

Central Entrance: A New Vision for an Old Road

Central Entrance Vision Plan

Duluth City Council

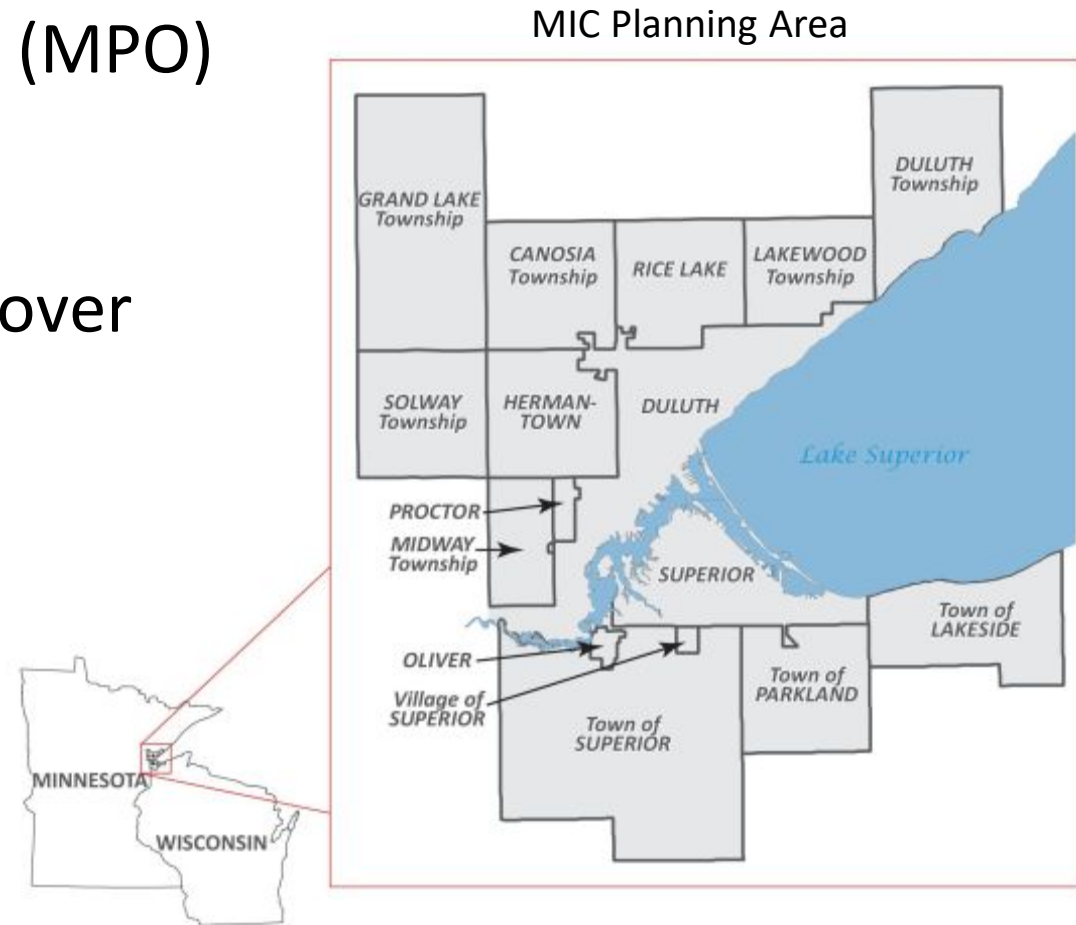
October 15, 2024



Duluth-Superior Metropolitan Interstate Council



- The MIC is the federally designated Metropolitan Planning Organization (MPO) for the Duluth-Superior area.
- Every urban area with a population over 50,000 is required to have an MPO.
 - 8 MPOs in Minnesota
 - 420 MPOs Nationwide

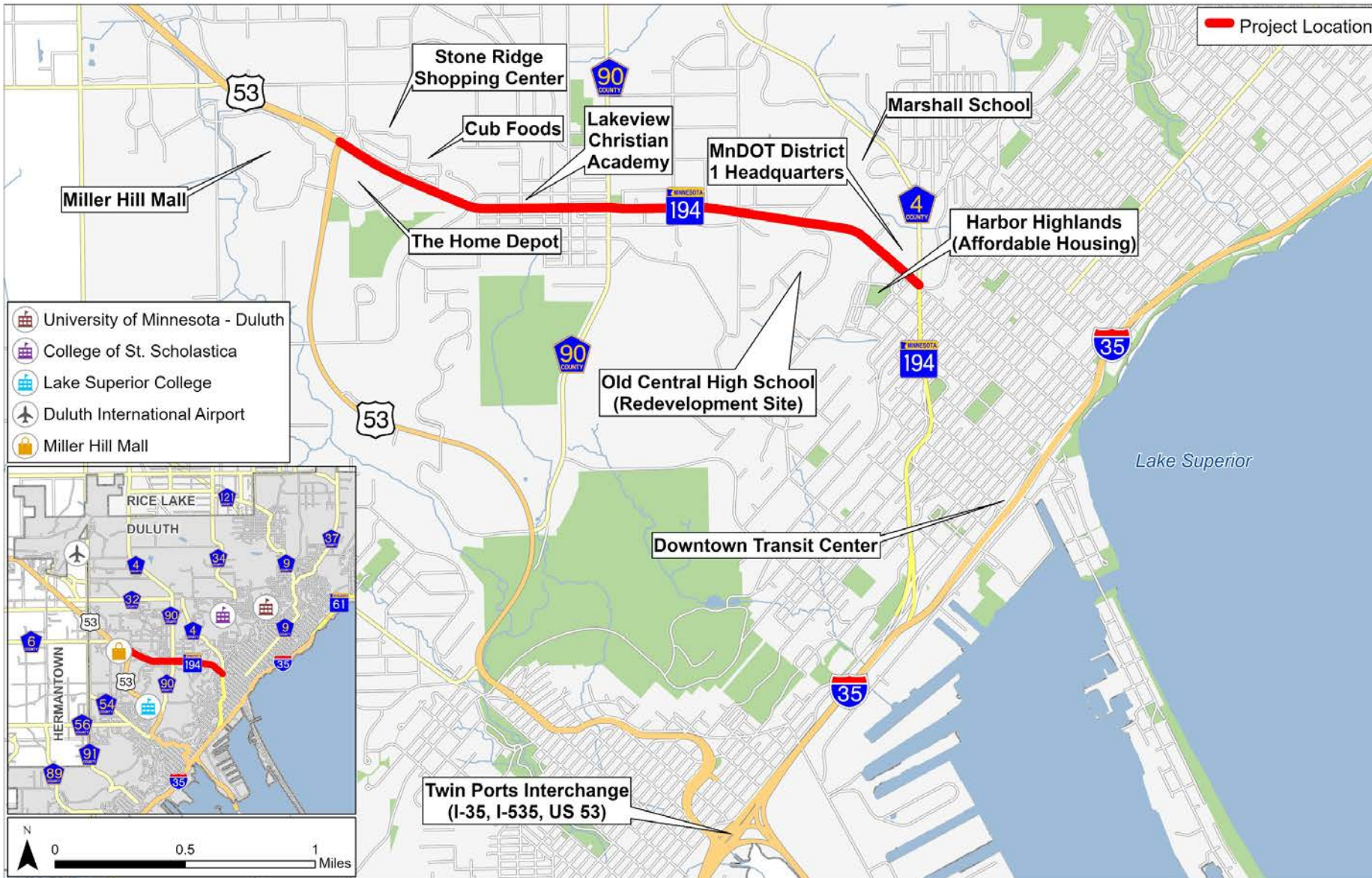


Duluth-Superior Metropolitan Interstate Council



- MPOs were created to provide a mechanism for **local coordination and input** into federally-funded transportation plans and projects
- Recent MIC plans include the Duluth- Area I-35 Corridor Plan and the Central Entrance Vision Plan





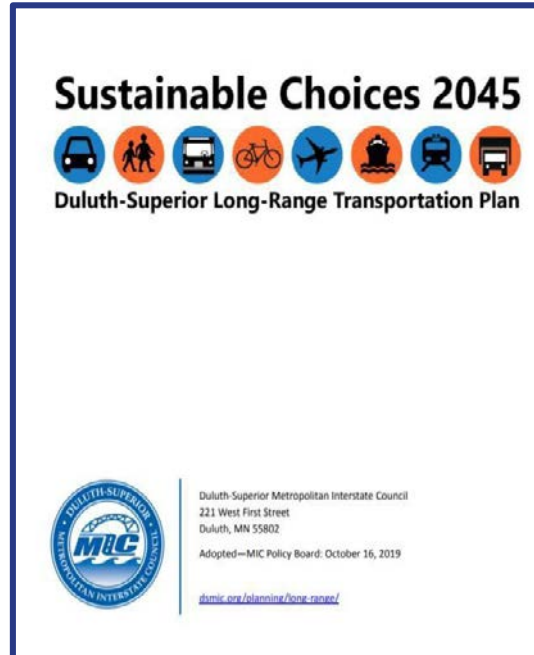
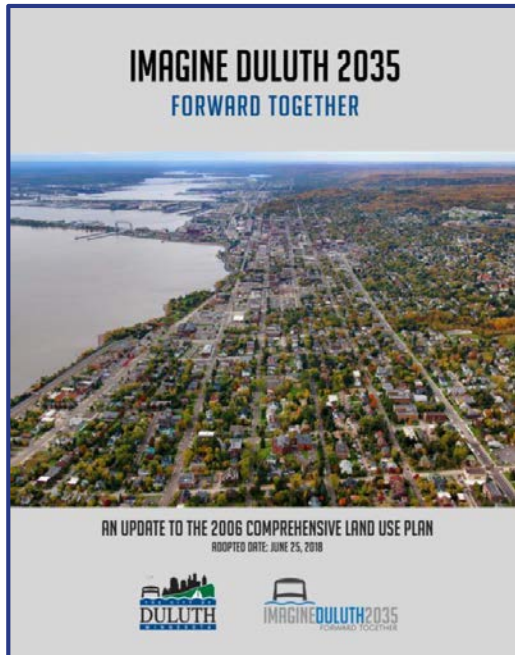
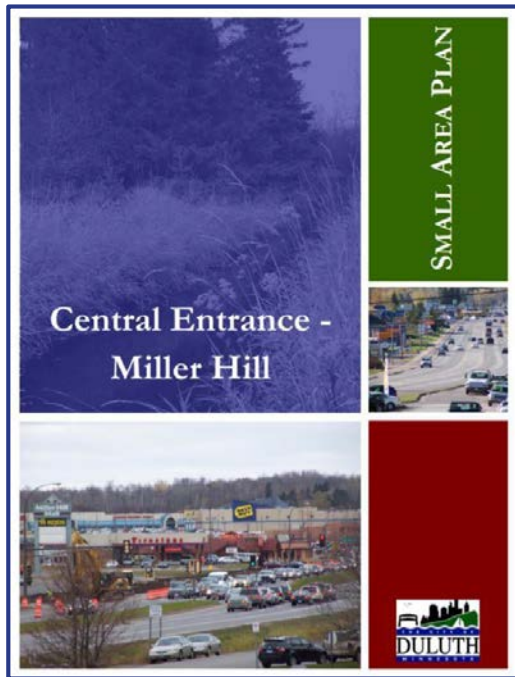
Plan Area

From Trinity/Joshua/US 53
to Mesaba/Rice Lake Road



Corridor History and Background

History



- 1992 – Miller Trunk Hwy Corridor Traffic Analysis
- 1995 – Miller Trunk Hwy Traffic Study
- 1998 – Miller Trunk Hwy Traffic Study – Status Report
- 2002 – Miller Trunk Hwy Implementation Plan
- 2009 – Central Entrance Small Area Plan
(City of Duluth)**
- 2012 – Central Entrance Corridor Study (MIC)
- 2018 – Comprehensive Plan (City of Duluth)
- 2019 – Long Range Transportation Plan (MIC)
- 2021 – Central Entrance Vision Plan (MIC)
- 2022 – Better Bus Blueprint (DTA)
- 2022-25 – Preliminary & Final Design (MnDOT)
- 2029-33 – Reconstruction (MnDOT)

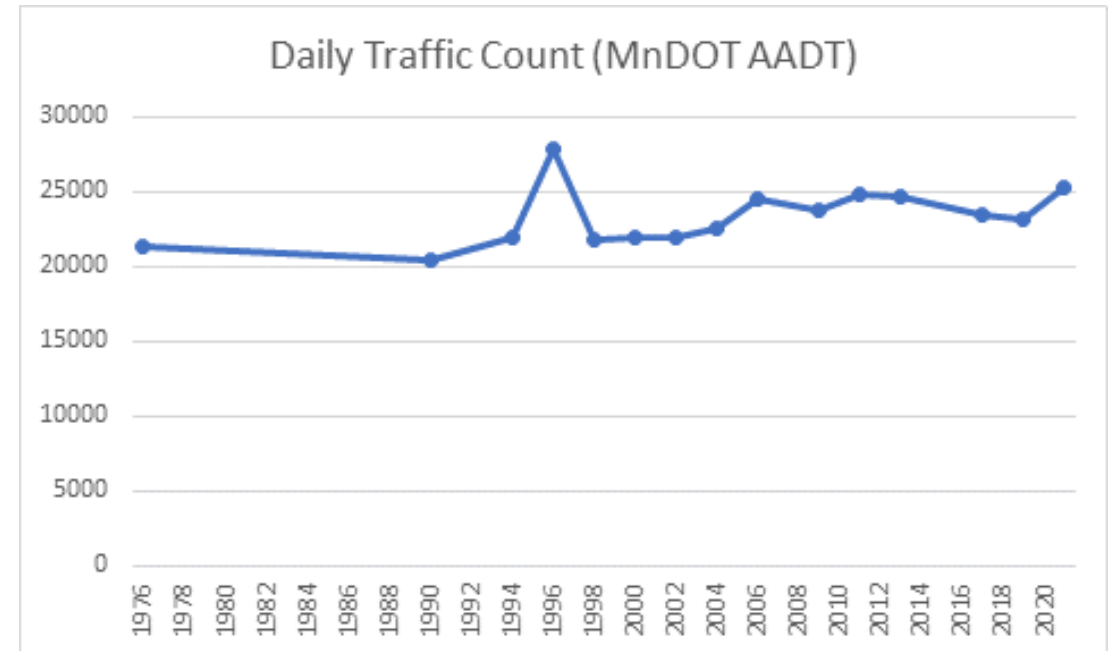
Corridor History (Palmetto Street/Central Entrance)

1929 – Current roadway alignment was established as a 20’ wide concrete roadway.

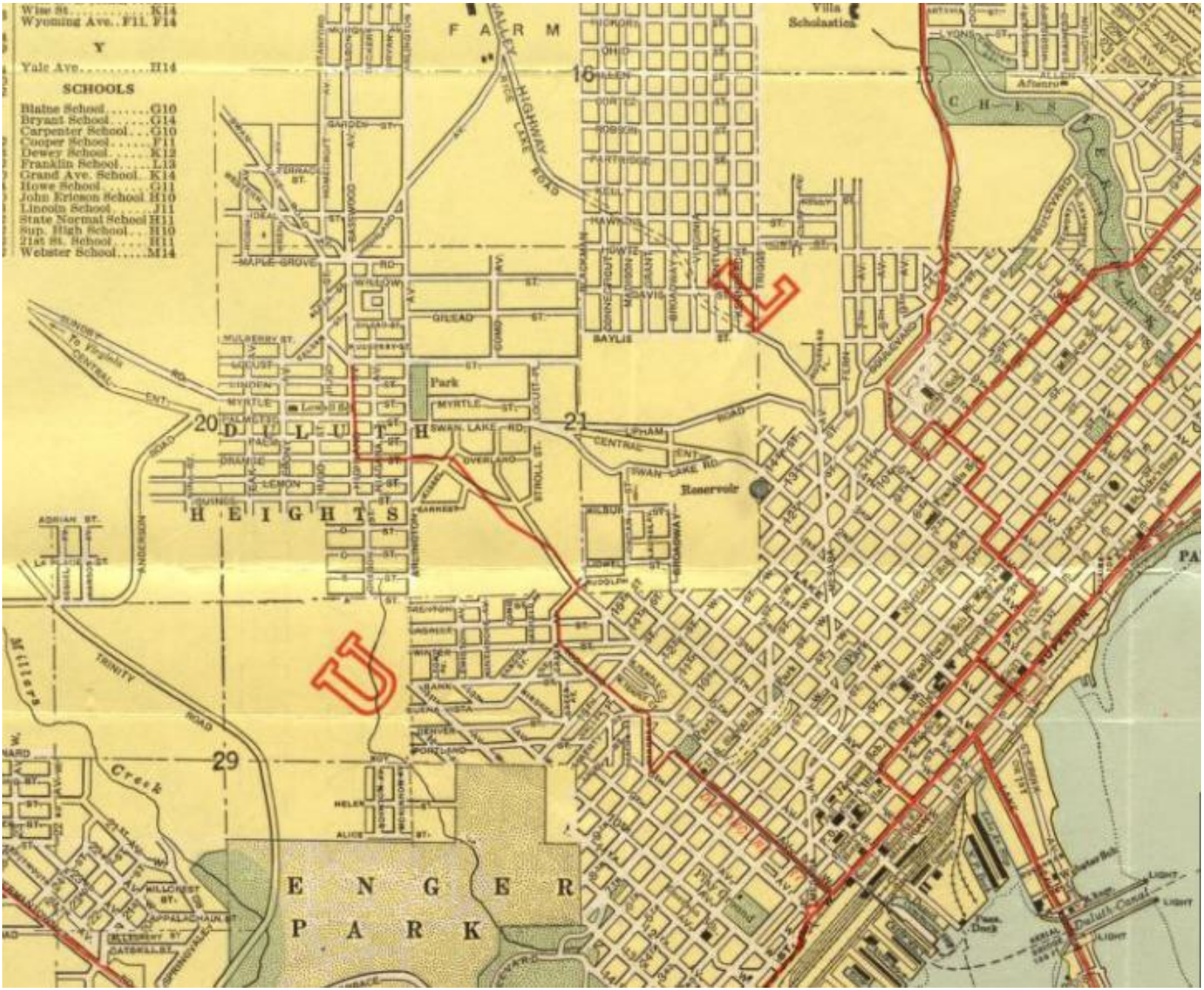
1954 – Roadway was widened to 48’ in most areas with curb and gutter (four travel lanes).

1966 – MnDOT maintenance project that overlaid the concrete with bituminous; construction of divided roadway section between Trinity and Anderson.

1983 – Roadway widened to add center left turn lane between Arlington and Blackman. Traffic Signals added at Arlington and Basswood. Bike trail was added along Palm Street.



**THE MATH = 70 years
essentially the same curb to
curb.**



- Wise St. K14
Wyoming Ave. F11, F14
- Y
- Yale Ave. H14
- SCHOOLS**
- Blaine School G10
 - Bryant School G14
 - Carpenter School G10
 - Cooper School F11
 - Dewey School K12
 - Franklin School L13
 - Grand Ave. School. K14
 - Howe School G11
 - John Erison School H10
 - Lincoln School J11
 - State Normal School H11
 - Sup. High School H10
 - 21st St. School H11
 - Webster School M14

1935 Map of Duluth

Source: McGill-Warner Company, St. Paul, Minnesota. 1935. "Map of Duluth: Duluth-Superior Minnesota "Twin Ports" Wisconsin." University of Minnesota Duluth, Kathryn A. Martin Library, Northeast Minnesota Historical Collections, Accessed September 12, 2022. https://collection.mndigital.org/catalog/nc_mhc:2754

- Howe School.....G11
- John Ericson School.H10
- Lincoln School.....J11
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- 21st St. School.....H11
- Webster School.....M14



Existing Conditions



- 20,000-23,000 AADT (2019)
- Variations in posted speed limit (30-40 mph)
- Poor infrastructure condition (all modes)
- Frequent access points (business driveways)
- Highest crash rates: Zones 3,4,5
- Right-of-way not uniform



| Location | Section Type | Divided/Undivided | Median/Turn Lanes |
|---|--------------|----------------------------|---|
| Zone1 | Rural | 4-lane Divided | Mix of grass ditch and raised concrete median |
| Zone2 | Urban | Primarily 4-lane Undivided | Painted median and center left- turnlanes approaching intersections |
| Zone3 | Urban | 5-lane Undivided | Center left-turn lane |
| Zone4 | Urban | 5-lane Undivided | Center left-turn lane |
| Zone 5 (Blackman Ave to just west of E 14th St) | Urban | Primarily 4-lane Divided | Mix of painted and raised concrete median |
| Zone 5 (Just west of E 14th St to Mesaba Ave) | Urban | 5-lane Undivided | Center left-turn lane |









Arlington Ave

regular 2.59

The UPS Store
811 & 500 EDD
1100 PEB 1-4

CENTER
LANE
ONLY

WEST

DULUTH
HEIGHTS
Community
CLUB

W. Cross
UTHERAN
CHURCH

Outback
steakhouse
on Haines Rd







Source: duluthnewtribune.com/opinion/columns/local-view-central-entrance-decision-a-classic-example-of-confusion-in-duluth



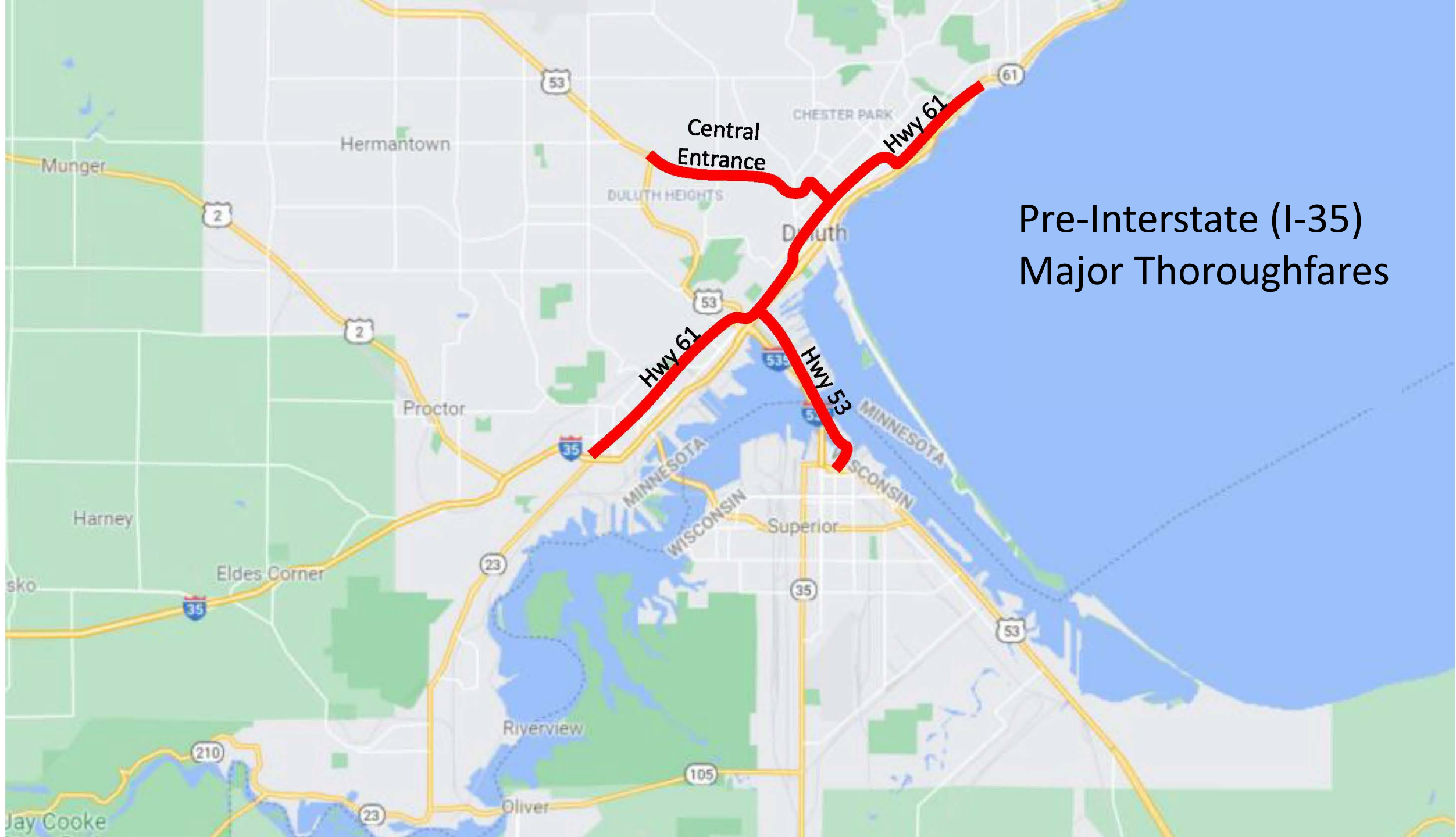
Does it always have to be this way?



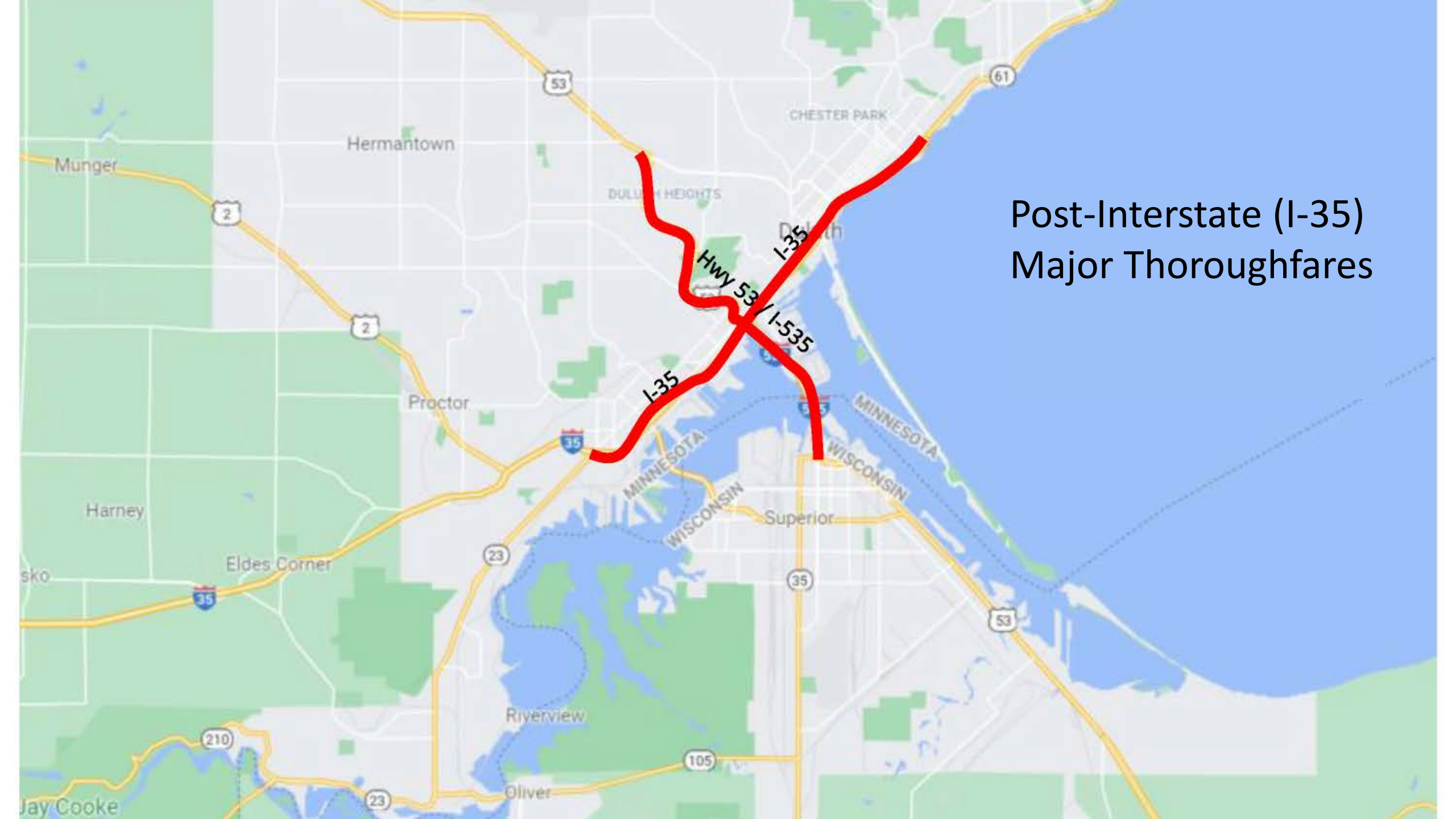


Big Picture Trends

- Changing travel patterns over time



Pre-Interstate (I-35)
Major Thoroughfares



Post-Interstate (I-35)
Major Thoroughfares

Travel Pattern changes

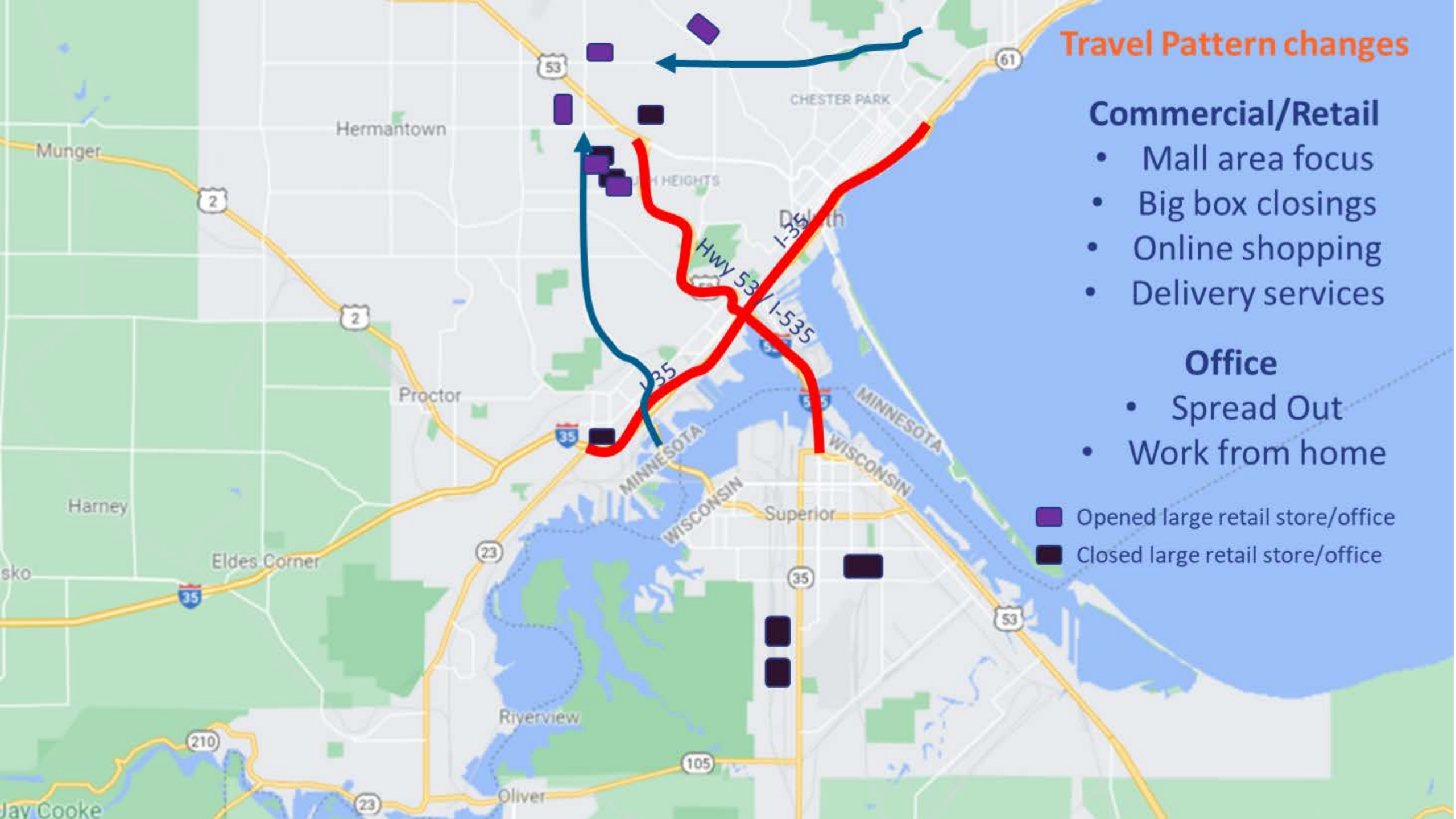
Commercial/Retail

- Mall area focus
- Big box closings
- Online shopping
- Delivery services

Office

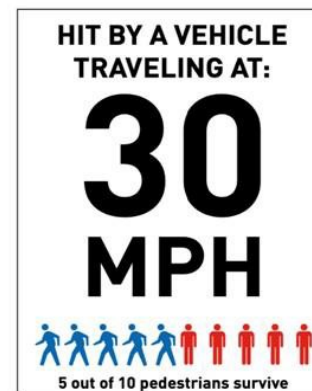
- Spread Out
- Work from home

- Opened large retail store/office
- Closed large retail store/office



Big Picture Trends

- Expectations have changed about the role and function of streets
 - Role of Central Entrance in roadway network
- Changes in how we fund roads/streets
- City goals and plans
- E-commerce and telecommuting
- COVID-19 impacts
- New mixed-use development



Mixed-Use Development in Duluth



UMD



Kenwood



Endion





A New Vision

- Walkable, bikeable, and transit-oriented thoroughfare which will create an attractive destination that:
 - Is safe and comfortable to use for people of all ages and abilities
 - Encourages new types of residential and commercial development



*"Better Central Entrance" Public Event
(June 4-5th, 2021)*





SAFETY FIRST

Central Entrance is a safe, accessible and comfortable street for all people, making walking biking and transit a viable and easy choice.



YEAR-ROUND MULTIMODAL CORRIDOR

Central Entrance is accessible and inviting to all people, all seasons.



TRANSIT READY

Central Entrance improves transit efficiency through BRT.



WALKABLE LAND USE PATTERN

Central Entrance sets the stage for more walkable, connected, and transit-oriented land use patterns.

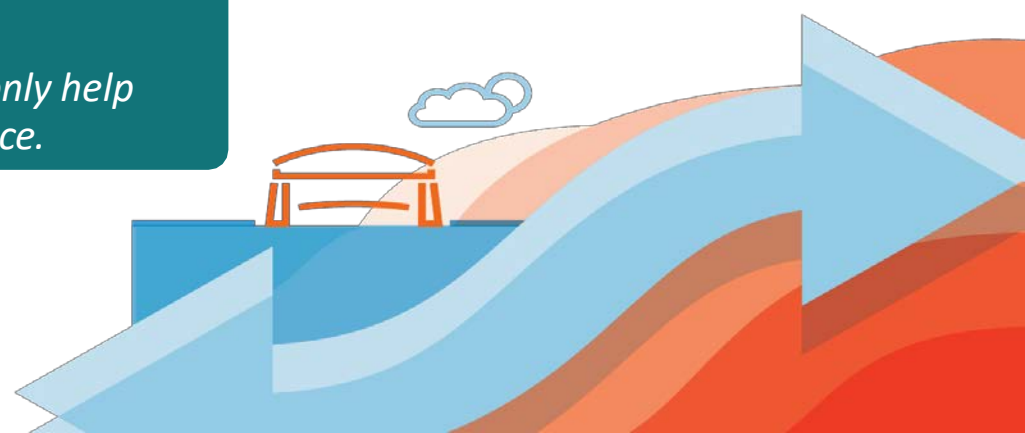


GREEN BOULEVARD

Central Entrance models green infrastructure treatments to not only help address climate change impacts, but also establish a sense of place.

Public Input Themes

- **Walkability**
- **Business Development**
- **Placemaking**
- **Safety**
- **Bikeability**



Exploring the Vision



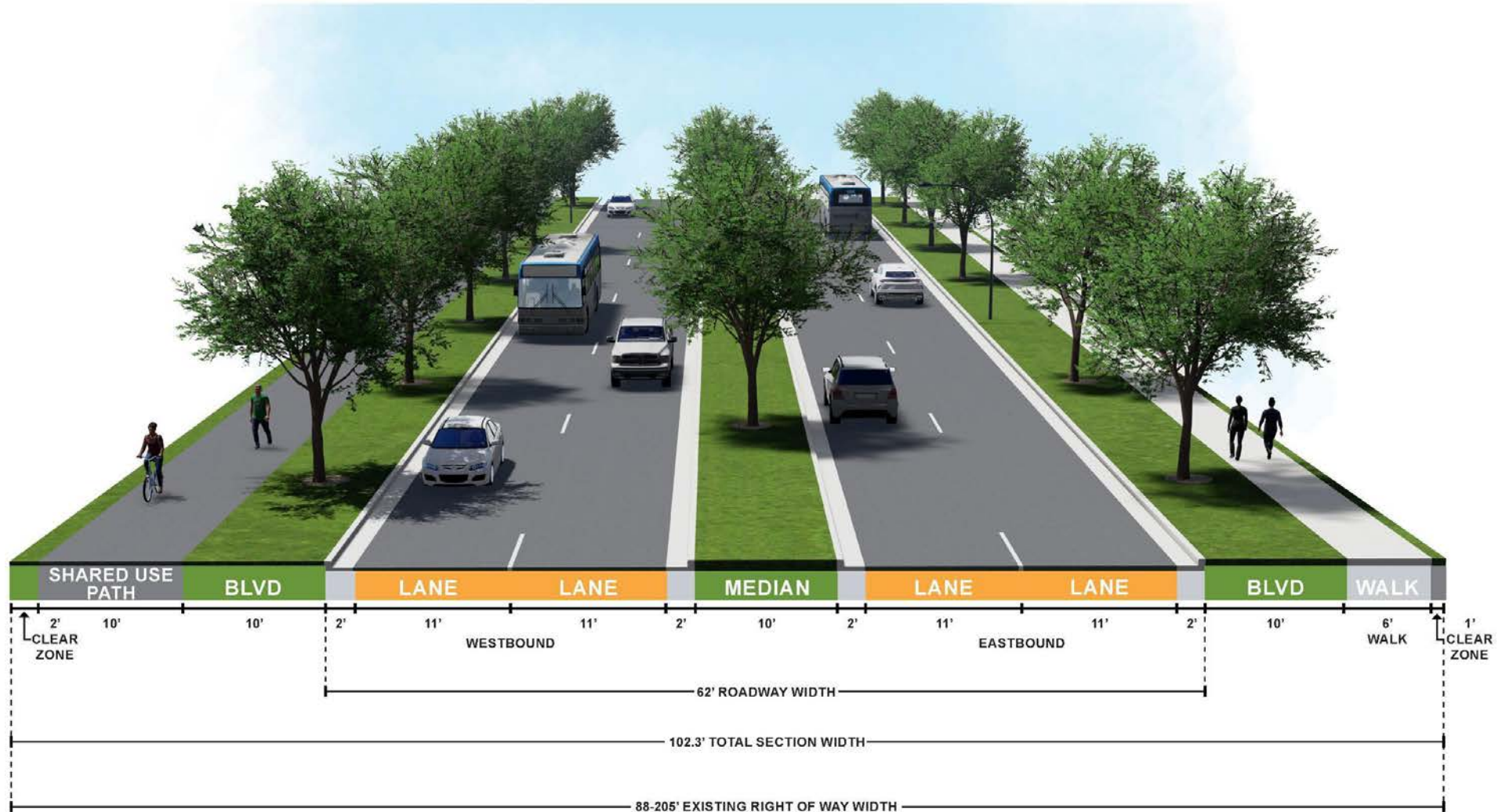
Excelsior Blvd, St. Louis Park, MN (19,300 AADT)

Source: Google Street View



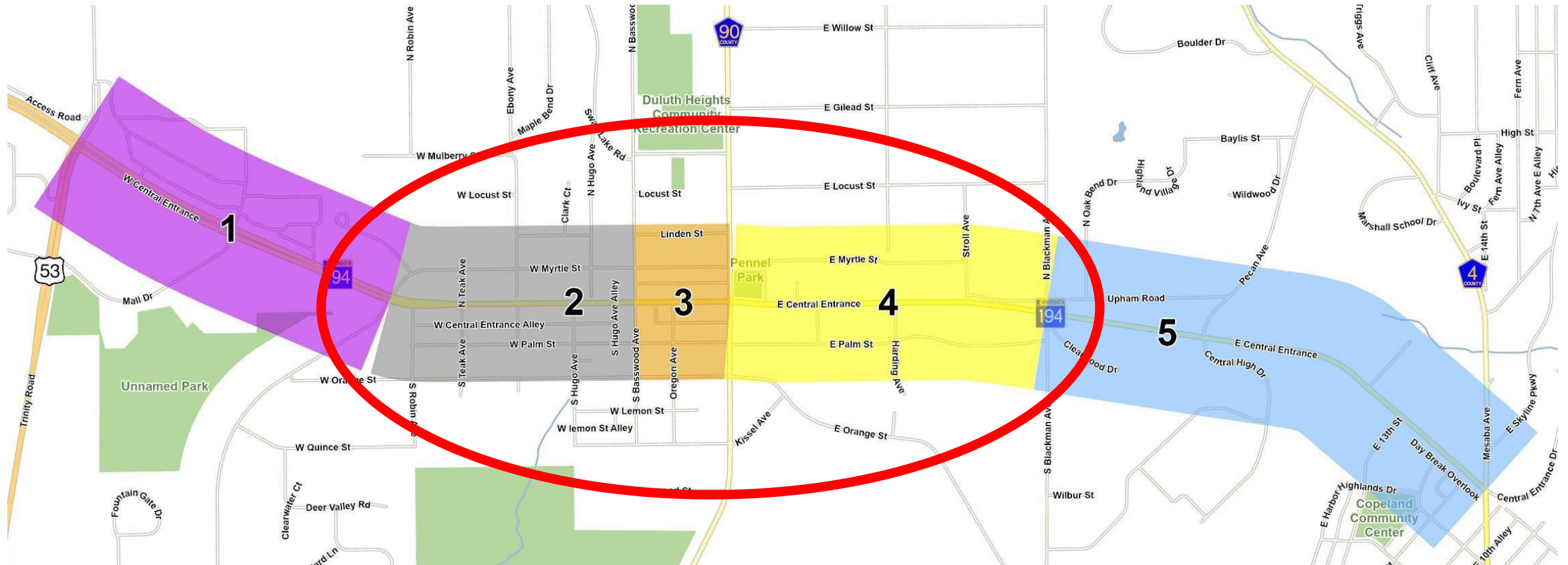
Proposed Design Options

Zones 1 & 5: 4-lane with center median





Central Entrance – Zones 2, 3 & 4



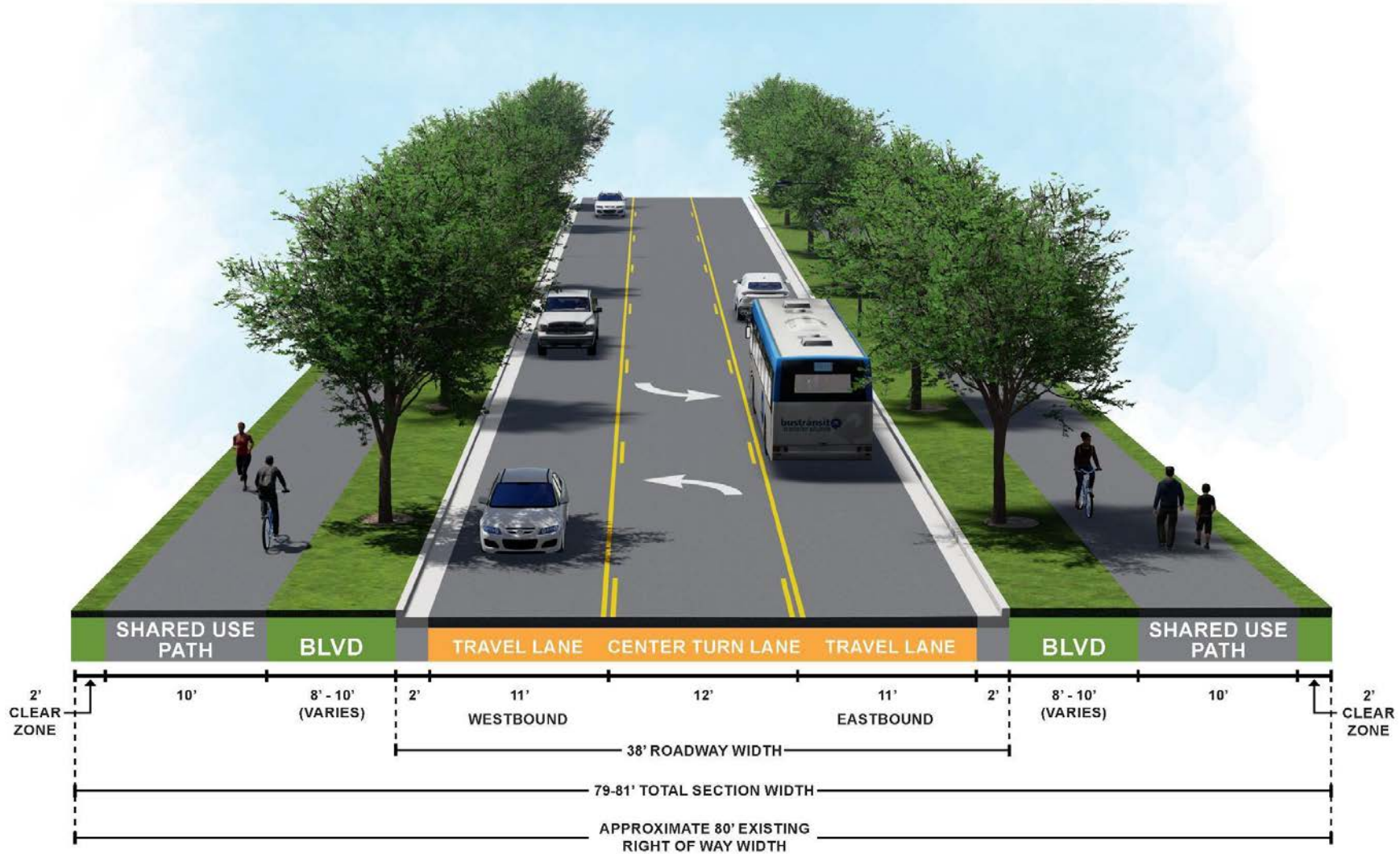


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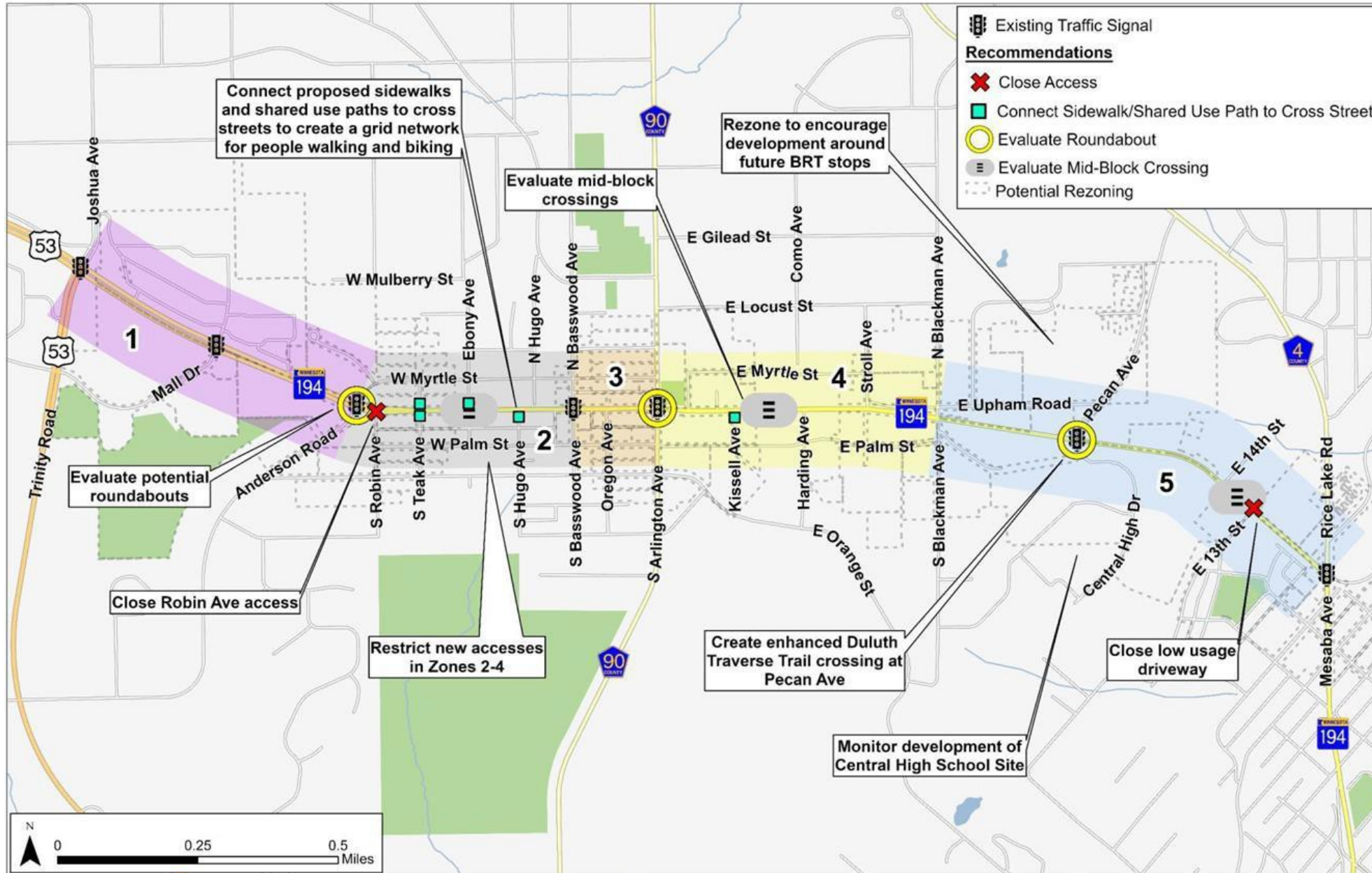




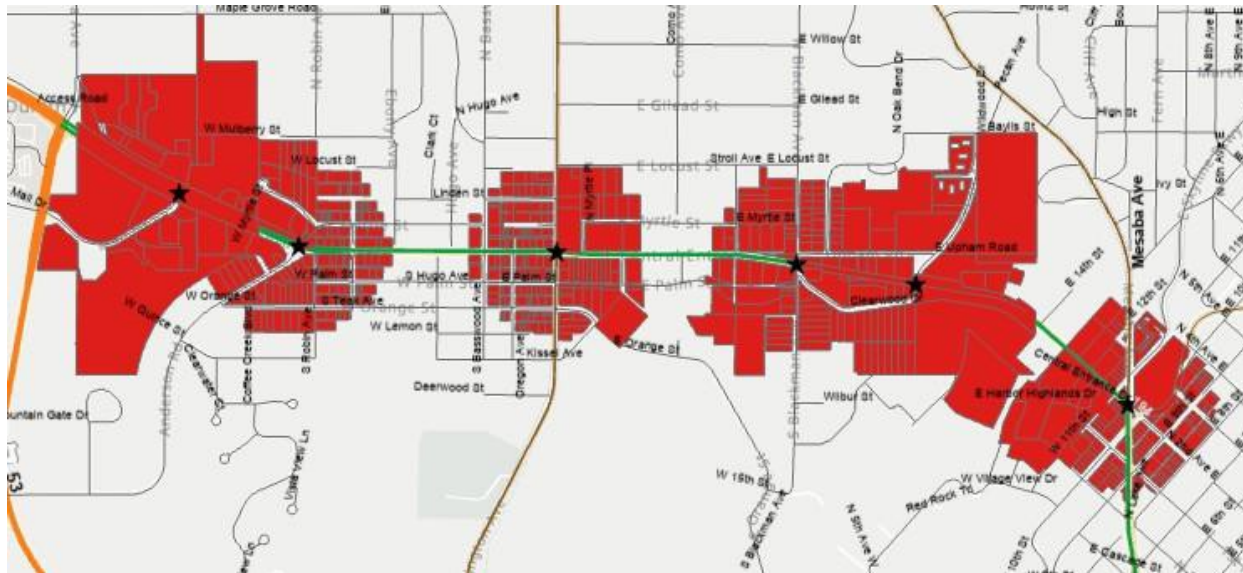
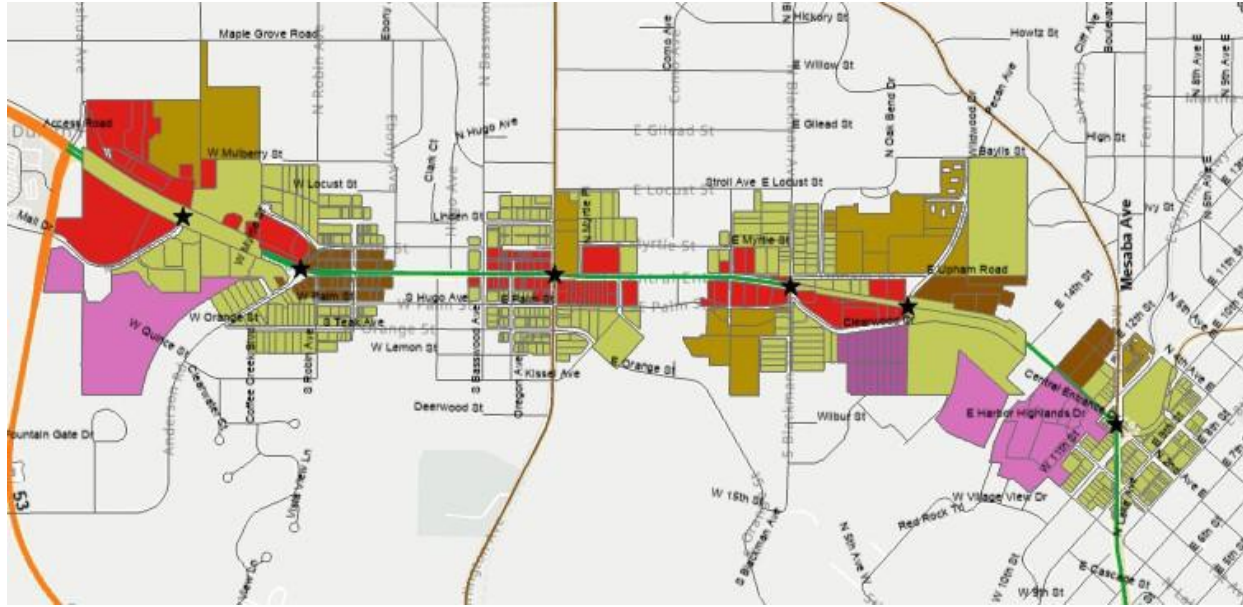
Zones 2, 3 & 4: 3-lane option



Recommendations



Land Use Scenario Analysis

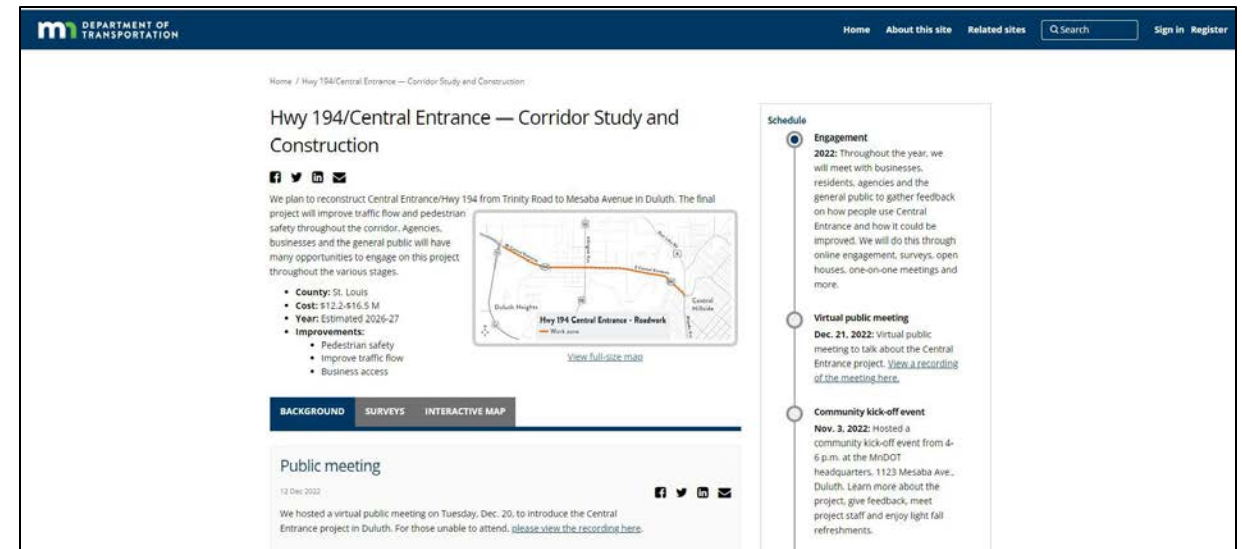


| | Realistic Development Scenario |
|---------------------------------|---|
| Dwelling Units | 825 units over 25 years (only 5 or more dwelling units) |
| Residential Value per unit (\$) | \$~150,000 per unit* |
| Total Residential Value (\$) | \$~123.750 million |
| Standalone Retail Space (sf) | 146,000 sf |
| Mixed Use Retail Space (sf) | 146,000 sf |
| Total Retail Space (sf) | 292,000 sf |
| Retail Value per square-foot | \$~108/sf* |
| Total Retail Value | \$~29.2 million |
| Total Project Area Value | \$~153 million |

*Based on Kenwood Village development

Project Status: Hwy 194/Central Entrance & Construction (MnDOT)

- Central Entrance design now underway
 - Additional stakeholder engagement
- Funding placeholders:
 - 2029: \$15M 2033: \$15M

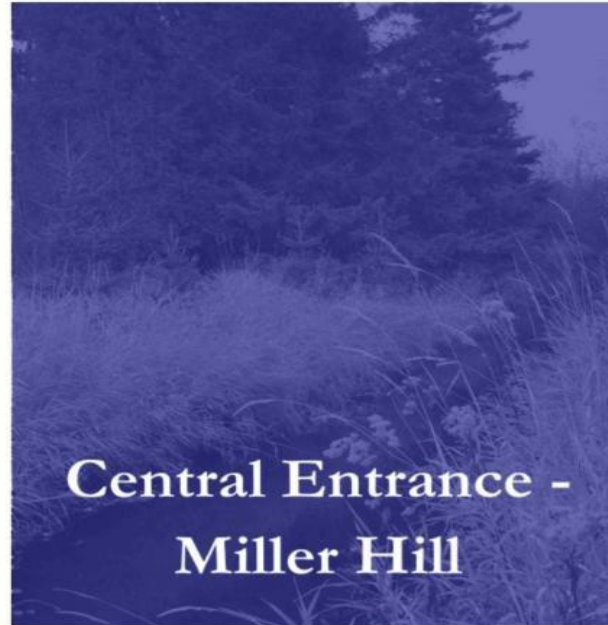


The screenshot shows the MnDOT website page for the Hwy 194/Central Entrance project. The page title is "Hwy 194/Central Entrance — Corridor Study and Construction". It includes a map of the project area in Duluth, MN, showing the route from Trinity Road to Mesaba Avenue. The page also features a "Schedule" section with the following events:

- Engagement**
2022: Throughout the year, we will meet with businesses, residents, agencies and the general public to gather feedback on how people use Central Entrance and how it could be improved. We will do this through online engagement, surveys, open houses, one-on-one meetings and more.
- Virtual public meeting**
Dec. 21, 2022: Virtual public meeting to talk about the Central Entrance project. [View a recording of the meeting here.](#)
- Community kick-off event**
Nov. 3, 2022: Hosted a community kick-off event from 4-6 p.m. at the MnDOT headquarters, 1123 Mesaba Ave., Duluth. Learn more about the project, give feedback, meet project staff and enjoy light fall refreshments.

<https://talk.dot.state.mn.us/hwy-194-central-entrance>

2009 – Central Entrance Small Area Plan (City of Duluth)





Questions? Comments?



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Interstate Council
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www.dsmic.org/centralentrance