

# Input from Transportation Focus Group #2

Attendees were asked to place post-it notes with transportation ideas under each governing principle listed on large sheets of paper, at the beginning of the meeting. After presentation and discussion of transportation research, attendees were given an **orange post-it note** and asked to pick one top idea they wanted to highlight after the data was presented—it could be a reiteration of one of their previous ideas, or it could be a new idea. The first round of ideas is shown in **black** text; the second round of ideas is shown in **orange**.

## **New Governing Principle - Integrate Fairness into the Fabric of the Community**

- Marketing – make known Duluth’s transportation assets
- Safe and comfortable for all ages and abilities
- Prioritize people. People walking, biking, and taking transit. Prioritize with your staff time, funding/budget, your policies, your infrastructure, and your investments. Do more than just “wide sidewalks”
- Snow clearing on sidewalks
- Infrastructure and buildings designed and oriented for pedestrians first
- Implement transportation policy that focuses on moving people rather than vehicles
- Form a complete streets commission – modeled after the parks commission, which reviews every parks plan to ensure public input is incorporated. A complete streets commission would review every street design to ensure all modes are addressed and make a recommendation to city council to pass or not, the final design.
- Accountability.
- SAFE bike routes to key destinations (schools, employment centers, housing)
- Complete streets
- Maximize the use of the streets for all users.
- **Don’t forget the seniors. They grew up driving and won’t switch to transit and bike easily.**
- **How do we make alt. transportation (walk/bike/bus) more attractive to ALL Duluthians, not just students and lower class?**
- **More affordable housing**

## **New Governing Principle - Develop a healthy community**

- Lower the environmental impact of ALL transportation modes. Electric, Natural gas based transit.
- Encourage pedestrian and bike connections
- Create places for people at crosswalks, providing safety and decreasing pedestrian accidents.
- Sidewalk shoveling for walkability
- **Establish interconnected off-street bike and pedestrian pathways throughout all city neighborhoods**

## **Governing Principle #1 - Reuse Previously developed lands**

- Improve railroad st to advance existing and future redevelopment and improve access to/from I-35/Garfield
- Infill development (use of existing infrastructure)
- Redevelop old and existing railroad corridors for human powered traffic
- Industrial lands need to be preserved as industrial. Transportation changes will create business development opportunities that will require industrial lands.

## **Governing Principle #2 - Declare the necessity and secure the future of undeveloped places**

- Look at urban growth boundaries

## **Governing Principle #3 - Support traditional economic base**

- Canal Park Trolley (fixed rail, overhead wire)
- Engagement w/ heavy industry and shipping/port stakeholders.

- Waterfront industrial needs to stay industrial. All industrial waterfront is in lifecycle stages and utilized for industry.
- Freight rail is critical for industry. Not only will transportation in Duluth be changing, it will most affect rail. Even if there is under-utilized rail, it should not be removed. Once removed, it will never come back. Supply chains change and often change modes. Don't remove options

#### **Governing Principle #4 - Support emerging economic sectors**

- Convenient access to local transportation from passenger rail station (pedestrian transit, rental cars, bike storage, etc.)
- Freight intermodal connectivity. Truck – Rail, Ship – Rail, Night deliveries.
- More visible pedestrian connection between H.A.R.T. district and canal park through lake place
- Improve Railroad St to support mixed-use redevelopment of underutilized lands.
- Replace horrible taxi services with uber or local version.
- Uber = YES! Do not over-regulate this (like AirBnB) making it difficult to implement.
- Design for desired outcome, not current use (induce demand)

#### **Governing Principle #5 - Strengthen neighborhoods**

- Using green infrastructure for traffic calming and creating “green corridors” to facilitate more active transportation and connectivity
- Focus housing (multi-family) in proximity to existing infrastructure.

#### **Governing Principle #6 – Reinforce the place specific**

#### **Governing Principle # 7 - Create and maintain connectivity**

- Base planning on interconnectedness of ALL transportation modes: walking, biking, bus, car.
- Generate revenue for bike infrastructure
- Generate funding for street improvements
- Connections to employment for those without cars or those who choose not to drive
- Vertical climb (funicular) – getting up and down the hill without a car (for/ accessible to all people in all weather – even works in snow and ice)
- Complete the master plan for trails and bikeways with connections complete with maintenance and expansion plans
- Better directional signage for pedestrians downtown
- Provide better safety for bikers by making bike lanes throughout the city. These could be on or off the road.
- Fast, frequent rail service connecting Duluth to the twin cities and the greater region
- Sidewalk maintenance, snow removal, and stripping
- Fix canal park congestion with remote parking and rail trolley service (electric?)
- On-street bike lanes
- Citywide safe bike lanes
- Create connectivity by linking neighborhoods to employment opportunities
- How do we create a stronger multimodal system?
- Emphasize multimodal options
- Develop and implement a complete streets policy and procedure
- Retain and extend the LSMRR track. Extend from chambers group and connect from munger trail to Duluth Depot
- For a few million dollars, the corridor connecting rice lake Rd to Lakewalk could transport thousands of people – non motorized transport – reducing motorized traffic, impacting parking densities, and encouraging healthy lifestyles. This is low hanging fruit which could be harvested in two years or less.

- Northern lights express – this train will change everything
- Improve transportation from the port to the interstate
- Hwy 23 crossing I-35 to connect communities – safe crosswalks

**Governing Principle #8** - Encourage mix of activities, uses, and densities

- Improve Railroad street to enhance existing and Future Redevelopment and improve access to/from I-35/Garfield
- Create more designated areas for canoe/small boat access
- Remove all parking on downtown superior st, create a pedestrian mall
- Limit the number of activities on trails and bikeways. Be more specific on what modes of transportation each can realistically support
- Build density along e/w rail corridor
- Roadway design to support large events in city (tall ships/Bentleyville)
- Build density around transit hubs
- Actually manage your parking. Stop creating more parking. Price the ramps lower than meters, get rid of angled parking, create wayfinding for ramps, etc.
- Managing canal park and park point tourist traffic
- Provide access for people. (pedestrians and cyclists first) This will lighten the load on vehicle transportation, ultimately expanding the life of this infrastructure.

**Governing Principle #9** - Support private actions that contribute to the public realm

- Create opportunities for public/private transit partnerships

**Governing Principle #10** - Take sustainable actions

- Establish off-street bike and pedestrian pathways interconnected throughout the entire City
- Northern lights express rail passenger service Duluth to Minneapolis
- Secure overnight bike storage facility on lakewalk to give community option for those not intrepid enough to bike up the hill (in leif Erickson?)
- Base planning decisions on future needs, not the status quo. Example, more bike and pedestrian friendly, not an afterthought. Do not look at current infrastructure and think “nobody rides bikes here so why do we need bike lanes?” Build it and they will come!
- Transportation plans that take into account the earth, sustainability, and other species
- What are the causes of road damage? How do we mitigate those causes?
- Maximize the use of infrastructure/focus on how to get the greatest return on investment
- Anticipate infrastructure for electric vehicles
- Think big- creating a safe and well connected bike/ped system would be a small fraction of what we spend on car-centric road system and this could reduce costs for maintenance, parking, health care, etc.
- More housing and mixed use density
- Put it into policy to tie all the decisions to environmental impact and benefit
- Only subsidizing projects that enhance/make better use of existing infrastructure

**Governing Principle #11** - Include consideration for the education system in land use actions

- Our children are our most important renewable resource! Lets make sure we allow them to safely use pedestrian and bike infrastructure
- Safe routes to schools.

**Governing Principle #12** - Create efficiencies in delivery of public services

- Base planning and operations decisions on metrics: statistics, economics, geometry, demographics, etc.

- Uber/lyft NOW
- Get one way streets converted to two-way
- Mobile web app for pothole locations (does this exist?)
- Passenger intermodal connectivity. Bike – Bus, Bike – Rail, bike – bus – air
- 24/7 10-min interval bus schedule.
- Any policy should be driven by scientifically collected data, not by highly subjective surveys
- Reduce road costs and invest the savings in ped, bike, transit options that are cheaper to maintain
- Policy to allow for greater innovation in transportation. Allowances for low cost, temporary pilot programs. Pedestrian only streets, traffic signal priorities, temp bus lanes, etc.
- Open up city data in a public API