

# Superior Street Reconstruction

## City of Duluth Design Workshop

[www.duluthmn.gov/superiorstreet](http://www.duluthmn.gov/superiorstreet)

**Tuesday, February 25th, 2014**  
**4:30 pm**  
**Lake Erie / Lake Ontario Meeting Room**  
**Holiday Inn & Suites - 200 West First Street**  
**Downtown Duluth**





PERFORMANCE DRIVEN DESIGN.  
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ENGINEERS PLANNERS DESIGNERS  
Consulting Group, Inc.

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## Welcome!

### Introductions

- City Officials
- City Engineering & Planning Staff
- Greater Downtown Council (GDC)
- Consultant Staff

### Superior Street Reconstruction

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**Street/Streetscape concepts will be presented**

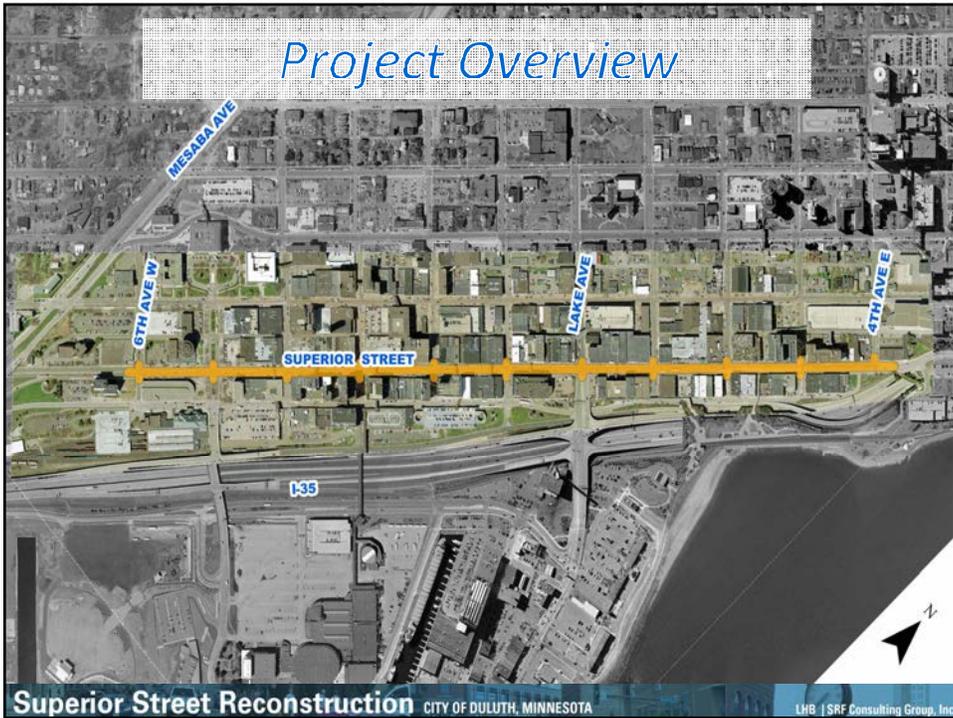
- Assist in evaluating design options
- Contribute toward preferred scheme
- Discuss next steps

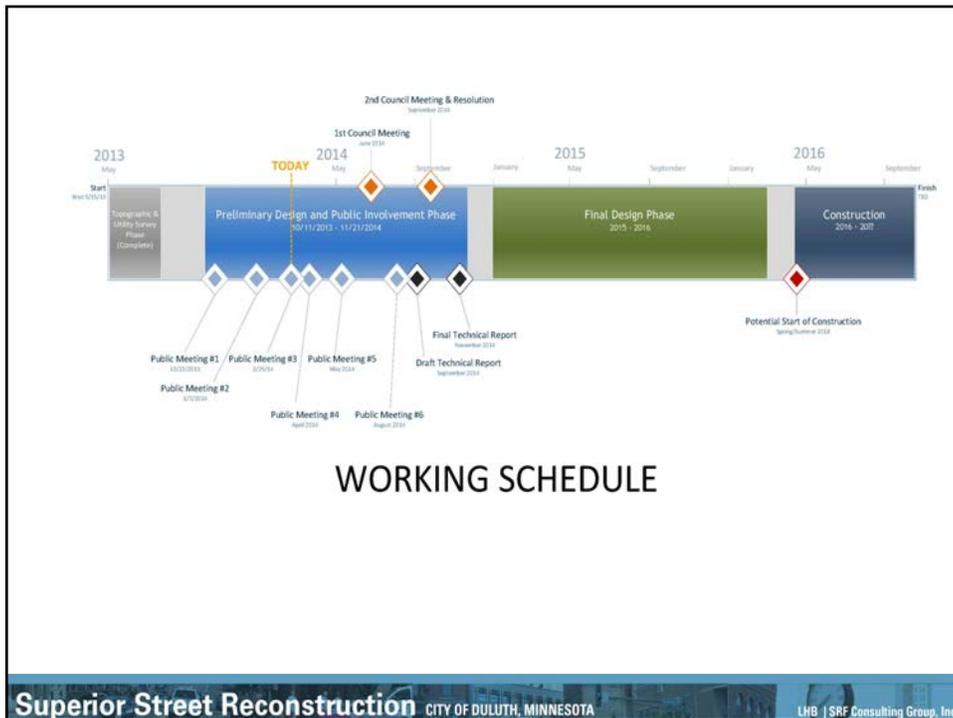
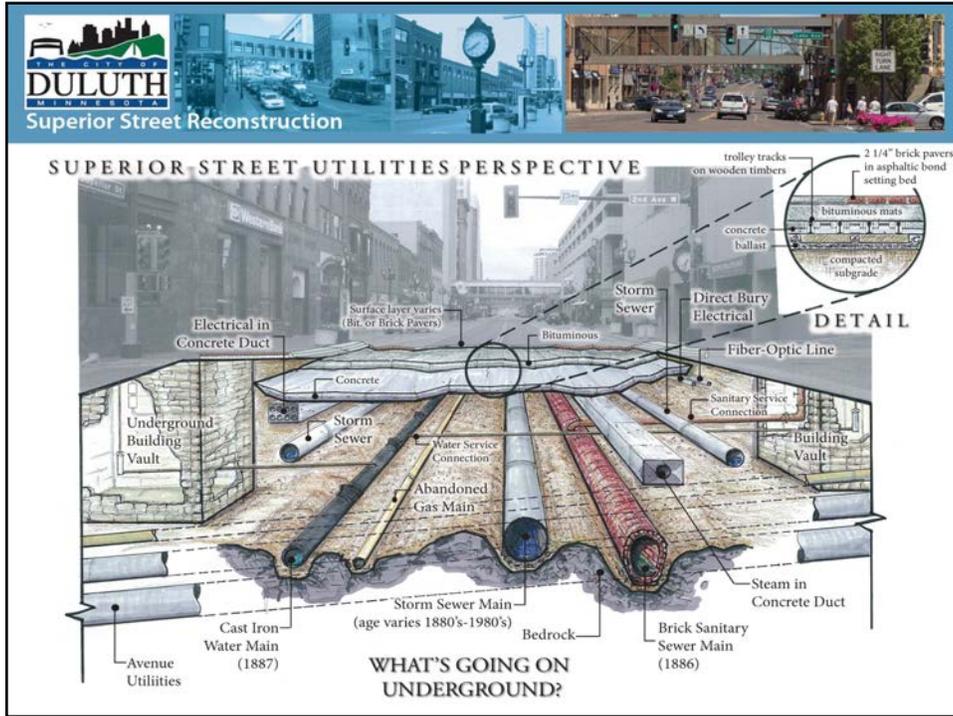
**Your input is needed!**

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# Agenda

- Review Workshop Input
- Present Concept Alternatives
- Group Discussion
- Group Reports





## *PROJECT OBJECTIVES*

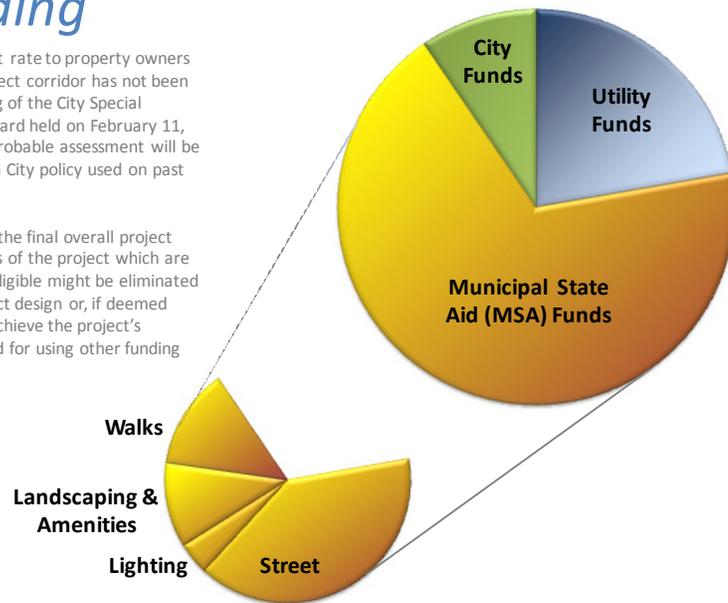
- Accommodate current and forecasted traffic
- Accommodate vehicles, transit, pedestrian and bicycles
- Meet Municipal State-Aid (MSA) design requirements
- Replace or repair affected public utilities and coordinate with private utility improvements
- Comply with ADA guidelines, promote public and user safety and improve pedestrian mobility
- Consider future operation and seasonal needs, reduce surface maintenance
- Improve pedestrian connections
- Contribute to parking requirements

## *PROJECT OBJECTIVES*

- Accommodate transit facilities
- Reinforce Superior Street as a 'signature street'
- Provide energy efficient lighting for safety
- Provide space for festival activities and civic events
- Incorporate wayfinding
- Contribute to Duluth's economic climate and business vitality
- Plan within the project's cost parameters and available funding
- Implement construction staging to minimize business impact

## Funding

- The assessment rate to property owners within the project corridor has not been set. A meeting of the City Special Assessment Board held on February 11, indicates the probable assessment will be consistent with City policy used on past projects.
- Depending on the final overall project costs, elements of the project which are not State Aid eligible might be eliminated from the project design or, if deemed necessary to achieve the project's objectives, paid for using other funding sources.



## What did we hear?

- What do you **LIKE**?
- What would you **ALTER**?
- What streetscape **AMENITIES** should be included?
- What should a **SIGNATURE STREET** include?
- What **THEMES** could the project present?



## What do you LIKE?

- *Streetscape amenities* including lighting, landscaping, and site furnishings
- *Historic identity* including materials, buildings and overall sensibility of street
- *Safe, low-speed street* benefits cyclists and pedestrians
- *Two-way circulation* pattern



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## What do you LIKE?

- *Angled on-street parking*
- *Diversity of businesses* and destinations
- *Wide sidewalks* for pedestrians
- *Events and gathering spaces* including farmer's markets and MN Power Plaza
- *Accessibility/connectivity* to Lakewalk and views to lake



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## What would you ALTER?

- *Enhance public gathering spaces*
- *Improve connectivity and wayfinding*
- *Increase parking ramp usage and retain on-street parking for businesses*
- *Improve snow storage space allocation and removal*
- *Improve lighting to reduce light pollution*



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## What would you ALTER?

- *Better maintain bricks or reconsider material choice*
- *More trees and landscaping*
- *Update technology including heated sidewalks, speakers, WiFi, parking meters*
- *Reduce heavy traffic on Superior Street*
- *Better delineate traffic lanes*



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## What AMENITIES?

- **Public art** integrated with streetscape
- **Improve accessibility** through universal design
- **Wayfinding/ signage** and kiosks
- **Food** including sidewalk cafes, food trucks, outdoor seating areas
- **Seating** and comfort stations
- **Bike amenities** including bike lanes, bike parking and bike sharing



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## What AMENITIES?

- **Recycling and waste** receptacles
- **Alternate materials and street design** including flush curbs, meandering street and new materials
- **Pedestrian amenities** like mid-block crossings and bump-outs
- **More green on street** including permanent plantings, trees, and stormwater mediation



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## SIGNATURE STREET

- *Pedestrian/Bike* friendly
- *Clear wayfinding* and signage
- *Destination street* with clear sense of place and design unity
- *Flexible street* for festivals/ events, street performance, markets or other pedestrian-only activities
- *Slow moving* automobile traffic
- *Pedestrian amenities* such as diagonal crosswalks, raised ped zones, ADA/accessibility



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## THEMES

- Water
- Port City Culture
- Industrial History
- Wilderness/Nature/Trees
- Winter/Seasonal Activities
- Gateway to the North
- Historic Architecture
- Major Duluth Businesses



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# LIGHTING



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# FURNITURE/BIKE RACKS



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# WAYFINDING



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# GATHERING SPACES



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# PUBLIC ART



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# LANDSCAPE



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# SURFACE MATERIALS



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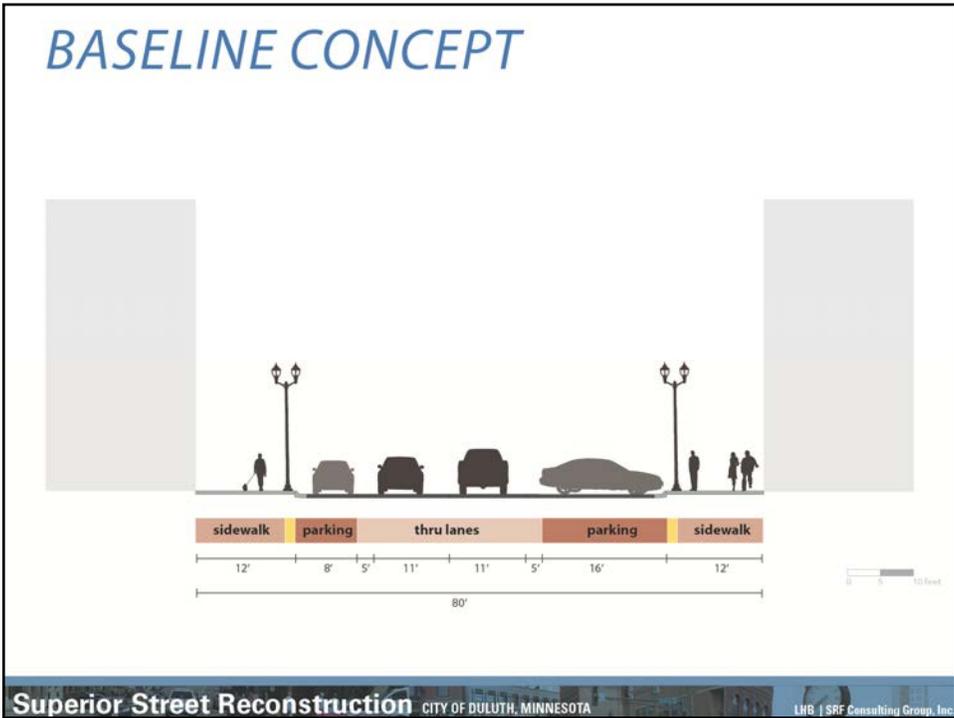
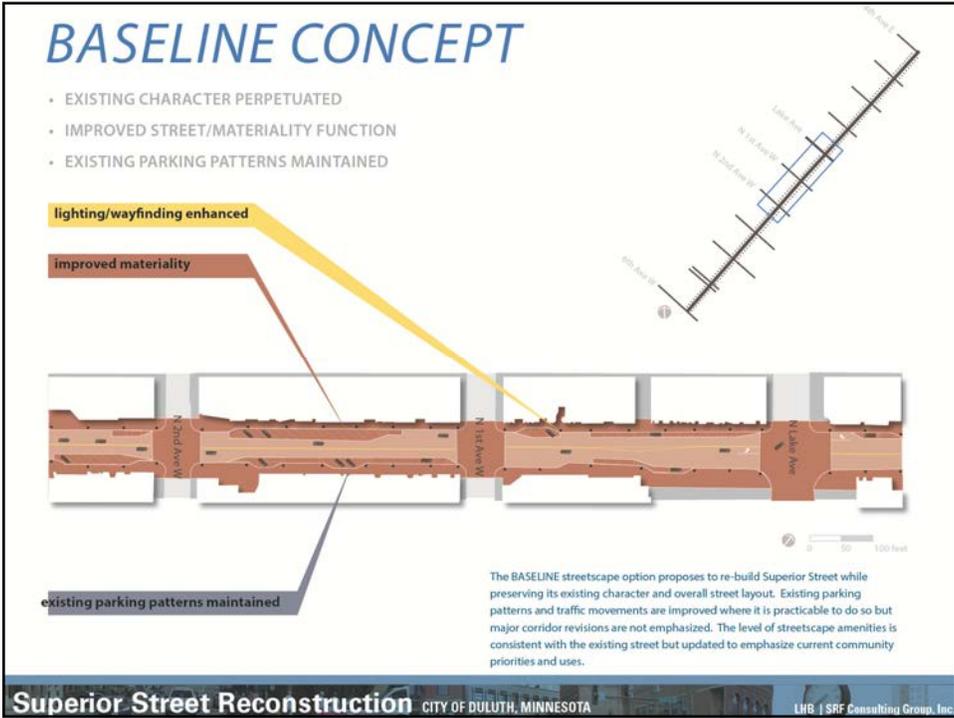
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# CONCEPT MATRIX

option	concept	patterns	character	lighting	surfacing	landscape	parking
<b>BASELINE</b>	<ul style="list-style-type: none"> <li>Existing Character</li> </ul>	<ul style="list-style-type: none"> <li>Improved function</li> <li>Similar but updated</li> </ul>	<ul style="list-style-type: none"> <li>Surfacing with differentiated patterns</li> <li>Updated version of current streetlight</li> </ul>	<ul style="list-style-type: none"> <li>Streetlights dominant</li> <li>Banners + hanging baskets</li> </ul>	<ul style="list-style-type: none"> <li>Paving material differs between sidewalks, parking and street</li> </ul>	<ul style="list-style-type: none"> <li>Limited landscape reflecting patterns of original landscape</li> </ul>	<ul style="list-style-type: none"> <li>Existing parking patterns maintained</li> <li>220 +/- total parking spaces</li> </ul>
<b>DISTRICT</b>	<ul style="list-style-type: none"> <li>Unique Character for Superior Street</li> </ul>	<ul style="list-style-type: none"> <li>Repetition of streetlights and trees</li> <li>"Framing" of unique features (historical facades, public art, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>Distinctive elements create character unique to Superior Street</li> </ul>	<ul style="list-style-type: none"> <li>Streetlights create continuity</li> </ul>	<ul style="list-style-type: none"> <li>Uniform paving within Superior Street district</li> <li>Paving bleeds into intersecting avenues</li> <li>Parking bay paving differs to allow for multiple uses</li> </ul>	<ul style="list-style-type: none"> <li>Continuous street trees</li> </ul>	<ul style="list-style-type: none"> <li>Diagonal and parallel parking</li> <li>Diagonal parking bays designed to create temporary gathering spaces</li> <li>Moderate total parking space reduction (15%-25%)</li> </ul>
<b>SPINE</b>	<ul style="list-style-type: none"> <li>Districts and Downtown Destinations Linked</li> </ul>	<ul style="list-style-type: none"> <li>Intersections become important nodes connecting districts</li> <li>Minor highlights at primary skywalk entries</li> </ul>	<ul style="list-style-type: none"> <li>Historic character of Superior Street</li> <li>Wayfinding features become dominant elements</li> </ul>	<ul style="list-style-type: none"> <li>Lighting is simple, acts as background element</li> </ul>	<ul style="list-style-type: none"> <li>Special pavements focused at intersections</li> <li>Pavement in parking bays, street and bike lanes differentiates space</li> </ul>	<ul style="list-style-type: none"> <li>Landscape emphasis at intersection points</li> </ul>	<ul style="list-style-type: none"> <li>Parallel parking</li> <li>Neutral to low parking space reduction (0%-15%)</li> </ul>
<b>FESTIVAL</b>	<ul style="list-style-type: none"> <li>Multi-functional Streetscape</li> </ul>	<ul style="list-style-type: none"> <li>Wide areas become signature multi-functional spaces at every block</li> </ul>	<ul style="list-style-type: none"> <li>Potential to vary themes by block</li> <li>Duluth themes: hillside, lake, forest, seasonal, etc.</li> </ul>	<ul style="list-style-type: none"> <li>Unique lighting at gathering areas</li> </ul>	<ul style="list-style-type: none"> <li>Special surfacing highlights gathering areas and intersections</li> <li>Wide top curb</li> </ul>	<ul style="list-style-type: none"> <li>Landscape focused on gathering areas</li> </ul>	<ul style="list-style-type: none"> <li>No parking</li> </ul>

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# DISTRICT CONCEPT

- CONTINUOUS STREET LIGHTS AND TREES
- DISTINCTIVE ELEMENTS PUNCTUATE STREET
- DIAGONAL PARKING ON NORTH SIDE, PARALLEL PARKING ON SOUTH SIDE
- STREET SHIFTED SOUTH TO PROVIDE MORE SUNNY SIDEWALK SPACE ON NORTH SIDE

**paving bleeds into avenues**

**parking bays can be multi-use**

**lighting creates continuity**

**parallel parking on south side**

**diagonal parking on north side**

**continuous street trees**

The SPINE streetscape concept proposes to acknowledge and amplify Superior Street's role as a gateway to the community that also provides strong connections to neighboring destinations, facilities and attractions. Amenity focus is at the intersections, gateways, and other key connection points. Traffic flow is streamlined with an emphasis on facilitating movement for vehicles, pedestrians, and bicyclists and efficient use of corridor space.

0 50 100 Feet

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# DISTRICT CONCEPT

**sidewalk** **parking** **thru lanes** **parking** **sidewalk**

12' 8' 11' 11' 19' 19'

80'

0 5 10 Feet

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# SPINE CONCEPT

- CONNECTIONS FROM OTHER DISTRICTS OR DESTINATIONS EMPHASIZED
- INTERSECTIONS BECOME CENTRAL FEATURES
- WAYFINDING AND CONNECTIONS TO OTHER DISTRICTS ARE CENTRAL ELEMENTS
- SURFACE MATERIALS DIFFERENTIATE SPACE

**intersection wayfinding is central element**

**intersections connect districts**

**paving distinguishes usage**

**parallel parking**

**bike lanes**

**parallel parking**

**landscape focused on intersections**

The DISTRICT streetscape concept focuses on Superior Street as a central destination in the community with a unique identity. Mid-block plaza areas and flexible gathering spaces are emphasized. On-street parking is maximized and some "convertible" parking areas are created. Amenity focus is pulled away from the intersections and toward the overall street level with a desire to create a space that invites a variety of users and where passersby will linger.

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# SPINE CONCEPT

**sidewalk** **parking** **bike** **thru lanes** **bike** **parking** **sidewalk**

15' 8' 6' 11' 11' 6' 8' 15'

80'

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## FESTIVAL CONCEPT

- SERPENTINE LAYOUT CREATES OPPORTUNITIES FOR SIGNATURE SPACES ON EACH BLOCK
- FLEXIBLE/MULTI-USE SPACE ON EACH BLOCK
- PEDESTRIAN FOCUSED/NO PARKING

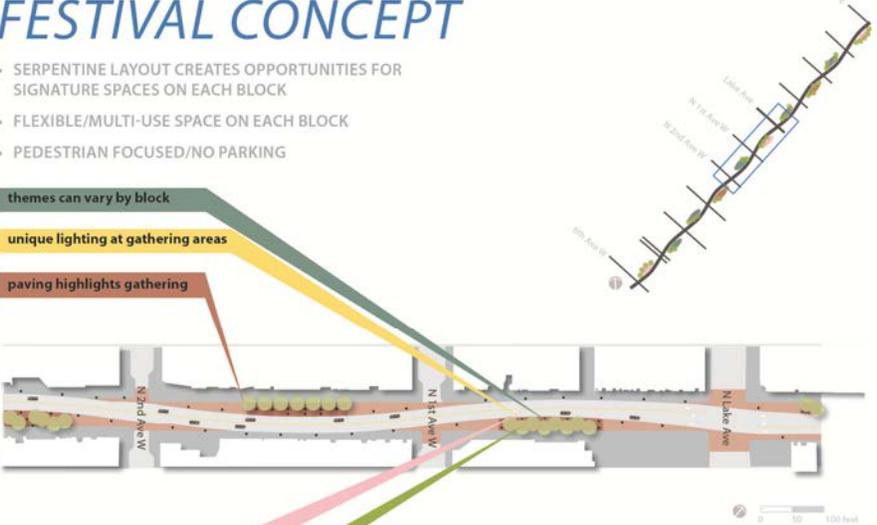
themes can vary by block

unique lighting at gathering areas

paving highlights gathering

multi-functional public space

landscape at gathering areas

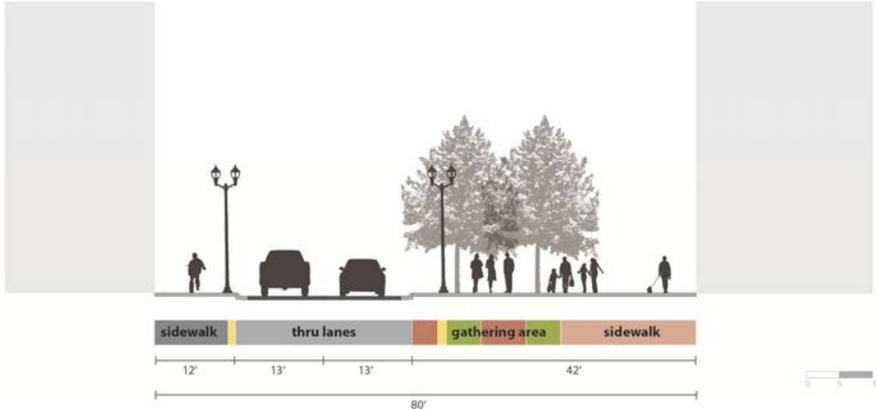


The FESTIVAL streetscape concept proposes to reinforce and make central Superior Street's role as a public gathering space and location for special events and outdoor festivals. The streetscape is pedestrian focused: on-street parking is eliminated or greatly reduced in favor of creating flexible, multi-use, signature spaces on each block. Amenity focus is placed on programmable spaces that enhance the use of the street throughout the year.

0 50 100 Feet

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## FESTIVAL CONCEPT



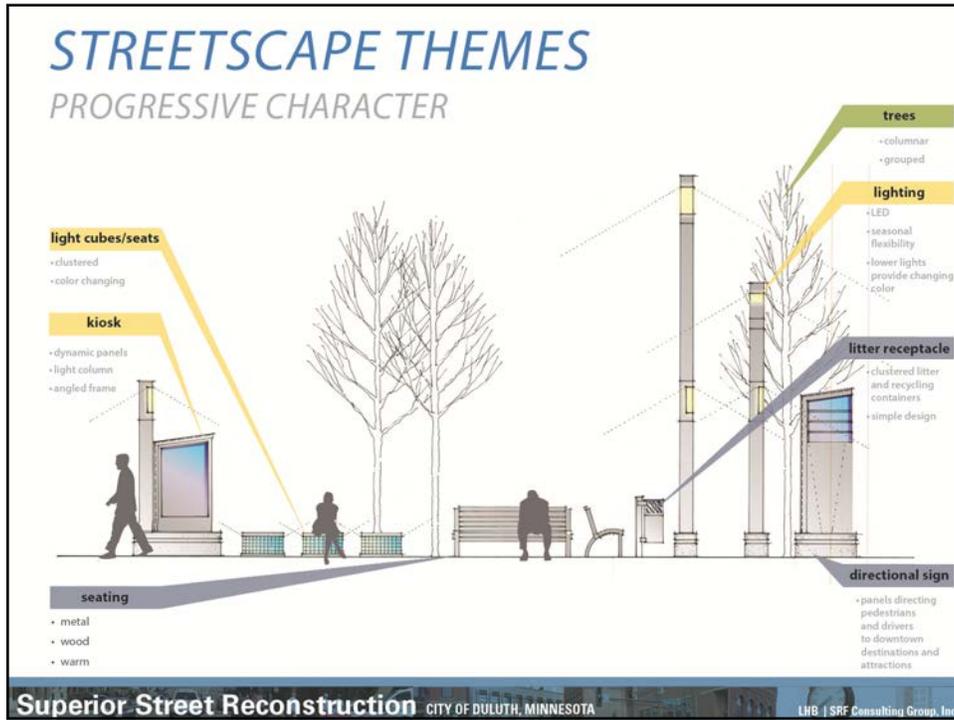
sidewalk thru lanes gathering area sidewalk

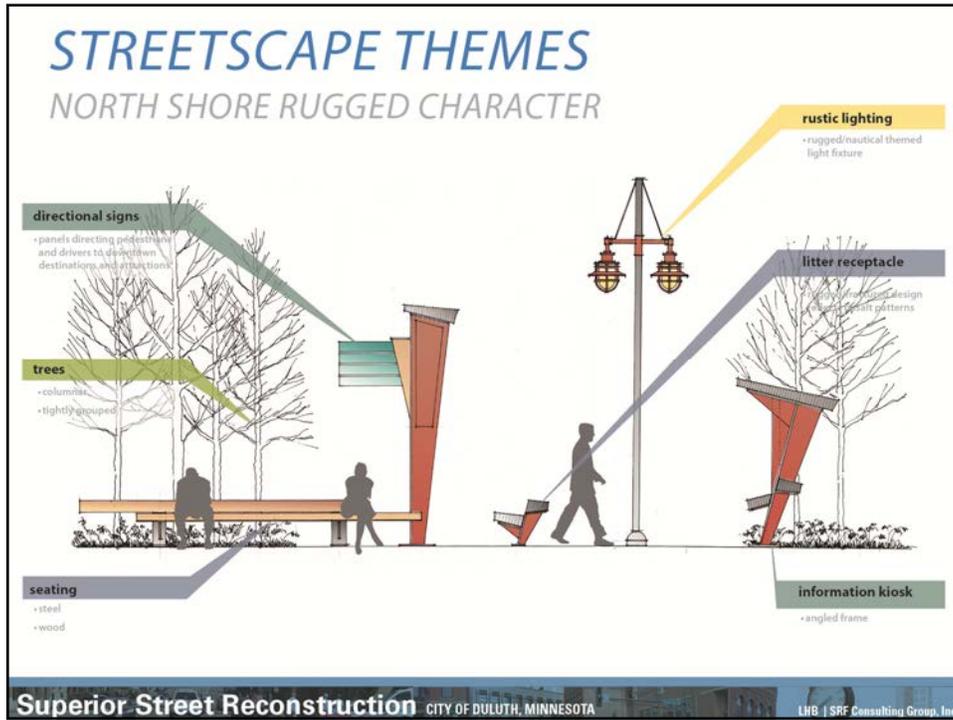
12' 13' 13' 42'

80'

0 5 10 Feet

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## Winter Seasonal Operation & Design Considerations

Durable sidewalk, slip resistant surface

Accommodate snow storage

Salt tolerant trees and landscaping

Low maintenance flowers and shrubs

Durable street furniture

Crime prevention; adequate lighting, vandal resistant, good sight lines

# Group Exercise



# Group Reporting



*SUMMARY, QUESTIONS +  
NEXT STEPS*

*Next Public Meeting April 1, 2014  
Location TBD*