

CAMPUS CONNECTOR TRAIL

APPENDIX A—I

Duluth, Minnesota

September 11, 2019



ACKNOWLEDGMENTS

>> Cover Photo Credit: Bike Racks; City of Duluth

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University of Minnesota—Duluth

College of St. Scholastica

ISD 709/Lowell Elementary

Duluth Bikes Coalition

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Chester Bowl Improvement Club

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CONTENTS

APPENDIX A

- ◆ Student Survey Results (UMD/CSS) 1—12

APPENDIX B

- ◆ Public Survey Results 13—36

APPENDIX C

- ◆ Bristolwood Development Survey Responses 36—67

APPENDIX D

- ◆ Stakeholder Organizations 68

APPENDIX E

- ◆ Public Comments 69—173

APPENDIX F

- ◆ Conceptual Drawings Important Intersections 174—192

APPENDIX G

- ◆ Trail Segment Maps 193—199

APPENDIX H

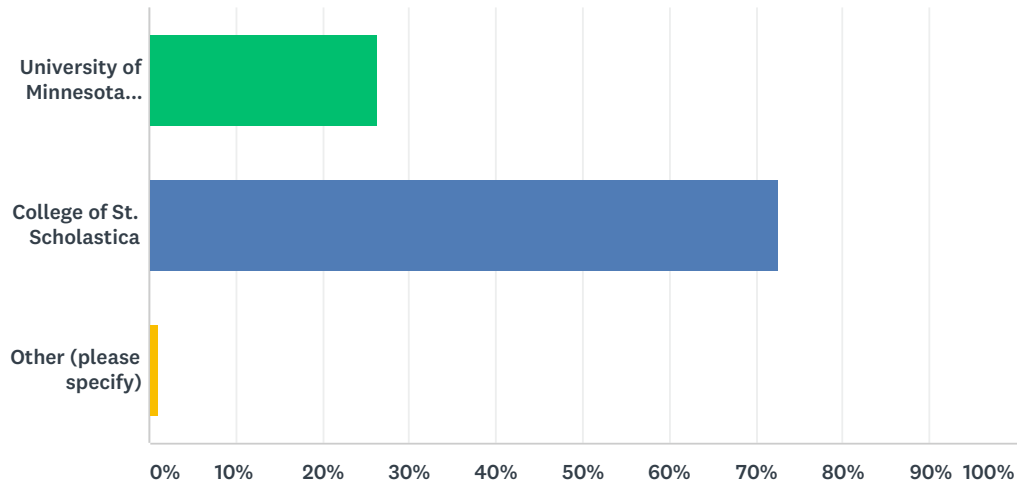
- ◆ Preliminary Budget Projection 200—202

APPENDIX I

- ◆ Duluth Trail & Bikeway Plan Map 203

Q1 What campus do you attend?

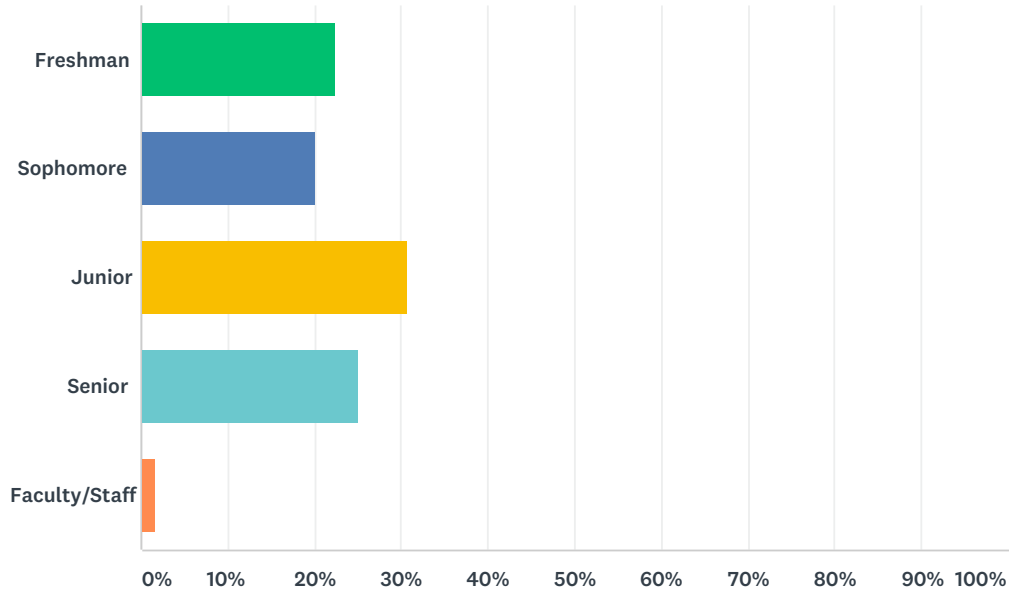
Answered: 179 Skipped: 0



ANSWER CHOICES		RESPONSES	
University of Minnesota Duluth		26.26%	47
College of St. Scholastica		72.63%	130
Other (please specify)		1.12%	2
TOTAL			179

Q2 What is your year in school?

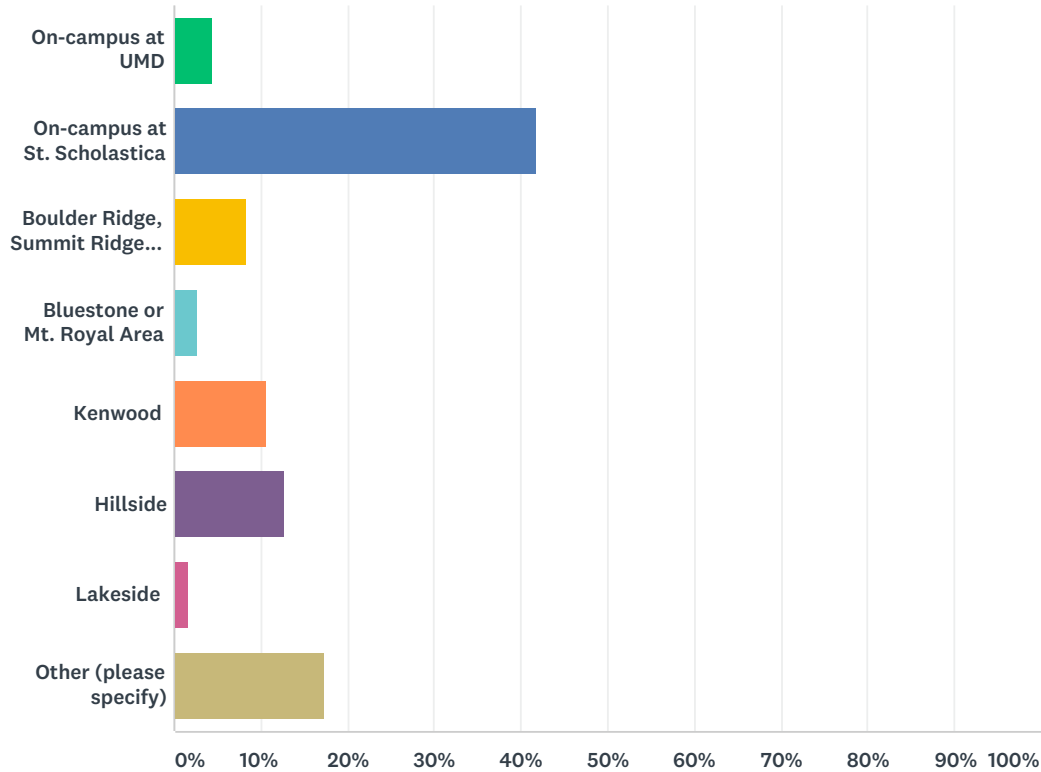
Answered: 179 Skipped: 0



ANSWER CHOICES	RESPONSES	
Freshman	22.35%	40
Sophomore	20.11%	36
Junior	30.73%	55
Senior	25.14%	45
Faculty/Staff	1.68%	3
TOTAL		179

Q3 In what area do you live?

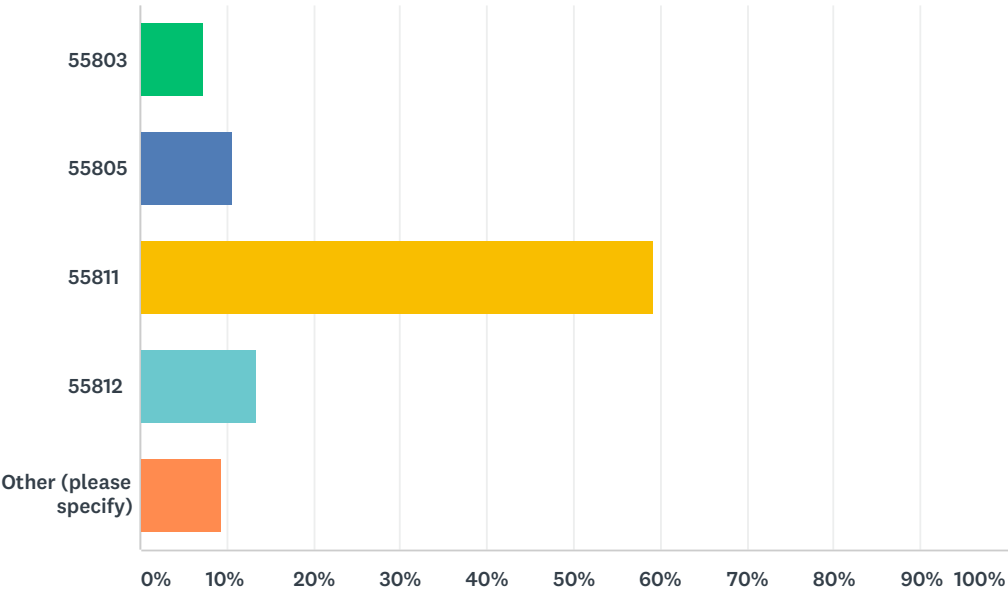
Answered: 179 Skipped: 0



ANSWER CHOICES	RESPONSES	
On-campus at UMD	4.47%	8
On-campus at St. Scholastica	41.90%	75
Boulder Ridge, Summit Ridge, Campus Park or other location along Rice Lake Road	8.38%	15
Bluestone or Mt. Royal Area	2.79%	5
Kenwood	10.61%	19
Hillside	12.85%	23
Lakeside	1.68%	3
Other (please specify)	17.32%	31
TOTAL		179

Q4 In what zip code do you reside?

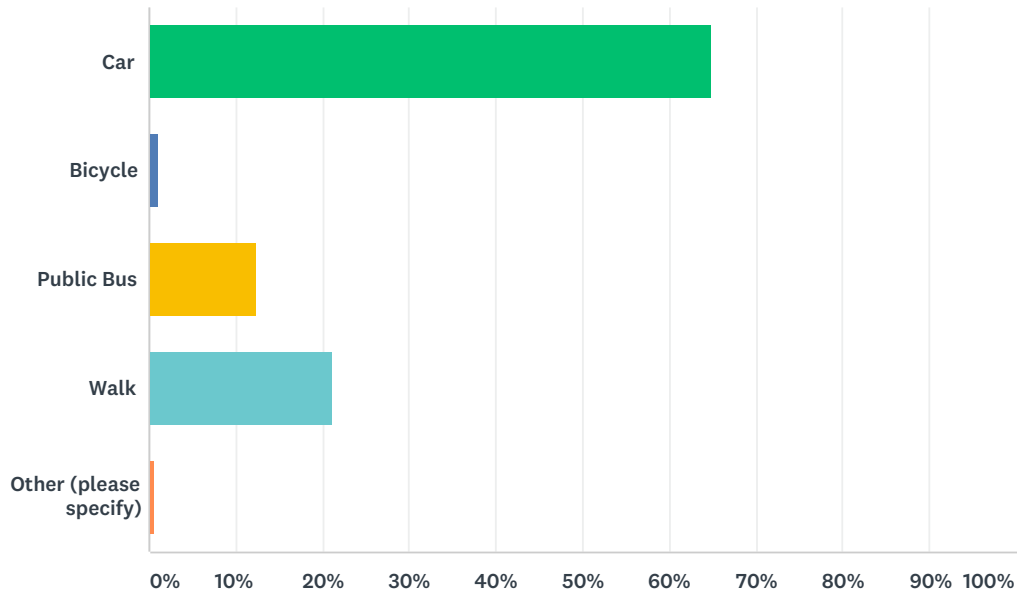
Answered: 179 Skipped: 0



ANSWER CHOICES		RESPONSES	
55803		7.26%	13
55805		10.61%	19
55811		59.22%	106
55812		13.41%	24
Other (please specify)		9.50%	17
TOTAL			179

Q5 What mode of transportation do you use most often?

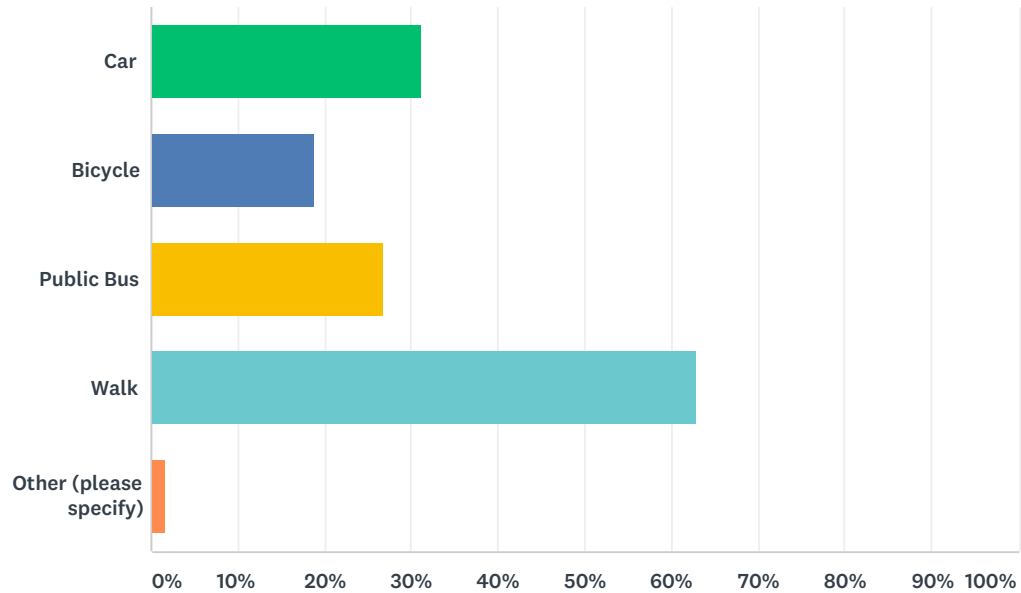
Answered: 179 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	64.80%	116
Bicycle	1.12%	2
Public Bus	12.29%	22
Walk	21.23%	38
Other (please specify)	0.56%	1
TOTAL		179

Q6 What other modes of transportation do you use in addition to your primary mode?

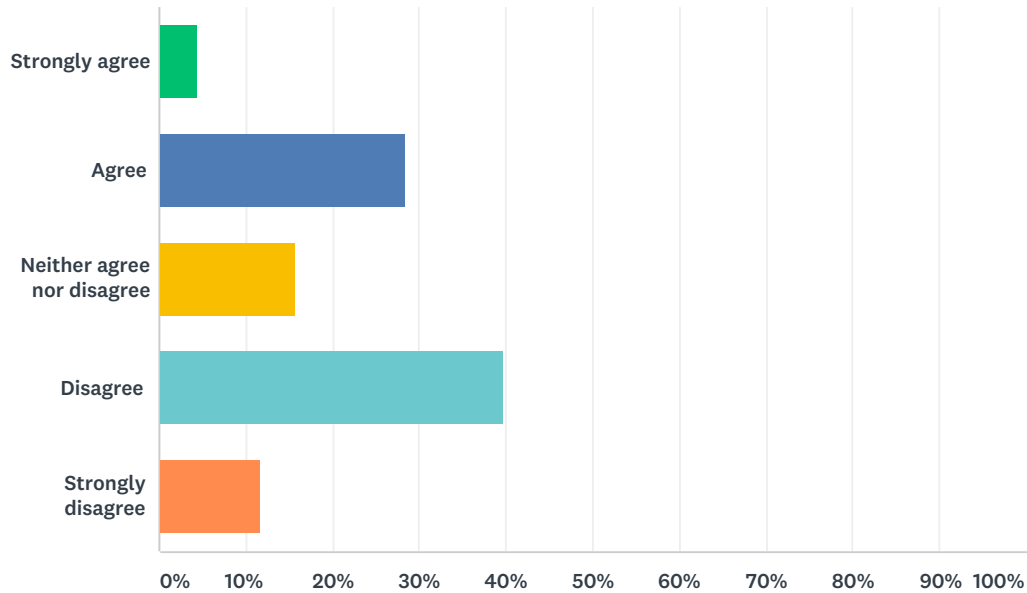
Answered: 176 Skipped: 3



ANSWER CHOICES	RESPONSES	
Car	31.25%	55
Bicycle	18.75%	33
Public Bus	26.70%	47
Walk	63.07%	111
Other (please specify)	1.70%	3
Total Respondents: 176		

Q7 You are able to access school, shopping, and recreation easily without having to drive.

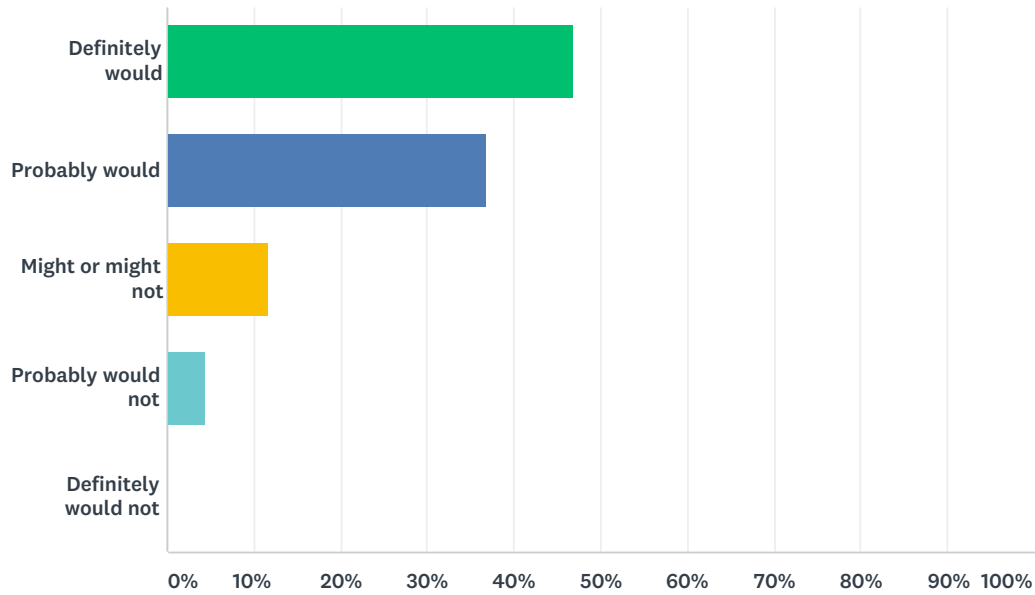
Answered: 179 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	4.47%	8
Agree	28.49%	51
Neither agree nor disagree	15.64%	28
Disagree	39.66%	71
Strongly disagree	11.73%	21
TOTAL		179

Q8 Would you use the Campus Connector trail?

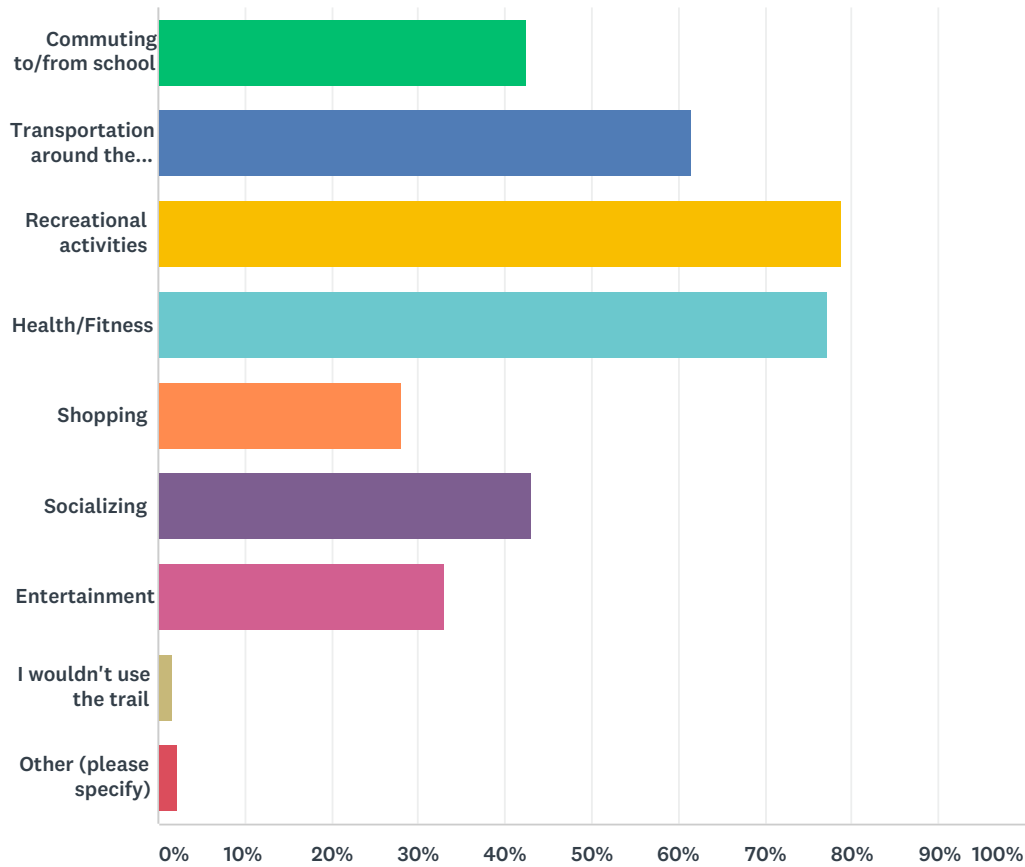
Answered: 179 Skipped: 0



ANSWER CHOICES	RESPONSES	
Definitely would	46.93%	84
Probably would	36.87%	66
Might or might not	11.73%	21
Probably would not	4.47%	8
Definitely would not	0.00%	0
TOTAL		179

Q9 How would you use the proposed Campus Connector trail?

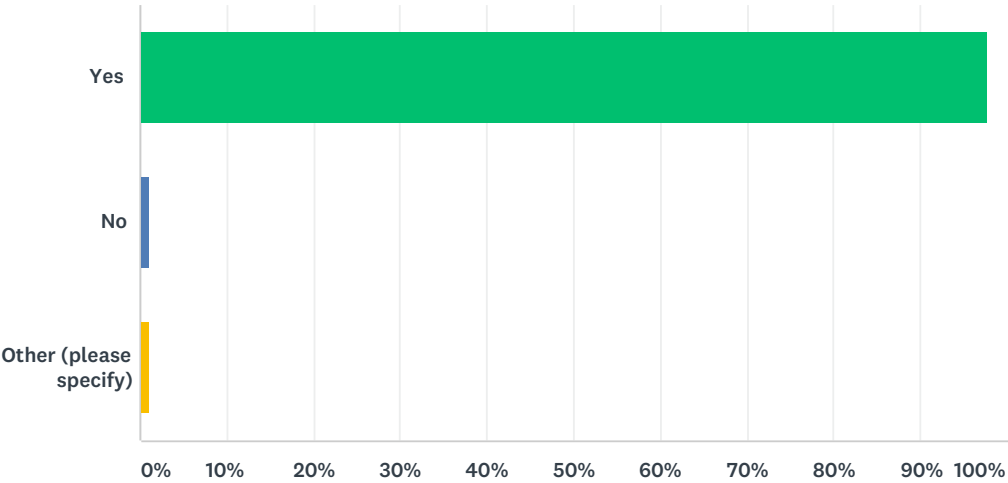
Answered: 179 Skipped: 0



ANSWER CHOICES	RESPONSES	
Commuting to/from school	42.46%	76
Transportation around the community	61.45%	110
Recreational activities	78.77%	141
Health/Fitness	77.09%	138
Shopping	27.93%	50
Socializing	43.02%	77
Entertainment	32.96%	59
I wouldn't use the trail	1.68%	3
Other (please specify)	2.23%	4
Total Respondents: 179		

Q10 Would you like to see the Campus Connector trail built in your campuscommunity?

Answered: 179 Skipped: 0



ANSWER CHOICES		RESPONSES	
Yes		97.77%	175
No		1.12%	2
Other (please specify)		1.12%	2
TOTAL			179

Q11 Is there anything else you would like to add?

Answered: 38 Skipped: 141

#	RESPONSES	DATE
1	No	4/4/2019 3:02 PM
2	N/A	4/2/2019 2:36 PM
3	I currently live on the CSS campus, but next fall will be living off campus and a trail like this would be very beneficial.	4/2/2019 10:52 AM
4	I fully support building bike trails. I like trails that are not on the roads though because those trails kind of make me nervous. I would like a trail that is separated from an actual road. Thanks :)	4/2/2019 8:39 AM
5	I do not know what this trail would entail. If it is destructive, I do not approve. But as someone who cannot transport via car, I would LOVE easier options getting places! Thanks for asking :)	4/2/2019 7:34 AM
6	Proper maintenance of the trail such as cleaning during spring time.	4/1/2019 11:16 PM
7	I appreciate the work that has been done so far, and look forward to the future improvements/additions!	4/1/2019 10:28 PM
8	This is a great opportunity for student involvement. The two campuses could potentially have student employment positions for both trail construction and maintenance.	4/1/2019 4:33 PM
9	I am in Cross Country here at CSS and I think that it would be an amazing trail for us to run if we wanted to run down to Lake Superior. I believe that it would be very beneficial.	4/1/2019 3:03 PM
10	This would definitely save me gas money if I were able to use the connector from Campus Park to CSS. I really appreciate that this is being considered.	4/1/2019 1:42 PM
11	Have blue light safety posts along the trail for safety measures as well as reflective markers for people to see the trail at night.	4/1/2019 12:43 PM
12	This would be a fun and healthy way to get college students to get out more and see/experience Duluth.	4/1/2019 11:47 AM
13	It would be a great way for people to get around if they did not bring a car to school.	4/1/2019 11:45 AM
14	Will it be free of charge for student? If not, how much will it charge ?	4/1/2019 10:44 AM
15	Whether or not I use this trail as a mode of transportation between campuses, I would definitely enjoy exploring a new trail to casually hike on.	4/1/2019 10:43 AM
16	NA	4/1/2019 10:35 AM
17	I think having Campus connector would be very beneficial for this city as well as Saint Scholastica.	4/1/2019 10:35 AM
18	Build the trail! And maintain it:)	4/1/2019 10:34 AM
19	I think this would be a great addition to the community!	4/1/2019 10:34 AM
20	Have there be security buttons throughout the trail to make me feel more comfortable, as a woman.	4/1/2019 10:29 AM
21	The Campus Connector trail would greatly benefit those who do not have a car.	4/1/2019 10:25 AM
22	N/A	4/1/2019 10:01 AM
23	As long as the this would not interfere with the monastery grounds and the administration is on board, this would be so awesome!	4/1/2019 9:41 AM
24	I would hope that there is recycling on the trail and that there are precautions taken to make sure that the trails are safe for college students.	4/1/2019 9:41 AM
25	n/a	4/1/2019 9:40 AM
26	I think if the trail by campus park apartments led out more into the middle between aspen wood town homes and CSS I would use it more since I will be living there next year.	4/1/2019 9:36 AM

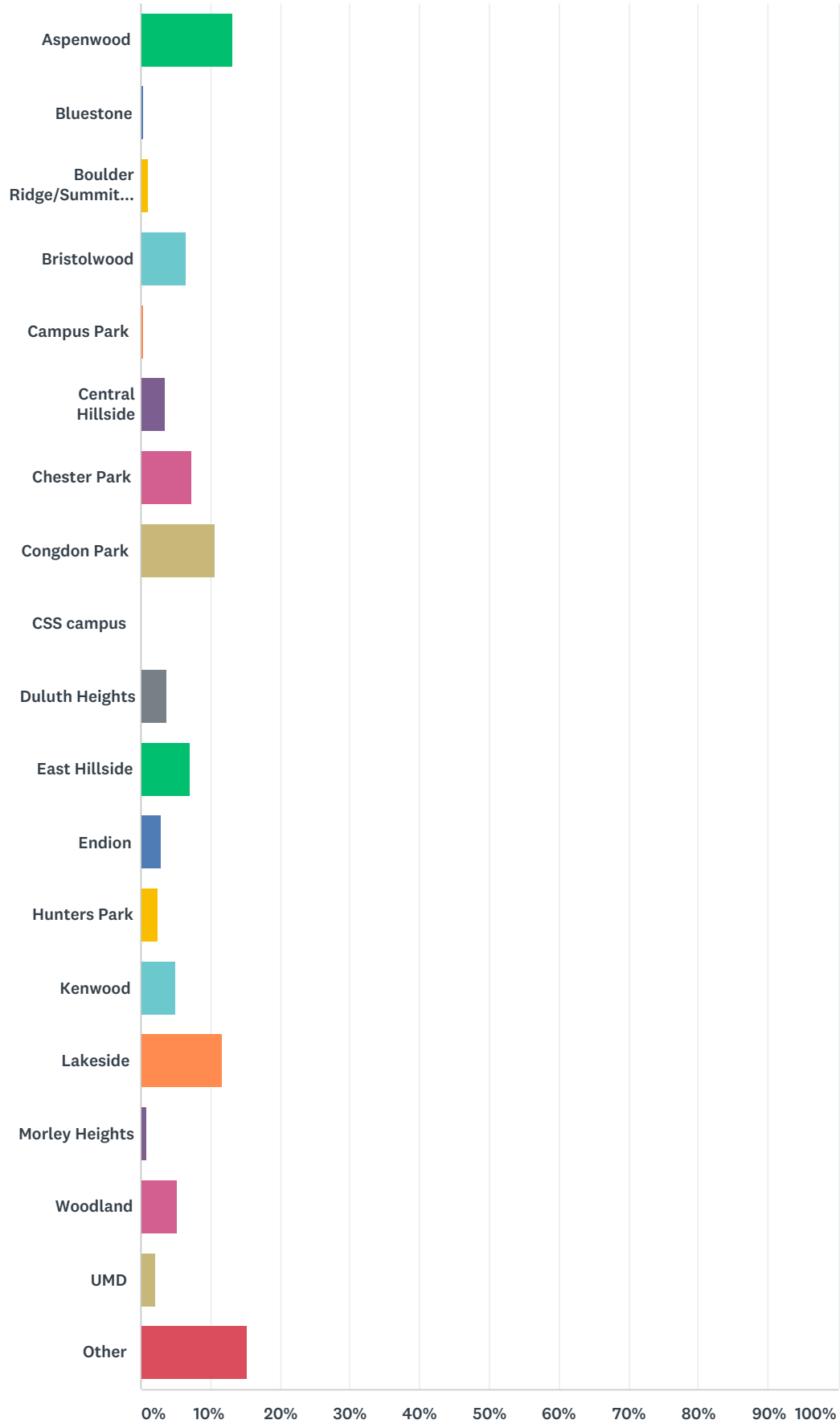
APPENDIX A

STUDENT SURVEY RESULTS

27	Nope!	4/1/2019 9:34 AM
28	Please build it! I think it would be great for the community.	4/1/2019 9:33 AM
29	A trail that is friendly to both cyclists and pedestrians is a must in Duluth.	4/1/2019 9:33 AM
30	This trail needs to be made, many people who don't have cars need to have a safe path to access food/shopping/exercise options	4/1/2019 9:33 AM
31	Thank you for (hopefully!) building a trail back to the Rice Lake Rd area! I hope that more students use this sustainable option that will help the environment. One consideration - what would the upkeep/conditions be like in the fall and winter months with leaves and ice?	4/1/2019 9:25 AM
32	N/A	4/1/2019 9:24 AM
33	I love the trails in Duluth, and would love to see more added!	4/1/2019 9:24 AM
34	More trails = better cities	3/31/2019 11:45 AM
35	No comments	3/30/2019 9:35 AM
36	the trail would not personally benefit me from my home location in regards to commuting to and from school. However, I could see why it would be beneficial to others.	3/29/2019 5:12 PM
37	A well lit, shoveled, and safe walking option for attending parties and events on and near the colleges is a great need for students living off campus. I would love to see this trail built.	3/29/2019 3:01 PM
38	A description of what the Campus Connector trail does and how it would be used would be helpful.	3/28/2019 5:39 PM

Q1 What area best describes where you live? Choose one from dropdown menu, below:

Answered: 441 Skipped: 0



ANSWER CHOICES

RESPONSES

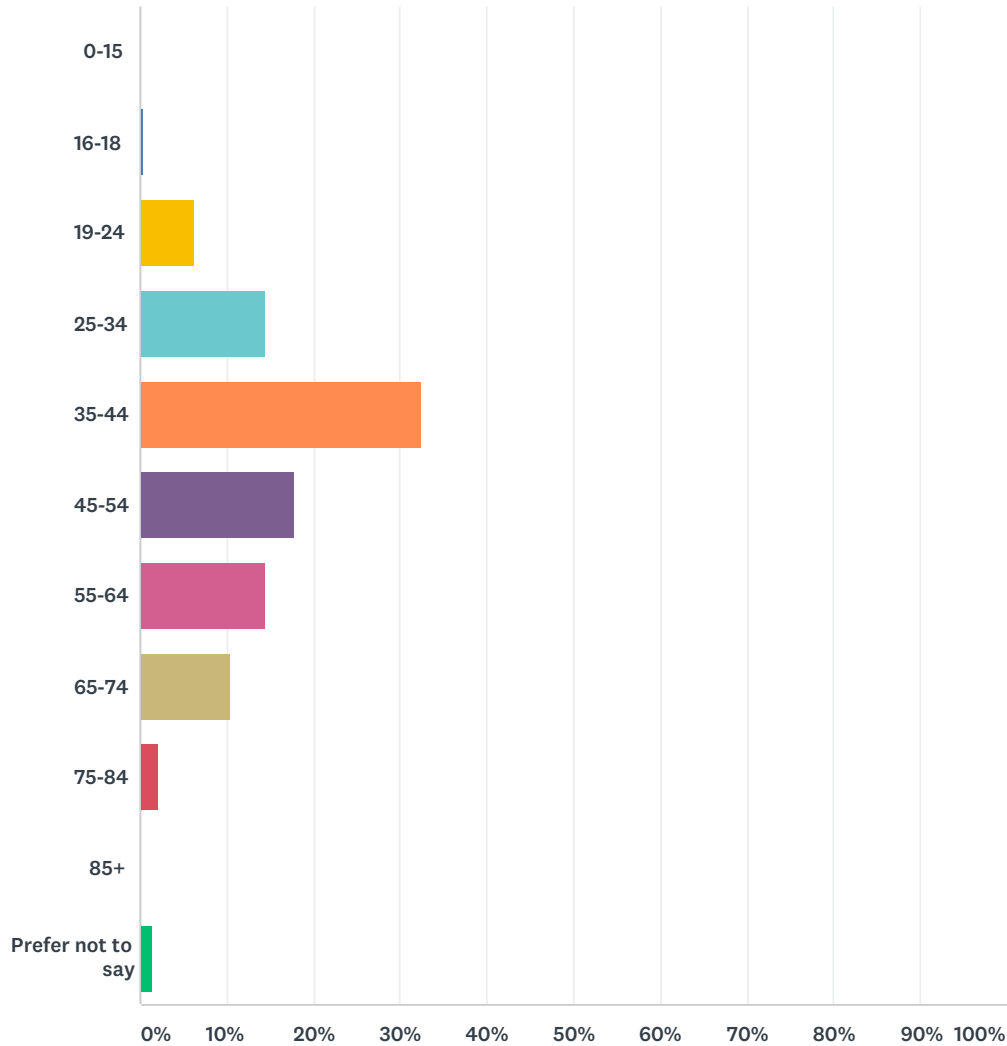
APPENDIX B

PUBLIC SURVEY RESULTS15

Aspenwood	13.15%	58
Bluestone	0.45%	2
Boulder Ridge/Summit Ridge	1.13%	5
Bristolwood	6.58%	29
Campus Park	0.45%	2
Central Hillside	3.63%	16
Chester Park	7.26%	32
Congdon Park	10.66%	47
CSS campus	0.23%	1
Duluth Heights	3.85%	17
East Hillside	7.03%	31
Endion	2.95%	13
Hunters Park	2.49%	11
Kenwood	4.99%	22
Lakeside	11.79%	52
Morley Heights	0.91%	4
Woodland	5.22%	23
UMD	2.04%	9
Other	15.19%	67
TOTAL		441

Q2 What is your age? Choose one from dropdown menu, below:

Answered: 441 Skipped: 0

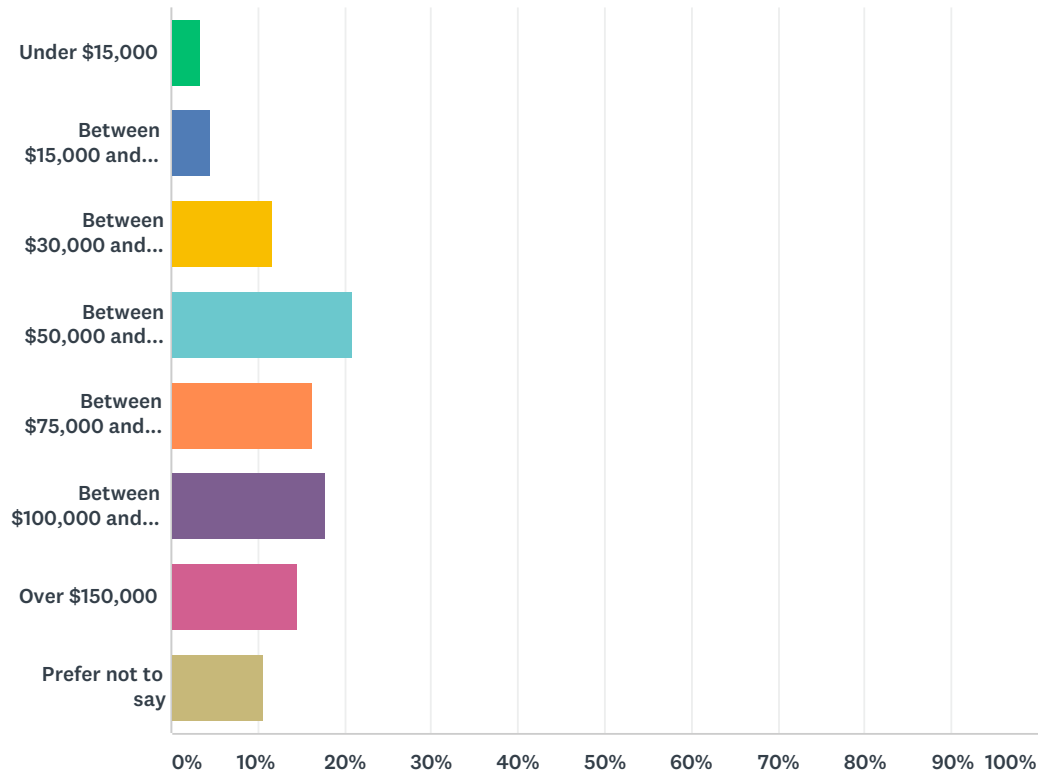


ANSWER CHOICES	RESPONSES	
0-15	0.23%	1
16-18	0.45%	2
19-24	6.35%	28
25-34	14.51%	64
35-44	32.43%	143
45-54	17.69%	78
55-64	14.51%	64
65-74	10.43%	46
75-84	2.04%	9
85+	0.00%	0
Prefer not to say	1.36%	6
TOTAL		441

Q3 What is your annual household income? Choose one from dropdown

menu, below:

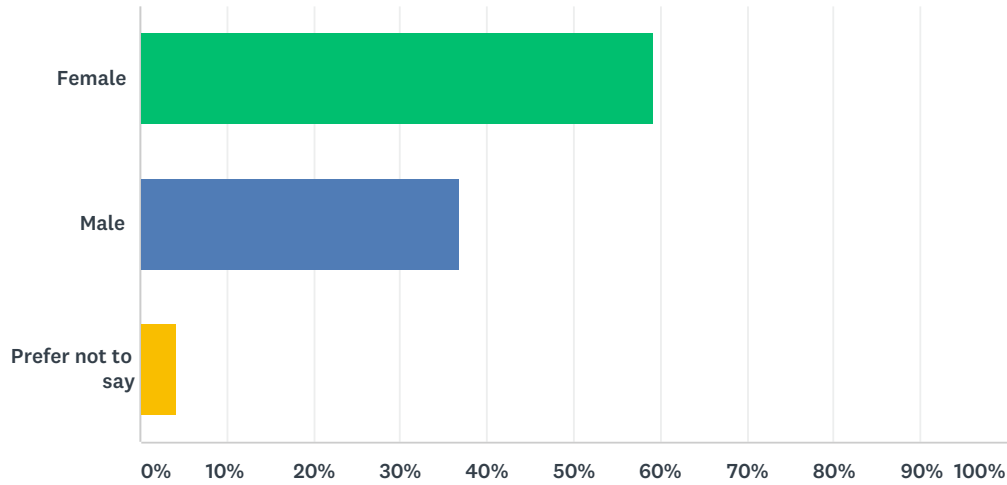
Answered: 441 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under \$15,000	3.40%	15
Between \$15,000 and \$29,999	4.54%	20
Between \$30,000 and \$49,999	11.79%	52
Between \$50,000 and \$74,999	20.86%	92
Between \$75,000 and \$99,999	16.33%	72
Between \$100,000 and \$150,000	17.69%	78
Over \$150,000	14.74%	65
Prefer not to say	10.66%	47
TOTAL		441

Q4 What is your gender?

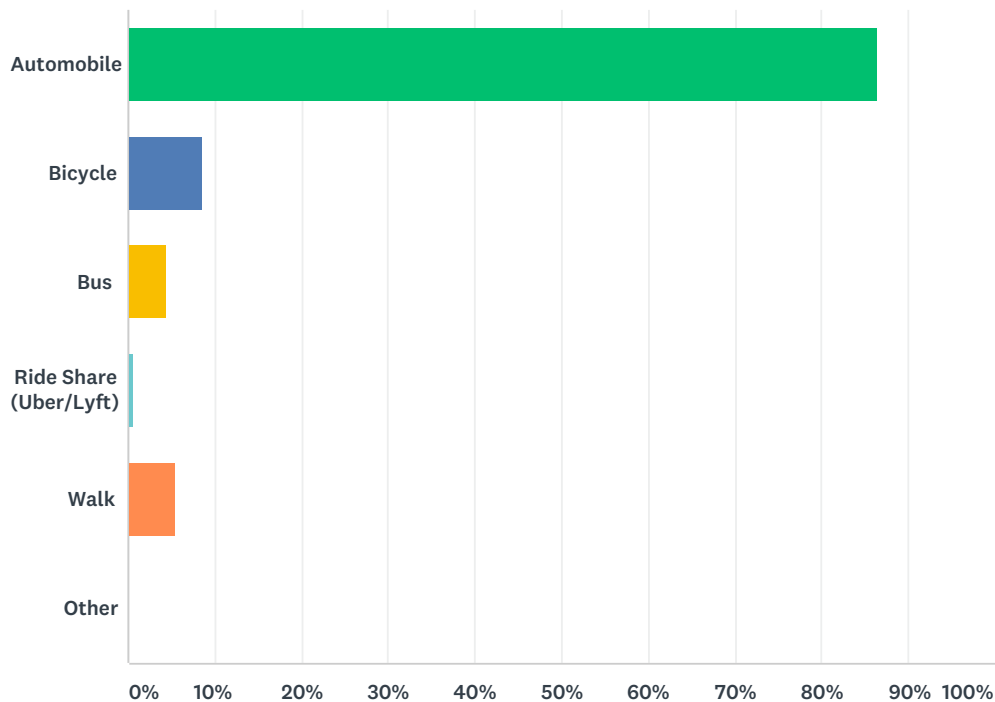
Answered: 441 Skipped: 0



ANSWER CHOICES	RESPONSES	
Female	59.18%	261
Male	36.73%	162
Prefer not to say	4.08%	18
TOTAL		441

Q5 What is your primary mode of transportation (the way you get from place to place most often)? Check one:

Answered: 441 Skipped: 0

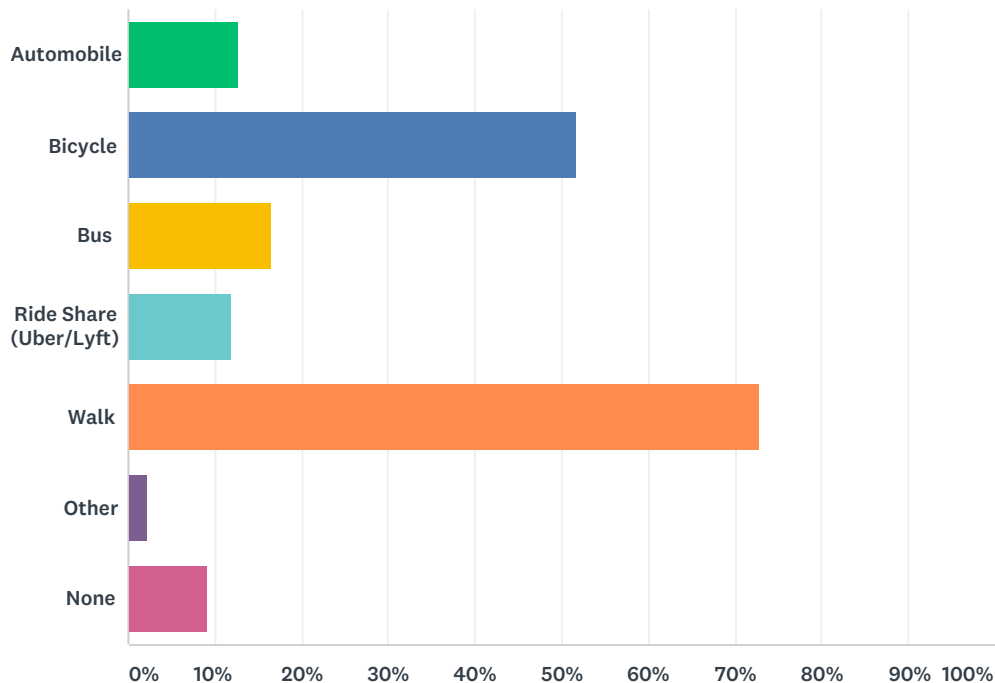


ANSWER CHOICES	RESPONSES	
Automobile	86.39%	381

Bicycle	8.62%	38
Bus	4.31%	19
Ride Share (Uber/Lyft)	0.68%	3
Walk	5.44%	24
Other	0.23%	1
Total Respondents: 441		

Q6 What other modes of transportation do you use, in addition to your primary mode? Check all that apply:

Answered: 441 Skipped: 0

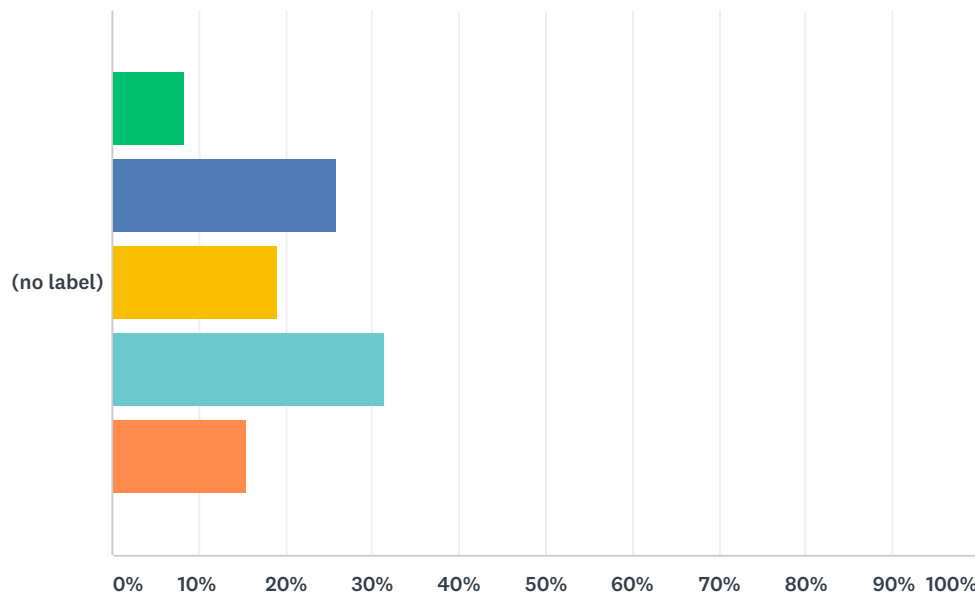


ANSWER CHOICES	RESPONSES	
Automobile	12.70%	56
Bicycle	51.70%	228
Bus	16.55%	73
Ride Share (Uber/Lyft)	12.02%	53
Walk	72.79%	321
Other	2.27%	10
None	9.30%	41
Total Respondents: 441		

Q7 Do you agree or disagree with the following statement? I am easily

able to access typical destinations (work, school, shopping, etc.) using an active (non-motorized) transportation mode (walking, bicycling, skateboarding, etc.) Check one:

Answered: 441 Skipped: 0

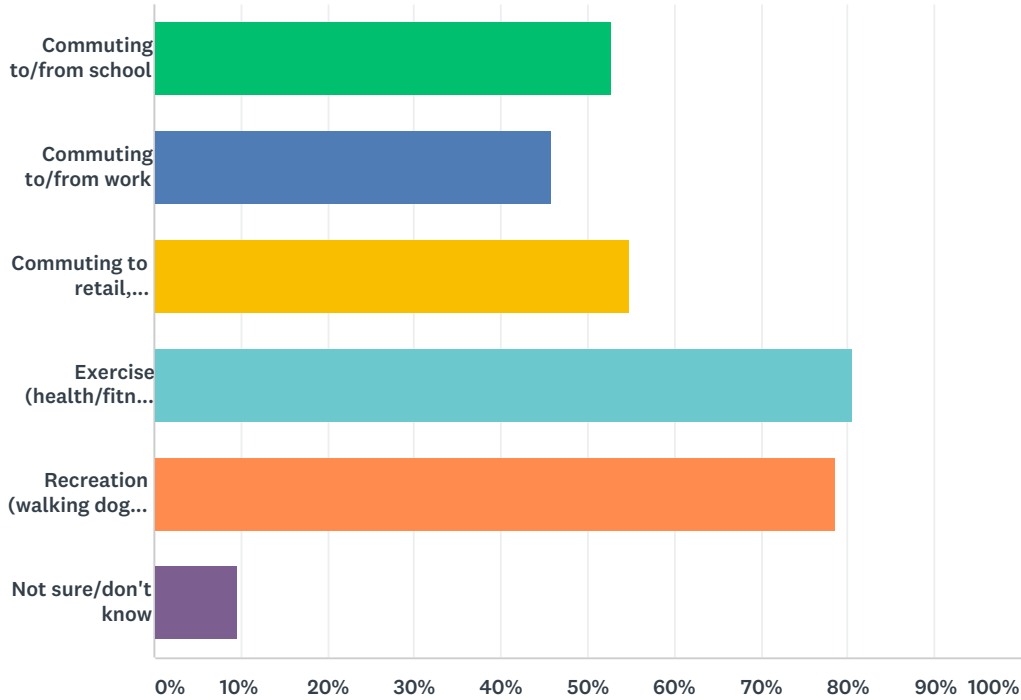


Strongly Agree Agree Neutral Disagree Strongly Disagree

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	8.39% 37	25.85% 114	19.05% 84	31.29% 138	15.42% 68	441	2.80

Q8 How do you see the proposed Campus Connector Trail being utilized?
Check all that apply:

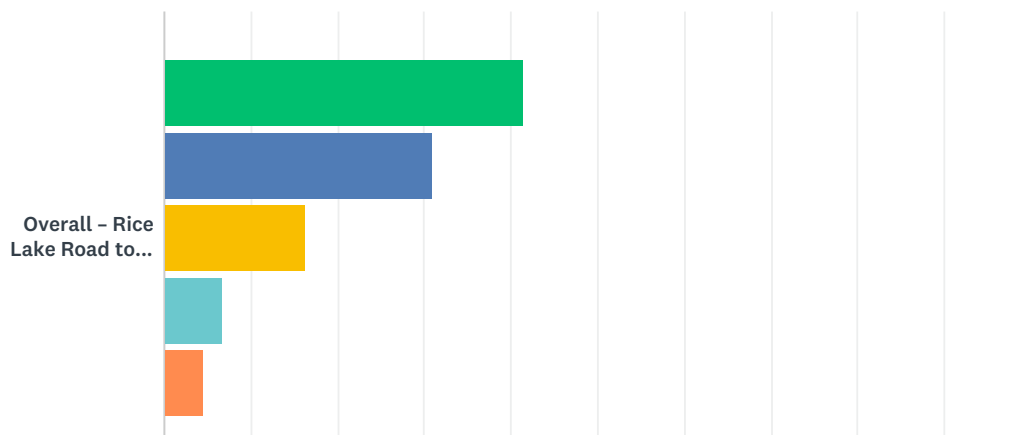
Answered: 413 Skipped: 28

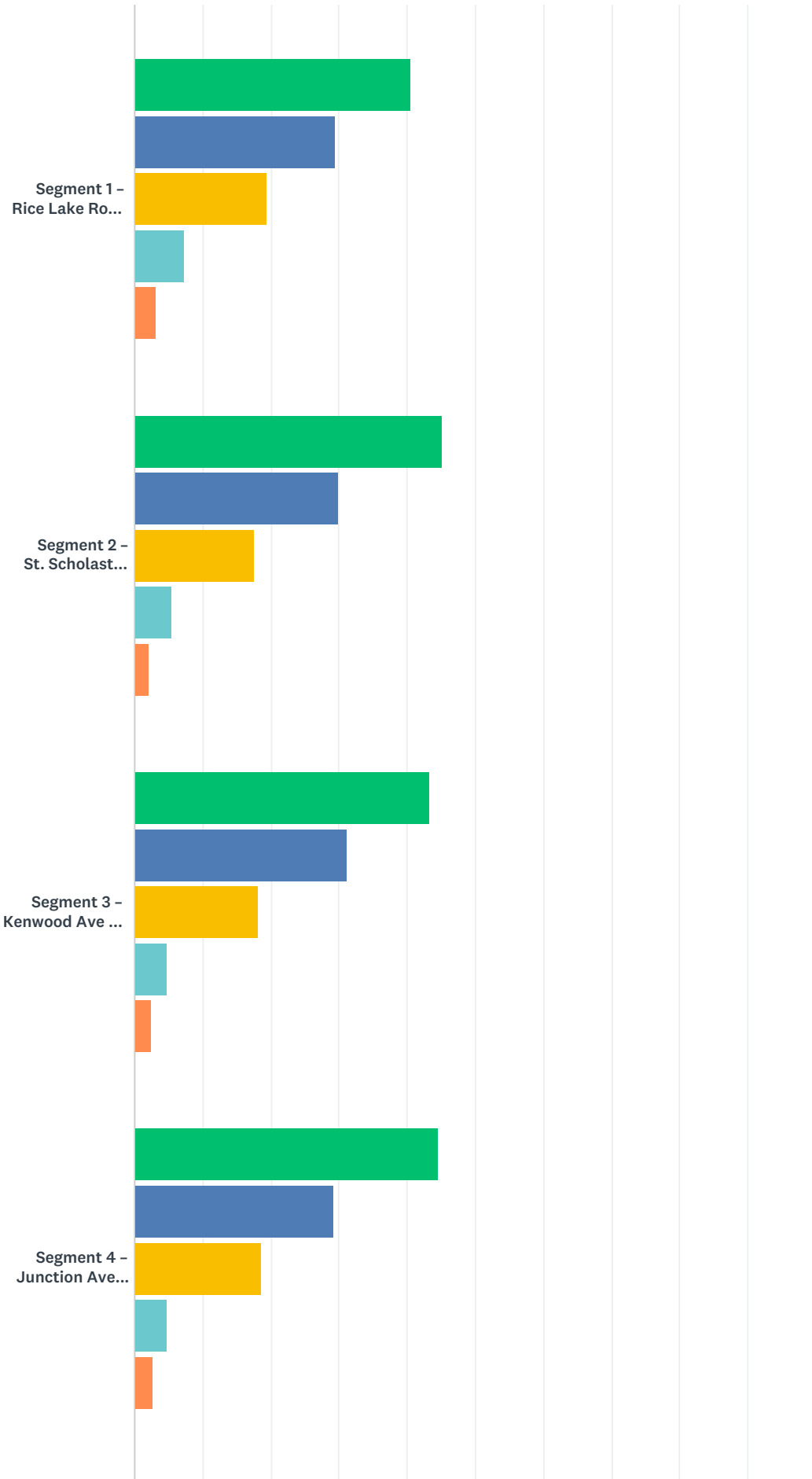


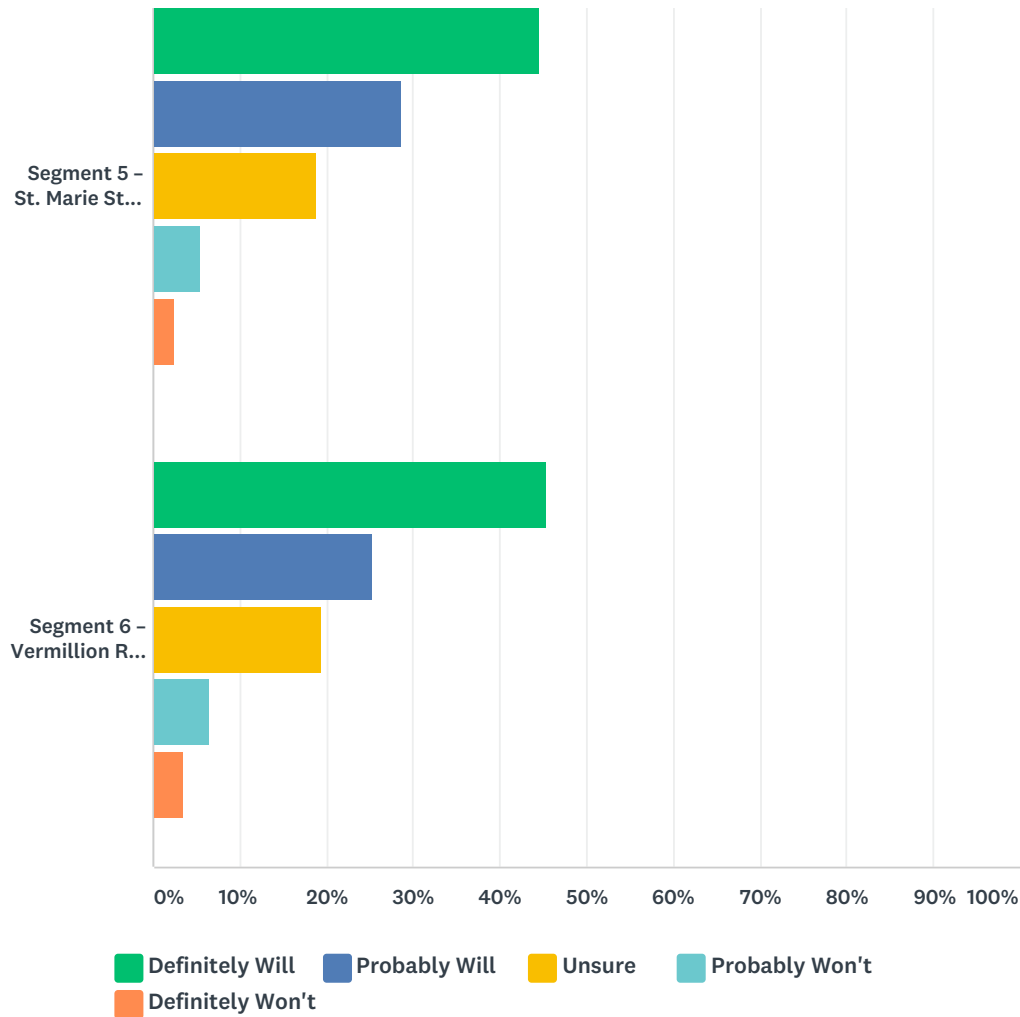
ANSWER CHOICES	RESPONSES	
Commuting to/from school	52.78%	218
Commuting to/from work	45.76%	189
Commuting to retail, food/drink establishments, services, etc.	54.72%	226
Exercise (health/fitness)	80.63%	333
Recreation (walking dog, socializing, etc.)	78.69%	325
Not sure/don't know	9.69%	40
Total Respondents: 413		

Q9 Will the proposed Campus Connector Trail and its individual segments provide connections to major destinations? Check one answer per row:

Answered: 372 Skipped: 69



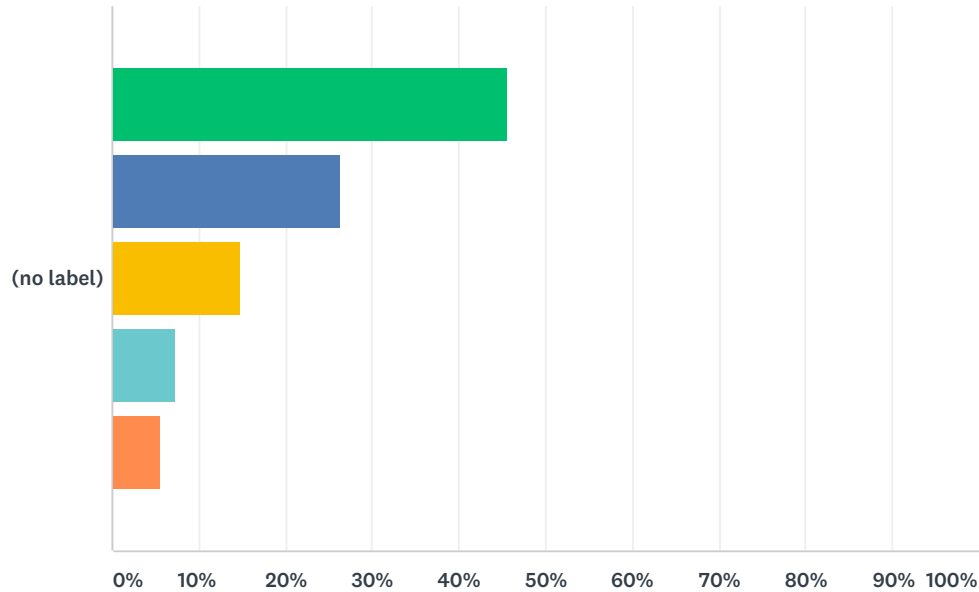




	DEFINITELY WILL	PROBABLY WILL	UNSURE	PROBABLY WON'T	DEFINITELY WON'T	TOTAL	WEIGHTED AVERAGE
Overall – Rice Lake Road to London Road	41.40% 154	30.91% 115	16.40% 61	6.72% 25	4.57% 17	372	3.98
Segment 1 – Rice Lake Road to St. Scholastica	40.59% 151	29.57% 110	19.35% 72	7.26% 27	3.23% 12	372	3.97
Segment 2 – St. Scholastica to Kenwood Ave	45.16% 168	29.84% 111	17.47% 65	5.38% 20	2.15% 8	372	4.10
Segment 3 – Kenwood Ave to Junction Ave	43.28% 161	31.18% 116	18.28% 68	4.84% 18	2.42% 9	372	4.08
Segment 4 – Junction Ave to St. Marie St	44.62% 166	29.30% 109	18.55% 69	4.84% 18	2.69% 10	372	4.08
Segment 5 – St. Marie St to Vermillion Road	44.62% 166	28.76% 107	18.82% 70	5.38% 20	2.42% 9	372	4.08
Segment 6 – Vermillion Road to London Road	45.43% 169	25.27% 94	19.35% 72	6.45% 24	3.49% 13	372	4.03

Q10 Based on what you know about the proposed Campus Connector Trail, would you use this trail? Check one:

Answered: 368 Skipped: 73

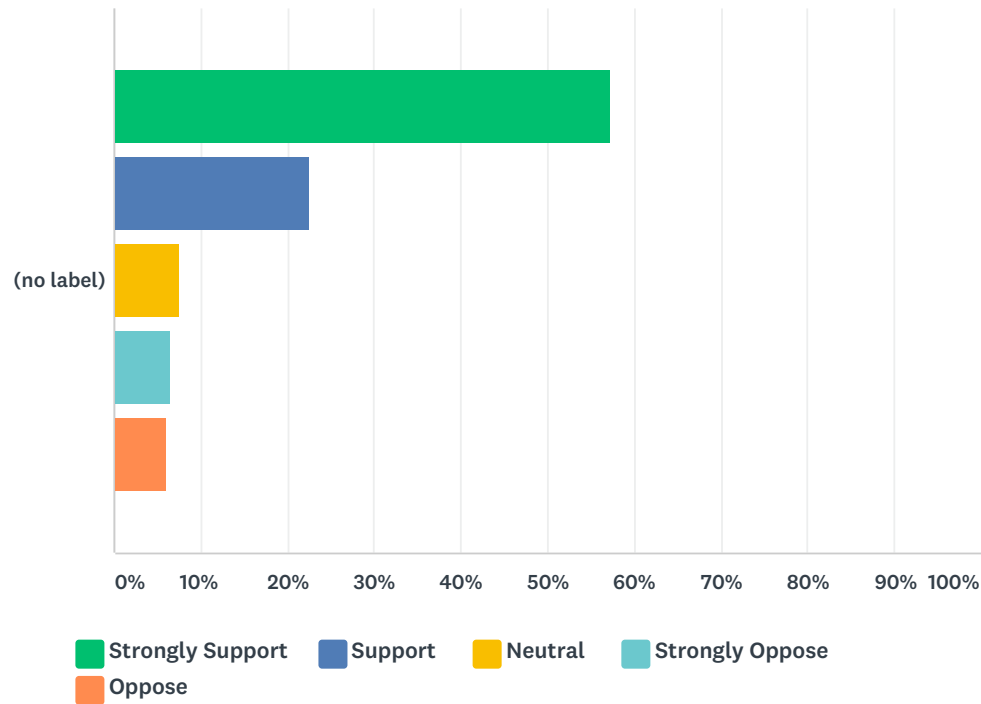


■ Definitely would
 ■ Probably would
 ■ Might or might not
■ Probably would not
 ■ Definitely would not

	DEFINITELY WOULD	PROBABLY WOULD	MIGHT OR MIGHT NOT	PROBABLY WOULD NOT	DEFINITELY WOULD NOT	TOTAL	WEIGHTED AVERAGE
(no label)	45.65% 168	26.36% 97	14.95% 55	7.34% 27	5.71% 21	368	3.99

Q11 In general, do you support or oppose the idea of the Campus Connector Trail? Check one:

Answered: 368 Skipped: 73



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	STRONGLY OPPOSE	OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	57.34% 211	22.55% 83	7.61% 28	6.52% 24	5.98% 22	368	4.19

Q12 Please share any other comments you have:

Answered: 175 Skipped: 266

#	RESPONSES	DATE
1	I think it's a great idea	6/5/2019 2:43 PM
2	The current plan appears to propose placing Segment 1 of said Trail immediately behind my home. I am deeply troubled that the City would contemplate disturbing my 'quiet enjoyment' of residential land. If this goes through, I can reasonably conclude that we will see an increase of criminal activity; accumulating trash, refuse and junk; and, the general nuisance flowing from hikers and bikers urinating or defecating near our home (for want of toilets). While the City Charter empowers the City to "have the power to abate nuisances on any particular property" (Sec. 65), I think such would be a reckless abuse of government power that should be carefully avoided by cancelling Segment 1 of this unwanted Trail.	6/4/2019 3:08 PM
3	This trail should continue to Lake Superior College and the Mall area to allow students a safe bike path to the mall.	6/3/2019 9:51 PM
4	Let's focus on fixing our streets first.	6/2/2019 6:09 PM
5	Providing off street trails is a great benefit to me for safe bicycling and running	5/31/2019 8:10 AM
6	My child attends Lowell and would love to bike to school daily, however, we do not feel safe biking on the busy streets/ roadways, thus a lack of safe trails prevent this. Additionally, as a family, we enjoy being on our bikes every day that the weather allows: mountain bike in summer, and fat biking in the winter. A trail like this would have so much to offer Duluth students, families, tourists...folks of all abilities, ages, and folks from every socioeconomic status. Thank you for considering adding more safe and easily accessed routes for everyone to enjoy, thanks for working to make Duluth a healthier, safer city!	5/30/2019 9:05 PM

7	I would lose privacy of back yard plus would have additional traffic (walking, bicycling, cars) in Aspenwood when people see our road is better than trail even though it is no trespassing. Feel that Duluth has enough trails..does not need this one. Use money to make Duluth more attractive..clean up some areas. D	5/30/2019 4:33 PM
8	We need access from the shore to the top of the hill; this is a good start.	5/29/2019 2:31 PM
9	This connector trail is too close to residential areas. It will decrease privacy and home value and increase opportunities for crime.	5/28/2019 11:37 AM
10	We feel this trail would impose on our privacy.	5/27/2019 8:59 AM
11	It will invade on privacy	5/27/2019 8:56 AM
12	Please do not build any more "super sidewalks" for bicycles. They are set too far back from intersections to be visible or expected by car drivers. It's just as dangerous as biking through intersections on normal sidewalks.	5/26/2019 8:00 PM
13	This is lovely! Please see it through! Thanks!	5/25/2019 3:09 PM
14	Needs an extension up to Homecroft Elementary	5/23/2019 6:55 PM
15	The connection that goes from Rice Lake Road between Aspenwood and Bristolwood communities is not a good solution. It will infringe on individual land owners privacy. The trail will be at destructive to the natural surroundings. Student do and can walk down the street through Aspenwood to get to CSS and UMD. They already do as do I. We don't need to destroy the woods and put in a trail when there are other better options available. Too much of the green belt has already been destroyed for bikes and wrecked the natural places already. I know this is not strictly a bike trail, regardless, I strongly oppose this trail.	5/23/2019 6:09 PM
16	Sidewalks and trails are so important!	5/23/2019 5:38 PM
17	If I lived in the area of the connector trail, I would use it often. I live in upper Woodland, so I may not use it as much.	5/23/2019 5:35 PM
18	Thank you for seeking input	5/23/2019 5:15 PM
19	I live in Aspenwood and am concerned about increased traffic though our privately owned land.	5/23/2019 2:14 PM
20	Concern for abutting residential neighborhoods and school in view of today's climate of drug use and child molestation. Who will police and maintain? Aspenwood already has problems with vandalism and drunk students during the school year.	5/23/2019 8:27 AM
21	Less use of carbon emissions is always better	5/23/2019 7:37 AM
22	Aspenwood is surrounded by schools and student housing. There is enough activity. I do not see a campus connector trail enhancing the condo community.	5/23/2019 7:23 AM
23	maps should show cross connections to SHT and duluth traverse. also should connect/spur to kenwood shopping center.	5/22/2019 9:44 PM
24	Need buses to be able to carry more bikes . We need a rail service to the Twin Cities .	5/22/2019 9:44 PM
25	Bike TRAILS EVERYWHERE	5/22/2019 8:31 PM
26	This is very important to connect the lake walk to the elementary school and allow kids to easily get to and from school along tischer creek and up to umd	5/22/2019 8:11 PM
27	Super Idea!!!	5/22/2019 7:35 PM
28	This trail has been needed for a long time.	5/22/2019 5:50 PM

29	First, I am normally all for trails, but I see no rational reason to put a paved trail that would need to be plowed most months of the year and rarely used between St. Scholastica and Rice Lake Rd, or even a bike trail to Lowell School. College students have shuttle buses they use from the apartments located on Rice Lake Rd, a fact that was conveniently not mentioned by the speakers at the meeting held at the Unitarian church recently. Not only would property values be negatively affected, but so would the privacy of the residents who own homes or property along the proposed trail routes in Aspenwood and Bristlewood Estates. Student safety would also be a major concern. Do the planners not understand that drunk students would likely use this trail? They would be very vulnerable in the woods. Furthermore, Rice lake road is a major commuter road and isn't a safe place for students to be crossing to get to school. Lastly, Aspenwood is literally the only affordable condo associations in Duluth. Many single women and retirees live here, as well as people with disabilities like myself. We are vulnerable people who would be put at unnecessary risk if a public trail were placed within feet of our homes. Part of Aspenwood's beauty is its park like atmosphere. However, many trees have recently been removed, including due to emerald ash borer precautions. We do not need ANY more trees cut down in the woods behind St. Scholastica, even on the property borders or where old trails exist. Also, I have to say that this survey has errors in execution. For example, the last question transposed "strongly opposed" with "opposed". The question on whether various trail segments would connect certain roads read like a quiz. Some questions also made assumptions that opinion fell within the narrow range given, when that is not the case. Not applicable should have been an option on questions.	5/22/2019 5:38 PM
30	The money would be better spent on repairing Duluth's pathetic streets!	5/22/2019 5:25 PM
31	I am a realtor and believe this trail will be appreciated by buyers and increase property values.	5/22/2019 5:12 PM
32	We already have enough access points to these same locations. It will impact the environment by cutting too many trees, taking the habitat away from animals and our precious songbirds, and the peace and serenity of my home. The value of my home will fall due to increased foot traffic. Please reconsider doing this.	5/22/2019 4:21 PM
33	I live in Aspenwood. I DO NOT want a trail going through my back yard! The back of our homes face the proposed trail. This is where our very large living room windows and decks are located. That would be the end of our privacy!!!! Our Aspenwood Association has always been concerned about each homeowners privacy. For that reason privacy fences are installed between each homeowners property in our back yards. I believe that all who are planning the location of the trail would not want a trail going through their backyard! There will probably be some Aspenwood homeowners who would support this plan but I believe that NOT ONE OF THEM would be those whose homes would face the proposed trail. PLEASE DO NOT TAKE OUR BACKYARD PRIVACY AWAY FROM US!	5/22/2019 12:55 PM
34	It should be equally open to walkers and bikers. In the Rice Lake Rd to CSS portion, it should disrupt as little of the woods as possible, i.e. be constructed very carefully. It should find a route that does not take it within window view of the neighboring housing units.	5/22/2019 12:23 PM
35	Please make this happen! Looking forward to a non motorized path from Aspenwood to the colleges for access to recreation and fun.	5/22/2019 12:20 PM
36	It's hard to get a good grasp on how close the trail will be to the backyards of residents on Bong Blvd). If there's a large enough area of trees, etc. to provide a decent amount of privacy, I'm totally in support of the trail.	5/22/2019 11:27 AM
37	As an Aspenwood Selfridge Drive resident I believe this trail will REDUCE pedestrian traffic on Madison Avenue and Selfridge Drive. I HIGHLY doubt pedestrians will leave the trail above Bong Boulevard and walk through yards into Aspenwood.	5/22/2019 10:59 AM
38	We need streets and utilities repair, more people use roads and streets to do their business daily	5/22/2019 10:53 AM
39	N/A	5/22/2019 10:28 AM
40	We have modeled our family's life around minimizing using a car to the point where we have not owned a car for almost 3 years. It has taken a lot of preplanning and so any way to ease the effort for other folks would be great. More opportunities to use alternative transportation in a safe way will help both adults and kids reduce their carbon imprint and increase their overall health and well-being, not to mention find enjoyment in being outside. This in turn will increase the desire to preserve and protect the natural habitats that make Duluth a special place.	5/22/2019 9:09 AM
41	This is a great addition to the quality of life and safety in Duluth.	5/22/2019 6:31 AM
42	Please consider neighborhoods where individuals/families are less likely to have an automobile. (Central Hillside, etc)	5/22/2019 5:43 AM

43	Any way we could put a connector trail at the top of 34th Ave East up to Arrowhead Rd (currently only a very sketchy path along utility right of way).	5/21/2019 9:34 PM
44	This is a very important initiative for a healthy community and a healthy climate. Please keep working to provide more safe, usable corridors for active transport.	5/21/2019 9:14 PM
45	Great idea! Get on your bikes and ride.	5/21/2019 8:39 PM
46	Thank you, City of Duluth, for this great initiative! I would love to see further projects that do more to provide healthy and beautiful routes connecting West Duluth/Denfeld/Lincoln Park and other west side neighborhoods to down town and dining/shopping/work/school opportunities as well.	5/21/2019 8:36 PM
47	I would use the campus connector approx. 1 - 2 x/week, weather allowing, to get to work. Eventually a safer crossing (elevated, tunnel, ?) will be needed to connect across Rice Lake Road to that existing path	5/21/2019 3:42 PM
48	Many of the Congdon school families use the Tischer creek trail to get to school daily. And many of the classes walk down to the lakewalk and up the trail to the reservoir on 4th street from school for activities	5/21/2019 3:40 PM
49	Living on the east hillside near Chester, I can see a great value for this trail in connecting to Ordean East Middle School, Congdon Park Elem, and even East High School for my children. Right now there are some safety issues with them walking and biking to school and I think completing the trail between Lakewalk and UMD would help alleviate those issues a lot. The gap in the trail between the Lakewalk and the current segment near Tischer Creek would be very beneficial to the Congdon school Safe Routes plan and for encouraging students to walk and bike to school, and while at school. Thanks!	5/21/2019 3:05 PM
50	A connection up to Mt. Royal Library (which is horribly unsafe to access by any mode other than a vehicle) as well as the Kenwood shopping area would be very useful. These short additions are in areas that offer very little options for even walking safely, as sidewalks are also noticeably absent. Please increase safe biking options downtown as well.	5/21/2019 9:53 AM
51	This connector trail is needed to help provide safe travel for all. Duluth needs to put plans and words into action, it has taken way to long to provide safe active multi-mogul transportation alternatives. This train/connection is part of the larger network. Lets Get-Ur-Don!!!!	5/21/2019 9:45 AM
52	I'm not sure what the proposed trail adds in areas where there are already sidewalks? Like from CSS to Kenwood, or Junction to St. Marle.	5/21/2019 6:04 AM
53	Build this trail as soon as possible, especially the connection to Lowell School.	5/20/2019 10:01 PM
54	I live in Lakeside and work at UMD. My challenge is the hill. Hard to bike up it and not get stinky. I strongly support any/all trails like this, but until my kids are out of daycare and I get an electric assist bike, I likely won't use it much.	5/20/2019 8:47 PM
55	I think that the idea of connecting the areas is great. I am a student but also a resident of Bristolwood. I think that the neighborhoods that are being primarily affected should have privacy from it. I think that either moving the path farther away from peoples properties or putting up a fence would offer a good medium between privacy and allowing people to utilize the trail. Again, I fully support it if the residents would be able to still have privacy.	5/20/2019 8:18 PM
56	I would use this to get around to retail and restaurants from UMD.	5/20/2019 7:44 PM
57	Would like to not load my bike onto my car to get to safe biking areas.	5/20/2019 4:55 PM
58	I think that this trail would help provide safer routes and alternatives to dangerous/heavy traffic roads.	5/20/2019 4:48 PM
59	Love the idea of this trail. It would be nice if we were a brand new greenfield city and this could be done with no impact to existing infrastructure, but we're not. There are some difficult spots through Mount Royal and down into Congdon, but that is the challenge of mixing transportation modes. I commute about 6 miles to work roughly three days of the week for most of the year. This will not help my ride substantially, but is good to see in motion. Thanks for getting started.	5/20/2019 2:04 PM
60	Any off street trail is highly desired by users...broadens the user pool and is far safer and more desirable...benefits property owners as this is a real estate enhancement that greatly improves quality of life.	5/20/2019 1:33 PM
61	I have 3 kids and would love to see safer bike trails for them to get around town. I also see UMD students ALL the time on Woodland Ave riding their bikes and it has NO bike lane!!	5/20/2019 9:09 AM

62	I see myself as a heavy user of the proposed trail!	5/20/2019 8:44 AM
63	this trail has more potential than any other in the Twin Ports to provide safe non-motorized transportation and recreation for children thru the aged, plus sections of natural beauty to expose the soul to the benefits of sense stimuli	5/19/2019 11:27 PM
64	We like To walk in our neighborhood and find it a huge inconvenience but there are not more crosswalks across superior Street and London Road. It's like a great barrier to local attractions, the lake and our neighborhood school.	5/19/2019 9:08 PM
65	Always appreciate more bike access to a variety of destinations (however I work in Superior so it doesn't assist me personally as much as it probably does others)	5/19/2019 8:36 PM
66	I prefer to see our City Parks & Rec spend its efforts and money maintaining well the city trails and parks that are already in existence. This proposed Campus Connector trail seems to benefit only a very small percentage of college students who might use it sporadically, none of whom pay local property taxes and most only live in Duluth during their college years. Let's especially keep up the jewel of our City -- the Lakewalk! Thank you!	5/19/2019 7:19 PM
67	Easy to bike along lake but getting up the hill is hard. This will make it easier for biking to Kenwood Shopping Center	5/19/2019 6:51 PM
68	Many people would love to commute to work and school and exercise outdoors, but with it being difficult to have access to trails that are safe and manageable for kids and adults alike is a big barrier. I am very excited there is work going towards this to make it possible!	5/19/2019 5:45 PM
69	Though I have likely aged out of being a frequent user of the trail I see it as the kind of development our city needs to move to a better less motorized future and definitely an asset to our community development	5/19/2019 4:30 PM
70	Are you kidding? More for the affluent, and seasonal students; do you not understand the systematic slight against the poorer areas of Duluth; shame on you for not making more connection for the poor who cannot afford to pay for vehicles, and a good route would be tenth avenue up to the mall areas, and up from 24West, and maybe 40th avenue/ 46th avenue west up to the mall; Duluth is widening the divide with this trail, and I do not support it; the citizens can already walk up 21st avenue east to college street, to arrowhead, to the mall areas, which already have good sidewalks, some new, so this is ridiculously wasting more money. The congdon area and college kids already afford cars, and can afford the repugnant new gas tax; shame on all of you. Move to Alabama or Georgia, where marginalization is accepted.	5/19/2019 4:28 PM
71	Protected bike lane on E St. Marie Street between Congdon Park and UMD would be great	5/19/2019 4:07 PM
72	More safe walking and biking options will get us out of our cars more. I often bike to work in canal park and walk to shopping at Mt Royal. I don't bike downtown as it's not safe. I am terrified when my son bikes home from UMD (high school student taking PSEO classes). Connector would make that a safer route.	5/19/2019 4:00 PM
73	Publicize this! I didn't know about it until a post popped up on Facebook	5/19/2019 12:51 PM
74	We use the lake walk quite often. It will be nice to be connected so that we don't need to drive there to use it.	5/19/2019 11:48 AM
75	Commuting is fine as it is now. This is a waste of money.	5/19/2019 7:35 AM
76	Why do we need this. Sounds expensive for the city. Please fix the roads instead	5/19/2019 7:31 AM
77	Bad idea for Congdon Trail. Leave it alone. Strongly Oppose this project	5/19/2019 7:03 AM
78	Please do not do this. Stop already,	5/19/2019 6:19 AM
79	Can't people already walk on existing routes?	5/18/2019 6:52 PM
80	Why the focus on "super sidewalks"? As a cyclist I don't like them or understand them. I find I feel safer and travel faster/easier when I am on the road with traffic than having to navigate around pedestrians, dog walkers, and joggers. Cars don't notice you very well when you are so far separated from them, resulting in dangerous road crossings. Visibility at intersections is poor due to being so far up in to lawns/landscaping/trees, particularly on College Ave. Who is going to fix them when they turn to washboard like the asphalt on the lakewalk? Slow, unsafe, difficult to use, these are of negative value to cycling and pedestrian community. Bike should be in streets.	5/18/2019 2:03 PM

81	I live on the top of Bong Blvd closest to St. Scholastica. The trail would be directly behind my home and would have to be on the hill next to my deck due to the buildings above from residents on Chinook. Although the concept is good I feel it is too close the our homes. Trees should be planted between both sides of the paths so homeowners still have some privacy.	5/18/2019 1:15 PM
82	Any new roads put down should also always include bike paths	5/18/2019 7:10 AM
83	Duluth Heights needs sidewalks.	5/18/2019 1:16 AM
84	If the city of Duluth and its leadership is serious about the issues of climate change, health, and community inequities, it needs to start acting and making projects such as this one happen. It is all well to listen to all sides, but in the end you have to act for the better good of the community as a whole.	5/17/2019 6:49 AM
85	I will support this connector however I'm able!	5/17/2019 12:28 AM
86	I strongly support the completion of this trail as an important connection to our educational institutions, access to recreational MTB trails and retail and restaurants. This corridor offers an excellent opportunity to expand safe bike options to major destinations and serving a broad populations of students and residents.	5/16/2019 9:31 PM
87	I think this is a great addition to some of our other trails	5/16/2019 9:09 PM
88	While I would be able to utilize the trail in my day to day life, since I love across town. I would definitely use it for recreation. I think it is a great idea for people to have multiple options to get places.	5/16/2019 9:03 PM
89	N/A	5/16/2019 5:27 PM
90	UMD and Junction to Scholastica are easy to pass through without dedicated infrastructure. Rice lake to Scholastica provides a significantly shorter cut through especially. Congdon is good for recreation but can often be easier not to use due to alternatives with lower grades. Additionally, more push to maintain quality in winter time is a concern, as Rice Lake Super-sidewalk was not plowed once previous winter. Made treacherous to the point of taking the road instead.	5/16/2019 4:45 PM
91	Bicyclists continue to use the streets instead of using designated bike trails that are already in place. Rarely will you see them using the trail running parallel with Rice Lake Road. Off road, dirt covered bike trails seem to much more desirable to the biking community in Duluth.	5/16/2019 1:50 PM
92	I strongly support anything that makes our community less dependent on automobiles. Getting across Woodland Ave on bike and foot is typically a low point in my day.	5/16/2019 11:20 AM
93	It would be important to keep the trail plowed in the winter.	5/16/2019 11:20 AM

94	<p>Your survey is quite biased and miss-informative. It is obvious that this survey represents an agenda to build the connector trails. Perhaps you should include a few questions about the increased risk to some home owners if the trails impede on their privacy. Or, the risk of children and parents with bike trailers, strollers or baby joggers crossing Rice Lake road at a location where cars are typically traveling 45 to 50 mile per hour on a curving downhill with a poor line of sight and risky stopping distance if foggy or other weather conditions are present. College students are obviously your target audience. I don't believe that the college students would want the City of Duluth to build a trail system that would create a greater risk to home owners, parents, children or themselves. Most college students are last minute thinkers and are not going to bike or walk from Boulder Ridge to UMD or St. Scholastica. Additionally, they certainly will not use the trails during the winter and wet conditions periods or the summer months when school is out. So, to push a survey to college students and not contact the home owners of Bristolwood is truly disrespectful and underhanded. I realize that the vast majority of users will be very respectful with good intentions. Unfortunately, today we are faced with school shootings and well planned criminal acts. Although, I believe your intentions for this trail are for good things - it is extremely important to consider the SAFEST way to accomplish a trail system that is supported by all parties, NOT just the college students who will only be living in this town for a few years and then moving on join the working world. Those of us who will be forced to have a trail which invades the privacy of our neighborhood will be permanently faced with a much less safe situation. If the connector trail is built from the former police shooting range and NOT the through the Bristolwood development, I believe that you will have a much more naturalistic trail, a safe place for cars to park, a much safer location to cross Rice Lake Road, a safer neighborhood, more support from the neighborhood and you will show that you are empathetic with the effected homeowners. I think that most people will agree that we want a better trail system. Please do not simply push your pre-planned agenda on the Bristolwood home owners when there is a better option and please do not use social media to in an unfair manor such as you have just done.... Shame on all of you for thinking you can pull that off. You have just undermined your own credibility and you are now exposed. I believe that college students will be smart enough to understand that when given all sides of the issue.</p>	5/16/2019 10:50 AM
95	<p>After biking in Europe, these trail ideas are so....1950. Are we really this far behind the world? While I can "easily" bike somewhere, you don't ask if I can "safely" bike somewhere. That answer would be a "no, not really." Road sharing with bikes...is...1950. Pls build all the trails you want - I will use them. You this mantra: If there's a road, there should be a trail. We don't "second guess" the building of a road; same should be true for trails...Forward people!</p>	5/16/2019 9:03 AM
96	<p>The trail connector through St. Scholastica to Lowell School and Boulder Ridge is intrusive on neighboring housing, and will be used primarily by Boulder Ridge students to get to the two major colleges. It will not be widely used all year long and the students at Lowell will only be able to use it for a limited time in the Spring and Fall. No students at Lowell will use this path to get to school. No traffic counts or studies have been done in this area to support this trail plan.</p>	5/16/2019 8:35 AM
97	<p>I'm primarily interested in an east/west alternative to Arrowhead Road (which feels unsafe for bike-commuting, especially in winter). This 'campus connector' trail sort-of helps, but it's so indirect (weaving around too much) and it's hard to access for people who are living north of Arrowhead Road (Woodland neighborhood).</p>	5/16/2019 8:19 AM
98	<p>I'd only use it for a couple months (total) in fall and late spring due to weather, plus being out of town in summer. Last section from UMD to lakewalk seems most useful.</p>	5/16/2019 7:39 AM
99	<p>Having just moved back from the Twin Cities, I miss the network of paved trails and greenways. The Lakewalk and Cross City Trail are great, but there needs to be a larger network serving up to Piedmont, Hermantown, Miller Hill, etc. This connector trail shouldn't be viewed as simply as a connection, but a needed phase of a larger future network.</p>	5/16/2019 7:29 AM
100	<p>I would use all stretches of this trail and have a strong desire to commute by bike but feel lack of bike infrastructure is a major obstacle to doing so.</p>	5/16/2019 7:20 AM
101	<p>As we continue to evolve as a bike friendly town it is advantageous to have bike specific paths expecially around major destinations for bike transportation and recreation. I.e. The schools and lakewalk.</p>	5/16/2019 7:13 AM
102	<p>Connecting places and trails with trails attracts residents, improves quality of life, and reduces traffic congestion on the roads. Wins all the way around!</p>	5/16/2019 7:10 AM
103	<p>It is very dangerous to bike in these areas today. Something needs to be done.</p>	5/16/2019 6:25 AM

104	This is necessary. My kids cannot get themselves to school because roads are too busy. I commute to and from work by bike every day and there is not safe bike lanes for most of my route. In a Ted Talk I learned that for every euro spent on investing in bike safe lanes the community received an 8 euro return. It's better for the health of the community both physically and environmentally, not to mention the potential economic benefits.	5/16/2019 6:16 AM
105	No comment	5/16/2019 6:15 AM
106	Our son attends Lowell and we live in Endion. We anticipate our other son will attend as well. I work at UMD. I would love to be able to bike to work, but we can't because we are driving them to school (and will continue). It would be really great to have a path we could ride on that would be more connected.	5/16/2019 6:10 AM
107	Piedmont wasn't an option from the location pull-down. Maybe this was due to wanting to focus on areas of Duluth adjacent to the trail segments - but to me, this trail is more than that: it's for the whole community, and we would all benefit from it. (Also, while I live in Piedmont I work in an area near one of the proposed segments and would love to have this as an option to go for a run/bike after work.)	5/16/2019 5:53 AM
108	Should move it closer to COGGS trail	5/16/2019 5:38 AM
109	No comments	5/16/2019 2:02 AM
110	BAD IDEA MY FAMILY IS IN DANGER WITH CRIMINAL ACTIVITY IF STRANGERS CAN WALK UP TO OUR HOME	5/16/2019 12:23 AM
111	More paved trail please! Or wide sidewalk like Rice Lake Rd.	5/15/2019 11:20 PM
112	I would support this only if it is completely separated from public streets.	5/15/2019 11:03 PM
113	Because of some health problems, driving all the time is stressful and not preferred. Please find more ways to make walking easier.	5/15/2019 11:03 PM
114	About time	5/15/2019 11:01 PM
115	This is such an important trail connection and very much needed! Lowell Elementary is isolated and only accessible by car right now. I bike and walk as my main modes of transportation and getting my child to school is really the only part of my day that requires a car. I would also use the trail (actually I currently do!) to get to My Royal and the businesses at Bluestone.	5/15/2019 10:33 PM
116	please, please build this! it's ridiculous that in a city that brags of being one of the best biking cities in the country, we don't even have rudimentary bike-friendly roads. i should be able to get to my kid's school (Lowell) from the colleges.	5/15/2019 10:32 PM
117	Great idea to connect areas that are disconnected. Would be a huge improvement and provide better access for many.	5/15/2019 10:23 PM
118	I like the idea oh having a paved trail to use because many of the streets in my neighborhood do not have sidewalks, and the sidewalks that do exists are in quite a state of disrepair. I would personally use it for recreation rather than any sort of commuting - but I see the value for students especially with the proposed route.	5/15/2019 10:03 PM
119	great addition to the trail system. Bike lanes would make it more appealing to bike to work. I'm lucky, I live three blocks up from the lakefront	5/15/2019 10:00 PM
120	Keep it narrow	5/15/2019 10:00 PM
121	Seems like a lot of money for short season it can be used. Very short applicability for students due to winter and most leaving for summer	5/15/2019 9:34 PM
122	I support the trail, but I am opposed to segment 1 if the trail due to the direct access to our neighborhood. The alternate route that is proposed traversing through the former police shooting range would be better. There is no parking available on Chinook Drive and the line of site ti the nirthy is very poor at Rice Lake Road and Chinook Drive. It is very dangerous for pedestrians and moving the crossing at a more southern area would be much safer.	5/15/2019 9:23 PM
123	Trail will not hep the access to any and or many locations simply due to the weather we experienced and will continue to experience in Duluth. Terrible weather and hazard 9 months out of the year	5/15/2019 9:04 PM
124	The existing trail segments are already used for exercise and transportation if connected it would be used much more.	5/15/2019 8:59 PM

125	A petition has been submitted by the residents of Bristolwood Development in support of the Trail. The residents are requesting that Bristolwood Development's cul-de-sac be maintained or improved when siting Segment-1 of the Campus Connector Trail. The residents of Bristolwood Development proposed alternative trail sitings for Segment-1.	5/15/2019 8:59 PM
126	I'm happy to see that the City is exploring this option. Utilizing the Congdon Parkway trail and Lakewalk sections to bike to work downtown has contributed greatly to my quality of life. I hope Duluth will continue to expand its non-motorized trail network, and thus support safer, healthier, and more accessible transportation.	5/15/2019 8:46 PM
127	Bikes and pedestrian access must be more deliberately integrated into area roads. Cars are but one vehicle and should not be the only end point for safely navigating Duluth.	5/15/2019 8:45 PM
128	Negative impact to my neighborhood. Safety issues, noise, privacy, litter, decrease value in home, liability issues, behavior by users (drinking/drug use). Also maintenance of trail and parking along my street. This a loaded survey.	5/15/2019 8:45 PM
129	We own our house on High Street. I would love to have the segment that connects from CSS to Rice Lake Road. We would use it instead of using the Duluth Transverse bike trail and CSS trails.	5/15/2019 8:06 PM
130	Trail as proposed is too close to Bristolwood homes. Moving from close to houses can solve problems of bringing people into the quiet neighborhood.	5/15/2019 7:58 PM
131	I am very concerned with the siting I'd Section's 1 and 2 of the Campus Connector Trail. They run adjacent to several homes and also cross a busy road at a poor location (due to the hill and nearby curve at higher speeds).	5/15/2019 7:53 PM
132	My children attend Lowell Elementary School. This would be a great advantage for staff and students of Lowell to be able to walk and bike to school and to allow our school to access other parts of the community without relying on buses, which would be environmentally friendly and save money!	5/15/2019 7:23 PM
133	Will really appreciate this connector for accessing campuses and Chester Park.	5/15/2019 7:16 PM
134	This will be amazing!!	5/15/2019 7:12 PM
135	It seems odd to make the #1 segment be the most remote segment. Why not flip the order? Of course, the segments nearer Congdon Park and UMD are basically already done...So, what are you proposing to do differently there?	5/15/2019 7:09 PM
136	too close to closed neighborhood and could cause parking problems	5/15/2019 7:01 PM
137	We need these types of trails. Thank you!	5/15/2019 6:57 PM
138	I would love to have a trail but I would like to have it moved closer to the existing COGGS trail so it would not have to follow Chinook and then go behind many of my neighbor's homes.	5/15/2019 6:54 PM
139	I think having additional trails in Duluth would be great! But, I strongly oppose the proposed trails as they are drawn now. I would support alternative routes that would be utilizing true green space and not be behind homes in a neighborhood. There is land close by that would be a better fit, be true green space, have a safer entrance (the old police agility course area would be a perfect space for a trailhead & parking! No homes nearby, beautiful woods! Safety is a huge issue as the entrance to the trail as drawn on these plans is at a very unsafe intersection where there have been many accidents due to speed & poor visibility. Increased activity with bikers & walkers here worries me! I am also concerned about increased traffic in the Bristolwood and Aspenwood neighborhoods. There are a lot of children in the area, safety is key!!! I also question the actual use/practicality of these trails due to maintaining the trails during the winter months...Duluth has difficulty clearing snow from streets & sidewalk now. Will keeping this trail clear be in the budget? Has this been considered?! Please rethink placement of trails with safety and green space in mind as well as budgeting for true accessibility/maintenance year round. If this is a really a "campus connector", it should be maintained well year round.	5/15/2019 6:51 PM
140	Riding my bike on the streets of Duluth are extremely dangerous. I've had to many near death experiences with automobiles and Duluth buses. This new bike route would give a safe place to actually ride my bike through a good portion of Duluth. However, people with dogs will ruin this because a large majority don't pick up their dog shit. Chester Park trails is proof of this.	5/15/2019 6:45 PM
141	With all the talk about golf courses being broke, put the money there. Something we already have and need to enhance and improve. Enough with bike trails already!!!	5/15/2019 6:33 PM

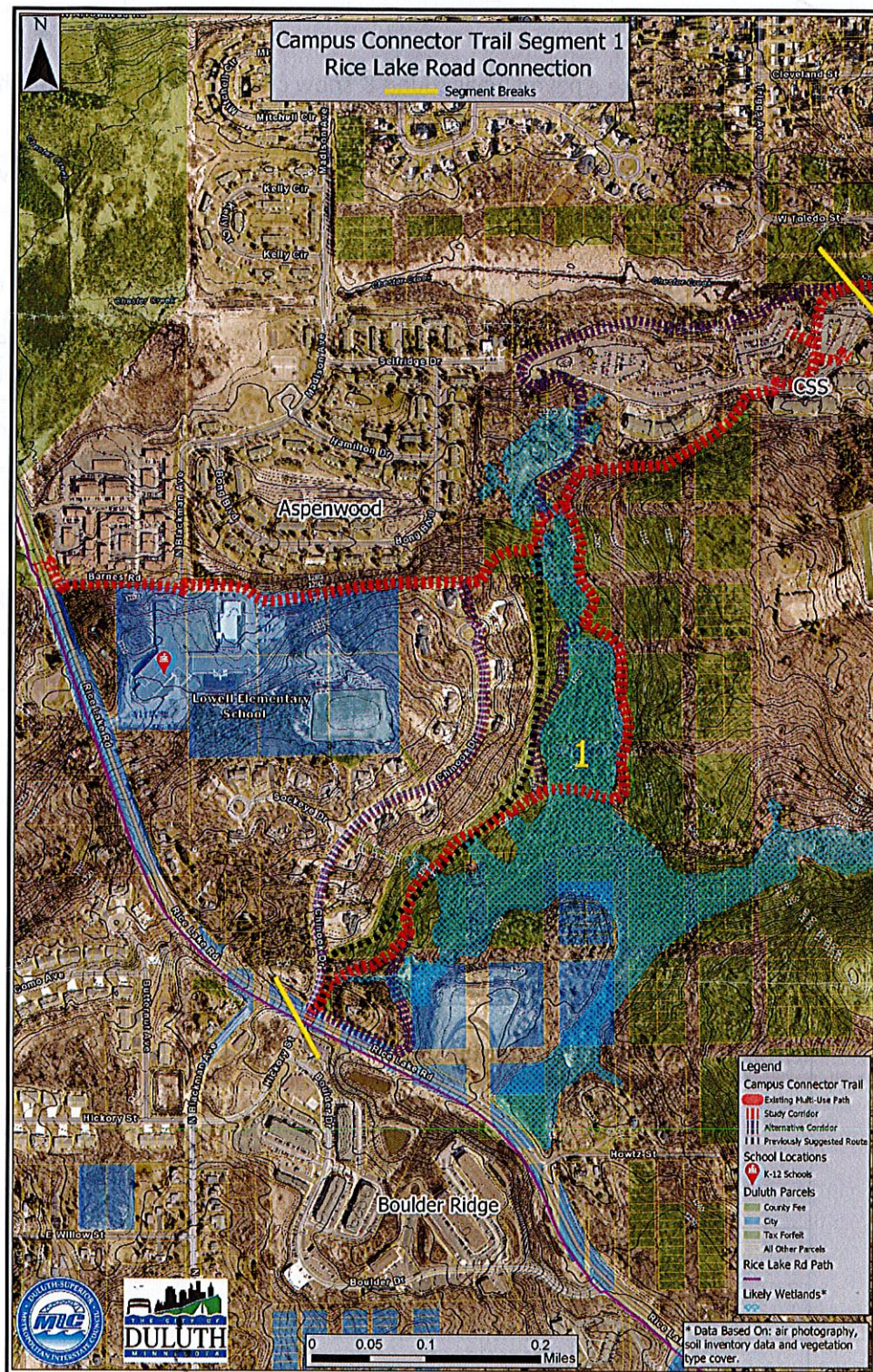
142	I think many of the sections of the proposed trail follows sidewalks and trails currently in place. I feel having the trail in close contact with existing neighborhoods will negatively impact them. This brings the increased potential for vandalism/crime, more garbage and lack of respect of homeowners property, and the decrease in the peace/tranquility of why we chose our home's location in the first place. I am not opposed to a trail system that takes all of that into consideration. I believe there is potential for reworking some of the proposed sections so everyone is happy with a trail system. With that said, I have not seen a big increase in people walking/biking with the addition of the super sidewalk. I'm not sure building a trail system like this will make more people walk or bike to work/shopping. I think it will be used more for fitness.	5/15/2019 6:31 PM
143	All of western Duluth was lumped under "other." We pay taxes. We matter.	5/15/2019 6:21 PM
144	I see this trail as a major interference in the area of Aspenwood. It is a nice wooded area. Has been for years . There is a nice nature walk already there. I see garbage, noise , crime happening there if walkway goes in. Also the disappearance of woods, deer, birds with a cemented path. It was a major reason i moved here 13 yr ago. So quiet. No one in backyard. Occasional dog walker or children from Elementary school. This will definitely decrease the value of my home.	5/15/2019 6:18 PM
145	The ONLY way this can be done safely enough for myself and others to utilize is if it is a separate lane...blocked off by something so cars cannot hit me. The way the "bike lanes" are done now in Duluth is REALLY unsafe. Check out Madison, they do it right.	5/15/2019 6:09 PM
146	Looks good!	5/15/2019 6:08 PM
147	Section 4 through UMD is way too narrow for any safe bicycle travel. When two buses meet on that road there is no room whatsoever for any non motorized travel.	5/15/2019 6:07 PM
148	The individuals segment utility question is ambiguous and hard to answer. Do you mean: how useful would this bit of infra be for X in the absence of all other bits, or how useful is the trail as a whole be if we imagine all other segments are present, and we're contemplating the presence or absence of this one bit? In any event, no one segment is all that useful, and if we have to remove bits, you can minimize the utility cost by removing the ends and retaining an unbroken middle.	5/15/2019 5:59 PM
149	Love this! It's great to see Duluth's continued commitment to trails, accessibility, grace space, and alternative modes of transportation.	5/15/2019 5:48 PM
150	Strongly oppose segment 1. Would like the trail to be moved to start at police dog training lot and go in from there. Don't like the fact that cars will be parking all along Chinook Dr loading and unloading bikes or starting a walk from there. The parking lot just down rice lake rd that is city property and not generally used for anything these days seems like the logical place to park and start on the trail	5/15/2019 5:47 PM
151	Most students live on the hillside. If there is a trail it should be focused there. Glensheen isn't a major destination, so I don't see why we would build a path there. It would probably be better to focus on shops, restaurants, and bars as well as where students actually live.	5/15/2019 5:41 PM
152	This proposed trail is an excellent idea especially because it connects lots of students on Rice Lake Rd to their respective campuses. It also provides a safe way to get to campus by means of active transportation and a safe way to get down to the lake walk. I would absolutely love to have this path available!	5/15/2019 5:36 PM
153	LOve the idea. I have always tried to find a way to get a bike and living out in lakeside it is hard to do that to get to campus. I go to the health sciences building(PA program at St. Scholastica) and I find that would be a great way to travel.	5/15/2019 5:30 PM
154	I am concerned that the trail will not be maintained. I understand that this will be funded from a federal grant but it seems the money would have greater societal impact if used in other ways.	5/15/2019 5:30 PM
155	Sections 1 and 2 make sense, but other than connecting both campuses to Boulder Ridge, I don't see this proposed trail connecting any conveniences. Especially for students. A trail headed towards central entrance and the mall area, or to London Rd more towards East Hillside (12th Ave E area), I do not see this trail being a huge change to what we currently have. I also do not see it adding value for me as a UMD student living in the East Hillside where many students reside, and working in the Miller Hill Mall area where many students also work.	5/15/2019 5:30 PM
156	I feel strongly about changing peoples minds about the ease of active transportation. Great work!	5/15/2019 5:26 PM
157	I waited years to find a unit at Aspenwood in the back row to become available to ensure quiet and privacy. I moved in late last year. It would defeat the purpose of my move to have a trail that would make my bedroom and living room visible to anyone on the trail. I strongly oppose this option. Please seek another route.	5/15/2019 5:26 PM

158	As a Duluth Heights resident, and a Lowell parent, I am highly in support of this. We don't have sidewalks in our neighborhood and feel rather uneasy about our 7 year old riding her bike on the road. This trail system would be a wonderful way (and a short car ride across major roadways) for our family to access other areas of town for fun, or to ride for a bite to eat. Additionally, this wouldn't solve the issue for those of us West of Lowell School, but would provide a way for others to participate in the walk/bike to school initiative. We're excited for this trail; it will provide another option to help promote healthy families.	5/15/2019 5:25 PM
159	I love off street ways to get around	5/15/2019 5:16 PM
160	Stop wasting our tax money!	5/15/2019 5:11 PM
161	We don't need additional paved bike infrastructure. A better solution would be to conduct road diets where needed to reduce car travel lanes while adding bike lanes. More impervious pavement through the woods is not needed.	5/15/2019 5:02 PM
162	Connecting the colleges makes a lot of sense. Not sure there is much of a student population from Vermilion down to London Road nor does this seem to be a retail center outside of the Arrowhead/Kenwood and Mt Royal blocks. The primary advantage would probably be to East End residents and not to students or the lower income households of the more densely populated neighborhoods.	5/15/2019 4:57 PM
163	I feel this this will add nothing but an increased crime and destruction rate to a quiet neighborhood. It will destroy the property value of my home. And if you're worried about my property value the this neighborhood should be redirected back to the east school district. You can't destroy a neighborhood. And this project will be poorly maintained and become an eye sore. Get it out of my backyard. People make these decisions do not live in this area!!!!	5/15/2019 4:54 PM
164	I'm concerned about those with bad intent using the trail for reasons other than intended. The seclusion of the trail system and proximity to houses leaves those of us with the trail in our back yard quite vulnerable. What kind of incident response time can we be assured of from the police department? Will the trail system have cameras installed for monitoring movement? Will the trail system be available for use 24 hours? If so are there noise ordinances in place for those of us that live along the trail system? I support a trail system that balances the needs of those of us that will have it literally in our backyards - yes I know few in number- with those that will use it for it's intended purpose. I do not support putting our safety and our properties at risk for those using it for ill intent and I think the current proposal opens up that risk. I think alternate solutions should be sought that negates the risk and achieves the trail system.	5/15/2019 4:48 PM
165	A great project!	5/15/2019 4:46 PM
166	Not enough connections to actual destinations besides the campuses. If I can get to shopping areas, ice cream, cafes, library, playgrounds, all on the same trail without crossing dangerous intersections--that is what I am looking for. Don't need to enter wooded area, just need a buffer from car traffic that is cleared off in winter like the section through UMD is.	5/15/2019 4:44 PM
167	I live on Rice Lake Road and use its trail/sidewalk daily and would love to be able to walk to the Lakewalk and all stops (shopping, schools, other trails along the way. This is a wonderful proposal to connect schools, neighborhoods together via walking/biking/running. Such trails are seriously needed and will be used and improve community health as well as impress the importance of such modes of transportation to our future generations. I heard several Aspenwood residents opposition comments about trails too close to their property, I truly believe these concerns can be addressed with screening/moving trails slightly with a result of greatly enhancing the value of there properties.	5/15/2019 4:44 PM
168	I am moving to an area that will be close to the proposed trail and it would be exciting to use if it's built	5/15/2019 4:33 PM
169	As part of the CC, it would be helpful to put St. Marie St. "on a diet," reducing it to one lane each direction between Woodland and UMD. Currently, there are two lanes in each direction, with NO parking on EITHER side, so there are FOUR travel lanes with no bike/ped routes. (The sidewalk is decrepit.) Reducing road width would allow the development of a super-sidewalk from campus down to the existing trail at St. Marie and Vermilion.	5/15/2019 4:30 PM
170	I love this trail concept, and will use it frequently both for recreation (as a runner) and for transportation (to bike or walk to destinations such as the store). I live in Duluth, and chose to live in the Chester neighborhood, because I wanted ability to do things without always having to drive to get where I want to go.	5/15/2019 4:27 PM

171	It disgusts me that you would sell of park land and other recreational hobbies... like golf. To only add more bike trails that don't generate any kind of revenue. All the city is doing is adding more and more trails but could care less about people who enjoy other type of recreational hobbies. So no, i don't agree with this even though i'm sure those college kids would benefit from it. Kids that are not even permanent residents.	5/15/2019 4:26 PM
172	I believe Segment 1 should start at the former Police dog training area and proceed east-northeast from there for several reasons including parking at trail head, safer crossing of Rice Lake Road to trail head, security of Segment 1 homes (no hidden back yard access), and backyard privacy of Segment 1 homes. I believe the Segment 1 homeowners would support that revised route and likely even help to maintain it.	5/15/2019 4:24 PM
173	Gravel vs paved like the one in Hartley might be nice for less maintenance	5/15/2019 4:22 PM
174	I've seen the usage on a small portion of trail that exists between UMD and Bluestone. I'm very supportive of improving bicycle and walking access wherever we can.	5/15/2019 4:17 PM
175	I appreciate the City's efforts to diversify our transportation choices and to support alternatives to needing to own a personal vehicle and to drive everywhere. People who live in Duluth want to get outside and this trail system supports that.	5/14/2019 5:10 PM

Campus Connector Trail – Bristolwood Subdivision Survey

The information provided on this sheet is classified as public data under the Minnesota Government Data Practices Act. Public data must be provided to any person/entity requesting it.



1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
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2. How frequently would you use a paved (year-round & snow cleared) trail connection that is accessible for people of all ages and ability? (circle one)

Very Frequently	Frequently	Occasionally	Rarely	Never
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3. If this trail connection were made, how would a person in your household use it? (circle all that apply)

Bike riding	Family outings	Walking for leisure
Dog walking	Inline skating	Wildlife viewing/birding
Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	5
Automobile travel	10
Community place to interact/socialize	8
Healthy lifestyle/active living	4
Outdoor recreation	9
Safe connections for people walking/cycling	1
Privacy for residents	2

Stormwater storage/clean water	7
Transportation choices, such as walking, cycling.	6
Wildlife habitat	3

6. Which trail alignment option would you prefer:

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	3
Chinook Drive – off-street, behind curb multi-use path.	2
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	1

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or jmoses@duluthmn.gov.

Campus Connector Trail – Bristolwood Subdivision Survey

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Bike riding	Family outings	Walking for leisure
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Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	
Automobile travel	
Community place to interact/socialize	
Healthy lifestyle/active living	
Outdoor recreation	
Safe connections for people walking/cycling	
Privacy for residents	1

Stormwater storage/clean water	
Transportation choices, such as walking, cycling.	
Wildlife habitat	

6. Which trail alignment option would you prefer: *NONE*

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	
Chinook Drive – off-street, behind curb multi-use path.	
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

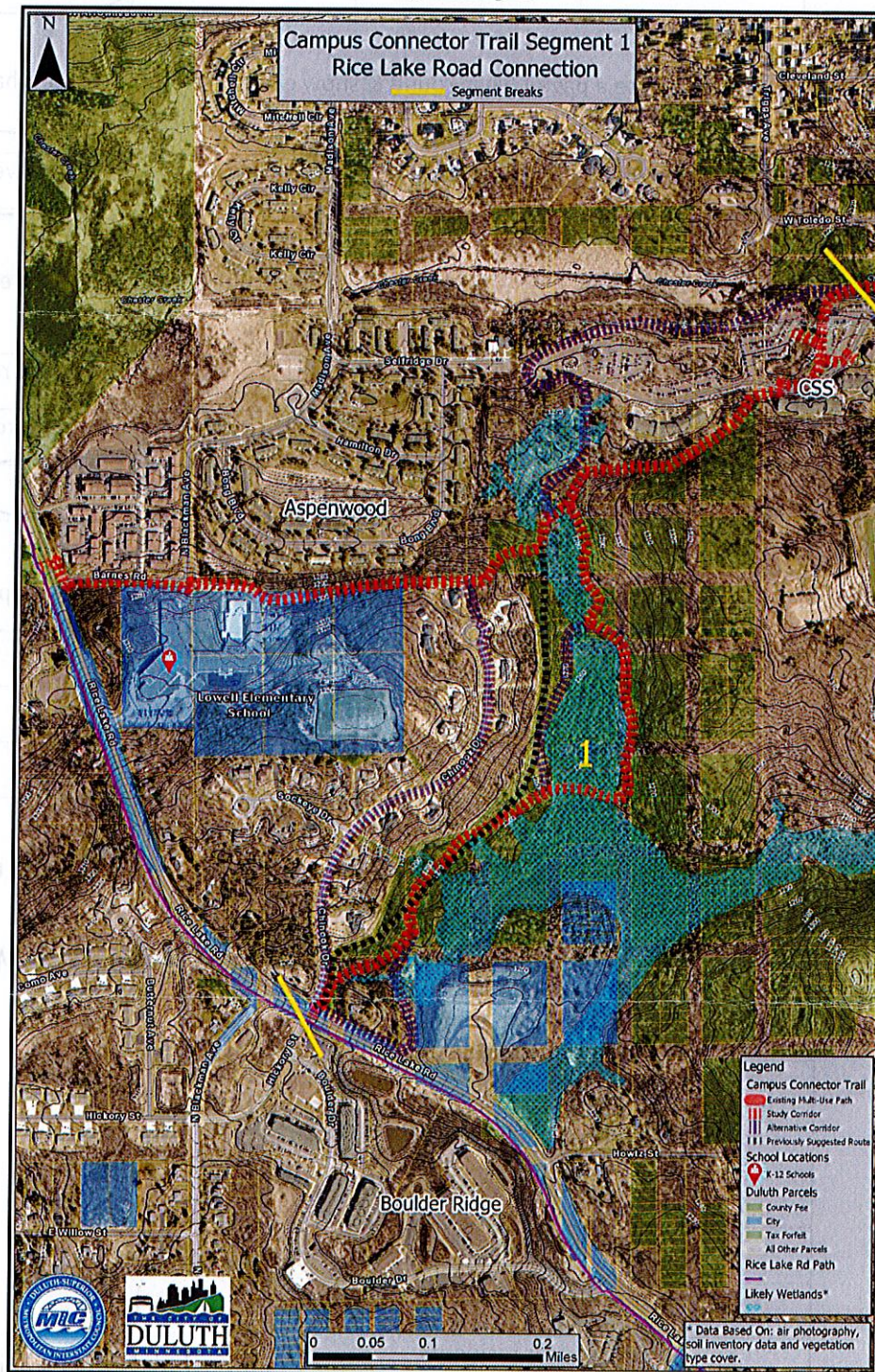
The cost to build and maintain this trail seems difficult to justify based on the number of people who will use it. Crossing Rice Lake Road at Chinook will be dangerous. This trail should cross at the old Agility course site

Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or jmoses@duluthmn.gov.

Campus Connector Trail – Bristolwood Subdivision Survey

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1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
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2. How frequently would you use a paved (year-round & snow cleared) trail connection that is accessible for people of all ages and ability? (circle one)

Very Frequently	Frequently	Occasionally	Rarely	Never
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3. If this trail connection were made, how would a person in your household use it? (circle all that apply)

Bike riding	Family outings	Walking for leisure
Dog walking	Inline skating	Wildlife viewing/birding
Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

NONE

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	No value
Automobile travel	No value
Community place to interact/socialize	No value
Healthy lifestyle/active living	No value
Outdoor recreation	No value
Safe connections for people walking/cycling	No value
Privacy for residents	1 most important

1 = MOST IMPORTANT

Stormwater storage/clean water	No value
Transportation choices, such as walking, cycling.	No value
Wildlife habitat	No value

6. Which trail alignment option would you prefer:

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	X
Chinook Drive – off-street, behind curb multi-use path.	X
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	X

NONE

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

Have shared thoughts / views @ meetings already -
redundant

Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or
jmoses@duluthmn.gov.

Are we entitled to a Target gift card as the Scholastic students are?

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1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
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Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	7
Automobile travel	2
Community place to interact/socialize	10
Healthy lifestyle/active living	5
Outdoor recreation	6
Safe connections for people walking/cycling	8
Privacy for residents	1

Stormwater storage/clean water	3
Transportation choices, such as walking, cycling.	9
Wildlife habitat	4

6. Which trail alignment option would you prefer:

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	3
Chinook Drive – off-street, behind curb multi-use path.	2
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	1

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

This trail is way to close to 1947 Chinook Dr. It is adjacent to their property on the back side and very close to their house.

Thank you for taking this survey.

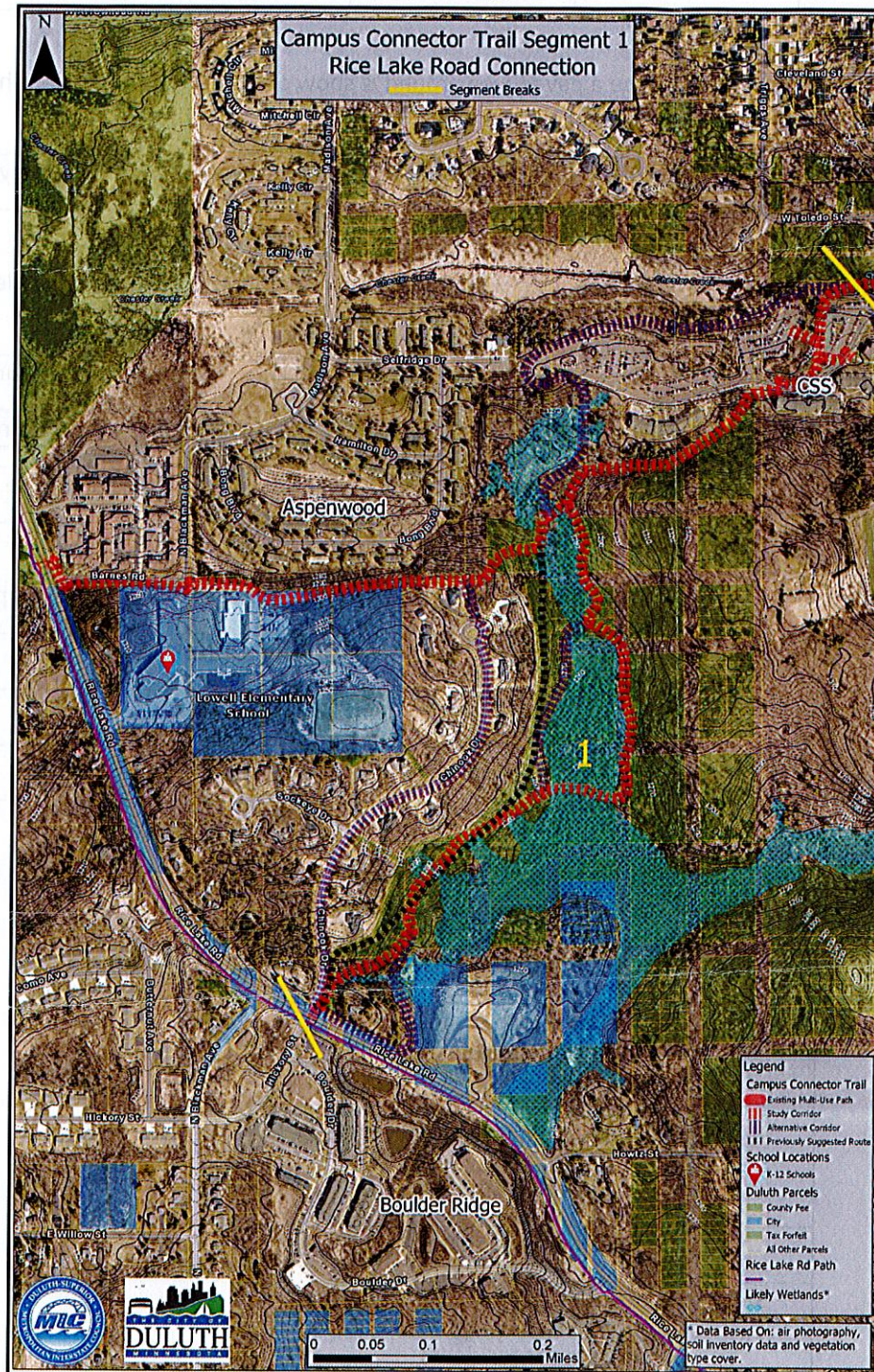
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More concerns are that the trail will dump out (end) at an Elementary School. Kids are outside frequently. Also, the trail will be very close to the student housing at CSS opening that up to intrusion from predators. Both Lowell Elem and CSS student housing will be put at risk!

Campus Connector Trail – Bristolwood Subdivision Survey

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Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
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2. How frequently would you use a paved (year-round & snow cleared) trail connection that is accessible for people of all ages and ability? (circle one)

Very Frequently	Frequently	Occasionally	Rarely	Never
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3. If this trail connection were made, how would a person in your household use it? (circle all that apply)

Bike riding	Family outings	Walking for leisure
Dog walking	Inline skating	Wildlife viewing/birding
Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	9
Automobile travel	7
Community place to interact/socialize	10
Healthy lifestyle/active living	5
Outdoor recreation	6
Safe connections for people walking/cycling	2
Privacy for residents	1

Stormwater storage/clean water	4
Transportation choices, such as walking, cycling.	8
Wildlife habitat	3

6. Which trail alignment option would you prefer:

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	1
Chinook Drive – off-street, behind curb multi-use path.	3
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	2

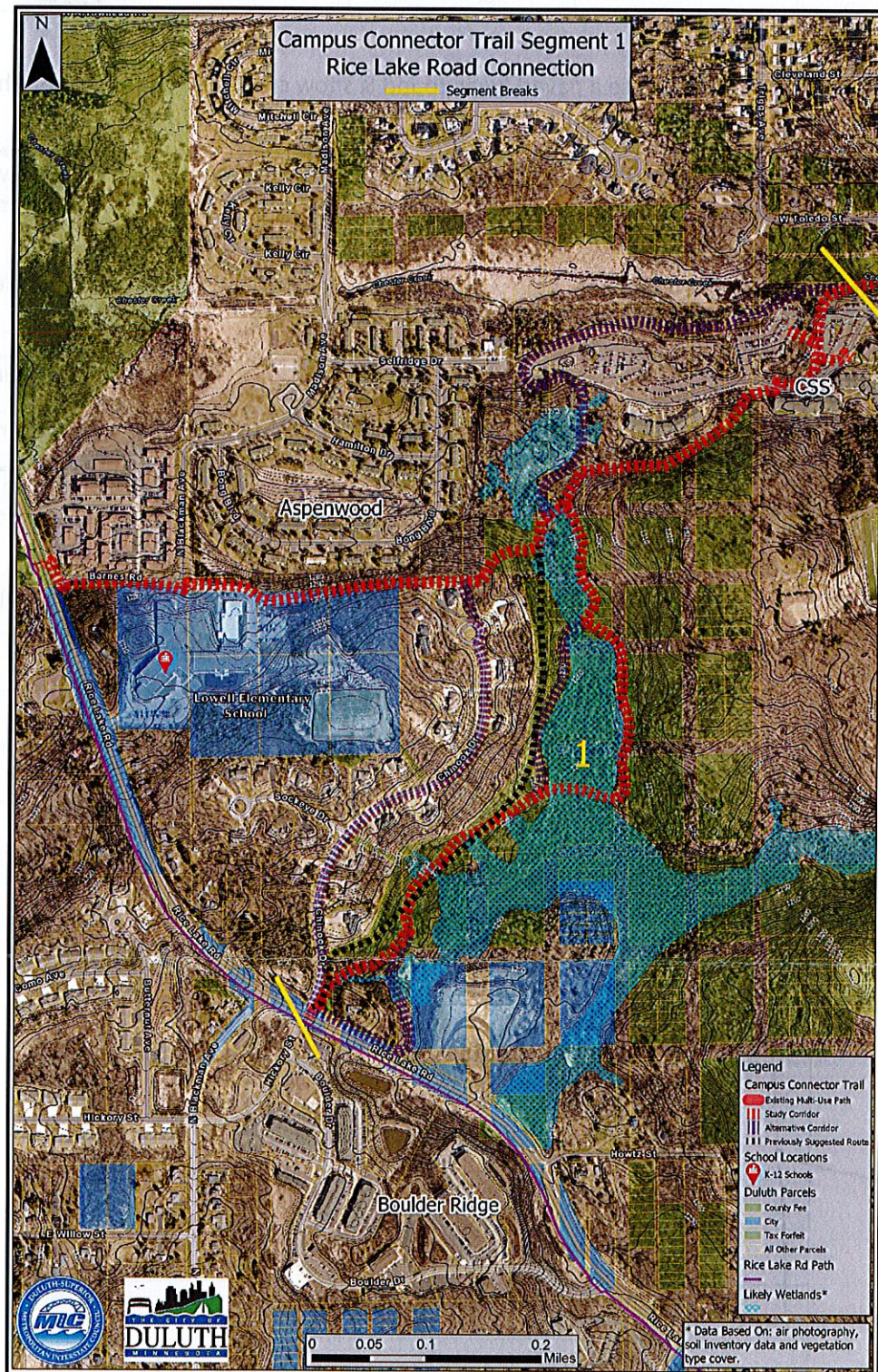
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4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
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Addressing climate change	
Automobile travel	
Community place to interact/socialize	
Healthy lifestyle/active living	
Outdoor recreation	
Safe connections for people walking/cycling	
Privacy for residents	1

*We oppose
the Trail*

We
oppose
the trail

Stormwater storage/clean water	
Transportation choices, such as walking, cycling.	
Wildlife habitat	

6. Which trail alignment option would you prefer:

We oppose the
Trail

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	
Chinook Drive – off-street, behind curb multi-use path.	
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	

We believe it would be reckless to place the Trail head at or near the junction of Chinook Drive + Rice Lake Parcel - a threat to health + safety.

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

My wife and I live at 1812 Chinook Drive. We fail to see any public need + purpose in the proposal trail which will run immediately behind our home.

Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or jmoses@duluthmn.gov.

behind our home. We believe the Trail will create a common law "nuisance", depriving us of the quiet enjoyment of our residential property; and, constituting a "taking" of our property without compensation in violation of U.S. Constitution's Amendment V ("nor shall private property be taken for public use, without just compensation").

1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
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Community Value	Rank (1-10)
Addressing climate change	7
Automobile travel	10
Community place to interact/socialize	6
Healthy lifestyle/active living	4
Outdoor recreation	3
Safe connections for people walking/cycling	2
Privacy for residents	1

Stormwater storage/clean water	9
Transportation choices, such as walking, cycling.	5
Wildlife habitat	8

6. Which trail alignment option would you prefer:

Location	Rank (1-3)
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East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	1

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

Keeping the corridor connector trail outside the cul de sac & furthest from residents is our highest priority. We also feel that
Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or

jmoses@duluthmn.gov.

having the connector cross by the Hickory St/Chinook intersection is a significant safety concern given the speed of traffic and limited line of site. Moving the crossing down even 1-2 blocks would vastly improve safety.

1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
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4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	4
Automobile travel	10
Community place to interact/socialize	8
Healthy lifestyle/active living	7
Outdoor recreation	6
Safe connections for people walking/cycling	9
Privacy for residents	1

★ + Safety for residents

Stormwater storage/clean water	3
Transportation choices, such as walking, cycling.	5
Wildlife habitat	2

6. Which trail alignment option would you prefer:

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	
Chinook Drive – off-street, behind curb multi-use path.	
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	

none

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or jmoses@duluthmn.gov.

Campus Connector Trail – Bristolwood Subdivision Survey

The information provided on this sheet is classified as public data under the Minnesota Government Data Practices Act. Public data must be provided to any person/entity requesting it.



1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
-----------------	-----	-------	----	--------------------

2. How frequently would you use a paved (year-round & snow cleared) trail connection that is accessible for people of all ages and ability? (circle one)

Very Frequently	Frequently	Occasionally	Rarely	Never
-----------------	------------	--------------	--------	-------

3. If this trail connection were made, how would a person in your household use it? (circle all that apply)

Bike riding	Family outings	Walking for leisure
Dog walking	Inline skating	Wildlife viewing/birding
Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	10
Automobile travel	1
Community place to interact/socialize	1
Healthy lifestyle/active living	3
Outdoor recreation	3
Safe connections for people walking/cycling	3
Privacy for residents	1

Please Explain: 1 = highest
10 = lowest

Stormwater storage/clean water	3
Transportation choices, such as walking, cycling.	5
Wildlife habitat	3

6. Which trail alignment option would you prefer:

1 = highest Rank
3 = Lowest Rank

	Location	Rank (1-3)
(A)	Chinook Drive – on-street shared with cars.	4
(B)	Chinook Drive – off-street, behind curb multi-use path.	3
(C)	East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	2
* (D)	East of Bristolwood Subdivision, connecting to study corridor crossing wetland area #1.	1

← Preferred Route

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

The map that you have provided is very difficult to read. Each of the above location options should be identified with the map provided.

Thank you for taking this survey.

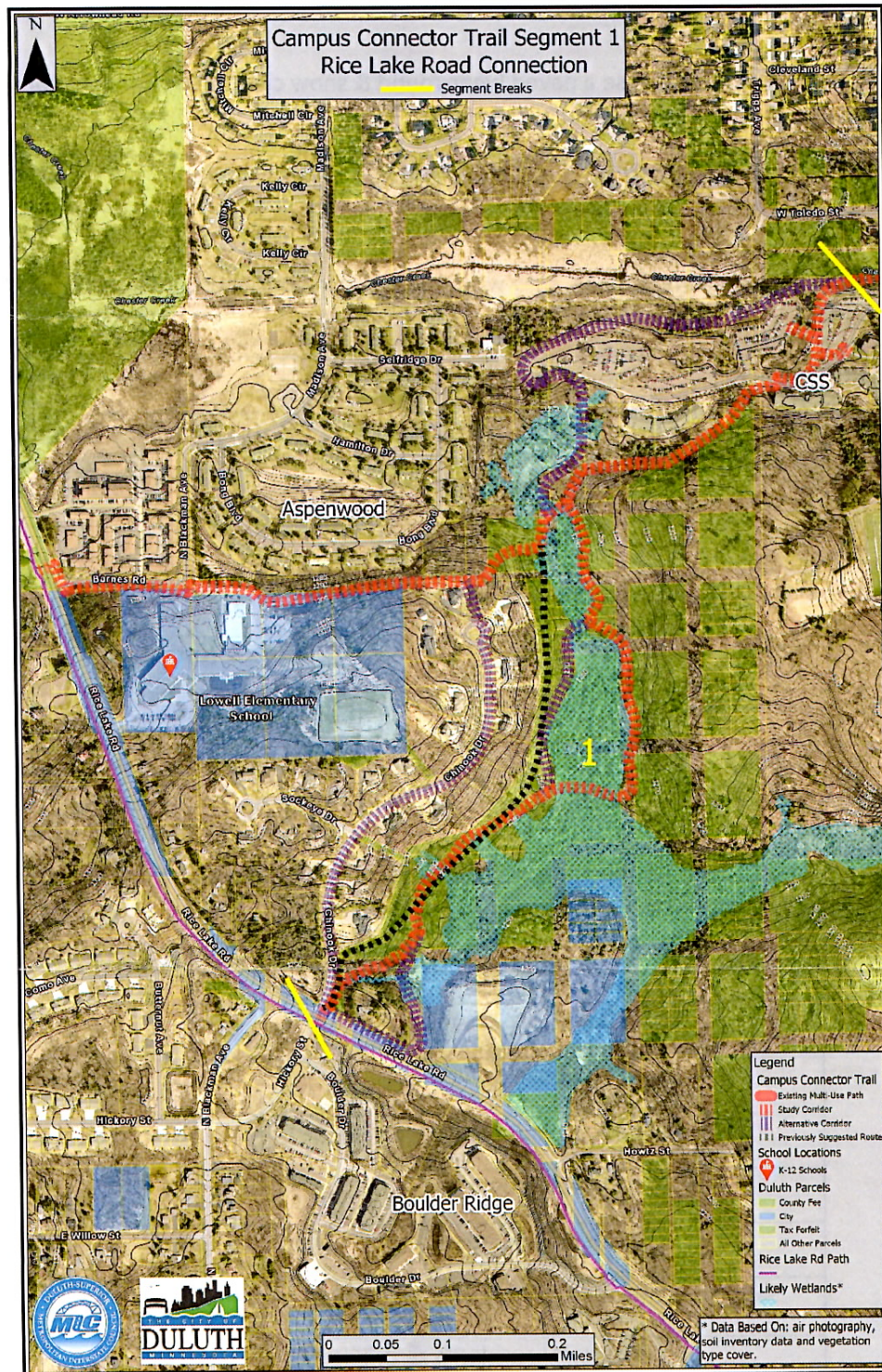
(for example) If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or jmoses@duluthmn.gov.

which trail correlates with A, B or C?

Additionally, using line types of similar color and line type scale make the map & legend confusing. This does not look very professional.

Campus Connector Trail – Bristolwood Subdivision Survey

The information provided on this sheet is classified as public data under the Minnesota Government Data Practices Act. Public data must be provided to any person/entity requesting it.



1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
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2. How frequently would you use a paved (year-round & snow cleared) trail connection that is accessible for people of all ages and ability? (circle one)

Very Frequently	Frequently	Occasionally	Rarely	Never
-----------------	------------	--------------	--------	-------

3. If this trail connection were made, how would a person in your household use it? (circle all that apply)

Bike riding	Family outings	Walking for leisure
Dog walking	Inline skating	Wildlife viewing/birding
Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply) *None*

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them. *Assumes 1 is best*

Community Value	Rank (1-10)
Addressing climate change	5
Automobile travel	8
Community place to interact/socialize	10
Healthy lifestyle/active living	3
Outdoor recreation	6
Safe connections for people walking/cycling	4
Privacy for residents & security	1

Stormwater storage/clean water	9
Transportation choices, such as walking, cycling.	7
Wildlife habitat	2

6. Which trail alignment option would you prefer: *Assumes 1 is best*

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	3
Chinook Drive – off-street, behind curb multi-use path.	4
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	2
<i>Trailed @ Police Dog Park</i>	1

*Assume this is red "Study Corridor" on map
- see attached sketch*

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us? *Yes, see attached alternative table & sketch*

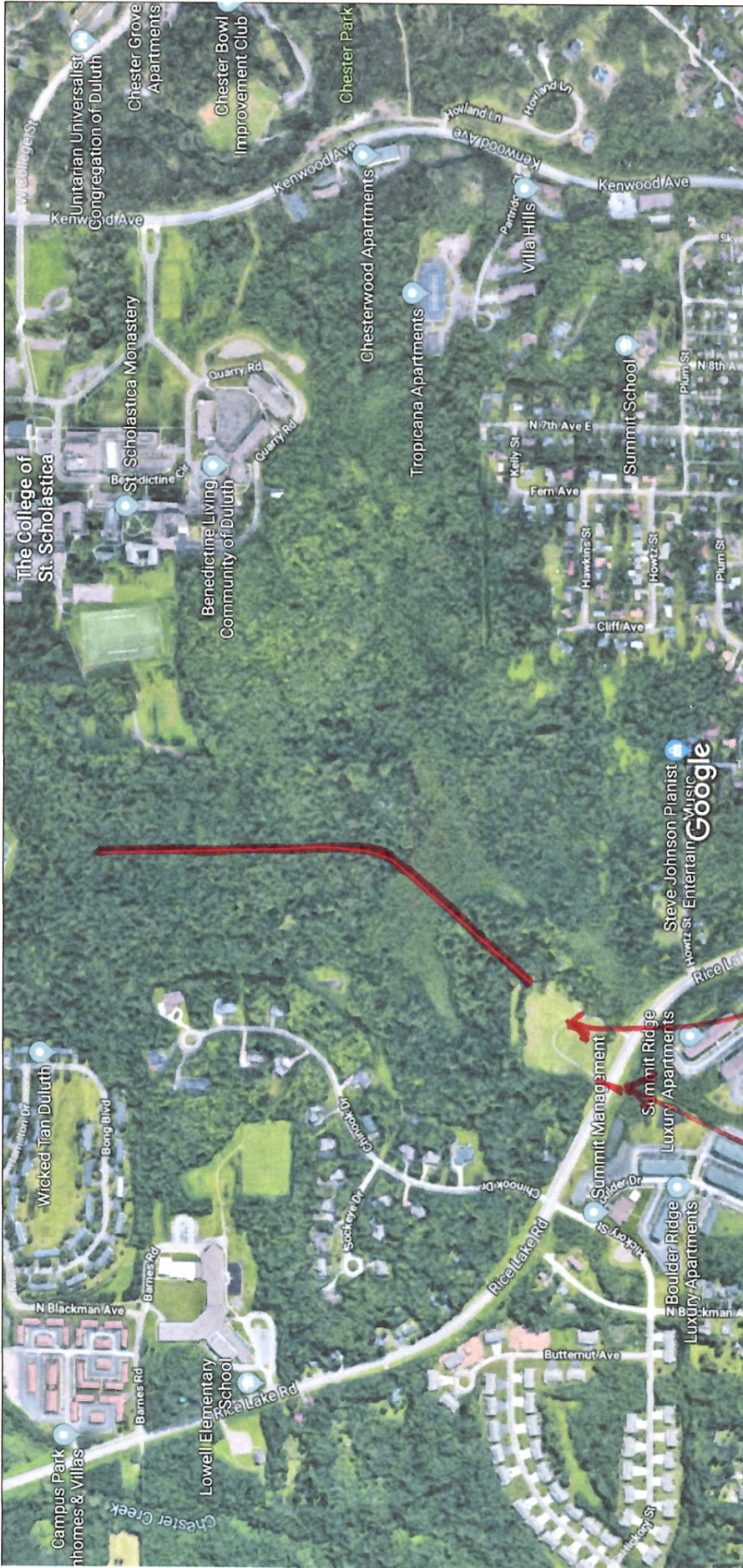
Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or jmoses@duluthmn.gov.

Google Maps

Alternative Route

Google Maps



Imagery ©2019 Google, Map data ©2019 Google 500 ft

Rice Lake Rd crossing
Trail Head

Alternative Route Advantages

Alternative Route – see attached sketch	Advantages over City proposed routes
<p>Define segment #1 to include:</p> <ul style="list-style-type: none"> • crossing Rice Lake Road further southeast of Chinook Drive • creating Trailhead at former Police dog training area 	<ul style="list-style-type: none"> • Safer crossing of Rice Lake Road • Increased trail usage by people from outside the immediate area • Crossing wetland cannot be avoided if segment #1 starts at Trailhead and is part of the project scope
<p>Add wetland educational element to segment #1</p>	<ul style="list-style-type: none"> • Makes crossing wetland a requirement • Potential new funding sources
<p>Cross wetland going northeast from Trailhead at former Police dog training area – see attached sketch</p>	<ul style="list-style-type: none"> • Improves security/safety for Chinook residents • Minimize wetland impact by constructing elevated boardwalk supported by piles • Provides wetland educational opportunity • Increase of people attracted to potential future businesses at former Police dog training area • Excellent access for students at potential future student housing at former Police dog training area

1. Is a trail connection to Bristolwood Subdivision valuable? (circle one)

Yes, Absolutely	Yes	Maybe	No	No, Definitely Not
-----------------	-----	-------	----	--------------------

2. How frequently would you use a paved (year-round & snow cleared) trail connection that is accessible for people of all ages and ability? (circle one)

Very Frequently	Frequently	Occasionally	Rarely	Never
-----------------	------------	--------------	--------	-------

Some where in between depending on trail placement

3. If this trail connection were made, how would a person in your household use it? (circle all that apply)

Bike riding	Family outings	Walking for leisure
Dog walking	Inline skating	Wildlife viewing/birding
Exercise	Skateboarding	Would not use

4. What destinations would a person in your household use this trail to reach? (circle all that apply)

CSS	Shops & restaurants
Lowell School	Parks
UMD	Natural surface hiking/biking trails

5. Design details for the Campus Connector can reflect a community's values. Please consider the below list and rank them in the order of the value you place on them.

Community Value	Rank (1-10)
Addressing climate change	8
Automobile travel	10
Community place to interact/socialize	7
Healthy lifestyle/active living	4
Outdoor recreation	3
Safe connections for people walking/cycling	5
Privacy for residents	1

with 1 being the highest priority & 10 being the lowest

Stormwater storage/clean water	9
Transportation choices, such as walking, cycling.	4
Wildlife habitat	2

6. Which trail alignment option would you prefer:

Location	Rank (1-3)
Chinook Drive – on-street shared with cars.	3
Chinook Drive – off-street, behind curb multi-use path.	2
East of Bristolwood Subdivision, off-street multi-use path on public property behind the Chinook Drive houses.	1

With 1
being the
first
choice &
3 being
the least favorite
choice

7. Do you have information or comments pertaining to the Campus Connector that you would like to share with us?

Thank you for taking this survey.

If you have any questions about the survey, please contact Jenn Moses at 218-730-5328 or jmoses@duluthmn.gov.

Stakeholder Organizations Invited to Campus Connector Trail Meetings

University of Minnesota Duluth Leadership
College of St. Scholastica Leadership
Duluth Bikes Coalition
Zeitgeist
ISD 709/Lowell Elementary School
Duluth Chamber of Commerce
Parks and Recreation Commission
Duluth City Council
Commission on Disabilities
Glensheen Mansion
Marshal School
Chester Bowl Improvement Club
Hartley Nature Center
AT&T – Bluestone Location
Mount Royal Manor
Summit Management
St. Louis County Commissioner Frank Jewell
Aspenwood Condominiums
We Walk in Duluth
Bristolwood Development
BlueStone Development Businesses/Housing
Richard Haney

Date	Source	Comment
4/3/2019	Email	<p>1. We now have two significant and major transportation/recreation trails being planned which share the same acronym, CCT., the Cross City Trail and the Campus Connector Trail. This may seem insignificant at first, but I have already had two people who were confused when I talked about the CCT. It would seem prudent to add a word to one or the other for easy differentiation and avoidance of confusion, or to change one name now. (and, no, I am not stubbornly suggesting a return to the "Lowell to Lakewalk" name). Acronyms are very commonly used today, so a change now seems wise to minimize confusion.</p> <p>2. There were no people from Scholastica present at the meeting. Their participation and support is critical for that section of the Trail around and possibly through parts of their campus. Also Frank Jewel's participation is critical because of the connection to the county trail along Rice Lake Rd. and for his commitment on behalf of the county to grant easement to the city across county land behind, to the west of, Scholastica. Their students have expressed interest in the trails completion. Also, because of the potential for access to the several elementary/middle/high schools, school input and support would be valuable and appropriate.</p> <p>3. I did talk with James Gittemeier and did draw some lines on the map for consideration of an alternate route across the northeast corner of Scholastica, near or around the creek area and on to the traffic signals at College and Kenwood, avoiding a difficult and busy corner at Niagara and Kenwood (by the CSS ball field). This is a peaceful and green section adding to the trail user's experience and enhancing the CSS campus.</p> <p>4. Wallace Avenue from St. Marie to Fourth St. and then towards the downtown provides a much gentler grade softening the vertical challenge for wheeled transportation. Though not a part of the Campus Connector Trail it is a link and will have increased significance for non-motorized transportation. Is there some way to recognize that in the planning process?</p>
4/11/2019	Email to Project Manager	<p>I live on XXX and while reviewing the plans....I see that Blackman is "signed shared Lane" as a bikeway. Just want to remark that Blackman between Rice Lake Road and Central Entrance is a very narrow road, with some fairly blind spots especially at the top of the hill. There are no sidewalks and parking is allowed on the sides of the street. There are no stop signs. I sometimes have to wait 5-10 minutes to cross this road and at times traffic is fairly constant. While folks probably won't be riding a bike during the winter.....at times Blackman becomes a one lane road during the winter with folks having to stop and take turns. My concern is of safety for the bikers. I really don't know what a "signed shared lane" is...but as the road is narrow....and it often is a tight fit for two cars to meet and get by each other....I am unsure exactly where the safe bikeway would be....I will not be able to attend the meeting and just wanted to share my comment with you.</p>

4/15/2019	Web Comment Form	Hello. I am a resident of XXX. I received the mailing about the Campus Connector Trail. I am unable to attend the 4/23 meeting. I have a comment about segment 2--the CSS segment. On the map it appears that the western part of segment 2 is alongside of Chester Creek. Are you aware that the DNR and Trout Unlimited and the South St Louis Cty Soil & Conservation District is restoring Chester Creek, and that there will be a 50 foot easement on either side of the creek? That project has been completed from Rice Lake Road to Madison Avenue. The next part of that project will be from Madison Avenue through CSS.
4/22/2019	Comment Form	<p>I wish to voice my support for the proposed campus connector trail. I live in the neighborhood adjacent to Boulder Ridge apartments. I am not a student, but would still be in support of this trail. Encouraging bike commuting is a good goal for the City of Duluth and specifically its Parks and Recreation department. The lakewalk provides wonderful horizontal access through the City. The Duluth Traverse provides great horizontal and vertical access through the City for mountain bikes or trail bikes. However, there exists a need for vertical path for road bikes and pedestrians. Bike commuting or pedestrian commuting eases traffic and stress on our roads - which are already subject to potholes. It also encourages healthy habits. I would be in support of this trail, no matter the cost or construction disruption.</p> <p>Thank you,</p>
4/23/2019	Comment Form	XXX, age 8 says it would be fun to bike off of College Street in Kenwood neighborhood. He biked to school two miles in Delaware, he'd really like to be able to bike to school from Kenwood and Arrowhead.
4/23/2019	Written Comment	Natural grade follows creek along Niagra and then through Aspenwood - not up the hill to Chinook. Dead end paved trail at end of Scholastica parking lot. People can make the choice to hop down to Aspenwood or walk on unpaved trail made to Lowell School. Or minimally pave in the woods to Lowell behind Aspeenwoods Bong Blvd. Focus first on connecting College to Kenwood shopping center (no sidewalks on right side of Kenwood Ave.)

4/23/2019	Web Comment Form	<p>I am strongly in support of completing this trail! Two of my children are students at Lowell, and our third will join them there soon. We live in the Kenwood neighborhood, and it is almost impossible to bike the children to Lowell (we have tried). When we lived in a different city during our eldest son's kindergarten year he was able to bike to school, which was about a mile and a half each way. This was tremendously helpful. He showed up for school calm and ready to learn. It gave him exercise, and critically it provided him with a sense of control over his day. The biggest treat that would get him moving in the morning was that if he didn't get ready to go he would have to take the car to school instead of biking. As our children get older, in the other direction, this trail will provide my children a route to bike to middle school and high school at Ordean and East.</p> <p>For children who cannot yet drive, this gives the ability to let students have much more sense of independence. I also will likely switch to commuting to work much of the year, since the only reason that I currently drive is to pick my children up from school. Since I currently have to use Arrowhead, that will be one less car in rush hour traffic on Arrowhead Road.</p> <p>In summary, I think this is a tremendous project, and look forward to its completion.</p>
4/23/2019	Comment Form	<p>Yes! As a Lowell Parent and member of the PTA Executive Board, we are completely in support. At Lowell, we have a large draw to nature through our nature scape, DR school forest, and trails in our school forest. Our Ojibwe immersion and physical education calsses use outdoor space daily. Currently, we can not utilize efforts to walk/bike to school, due to our school forest trails not connecting to much. Additionally, Rice Lake Road is too busy to put elementary students on, not to mention there isnt any controlled intersection to cross Rice Lake Road to Lowell. We would love to have access for our students/facmilies to get to/from Lowell use safe trails. As a parent, what a great way to encourage neighborhood members to get to the Lakewalk , get out and be active.</p>
4/23/2019	Web Comment Form	<p>I am a resident of Duluth Heights. Regretfully, I cannot attend tonights meeting, but I am very much in favor of this proposed plan for this Connectors Trail to connect Rick Lake Road to the Lake Walk. My children attend Lowell Elementary school. This Trail would allow the school to have access to more parts of the community, as well as allow students and staff to walk or ride their bikes safely to school. In addition, there is college housing next to Lowell and this Trail would allow those students access for using their bikes or walking to get to their schools and to the Lake Walk. I support this proposed Connector Trail!</p>
4/23/2019	Comment Form	<p>I am a 17 year old resident of XXX Drive who is is fully supportive of the Campus Connector Trail. I, as well as my peers, will definately make use of it for social and academic activities. However, I enjoy my own privacy and respect that of my neighbors; and therefore beleive that the trail should follow the pre-exisiting COGGS trail. This way we would get the convenience and accessiblity without the extra traffic and loss of privacy. Thank you!</p>
4/23/2019	Comment Form	<p>Change the name back to Community Connector Trail or Lowell to Lakewalk Trail. Public worried enough about students. Finish the landscape architect work and trail between Superior Street and London Road. Keep the dream of Chester Congdon alive and restore his old trail.</p>

4/23/2019	Comment Form	Please provide direct access to Lowell. This trail is so important to elementary schoolers. There is no access to the school for everyone in the neighborhood "below" Rice Lake Road. I bike, walk everywhere everyday and this is literally the only one I would use year round, everyday.
4/23/2019	Written Comment	I am a resident on XXX and I would like to be connected to the Campus Connector Trail. I believe some of our neighbors have an alternative route that is closer to the COGGS trail. That would be a better trail for us so the trail wouldn't be in our neighbor's back yards. I hope that it can be moved a bit so then everyone is happy. I am excited to be connected to the city by a multiuse trail. Our entire family would use it for walking, running and cycling.
4/23/2019	Comment Form	I would prefer the Bristolwood alternative that #1 starts at the old police training academy, #2 would be the bristolwood trail alternative that goes east to west to Lowell Elementary School. Third choice would be to go up Chinook Drive and continue north through the cul-da-sac. Defninitely don't use the preferred route and go east of Chinook.
4/23/2019	Comment Form	Thank you for your public meeting on this needed trail. Our address is XXX. We are in strong support of this entire trail, including the section by Lowell School. I do understand some Aspenwood residents concerns regarding the trail looking at their homes. To appease these Aspenwood concerns: -consider moving the trail to go up the access road to the soccer field and then around Chinook homes. Follow the road that enters into the Lowell back parking lot then around it to the access road going up to the soccer field. - If this alternative route away from Aspenwood cannot be done, then move the trail above Aspenwood far enough away to keep as much tree screening as possible.
4/23/2019	Comment Form	I am strongly in support of improved infrastructure and safe bike routes/lanes in the city. Thank you for your work to connect what we already have.
4/23/2019	Comment Form	As a Lowell Elementary parent and ISD 709 School Board member, I strongly support the completion of the campus connector trail. It will enable many families to bike commute much more safely to several schools. Thanks for undertaking this great project for our community!
4/23/2019	Comment Form	This is a great idea! Thank you to city parks planners and trail developers! I will bring information to the next Maple Ridge Townhome Association Home Owners meeting in May or our Annual Meeting in June. Maple Ride is on the other side of Rice Lake Road.
4/23/2019	Written Comment	I live in XX and I think this is the best idea of heard of in a long time. We need more places to walk and non-motorized ways to get around town.
4/24/2019	Web Comment Form	I live at XXX in Aspenwood. I do not want the connector trail near my home. *Our privacy and green space will be compromised which will affect the value of our home. Even the designated 250 feet is too close. *The path will bring easier access to our homes from the woods. As a taxpayer invested in the city of Duluth, I hope my concerns will considered.

4/25/2019	Comment Form	<p>Dear Parks, Planning, city administration and staff:</p> <p>My wife and I are thrilled about the prospective development and addition of this proposed campus connector to the city's growing (and nationally recognized) trail system.</p> <p>We live near Chester Bowl, our sons attend Lowell Elementary School, and I work part-time at UMD. The addition of this connector will allow our family not only easier access to the city's trail system for recreation and health purposes, it will give us the ability to bike with our sons to and from their school without using gas-powered vehicles - only to then wait in the difficult parking queue that forms every morning and every afternoon in the Lowell parking lot as parents maneuver to drop off and pick up their children. In the afternoon, this queue often backs up and forms a line along the shoulder of Rice Lake Road, resulting in long waits and added transportation safety risks as cars crest the blind hill on Rice Lake Road preceding the entry to the Lowell parking lot.</p> <p>A connector trail like this is absolutely necessary to build greater access and equity, safe and healthy transportation and commuting options for children, students, families and employees living and working in the UMD, Scholastica, Lowell, Myers-Wilkins, Chester Bowl and East Hillside neighborhoods. Our family believes this is so necessary, in fact, that we would support a public decision to acquire land through inverse condemnation in order to complete the proposed connector.</p> <p>It is our understanding, however, that the proposed trail will be built solely on public land, and further that route options are available that would use only public land while also minimizing disturbance of existing wetlands.</p> <p>In our view, this renders the proposed project a "no-brainer" - a health, safety, equity, transportation and sustainability win-win on all accounts from the perspective of Duluth children, students, and families. The proposal is also very much in alignment with Duluth's long-range parks, comprehensive planning, sustainability and transportation goals.</p> <p>For all these reasons, we strongly encourage city staff, commissions, council and administration to move forward with this proposal as soon as possible. We cannot wait to bike with our sons to and from the East Hillside to their elementary school with minimal city street and vehicle contact, and we thank you for your time and consideration.</p>
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4/25/2019	Email	<p>I wasn't able to complete a comment sheet at the meeting on Tuesday night because I was helping to reset the room at the end of the meeting. I wish to make the following comment anonymously:</p> <p>"I am a resident of the Aspenwood neighborhood and am in favor of the trail being completed from Boulder Ridge to the Lakewalk. I would use the "east-west" segment to access UMD and Mt. Royal. I hope a connection to the Kenwood Shopping Center could be added in the future. I would also use the "north-south" segment around the Bristolwood neighborhood to reach Blackman Ave. and the Central Entrance-Mall area. We have some very busy streets around here and this trail would help walkers and bikers to get around more safely."</p>
4/25/2019	Comment Form	<p>Please proceed with building this needed non-motorized infrastructure. I have two kids at Lowell Elementary and I would like to bike them to school. Dropping them off by car is dangerous since the traffic isn't backed up their every morning. I think its time the city invested in ways to get around other than just by car.</p>

		<p>Here are a bunch of scholarly, peer-reviewed studies and literature reviews.</p> <p>This one is great! It is by the Federal Highway Administration and looked at 372 trails that cover nearly 7,000 miles of trail and more than 45 million estimated annual users. The study was done to "to document the extent of crime on rail-trails and review such crime in a broader perspective." While the Campus Connector isn't a rails to trails project, everything in this study is pertinent except the before and after comparisons, so it is still super relevant. https://safety.fhwa.dot.gov/ped_bike/docs/rt_safecomm.pdf</p> <p>Here is a literature review that cites multiple studies in recent years (post-2000). " Bicycle Paths: Safety Concerns and Property Values" by the L.A. County Transportation Authority. http://www.brucefreemanrailtrail.org/pdf/LA-Metro-Bike-paths-safety-property-values.pdf</p> <p>"Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas" 2006 http://udspace.udel.edu/bitstream/handle/19716/13246/bikepathfinal.pdf?sequenc</p> <p>"Evaluation of the Burke-Gilman Trail's Effect on Property Values and Crime" 1986 http://onlinepubs.trb.org/Onlinepubs/trr/1988/1168/1168-009.pdf</p> <p>"The Impact of the Brush Creek Trail on Property Values and Crime", Santa Rosa, CA, Michelle Miller Murphy, Sonoma State University, April 13, 1992.</p> <p>"The Effect of Greenways On Property Values and Public Safety", A Joint Study by : The Conservation Fund and Colorado State Parks State Trails Program, Colorado State Parks, State Trails Program, Sydney Shafroth Macy, Stuart H. Macdonald, March 1995.</p> <p>"Omaha Recreational Trails: Their Effect on Property Values and Public Safety", Donald L. Greer, University of Nebraska at Omaha, June 2000</p> <p>I also heard this guy say that people will get mugged and children will be the victims. You could also point him toward the Crimes Against</p>
4/26/2019	Email	

5/2/2019	Email	<p>I attended the April 23rd mtg and wrote down many suggestions and comments, but I am concerned that NIMBYism might send the trail in a bad direction.</p> <p>The following picture is the current condition on the winter walking trail in the Valley of Silence (where the Benedictine Sisters have traditionally come to meditate/pray).</p> <p>This path will not be quite as bad by July, but will continue to be wet throughout the summer and is to be avoided due to overwhelming mosquitoes.</p> <p>Some folks in Chinook and Aspenwood had suggested creating the start of the trail at the old shooting range and heading down this trail, so I just wanted to clarify that this is a near impossible route (and please do not consider it).</p> <p>I continue to advocate for minimal paving and to use current roads and parking lots whenever possible. There is a beautiful old cedar grove behind the Chinook dvlpt (NE corner) that should also be avoided if that route is being considered.</p> <p>These woods are pretty sacred to more than just the nuns, and each disruption has pained the neighbors a great deal. My family has lived on Rice Lake Rd for 40 years and even though I am raising my own family near UMD, we still use the trails for transportation, enjoyment,</p>
5/5/2019	Email	<p>Main concerns are safety, privacy, noise, litter, decrease in property value and liability issues for my family and fellow neighbors in the Bristolwood development. Since the advent of Boulder Ridge and "Super Sidewalk" that runs parallel with Rice Lake Road the amount of garbage has increased dramatically, making pick up a weekly endeavor. Many beer cans, beer bottles, snoose bootle, pop cans, cigarette butts, etc. have been found already during these few weeks of warm weather. Pop bottles filled with snoose spit have even been found in our mailbox. This litter not only affects our development visually but also can injure and cause disease. It also disrupts our city waterways. Unfortunately, more traffic has introduced itself to Bristolwood. On average five turn arounds halfway up our driveway each day. A persistent homeless individual asked to sleep in our garage until he found a place to reside. The increase in foot and vehicle traffic has brought disrespect and uneasiness to our development. If the proposed bike path were to come to fruition, I am confident the littering, traffic, and questionable individuals will increase exponentially. With the proposed placement of the bike path, homeowners of Bristolwood have much to lose. Greater foot, bike, and auto traffic are guaranteed for our development. More litter and noise is a given. The feeling of a safe sanctuary will definitely be compromised.</p> <p>Mostly, I have concerns for the safety of my family with questionable individuals now having a provisional path inviting them to the side and back of my home. Three sides of my home will be accessible. We love our home and property and enjoy the private feeling of living in</p>
5/16/2019	Written Comment	<p>My name is XXX. My husband and I live at XXX. We are in favor of and very supportive of building a healthy community and recognize the importance of outdoor recreation in achieving health and wellness. We are not against having a trail but would like to influence its location to acheive the desired results for everyone - a usable and enjoyable trail and maintatining a safe environment for our families.</p>
5/16/2019	Web Comment Form	<p>Given the current siting of the origination of Segment 1, we would not be in favor of that Segment of the Campus Connector trail. The origination runs adjacent to multiple private yards, compromising privacy and security.</p>

5/20/2019	Email	<p>After experiencing the public meeting at the Unitarian Church on the Campus Connector I suggest that for future public meetings that the city presentations include and refer to information/research on similar projects/experiences in other parts of the country, and in Duluth as well, that address the concerns which we know are going to arise, often fueled by hysteria and misinformation.</p> <p>For example, increased crime and decreased property values, were "hot" topics promoted by "fear monger" tactics and "evidence" of</p>
5/20/2019	Email	<p>On 5/17/19 my wife XX and I walked the flagged path for the trail behind the Chinook Drive properties from Rice Lake Road to well beyond the XXX household. The trail enters the woods near the intersection of Rice Lake Road and Chinook Drive in the deep ditch area. It does traverse the property owned by Summit Management, the owner of Boulder Ridge. From there it goes somewhat deeper into the woods behind the houses of XXX. XXX house was somewhat more visible and the trail would go closer to the property line as well as the three vacant lots north of XXX. The closest encounter was behind XX house there the trail would be very near that property line. There was a very clear line of sign from the proposed trail area to their house and deck. Not far beyond their house the trail veers into the woods heading towards Aspenwood/Scholastica and would not be close to any more properties. I would highly recommend all residents of Bristolwood, if able, walk the entire flagged trail. I have two concerns:</p> <p>-Since the trail is initiated on summit property, why couldn't the trail start on the Police Training site where there would be ample parking? Could the trail be moved deeper into the woods behind XXX houses? These changes would keep traffic crossing Rice Lake Rd</p>
6/4/2019	Email	<p>I am submitting these questions in response to your gracious solicitation for questions, made in connection with the Stakeholder Meeting #1, April 1, 2019 held in connection with the Campus Connector Trail. The following questions are based on handouts received at said meeting:</p> <p>-In connection with the "2006 Rice Lake Road Corridor Study," was said study authorized by the Duluth City Council? If it was, when did Council take said action, and what type of legal authorization was it - by motion, by resolution?</p>
7/31/2019	Email	<p>Board,</p> <p>Please see the attached email link for the next meeting on the Campus Connector Trail. I will get a new map, but the trail path has</p>
8/4/2019	Web Comment Form	I love the paved multi-use path. We need more safe off-road bike paths in Duluth for getting to school/errands. I strongly support the
8/14/2019	Comment Form	Would like to see the trail end in the old police shooting range on Rice Lake Road.
8/14/2019	Comment Form	<p>I strongly support this project! Duluth's investments in bicycle and pedestrian infrastructure will make us all healthier and happier. Let's make Amsterdam our role model. And, I appreciate that you have adjusted the western segments in response to neighborhood concerns. I will definitely use segments 5 & 6 to commute to work on my bicycle. My students will commute to UMD by bike from Boulder Ridge and reduce environmental harm from car use.</p>
8/21/2019	Web Comment Form	<p>I strongly support the City's plan. This will benefit not just students, but also families and bike commuters. In addition it will bring people into stream areas where they can help keep these hard to reach areas clean of litter and waterborne trash. With more people along the right of way access and security in these public park areas will improve. I would encourage the City to take steps to increase visibility of pedestrians and bikes, especially crossing and along roads with automobiles</p>

8/21/2019	Web Comment Form	I am a Hillside resident and I would love to see the campus connector trail completed as planned! Not only would I use the trail and feel safer biking, but I feel this type of infrastructure should be made so that future generations of students can walk and bike to school safely. Thank you!
8/22/2019	Web Comment Form	This trail would allow students in the Kenwood area of the Lowell School zone to bike to school. This would be wonderful!

**COMMENTS SUBMITTED DURING
August 15 - 29, 2019 PUBLIC COMMENT PERIOD
CONCERNING THE CAMPUS CONNECTOR TRAIL**

from XXX
XXX

I.

Comments on Park Commission's "History of Campus Connector Trail"

Comments, below, are based on the material representations made in the "Parks Commission Presentation, August 14, 2019" provided on the City of Duluth's website.

- Under "History of Campus Connector Trail," the Parks Commission materially represents that the *2006 Rice Lake Road Corridor and Traffic Impact Study* "identified need for trail connection to campuses" (hereinafter, "REPRESENTATION NO. 1").

Concerning REPRESENTATION NO. 1, I make the following comments:

That REPRESENTATION NO. 1 is false, misleading or incorrect for the following reasons.

(1) Said Study p. 32 made three "Applicable Recommendations," however none of these three applicable recommendations were based on any "identified need for trail connection to campuses," but rather on sophisticated traffic studies and traffic volumes. Furthermore, none of these three applicable recommendations remotely included the Campus Connector Trail. Wherefore, I comment that REPRESENTATION NO. 1 is sham, unethical, with no basis in fact insofar as said Study's applicable recommendations are concerned.

(2) Said Study pp. 77-88 recommended fifteen "mitigation" or "improvement" measures, however none of these fifteen measures were based on any "identified need for trail connection to campuses," but rather on sophisticated traffic studies and traffic volumes. Furthermore, none of these fifteen measures remotely included the Campus Connector Trail. Wherefore, I comment REPRESENTATION NO. 1 is sham, unethical, with no basis in fact insofar as said Study's additional mitigation or improvement measures are concerned.

(3) Said Study p. 92 under "Plan Response to Stockholder and Public Input" states:

Having discussed this with [College of St. Scholastica] Maintenance staff, [College of St. Scholastica] is not opposed to [a bicycle trail from Boulder Ridge to College of St. Scholastica with connectivity to College Street for UMD students], they just aren't willing to pay for it. This could be an excellent future Transportation Enhancement grant by the City of Duluth. MIC staff has mapped the current [College of St. Scholastica] trail system for inclusion in the final plan.

All underline added

Above statement does not identify the proposer of said bicycle trail. It would have been helpful if its proposer established the "identified need for trail connection to campuses" in the time-honored way by factually documenting the existence of the problem with

verifiable facts, and then establishing with additional facts how a bicycle trail would sever the public interest by efficiently and economically solving the documented problem.

This proposal could have come as a knee-jerk reaction from public officials representing the preparer of said Study, *viz.*, the Duluth-Superior Metropolitan Interstate Council (hereinafter, "MIC"); or, from personal or corporate interests interested in getting a bicycle trail at no cost. (The College of St. Scholastica cannot be faulted for "not opos[ing]," *supra*, a gift subsidized with public funds; the wording documenting willingness to accept said gift implies the College was not its proposer.) MIC, the Study's preparer, presents this bikeway trail in a perfunctory and conclusory fashion; however unsupported conclusory statements are not evidence of "identified need for trail connection to campuses." Public officials at MIC overstepped the bounds of their authority, or discretion, where inserting speculative solutions ("this could be an excellent future Transportation Enhancement grant by the City of Duluth," underline added) to needs not specifically identified in the Study. Wherefore, I comment REPRESENTATION NO. 1 is sham, unethical, as said Study does not identify a "need for trail connection to campuses."

- Under "History of Campus Connector Trail," the Parks Commission materially represents that the *2008 UMD-CSS Transportation Assessment* "[r]ecommended trail 'between Boulder Ridge and Kenwood Avenue' (hereinafter, 'REPRESENTATION NO. 2').

For the record, I requested access to a copy of the *2008 UMD-CSS Transportation Assessment* from Jim Shoberg, Landscape Architect, Senior Parks Planner, Duluth Parks and Recreation Division. Mr. Shoberg has not responded to my request so I do not have a copy of said Assessment before me. I was however able to obtain a copy of the *UMD-CSS Transportation Assessment, August 2019*, and the following comments are based on this more recent Assessment.

Concerning REPRESENTATION NO. 2, I make the following comment:

That REPRESENTATION NO. 2 is misleading for the following reasons.

(1) Said August 2019 Assessment p. 34 made the following recommendation, "dvelop a foot path from the Boulder Ridge area to Kenwood Avenue," underline added. Wherefore, I comment REPRESENTATION NO. 2 has been superseded by said August 2019 Assessment and its recommendation has been revised to recommend a "foot path" and not a "trail," and provides no basis to support the Campus Connector Trail Project and should, for that reason, be removed from the "Parks Commission Presentation, August 14, 2019" as outdated information that, left uncorrected, would unethically tend to mislead.

- Under "History of Campus Connector Trail," the Parks Commission materially represents that the *2010 Comprehensive Bicycle Assessment* recommended "trail connection from campuses to nodes of business" (hereinafter, "REPRESENTATION NO. 3").

For the record, I note the *2010 Comprehensive Bicycle Assessment* was prepared by "Connecting Duluth," who describes itself in the following words.

Connecting Duluth is a small workgroup that was formed to learn more about the current trends of bicycle riders, problems that they face, and what solutions would be effective in

solving those problems. In doing so, the group aims to help make bicycling a safe and easy choice for all Duluthians.

2010 Comprehensive Bicycle Assessment p. 2. Wherefore I observe "Connecting Duluth" is NOT a neutral finder of fact; and, responsible public officials seeking to act in the public interest should therefore read said *Bicycle Assessment* with measured skepticism.

Concerning REPRESENTATION NO. 3, I make the following comment:

That REPRESENTATION NO. 3 is misleading for the following reasons.

(1) Said *Bicycle Assessment* pp. 77-80, under the heading "Conclusion and Recommendations" presents four maps titled "Recommended Routes for Bike Route Improvements." The Campus Connector Trail is NOT 'recommended' in any of these four maps. Wherefore, I comment REPRESENTATION NO. 3, if true, is irrelevant to the Campus Connector Trail. And further comment, since the Campus Connector Trail would NOT connect campuses with "nodes of business" but rather with residences, that REPRESENTATION NO. 3 is irrelevant to the history of the Campus Connector Trail, that it provides no basis to support the Campus Connector Trail Project and should, for that reason, be removed from the "Parks Commission Presentation, August 14, 2019" as information that, left uncorrected, would tend to unethically mislead.

- Under "History of Campus Connector Trail," the Parks Commission materially represents that the *2011 Trail and Bikeway Plan* recommended "comprehensive and connected system of trail, bikeways, and trailheads" (hereinafter, "REPRESENTATION NO. 4").

Concerning REPRESENTATION NO. 4, I make the following comments:

That REPRESENTATION NO. 4 is misleading for the following reasons.

(1) Said Plan pp. 25 ("Trails" map showing "Proposed/Planned Trails," detailing existing trail plans); 37 ("Trail Evaluation" map showing "Proposed/Planned Trails"); and, 39 ("Bikeway Evaluation" map showing "Proposed/Planned Trails") do NOT include the Campus Connector Trail. Wherefore, I comment that REPRESENTATION NO. 4 is sham as said Plan did NOT contemplate the Campus Connector Trail and it is misleading and unethical to suggest otherwise.

(2) Said Plan pp. 46 ("Trail Vision Map"); 52 ("Trail Plan" map showing any "Proposed Multi-Use Natural Surface Trail" and "Proposed Paved Trail (Preferred) or Bikeway"); 54 ("Trail Plan–Central" map showing any "Proposed Multi-Use Natural Surface Trail" and "Proposed Paved Trail (Preferred) or Bikeway"); 59 ("Bikeway Plan" map showing any "Multi-Use Paved–Proposed" and "Multi-Use Natural Surface proposed Duluth Traverse"); and, 61 ("Bikeway Plan Detail–Central" map showing any "Multi-Use Paved–Proposed" and "Multi-Use Natural Surface proposed Duluth Traverse") do NOT include the Campus Connector Trail. Wherefore, I comment that REPRESENTATION NO. 4 is sham as said Plan did not contemplate the Campus Connector Trail and it is misleading and unethical to suggest otherwise.

(3) Said Plan pp. 46 ("Trail Vision Map") does include a "Multi-Use Natural Surface" trail, however its trail head is not placed near the intersection of Rice Lake Road and Chinook Drive, and further, said trail does NOT connect with UMD or Lowell School. And, what is

said here concerning the "Trail Vision Map" (p. 46) is also true of the "Trail Plan" map (p. 52) and the "Trail Plan—Central" map (p. 54). Wherefore, I comment that REPRESENTATION NO. 4 is sham as said Plan did NOT contemplate the Campus Connector Trail and it is misleading and unethical to suggest otherwise.

(4) Said Plan p. 47 lists the names of 44 existing and planned trails, however this list does NOT include the Campus Connector Trail. Wherefore, I comment that REPRESENTATION NO. 4 is sham as said Plan did not contemplate the Campus Connector Trail and it is misleading and unethical to suggest otherwise.

- Under "History of Campus Connector Trail," the Parks Commission materially represents that the *2011 Higher Education Small Area Plan* recommended "multi-use paved trail connection from Boulder Ridge to Kenwood Avenue (hereinafter, "REPRESENTATION NO. 5").

Concerning REPRESENTATION NO. 5, I make the following comments:

That REPRESENTATION NO. 5 is misleading for the following reasons.

(1) Said Plan pp. 26, 52 respectively make the following observation and recommendation in pertinent part:

p 26 – "The City of Duluth's Trail and Bikeway Master Plan ... identifies the following future trail and bikeway improvements ... A multi-use natural surface trail that would cross the city and link Rice Lake Road to St. Scholastica and Hartley Nature Center."

p. 52 – "Develop a trail from the Boulder Ridge area to Kenwood Avenue. This recommendation is supported by ... a similar trail [that] is indicated in the City's 2011 Trail/Bikeway Master Plan. ... For the trail to meet the goals of this small area plan, it needs to be a paved multi-used trail"

Said Plan here makes a blatant and fatal misrepresentation on p. 52, where representing the City's 2011 Trail/Bikeway Master Plan intended to link "the Boulder Ridge area" to Kenwood Avenue.

If the Parks Commission examines the maps on pp. 46, 52 and 54 in the City's 2011 Trail/Bikeway Master Plan, it will plainly see that the proposed trail runs from Rice Lake Road near Marshall School (NOT "the Boulder Ridge area") to the east side of Chester Bowl. from there to Kenwood Avenue, and from there to Hartley Nature Center—escaping any contact with UMD. Marshall School is about a half mile from "the Boulder Ridge area." It is not even close.

The representation that the proposed trail ended in the City's 2011 Trail/Bikeway Master Plan "the Boulder Ridge area" is such gross mistake as implies bad faith. Since the Campus Connector Trail is clearly founded on this patently misleading misrepresentation, the Parks Commission should abandon said Trail as grossly unethical—fraudulently made.

Wherefore, I comment that REPRESENTATION NO. 4 is sham as said Plan did not contemplate the Campus Connector Trail that is being advanced here by the Parks Commission; rather said Plan misleadingly claims to support the trail set forth in the City's 2011 Trail/Bikeway Master Plan, which trail ran from Rice Lake Road near Marshall School

(NOT "the Boulder Ridge area") to the east side of Chester Bowl. from there to Kenwood Avenue, and from there to Hartley Nature Center—escaping any contact with UMD; and, it is misleading and unethical to suggest otherwise.

II.

Comments on Park Commission's "Survey Results"

- Under "Survey Results" obtained from the Bristolwood Development Survey, the Parks Commission materially represents, "[p]er survey results respondents prefer that the Trail Alignment be East of Bristolwood Subdivision as an off-street multi-use path on public property behind Chinook Drive Homes" (hereinafter, "REPRESENTATION NO. 6").

Concerning REPRESENTATION NO. 6, I make the following comments:

That REPRESENTATION NO. 6 is truthful only in the most literal sense, and misleading for what it does not say and the implication it leaves. REPRESENTATION NO. 6 exhibits a lack of candor where omitting material facts the Park Commission was bound to disclose, *viz.*, its survey question format did not follow the time-honored way of including an option for respondents to write in an alternative, and in failing to include a no action alternative. Said Survey provided only 3 options, all positive, so that no matter how a respondent responded, his response was counted in favor of the Campus Connector Trail. For that reason, REPRESENTATION NO. 6 constitutes misrepresentation by omission.

Wherefore, I comment that REPRESENTATION NO. 6 is sham and the Parks Commission should abandon the Bristolwood Development Survey for being calculated to mislead and unethical.

III.

Comments on Park Commission's "Part III: Recommendations, Suggested Trail Alignment, Budget/Maintenance"

- Under "Trailheads/Parking" the Parks Commission materially represents that they have intentionally omitted constructing new trailheads or parking ("[n]o additional facility development recommended") (hereinafter, "REPRESENTATION NO. 7").

Concerning REPRESENTATION NO. 7, I make the following comments:

That REPRESENTATION NO. 7 violates the policy announced by the City in its *2011 Trail/Bikeway Master Plan*:

Local trailheads – These are recommended local access points to designated trail systems with trail signage/information kiosk and parking and the option of picnic tables, drinking water and bathrooms/portable toilet (screened). Location criteria: Infill locations to serve local trail access needs. An example is adding a new trailhead at Heritage Center which is a gathering spot and activity center.

Ibid. p. 51.

Concerning REPRESENTATION NO. 7, I make the following comments:

That public officials on the Parks Commission hold positions of public trust under the scrutiny of public opinion and their actions must be above suspicion. The public has a right to expect said officials will conduct themselves in a manner that will preserve public confidence in and respect for government. It is difficult to see how the public can have confidence and respect for public officials who knowingly, willfully approve projects, such as the Campus Connector Trail, that violate City policy. It would be unethical for public officials to enforce policies when they are culpable of such conduct.

I also include by reference here all comments submitted by us on June 16, 2019 with the Bristolwood Development Survey concerning the dangers to public health and safety in failing to construct a Trail 'head' with parking on Chinook Drive or Rice Lake Road.

Wherefore, I comment if the Parks Commission elects to disregard the foregoing evidence of bad faith condemning the Campus Connector Trail as bad and proceeds to recommend this Trail to the Duluth City Council, the Parks Commission should abandon REPRESENTATION NO. 7 and construct a Trail 'head' with parking on Chinook Drive or Rice Lake Road so as to preserve public confidence in and respect for government and to implement their 'duty of care' for the public's health and safety—the public interest.

IV. CONCLUDING COMMENT

I have carefully reviewed the Parks Commission Presentation, August 14, 2009, and note the Parks Commission has ignored my previously submitted concerns in respect to: (1)=the Campus Connector Trail's adverse impact on the human environment as explicitly= set forth in the Bristolwood Petition, submitted to the Parks Commission in April 2019; (2)= the Parks Commission's decision to omit evaluating the cumulative environmental impact= of the Campus Connector Trail by preparing an Environmental Assessment Worksheet;= and, (3) the Parks Commission's 'taking,' in the constitutional sense, my 'quiet enjoyment'= to undisturbed use and enjoyment of my residential property.

It makes no sense for the public to make comments if the Parks Commission ignores them.

Respectfully submitted August 29, 2019 by,

XXX

BRISTOLWOOD DEVELOPMENT

**Crime Study
1-Mile Radius
Chinook Drive
4/17/18 to 4/17/19**

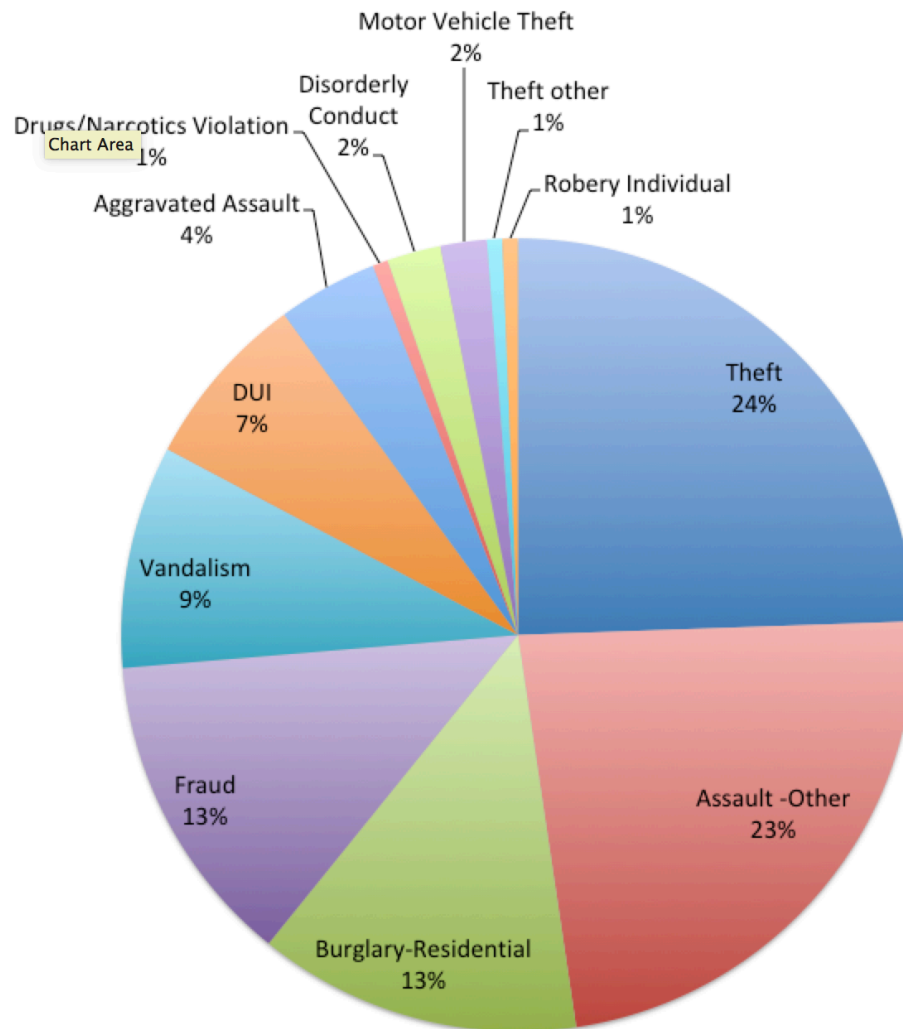
APPENDIX E



PUBLIC COMMENTS

PUBLIC COMMENTS

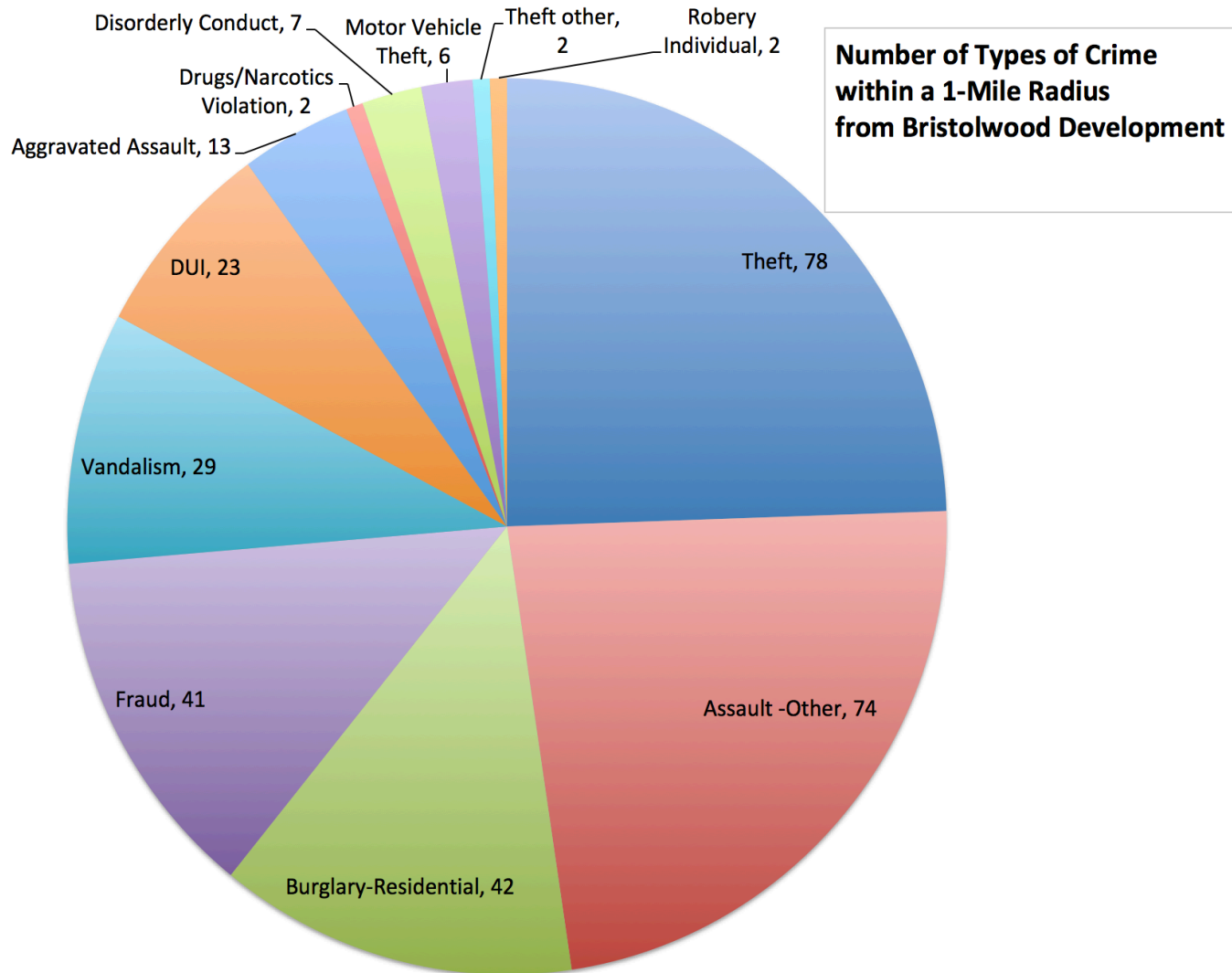
1-YEAR TRACKING OF TYPES OF CRIME



Crime Type by Percentage
1-Mile Radius from
Bristolwood Development
from
4/17/18 to 4/17/19

LOCAL COMMUNITY

1-YEAR TRACKING OF TYPES OF CRIME



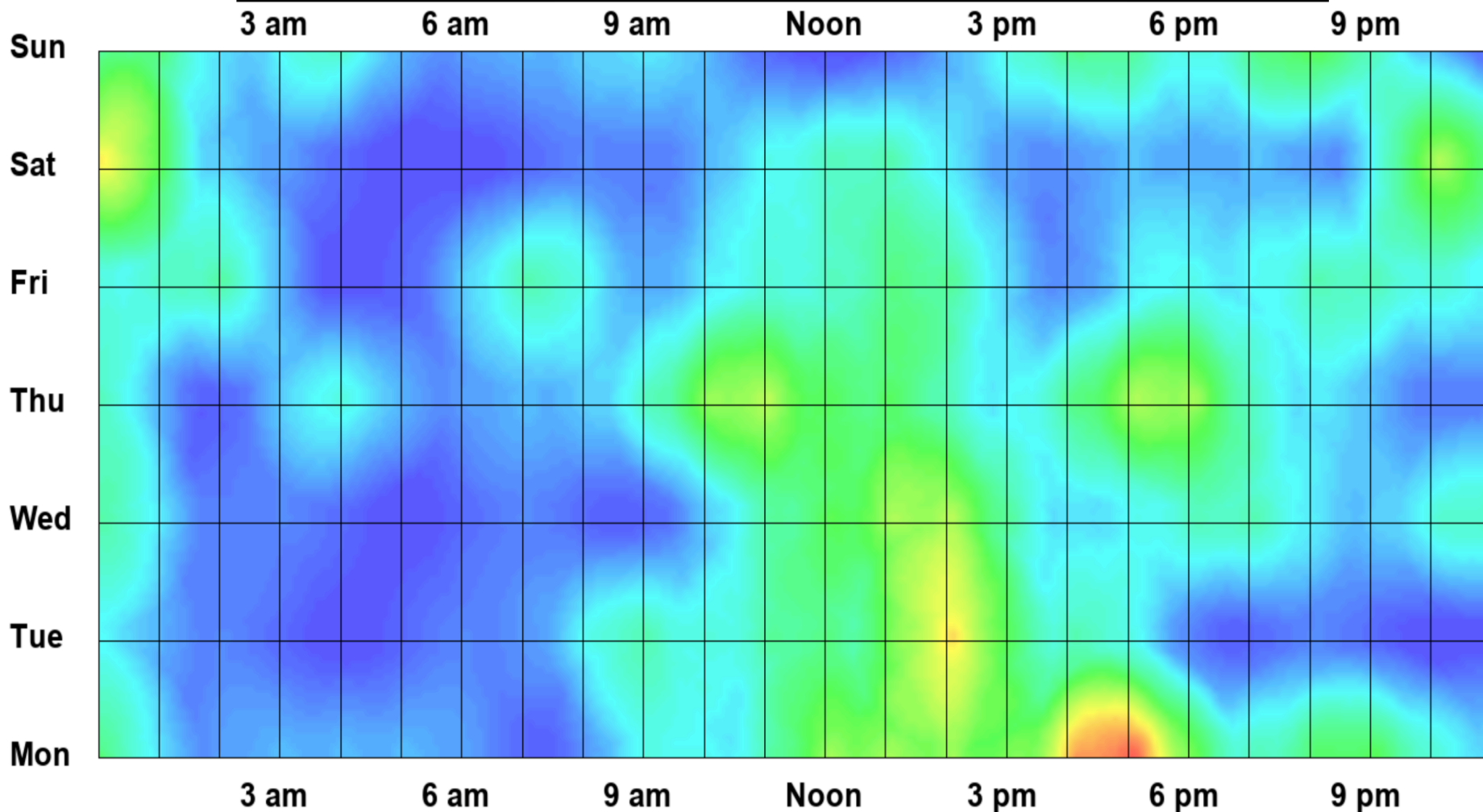
SPATIAL AND TEMPORAL DIMENSION OF CRIME WITHIN 1-MILE RADIUS FROM BRISTOLWOOD DEVELOPMENT FOR A YEAR

APPENDIX E

PUBLIC COMMENTS

Day of Week by Hour (Weighted Method)

Spatial and Temporal Dimensions of Crime Within a 1-Mile Radius of the Bristolwood Development for a Year

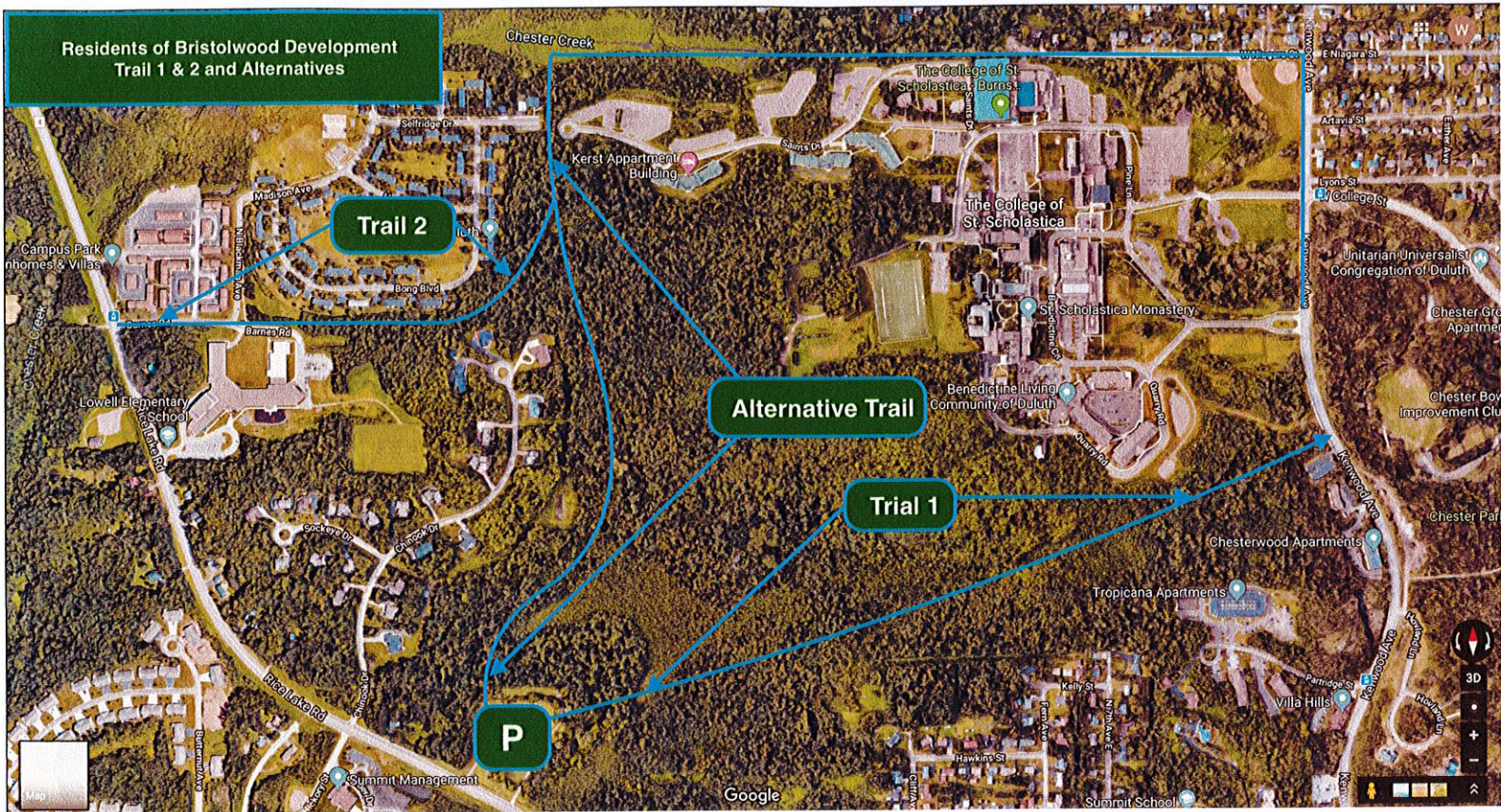


Lower Risk

Moderate Risk



Higher Risk



*From Chinook Resident; submitted at 4/23 public meeting

TALE OF TWO MINNESOTA BIKE TRAILS HENNEPIN COUNTY

Two Hennepin Regional Trails compared to the proposed Campus Connector Trail, Segments 1 & 2 and its affects on crime and property value when increasing permeability in street designs of a community.

Dakota
Regional Trail
Lake
Minnetonka
Area, MN

Shingle Creek
Regional Trail
Brooklyn Park,
MN

TALE OF TWO MINNESOTA BIKE TRAILS

HENNEPIN COUNTY

Dakota Regional Trail Lake Minnetonka Area, MN

- This 12.5 mile paved trail offers a spectacular view of Lake Minnetonka and follows the route of the former Dakota Rail Corridor through St. Bonifacius, Minnetrista, Mound, Spring Park, Minnetonka Beach, Orono and Wayzata. In Carver County, an additional 12.5 miles of paved trail extends west of St. Bonifacius to Mayer.

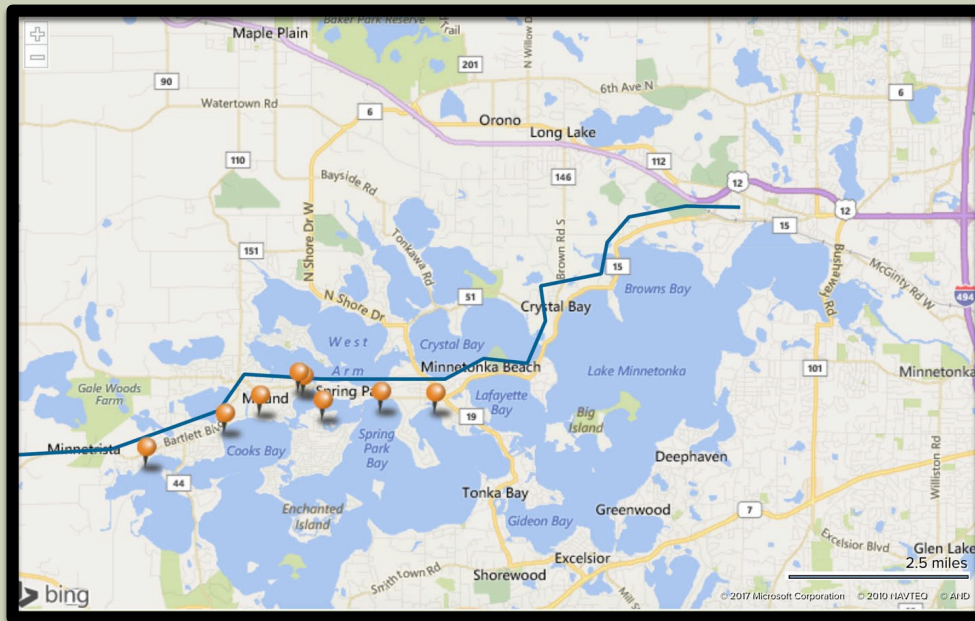
Shingle Creek Regional Trail Brooklyn Park, MN

- The Shingle Creek Regional Trail is a 8.45 mile long paved trail that begins at its connection with the Rush Creek Regional Trail in Brooklyn Park and heads south through Brooklyn Center, where it connects to the Shingle Creek Parkway and trails in Minneapolis. The trail traverses parks and wetlands through most of Brooklyn Center and provides access to Brooklyn Center City Hall/Community Center, the Brookdale Library, and nearby businesses.

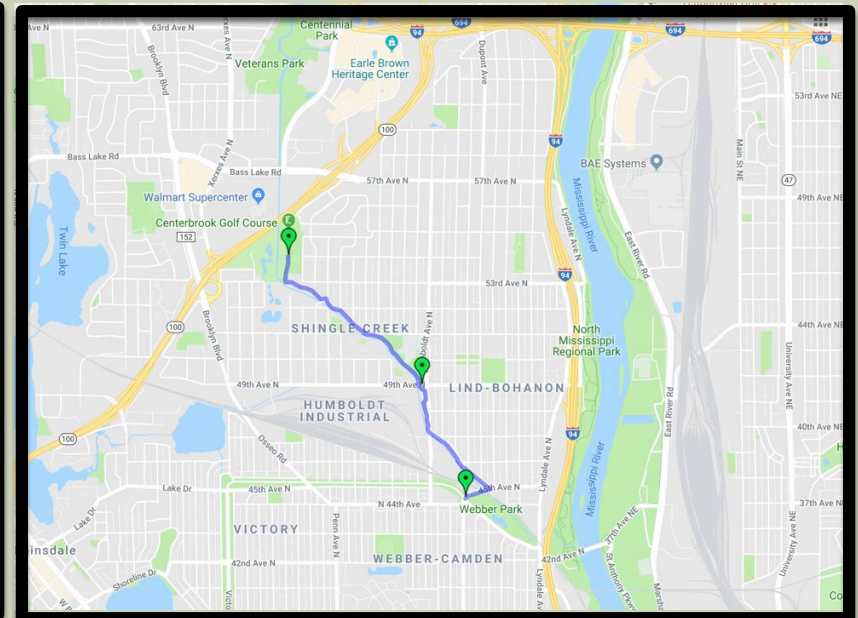
TALE OF TWO BIKE TRAILS

HENNEPIN COUNTY

Dakota Regional Trail Lake Minnetonka Area, MN



Shingle Creek Regional Trail Brooklyn Park, MN



TALE OF TWO BIKE TRAILS' CUL-DE-SACS HENNEPIN COUNTY

**Dakota Regional Trail
6167 Sugar Mill Lane
Mound, MN**



**Shingle Creek Regional Trail
4300 Edinbrook Terrace North
Brooklyn Park, MN**



TWO BIKE TRAILS RESIDENTIAL STREET CONNECTION TO REGIONAL TRAIL RUNNING ON BACKSIDE OF THE HOMES

**Dakota Regional Trail
6167 Sugar Mill Lane
Mound MN**



**Shingle Creek Regional Trail
4300 Edinbrook Terrace North
Brooklyn Park MN**



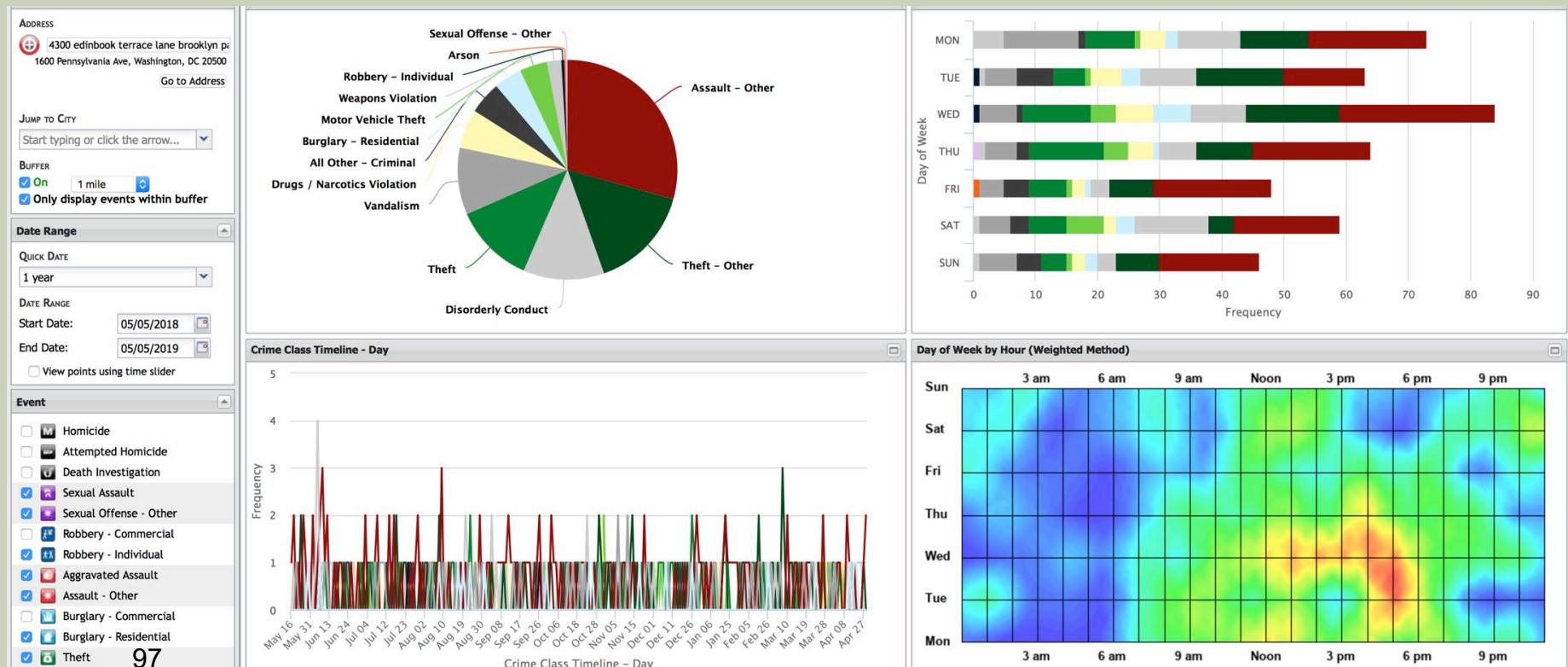
DAKOTA REGIONAL BIKE TRAIL CONNECTING TRAIL TO THE CUL-DE-SAC

Family orientated, safe feeling, no external intrusion & permeability, no apartment complexes nearby, no crime



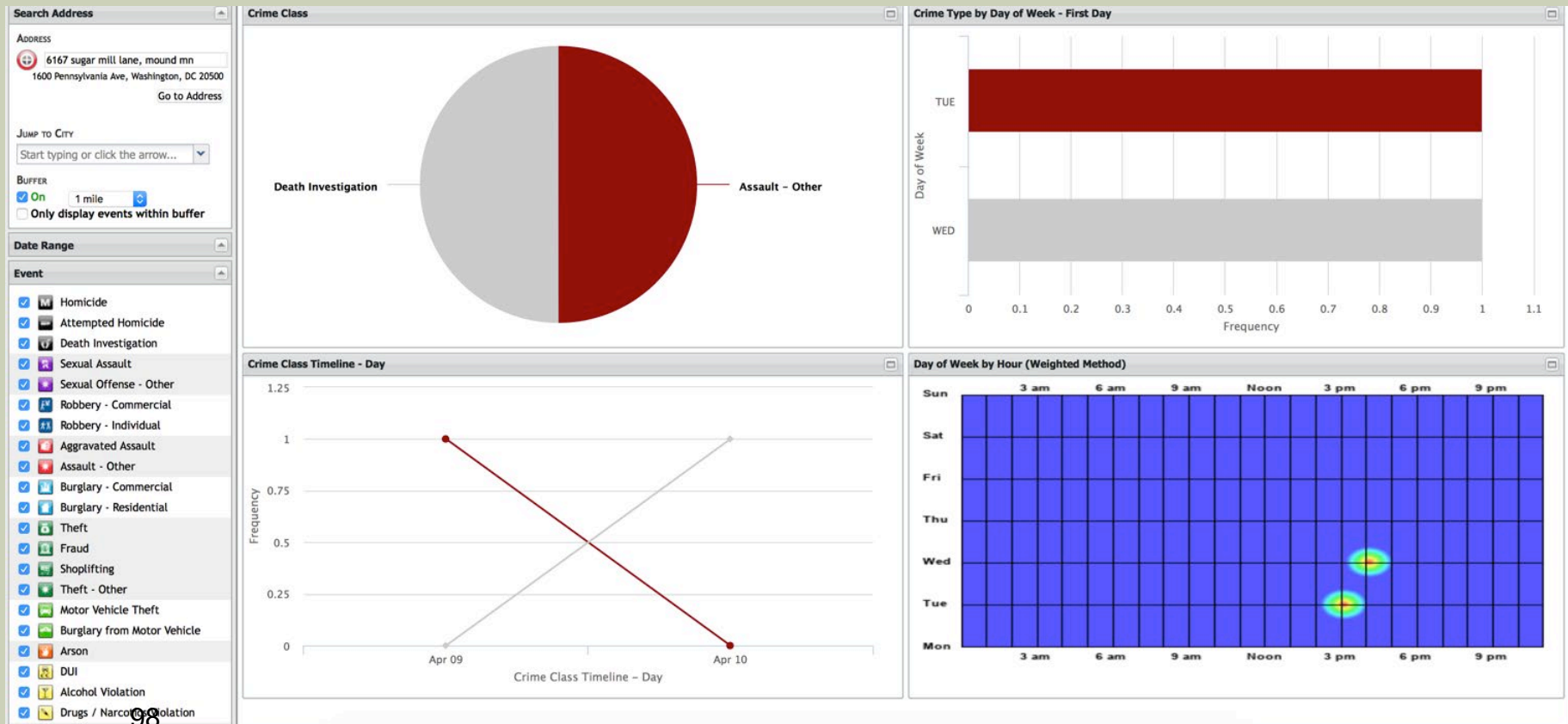
TALE OF TWO BIKE TRAILS HENNEPIN COUNTY AT CUL-DE-SAC CONNECTION 1- MILE RADIUS CRIME STATISTICS 1-YEAR PERIOD (408 CRIME EVENTS)

Shingle Creek Regional Trail Brooklyn Park, MN



TALE OF TWO BIKE TRAILS HENNEPIN COUNTY AT CUL-DE-SAC CONNECTION 1- MILE RADIUS CRIME STATISTICS 1-YEAR PERIOD (2 CRIME EVENTS)

Dakota Regional Trail Mound Minnesota



TALE OF TWO BIKE TRAILS

HENNEPIN COUNTY

Dakota Regional Trail Lake Minnetonka Area, MN

- Rail to Trail
- Follows Dakota Rail
- Rural
- Population 35,000
- Interfaces with cul-de-sacs by short (200 foot) connector trail
 - 2 crime events within 1-mile
 - Neighborly feeling, safe
 - Non-Permeable

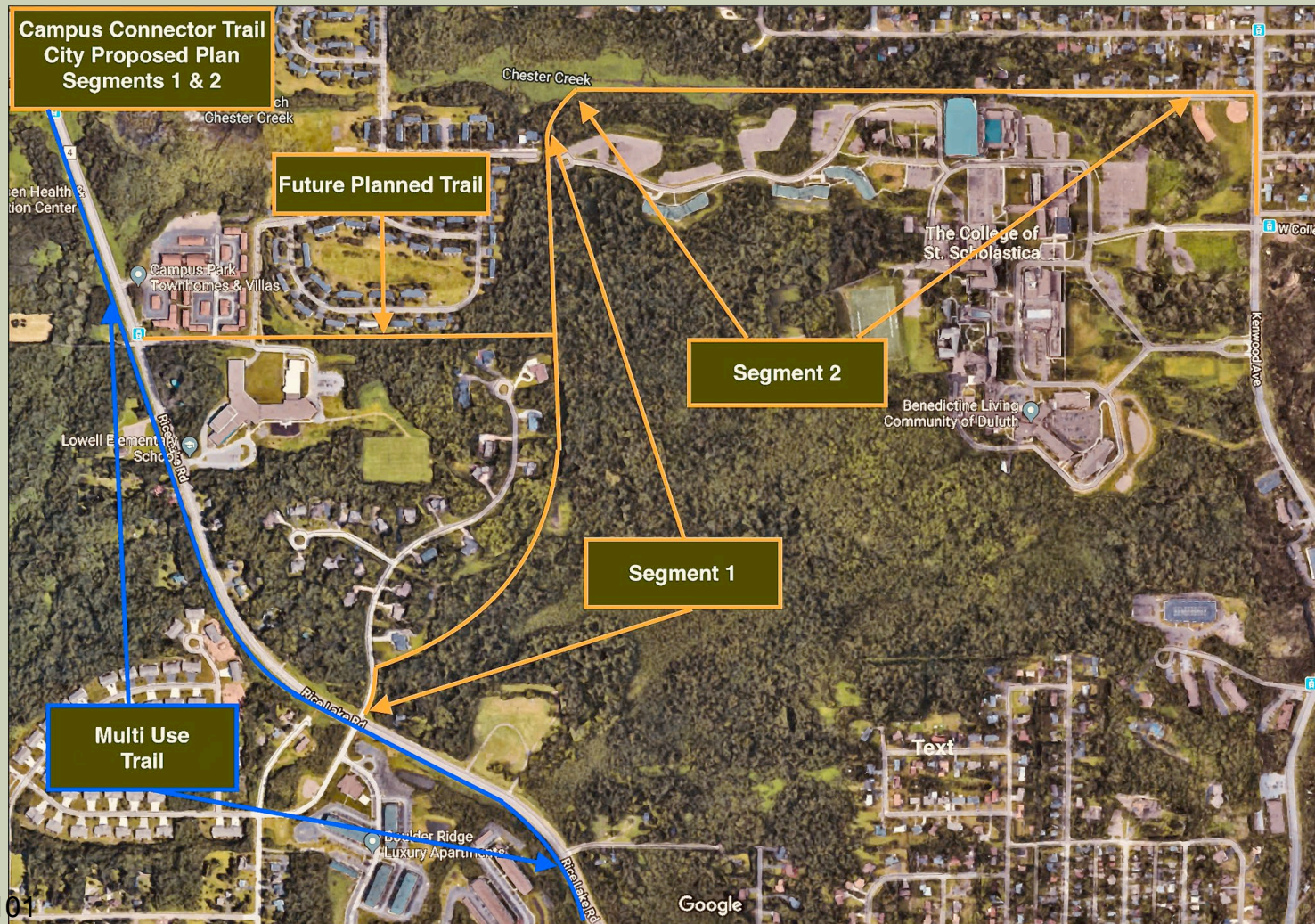
Shingle Creek Regional Trail Brooklyn Park, MN

- Off Road Greenspace
- Follows Shingle Creek
- Urban
- Population 80,581
- Interfaces with cul-de-sacs by short (200 foot) connector trail
 - 408 crime events within 1-mile
 - Many apartment complexes nearby, not neighborly feeling, unsafe
 - Maximum Permeability

DULUTH MN

- Duluth is a port city on Lake Superior in Minnesota. The waterfront Lakewalk trail passes along Canal Park, with views of the 1905 Aerial Lift Bridge. The landmark connects the city to the Park Point sandbar.
- Whether you're looking for an easy walking trail or a bike trail like the C.J. Ramstad/North Shore State Trail and Soo Line Trail - Southern Route. With more than 18 trails covering 1,258 miles you're bound to find a perfect trail for you.
 - Duluth is 22 miles in length from west to east with a mixture of urban and rural trails
 - Dakota Trail (Lake Minnetonka Area) – 12.5 miles suburban and rural
 - Shingle Creek Trail (Brooklyn Park) – 8.45 miles inner-city and urban
 - Duluth Population - 86,000
 - Dakota Trail Cities – 35,000
 - Brooklyn Park – 80,581
 - Duluth Average Household income \$47,000
 - Dakota Trail Cities' Average Income - \$65,000 to \$148,000
 - Shingle Creek (Brooklyn Park) Average Income - \$68,000
 - Bristolwood Development Average Household Income (>\$100,000)
 - Duluth Poverty Rate is 20% (family of 4 household income < \$25,000)
 - Dakota Trail Cities Poverty Rate range 0.5 to 7%
 - Brooklyn Park Poverty Rate is 10%

PROPOSED SEGMENT 1 AND 2 OF THE CAMPUS CONNECTOR BIKE TRAIL



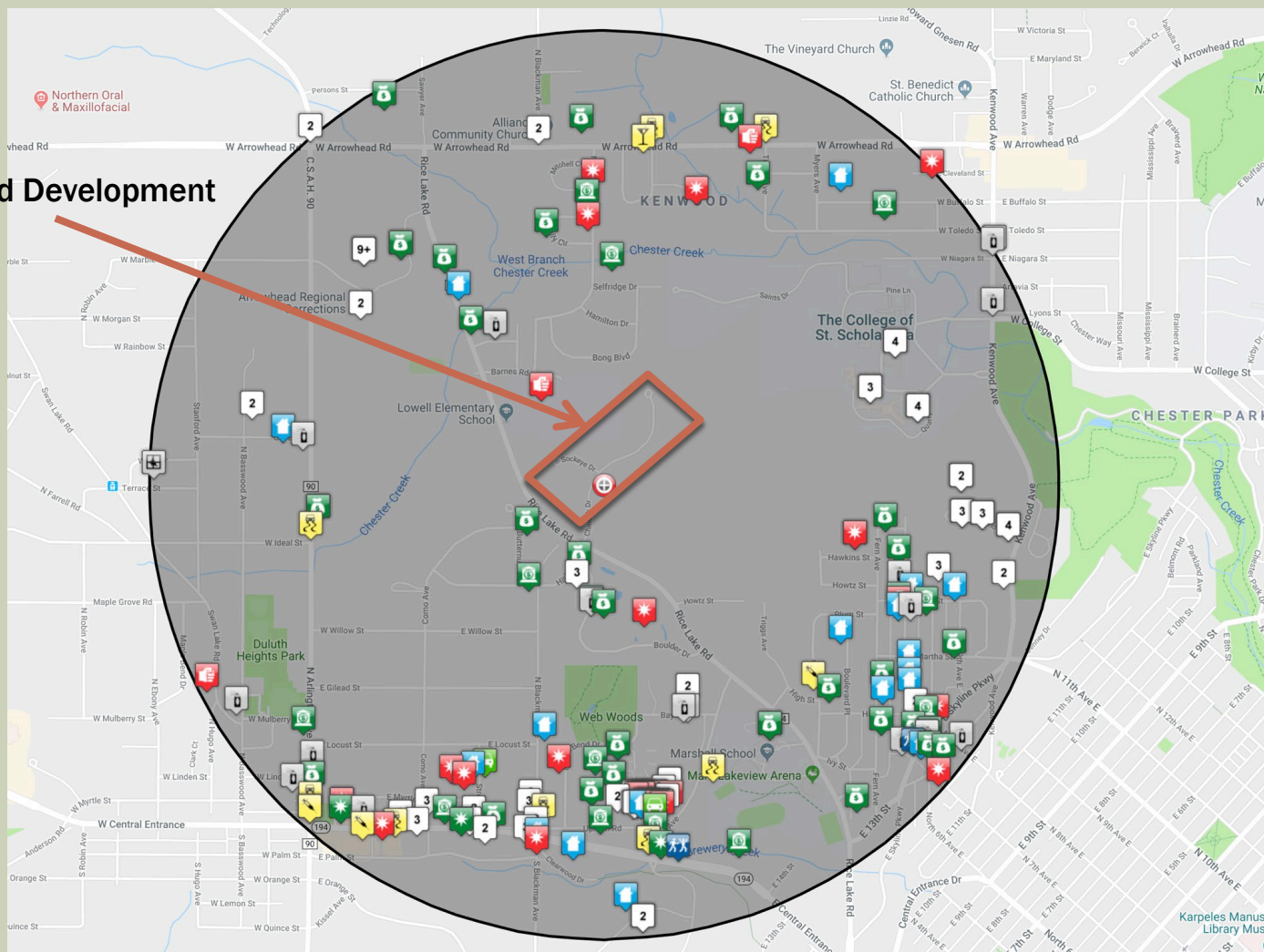
CRIME IN URBAN AREAS

- The employment of crime density can help law enforcement agencies map a more accurate picture about the intensity of offenses across urban neighborhoods without the bias caused by the population-based crime rates.
- In addition, as unveiled by previous theoretical and empirical research, the concentration of poverty and racial segregation are the two most important factors associated with the occurrences of crime.
 - Any strategies or efforts to eliminate poverty and racial barriers in urban neighborhoods are beneficial for the reduction of crime across urban neighborhoods (Cahill and Mulligan, 2003).

DAMNED IF YOU DON'T, DAMNED IF YOU DO: CRIME MAPPING AND ITS IMPLICATIONS IN THE REAL WORLD, JERRY H. RATCLIFFE, *Policing and Society*, 2002, Vol. 12, No. 3, pp. 211-225

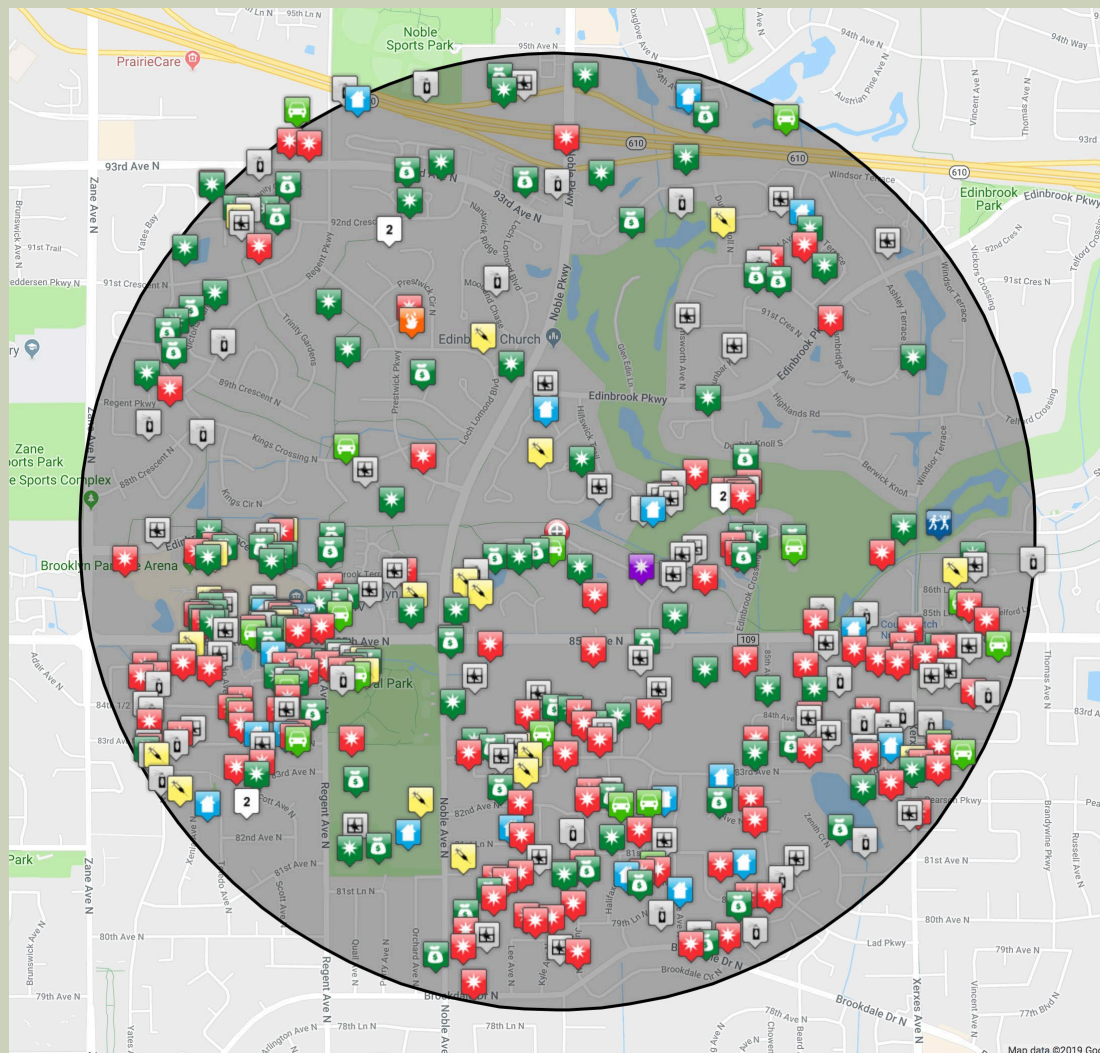
BRISTOLWOOD 1-YEAR PERIOD CRIME MAPPING WITHIN A 1-MILE OF BRISTOLWOOD DEVELOPMENT (279 EVENTS)

Bristolwood Development



APPENDIX E PUBLIC COMMENTS

BROOKLYN PARK 1-YEAR PERIOD CRIME MAPPING WITHIN A 1-MILE OF EDINBROOK TERRACE LANE (408 EVENTS)



CRIME STATISTICS AND HEAT MAPPING INDICATES CRIME TYPE AND TIMING ASSOCIATED WITH GREENSPACES

- Researchers find that greenspaces are heterogeneous settings, and this heterogeneity influences both the type and the timings of greenspace crime.
- They also found that amenities and social norms within a setting influence visitor behavior.
 - Work- and school-day lifestyle routines also influence greenspace crime.
 - Equally importantly, the presence of schools in surrounding areas is also associated with higher crime for four of the five crime types we examined. In our sample, crime generally concentrates after 3pm when school children are likely to be least supervised by adults with workday lifestyle routines, and again during the night when most potential guardians with general lifestyle routines are asleep.
 - Greenspace crime appears sensitive to neighborhood crime rates, neighborhood social composition, and other neighborhood crime generators.
 - They found that the “high amenity” greenspace type is associated with more crime, thus retrofitting criminogenic greenspaces with further amenities appears to be an ineffective crime reduction strategy unless the amenities increase guardianship and reporting behaviors.
 - They have demonstrated a limitation of deeming particular greenspace types as ‘criminogenic’ since they discovered that the strength of these associations varied throughout the day and week.

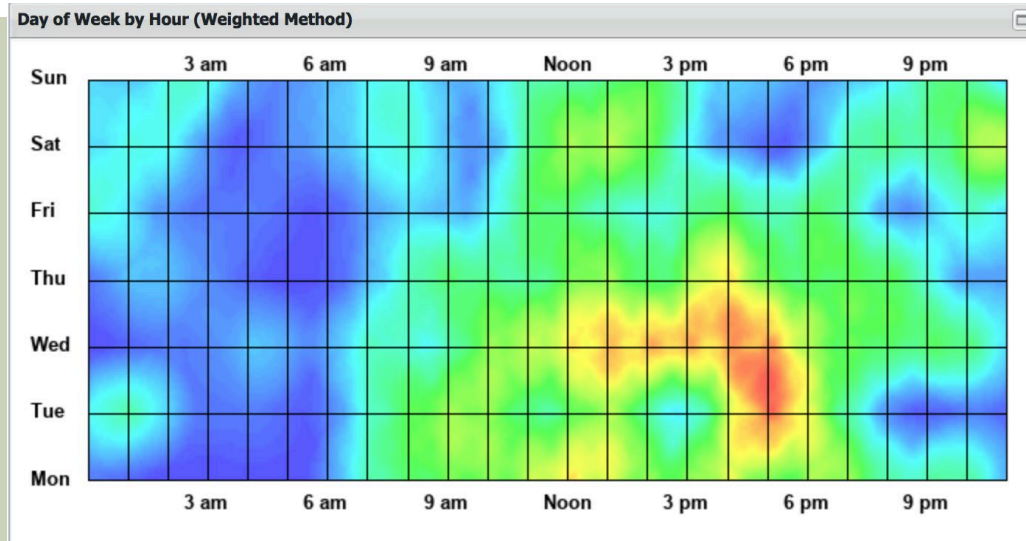
CHINOOK DRIVE CRIME STATISTICS (279 EVENTS OVER 1-YEAR) WITHIN 1 MILE OF BRISTOLWOOD DEVELOPMENT



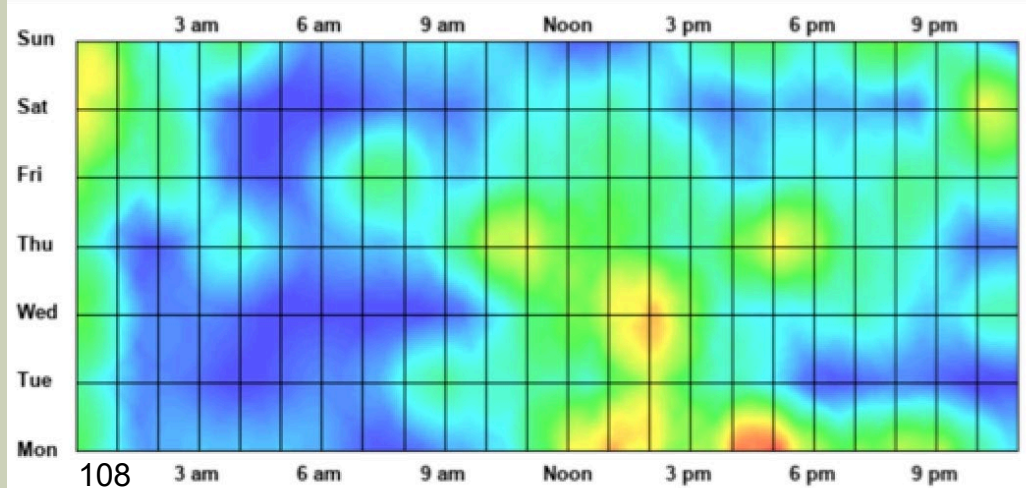
EDINBROOK TERRANCE LANE, BROOKLYN PARK CRIME STATISTICS (408 EVENTS OVER 1-YEAR) WITHIN 1 MILES OF EDINBROOK TERRANCE LANE



COMPARISON OF CUL-DE-SAC CRIME HEAT MAPS BROOKLYN PARK AND DULUTH MN



**Brooklyn Park
Crime Heat Map
408 Events**



**Duluth MN
Crime Heat Map
279 Events**

CRIME WITHIN 1 MILE OF 2 CUL-DE-SACS CONNECTED TO REGIONAL TRAILS

Shingle Creek Regional Brooklyn Park Edinbrook Lane

- Crime density south of 85th Avenue North near businesses, apartments and townhomes, sports clubs, schools.
- Assault, Theft-Other, Disorderly Conduct, Theft, Vandalism, Burglary from Vehicle, Drug-Narcotics, Residential Burglary accounted for 75% of all crime events.
- Most crime events occurred during working hours 9:00 AM to 6:00 PM Monday through Friday.
- Weekend day crime events occurred between the hours of noon and 3:00 PM
- Weekend night crime events occurred between the hours of 9:00 PM to Midnight.
- Wednesdays from noon to 6:00 PM and Mondays noon to 6:00 PM have the highest number of crime events.

Campus Connector Trail Bristolwood Development

- Crime density near Central Entrance businesses, Skyline Boulevard residential homes, Arrowhead Road businesses and Kenwood Avenue businesses, CSS and residential homes
- Assault, Theft, Residential Burglary and Vandalism accounted for 75% of all crime events.
- Most crime events occurred during working hours 9:00 AM to 6:00 PM Monday through Friday.
- Weekend day crime events occurred between the hours of 9:00 AM to 3:00 PM.
- Friday evening and weekend night crime events occurred between the hours of 9:00 PM to 3:00 AM.
- Fridays from noon to 3:00 AM and Mondays noon to 9:00 PM have the highest number of crime events.

CRIME THEORY

- *Offenders go to jobs (school), visit friends, come home, stop at the store, and carry out other daily activities just like the rest of us* (Taylor, 2002 p. 419), and the spaces in which they travel to reach these locations are known as their activity space.
 - These potential offenders, like all individuals within society, will have an awareness space, which is made up of the locations, and the spaces in between those locations, about which they are knowledgeable.
 - An individual's awareness space is structured by their activity space, which in turn has been structured by their daily activities.
- The key principle of these theories is that offenders seek to minimize the risks involved in offending and therefore select targets, which are perceived as suitable and lacking in the presence of capable guardians.
 - Offenders will also make these selections based upon their knowledge of the areas, which they frequent.
- According to these theories, crime can be reduced by designing residential areas to minimize the likelihood that opportunistic potential offenders will pass-by en route to their daily activities, and ensuring that, should offenders become aware of the area, the design and layout of surrounding properties the offenders' perceptions of the risk associated with selecting the area as a target for crime.

TALE OF TWO MINNESOTA BIKE TRAILS

HENNEPIN AND ST. LOUIS COUNTIES

Proposed Segments 1 and 2 of Campus Connector Trail

Bristolwood Development Area

- Off Road Greenspace
- Intrudes on cul-de-sac
- Urban
- Population 86,000
- Interfaces with cul-de-sacs by short (200 foot) connector trail and runs behind cul-de-sac
 - 329 crime events within 1-mile
 - Many apartment complexes nearby, not neighborly feeling, unsafe
 - True cul-de-sac neighborly feeling, and safe, would become a leaky cul-de-sac, which will introduce crime and nonresident individuals

Shingle Creek Regional Trail Brooklyn Park, MN

- Off Road Greenspace
- Follows Creek, Does not intrude cul-de-sac
- Urban
- Population 80,581
- Interfaces with cul-de-sacs by short (200 foot) connector trail and runs behind cul-de-sac
 - 498 crime events within 1-mile
 - Many apartment complexes nearby, not neighborly feeling, unsafe

URBAN ENVIRONMENT AND SAFETY

POSSIBLE BRISTOLWOOD DEVELOPMENT FUTURE WITH INTERFACE OF CAMPUS CONNECTOR TRAIL

- *“Research and experience in the field has shown that, when citizens ask for increased safety, they are referring not only to criminal behavior, but to a number of factors that make the urban environment unsafe; these range from the real risk, to fear and uneasiness.”*
 - Urban Environment Safety
 1. The real risk of becoming the victim of intimidation, aggression or other acts of violence (whether it is with intent to rob or gratuitous violence);
 2. Anti-social behavior due to the breaking of the traditional codes of civil conduct (spitting, urinating in public, aggressive begging etc);
 3. The lack of up-keeping of the area: maintenance of parks and public spaces, cleanliness, presence of police on the streets, repair of street and private property;
 4. The feeling of not being safe, as opposed to the real danger, which is often connected to factors such as squalor, lack of easy routes, lack of vitality, poor street lighting etc.;
 5. Fear and all factors along with it: fear considered as a subjective feeling, not necessarily linked to risk, but related to wider factors often far away from the specific site which one is afraid of.

SEGMENT 1 AND 2 OF CAMPUS CONNECTOR TRAIL DULUTH, MN



SEGMENT 1 BIKE TRAIL FROM CORNER OF RICE LAKE AND CHINOOK DRIVE



SEGMENT 1 BIKE TRAIL CORNERING FROM CHINOOK DRIVE AND TURNING SOUTH ALONG BENSON'S HOUSE



SEGMENT 1 BIKE TRAIL ALONG WEST SIDE OF BENSON'S HOUSE



SEGMENT 1 BIKE TRAIL BEHIND BENSON'S HOUSE



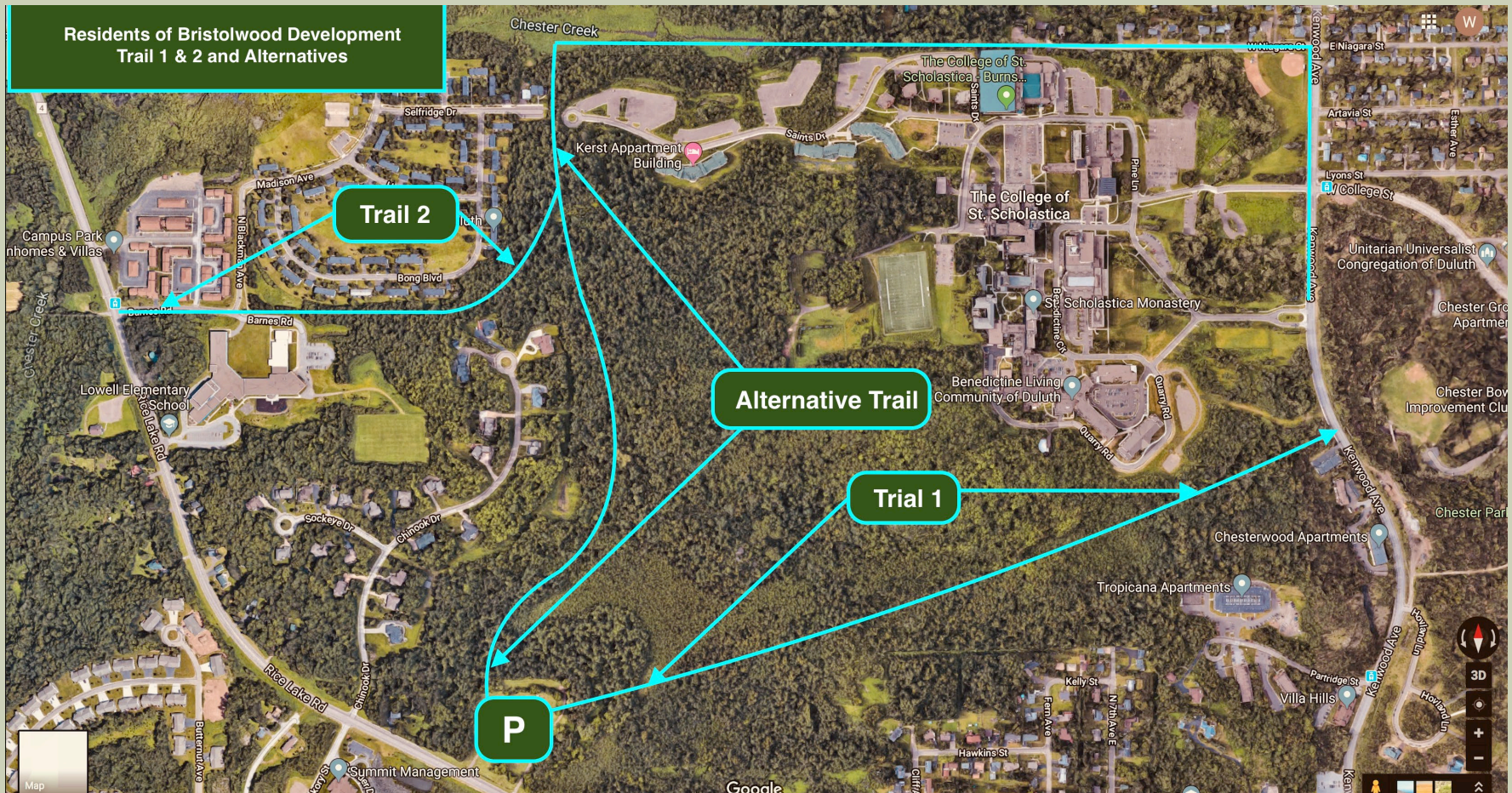
CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

- Crime Prevention Through Environmental Design (CPTED) is based on the principle that proper design and effective use of buildings and public spaces in neighborhoods can lead to a reduction in the fear and incidence of crime, and an improvement in the quality of life for citizens.
- As used in CPTED, lighting also plays a part in creating a feeling of territoriality. ... The ability to feel good about one's environment is important in developing a sense of pride and ownership.
- Landscaping design, like architectural design, plays a significant role in CPTED.
 - Natural Surveillance
 - Natural Access Control
 - Territorial Reinforcement
 - Maintenance

DEFENSIBLE SPACES

- The theory argues that an area is safer when people feel a sense of ownership and responsibility for that piece of a community. Newman asserts that "the criminal is isolated because his turf is removed" when each space in an area is owned and cared for by a responsible party.
- If an intruder can sense a watchful community, he feels less secure committing his crime. The idea is that crime and delinquency can be controlled and mitigated through environmental design,
 - There are five factors that make a defensible space:
 1. Territoriality – the idea that one's home is sacred
 2. Natural surveillance – the link between an area's physical characteristics and the residents' ability to see what is happening
 3. Image – the capacity of the physical design to impart a sense of security
 4. Milieu – other features that may affect security, such as proximity to a police substation or busy commercial area
 5. Safe Adjoining Areas - for better security, residents obtain higher ability of surveillance of adjoining area through designing the adjoining area

BRISTOLWOOD DEVELOPMENT RECOMMENDED TRAILS IN LIEU OF SEGMENT 1 OF THE CAMPUS CONNECTOR TRAIL



TRAIL USE AND WALKABILITY

- Despite recent research efforts to study the impacts and process of trail building, the relationship between trails and physical activity remains unclear.
- The most rigorous population-based prospective studies have failed to detect significant population-wide differences in physical activity after trail construction.
- However, many highlight potential moderating factors of the relationship between trails and physical activity. Trail use has been associated with
 - neighborhood income,
 - population density,
 - amount of neighborhood commercial use,
 - street length,
 - scenic beauty, and absence of busy street intersections and steep hills.
- Interestingly, other studies indicate that lack of community awareness of trails existence, a certain barrier to their use, is common

Does walkable neighborhood design influence the association between objective crime and walking?

- Studies investigating objective measures of crime as a barrier to walking have produced mixed results. One possible explanation is that the built environment attributes that support walking, particularly walking for transport, have also been linked with more crime.
 - In this study we identified a positive association between objective crime and walking, which attenuated after accounting for the presence of local destinations, and more specifically, destinations that serve alcohol.
 - Our findings suggest that the local destinations that are inherent to a walkable neighborhood have the potential to both encourage walkers and attract crime, and that this may account for some of the non-significant or counter-intuitive findings observed in the literature. Ultimately, crime may be another attribute of the neighborhood environment that is intertwined with walkable neighborhood design.
 - An acceptance of higher levels of crime might be a necessary concession for those residents living in a more walkable, potentially vibrant neighborhood.

PROPERTY VALUE

- There are some who say the properties values of those bordering/abutting trails are negatively affected by the presence of trails and there are a couple studies that indicate that trails have a negative effect on property value and quality of life. There is a distinction between being “near” the trails and “on/abutting” the trail, and some argue that previous studies did not focus exclusively on those on the trail but rather nearby (like within a few blocks away).
- Many of the studies involved surveys and opinion polls of residents and this is less preferred than a study that looks at and compares actual housing sale values.
- Crime on trails and parks certainly could effect people’s perception of an area and would make property less desirable. Types of problems that were most often associated with trails are litter, illegal motor vehicle use, and disruptive noise. Crime on bike and pedestrian trails is minimal and must be considered in perspective with risks associated with other activities. The amount of crime present in and around recreational facilities is often very correlated with the amount of crime in the neighboring area.

Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas, prepared for Delaware Center For Transportation and The State of Delaware Department of Transportation, By David P. Racca and Amardeep Dhanju, Center for Applied Demography & Survey Research, College of Human Services, Education, and Public Policy University of Delaware, Newark, DE 19716 November 2006

PROPERTY VALUE

- The data set contains sale price, structural, neighborhood, location, zoning, and amenity information for 30,071 single-family residential property sales in the study area from 1999 through 2001. Neighborhood amenity variables include adjacent properties defined as:
 - The area within 1 block (200 feet) of the property
 - The immediate neighborhood, defined as the area between 200 feet and 1/4 mile of the property
 - The larger neighborhood, defined as the area between 1/4 mile and 1/2 mile of the property
- Trails within 200 feet of a property were found to have a statistically significant effect on a property's sales price.
 - Specialty parks were estimated to increase sales price by 1.75%
 - While trails and cemeteries were estimated to decrease a property's sale by 6.81% and 4.36%, respectively.

The Effect of Environmental Zoning and Amenities on Property Values: Portland, Oregon, Prepared for the Portland Bureau of Planning by Dr. Noelwah Netusil, Associate Professor of Economics, Reed College, April 21, 2003, Summary Report prepared by the City of Portland, Bureau of Planning Portland, Oregon - May 2003

SEGMENT 1 AND 2 UNKNOWNNS

■ First Unknown

- Will the trail appeal to the community and meet our standards associated with landscaping, materials, lighting, boundary identification and maintenance of grounds within our development?

The challenge for managers is to design trails to alleviate concerns about loss of privacy. The issue was encapsulated in the following statement from one of the studies reviewed:

A home with a trail running very close behind it with no fencing or screening could be affected adversely, while an identical home with private trail access across a well screened yard might be much more desirable as a result.

Moore, Roger L., Alan R. Graefe, Richard J. Gitelson, and Elizabeth Porter (1992). The impacts of rail-trails: A study of the users and property owners from three trails. Washington, DC: Rivers, Trails and Conservation Assistance Program, National Park Service.

SEGMENT 1 AND 2 UNKNOWNNS (CONT'D)

■ Second Unknown

- How much crime will be introduced into to our development? Studies indicate that the proposed trail will impact our safety and security in the Bristolwood Development. Crime will increase as a result of the trail being placed on the backside of our homes, on or off, the property lines.

"Studies of urban streets . . . have concentrated almost exclusively on increasing their traffic capacity . . . with no parallel accounting for the environmental and social costs."

An acceptance of higher levels of crime might be a necessary concession for those residents living in a more walkable, potentially vibrant neighborhood.

If people are not informed of the possible consequences of their residential choices, at the very least they should not be actively misled by over-enthusiastic designers into believing that, like the snake oil of bygone days, New Urbanism (or any other broadly based design ideology) will prevent crime and heal society's ills.

Paul Michael Cozens (2011) Urban Planning and Environmental Criminology: Towards a New Perspective for Safer Cities, Planning Practice and Research, 26:4, 481-508, DOI: 10.1080/02697459.2011.582357

SEGMENT 1 AND 2 UNKNOWNNS CONT'D

■ Third Unknown

- How much will the trail be used? We believe that the Parks and Recreation Division should develop a strategy for each of their Campus Connector Trail segments. We believe that previous unsuccessful attempts at the Campus Connector Trail being approved and built are the result of the strategy used by the Parks and Recreation Division.

Despite recent research efforts to study the impact and process of trail building, the relationship between trails and physical activity remains unclear.

The most rigorous population-based prospective studies have failed to detect significant population-wide differences in physical activity after trail construction.

A Tale of Two Trails: Exploring Different Paths to Success, Published in final edited form as: J Phys Act Health. 2011 May ; 8(4): 523–533.

BRISTOLWOOD DEVELOPMENT PETITION STATEMENTS

Maintain or improve upon the Bristolwood Development's true cul-de-sac design, which is the most safe and secure community, with the lowest number of public realms impacting all of the residents' properties of the Bristolwood Development when siting Segment 1 of the Campus Connector Trail using facts from an independent evaluator, such as Lynne Armitage. The final design will be approved by the residents of Bristolwood Development, who signed the petition submitted to Jim Shoberg and Joel Sipress.

Residents of the Bristolwood Development want to support Mayor Emily Larson in building a more inclusive, collaborative, fair and transparent city. She stated in her address that her goals remain that Duluth is a healthy — prosperous — sustainable — fair — and inclusive community for all neighbors and across all neighborhoods.

OPTIONS FOR RESIDENTS OF BRISTOLWOOD DEVELOPMENT RELATED TO SEGMENTS 1 AND 2 OF THE CAMPUS CONNECTOR TRAIL

1. Listen to the City of Duluth Parks and Recreation Division's proposed plan and ask questions for understanding. Allow them to build the trail as designed and sited.
2. Listen to the City of Duluth Parks and Recreation Division's proposed plan and ask questions for understanding. Request changes be made to the design using CPTED methods and Defensible Space designs.
3. Listen to the City of Duluth Parks and Recreation Division's proposed plan and ask questions for understanding. Request changes to the design using CPTED methods and Defensible Space designs. Require the City to place Segment 1 at the Resident's Trail 1 or Alternative Trail locations.
4. Hire an attorney to represent and defend the residents of Bristolwood Development's position in siting and design of the City's Campus Connector Trail Segment 1.

From: [City of Duluth MN](#)
To: [Theresa Bajda](#)
Subject: The Form "Parks Planning - Campus Connector Trail" was submitted
Date: Thursday, August 29, 2019 1:13:10 AM



Umbraco Forms

Form Results

Name

XXX

Phone

XXX

Email

XXX

Comment

(1) The written mini plan was never provided to stakeholders or residents of Bristolwood Development so we could read the plan's mission, purpose and responsibilities. Where is the plan located?

(2) Bristolwood Development did not have a stakeholder at the first meeting when segment 1 was placed on the map, which is the same segment 1 preferred. The City Councils should invalidate the plan because of the lack of stakeholder representation at the first stakeholder plan.

(3) The crossing of Rice Lake Road at Chinook Drive is an uncontrolled crossing, which Victor Lund, St. Louis County Engineer, stated that those intersections such as Chinook Drive, Hickory Street and Rice Lake Road are safer than controlled intersections (with lights). Victor also stated that 93% of all crashes

are a result of drivers' behaviors and road features cause 34% of all crashes. In greater Minnesota, 50 percent of severe road departure crashes occur on curves. He also agreed with the Marshall School plan that 14 year old and younger can't make appropriate decisions to cross safely at this location. Victor presents that the most common type of crashes in Minnesota are Rear-End (31%) and Right-Angle (27%). These crashes occur primarily on signalized corridors in the urban areas. This led to a bias to invest in safety projects at these locations. The problem is only 10% of fatal crashes occur at these locations, meaning there was little effect on reducing fatalities. The most common types fatality crashes include Run-Off-The-Road, Right-Angle and Head-On. These three crash types alone account for 67% of the serious crashes in St. Louis County. Finally, I want the Mayor, Jim Filby-Williams, Jim Shoberg and Victor Lund and Joel Sipress understand that more than dozen right angle crashes have occurred at the Chinook Drive/Rice Lake Intersection and they are willing to accept that a pedestrian, biker rider and a child under age 14 will be involved in a fatal accident (The problem is only 10% of fatal crashes occur at these locations, meaning there was little effect on reducing fatalities - Victor Lund).

(4) Your preferred south leg of segment 1 intrudes onto Chinook Drive and borders property of home owners for the first five homes (even number house numbers) then dives deep into the woods crossing wet lands than continues north to CSS apartments. This trail designs has a 30 (1250 to 1280) foot difference in elevation change on both sides of the wetlands. The Alternative corridor of that segment 1 continues behind the even number homes on Chinook Drive. The homes would be the 6th, 7th and 8th homes of even number. Trail design (preferred) should take in consideration change in elevation over a short distance. The Alternative corridor maintains the elevation of 1250 to 1270 over a longer distance with less wetlands being impacted (which should be preferred). The Residents on Chinook Drive who would bear the most cost when it comes to privacy and security have no use of the trail and have been documented through surveys. The Residents who live towards the end of Chinook Drive who expressed the need for the

trail will not be impacted by the trail, unless the City uses the Alternative Corridor, which should be preferred because of the less elevation change and less wetlands impacted. One could conclude that those homeowners, who had knowledge of the results of plotting Segment 1 immediately after the first stakeholder meeting and knew that surveying was being conducted of the route a week after the first stakeholder meeting, may have influenced Jim Shoberg and the City that the trail should not go behind their backyard property lines. (5) The city has dismissed the only two studies that indicated that property sale values would decline by 6%. These two studies have been provided to Jim Shoberg and James Filby Williams. These two studies identify the use of the open space and the trail being placed within 200 feet of the homeowners' property lines. All other studies don't identify homes abutted (within 200 feet), those studies identify homes within a quarter of a mile to half mile of the trail. A homeowner, Frank Messina, Broker, Realtor, ABR, GRI, CRS *Licensed in MN & WI, stated to Jim Shoberg and James Filby Williams that the property values will decline after the trail is built. (6) Jim Shoberg and James Filby Williams were provided studies and statistics of crime within a mile radius of Chinook Drive. They were provided studies indicating that the campus connector trail will increase the crime rate in Chinook Drive of similar crimes committed within walking distance of the residential development. They have not proposed a plan dealing with this increased crime, various documents were provided to Jim Shoberg, James Filby Williams and Joel Sipress written for US parks, State parks and city parks. (7) Regular maintenance costs for the activities above are anticipated to be \$2,000 per mile. These costs will be adjusted annually to account for inflation. The total annual maintenance for 4.25 mile corridor would be \$8,500. How will the City be able to maintain this 4.25 mile corridor that connects to the Lakewalk that has not been maintained. Snow removal is part of this maintenance and is concerning when past performance of the City's responsibility for snow removal was not met. The following was reported by James Filby Williams: up until 2014, the city routinely responded to

requests for sidewalks to be cleared, often in a piecemeal fashion, driven largely by constituent complaints made to Duluth city councilors. Filby Williams referred to that previous call volume as “overwhelming.” He also said this squeaky-wheel response led to a haphazard snow-removal effort, with many resources dedicated to sidewalks with low-volume traffic located deep within residential neighborhoods. (8) The MIC leadership has stated to one of our Bristolwood Development residents that Chinook Drive was open for bike riders to park their vehicles, as if Chinook Drive was a trail head. Will the city place no parking signs on our street? (9) During the August 14 meeting, the facilitator of the meeting and a city councilor asked if the concerns of residents of Bristolwood Development have been address. Jim Shoberg replied "Yes". Tom Benson disagreed with Jim Shoberg. Jim Shoberg does not speak for the Residents of Bristolwood development. I agree with Tom Benson that concerns of residents of Bristolwood Development have not been addressed because of these reasons: 1) Privacy has not been addressed with the first 5 even number homes on Chinook Drive. The City stated that they would place privacy fencing around Tom Benson's home. The remaining homes, including our home (Lisa and Wade Roseth) can clearly be seen during the summer and winter where the trail is to be built. A privacy fence should be placed at the trail for the first 5 even number homes on Chinook Drive. 2) The City has not addressed the safety and security of the homeowners related to the additional crime that will be introduced after the trail is built. The City has not produced a plan utilizing the U.S. Department of Justice Office of Community Oriented Policing Services Problem-Oriented Guides for Police Response Guides Series No. 9 on Dealing With Crime and Disorder in Urban Parks. 3) The City did not address our concerns related to representation during stakeholder meetings from the beginning of the process starting with the first stakeholder meeting dated April 1, 2019. During that April 1 meeting representatives from Aspenwood asked Jim Shoberg why they were not starting Segment 1 at the old police shooting/K9 training grounds off of Rice Lake Road as they discussed in previous

planning meetings. The manager of Aspenwood Properties was told that would not be discussed or placed on the map. Why were we not told that was previously discussed? Why did Keith Hamre, City Planning Director, on Wednesday, 7/3, tell Kim Chart, stakeholder member, when Kim asked Keith "What are the city's plans for the old shooting range?" his response was, "Our more favorable use would be a trailhead for the Campus Connector bike trail". What is the plan for the old shooting range? 4) The City did not address conducting studies associated with the street crossing of Rice Lake Road at Chinook drive. The data provided by Victor Lund is not specific to that crossing. The City, Jim Shoberg and James Filby Williams along with Victor Lund will be culpable for any fatality related to this street crossing located to a blind corner. I personally will provide the family of the victim who is hit by a vehicle at this intersection information and correspondence I provided to James Shoberg , James Filby Williams and Victor Lund. The correspondence will identify that Victor Lund stated in his presentation at the University of Minnesota - The problem is only 10% of fatal crashes occur at these locations, meaning there was little effect on reducing fatalities - Victor Lund. 5) The City did not choose the correct trail as the preferred corridor for segment one. The City's preferred trail does not follow best practices for asphalt trail design for elevation changes during short distances and does not minimize environmental impact. The Alternative Corridor placing the trail directly behind the 6th, 7th and 8th home would better placement of the trail based on elevation change and environmental impact. 6) The City has not addressed people who use Chinook Drive as at Trail head. The City stated that the trail would not have a trail head. MIC leadership stated that Chinook drive could be used by the public as a trail head. What is the City's position on the public using Chinook Drive as a parking spot and using the street as a trail head? Will the City post no parking signs on Chinook Drive. 7) The City did not address the residents' concerns related to market values of their homes (property) when the trail is being placed within 200 feet of their property. The residents provided studies related to open space (green space) use

for trails within 200 feet of homeowners property. The trail proponent's studies do not take in consideration of the location of trail abutting (within 200 feet) of property. What is the City's position on our property market value related to studies provided by the residents of Bristolwood Development and the statements of Frank Messina, Bristolwood homeowner and Broker, Realtor, ABR, GRI, CRS *Licensed in MN & WI.

Recaptcha

Need more help? Contact: Webupdate

See attached images of the vehicle accident that occurred at the intersection of Chinook Drive, Hickory Street and Rice Lake Road. The accident occurred after 4:00 PM on 07-24-2019. The accident appeared to be a right angle crash. It also appeared that one vehicle was traveling south on Rice Lake Road driving out of a blind curve where current traveling speeds (not posted speeds) and distractions result in accidents. XXX has approved this location as a crossing for Segment 1 of the Campus Connector Trail. This crossing will be an uncontrolled crossing with a flashing lights indicating that a walking or riding bicyclist(s) is crossing Rice Lake Road at 90 degrees to traffic flow on Rice Lake Road.

I also provide you a link of a presentation that XXX provided at the University of Minnesota Roadway Safety Institute titled "System Approach to Rural Highway Safety (Fall 2016).

<https://www.stlouiscountymn.gov/Portals/0/Library/Dept/Public%20Works/Systemic%20Approach%20to%20Rural%20Highway%20Safety%20-%20Vic%20Lund.pdf?ver=2018-05-04-101406-977>

In this slide presentation, XXX presents that intersections such as Chinook Drive, Hickory Street and Rice Lake Road are safer than controlled intersections (with lights). XXX also presents 93% of all crashes are a result of drivers' behaviors and 34% of all crashes are caused by road features. In greater Minnesota, 50 percent of severe road departure crashes occur on curves. He also agreed with the Marshall School plan that 14 year old and younger can't make appropriate decisions to cross safely at this location.

XXX presents that his department's systemic approach for roadway design results are based on a planning process; safety improvements based upon risk factors, proactive deployment of low cost safety strategies over entire at-risk system. The St. Louis County Traffic Engineering department finds locations with a high number of crashes and implement moderate to high cost safety countermeasures that are justified by a benefit-cost approach.

XXX presents that the most common type of crashes in Minnesota are Rear-End (31%) and Right-Angle (27%). These crashes occur primarily on signalized corridors in the urban areas. This led to a bias to invest in safety projects at these locations. The problem is only 10% of fatal crashes occur at these locations, meaning there was little effect on reducing fatalities. The most common types fatality crashes include Run-Off-The-Road, Right-Angle and Head-On. These three crash types alone account for 67% of the serious crashes in St. Louis County.

Victor compares their systemic approach to the medical profession and their result of delivering healthcare to their patients. An industry that has reported cost of \$3.4 trillion, which is 10% of the GDP. XXX asks his audience to think about how doctors provide care to their patients during his presentation. He reports that the healthcare providers inquire about your family health history, personal health history and diet/behavior. Then the provider uses this information to assess your risk to develop certain diseases and proactively work to treat these risk factors before major issues develop later in life. Medical practice and decisions are evidence based. I believe XXX is trying to compare his department's systemic process to Human Performance Improvement processes applied by the medical field, NASA and nuclear Energy.

The Medical field, NASA and Nuclear Energy have mixed results related to operating and maintenance safety performance. Unfortunately, medical process and their systems result in medical provider errors. New research estimates up to [440,000 Americans](#) are dying annually from preventable hospital errors. This puts medical errors as the third leading cause of death in the United States, underscoring the need for patients to protect themselves and their families from harm, and for hospitals to make patient safety a priority.

XXX agreed that the safest roadway design for the intersection of Hickory, Chinook Drive and Rice Lake Road would be the roundabout. This design would eliminate the right-angle crashes that occur and will control traffic speeds. He said the cost would be too great for the benefit. I referred XXX to the City of Grand Rapids, which installed many roundabouts to provide their city residents proven safer roadway designs. Victor stated that Grand Rapids roundabout designs are subpar designed and built, even though that the roundabouts eliminate 90-degree angle accidents and control traffic speeds.

I have concluded the only difference between the Medical, NASA and Nuclear Energy professionals and City and County employees providing services is accountability. The former professionals are held accountable for their decisions and errors.

XXX reported on the last city meeting representing Bristolwood Development residents regarding the Campus Connector Trail:

- The meeting focussed on other segments other than segment 1.
- XX heard that a privacy wall would be built for the XXX and XXX home. This decision was not a shared decision between the residents and the project manager XXX I would expect more collaboration and transparency on such decisions.
- A crosswalk will be placed across Rice Lake Road at Hickory Street and Chinook Drive.
- No report on Bristolwood Development Resident Survey.
- No report on use of the old police shooting range. XXX called XXX and stated "it would be most favorable to use the land as a parking /bike trail head." Yet we don't see it on any drawing including Segment 1.
- A resident who attended a MIC meeting indicated that a MIC leaders stated the bike riders can park their vehicles on Chinook Drive. Is this true?

- Kim took a picture of the bridge to be placed by Ribich home. This leads to the strategy for Segment 1? Are two trails being built? One behind the even number homes of Chinook Drive and the other from Lowell School going behind the Ribich home. When will these trails be built?
- When will segment 1 be discussed prior to the August 10 City Council meeting? What items will be discussed.

A side note: XXX have their home up for sale. Should someone who will be impacted by this trail after it is built be representing the residence of Bristolwood?

XXX

From: [XXX](#)
To: [XXX](#)
Subject: Campus Connector Trail
Date: Saturday, April 20, 2019 1:55:01 PM
Attachments: [Bristol Wood Design.pptx](#)

I am one of the residents that live on Chinook Dr and have signed the petition to oppose the Campus Connector Trail portion that will literally be in our backyard. The whole purpose of living on a cul-de-sac is to have a closed system roadway. Having a paved pathway will open up that security to all in the community 24 hours a day. We have had **NO** criminal activity in the past year and would like to keep it that way. Please see attachment.

I am a bike rider, walker and outdoor enthusiast and still would oppose this "paved" trail going right through my backyard.

I will be out of town on April 23 and will not be able to attend the meeting but would still like my voice to be heard and have my opposition noted for the record.

I look forward to hearing the results of this meeting. I feel as though our neighborhood was purposely NOT notified of the April 1 meeting. ***Makes us wonder why that was?***

The following is information gathered by one of the Bristolwood neighbors that was sent to all in the neighborhood that will be affected:

"XXX, Senior Project Manager of Parks and Recreational Division of Duluth Minnesota, notified residents of the Bristolwood Development of the proposed Campus Connector Trail via letter on April 15, 2019. The letter was received after Jim's first public meeting held on April 1, 2019, which included 11 stakeholders who did not represent the residents of Bristolwood Development that we are aware of.

During the April 1, 2019, meeting XXX:

- Reviewed the history of past siting efforts of the Campus Connector Trail.
- Presented the proposed trail Segments 1 and 2 of the Campus Connector Trail and led a Mapping Activity with the attendees.
- Discussed future plans of surveying, permitting and constructing the Campus Connector Trail.

Since the April 1, 2019, meeting the following has occurred:

- One resident stated that a surveying group has been staking out the City's proposed Segment 1 for the Campus Connector Trail starting at the cul-de-sac of Chinook Drive and are working towards Rice Lake Road.
- XXX notified the residents of the Bristolwood Development of a community meeting on April 23, 2019.
- A resident of the Bristolwood Development was approached at his home by an individual who had knowledge about information presented during the April 1, 2019, meeting.
 - The individual stated that the trail segment was a done deal and will be built as proposed.
 - The resident was left with the impression that the residents of the development would require legal council to protect their property rights if our position differed than what was proposed on April 1, 2019.

The action taken by residents of Bristolwood Development after being notified of the April 23, 2019, Community meeting:

- We conducted research on foot/bike trail effects on cul-de-sac developments related to

crime, property value and proper community planning and design. The research resulted in a 17-page document. Research findings:

- Our cul-de-sac, Bristolwood Development's Sockeye and Chinook Drives are "true cul-de-sacs" by design, which is the safest and most secured community street possible. The proposed trail will cause these cul-de-sacs to become "leaky cul-de-sacs," which will increase our crime rate (110%) compared to other streets within the community. We would expect to have similar criminal activity as those homes. See the attachment of crime statistics for our local community within a one-mile radius from our homes. The documented criminal events occurred over a one year period. The community was impacted by 326 crime events. Bristolwood development had no reported crimes during the same time due to its true cut-de-sac design.
- Several studies looked at property values near foot/bike trails. Residents of the Bristolwood Development have been misinformed that their property values will increase where foot/bike trails are built; the studies are inconclusive for property values of homes adjacent to these trails. One study indicated that realtors experienced a decrease in value of property, where the foot/bike trails ran on the backside of homes. A realtor within the community has signed the development's petition.
- We believe that the recent City budget cuts eliminating officers of the police department and other city jobs will impact the security and maintenance of any trail placed near the Bristolwood Development. The proposed Segment 1 of the plan will not provide proper defensive space to protect and secure our property on the side and backyard property-lines. Properly designed defensive space provides:
 - Easier means for residents to monitor and exercise control over immediate area. A 24-hour a day trail must be lit so it can be properly overlooked.
 - Fewer routes for criminals to escape.
 - Fewer excuses for offenders to be in the area or less likelihood that they will enter the area by chance.

Residents of Bristolwood Development want to support Mayor Emily Larson in building a more inclusive, collaborative, fair and transparent city. She stated in her address that her goals remain that Duluth is a healthy — prosperous — sustainable — fair — and inclusive community for all neighbors and across all neighborhoods."

Thank You!

XXX

XXX

Bristolwood Resident

XXX

From: [XXX](#)
To: [XXX](#) [XXX](#)
Cc: Campus Connector Trail (Harvard Law School, Program on Negotiation)
Subject: Sunday, April 21, 2019 2:41:00 PM
Date: [NPR - Harvard Blog.docx](#)
Attachments:

Hi XXX,

Please see the attached article that discusses proper negotiating techniques around siting community projects. The article provides a proven method for negotiation. The article supports my experiences, some successes and some failures, with similar projects I was associated with for new construction of wind generators and existing coal burning generation operations. My focus was related to the health of the residents of the communities adjacent to the generators.

The article expresses that Cities will not get by believing they can educate opponents to yes. This is a position of arrogance that will be seen by opponents and 80% of the residents who are not directly impacted, called guardians. The article expresses the following statement - You think people are opposed because they don't understand? No, they're opposed because the "costs" and "impacts" ON THEM are likely to outweigh the likely benefits TO THEM.

The majority of people (guardians) not directly impacted and who might or might not be benefactors of the trail will side with the opponents who have the most to lose if the City appears not to be fair. The guardians guarantee fairness to all residents not the few or majority benefactors. The petition that will be submitted by Residents of Bristolwood Development for siting Segment 1 & 2 of the Campus Connector Trail request for a "Facility Siting Credo" to be applied prior to any trail being approved by the City of Duluth's City Council. A Facility Siting Credo provides for the following items:

- 1. Engage in joint fact finding, not one-sided "educational" efforts.**
- 2. Let all the key stakeholders choose a mediator to help manage a consensus building process.**
- 3. Promise to compensate potential "losers" and hold any adversely affected neighborhood harmless.**

Thank you considering our request to fairly and collaboratively develop a process that will lead to proper siting of the Campus Connector Trail Segments 1 & 2. We are looking forward to submitting our petition during the April 23rd community meeting that is to be facilitated by XXX, Duluth Parks And Recreation Division.

Please let us know how the petition can be placed into record for the City Council to consider during their decision to approve or not approve the siting of the Trail. The petition would allow the Residents of Bristolwood Development one more opportunity to express our position on the Trail design and siting during the City Council meeting.

We hope the forum for the April 23rd meeting will provide the residents time to present key points of the petition and express our requests to the Parks and Recreation Division. I would expect one or two residents speak on behalf of the individuals who signed the Petition. Our focus during the April 23rd meeting will be on evidence based studies:

- crime studies regarding siting of foot/bike paths at property lines of the Bristolwood Development; and
- on impacts of property values of homes adjacent to foot/bike paths compared to homes nearby the foot/bike paths; and
- long-term maintenance contracts for the trail to be submitted by the City, a need for a 10-year commitment and plan; and
- on a process for negotiating fairly with the people who will be impacted and lose the most based on the siting and design of Segments 1 & 2.

Best regards,

XXX XXX

QUESTIONS FOR THE APRIL 23RD COMMUNITY MEETING ON THE CAMPUS CONNECTOR TRAIL – BRISTOLWOOD DEVELOPMENT RESIDENTS

PROCESS QUESTIONS

1. Our understanding, based on the agenda for this community meeting tonight, is that the Parks and Recreation Division of the City will provide the community ____ minutes of education/information.

How do we, the community, question the validity of the information and the effectiveness of the process that limits dialogue between the administration and residents of a cul-de-sac that is impacted by Segment-1&2 of the Campus Connector Trail?

- a. Can we ask you to clarify the City's position if the resident's evidence and facts indicates differently? Will you note those differences for further joint review of facts and evidence?
- b. We understand that there will be a written question phase of the City's Community review process where individuals are able to submit questions.
 - i. What happens to the answers to the written questions?
 1. Will the information supporting the City's response be cited and/or provide justification?
 2. Will the Department's answers be reviewed in during the final community meeting so follow-up questions can be posed to the department answers during the meeting?
- c. Has there been conflicts between stakeholder goals and interests with past trail siting and designs?
 - i. How does the City's processes address those conflicts?
 1. Have you consider using a mediator when goals and interests conflict?
- d. Has the City engaged in joint fact-finding efforts related to how path/bike trail design and siting's impact cul-de-sacs?
 - i. Has the City conducted a crime study of the Bristolwood Development area and community that will be impacted by Segments-1 & 2?
 - ii. Has the City conducted a property value study specific to the Bristolwood Development, not related to homeowner opinions, but by knowledgeable relators who live in the impacted residential developments?
 1. Does the property value study distinguish between homes nearby and homes directly adjacent to the trail at their backyard and side yard property lines?
 2. Has the City consider having individuals who are impacted the most on Chinook Drive participate in design and siting of the Campus Connector Trail Segment-1.
- e. Has the City developed policies and procedures related to first responder responsibilities for Segment-1 & 2 of the Campus Connector Trail?
 - i. How do fire fighters address forest fires and outbuilding fires caused by the trail users?
 - ii. How do trail users get medical care if injured on the trail, how will ambulance gain access to remote trail sites?
- f. Can Bristolwood Development propose alternative trails? How, what, who and when is the proposal acted on?

TRAIL DESIGN AND SITING QUESTIONS

1. Do you believe that there are people who will be adversely affected by the City's proposed Segment-1 siting and design?
 - a. If so, do you believe those who are benefactors, including the City, of the trail design should compensate the impacted residents?
2. Do you know how crime statistics will be impacted by the Campus Connected Trail segment-1, where siting of trail places it at the backyard and side yard property-lines of Chinook Drive homes?
 - a. Do you know the current statistics of crime events within a mile radius of Bristolwood Development?
3. Do you know how property values will be impacted by trails adjacent to backyard and side yard property lines compared to nearby homes not adjacent to the trail but have access to the trail?
4. Do you have a 10-year maintenance plan developed for Segment -1&2 of the Campus Connector Trail?
 - a. Do you know where the City's current year capital project budget stands, has all the money been allocated and where?
 - b. Do you know where the City's current year O&M budget stands, which trails and parks consume most of the maintenance budgets?
 - i. How will you maintain and improve Segment-1&2 of the Campus Connect Trail when the Lakewalk Trail can't be maintained and improved.
 - c. Have you curtailed services provided for other parks and/or trails as a result of budget cuts or increase in service costs?
 - i. How will garbage be collected and prevented from blowing in or thrown onto private property.
 - ii. How will the trail be lit during the night? How will areas that are more vulnerable to criminal activity be lit?
 - d. How will the Segments-1&2 of the Campus Connect Trail be maintained?
5. What types of defensible space will be designed into Segment-1 of the Campus Connect Trail?
6. Why not use the old police shooting range as a trailhead that provides parking and would allow for a trail running parallel with the mountain bike trail located in the same area?
7. Why not set Segment-1 of the Campus Connector Trail further in the woods to provide a buffer between the backyards and side yards of Chinook Drive?
8. How will homeowners who have property adjacent to the Campus Connector Trail be held harmless when individuals who trespass and conduct criminal action are injured or killed on the homeowner's property?
 - a. Who pays for police responses to nuisance calls or the requirement of additional policing of the Segment-1 & 2 of the Campus Connected Trails?
9. How will homeowners who have property adjacent to the Campus Connector Trail be held harmless when their property values are negatively impacted?
10. What City Statutes and Ordinances will be applied to the Campus Connector Trail where the trail interfaces with the Bristol Wood cul-de-sac and pedestrian walking areas adjacent to private property?
11. How will the Segments-1&2 of the Campus Connector Trail be policed?
12. Will the College of St. Scholastica and UMD allow the City's trails to enter their property, if not why?
13. Does the Trail design and siting consider the number of public realms placed at the property lines of each resident on Chinook Drive of Bristolwood Development?
 - a. Is there sufficient wooded area to buffer noise at the back and side of homeowner's property?

City of Duluth – Parks and Recreation Proposed Campus Connector Paved Trail – Residential Stakeholder Concerns and Recommendations (Bristolwood Development)

1.0 INTRODUCTION

The residents of the Bristolwood Development are challenging developers, designers, and others who proposed the foot/bike trails named the Campus Connector Trail, to think in a sensible manner about how the trails they are proposing will interface with residential areas. We understand that there is no universal solution to every problem and that each location is unique, so what works in one place may not work in another. Therefore, it is important that the many professional designers, stakeholders and homeowners work closely together and pay close attention to the principles of further developing a community area. This collaboration will require a review of existing guidelines for community design; related details of known standards, best practices, and studies that describe how trails should interface with cul-de-sacs and other residential areas.

We intend that those who read this document will be inspired to use our suggestions in order to deliver the high quality and safe foot/bike trails design, construction, maintenance and security that we all wish to see and from which we can all benefit. Our concerns and recommendations are offered to encourage greater attention to the principles of crime prevention and to the attributes of a safer foot/bike trails, therefore we intend it as a starting point and acknowledge that as best practices evolve and local conditions change, planners will develop new solutions.

Safety and security are essential to successful, sustainable communities. Not only are such places well-designed, attractive environments in which to live, work, for recreation, and also are places where residents do not have fear of crime; therefore improving the quality of life. Studies have shown that too little attention has been paid to crime issues by planners and designers, resulting in far too many examples of poor quality development that has resulted in a costly and long-lasting heritage of the wrong kind. By highlighting the need to consider crime prevention as part of the design, construction, maintenance, and security activities of the foot/bike trails, safer places will be provided by the City of Duluth to benefit of the citizens, businesses, residential areas and tourist.

2.0 Recommendation

Introduction

The recommendations of the residents of Bristolwood Development are based upon the contribution which good quality design allows for creating places where people want to live, work, and enjoy themselves through recreation with the knowledge that they can do so safely. Whether it is through new development or the regeneration of an existing area, the thorough consideration of design principles can help improve an area's security — for both people and property — while also enhancing the quality of the local environment. It need not cost more either, and proper planning and investment in the design of a development brings numerous social and economic benefits over its lifetime.

We are asking the Duluth City Council to fulfill its mission in developing effective public policy, rooted in citizen involvement, that results in excellent municipal services and creates a thriving community prepared for the challenges of the future.

We have to believe Mayor Emily Larson supports the City Council's mission, when two years ago she proclaimed, in her first State of the City Address, that she promised to build a more inclusive, collaborative, fair and transparent city. She stated in her address that her goals remain that Duluth is a healthy – prosperous – sustainable – fair – and inclusive community for all neighbors and across all neighborhoods.

We recognize the challenges faced by Mayor Emily Larson when she discusses the City budget. Recently she stated she increased recreational program budgets that would account for about 1 percent of her proposed levy increase. Larson stated further that her budget for 2019 is nearly a 4 percent tax increase, which is consistent with her 2018 budget proposal. She also noted that the City is a very different place now from 2017. In 2018, Duluth eliminated 20 City staff positions in what she called a "very painful" budget cut.

The residents of the Bristolwood Development are concerned that Mayor Larson's budget cannot currently meet our existing needs of maintaining the Development's infrastructure, first responder needs and policing to deter and prevent crime. The budget for the police department was reduced by \$325,000, which meant that the Duluth citizens lost two officers and their community based policing efforts.

Our concerns are compounded by not knowing how future budgets can meet the requirements of keeping our residential area safe and secure with the changes that are proposed related to the Campus Connector Trail. We also know that if the foot/bike trails are not maintained, policed and monitored, that these budget-related deficiencies will lead to a system that supports criminal action.

We realize the City's proposed plan uses Bristolwood Development's existing utility easement and public walkway spaces at our backyard and side yard property lines of Chinook Drive. We hope this proposed trail location was not chosen based a grant requirement, lack of funds or lack of time as a result of proposals of previous years being denied.

We are asking the City Administration and City Council to provide our residential development the required protection from crime, based on known governmental guidelines for creating safe places to live by locating, building, maintaining and policing the proposed foot/bike trails called the Campus Connector Trail.

We are asking the City Council to fulfill its mission in identifying the appropriate processes, studies and environmental social impacts, using collaborative community groups. The goal of groups related to any proposed foot/bike trails is to create effective solutions to address challenges recognized in the October 5, 2011 Bike and Trail Plan and the local Campus Connector Trail issues that will emerge.

Residents of Bristolwood Development believe we can be part of the solution and not part of the project manager's perceived problem or seen as holding up the project. Any lack of planning and appropriate time for developing authentic collaborative efforts for this trail lies solely with the Project Manager, XXX, Senior Parks Planner. With our contribution to a collaborative process, we believe effective decisions will be acted on that would lead to the correct design and siting for the Campus Connector Trail.

Development Use and Property Value

In reality, the Bristolwood Development has no need to be connected to campuses at the risk of increasing crime in our development. The existing foot/bike trails already meet our needs, which is one of the core principles of community connectivity. The residents of Bristolwood Development built or purchased homes on a cul-de-sac that is a true cul-de-sac. This was a lifetime decision for many of us knowing the development was the safest design community to raise our families and provide us the quality life style we sought within the Duluth Heights and City Campus district. We know that the current proposed Campus Connector Trail would create a leaky cul-de-sac and provide access to our side and backyards, which would increase our crime rate in the development by at least 110% when compared to other community developments within 1 mile radius.

The current studies looking at property values of homes associated with foot/bike trails are inconclusive for property owners adjacent to foot/bike trails. Most of these studies involved foot/bike trails projects called rail to trail, which converted rail lines to foot/bike trails. The rail to trail design foot/bike trail studies only looked at residents near foot/bike trails and not adjacent foot/bike trails. These rail to trail lines are in rural areas where the lowest crime rates occur compared to urban and suburban areas.

These rail to trail studies were based on stakeholder surveys, not true property value impact. One study indicated that relators perceived that values of homes nearby foot/bike trails would increase, but property values of homes adjacent to the foot/bike trails would not increase, and even decrease in some development designs.

The reason why rail to trail projects are successful is because the original siting and design by the railroad companies met Crime Prevention Through Environmental Design (CPTED) principles which supports requirements of “defensible space” methods. The railroad companies were responsible for creating and safely operating their rail lines throughout many different types of environments and communities.

Outside Influences

We are concerned that there are groups outside of the stakeholder group that may influence the individuals who already proposed the trail location and those who will approve the proposed trail location. For example, the Arrowhead Bow-hunter's Affiliation (ABA) utilizes the public land for Duluth's inner city deer hunting program from September through December. We believe the Association places 3 to 4 bow-hunters in the area between the old police shooting range (K-9) training grounds off Rice Lake Road and The College of St. Scholastica property. The Affiliation identifies this public land area used for the deer hunt as Zone-11.

The current proposed trail, which is adjacent to the Bristolwood Development backyard property lines of Chinook Drive, does not interfere as much with the zones plotted for the deer hunters. These hunters are required to hunt beyond the setback distances of 80 feet of any property line and used trails. That would require them to hunt outside a 160-foot zone, the full length of the trail, if the trail were not placed at the back property lines of Chinook Drive as proposed. We are recommending that the City Council determine if the 3 to 4 hunters' privileges using this public land for a 4-month period annually supersedes the rights of permanent property owners who pay taxes and have stake in the local community 365 days a year.

There have been positive past experiences with ABA officials and members when they want access to their hunting stand through our property. One of the first and negative experiences with ABA occurred when a 19-year existing resident of Bristolwood Development notified ABA officials that he will be hunting Zone-11 during the first year of the hunt. The resident hunted in the undeveloped area of the Bristolwood Development, which was allowed by ABA policies as long as the private property was greater than 5 acres and the hunter had permission to hunt the private property from the property owner. ABA officials tried to unsuccessfully force this resident out of Zone-11 in several ways.

The first five hunters selected for hunting Zone-11 were current and past officers of ABA and one of two City Councilors who supported the inner city hunt. Since then, ABA members are rewarded by being selected to hunt in Zone-11 to kill their trophy buck after the person kills their first doe in the Zone. The residents felt that ABA believed that they could control activities in the public land areas, where the City or residents of Bristolwood development Campus Connector Trail is being proposed. We hope the City Councilors will see the difference between a privilege to hunt on public lands and the property rights of residents of the Bristolwood Development who pay taxes and support that local community 365 days a year.

Trail Recommendations

We are recommending two trails, Trail 1 and Trail 2 that are lower crime risks to residents and trail users. We believe that the grant money associated with this project can make safer foot/bike trails for all interested individuals in the community, for all stakeholders including residential developments if there is no outside influence. This could only be done with purpose and deliberate collaboration during the design phase of the project, utilizing residents who are impacted the most in the Bristolwood Development for Segment 1 of the proposed Campus Connector Trail. We would require major revisions to Segment 1 for it to meet the design requirements of the resident's "Alternative Trail". Again, our Alternative trail (Revised Segment 1 City Trail) would be our last resort trail based on the residents of Chinook Drive and City collaboration.

Bristolwood Development Residents Recommendation -Trail 1 (Highly Recommended)

Trail 1 would start in the old police shooting range grounds, which would be designated as a parking area off the Rice Lake Road across from the Boulder Ridge Apartments. Our proposal would have this trail starting at the old police shooting range and going east along side in parallel with the existing Mountain Bike Trail. Trail 1 placement provides a trail straight in line and running next to the south side of St. Scholastica. The trail would join up with the west side of Chester Bowl and go directly to the east side of Chester Bowl to connect with the west side of UMD.

The Parks and Recreation's maintenance cost would be low if the Campus Connector Trail is sited closer to the Mountain Bike Trail. Our proposed trail 1 location and design is less intrusive to the surrounding neighborhoods, but could be connected to the neighborhood at a later time if it meets the need of the neighborhood. The environmental scan and associated permits have already been provided for the area through the development of the Mountain Bike Trail.

Bristolwood Development Residents Recommendation -Trail 2 (Recommended)

The second trail will be a direct trail providing access to Scholastica and UMD for students who live at the Campus Park Townhome Villas and Aspen Wood Apartments. This trail would provide an alternative trail for students of Boulder Ridge apartments utilizing the existing multiuse trail running on the west side of Rice Lake Road.

This trail would start at Rice Lake Road running east along and between Lowell School and the Campus Park Townhome Villas and Aspen Wood property. The trail then would curve to the north to attach to the City's proposed Segment 2 Trail, which continues on a straight and direct line east to Kenwood Avenue. The trail would be placed near, but would not approach Chinook Drive cul-de-sac of the Bristolwood development. Sufficient wooded areas must provide a buffer zone between the trail and the Chinook Drive cul-de-sac and associated drive providing the residents defensible space.

The City Council, by approving Bristolwood Development's proposed Trail 1 and Trail 2, would gain another loop trail for the City utilizing Chester Bowl, Connector Trail 1 to UMD. Trail loops are favored more by trail/bike users when planning a trip. Overall, compared with parks without walking trail/bike loops, parks with walking trail/bike loops had 80% more users levels of moderate-to-vigorous physical activity were 90% higher.

Last Alternative Choice (Last Resort Recommendation)

With the approval of Chinook Drive (even numbered homes) homeowners, the proposed Bristolwood Development "Alternative Trail" will be considered. The current proposed Segment 1 Campus Collector Trail would have to be modified so that there exists a wooded area wide enough to buffer the backyard and side yard property lines of Chinook Drive of the Bristolwood Development when considering this Alternative Trail design. The buffer width would be agreed upon by the residents of Bristolwood Development. This modified trail would have to provide the residents the appropriate defensible space for their property along with the City providing a wooded area, which is acceptable by the residents, as a buffer.

We do not accept the City's use of the Bristolwood Development's easements and/or walking public spaces at our backyard or side yard property lines, which would cause a leaky cul-de-sac. Even if the proposed trail is modified as described here, Bristolwood Development does not recommend this trail siting, it would be our last choice.

October 5, 2011 Trail and Bike City Plan

When reviewing the October 5, 2011 Trail and Bike Plan we recognized that the Plan required a Trail Advisory Group (TAG). The 22 person TAG comprised of representatives of the City, St. Louis County, the Duluth-Superior Metropolitan Interstate Council (MIC - the regional planning agency), trail user groups, schools and community members all who helped shape the content of this Plan.

We recognize that the TAG did not represent residential property managers, business owners, and family members from community residential developments of single-family dwellings and all of whom that would be impacted by the plan. The residents are looking

forward to hearing about the Trail and Bike plan initiatives and their achievements. We hope to show the TAG group that residents of Bristolwood Development have skills, knowledge and experience they could benefit from while developing strategy, planning and implementing plans. There are many ways for residents to volunteer so we can make a difference in enhancing the trail users experience.

Collaboration and Impact

When the City Council approves the City proposed trail and its location, and if it is located near the homes of the residents of the Bristolwood Development, the Council should realize that the trail becomes part of the resident's everyday living environment during the day and times of concern during the evening and early morning hours. The foot/bike trail users would periodically benefit from the Campus Connector Trail during the day hours; but the residents are impacted by it 24 hours a day, especially during the night hours, when there is no light or other means to monitor criminal activity.

We hope the process of trail designing and siting will be more collaborative going forward. We want Jim Shoberg and the Parks and Recreation Department leaders to succeed in using creative processes for full collaborative efforts where both the Department and residents come together in support of the trail. If successful, we believe the results of the process will develop productive teamwork and a trail that is appealing to the eye so it attracts biking and hiking enthusiasts. Another benefit of collaboration is that college and university students who use the trail will recognize the city they chose to be educated in has many amenities and a special life style.

With every collaborative effort, new relationships are made. This allows trust to develop among the users of the trail, City Planners, City Administrators, City Councilors and residents of a cul-de-sac. We believe such relationships will allow other stakeholders to see us as people and property owners in a cul-de-sac who are no different then they are, that is, people who take pride in their community and give back to the community in order to make it a better place to live.

If the trail is built at the property lines of our backyards, it will also result in a different experience during our family activities held in our backyards. We can expect that strangers will be encroaching and/or trespassing on our property during day and/or night. Currently, our back yards are areas of relaxation, quiet areas containing decks and patios, on which we escape the noise and activity of our front yards. We will lose that quality of life we value and have worked for and which is part of our current life style. We are fortunate to have side and backyards to enjoy our time during the spring, summer and fall seasons. We are also concerned about new opportunities criminals will have for different types of criminal activities. These new criminal activity opportunities in the community, sooner or later, will lead to victimizing of the family members of the residents of Bristolwood Development. Property, buildings and materials can be fixed or replaced, our love ones cannot be replaced.

We hope other stakeholders can understand that we are residents within the Duluth community who may feel that we are losing control of things we value by the City's placement of a public trail at the property lines of our side and backyards. The existing process employed by Jim Shoberg separates each interest group, which prevents collaboration. This allows the Parks and Recreation Department means to sell the project and gain the support of all but the one stakeholder who will be most negatively impacted.

Some recognize this process is one of “conquer and divide” and not one of collaboration. I don’t believe the Mayor of Duluth would support the methods being applied by Jim Shoberg, and would expect more professionalism from a “leader” of one of the departments she leads.

We believe that the grant money associated with this project can make safer foot/bike trails for all interested individuals in the community, for all stakeholders including residential developments if there is no outside influence. This could only be done with purpose and deliberate collaboration during the design phase of the project. The design phase of the project would utilize Chinook Drive residents who are impacted the most by the City proposed trail Segments 1 and 2 (Chinook Drive homeowners’ Trail 2 design) of the Campus Collector Trail. We also know that the grant money related to the project is time sensitive.

Three Unknowns that Need to be Addressed

There are three unknowns that the residents of Bristolwood Development have regarding this Parks and Recreation Department process, which has already established a trail design without considering our concerns or questions. We don’t expect the current process will be fair and that XXX does not have the ability or does not want to facilitate a collaborative process and deliver on “fairness.”

He and the leaders of the Parks and Recreation Department did not consider the concern of the residents when the City introduced their plan in the April 1, 2019 meeting. During this meeting they (Parks and Rec) presented their proposed siting and design of Segments 1 and 2 as being approved and that through their failed attempts that their proposal was the only siting and design left. They were only seeking advice of the stakeholders, who were trail user and not from the local community.

First Unknown

The first unknown is if the resulting trail will appeal to the community and meet our standards associated with landscaping, materials, lighting, boundary identification and maintenance of grounds within our development. By stating in a proposal, bid package and permits that the trail will be built by professional trail builders means nothing to the residents of neighborhoods. That statement is a boilerplate stamping description of all trails that are proposed.

The design of the trail, trail grounds and the ongoing maintenance required of the City will impact the property value of our homes. The only way the siting and design of the trail could positively impact our property value is, if the residents agree upon the standards for the design of the proposed trail before the draft becomes a final siting and design plan. We expect that we will be able to approve that final siting and design of any segment that would impact our Development prior to the City going out for bid so that contractors can determine their cost of building the trail as designed.

The eye of the user of the trail, the residents of Bristolwood Development, their visitors and future homebuyers should see a continuous and seamless quality of grounds if the trail is not buffered by a large enough span of woods where the trail is not visible. We hope the properly designed path/bike trail will provide us new experiences that are pleasant while using our side and backyards for family events and sitting on our decks

and patios located on the backside of our homes.

Second Unknown

The second unknown is how much crime will be introduced into to our development. Studies indicate that the proposed trail will impact our safety and security in the Bristolwood Development. The crime will increase as the result of the trail being placed on our home's backside, on or off, the property lines. The impact of the crime will increase our home insurance and negatively impact future home sales in the Development if not built correctly.

It is important that CPTED and SBD methods be applied when designing and siting the trail. Residents of Bristolwood Development would incur more cost when installing security measures required by SBD methods to meet the level of crime introduced at our backyard property lines by the City's proposed trail.

Third Unknown

The third unknown is related to trail use. We believe that the Parks and Recreational Department should develop a strategy for each of their Campus Connector Trail segments. We believe that previous unsuccessful attempts at the Campus Connector Trail being approved and built are the result of the strategy used by the Department. Those failed attempts, now have led the Department to propose their designed trail that impacts our Development by using members of stakeholders interest group against the stakeholder group that has the most to loose.

It would be easy for other stakeholders to see the residents of Bristolwood Development as being a Not In My Back Yard (NIMBY) group. The fact is, through a collaborative relationship based on trust the stakeholders could create a relationship with a residential group impacted by a trail segment who not only supports the local trail segment but could promote and educate other resident areas that will express themselves as NIMBYs in future developments. That can't be done at this time because the current process employed by XXX and the Department he works for is not in eyes of many an authentic collaborative effort. It appears to many of us as if he and the Department are "flying by the seats of their pants."

Trail Requirements and Process

By applying proper design methods such as, Crime Prevention Through Environmental design (CPTED), the stakeholders could create a great and rewarding relationship between the City of Duluth and one of its neighborhoods. This type of collaborative relationship would create new skills and experiences leading to opportunities for developing other neighborhoods. A skilled facilitator in collaborative efforts could lead this project to succeed in meeting the 2011 Trail and Bikeway Plan goals and objectives while ensuring that the mission of the City Council and Mayor Larson's vision for Duluth is met.

1. We are asking the City to apply the following City Statute section 50-33.8 Paragraph 3; Lands to be set aside for parks, trails or open space shall generally be located adjacent to, or connect with, or allow access from, any similar open

- lands located on adjacent lands, unless the City requests an alternate location for reasons of public health, safety or convenience;
- a. We are asking the City planner and developers utilize CPTED methods and procedures for designing the Campus Connector Trail. This is a collaborative method for getting the best results for the trail design and siting.
 - b. We are recommending that the City planner and developers of the Campus Connector Trail apply the City's October 5, 2011 Trail and Bikeway Plan.
 - i. The community will gain trust in the Parks and Recreational Department if it has a plan with policies that each party can reference when questions arise. If the 2011 Trail and Bike Plan is outdated, maybe a plans specific to the Campus Connector Trail should be written which would be specific to the local district needs.
 - ii. Determine if the deficiencies have been addressed that were documented in the City's October 5, 2011 Trail and Bikeway plan. Determine which issues have not been addressed and if these deficiencies would impact the success of building the Campus Connector trail and sustaining it.
 - iii. Determine if the current and future City budgets provide for the Campus Connector Trail being built, and maintained, as well as for future improvement needs and police monitoring and response.
 - iv. Study the use of the Duluth Mountain Bike Trail to determine if the plan projections for use were met.
 - v. Determine if the Trail and Bikeway Plan's intent was to utilize cul-de-sacs developments and if any of the trails would be adjacent to the side and backyard property lines of residential dwellings (homes) associated with a newer development. If not, a Campus Connector Trail plan must be written establishing policies all can read and understand what is to be done and stating what is to be done.
 - vi. What is the Campus Connector Trail stakeholder group's projection for use of the trail?
 - vii. Determine if the following City Statutes allow for the building of the Campus Connector Trail as proposed, which requires the users to enter and leave cul-de-sac's development premises.
 1. Any foot/bike trails design associated with cul-de-sacs in the City of Duluth must comply the following City Statutes;
 1. 50-9 and its provisions, 50-13.4, 50-14, 50-17.4 Park and Open Space District (P-1), 50-18.5 (Higher Educational Overlay), 50-23.1, 50-23.2 and 50-23.3 (on connectivity and circulation.), 50-70.1
 - viii. Determine if the noted City Statutes were amended within the past 2 years, and provide the Statutes that were changed, adopted and placed in effect by the City Council.
2. Identify crime risk to residential areas through a risk assessment study by a third party agreed upon by the City Planners, impacted residential areas, institutions, campus police, local area police departments and first responders associated with the proposed segments 1 and 2 of the Campus Connector Trail:

- a. Identify the crime risks present in specific locations, such as remote trail locations, schools adjacent to trail, residential homes adjacent to trail, parking areas at trailheads, at The College of St. Scholastica parking lots adjacent to the trail's segment 2 and trail rest stop areas.
 - b. Identify likely consequences of those crimes for the community, residential dwellings (homes), institutions, schools and businesses, and City and Park employees.
 - c. Determine who would be at most risk and vulnerable as individuals and groups including disabled individuals, individuals with mental illness, grade school students, intoxicated individuals and young women including CSS and UMD students;
 - d. Assess or take advice on priorities for crime reduction and other considerations from a community watch group prior to approval of trail location and design;
 - i. using the police department, representatives (residents and property managers) from impacted residential areas where crime is expected to increase, public, city councilor who represents the district impacted by the trail, Lowell school and institutions such as CSS and UMD.
 - e. Establish the likely causes of crime in a given area; and
 - f. Work out how these crimes may be ameliorated or reduced through changes to the environment through the planning process.
 - g. Design foot trails and bicycle trails so that they don't provide direct access to residential property owner's side and backyards, which increase the crime rate of the residential properties, pursuant to governmental national guidelines, codes, statutes, rules and best practices.
3. We are asking for the City Administration and City Council to create and adopt a 10-year strategy plan for the Campus Connector Trail, which would require:
- a. A 10-year maintenance and resource allocation plan to maintain, rebuild, secure and monitor the Campus Connector Trail.
 - b. Develop a community watch group, including residents of developments impacted and the students of CSS and UMD. This watch group would meet periodically with the City Council to discuss issues related to crime, policing, infrastructure deficiencies, trail rules, trail lighting needs and trail improvements.
 - c. A steering committee comprised of stakeholders across the City who would be leaders of local trail segments. The committee oversees the implementation and action taken on the 10-year strategy plan so objectives are met. This group would report to the City Council yearly.

**Bristolwood Development Resident Petition for not to build the Campus Connector
Trail adjacent to the backyard and side yard property lines located on Chinook
Drive Cu-de-sac.**

Resident Name	Resident Signature	Address	Phone Number
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The following materials are provided in support of the recommendations provided by the Residents of the Bristolwood development.

Studies of how to design safe trails affiliated with cul-de-sacs (residential areas) show:

Successful places have a well-defined movement framework.

- A good movement framework has direct routes that lead to where people want to go by of walking, bicycle or public transport. It should recognize the needs of all people, including the elderly and disabled.
- Routes for pedestrians, cyclists and vehicles should, in most cases, run alongside one another, and not be segregated. Movement frameworks based upon 'primary routes' and shared spaces, remove the need for under-used alleyways, short-cuts, foot rails and a large number of minor access points that can become vulnerable to or facilitate crime.
- Foot/bike trails should be placed straight and wide as possible, avoiding potential hiding places. These foot/bike trails should also be overlooked by surrounding buildings that face the trails and it's activities.
- Legible and effective signage and points of interest, and places to sit encourage people to use identified routes and spaces.

The appropriate movement framework for a place depends upon the local context.

- Land-use is the biggest determinant of the type of movement structure required. For example, industrial areas need different kinds of Connectors from those in city centers and may need fewer of them. The movement framework within city centers should be more extensive than those within a residential neighborhood.
- The quality and intensity of the use of streets and foot/bike trails are determined by number of people using them. The particular risk and type of crime and anti- social behavior will also depend on the local context.
 - Streets and foot/bike trails that are not well used may be more prone to burglary; moderately used streets and foot/bike trails may be more prone to mugging; and crowded streets and foot/bike trails may be more prone to personal theft.
 - Clear and direct routes should not undermine the defensible space of neighborhoods.
- Removing vulnerable routes and spaces from existing developments can reduce the opportunity for crime. More importantly, vulnerable routes should not be designed in spaces of existing developments that increase the opportunity for crime.
- It is desirable to restrict public access to the rear of buildings (rental homes). Secluded foot/bike trails or alleyways, in particular, should not run along the rear of, and provide access to, buildings (residential homes) or side and backyards.

Better opportunity to create ‘defensible space.’ Such spaces provide:

- Easier means for residents to monitor and exercise control over immediate area.
- Fewer routes for of escape for criminals.
- Fewer excuses for offenders to be in the area, or less likelihood that they will enter the area by chance.

Criminal Thinking (places)

- Crime and anti-social behavior are more likely to occur if:
 - Residential homes and private and communal spaces have a large number of sides exposed to the public realm;
 - The way that buildings, streets and spaces are laid out allow criminals to move around and operate undetected;
 - A place tends to bring together people who are likely to offend and suitable targets;
 - Capable guardians and policing are not present;
 - Places become rundown or underused and are not remodeled or removed.

Criminal Thinking (individual behaviors)

- Crime and anti-social behavior are more likely to occur if:
 - Criminals can operate, including travelling to and from the location without fear of being seen;
 - Criminals or their activities do not attract attention and/or they are confident that no one will take any action;
 - All sides of buildings and all parts of spaces are not overlooked by surrounding users or passers-by;
 - Buildings and spaces are not designed to allow surveillance ‘outside’ from ‘inside’ and vice versa.

Criminal Thinking (private property adjacent to foot/bike trails)

- Crime and anti-social behavior are more likely to occur if:
 - It is unclear whether space is public or private, and what behavior is expected in each;
 - Private space is easily accessible to people who have no right to be there;
 - An offender’s presence in the area does not attract attention;
 - A place feels like it is not under the supervision of local residents, businesses, institutions, organizations or other users.

Well-designed public lighting increases the opportunity for surveillance at night and sends positive messages about the management of an area.

- Well-lit spaces are crucial in reducing the fear of crime, making places more ‘liveable’ and, in most cases, increasing legitimate activity after dark. However, lighting can also sometimes aid those committing offences.
- The entire site should have adequate lighting, although higher lighting levels may be appropriate for vulnerable areas.

- Lighting should be sensitive to the needs of residents and users. It should provide security without resulting in glare and/or compromising privacy.
- Lighting in places that are vulnerable to crime can also be vulnerable to vandalism. In such situations, the design of lighting and the placement of lighting are important.

2.0 SECURITY, MONITORING AND POLICING POLICIES AND PLANS

- Planners need to be aware of the crime risks of a location and understand the effect of potential changes to the existing developed environments before deciding on possible solutions and appropriate policy responses. There are a range of useful tools that may be effectively employed here, such as crime pattern analyses and crime risk assessment.
 - What crimes are taking place and how often?
 - How are the crimes being committed?
 - Where?
 - When (time of day, day of the week, time of year)?
 - Why (what are the motives for offending, e.g. material, racial, territorial, alleviation of boredom) – Who are the offenders?
 - What vehicles/properties/victims are involved? and
 - How are stolen property and goods being disposed of by the criminal.
- Questions that might be asked as part of a crime risk assessment include:
 - Is the site in, or close to, a known crime hot spot or a 'honeypot'?
 - Does the area have characteristics — such as high child densities, unemployment or levels of drug abuse — that may make residents more likely to offend or be victims of crime?
 - Does the existing layout of the built environment make crime and disorder more or less likely?
- Working closely with the police, planners need to be able to:
 - Identify the crime risks present in specific locations;
 - Identify likely consequences of those crimes for the community and for institutions, companies and individuals, including especially vulnerable individuals and groups;
 - Assess or take advice on priorities for crime reduction and other considerations;
 - Establish the likely causes of crime in a given area; and determine how they may be ameliorated or reduced through changes to the environment.

Checklist of points to consider when writing Policy

- Does the policy reflect not duplicate other district, municipal, state and national guidance?
- Is the policy applicable to all development proposals, or should the policy specify possible solutions to particular problems and consider different land uses?
- Should the policy highlight conflicting priorities that planning for crime prevention might encounter, and encourage alternative responses?
- Does the policy contribute to improving objectives of good urban design?
- Does the policy specify whether certain crime prevention measures should only

be considered only on certain types/sizes of development?

- For example:
 - That the Development proposals will be expected to have regard for the objectives of 'planning out crime' through the incorporation of measures such as:
 - promotion of mixed use development and other schemes that increase the range of activities that maximize the opportunities for surveillance;
 - maximizing the amount of defensible space which is controlled, or perceived to be controlled, by occupiers; and
 - having a high standard of street lighting.

Checklist of points to consider when writing specific policies on related to crime:

- Is the policy needed? Who makes the decision if a policy is needed or not?
- Does the policy genuinely respond to a specific issue and context rather than just restating general policy?
- Does the policy complement general planning policy and national guidance?
- Would implementation of the policy be helped by supplementary guidance?

3.0 SUPPORTING STUDIES

Compared to the true cul-de-sac, through roads experienced 93% more crime and leaky cul-de-sacs 110% more crime. In terms of monitoring the effectiveness of designing to prevent crime there have been a number of evaluations of the Secured by Design (SBD) scheme which sets standards of security based on the principles of Crime Prevention through Environmental Design (CPTED).

Each shows how the scheme confers a crime reduction advantage, according to Armitage Research, LLC a fully vetted national research firm, citing some examples.

A 2010 evaluation of installation of SBD windows and doors recommended by Glasgow Housing Association within housing stock in Scotland showed that when comparing crime levels before and after the installation of the SBD doors and window, for the SBD sample, total house break in crimes fell by 61% when SBD doors and windows were installed

A study by Armitage and Leanne Monchuck in 2011 utilized a variety of datasets, including police recorded crime, self-reported crime (residents' survey), and visual audits. The sample included properties within the West Yorkshire Police Force area and analyzed crime for a one-year period. The finding from the study was that when comparing the burglary rate of all SBD properties within West Yorkshire, for that one-year period, with the burglary rate of all properties within the force (at a rate per 1,000 dwellings), SBD properties experienced a much lower rate of burglary. The overall rate per 1,000 dwellings in West Yorkshire was 22.7 as compared to just 5.8 for SBD properties.

In regard to the layout of residential housing – for example cul-de-sacs and properties that are overlooked – Armitage's research has found that the safest road layout was the true cul-de-sac, followed by the through road, with the least safe road layout being the

leaky cul-de-sac, the cul-de-sac with exits via trail ways and walkways, and trails and side roads as trail ways.

The results found that, compared to the true cul-de-sac, through roads experienced 93% more crime and leaky cul-de-sacs 110% more crime. In terms of the position of property on a development, they also found being located on a corner plot increases a property's risk by 18%, as compared to properties not positioned on a corner.

Ameritage's in-depth re-investigation of Secured By Design and environmental risk factor in West Yorkshire also suggests the true cul-de-sac is at a lower risk of victimization, unless it is leaky, i.e., with a foot trail exit and/or foot rails located on the backside of homes that are not overlooked by a residential home facing the foot trails.

Foot trails leading to maze of other foot trails are particularly strong risk factors. But there is another complication: once targeted by offenders, cul-de-sacs have a higher risk of repeat victimization.

The interpretation of these data is that distance from through routes is more likely to protect from burglary because such homes are less likely to be scanned in by passing by burglary target seekers. However, once the first offense has safely been committed, these same factors cease to apply and distance from scrutiny becomes an advantage.

Poyner's work on Northampton indicates more cash and jewelry were taken from through roads. Stolen electrical goods from cul-de-sacs with foot trails are likely due to burglars adjusting their activities according to tactical constraints and opportunities.

The major divergence remains with the space syntax analyses of Hillier and his colleagues. For example, Hillier and Shu found that the total number of burglaries was least on through roads with houses lining both sides of the street, and greatest with foot trails, particularly rear dead-end ones giving access to back yards, and intermediate for cul-de-sacs.

Although research relating to the impact of residential design on crime clearly highlights the risk of high levels of connectivity within a development, detailed analysis of case study sites suggests that foot trails can be included as long as they are designed with consideration for safety and security issues.

The presence of foot trails associated with a development does increase the risk of crime, particularly where the foot trails access the rear or side of the dwellings; where foot trails are not overlooked by surrounding dwellings; and where foot trails are under-used. Corner plots located next to foot trails are also particularly vulnerable to crime. One of the key factors that minimize the risk associated with the foot trails is to ensure that they are well used. For a foot trails to be well used, it must serve a purpose and provide access to and from locations frequented by local residents or passers-by.

Although foot trails can increase the risk of crime, it must be borne in mind that should existing routes be closed or relocated, there is a likelihood that individuals will create their own s to maintain access to and from a popular location. This was highlighted by Armitage in a case where the street layout of one cul-de-sac had ignored existing desired routes by closing off access to nearby businesses and other resident areas.

In response, pedestrians had created an unofficial route over a resident's backyard fence in an attempt to create their own shortcut. Unofficial shortcuts are not subject to any maintenance and are unlikely to be adequately lit, and therefore not overlooked. Where there are shortcuts through resident's backyard these site designs are risk of trespassing disputes that result in heightened fear of crime. Designs that restrict pedestrian movement, therefore, risk prompting the development of desire routes that are far more criminogenic than deliberately designed-in alternatives.

Although the presence of foot trails often causes concern, foot trails can be included within residential developments if safety and security are considered in the design and layout. If foot trails are to be included within residential developments they must be well used and serve a purpose – Connector the development to local amenities, schools, public spaces and/or other developments.

Foot trails must also be well lit and straight with no hiding places for potential offenders. One of the key factors in reducing the risk associated with foot trails is to ensure that they do not run at the side or rear of properties. One of the case study sites analyzed by Armitage was highly permeable with an abundance of foot trails running throughout the development. However, this development (in a high crime area) had not experienced any burglary dwelling offenses within the three-year period of analysis.

Detailed analysis of the design features of this development revealed that all foot trails ran at the front properties, with high levels of surveillance from active rooms within connected dwellings. This suggests that appropriately designed foot trails can be included in a development without increasing the crime risk.

From: [XXX](#)
To: [XXX](#)
Cc: Fwd: REVISED- Campus Connected Trail Community Meeting Forum
Friday, April 26, 2019 11:27:12 AM
[Questions for the April 23rd Community Meeting on the Campus Connector Trail – Bristolwood Development Residents.pdf](#)
Subject: [Campus Connector Trail Petition.pdf](#)
Date:
Attachments:

Good Morning XXX

The residents of the Bristolwood Development were pleased to meet you and your team for the first time during the Campus Connected Trail project Community Meeting. I spoke to a City employee who reports to XXX's team regarding land use associated with this project. He was pleased to hear about the project that he did initial planning for 3 years ago and that the project is in its final stages of planning and approval. He educated me on land use associated with similar projects and how they are permitted after surveying is conducted. I spoke to XXX and XXX regarding the permitting process. They provided me the letter sent to the residents of Bristolwood Development regarding rezoning the property where the City proposes to place Segment 1 & 2 of the Campus Connected Trail.

The 2011 letter was written by XXX communicating to XXX and XXX of Bristolwood Development that the Duluth City Planning Division proposed to rezone the public land where Segments 1 & 2 of the Campus Connector Trail have been recently designed and sited by your team. The matter was taken under consideration by the Public Planning Commission February 12, 2012. A staff written report was submitted after the Public Planning Committee meeting.

The land use around Chinook Drive and to the north to Aspenwood and east to Kenwood was described as Future Land Use; Preservation. It appears that the Preservation land use encompasses Zone-11 of the Arrowhead Bowhunters Affiliation inner city deer hunt. It also appears that the Coggs supported trail was placed on land that was rezoned for future land use; Low-Density Neighborhood, Preservation and Urban Residential Zone.

Please provide me and the residents of Bristolwood Development the definition of each zone and the staff report that was submitted regarding the rezoning. I believe you should have the information being the project manager of the Campus Connector Trail. We are anticipating your response to the 3 unknowns defined in our petition that was signed by 21 homeowners of Bristolwood Development and the questions we prepared for the Community meeting held on April 23, 2019. These documents have been provided to you previously. I will attach them to this email for your convenience.

Residents of the Bristolwood Development want to support Mayor Emily Larson in building a more inclusive, collaborative, fair and transparent city. She stated in her address that her goals remain that Duluth is a healthy — prosperous — sustainable — fair — and inclusive community for all neighbors and across all neighborhoods.

Best Regards,
XXX

Hi XXX,

I realized I sent you my draft email, not the final version. Please delete the original email sent to you. I apologize for my error.

I want to thank you for being at the community meeting held by the Parks and Recreation Department last night regarding the Campus Connector Trail. As the City Counselor who represents the residents of Bristolwood Development, it is important for you to be fully informed of the concerns of the residents so these concerns are shared with the City Council when the Campus Connector Trail proposal is presented to the City Council in August. It is also important, as the City Counselor that the residents of Bristolwood are fully informed of all planning processes and/or activities that are taking place or will be taking place by the planners of the Parks and Recreation Division for Segment-1 and Segment-2 of the Campus Connector Trail.

I am pleased you and XXX, who reside at XXX, were able to meet last night. XXX is recognized by the residents of the Bristolwood Development as the gatekeeper of Chinook Drive, by generously giving his time and resources to maintain the grass at the entry of the Bristolwood Development and collecting garbage, in addition to being the first home on Chinook Drive off of the Rice Lake Road.

XXX and XXX have experienced the consequences of having the public at their property line. Such consequences include trash thrown in their yard, a homeless person aggressively asking to sleep in their garage, beer bottles, liquor bottles, pop bottles filled with chewing tobacco spit and used condoms at the entrance to Chinook Drive and on their property. Individuals, at times, have placed some of these items in their mailbox. Their driveway is used as a turnaround even though there is a sign at the entrance of the cul-de-sac clearly stating there is no outlet.

With the proposed Segment-1 of the Campus Connector Trail, XXX property will be open to the public on three sides, providing more opportunity for garbage to be dumped and intrusions. I don't believe that you could identify the same public realm intrusion occurring with any other city trail designs that are national award winning trail designs, such as Dallas-Fort Worth.

The format of last night's meeting was not conducive to open, transparent and respectful dialogue. A Parks and Recreation employee abruptly stopped an attendee mid sentence when she was trying to obtain clarification astounded many attendees from the Bristolwood Development and Aspenwood. Especially when XXX started the meeting by noting the expectation was for meeting attendees to be respectful of each other. This type of behavior makes me question if City Administrators truly want dialogue with concerned citizens.

Our petition expresses concern that the Parks and Recreation Division's strategy is one of "divide and conquer." Everyone I spoke to from the Bristolwood Development and Aspenwood observed the same behavior from the facilitators.

I appreciate the fact XX extended his hand and opened his door for XXX and me to meet with him.

However, we are requesting a meeting where honest, open and respectful dialogue occurs between the residents of Bristolwood Development who signed the petition and XXX Department leaders and City Administrators as soon as possible.

The Bristolwood Development petition is 42-resident signature strong. The residents of Bristolwood expect that XXX will honor the signatures of the petition for removing or eliminating Segment-1 from the Chinook Drive property lines and backyards during the final assessment. I would suggest that XXX revise the drawing used at the meeting last night indicating alternative proposed trails so that others who have the opportunity to view the drawing in the future understand that there are other options for the Segment-1 trail. In xXXown words, "We had to start with something." Now, after second the community meeting, XXX has other options for the proposed Segment-1 trail by the residents of the Bristolwood Development. In an effort to make the process fair and transparent, the alternative trail proposed by the residents of the Bristolwood Development should be placed on a map for viewing.

It is the general feeling of the residents of the Bristolwood Development that the Parks and Recreation Department and supporters of the proposed Segment-1 trail discounts the data reported in a national database containing all crimes committed across Duluth. It became clear at last night's meeting that the City and supporters do not believe that the Chinook Drive true cu-de-sac design has curtailed theft, burglary, vandalism, assault, drug violations in the Bristolwood Development. After the meeting, I searched the database going back 13 years identifying the crime events that occurred in the Bristolwood Development.

There were three theft events from 2006 to 2019 in the Bristolwood Development. Two of the thefts occurred at a Sockeye resident's home, where the Lowell School soccer field is adjacent to the homeowner's backyard property line. The third theft occurred at a home that is adjacent to the proposed Segment-1 trail at the Chinook Drive cul-de-sac. See the attached crime report from the past year showing there were 325 crime events that occurred in a one-mile radius of the Chinook Drive cul-de-sac. Most of these crimes were theft, Burglarly-residential, assault and vandalism. Our petition indicates that the more public realms associated with the homeowners' property, the more likely it will result in a higher crime rate. We also note that a leaky cut-de-sac, one that cannot properly overlook public realms, will provide opportunities for criminals to conduct repeat offenses at the same property. Such repeat conduct occurred with a Sockeye resident where the criminals entered through the Lowell School soccer field to steal property from the homeowner. These thefts occurred during the final phase of the Boulder Ridge student housing development.

By placing the Segment-1 trail on the backside of Chinook Drive as proposed, the City now opens up nine homes to at least two public realms and five of the nine homeowners to three public realms. Each public realm equates to a soccer field (not in size but public access) adjacent to the front, side and back yards of the five residents. We disagree with Jim Shoberg and supporters of the Segment-1 trail that the Lakewalk crime rates suffice for determination of crime rates that would occur in the Bristolwood Development after the Segment-1 trail is built. The residents of the Bristolwood Development strongly recommend that the City hire an independent evaluator(s) to determine the impact of the proposed Segment-1 trail on the Bristolwood Development regarding crime rate and property value. The evaluator(s) selected would have to be agreed upon by both parties. Doing the right thing the right way should be a principle held by the City Administrators and would be expected by any progressive city.

The residents of the Bristolwood Development want to know what type of land surveying was observed by one of our homeowners where the Segment-1 trail is proposed. We believe that it would be good for the Parks and Recreation Department to be transparent with their activities related to any EQB announcements, Environmental Review Pre-Screening Forms, Environmental Assessment Worksheet and Environment Impact Statements associated with the Segment-1 and Segment-2 trails. The residents of the Bristolwood Development are requesting that our proposed trails be evaluated the same as the City's proposed Segment-1 and Segment -2 trails during the same time period.

It is critical that the public have accurate information related to the neighborhoods impacted by the Campus Connector Trail design. The residents of the Bristolwood Development and Aspenwood heard several comments made during the Parks and Recreation Department PPT presentation and mapping exercise that were not true. These comments were specific to the siting and design of Segment-1 and Segment-2 trails in relationship to The College of St. Scholastica and its needs. The Harvard School of Law Negotiation Program identifies parties who indoctrinate the community with what is being imposed on them as being arrogant behavior. Only true negotiation can occur when the imposer acknowledges that there are benefactors and those who are harmed by what is being imposed on them. The Harvard School of Law Negotiating Program requires that the party that is harmed by the imposer and the benefactors must be held harmless. See attachment for the article from the Harvard School of Law.

Finally, it is offensive when a public leader approaches a resident of the Bristolwood Development asking if there was one thing that could be done to appease the resident to move forward with the proposed

siting and design of Segment-1 of the Campus Connector Trail. The public leader was asked if they read the petition written and signed by residents of the Bristolwood Development that was previously submitted; the person said no. Decisions made by City Administrators regarding siting and design of Segment-1 that negatively impact the residents of Chinook Drive is truly arrogant when they dilute our concerns with the voice of the benefactors of the trail. The residents of Bristolwood Development are not against the Campus Connector Trail. We are against the process being applied by the Parks and Recreation Division and the City Administration that will lead to the Segment-1 trail being imposed on the residents of the Bristolwood Development.

Again, with the words of XXX, "We (Parks and Recreation Department) had to start somewhere." It is presumptuous for XXX and the supporters of the Segment-1 trail to violate all proper siting of path/bike trail standards associated with cul-de-sacs and begin to survey the Segment-1 trail before the community meeting. There is still time for City of Duluth leaders to do the right thing by utilizing facts by an independent outside evaluator, such as XXX, pursuant to the request of the residents of the Bristolwood Development.

The Bristolwood Development residents' petition identifies the one thing that the City Councilor, City Developers and Recreation and Parks Planners can meet while imposing the Campus Connector Trail Segment-1:

Maintain or improve on the Bristolwood Development's true cul-de-sac design, which is the most safe and secured community, with the lowest number of public realms impacting all of the residents' properties of Bristolwood Development when siting the Segment-1 Campus Connector Trail using facts from an independent evaluator such as XXX. The final design is to be signed off by the residents of Bristolwood Development who signed the petition submitted to XXX and you.

Residents of the Bristolwood Development want to support Mayor Emily Larson in building a more inclusive, collaborative, fair and transparent city. She stated in her address that her goals remain that Duluth is a healthy — prosperous — sustainable — fair — and inclusive community for all neighbors and across all neighborhoods.

In an effort to provide you with a clear understanding of the concerns of the Bristolwood residents, we are attaching documents that were provided to XXX at the community indoctrination meeting held last night.

Best regards,

XXX

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

From: [XXX](#)
To:
Cc: thoughts/suggestions for Campus Connector and other public meetings
Subject: Monday, May 20, 2019 11:54:43 AM
Date:

XXX

Thought number one:

After experiencing the public meeting at the Unitarian Church on the Campus Connector I suggest that for future public meetings that the city presentations include and refer to information/research on similar projects/experiences in other parts of the country, and in Duluth as well, that address the concerns which we know are going to arise, often fueled by hysteria and misinformation.

For example, increased crime and decreased property values, were "hot" topics, promoted by "fear monger" tactics and "evidence" of studies usually incorrect and inflated to support resistance. I offered to send to one resident who lived on Chinook Drive, and who was fanning the fires of calamity, copy of substantiated studies and research on issues like crime and property values. XXX and XXX were helpful in leading me to resources which I copied and mailed to the resident.

We know that some of these same issues and tactics will continue to occur at public meetings by nay sayers, and people with real concerns. Would it not be wise to be proactive to include in the presentation, or make reference to, these commonly raised issues, or have available solid and valid studies and research on the issues we know are going to be raised, we know are going to be inflated, we know are going to be used to try to "shoot down" projects?

Thought number two:

We now have two trail projects that ended up with the same acronymic (is that a word?) designation. **Those are the CCT -Cross City Trail, and the CCT- Campus Connector Trail.** This leads to confusion and misunderstanding because we liberally and frequently use acronyms, e.g: **Duluth Traverse - DT; Duluth Winnipeg Pacific Trail - DWP; Western Waterfront Trail - WWFT.**

Suggestion: Either rename one of these trails now. Or, more easily use a different acronym for one e.g. **XCT for the Cross City Trail.**

I have already experienced the confusion and the need to clarify in some conversations with others. Being proactive, please consider one of these actions, or find another solution.

My wood pile now demands my attention to cut and split. I am shutting down the mental and starting up the physical. I have two splitting mauls if someone else needs to relieve mental stress!

XXX

APPENDIX E

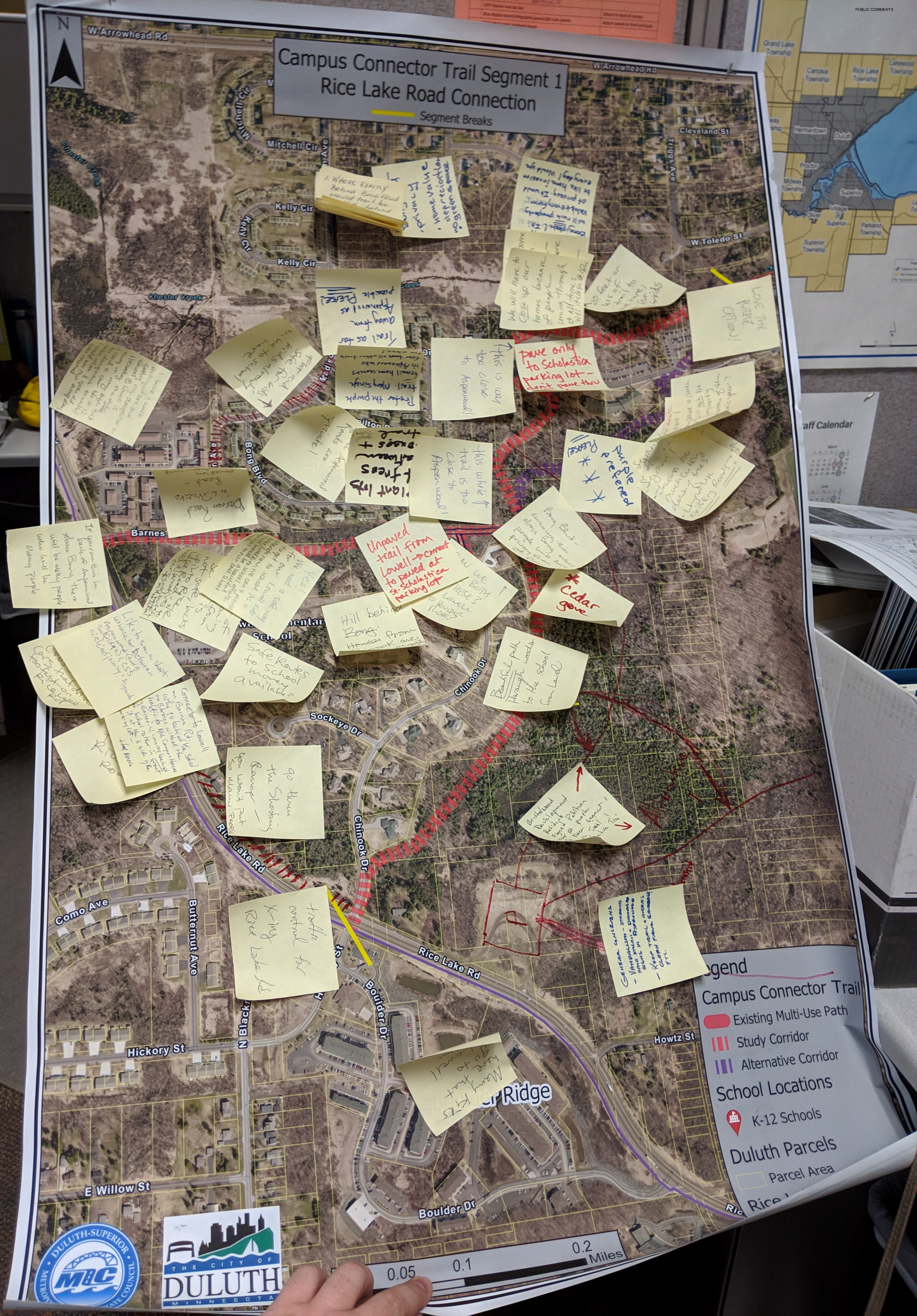
PUBLIC COMMENTS

Id	Public Comment	P/L	Key Words	Opinion
1	Its dangerous to cross Rice Lake Rd	Point	Safety	N/A
2	Many kids here that go to Lowell Elem	Point	School	N/A
3	1. Purple Preferred Please 2. Love the purple option! (Alternative Corridor)	Point	Alternative	Approve
4	General Conerns: Vandalism- students have stolen and damaged signs in Aspenwood. Keep trail and areas clean from garbage, etc.	Point	Concern	Neutral
5	Traffic control for x-ing Rice Lake Rd.	Point	Recommendation	N/A
6	Safe routes to school money available?	Point	School	N/A
7	Hill behind Bong. Houses from Chinook are next to property line. Where would road go?	Point	Question	N/A
8	Unpaved trail from Lowell- connect to paved at St. Scholastica parking lot	Point	Recommendation	N/A
9	Bong Blvd - Reveiwing this above Bong many people will loose privacy from 2nd floor.	Point	Privacy	Disapprove
10	Yes! We need a safe way for our Lowell kids to get to school. As it stands now, we can't promote bike/walk to school efforts. This would be a beautiful addition to our DNR school.	Point	School	Approve
11	Number of cars coming to and from Lowell school is not safe, backs up into Rice Lake Road, we need alternatives to cars and buses for kid transit to school.	Point	Safety	Approve
12	Connector to Lowell on Barnes Rd. Why go behind the school on Barnes with all the traffic for alco, Campus Housing and Barnes - coming behind the school rather in front of it at the s side of the parking lot. - Hal Moore	Point	Recommendation	N/A
13	Like to see a short connector between Aspenwood- (end of Solfridge) and CSS circle 'adjoining' Aspenwood	Point	Recommendation	N/A
14	If you ran this in back of Aspenwood, above Bong there will be many people who will be many people.	Point	Privacy	Disapprove
15	Kids, walkers and bikers needs a safe way to cross busy cars that drive too fast on Rice Lake Rd.	Point	Safety	Approve
16	Barnes Road is a Private Road - owned by Aspenwood	Point	Statement	N/A
17	I bike and walk everywhere and getting my daughter to school at Lowell is literally the ONLY thing in my life that i need a car because it is to dangerous to walk/bike with an 8 year old. I would use this everyday, year round.	Point	School	Approve
18	Plants lots of trees between houses and trail - Good Idea!	Point	Recommendation	Approve
19	All Aspenwood roads are private!	Point	Statement	N/A
20	Prefer the purple trail. Many single female home owners in Aspenwood who fear all other trails too close!	Point	Alternative	Neutral
21	Flat and safe for kids, kids already bike to school here.	Point	School	Approve
22	Trail as far away from Aspenwood as possible PLEASE!	Point	Recommendation	Disapprove
23	Pave only to Scholastica parking lot - don't pave thru woods.	Point	Recommendation	N/A
24	Lack of privacy for people in Aspen. with a trail in their backyards. Few condos in the Aspenwood price range in Duluth, I am hoping to buy rather then rent in Aspenwood & may have to reconsider buying it if I had a trail in my backyard. I would not buy.	Point	Privacy	Disapprove
25	Segemnt 1 - Involves too much cutting down of trees. Why not use existing roads?	Point	Recommendation	
26	This trail will bring in many people/strangers into our neighborhood Aspenwood. No one stays on trails DANGER.	Point	Safety	Disapprove
27	1. Where exactly behind Bong Blvd would trail be on Hill behind my condo? It is a nature path now. It does not need to be paved and are you lighting this? Plowing this? What an intrusion in our lives!	Point	Question	Disapprove
28	1. I am not for this trail - it will take my and neighbors privacy away. The college kids have cars and college buses 2. Noise factor 3. Trash factor 4. We have beautiful wooded area - deer etc gone!	Point	Privacy	Disapprove
29	Segment 1 - Why pave a path that will not be used frequently most months of the academic year?	Point	Question	N/A
30	I live on Bong Blvd and do not want the big pine trees behind my house to be cut down fo the trail. Also will there be money for protecting the privacy of homeowners?	Point	Privacy	N/A
31	20 feet or less of trail to pave here, very flat. Good for kids.	Point	School	Approve
32	We will have to close up our homes because of poeple coming through at all times. Will it close at 10pm? The property value on my home will go down. So NOT cool - I have lived here 12 years. - Jenny Odden	Point	Question	Disapprove
33	No trail at upper Bong PLEASE!! It will ruin property value and every form of privacy. It would be like home invasion everyday! Would you want a trail 10 feet in back of your home. I think not!	Point	Privacy	Disapprove
34	Aspenwood- Bong Blvd - Privacy, home value depreciation, no green space.	Point	Privacy	Disapprove
35	Can we have both of these to Lowell and to Boulder Ridge?	Point	Question	Approve
36	Link to transits hub for multimodal connection	Point	Addition	N/A
37	Street lights?	Point	Question	N/A
38	I prefer the red route here. Purple would need some protective infrastructure.	Point	Alternative	Approve
39	I like the idea of creating a looped trail here to serve more poeple.	Point	Statement	Approve
40	Please narrow St. Marie Street	Point	Recommendation	N/A
41	Talk to Ben Norton at Mt. Royal Manor	Point	Recommendation	N/A
42	Prefer the Bluestone route over St. Marie route to better connect to businesses.	Point	Alternative	Approve
43	Dangerous intersection	Point	Safety	N/A
44	Connect to Lake Superior College and Mall	Point	Recommendation	N/A
45	Looks good! St. Marie needs a road diet! I agree!	Point	Recommendation	Approve
46	Crazy to go through Mt. Royal parking lot	Point	Safety	Disapprove
47	BIKE RACKS!	Point	Bike	N/A
48	This crossing would be perilous!	Point	Safety	N/A

APPENDIX E

PUBLIC COMMENTS

49	How about behind Mt.. Royal?	Point	Alternative	N/A
50	Parking lot needs ot be designed such that traffic and bicycles and pedestrians are able to navigate safely.	Point	Safety/Recommendation	N/A
51	Like that trail goes to heart of business district for bike access to services library, bulldog pizza, grocery.	Point	Statement	Approve
52	This connection would allow people to shop both Mt. Royal & Bluestone without driving between.	Point	Statement	Approve
53	Dangerous intersection	Point	Safety	N/A
54	Prevent street crossing wall	Point	Safety	N/A
55	Trail Across Street; not neighbors side	Point	Alternative	N/A
56	Lack access to Tischer Creek	Point	Addition	N/A
57	Need UMD/Glensheen vehicle access to dam here; maintain	Point	Addition	N/A
58	Signage an opposite side of street (not same as property)	Point	Concern	N/A
59	How would this increase traffic concerns. Going all the way to London.	Point	Question	N/A
60	Chinook connection to trail; net isn't next to house.	Point	Privacy	N/A
61	Existing Dam. Connect existing staircase and trail networks.	Point	Alternative	N/A
62	Need improved crosswalks	Point	Recommendation	N/A
63	Love this! (Do more!)	Point	Statement	Approve
64	This is great!	Point	Statement	Approve
65	Snow not consistently cleared in winter.	Point	Concern	N/A
66	Roundabout for safety?	Point	Safety	N/A
67	Sidewalk connection needed between Lyons and College.	Point	Addition	N/A
68	Really steep hill, hike a bike, hard for kids to get up	Point	Concern	N/A
69	Love the purple option. Me too. Me three.	Point	Alternative	Approve
70	Fix Niagara St at the same time (lots of potholes)	Point	Recommendation	N/A
71	Like trail off Roadway	Point	Statement	Approve
72	Spur to Kenwood	Point	Addition	N/A
73	Loss of street parking is bad for neighborhood	Point	Concern	Disapprove
74	Spur to Hartley via Kenwood Ave and Victoria	Point	Addition	N/A
75	Natural trail on right side of Kenwood Ave to shopping center but no sidewalk or bike lane	Point	Recommendation	N/A
76	Possible College St design with one lane of traffic N&S and put super sidewalk on East Side.	Point	Recommendation	N/A
77	Good location! Only concern is garbage.	Point	Concern	Approve
78	South STL - Creek restoration project	Point	Addition	N/A
79	Natural bridge corssing at end of Toledo St to cross Chester Creek	Point	Addition	N/A
80	Very small bridge here currently	Line	Concern	N/A
81	1 This whole trail is too close to Aspenwood! 2 This is way too close to Aspenwood!	Line	Privacy	Disapprove
82	Beautiful path through woods to the school from Lowell	Line	School	Approve
83	1. Complete this bike connection 2. Loop trail to connect school campuses. 3. What about putting a little loop down Vermilion to 4th St to Stella Maris Academy and Ordean.	Line	Addition	Approve
84	No Comment	Line	N/A	N/A
85	Per Erik Larson	Line	N/A	N/A
86	??	Line	N/A	N/A
87	Route to 4 way stop	Line	Alternative	N/A
88	New route option?	Line	Alternative	N/A
89	Bicycle boulevard? No new trail, but make street friendly to bikes.	Line	Bike/Recommendation	Disapprove
90	Link to 4th St Bike Lane	Line	Addition	N/A
91	This would be nice to link to tennis courts and 4th St E-W corridor	Line	Addition	N/A
92	Connect to Chester Park	Line	Addition	N/A
93	Trail along north side of existing road.	Line	Alternative	N/A
94	Spur to Mitchell Auditorium (most students enter school here)	Line	Addition	N/A



Campus Connector Trail Segment 1
Rice Lake Road Connection

Segment Breaks

W Arrowhead Rd

W Arrowhead Kc

Cleveland St

W Toledo St

Mitchell Cir

Kelly Cir

Kellie St.

Chester Creek

Barnes

Sockeye Dr

Chino...

Como Ave

Butternut Ave

Hickory St

N Black

Boulder Dr

Howtz St

upRidge


Boulder Dr

... Willow St

11

Legend


Campus Connector Trail

 Existing Multi-Use Path

Study Corridor

Alternative Corridor
Options

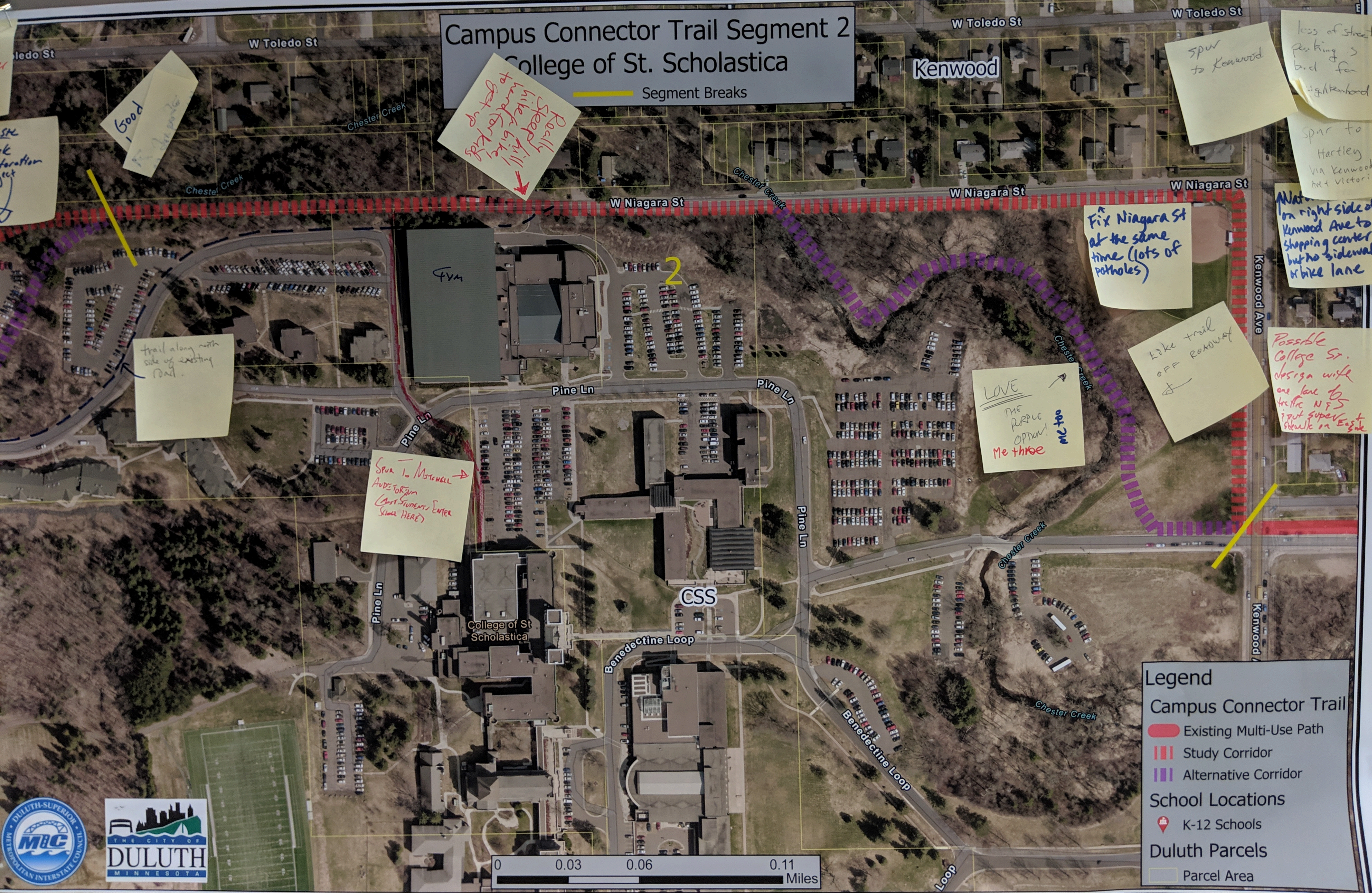
School Locations

 K-12 Schools

Duluth Parcels

Parcel Area

0.05 0.1 0.2 Miles



Campus Connector Trail Segment 2

College of St. Scholastica

Segment Breaks

W Toledo St

Kenwood

W Niagara St

Pine Ln

Benedictine Loop

College of St. Scholastica

CSS

Kenwood Ave

Loop

0 0.03 0.06 0.11 Miles

DULUTH-SUPERIOR MINNESOTA

DULUTH MINNESOTA

Legend

Campus Connector Trail

- Existing Multi-Use Path
- Study Corridor
- Alternative Corridor

School Locations

- K-12 Schools

Duluth Parcels

- Parcel Area

Good

Spur to Kenwood

Loss of street parking is bad for neighborhood

Spur to Hartley via Kenwood Ave + Victoria

Fix Niagara St at the same time (lots of potholes)

Like trail off roadway

Possible College St. design with one lane to traffic N/S, put super on East side

LOVE THE PURPLE OPTION! Me + three

Spur to Mitchell Auditorium (most students enter from here)

Trail along north side of existing trail

Road full of bikes to get up

W Toledo St

W Niagara St

Pine Ln

Benedictine Loop

College of St. Scholastica

CSS

Kenwood Ave

Loop

0 0.03 0.06 0.11 Miles

DULUTH-SUPERIOR MINNESOTA

DULUTH MINNESOTA

Red Plan scope & steering



Campus Connector Trail Segment 3 College Street (Complete)

Segment Breaks



Legend

Campus Connector Trail

- Existing Multi-Use Path
- Study Corridor
- Alternative Corridor

School Locations

- K-12 Schools

Duluth Parcels

- Parcel Area

Duluth Traverse

BRAC - Red Plan scope



Campus Connector Trail Segment 5 St. Marie Street

Segment Breaks

Connect to Lake Superior College + Mall

Looks good! St. Marie needs a road diet! I AGREE!

crazy to go through Mt Royal Parking Lot

BIKE RACKS!

Like that trail goes to heart of business district for bike access to services Library, Bakery, Grocery

This connection would allow people to shop both at Mt. Royal & BlueStone without driving between

Bicycle boulevard? No new trail, but make street friendly to bikes.

Legend

Campus Connector Trail

Existing Multi-Use Path

Study Corridor

Alternative Corridor

School Locations

K-12 Schools

Duluth Parcels

Parcel Area



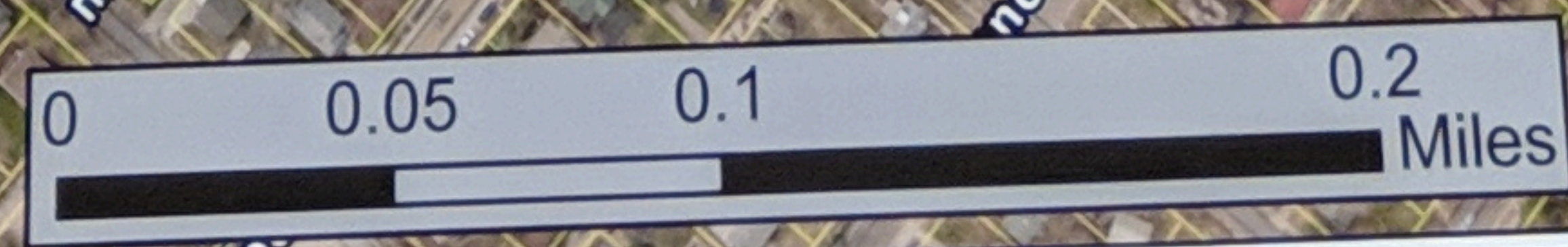
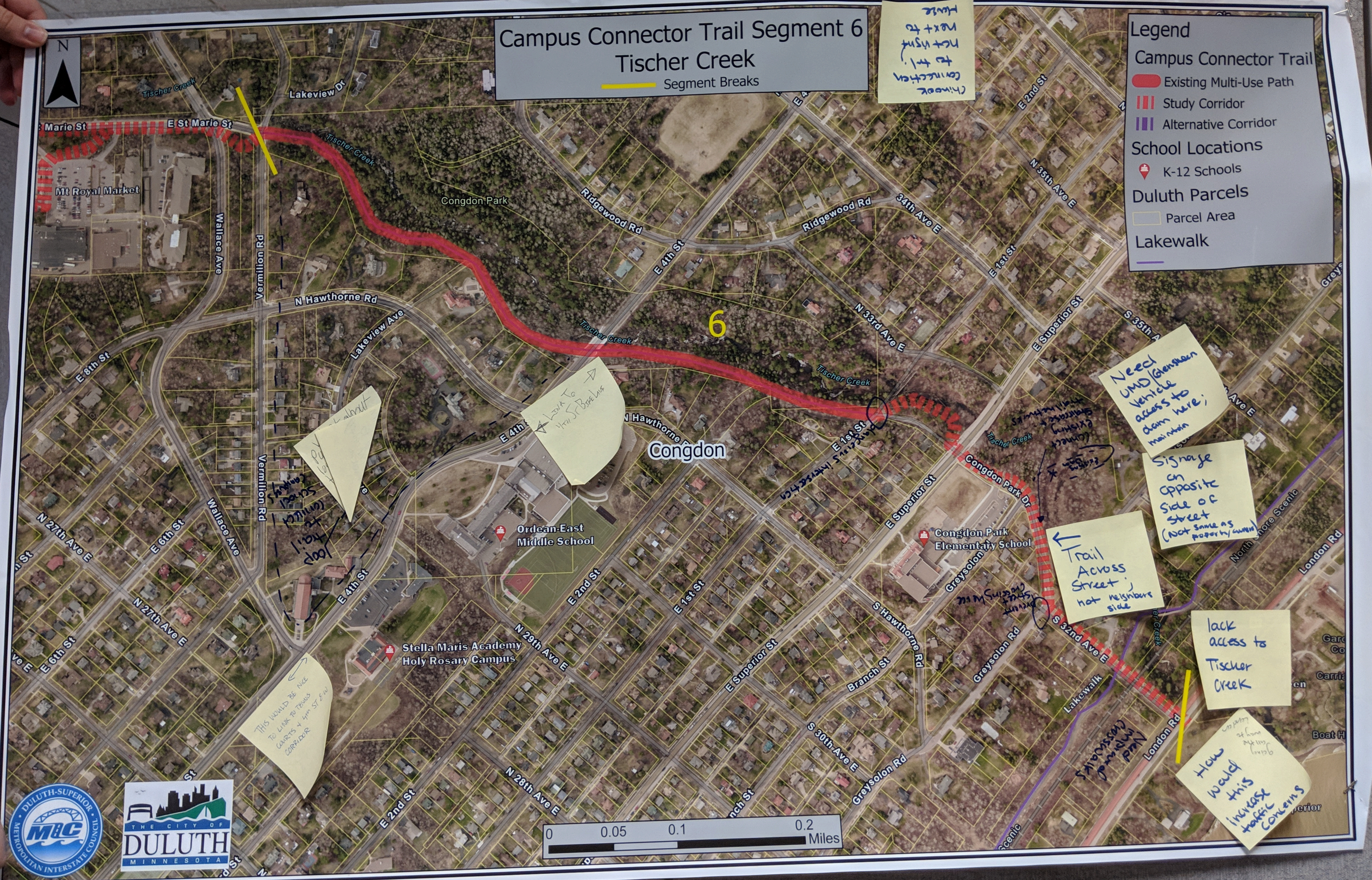
Campus Connector Trail Segment 6 Tischer Creek

Segment Breaks

Chinook
connection
to trail
next to
next to
Hwy 2

Legend

- Campus Connector Trail
 - Existing Multi-Use Path
 - Study Corridor
 - Alternative Corridor
- School Locations
 - K-12 Schools
- Duluth Parcels
 - Parcel Area
- Lakewalk



THIS WOULD BE NICE
TO LINK TO TRAILS
CORRIDOR

Stella Maris Academy
Holy Rosary Campus

Ordean-East
Middle School

Congdon

6

Trail
Across
Street
not neighbors
side

Need
UMD/Glensheen
vehicle
access to
dam here;
main road

Signage
on
opposite
side of
street
(not same as
properly done)

lack
access to
Tischer
Creek

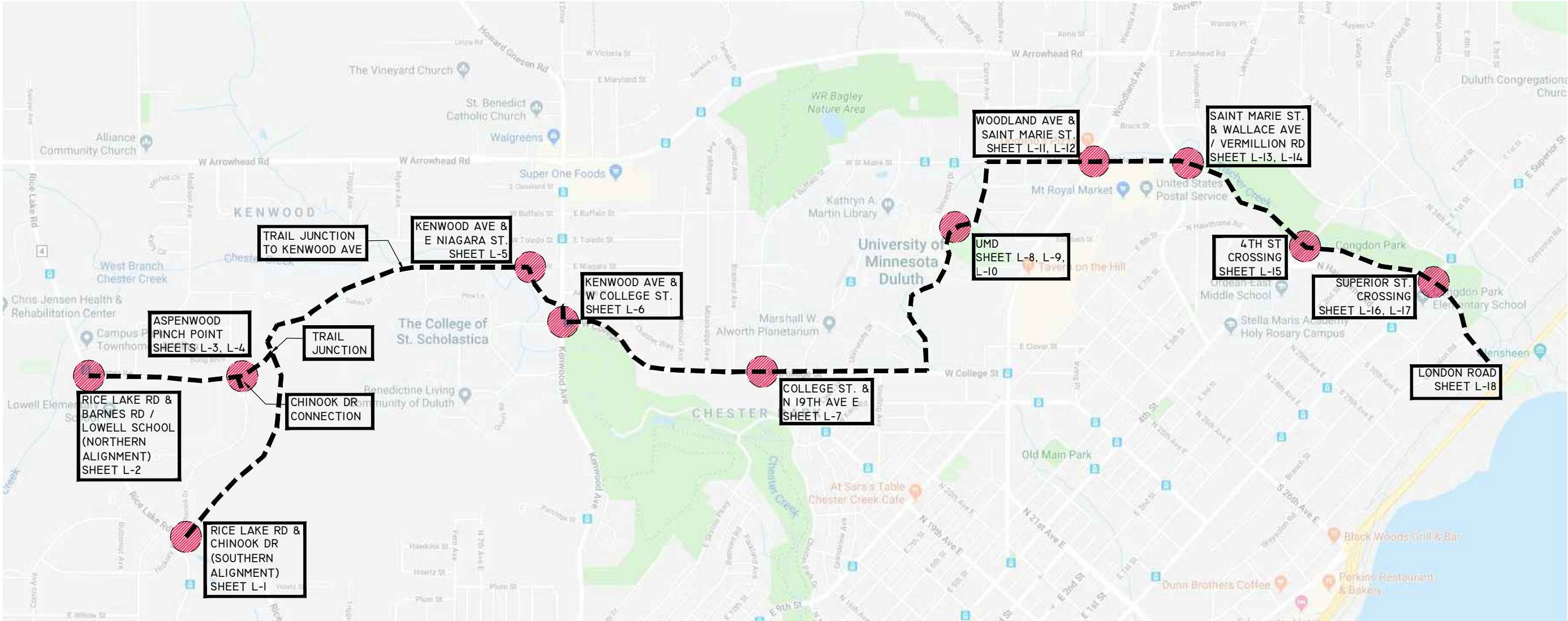
How
would
this
increase
traffic
concerns

mm Susan
+ Mary
+ Mary

St. Mary's
+ Mary
+ Mary

CAMPUS CONNECTOR TRAIL PLANNING GRAPHICS

CITY OF DULUTH, MN



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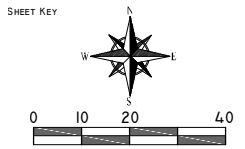
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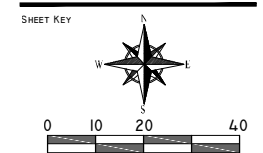
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PROJECT AREAS

DATE	6/25/2019
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PROJECT NUMBER	19040
SHEET NUMBER	L-0

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CAMPUS CONNECTOR TRAIL

CITY OF DULUTH, MN



SHEET TITLE	
RICE LAKE ROAD & CHINOOK DRIVE	
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DATE	6/25/2019
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SHEET NUMBER	L-1



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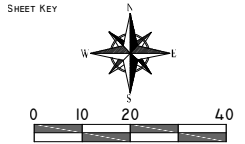
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SHEET TITLE
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& CHINOOK DRIVE**

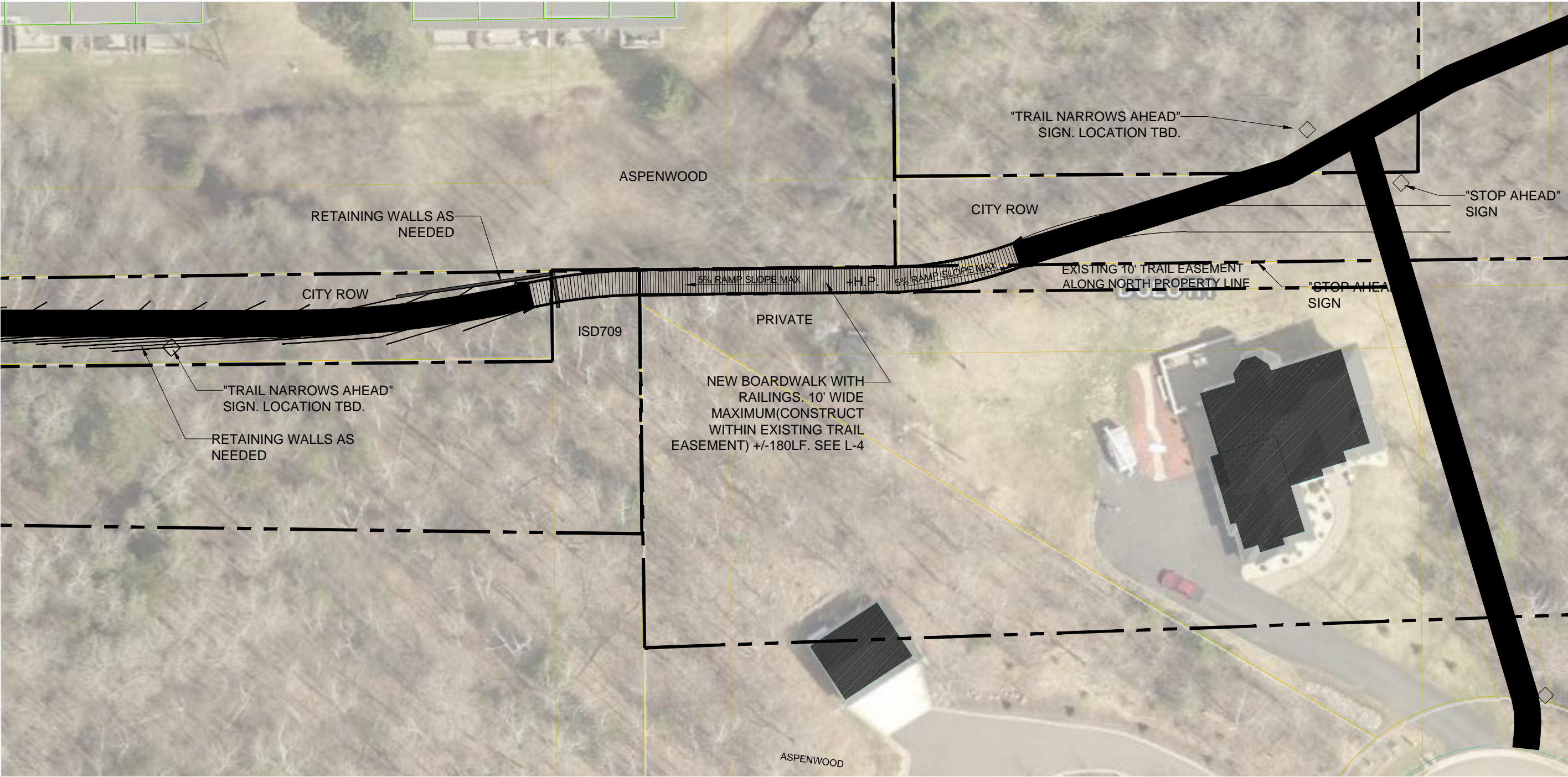
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CAMPUS CONNECTOR TRAIL

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SHEET KEY

SHEET TITLE

ASPENWOOD BOARDWALK

DATB

6/25/2019

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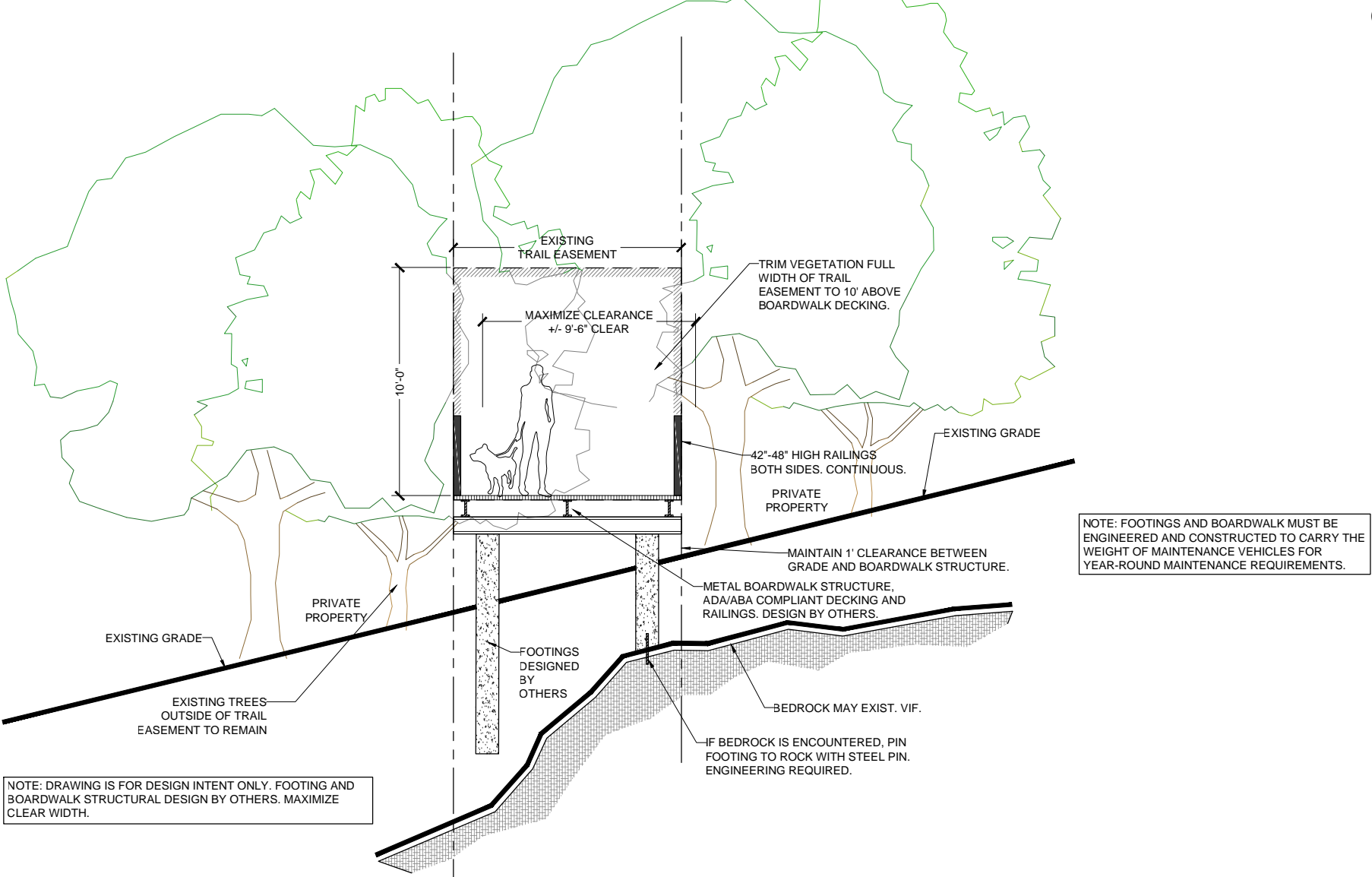
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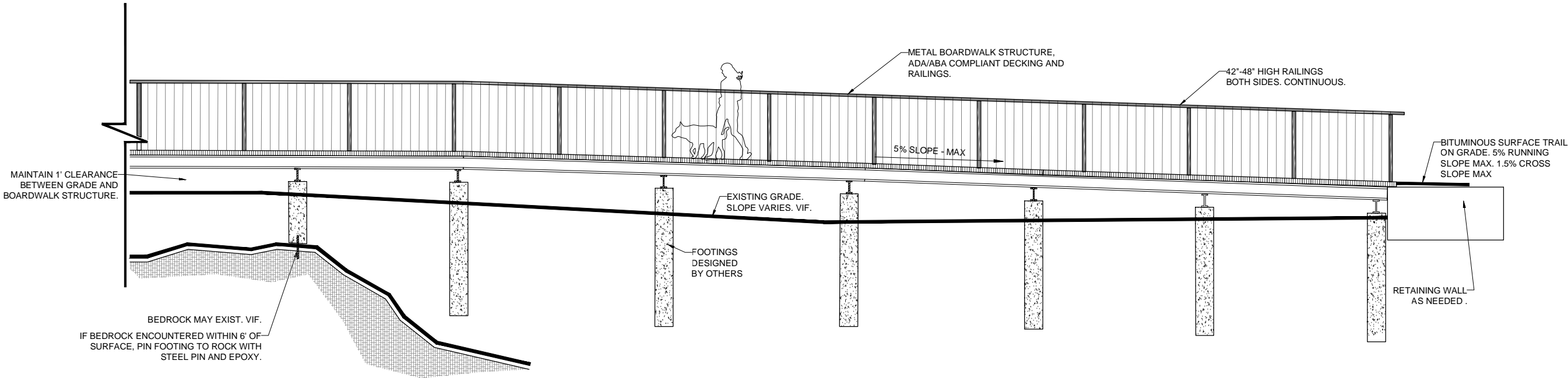
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L-3



ASPENWOOD BOARDWALK SECTION
NOT TO SCALE



178 ASPENWOOD BOARDWALK ELEVATION - PARTIAL
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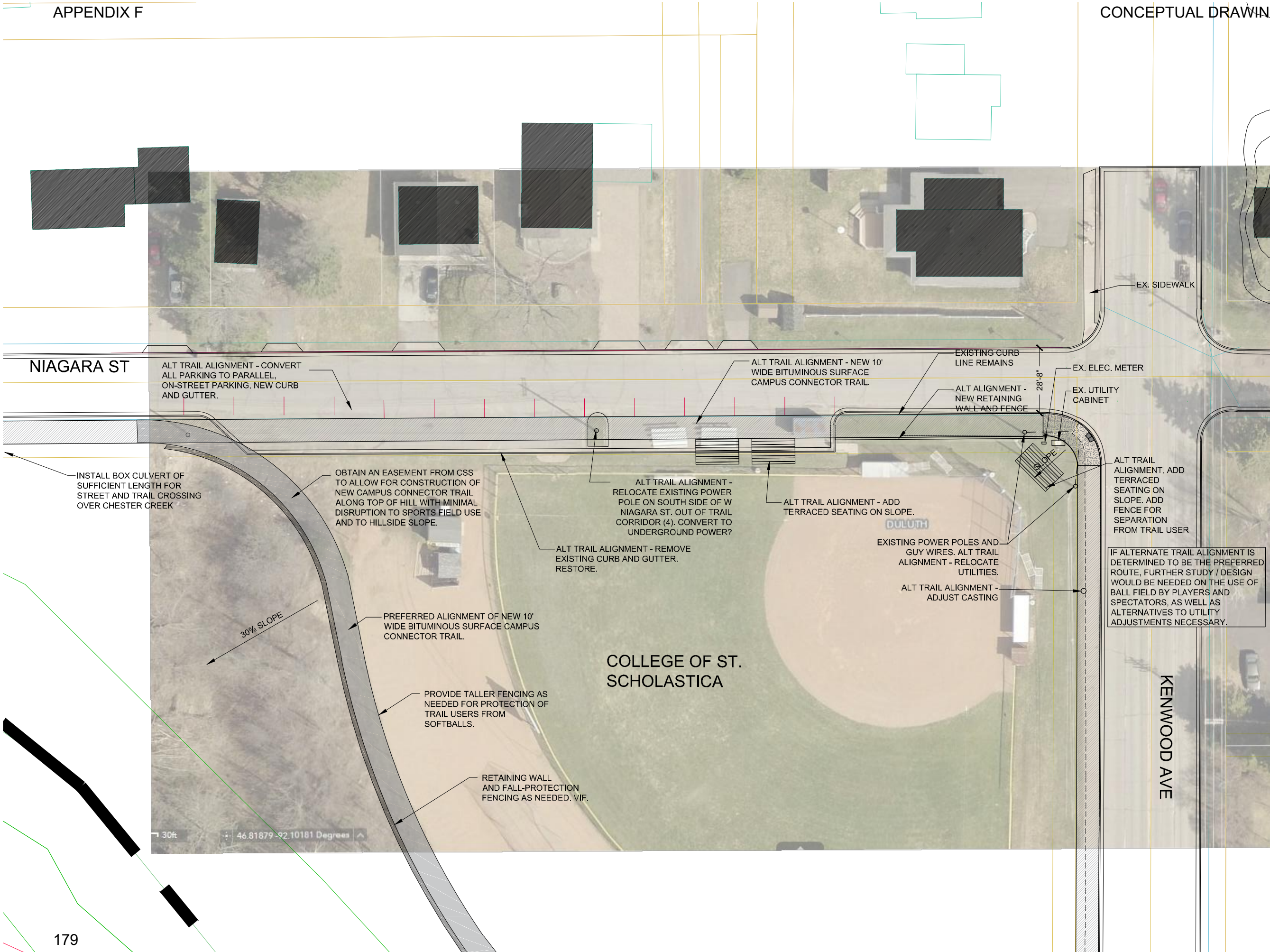
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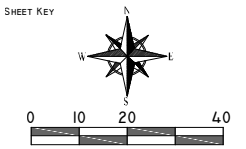
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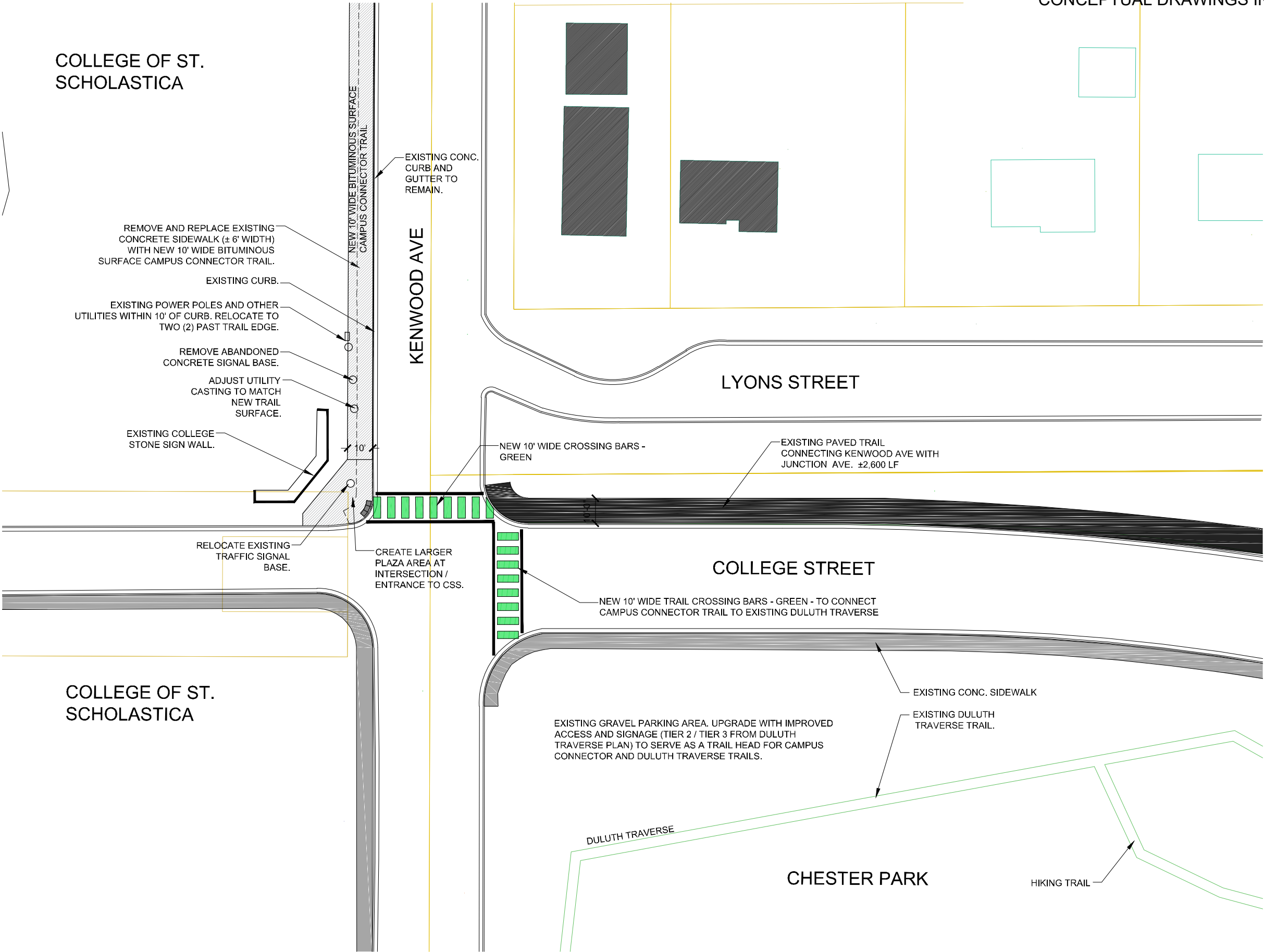
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KENWOOD AVE & NIAGARA ST.	
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SHEET NUMBER	L-5



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SHEET TITLE

KENWOOD AVE & COLLEGE ST

DATE

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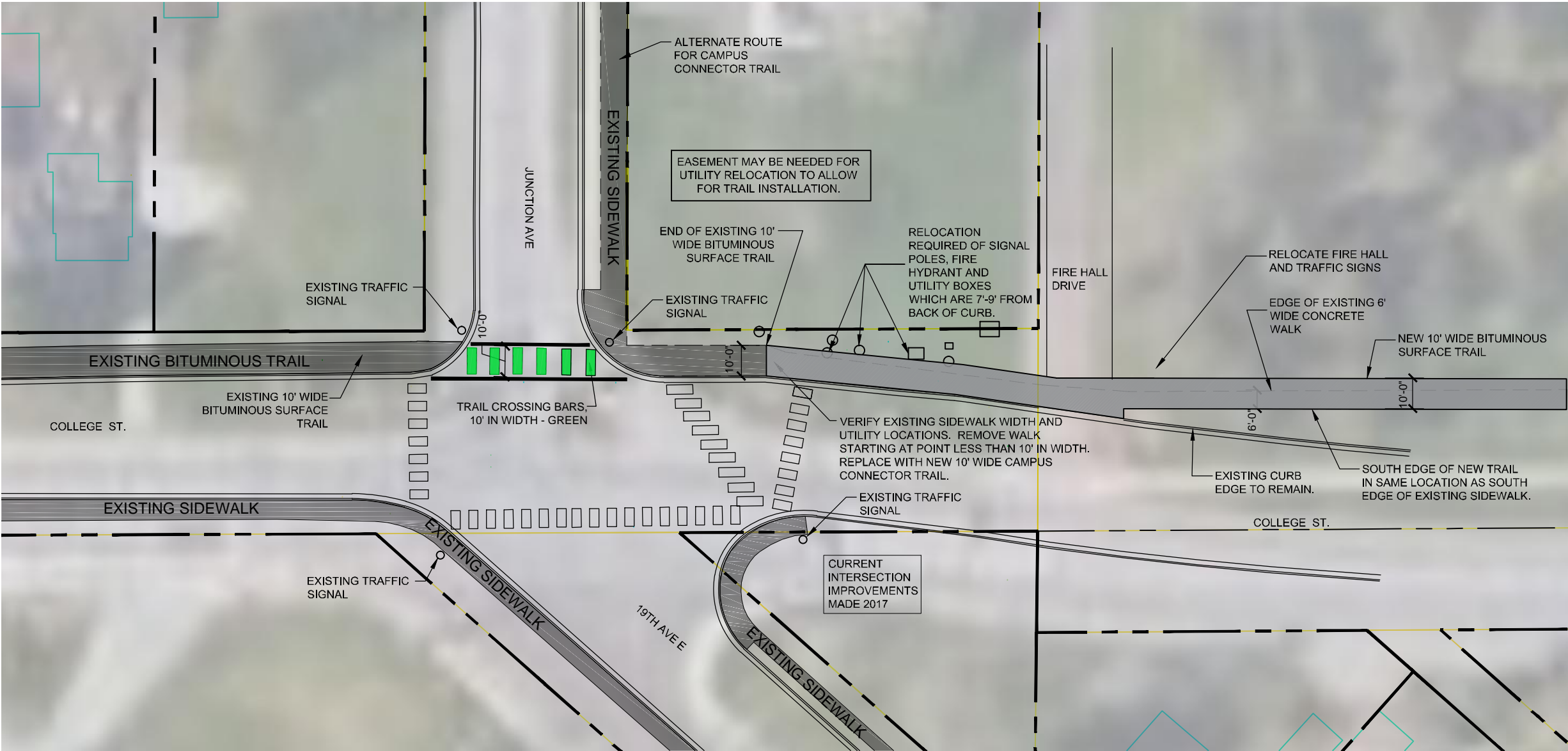
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SHEET TITLE

COLLEGE ST & 19TH AVE

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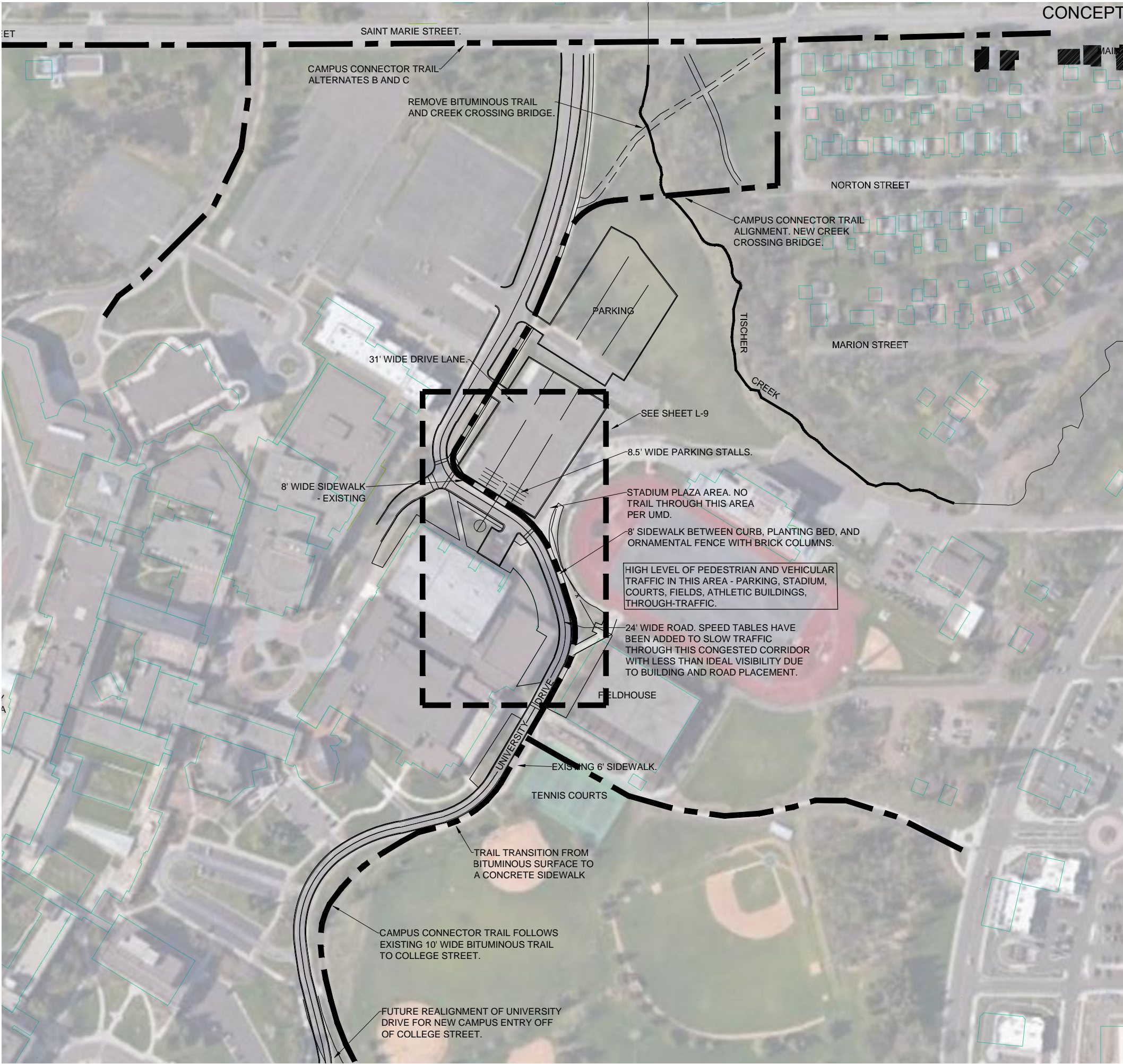
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CAMPUS CONNECTOR TRAIL

CITY OF DULUTH, MN

SHEET KEY

SHEET TITLE

UMD TRAIL ALIGNMENT

DATB

6/25/2019

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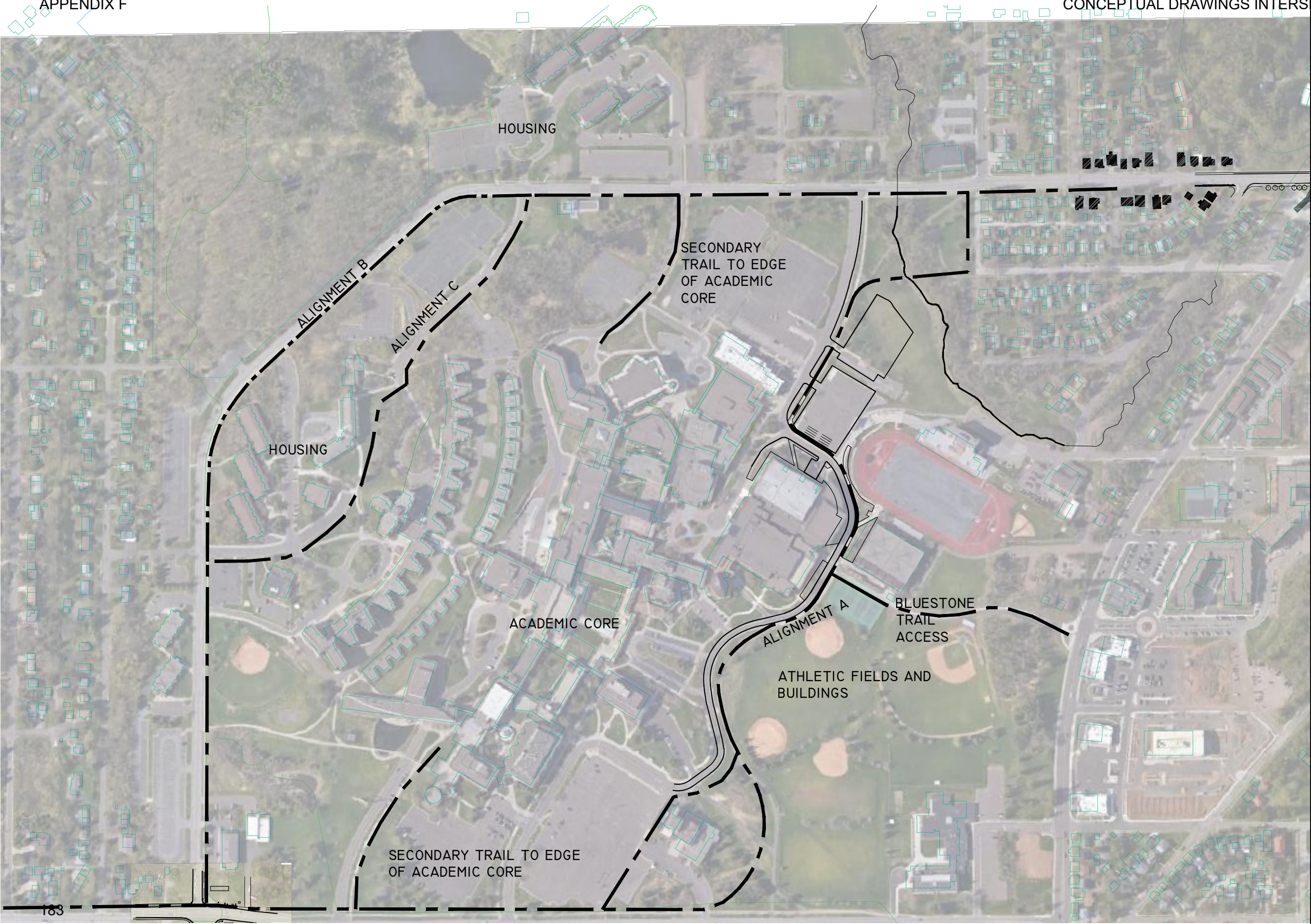
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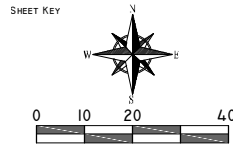


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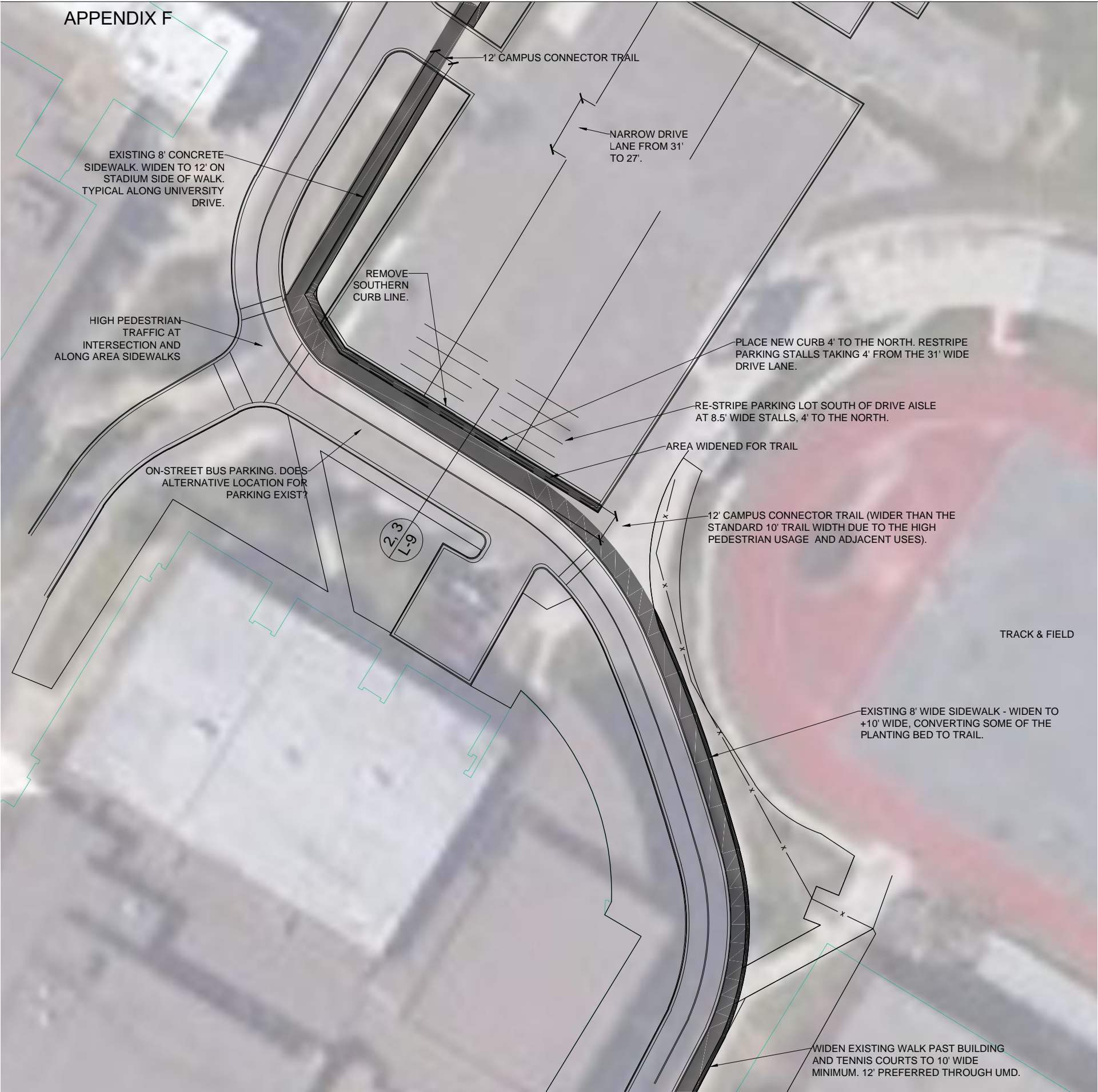
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CAMPUS CONNECTOR TRAIL
CITY OF DULUTH, MN



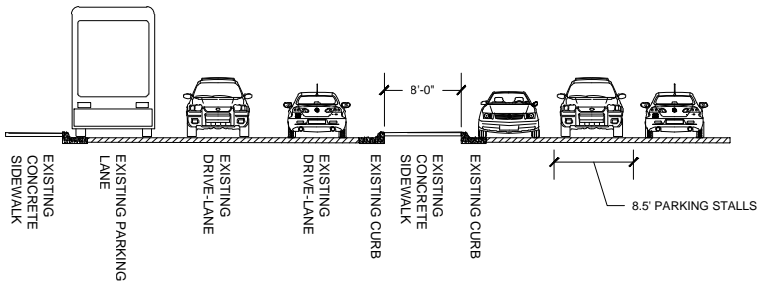
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SHEET NUMBER	L-8.1



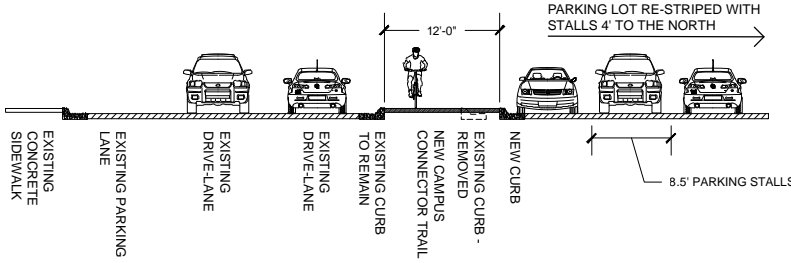
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184



2 EXISTING SECTION



3 PROPOSED SECTION

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ISSUE RECORD/REVISION	
PURPOSE	DATE

CAMPUS CONNECTOR TRAIL

CITY OF DULUTH, MN

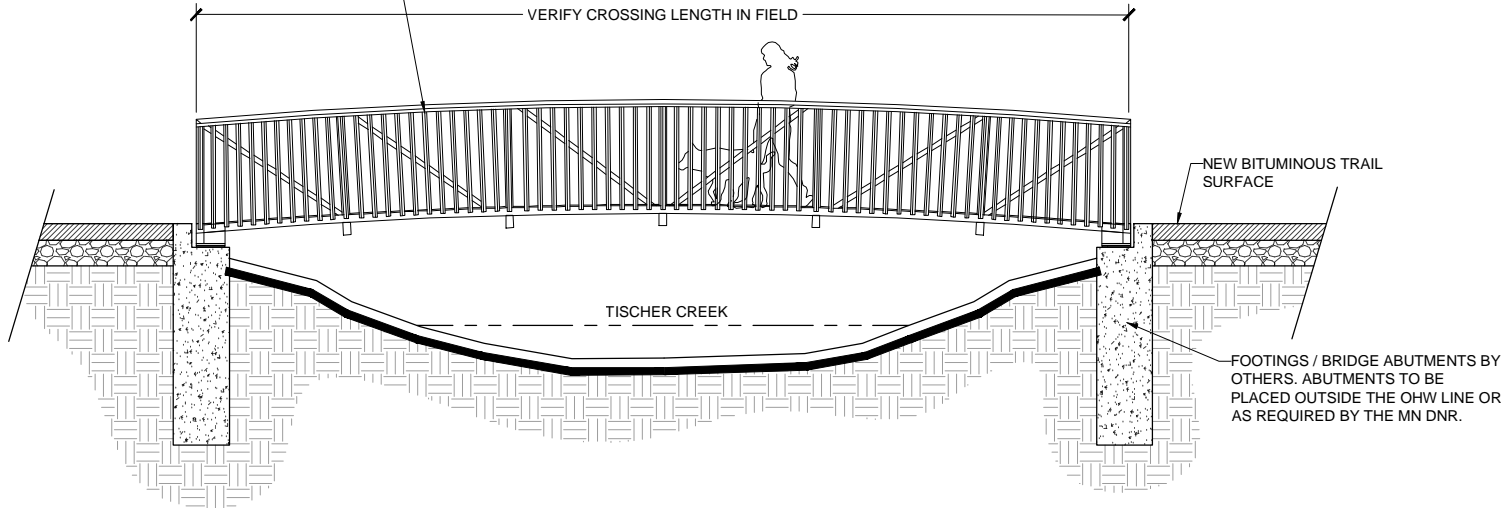
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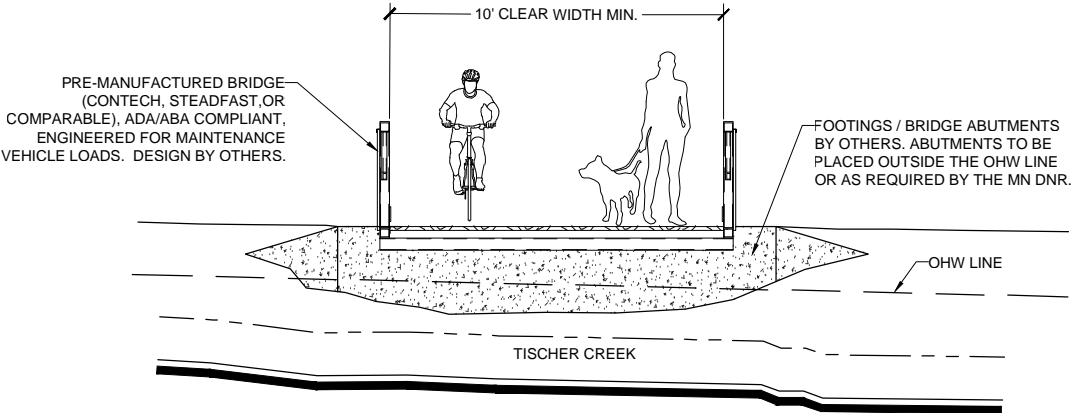
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UMD DETAIL

DATB 6/25/2019
DRAWN BY: MD
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PROJECT NUMBER 19040
SHEET NUMBER L-9

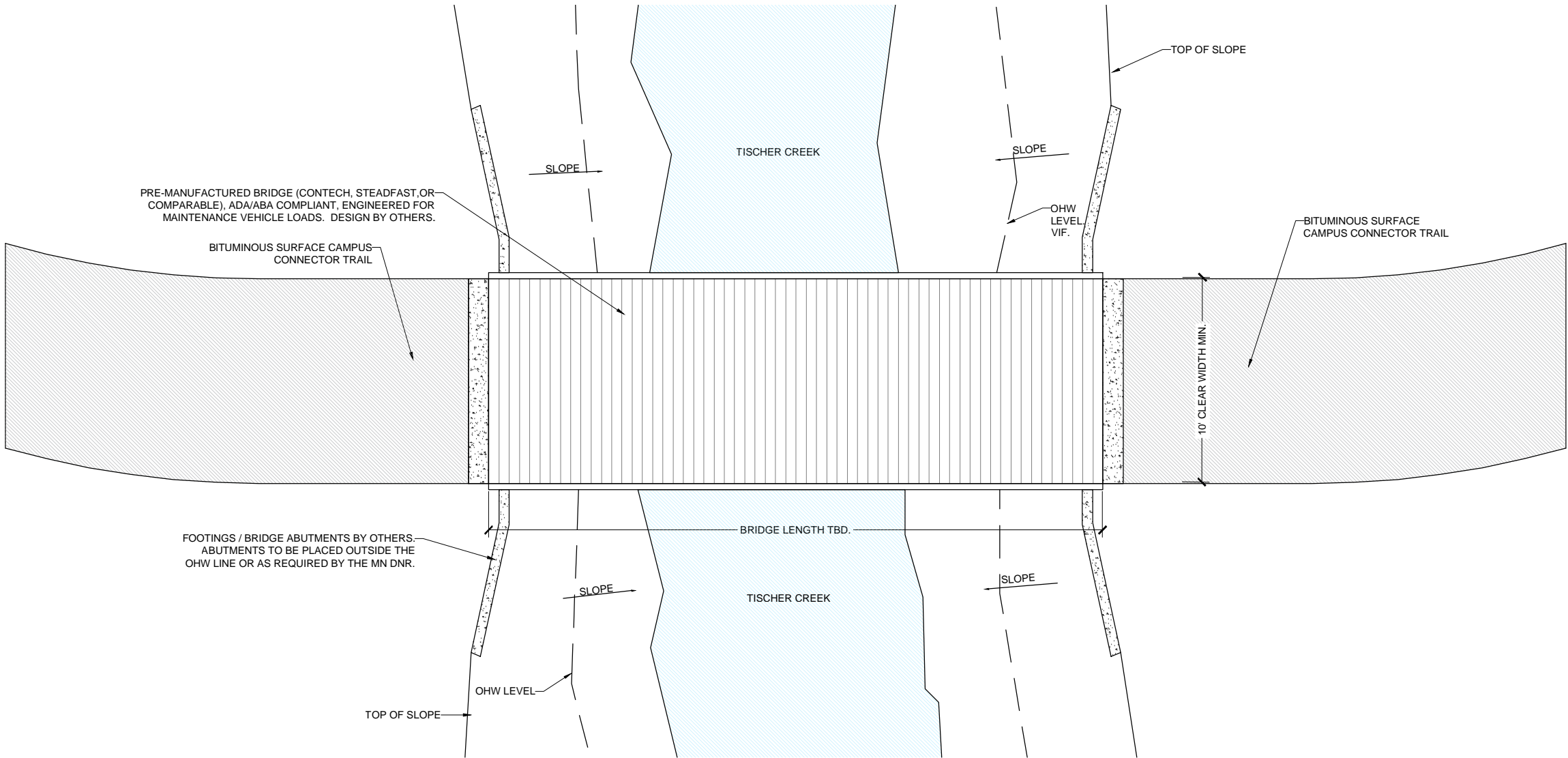
APPENDIX F
PRE-MANUFACTURED BRIDGE
(CONTECH, STEADFAST, OR
COMPARABLE), ADA/ABA COMPLIANT,
ENGINEERED FOR MAINTENANCE
VEHICLE LOADS. DESIGN BY OTHERS.



TISCHER CREEK BRIDGE CROSSING ELEVATION
NOT TO SCALE



TISCHER CREEK BRIDGE CROSSING SECTION
NOT TO SCALE



TISCHER CREEK BRIDGE CROSSING PLAN
NOT TO SCALE



LANDSCAPE ARCHITECTURE

+ ASSOCIATES

WWW.SASLANDARCH.COM

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CAMPUS CONNECTOR TRAIL

CITY OF DULUTH, MN

SHEET KEY



SHEET TITLE
TISCHER CREEK
CROSSING

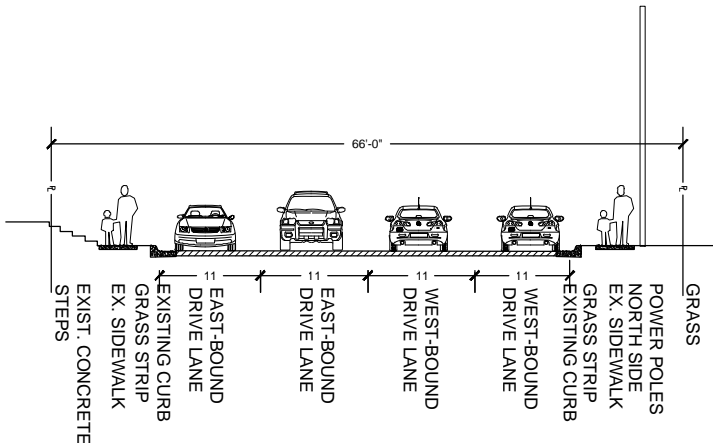
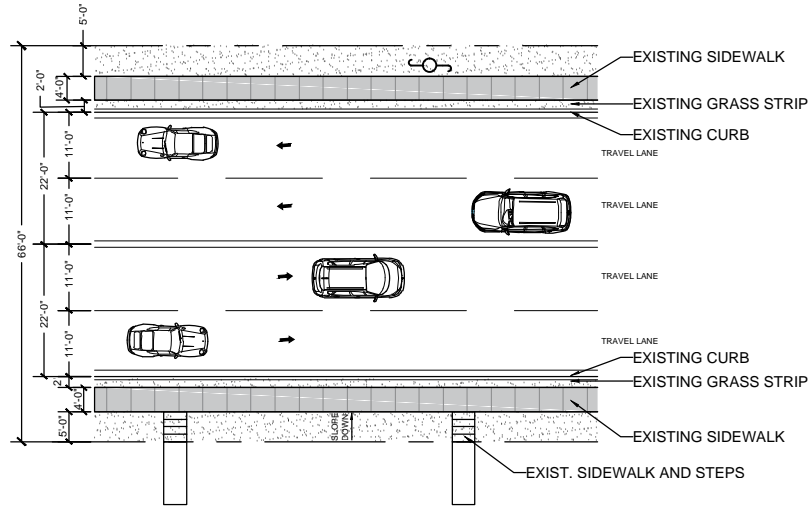
DATE 6/25/2019

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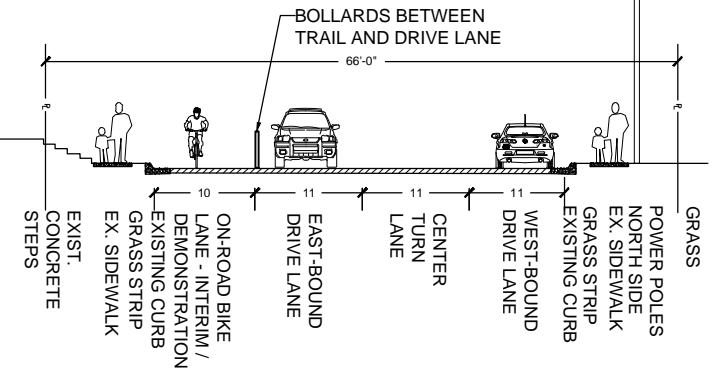
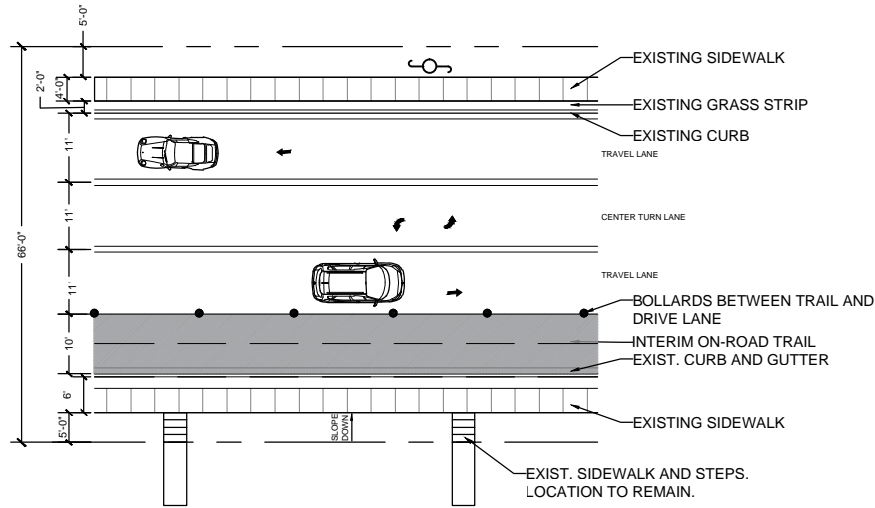
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PROJECT NUMBER
19040

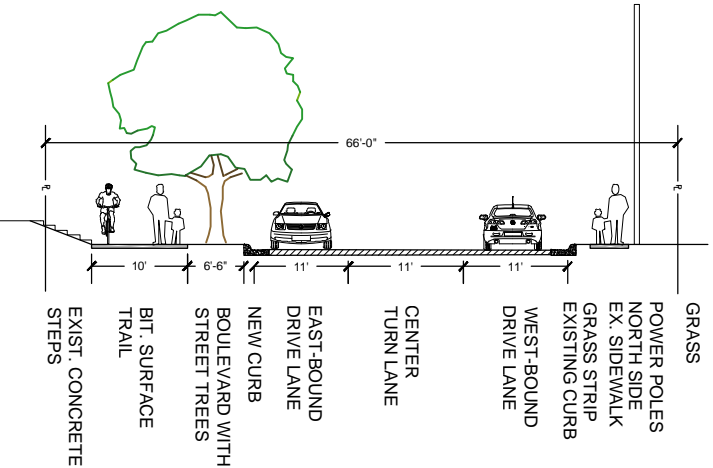
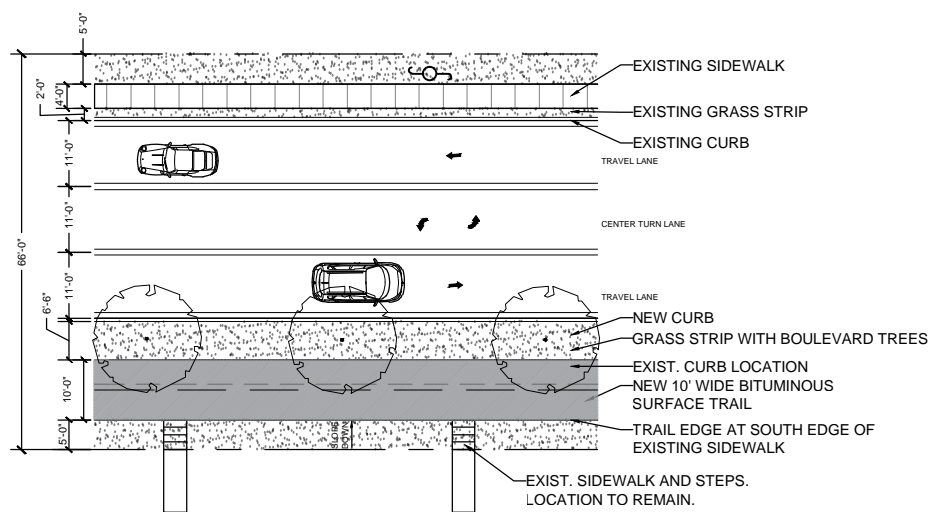
SHEET NUMBER
L-10



EXISTING CONDITIONS



OPTION 1 - INTERIM ON-ROAD TRAIL



PREFERRED ROADWAY RECONFIGURATION

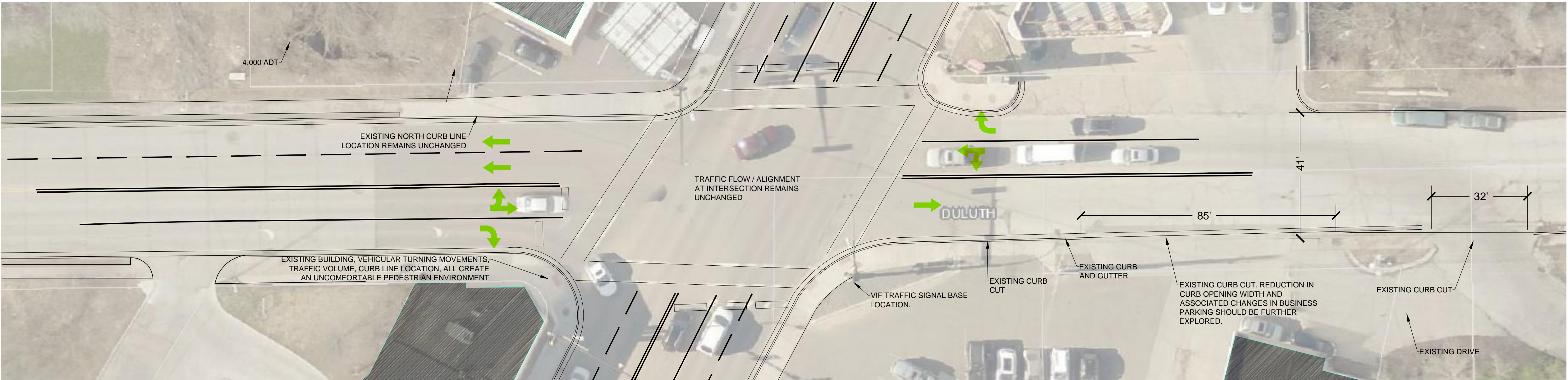
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PURPOSE	DATE

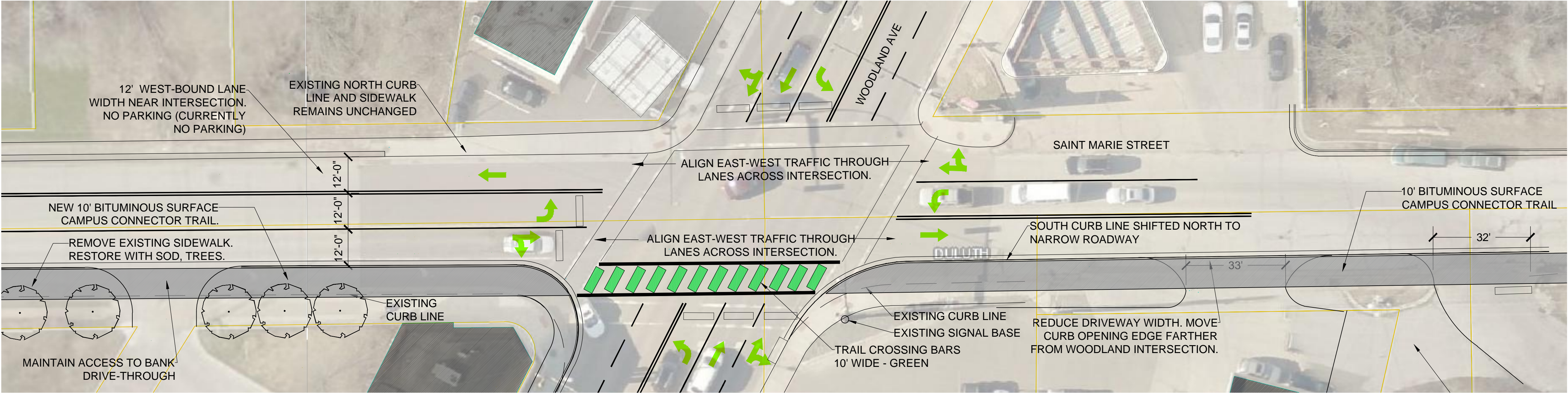
CAMPUS CONNECTOR TRAIL
CITY OF DULUTH, MN



SHEET TITLE	
SAINT MARIE WEST OF WOODLAND	
DATE	6/25/2019
DRAWN BY:	MD
CHECKED BY:	LWS
PROJECT NUMBER	19040
SHEET NUMBER	L-II



EXISTING ROAD CONFIGURATION



PROPOSED ROAD AND TRAIL ALIGNMENT RECONFIGURATION



LANDSCAPE ARCHITECTURE

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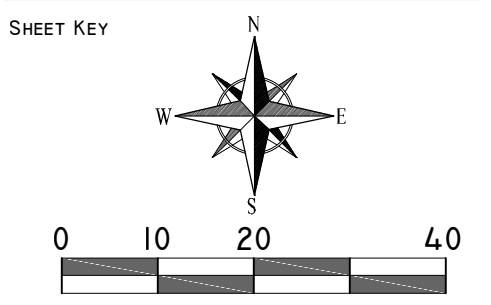
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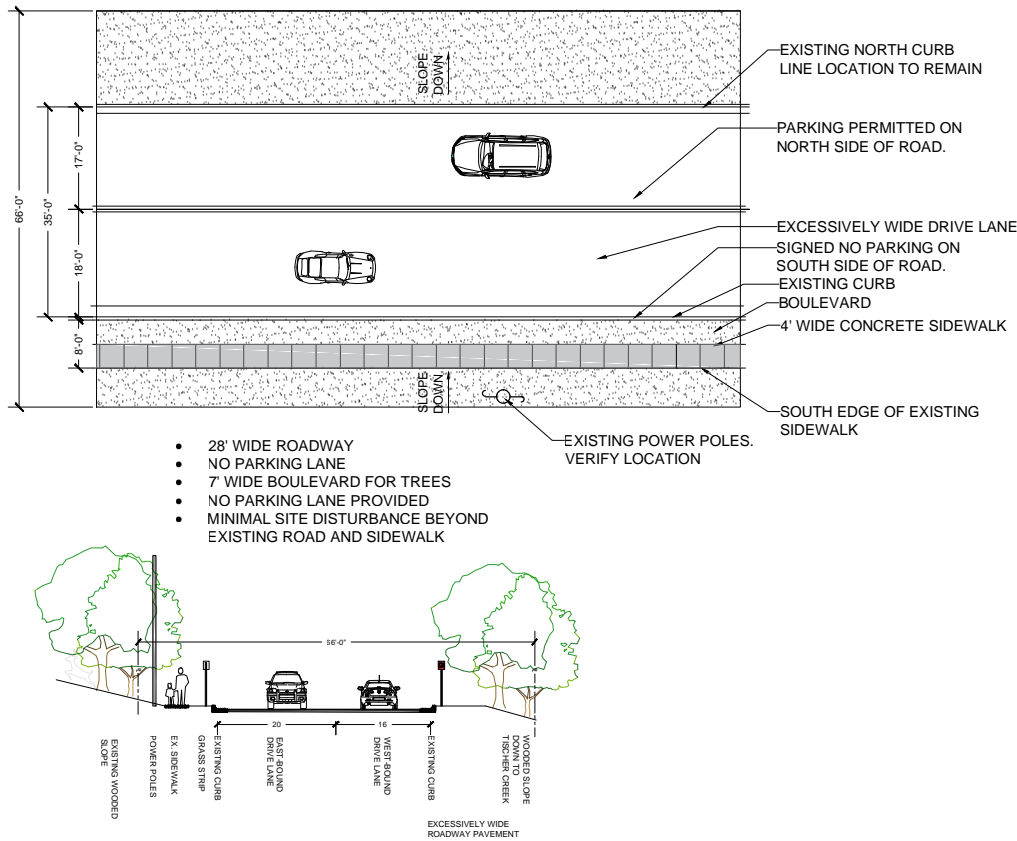
ISSUE RECORD/REVISION	
PURPOSE	DATE

CAMPUS CONNECTOR TRAIL
CITY OF DULUTH, MN

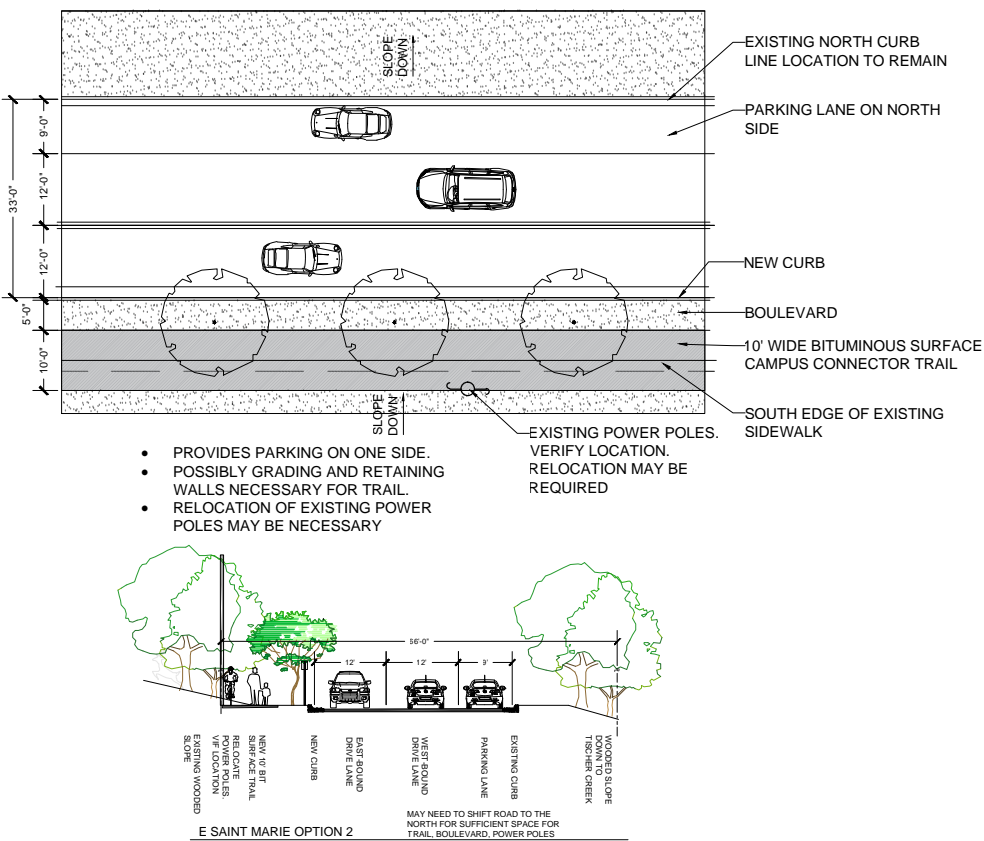


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ST MARIE & WOODLAND INTERSECTION

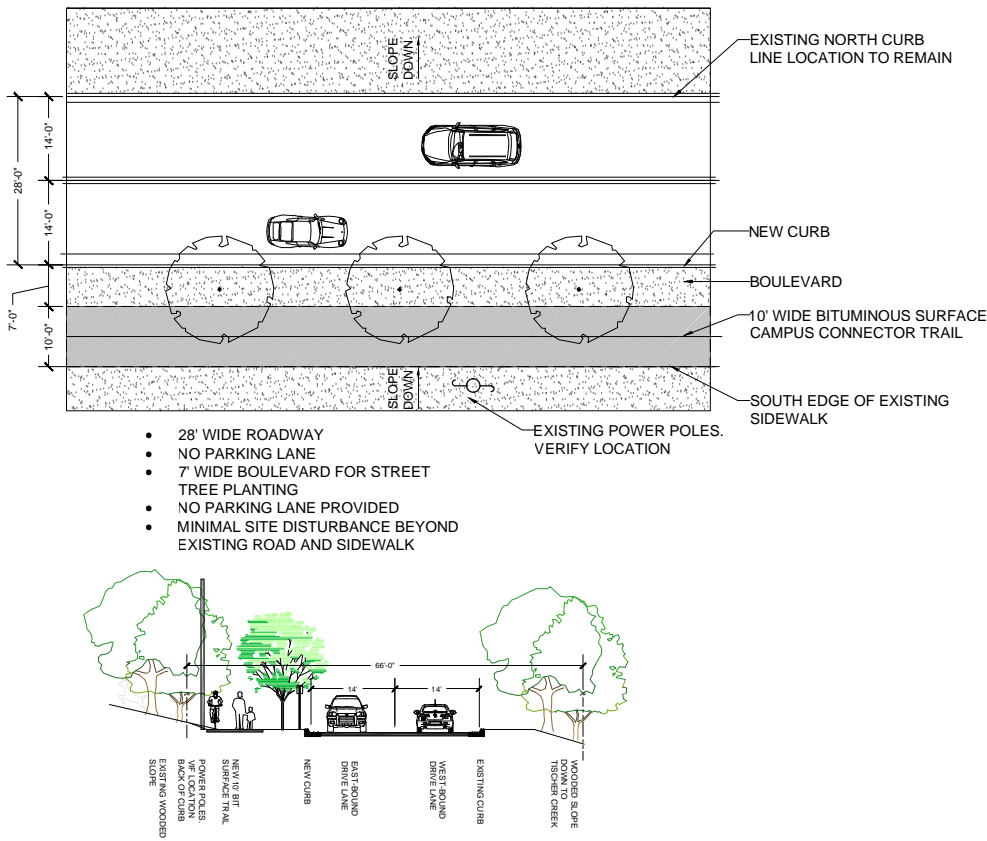
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CHECKED BY:	LWS
PROJECT NUMBER	19040
SHEET NUMBER	L-12



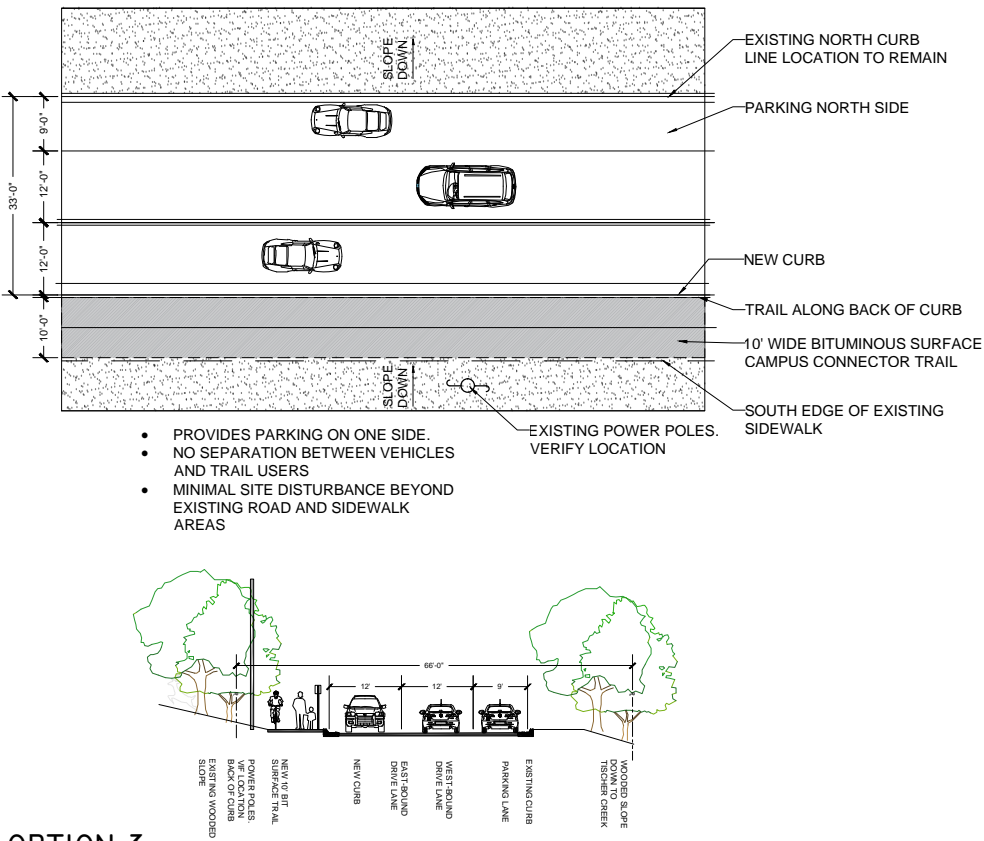
EXISTING CONDITIONS



OPTION 2



OPTION 1



OPTION 3

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ISSUE RECORD/REVISION	
PURPOSE	DATE

CAMPUS CONNECTOR TRAIL

CITY OF DULUTH, MN



SHEET TITLE
SECTIONS ST MARIE
WEST

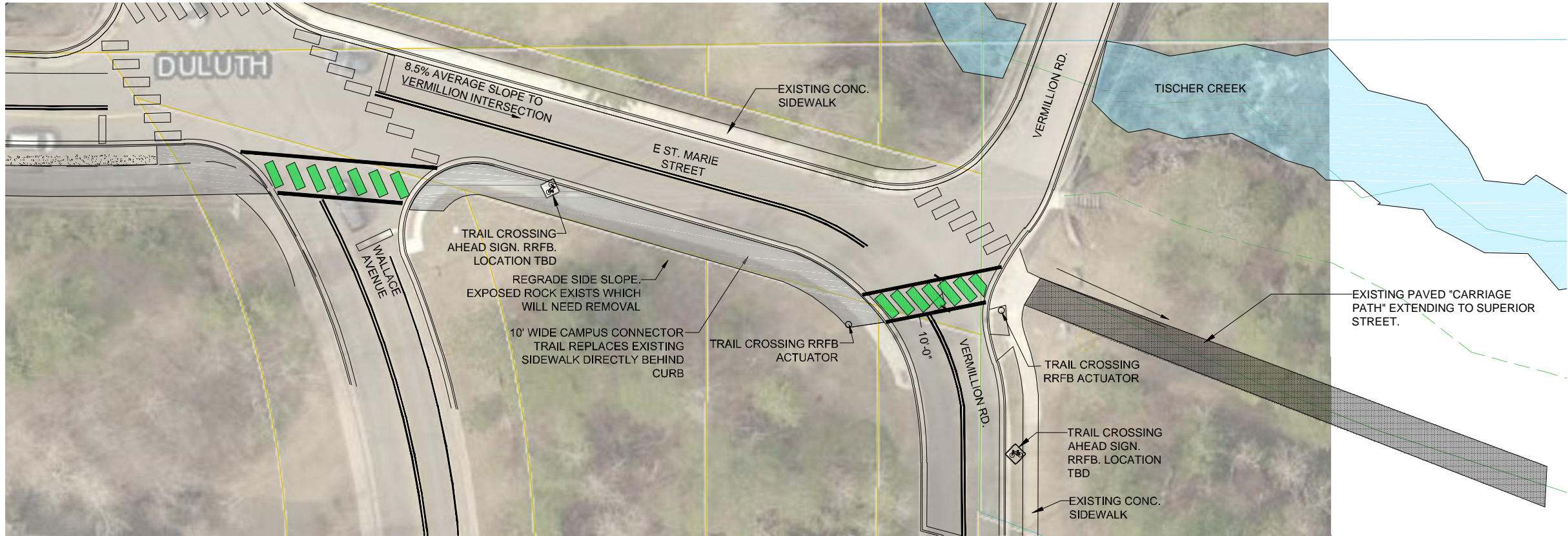
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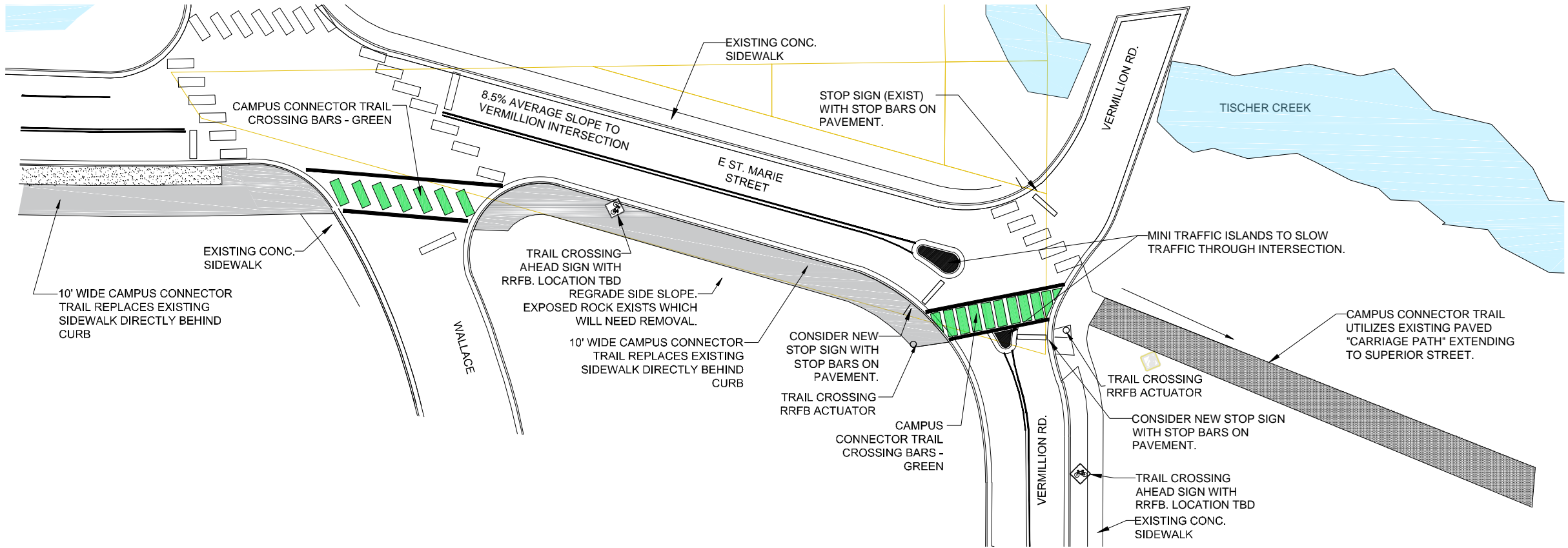
CHECKED BY: LWS

PROJECT NUMBER
19040

SHEET NUMBER
L-13



OPTION 1



OPTION 2

MINI ROUNDABOUTS / TRAFFIC ISLANDS

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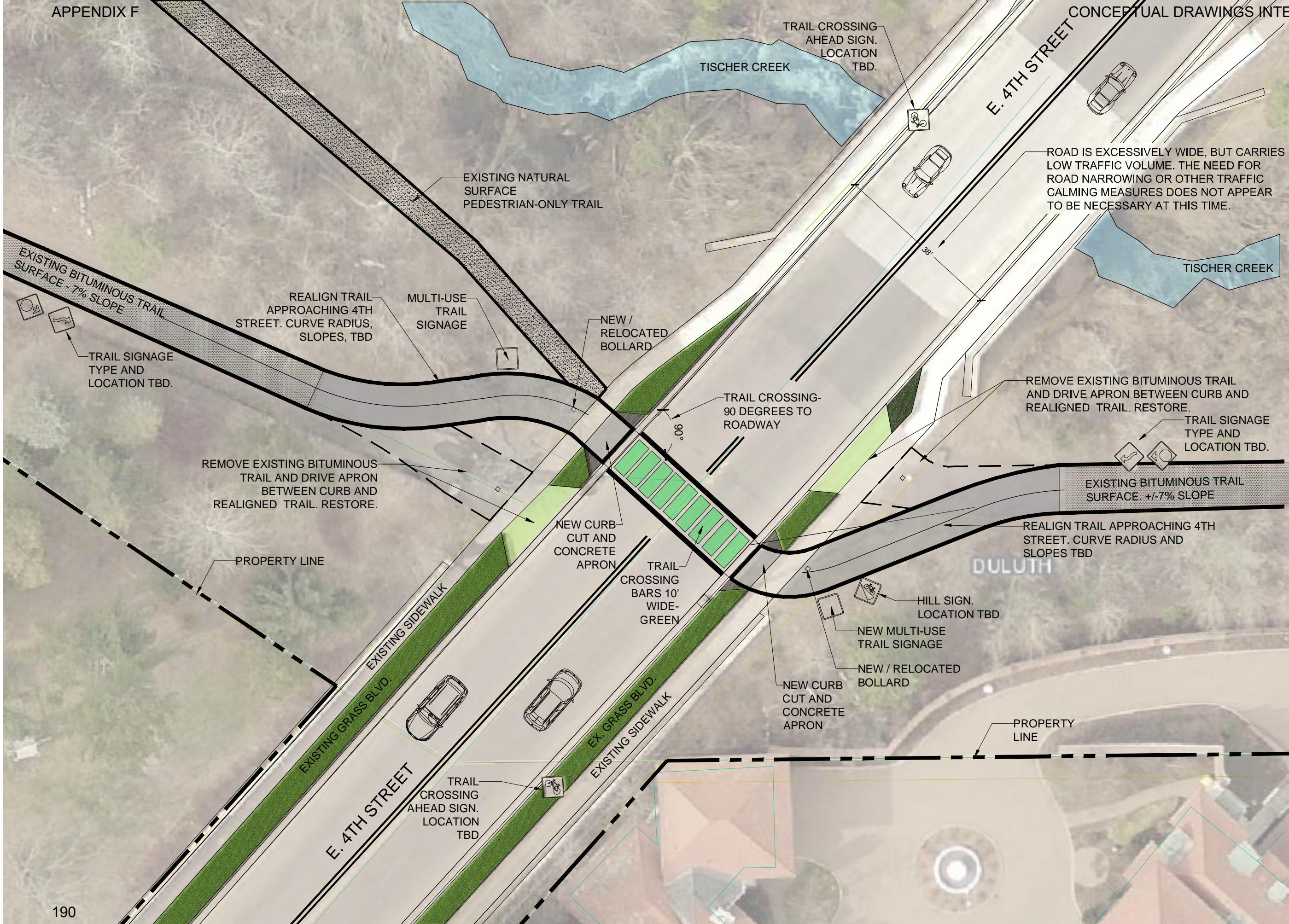
ISSUE RECORD/REVISION	
PURPOSE	DATE

CAMPUS CONNECTOR TRAIL
CITY OF DULUTH, MN

SHEET KEY

SHEET TITLE
ST MARIE - WALLACE - VERMILLION

DATE 6/25/2019
DRAWN BY: MD
CHECKED BY: LWS
PROJECT NUMBER 19040
SHEET NUMBER L-14



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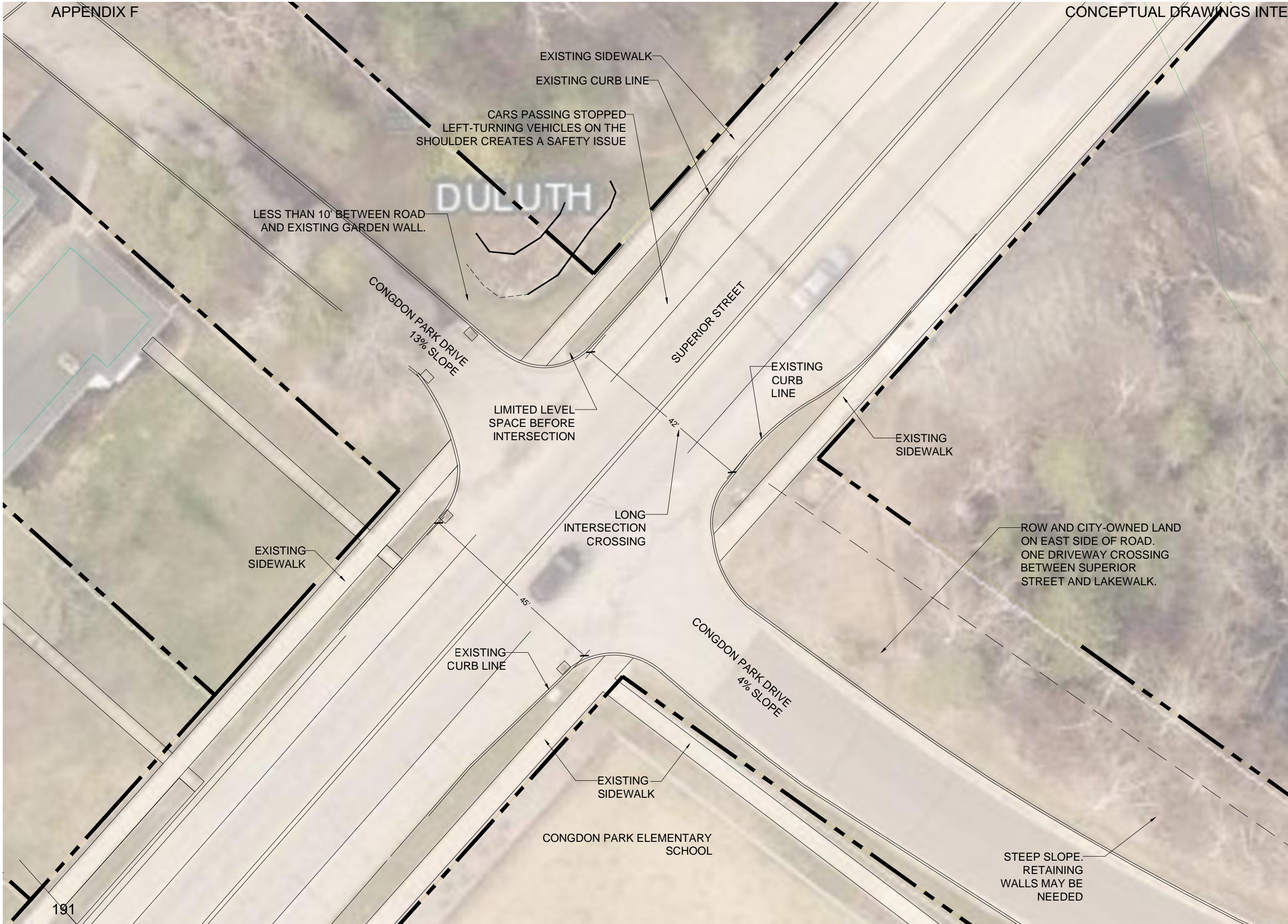
PURPOSE	DATE

CAMPUS CONNECTOR TRAIL
CITY OF DULUTH, MN

SHEET KEY

SHEET TITLE
4TH ST CROSSING

DATB 6/25/2019
DRAWN BY: MD
CHECKED BY: LWS
PROJECT NUMBER 19040
SHEET NUMBER L-15



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PURPOSE	DATE

CAMPUS CONNECTOR TRAIL

CITY OF DULUTH, MN

SHEET KEY

SHEET TITLE

SUPERIOR ST CROSSING
EXISTING CONDITIONS

DATB

6/25/2019

DRAWN BY:

MD

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LWS

PROJECT NUMBER

19040

SHEET NUMBER

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PURPOSE	DATE

CAMPUS CONNECTOR TRAIL

CITY OF DULUTH, MN

SHEET KEY



0 10 20

SHEET TITLE
SUPERIOR ST CROSSING

DATE 6/25/2019

DRAWN BY: MD

CHECKED BY: LWS

PROJECT NUMBER 19040

SHEET NUMBER L-17

NEW CAMPUS CONNECTOR TRAIL
CONGDON PARK DRIVE
EXISTING 13% SLOPE"TRAIL CROSSING AHEAD" SIGN.
PUSH-BUTTON ACTIVATED
RRFB SIGNEXISTING
SIDEWALKTRAIL SIGNAGE TYPE
AND LOCATION TBD.EXISTING
STONE
GARDEN
WALLSRE-GRADE SIDE-SLOPE.
INSTALL RETAINING
WALL IF NECESSARY.EXISTING
CURB
LINE

E SUPERIOR STREET

EXISTING
SIDEWALKNEW CURB LINES TO REDUCE
CROSSING DISTANCE,
ELIMINATE SHOULDER
PASSING.

EXISTING CURB LINE

MODIFY EXISTING STONE
GARDEN WALLS AND
GARDEN BEDS TO PROVIDE
CLEARANCE FOR TRAIL.LEVEL
INTERSECTION
AREA AT BOTTOM
OF HILLTRAIL CROSSING
BARS 10' WIDE -
GREENRELOCATE CATCH BASIN
TO NEW CURB LINEEXISTING
CURB
LINENEW CURB
LINEEXISTING
SIDEWALK

E SUPERIOR STREET

NEW CURB
LINERELOCATE
CATCH
BASIN
EXISTING CURB LINEEXISTING
SIDEWALKCONGDON PARK DRIVE
4% SLOPE"TRAIL CROSSING
AHEAD" SIGN.
PUSH-BUTTON
ACTIVATED RRFB SIGNTRAIL SIGNAGE
TYPE AND
LOCATION TBD.NEW TRAIL MAY REQUIRE
RETAINING WALL ON LOWER
SIDE FOR SUPPORT. FURTHER
STUDY / SURVEY / ENGINEERING
WORK NEEDED TO DETERMINE.

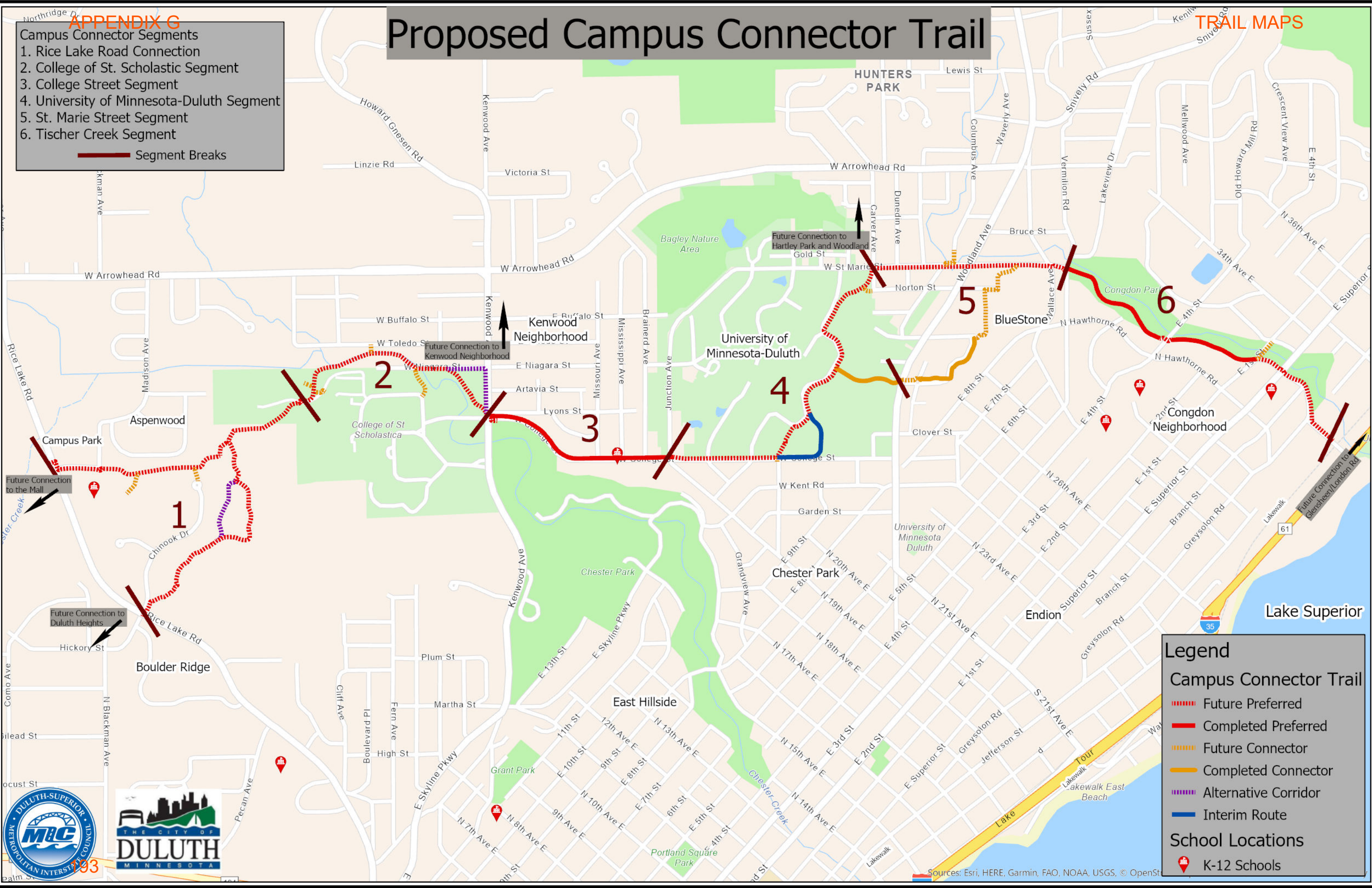
TISCHER C

APPENDIX G

Proposed Campus Connector Trail

TRAIL MAPS

- Campus Connector Segments**
1. Rice Lake Road Connection
 2. College of St. Scholastica Segment
 3. College Street Segment
 4. University of Minnesota-Duluth Segment
 5. St. Marie Street Segment
 6. Tischer Creek Segment
- Segment Breaks**



Legend

Campus Connector Trail

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

School Locations

- K-12 Schools



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenSt

Campus Connector Trail Segment 1 Rice Lake Road Connection

Segment Breaks



Legend

Campus Connector Trail

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

School Locations

- K-12 Schools

Duluth Parcels

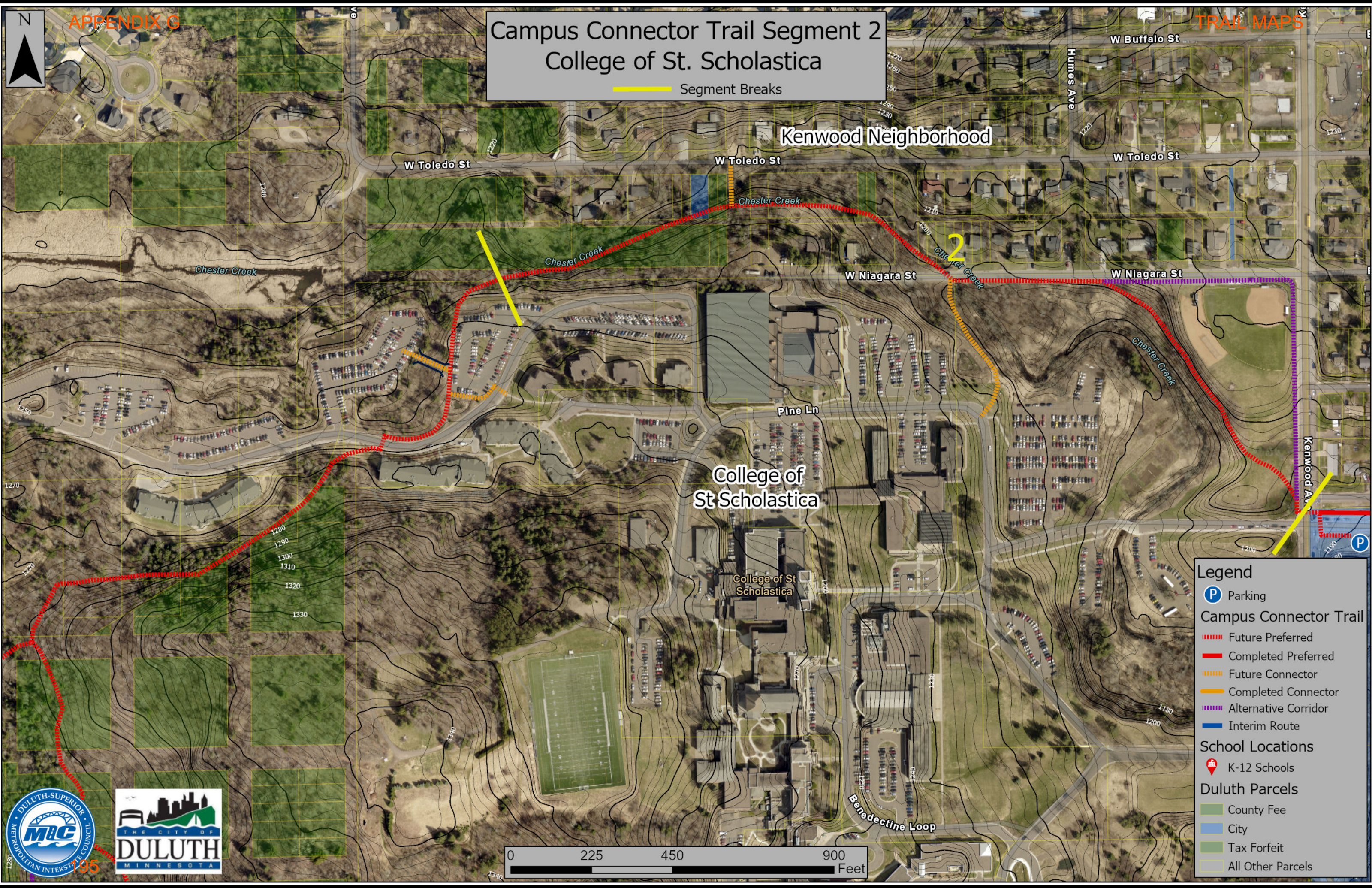
- City
- Tax Forfeit
- All Other Parcels

Rice Lake Rd Path

- Multi-Use Path

Likely Wetlands*

* Data Based On: air photography, soil inventory data and vegetation type cover.



Campus Connector Trail Segment 2 College of St. Scholastica

Segment Breaks

Kenwood Neighborhood

College of St Scholastica

Legend

Parking

Campus Connector Trail

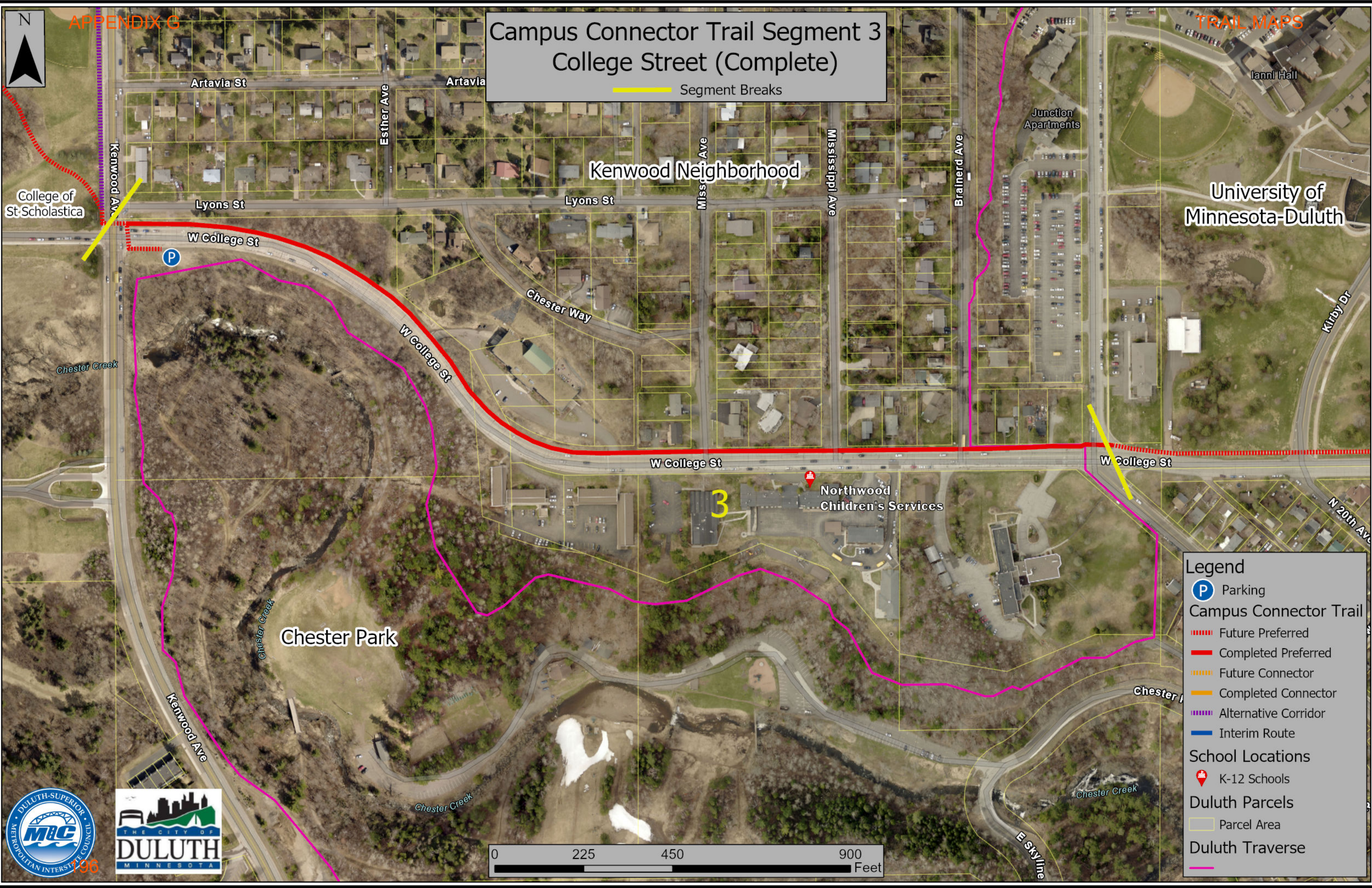
- Future Preferred
- Completed Preferred
- Future Connector
- Completed Connector
- Alternative Corridor
- Interim Route

School Locations

- K-12 Schools

Duluth Parcels

- County Fee
- City
- Tax Forfeit
- All Other Parcels

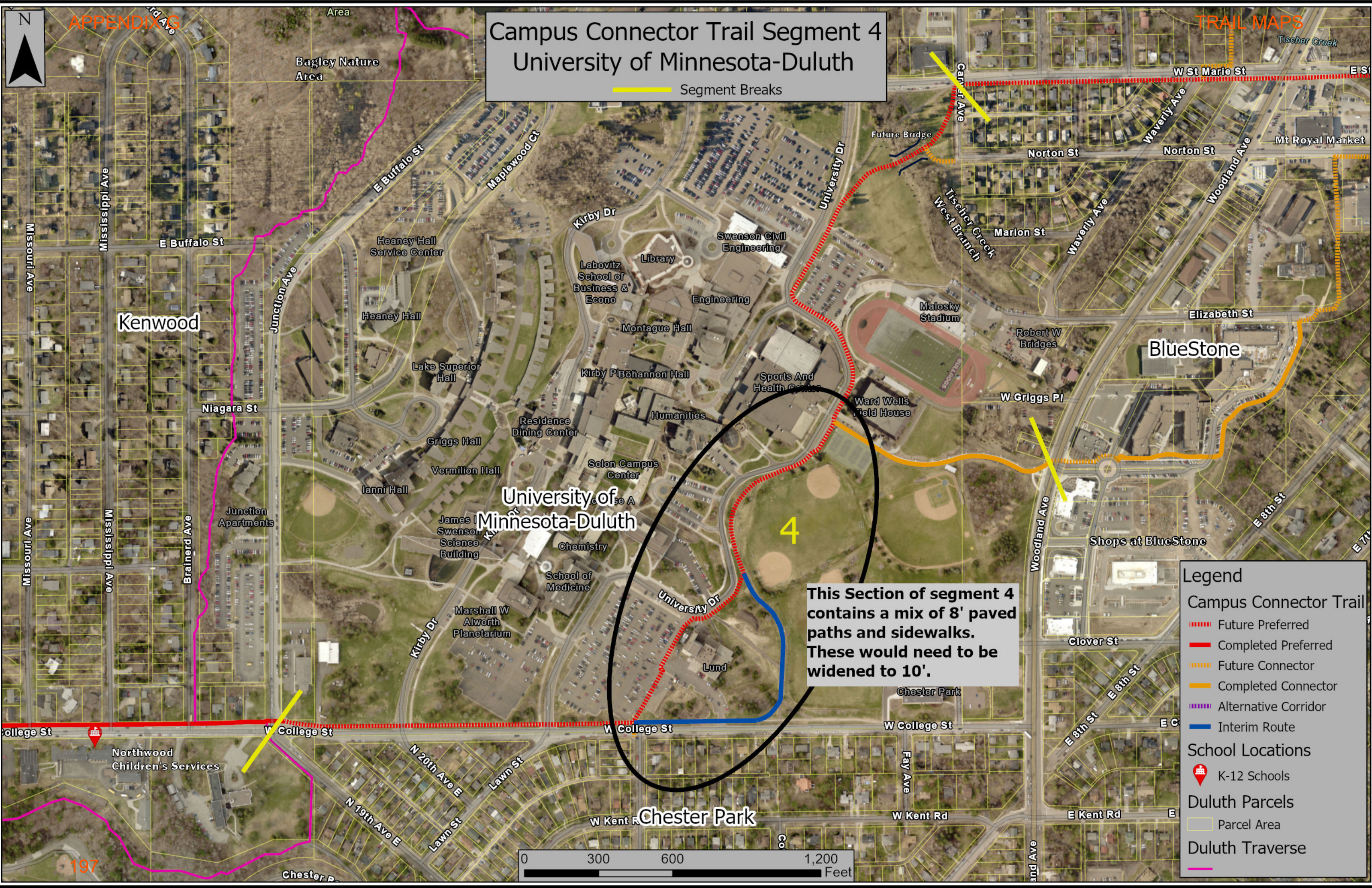


Campus Connector Trail Segment 3 College Street (Complete)

Segment Breaks

Legend

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



Campus Connector Trail Segment 4 University of Minnesota-Duluth

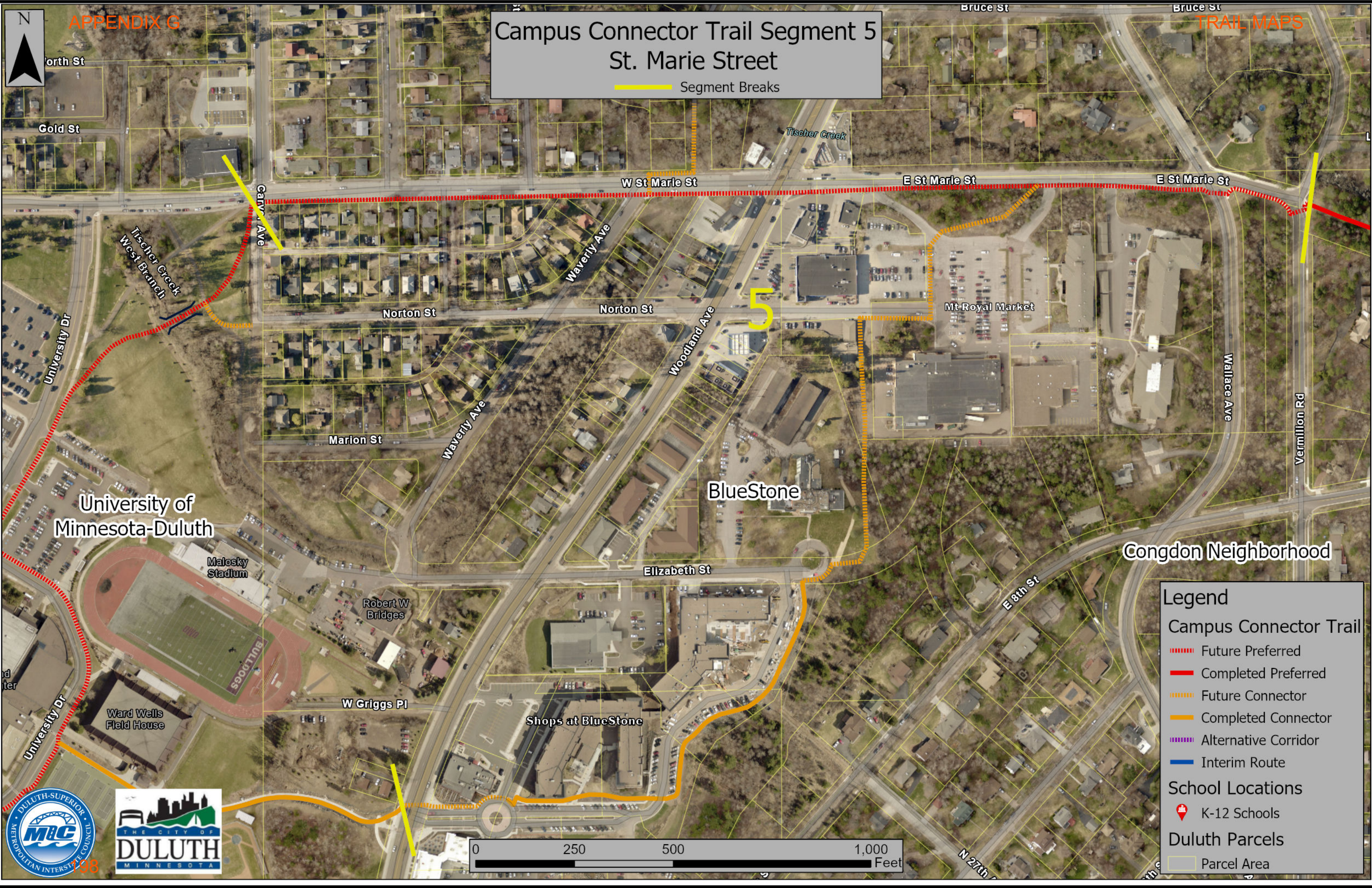
Segment Breaks

TRAIL MAPS

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

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





Campus Connector Trail Segment 5 St. Marie Street

Segment Breaks

5

Legend

Campus Connector Trail

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

School Locations

- K-12 Schools

Duluth Parcels

- Parcel Area



Campus Connector Trail Segment 6 Tischer Creek

Segment Breaks

TRAIL MAPS

Legend

Campus Connector Trail

Future Preferred

Completed Preferred

Future Connector

Completed Connector

Alternative Corridor

Interim Route

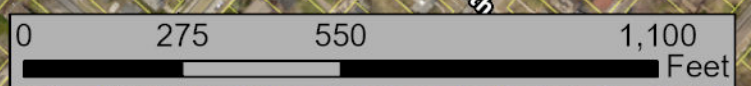
School Locations

K-12 Schools

Duluth Parcels

Parcel Area

Lakewalk



**CITY OF DULUTH CAMPUS CONNECTOR TRAIL
PRELIMINARY BUDGET PROJECTION**

PREPARED BY SAS+ASSOCIATES, DULUTH, MN

August 2, 2019

Revised Sept 5, 2019

ELEMENT	QUANTITY	UNIT	\$ COST PER UNIT	\$ TOTAL (SHORT TERM)
SEGMENT 1A: Rice Lake Road - Trail Junction via Aapenwood (Northern Alignment)				
Estimated Trail Length - 2,210 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Builts)	1	LS	16,240	16,240
Curb and Gutter, Drainage along Barnes Road	575	LF	35	20,125
Bituminous Trail Construction (Erosion Control, Clearing, Grading, Trail Surface, Restoration)	2400	LF	118	283,200
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	10,000	10,000
Retaining Walls	1000	FF	22	21,600
Pre-manufactured Bridges	180	LF	1,350	243,000
Wayfinding	1	LS	8,750	8,750
Landscaping (not including construction stabilization)	1	LS	6,000	6,000
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	7,000	7,000
Sub-Total				615,915
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				92,387
Contingency - 20%				123,183
Total Segment 1				831,485
SEGMENT 1B: Rice Lake Road - Trail Junction via Open Space (Southern Alignment)				
Estimated Trail Length - 2,850 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Builts)	1	LS	16,600	16,600
Bituminous Trail Construction (Erosion Control, Clearing, Grading, Trail Surface, Restoration)	3000	LF	118	354,000
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	34,000	34,000
Pre-manufactured Bridges	200	LF	1,350	270,000
Wayfinding	1	LS	8,750	8,750
Landscaping (not including construction stabilization)	1	LS	4,000	4,000
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	7,000	7,000
Sub-Total				694,350
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				104,153
Contingency - 20%				138,870
Total Segment 1				937,373
SEGMENT 1C: Trail Junction to CSS				
Estimated Trail Length - 1,960 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Builts)	1	LS	14,620	14,620
Bituminous Trail Construction (Erosion Control, Clearing, Grading, Trail Surface, Restoration)	2100	LF	118	247,800
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	10,000	10,000
Retaining Walls	4000	FF	22	86,400
Wayfinding	1	LS	8,750	8,750
Landscaping (not including construction stabilization)	1	LS	10,300	10,300
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	7,000	7,000
Sub-Total				384,870
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				57,731
Contingency - 20%				76,974
Total Segment 1				519,575

SEGMENT 1D: Chinook Dr to Trail Segment 1A (Connect to Northern Trail Alignment)

Estimated Trail Length - 240 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Built)	1	LS	29,500	7,000
Bituminous Trail Construction (Erosion Control, Clearing, Grading, Trail Surface, Restoration)	240	LF	118	28,320
Wayfinding	1	LS	600	600
Landscaping (not including construction stabilization)	1	LS	5,000	5,000
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	4,000	4,000
Sub-Total				44,920
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				6,738
Contingency - 20%				8,984
Total Segment 1				60,642

SEGMENT 2: CSS - Kenwood & College Street

Estimated Trail Length - 3,000 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Built)	1	LS	29,500	29,500
Bituminous Trail Construction (Erosion Control, Clearing, Grading, Trail Surface, Restoration)	3000	LF	116	346,500
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	18,600	18,600
Box Culvert	1	LS	50,000	50,000
Wayfinding	1	LS	20,300	20,300
Landscaping (not including construction stabilization)	1	LS	14,862	14,862
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	13,500	13,500
Sub-Total				493,262
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				73,989
Contingency - 20%				98,652
Total Segment 2				665,904

SEGMENT 3: Kenwood & College Street - 19th Ave East

Estimated Trail Length - 1,900 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Built)	1	LS	29,500	18,300
Parking Lot Construction	1	LS	57,028	57,028
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	12,500	12,500
Wayfinding	1	LS	18,000	18,000
Landscaping (not including construction stabilization)	1	LS	8,656	8,656
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	11,500	11,500
Sub-Total				125,984
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				18,898
Contingency - 20%				25,197
Total Segment 3				170,078

CAMPUS CONNECTOR TRAIL
PRELIMINARY BUDGET PROJECTION - CONTINUED

SEGMENT 4: 19th Ave E - St. Marie St. through UMD

Estimated Trail Length - 4,750 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Builts)	1	LS	18,300	18,300
Bituminous Trail & Parking Lot Construction	1	LS	390,632	390,632
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	11,700	11,700
Pre-manufactured Bridges	50	LF	1,300	65,000
Wayfinding	1	LS	19,800	19,800
Landscaping (not including construction stabilization)	1	LS	60,250	60,250
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	20,500	20,500
Sub-Total				586,182
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				87,927
Contingency - 20%				117,236
Total Segment 4				791,346

SEGMENT 5: St. Marie Street - Vermillion Road

Estimated Trail Length - 2,400 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Builts)	1	LS	26,500	26,500
Bituminous Trail Construction (Erosion Control, Clearing, Grading, Trail Surface, Restoration)	2400	LF	146	350,400
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	69,800	69,800
Wayfinding	1	LS	13,750	13,750
Landscaping (not including construction stabilization)	1	LS	26,500	26,500
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	9,750	9,750
Sub-Total				496,700
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				74,505
Contingency - 20%				99,340
Total Segment 5				670,545

SEGMENT 6: Vermillion Road - Lakewalk

Estimated Trail Length - 4,750 L.F.				
General Construction Costs (Mobilization, Traffic Control, Fencing, As-Builts)	1	LS	19,500	19,500
Bituminous Trail Construction (Erosion Control, Clearing, Grading, Trail Surface, Restoration, Intersections Changes)	1250	LF	101	126,250
Utility Work (Signals, Storm Sewer Connections, Pole Relocations, Etc.)	1	LS	24,400	24,400
Retaining Walls	500	FF	18	9,000
Wayfinding	1	LS	21,000	21,000
Landscaping (not including construction stabilization)	1	LS	17,800	17,800
Benches, Trash Receptacles, Bike Racks, Bollards / Gate	1	LS	24,000	24,000
Sub-Total				241,950
Professional Fees - 15% (Design, Engineering, Survey, Inspection, Legal, Bond)				36,293
Contingency - 20%				48,390
Total Segment 6				326,633

Grand Total Budget Projection				4,973,580
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DISCLAIMER: THIS COST PROJECTION HAS BEEN DEVELOPED BASED UPON CONCEPTUAL TRAIL ALIGNMENT, ASSUMPTIONS, AND ANTICIPATED SCOPE OF WORK. NEITHER DETAILED SITE INVESTIGATION, NOR ANY ENGINEERING, BEEN COMPLETED PRIOR TO THIS BUDGET PROJECTION. WE HAVE ATTEMPTED TO INCLUDE ALL ANTICIPATED COSTS ASSUMED AT THIS TIME. FINAL PRICING WILL NOT BE ACCURATE UNTIL ALL SITE INVESTIGATION AND DESIGN HAS BEEN COMPLETED, AND COMPETITIVE BIDS RECEIVED.

