient, equitable, healthy transportation. This policy identifies improvements needed to effectively extend these options to a wide range of Duluthians.

Multi-modal transportation covers transit, bicycle, and pedestrian travel, as well as automobile travel – including car sharing, carpooling, and rideshare. Important enhancements in multi-modal transportation include wayfinding, sidewalks connecting to destinations, space dedicated for bike racks, and connections between modes.

S1. Recognize that people are pedestrians at some point in their daily travels—even if walking is used in conjunction with other modes—and prioritize pedestrian safety and comfort in transportation improvements.

S2. Update development policies to ensure new development includes appropriate supporting infrastructure; options in Core Investment Areas, ensure this includes the full suite of transportation options.

S3. Update the UDC to include best practices for vehicle parking, bicycle parking, pedestrian connections, and transit stop requirements. Such requirements should be standardized for all modes.

S4. Minimize or eliminate use of angled or perpendicular parking to improve safety conditions for bicyclists, except where perpendicular parking is necessary or required due to steep topography.

S5. Consider options for expending parking meter revenue near where it is collected, and manage pricing to increase on-street cost, making it more comparable to ramp pricing.

S6. Develop programmatic actions to promote rideshare, carshare, and bikeshare programs. Incentivize employer support for biking and transit use.

S7. Conduct analysis of options for improving uphill/downhill connections in areas of high housing, job, and tourist density, especially between key destinations and areas where people seek to travel without use of a personal vehicle. The analysis should include an evaluation of a mode's capital and operational investments and requirements.

S8. Maintain existing public stairways and add new stairways where appropriate. Add bike rails where appropriate. Consider naming stairways using unique identifiers, and install signage to add to the level of public awareness and enjoyment.

Funding & Projects

The above policies and strategies introduce an ambitious suite of transportation improvements throughout the city, many of which require the City to procure funding from various sources. Specific projects include:

- Yearly crack sealing and chip sealing where needed to preserve the life of existing streets.
- Reconditioning and reconstruction of streets used for transit lines, bike routes, or with high traffic volumes that have a Pavement Quality Index lower than 70.
- Implementation of a snow emergency plowing system.
- Improvements to Skyline Parkway for all modes.
- Reestablishment of the Snow Angels program to aid with sidewalk clearing, and staffing for enforcement of snow violations.
- Sidewalk improvements to bring all sidewalks within ¼ mile of a transit stop to "fair" or "good" condition.
- Implementation of the ADA Transition Plan, including pedestrian improvements in the mall area.
- Install bumpouts, crosswalks, and other pedestrian crossing improvements where called for in Safe Routes to School plans and Core Investment Areas.
- Upgrades in technology to implement dynamic pricing strategies in parking ramps and on-street parking.
- Creation of a bike sharing feasibility study.
- Transportation infrastructure that facilitates up/downhill mobility (i.e. aerial gondola).
- Completion of the Campus Connector.
- Creation of a bike facility connecting the Cross City Trail to London Road, through Downtown.
- Completion of the Cross City Trail.
- Widening and/or reconstruction of the Lakewalk from Canal Park to 21st Avenue E.
- Planning and implementation of bicycle parking in rights-of-way.

Sustainable Choices 2045

Duluth-Superior Long-Range Transportation Plan

Duluth-Superior Metropolitan Interstate Council
221 West First Street
Duluth, MN 55802

Adopted—MIC Policy Board: October 16, 2019

dsmic.org/planning/long-range/

Short-term Projects (2020-2024)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-03-01	Aerial Lift Bridge *Structural and Mechanical maintenance, paint top span and lift span, side walk and deck replacement*	Preservation	$11,000,000				x	x
MN-03-02	Decker Road Piedmont Ave to Mall Dr	Preservation	$1,500,000	x			x	x
MN-03-03	Waseca Industrial Road Extenision 59th Ave W to 63rd Ave W to Raleigh St	Reconstruction	$4,000,000	x	x	x	x	x
MN-03-04	Kayak Bay Drive Signal At Th23 *New signalized intersection at Warwick/River West Dr and TH23*	Intersection Control or Roundabout	$350,000	x	x	x		x
MN-03-05	Superior Street *Phases 2 and 3 Reconstruction, 3rd Ave W to 4th Ave E*	Reconstruction	$20,500,000	x	x	x		
MN-03-06	E Superior Street *Lester River Road to Expressway*	Preservation	$1,400,000	x	x	x	x	
MN-03-07	Third Street Mesaba Ave to 12th Ave E	Preservation	$1,600,000	x	x	x	x	x
MN-03-08	Brighton Beach Shared Use Path *Extend Lakewalk to Scenic 61*	Bike/Pedestrian Improvement	$640,000	x	x	x		
MN-03-09	Railroad Street *Lake Ave to 5th Ave W*	Preservation	$1,718,000	x	x	x	x	x
MN-03-10	Burning Tree, Mt. Shadow, And Mall Dr *Reconstruction*	Reconstruction	$1,700,000	x	x	x	x	x
MN-03-11	Glenwood And Snively Intersection *Roundabout at Jean Duluth/Glenwood/Snively intersecton*	Intersection Control or Roundabout	$750,000	x	x	x	x	
MN-03-12	Arrowhead And Woodland Intersection Signal Replacement	Preservation	$187,500			x	x	
MN-03-13	Arrowhead Road *Woodland Ave to Dodge Street*	Preservation	$737,500	x	x	x	x	
MN-03-14	Cross City Trail *Segment from Irvning Park to Keene Creek Park*	Bike/Pedestrian Improvement	$750,000	x	x	x		x
Total:			$46,833,000					

Mid-term Projects (2025-2029)

Proj. No.	Project Description	Type	Total Cost	Goals of Sustainable 2045 Met				
				Health	Livable	Safety	Moving	Economy
MN-03-15	Superior Street 45th Ave E to 60th Ave E	Preservation	$3,400,000	x	x	x	x	x
MN-03-16	21st Ave E London Rd to Woodland Ave.	Reconstruction	$3,000,000	x	x	x	x	x
MN-03-17	Hawthorne Rd Superior Street to 4th street	Reconstruction	$1,500,000	x	x	x	x	
MN-03-18	Raleigh St Grand ave to Central Ave	Preservation	$1,200,000	x	x	x	x	
MN-03-19	6th Avenue E. And Central Entrance 2nd St. to 9th St to Mesaba Ave	Reconstruction	$4,150,000	x	x	x	x	x
MN-03-20	4th St Wallace to 34th Ave E	Preservation	$1,200,000	x	x	x	x	
MN-03-21	Old Howard Mill Rd E 4th Street to 36th Ave. E	Preservation	$500,000	x	x	x	x	
MN-03-22	4th Ave E Superior St to 4th Street	Reconstruction	$1,300,000	x	x	x	x	x
MN-03-23	Central Avenue I-35 to Raleigh St.	Preservation	$500,000			x	x	x
MN-03-24	College St Kenwood Ave to Woodland Ave.	Reconstruction	$5,400,000	x	x	x	x	x


DEPARTMENT OF TRANSPORTATION
District 1 Freight Plan
December, 2019
TRITON
EXIT 256A
194
Mesaba Ave
Superior St
EXIT ONLY
35 TO 61
NORTH SHORE

S991	Superior Street and 21st Avenue East	Duluth	60	62
S993	S. 40th Avenue W and Oneota Street	Duluth	60	62
S994	40th Ave East and London Road	Duluth	60	62
SCA	Grand Avenue	Duluth	60	60
SCD	Central Avenue	Duluth	60	62
S65	HWY 169	Six Mile Road	61	61
D40	Morris Thomas Rd	Duluth	62	63
D43	CSAH 61	Rock Creek	62	63
S57	TH 23	Munger Trail Bridge	63	64
DCC	CSAH 5	Chisolm (Heading South)	64	65
S992	Woodland Ave and W. Arrowhead Road	Duluth	64	65

Segment Related Crashes

21st Ave East

Report Version 1.0
February 2020

Route System	Route Num	From Measure	To Measure	Length	Co	Dist	City
					69-St. Louis	1	Duluth

Street Name	From	To

Weighted AADT	Observed Rate	Expected Rate	Critical Rate	Observed Density	Expected Density	Critical Density

Crash Severity/Number of Vehicles

Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	2	0	2	0	0
B - Minor Injury	8	0	2	3	3
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	0	0	0	0	0
U - Unkown	0	0	0	0	0
Total	10	0	4	3	3

Time

Time	Frequency	%
00:00-02:59	0	0.0
03:00-05:59	0	0.0
06:00-08:59	1	10.0
09:00-11:59	1	10.0
12:00-14:59	5	50.0
15:00-17:59	3	30.0
18:00-20:59	0	0.0
21:00-23:59	0	0.0
Total	10	100.0

Basic Type

Basic Type	Frequency	%
Pedestrian	0	0.0
Bike	3	30.0
Single Vehicle Run Off Road	0	0.0
Single Vehicle Other	1	10.0
Sideswipe Same Direction	0	0.0
Sideswipe Opposing	0	0.0
Rear End	5	50.0
Head On	0	0.0
Left Turn	0	0.0
Angle	1	10.0
Other	0	0.0
Total	10	100.0

Driver Contributing Factor 1

Driver Contributing Factor 1	Frequency	%
Failure to Yield Right-of-Way	2	11.1
Improper Passing	0	0.0
Improper Turn/Merge	0	0.0
Disregard Other Road Markings	0	0.0
Disregard Other Traffic Signs	0	0.0
Driver Distracted	1	5.6
Driver Speeding	0	0.0
Failed to Keep in Proper Lane	0	0.0
Following Too Closely	1	5.6
Improper Backing	0	0.0
No Clear Contributing Action	12	66.7
Operated Motor Vehicle: Careless/Negligent/Erratic	1	5.6
Operated Vehicle: Reckless/Aggressive	0	0.0
Over-correcting / Over Steering	0	0.0
Passing on Shoulder	0	0.0
Ran Off Road	0	0.0
Ran Red Light	0	0.0
Ran Stop Sign	1	5.6
Swerved or Avoided Due to Wind, etc.	0	0.0
Wrong Side or Wrong Way	0	0.0
Total	18	100.0

Light Condition

Light Condition	Frequency	%
Daylight	9	90.0
Sunrise	0	0.0
Sunset	0	0.0
Dark (Str Lights On)	1	10.0
Dark (Str Lights Off)	0	0.0
Dark (No Str Lights)	0	0.0
Dark (Unknown Light)	0	0.0
Other/Unknown	0	0.0
Total	10	100.0

Roadway Surface

Roadway Surface	Frequency	%
Dry	9	90.0
Wet	0	0.0
Snow	0	0.0
Slush	0	0.0
Ice/Frost	1	10.0
Water	0	0.0
Other/Unknown	0	0.0
Total	10	100.0

Driver & Non Motorist Age/Gender Summary

Age	M	F	NR	No Value	Total	%
<= 21	3	2	0	0	5	20.8
21-25	3	1	0	0	4	16.7
26-35	4	1	0	0	5	20.8
36-55	5	2	0	0	7	29.2
56-65	0	1	0	0	1	4.2
>65	1	1	0	0	2	8.3
Total	16	8	0	0	24	100.0
%	66.7	33.3	0.0	0.0	100.0	100.0

Selection Filter:

WORK AREA: County('662850') - FILTER: Crash Severity('1','2','3')

Analyst: Cindy Voigt

Notes: