

Cross City Trail - Public Comments (Submitted as of June 13, 2014)

City of Duluth

General Comments	Connector Trails	6th Street Comments	Bike Amenities Issues	Railroad/Industrial	Complete Streets	Spine Trail Comments	On v Off-street
The possibility of the Denfeld portion of the CCT is an extremely exciting one. My husband and I have owned a house on W 7th St. and 42nd Ave W for about 2 years, and we love and are committed to our neighborhood. This would be a great amenity that would not only increase our property value and attract more young professionals, like ourselves, to revitalize the neighborhood; it would also greatly increase our quality of life, with a fun and safe new option for walking, rollerblading or biking year round.	Feeder trails should go to schools and businesses.	No to 6th St. The South Route is better.	If there is a bike lane, where to the permit parking park their cars?	Why not use the abandoned rail bed by 35 from Recycle Way to front street on to Raleigh Street to Munger Trail?	Complete Streets satisfy the commuter. A bike trail will probably NOT serve both rec. riders and commuters	I support a cross-city trail which as directly-as-possible links lakewalk to Munger Trail (on DWP, I assume) Cross-city should be as direct a linkage as possible. IDEALLY, the original plan (on the Pacific RR) is the Best.	The off street option is the best!
It concerns me that the proposal seems to be a 'slap down a little paint and call it a bike route' proposal. Such a route will not encourage people to use it, will not be used, and will solve nothing.	Connection link up Cody St to Boundary Ave.	Uncontrolled intersections on 6th st.	Why don't you include a Cycle Track as an optional treatment? It gives the safety of a trail with the access of the neighborhood.	utilize the industrial part instead of neighborhoods.	Be it 6th St or 5th St or 4th St, stop signs don't stop cars in Denfeld intersections.	A good bike route must be safe enough your 9 year old could use it. It must be direct and without numerous curves and stops and intersections, so their biking with a purpose (commuters) can use it.	I like the off-street option.
Email notification of meetings on this trail is a must - no news tribune article for this meeting - no search results on city website either - same as other email notification is needed NOW!	As someone who will be starting a family of my own soon, connecting the schools, wade, the zoo is SO important.	Any of the streets in the area should be forgotten	Why didn't you describe the bike boulevard as more than a symbol? Intersections should have traffic circles or diverters to give preferential treatment and safety for bicyclists.	trail should not go through residential neighborhoods. It makes more sense to find a route that is more suitable with adequate space for safety.	Why didn't you acknowledge that trails at intersections are actually more dangerous than bike lanes? Drivers don't see bikes shooting off the trail.	select a route that is already wide enough and provides a safer option.	I like the off street option. I think this makes the most sense and safest for everyone.
How do Lincoln Park residents safely connect to to grocery store - Super One or new Coop?	exploratory traillette (destination) for parent w/ young children from Clyde/Children's Museum	It would be great to have controlled intersections.	is bike track an option?	either oneota or rail grade below grand avenue	Invest in sidewalks/bike lanes on Grand Ave	Why couldn't Grand Avenue be modified like W Superior Street for direct route?	off street trail - how much property would a owner lose.

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Grade from Munger Trail up to DWP rail disconnects far west to wade (example) due to grade	DWP connector to zoo would be great.	6th street is very busy with bus routes for the elementary kids - the traffic with cars and buses are very busy. Please think of another route like 4th St or 5th Street or even 7th st.	The other options: bike lanes, bike boulevards, and pedestrian curb/sidewalk extensions along with more stop signs and reduced speeds will certainly make the streets safer but will hardly be safe enough for younger children to use when going to and from school or the park. In addition, any on street route can not practically be called a trail, it is a street regardless of how it is signed or marked.	prefer lower route	In short, this requires complete street reconstruction and radically different design. It requires separation from the road, it requires reduced road size (one-way?) and it requires a closing some cross streets. If you don't want to do this, find another route. A half-way solution doesn't work.	Look for other options - use 4th st or 5th street or 7th street - no bus route. 6th is a bus route.	off road as much as possible
The football season DJFY has football at Irving so lots of kids like me bike there :-)	Connection of Lincoln Park MS to Denfeld on OFF STREET trail	The 6th street route would have to invest in more stop signs		buy back the DWP line	6th street - major reconstruction would be perfect - make it a real complete street	Consider paving western waterfront trail to connect Munger Trail to 63rd - existing and pretty right of way.	'separate trail' from trail as much as possible
Give kids and seniors a safe route through the neighborhood.	A trail from Lincoln Park MS to Wade for field trips	6th street is too congested as it is.		plan for rail corridor near Recycle Way	make one way and narrow streets?	favor better connection from munger trail to rest of street grid. If going via DWP does that, great!	bike blvd and on street not preferred
	Connect the SHT to schools	6th St has several uncontrolled intersections that question safety		figure out how to utilize space south of I-35 to make an off street trail	if it has to be a residential street, make it off street, one way or complete street.	close off skyline parkway to cars and make it strictly bike/ped	safety at intersections with bike lane or blvd - not good. Twin cities greenway
As a resident who will be here for years to come. I think this is great. If we want to attract young families we need to make improvements like this! This neighborhood is expecting turnover so the time is right!	Look at Keene Creek corridor to connect Irving to Grand via trail	We have 1 high school and 2 elementary schools either on or close to 6th street. bus and cars everyday.				existing bridge over Kingsbury Creek is too narrow and the trail curves too sharp and steep.	Off street is the safest option - prefer lower

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Raleigh - 65th-67th traffic calming in place does it work?	It appeared at the meeting that finding a route westward, which will easily convert into a trail, will be a greater challenge. Don't let that challenge deter you from doing due diligence in finding the best possible solution to linking the two existing trails through West Duluth.	6th st already is a great bike route. good signage would make it better.		We do not believe that using city streets is reasonable or equitable when compared to the rest of the Lakewalk and anything less in western Duluth is unacceptable. An abandoned rail bed exists from close to the end of Phase 1 right through West Duluth because it is the DWP rail line you want to connect with anyway. This rail line should be used for the majority of the trail. Much of it is undeveloped land at this time and some does pass very close to businesses like the Essentia Clinic. One option would be to follow the rail bed to 46th Ave. W. and then use an off street trail along Mike Colalillo Dr. until a suitable crossing of Grand Ave. can be determined. Another option would be to use the rail bed all the way to Central Ave. and cross Grand Ave. through Memorial Park and continue the trail off street parallel to Cody St. like it did originally until it connects where you need it to.			Now, those of us in Western Duluth are being told the Cross City Trail is meant to connect parks and schools and provide safe passage. If that is truly the mission of this portion of the trail, then the only reasonably safe option is an off street trail.
Grand AVenue CIMS project - bike lanes and sidewalks - already happening - this is a duplication of services and is our taxes.		I don't like the idea of having 6th st a bike trail because this is a school bus route and is very busy with cars and busses.					
Name the Trail "Oberstar Trail"		6th st makes the most sense. keep auto traffic on 8th and more pedestrians and cyclists to 6th.					
Since it took over 25 years for MNDOT to acquire a cleaning machine for the Bong Bridge - how soon would we have a 'machine' for city trails?		6th or 8th has too much traffic. 20-30 school busses each day. 4th to 6th to 40th - major traffic route					
It must be maintained year round with dedicated plows, not by regular city plows that always seem to have something better to do (than plow pedestrian pathways along woodland, for example)		close as many side streets as possible - two comments					
All public comment submitted to the City relative to this project should be posted in a timely manner on this Parks Department website. How can people make informed and intelligent comments without such information? It is remiss a City Office fails in such a simple and important endeavor		43rd & 6th st. Beauty shop shares parking with residence - very limited now					

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Concerns with lack of funds and research into already discussed routes.		8th Street is wider and has controlled intersections					
Trail needs to go on Grand Avenue. Homes along 6th Street are to close to each other.		8th street wider and ready to go.					
Build trail below Grand Avenue							
If trail is on 6th Street then there will be a loss of green space, trees would be removed, on street parking would be removed.							
Opposed to trail in densely populated neighborhoods if safeguards such as reduced speed limits, controlled intersections, community police presence, trail separate from road are not used.							Bikes in travel lanes and designated bike lands not safe. Off street trail is the safest and continues the lakewalk to munger trail theme.