

**Endion Land Use & Transportation Plan 2007**  
**Steering Committee Meeting #6**  
Monday, November 18, 2007  
8:30am, City Hall 402 Large Conference Room

MINUTES

**A. Transportation Model Results, Costs and URS Recommendations, Dan Meyers, Vice President URS Corporation**

- **URS Technical Memorandum to be prepared** (detailed data on turn lanes, signals, etc.) will be sent to the City and Steering Committee members for review (mid-December)
- **Discussion**

Dan Meyers presented an overview of the six traffic scenarios being examined in this study:

- Plaza-Armory Development
- North-South Pairs 12<sup>th</sup> and 14<sup>th</sup> Aves E (from London to 4<sup>th</sup> St) one-way to two-way operation
- St. Luke's (portions of 10<sup>th</sup> Ave E and 1<sup>st</sup> St) & 6<sup>th</sup> Ave E (connection to 2<sup>nd</sup> St)
- East-West Pairs 2<sup>nd</sup> and 3<sup>rd</sup> Streets (6<sup>th</sup> to 21<sup>st</sup> Aves E) one-way to two-way operation
- London Road 10<sup>th</sup> to 26<sup>th</sup> Ave E: Travel lane reduction, traffic calming and enhancement features
- 1<sup>st</sup> Street one-way to two-way operation (from 8<sup>th</sup> to 21<sup>st</sup> Ave E)

URS's Recommendations put forward for the Steering Committee to Consider:

**Endion Land Use & Transportation Plan, Consultant Recommendations:**

- **Recommendation 1, LONDON ROAD CONVERSION** (*Scenario 4*): London Rd 4-lane to 3-lane operation conversion (as well as bike lanes). Start with restriping in short-term. Consolidate support & resources to reconstruct roadway (investigate bioswale/landscaping median options, bulb outs, etc) & provide plantings/street furniture. Business area could support development intensification & the roadway could help serve to promote that. The current roadway is a barrier to accessing the lakefront facilities, but reconstruction of the roadway could serve to complement those facilities & improve bike/pedestrian usage to the corridor & the lakefront. Strong community support, in accordance with comprehensive plan goals. **Timeframe: 3 - 10 years.**

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- Recommendation 2, PLAZA / ARMORY DEVELOPMENT** (*Build Scenario*): Roadway changes associated with potential future Plaza/Armory development. As proposed these include the addition of diagonal parking on Superior, London, and Jefferson; and the vacation of 12th Ave E between Superior & London, & 13th Ave E between 1st St & London. Recommended with change that 12th Ave E remains open, albeit with considerable traffic calming. 12th Ave E should remain open to development & through traffic, traffic volumes are already low, traffic calming will help manage perceptions of pedestrian/bike friendly area, but provide street connectivity for all transportation modes as well as commercial exposure & safety from having traffic passing (not isolated). Will also help with traffic circulation to access development site. Parkway and diagonal parking concepts for Superior Street (11th to 14th) and London Road (11th to 15th Aves E) are assumed built as part of the project. Timeframe: Depends on development.
- Recommendation 3, ST. LUKE'S EXPANSION** (*Scenario 2*): Roadway changes associated with potential future St Luke's development. As proposed these include vacation of 1st St between 8th & 12th Aves E, & 10th Ave E between Superior & 2nd St. Recommended with change that 10th Ave E remains open, albeit with considerable traffic calming. 10th Ave E should remain open to development & through traffic, traffic calming will help manage perceptions of pedestrian/bike friendly area, but provide street connectivity for all transportation modes & safety from having traffic passing (not isolated campus disconnected from the area). The same would be recommended for 1st Street between 8th and 12th Avenues East—considerable traffic calming but remain open. Timeframe: Depends on development.
- Recommendation 4, NORTH-SOUTH PAIRS & 6th AVE E** (*Scenario A*): The go ahead of both St Luke's & Plaza/Armory should trigger the scenario A roadway changes (N-S 1-way pair conversion to 2-way, 6th Ave between 2nd & 3rd Street conversion from 1-way to 2-way & 1st St between 8th & 21st Ave E one way to two way conversion). Timeframe: Triggered by development of both St Luke's & Plaza/Armory, although the change to two way operation for 6th Ave E in particular, & the NS pairs would be beneficial at any time.
- Recommendation 5, EAST-WEST PAIRS** (*Scenario 3*): The conversion of the East-West Pairs (2nd & 3rd Streets from 6<sup>th</sup> to 21<sup>st</sup> Aves E) from one-way to two-way operation would help facilitate the east-west traffic movements & take

pressure off 4th Street. This could also be a stand alone project (not triggered by development or other projects) although 6th Ave E would need to be connected to 2nd Street. Timeframe: 10-15 years.

### **Issues to Address in URS Technical Memorandum**

- Existing curb lines are narrow on Superior Street, Jefferson and portions of London Road west of 15<sup>th</sup> Ave E---examine right-of-way width and develop costs of creating diagonal parking in conjunction with the Plaza-Armory project.
- Cost of the Plaza-Armory transportation changes was wrapped into all scenarios—the committee found this confusing and requested costs be separated
- London Road 10<sup>th</sup> to 26<sup>th</sup> Ave E: detail features proposed in the high-end design of London Road---planted medians in the middle of the road—what spacing?, bulbouts—what spacing?, visible crosswalks, perhaps polypreforms, what spacing?, lighting—what spacing?, striped bike lanes, bioswale at the street edge for stormwater run-off? etc. This will help us devise more accurate low and high end cost ranges. Mark Poirer of LHB suggested adding the Plaza-Armory diagonal parking on London Road between 11<sup>th</sup> and 15<sup>th</sup> Avenues East into the London Road corridor overall project—10<sup>th</sup> to 26<sup>th</sup> Ave E.
- Cost sharing and building financial partnerships, needs to be addressed in this plan. What is the norm for developers to incur with associated transportation modifications needed for their development? What is the norm for cities to incur with associated transportation modifications related to development (which will increase the city’s tax base)?
- *[Note for URS: on map, FYI, 4<sup>th</sup> to 8<sup>th</sup> Aves E has already been converted to two-way operation]*

### **B. Steering Committee Select Street Recommendations for Plan**

**Plan Priorities: DEVISE ACTION MATRIX (MIC)—to track implementation & funding options**

#### **SHORT RANGE 5 years (2013)**

1. London Road Lane Reduction & Calming (committee felt that pursuing this change would revitalize this entire area and push change of the transportation network)
2. Build the Plaza-Armory Mixed Use Project—find a developer
3. 6<sup>th</sup> Ave E connection to 2<sup>nd</sup> Street (convert two-way operation between 2<sup>nd</sup> and 3<sup>rd</sup> St)
4. 1<sup>st</sup> Street from 12<sup>th</sup> Ave E to 21<sup>st</sup> Ave E convert to two-way operation

5. North-South Pairs 12<sup>th</sup> and 14<sup>th</sup> Ave E (from London to 4<sup>th</sup> St) convert to two-way operation

#### **MID RANGE 5-10 years (2013-2018)**

6. East-West Pairs 2<sup>nd</sup> and 3<sup>rd</sup> St from 6<sup>th</sup> to 21<sup>st</sup> Ave E convert to two-way operation

#### **LONG RANGE 10 years or more (2018)**

7. St. Luke's Hospital Expansion: 10<sup>th</sup> Ave E (Superior to 2<sup>nd</sup> Street) and 1<sup>st</sup> ST (8<sup>th</sup> to 12<sup>th</sup> Aves E) significant traffic calming to both routes and conversion of 1<sup>st</sup> Street to two-way traffic between 8<sup>th</sup> and 12<sup>th</sup> Aves E.

### **C. Policy Considerations for Plan**

- **Bike Lanes & Connected Routes** opportunities exist to add bike lanes on London Rd between 10<sup>th</sup> and 26<sup>th</sup> Ave E, however connections into the Hillside are necessary to create a system of bike lanes, consider 12<sup>th</sup> and 14<sup>th</sup> Ave E; 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> St in forming that network.
- **Hillside Sight Visibility - Stripe Yellow Street Corners to convey no parking areas as is currently done over in Superior?** The law is no parking within 20 feet of an intersection. The city said they can not sign, nor paint the curbs, it is up to law enforcement to keep vehicles back from the corners for sight visibility. This was identified as a problem in public surveys.
- **London Road Vision:** Pedestrian amenities (bulbouts, polyprefrom crosswalks & lighting), landscape median (lights with flags & flowers; perennial vegetation), stormwater management, Lakewalk connectivity (path) & arch signage, street and landscape enhancements, bike lanes etc. We need to list concept improvements to the corridor to gain better cost estimate.
- **19<sup>th</sup> Ave E south of Superior St:** Convert from one-way to two-way operation between London Rd and Superior St. This is a one-way segment we did not consider in this study thus far. Yield signs and stop signs would need to be modified within this two block segment. Thoughts?
- **Specific turn lanes and signals forthcoming in URS Technical Memorandum** (mid-December).
- **MIC will devise action matrix listing responsible agencies/stakeholders and potential funding sources**

#### **D. Further Public Outreach Needed? (5 minutes)**

There was significant interest in this project—how to follow up with the public?  
Hillsider article, public meeting?

- Steve O'Neil mentioned utilizing the City Planning Districts and perhaps holding a joint District 6 & 7 meeting.
- Chuck Froseth then mentioned that City Planning can no longer staff those meetings and suggested another venue such as holding a public meeting elsewhere open to the entire city—not just the neighborhood.

#### **E. MIC Draft Report Development; MIC will develop visualization image for London Road displaying the future vision of improvements**

*Adjourned 10am*