

Jennifer Moses

From: Daniel Thompson <bretmin@gmail.com>
Sent: Tuesday, June 02, 2015 5:34 PM
To: Jennifer Moses
Subject: Re: Kenwood Village LLC

Jennifer,

Yes, please forward to Planning. Also, can you give me a contact in engineering so I can discuss this matter with them. I am very concerned about any traffic changes.

Dan Thompson

On Tue, Jun 2, 2015 at 11:51 AM, Jennifer Moses <jmoses@duluthmn.gov> wrote:

Hi Daniel,

We are working with the developer and our engineering department on traffic modeling and determining what intersection improvements will be needed. I will forward your email on to our director and to city engineers working on this.

Would you like me to include this as a public comment that would be forward to Planning Commission?

Jenn

From: Daniel Thompson [mailto:bretmin@gmail.com]
Sent: Monday, June 01, 2015 11:05 AM
To: Jennifer Moses
Subject: Kenwood Village LLC

Jenn,

My name is Dan Thompson and I am the owner of the property on the SW corner of Kenwood Avenue and Arrowhead Rd, which is leased to Holiday Corporation and operates as a Holiday Stationstore.

I have received your letter regarding the June 9 meeting and plan to attend.

My concern and my question to you is whether or not there will be any substantial changes to the Kenwood/Arrowhead intersection. In the past there have been discussions of adding center islands as well as eliminating entrances at this intersection. These issues would have a profound effect on this business, so I am concerned.

Although I am not opposed to this project, the impact that the additional traffic may have on the intersection could be a factor. When Walgreens was attempting to develop this corner the City was looking at substantial changes in the intersection, which would be detrimental to this business.

Please let me know if you would be able to provide an answer to this question, or direct me to a City office that would be able to answer.

Thank you.

Dan Thompson

Chad Ronchetti
40 W Cleveland St
Duluth, MN 55811
June 9, 2015



Planning Division
City of Duluth
411 West First Street
Room 208
Duluth, MN 55802-1197

RE: Notice of Public Hearing for Planning Review, Alley Vacation, and Variance for Kenwood Village, Southwest Corner of Kenwood Avenue and Arrowhead Road (PL 15-078, 15-079, and 15-081)

Dear Commissioners,

First and foremost, thank you for giving your time to review the written comments of those who are unable to attend the public hearing. Being a resident within the State Statute distance, I have several concerns about this project. I am not opposed to Kenwood Village, as it fits the vision of the educational corridor, addresses the housing shortage, and may spur additional investment in the area, but we need to be diligent in our decisions and not clouded by benefits. My concerns around the Kenwood Village project are as follows:

1. Traffic

a. Involve MIC and TAC

- i. Perhaps they already are, but the Metropolitan Interstate Council and the Transportation Advisory Council should be involved, as they were in the 2012 Walgreens study. Having an additional study outside of the applicant's traffic consultant is judicious and prudent.

b. Traffic light at Kenwood and W Cleveland?

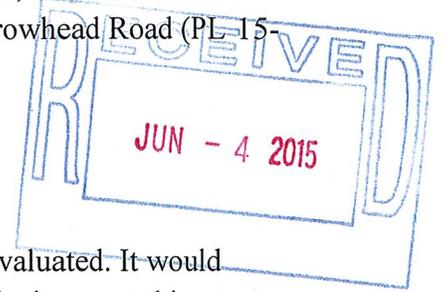
i. Kenwood Ave Alley and Super One delivery entrance

1. I am by no means a traffic engineer, but I am not convinced that a traffic signal at W Cleveland St. and Kenwood is the singular solution. I want to be sure all entry/exit points to

RE: Notice of Public Hearing for Planning Review, Alley Vacation, and Variance for Kenwood Village, Southwest Corner of Kenwood Avenue and Arrowhead Road (PL 15-078, 15-079, and 15-081)

June 09, 2015

Page 2



the Kenwood Shopping Center are evaluated. It would seem a traffic light would alleviate the issues at this intersection, however there are many contributing factors creating complications. Those of us who regularly use this intersection know the use of the Kenwood Ave Alley and the delivery entrance behind Subway are workarounds to vehicle queues during high volume traffic. In specific, a vehicle queue into the Kenwood Shopping Center parking lot is an issue, and the delivery entrance is frequently used to avoid that queue. The Kenwood Ave alley is used to access W Cleveland St. via W Buffalo Ave to circumvent queues on Kenwood Ave. These issues would be exacerbated by a traffic light. I have attached a figure outlining these areas for your reference.

ii. Visibility from W. Cleveland St.

1. Currently, there is an eight-foot fence along the property line of the southern corner lot of the project area. This fence creates limited visibility looking north up Kenwood Ave from W Cleveland St. For drivers exiting W Cleveland St., visibility is only possible when the front bumper of the vehicle is virtually in the intersection. The plans outlined by the applicant show vegetation up to W Cleveland St.'s right-of-way; vegetation combined with a 5-story building will decrease visibility greatly. Please consider this in planning.

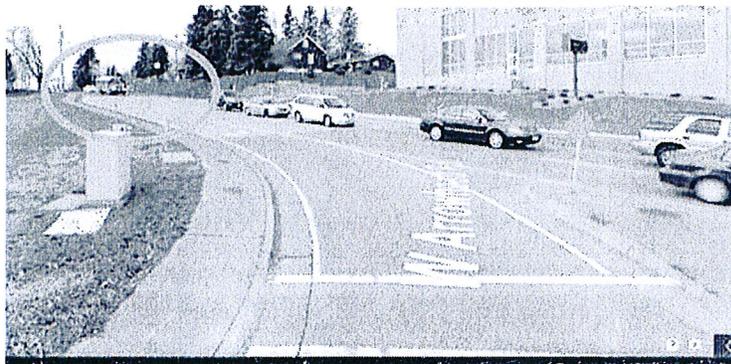
iii. Utility of the swipe lane from Arrowhead to Kenwood

1. When turning right from W Arrowhead. to Kenwood Ave, traffic is given a swipe lane, and the argument for retaining the yield only rights is increased capacity along Arrowhead Rd. This swipe lane is nothing but a danger. It increases potential for pedestrian injury, especially with limited visibility created by the hill (graphic below).

RE: Notice of Public Hearing for Planning Review, Alley Vacation, and Variance for Kenwood Village, Southwest Corner of Kenwood Avenue and Arrowhead Road (PL 15-078, 15-079, and 15-081)

June 09, 2015

Page 3



It also allows for higher speeds merging onto Kenwood Ave. High speed merging would be an issue if a traffic light is placed at W Cleveland, and visibility prior to merge would be limited by the proposed 5-story building. Increased capacity is not, in my opinion, a valid argument for retention, as the right lane is currently underutilized and capacity already reduced because the majority of cars merge left at this intersection in anticipation of the reduction in lanes ahead.

- iv. Pedestrian safety option – Hybrid Beacon (HAWK) or similar?
 - 1. The addition of 85+ residences will inevitably result in increased pedestrian traffic across Kenwood. The crossing at Kenwood and W Cleveland is likely to continue as the main pedestrian crossing point. Most residents will not walk to the intersection of Arrowhead to cross. Perhaps an option similar to a High intensity Activated crossWalk (HAWK) could provide a solution should a traffic light not be placed at W Cleveland. The cost of a similar project in Dakota County was around \$100,000. It may not require something as elaborate as the HAWK, but this is being suggested as an alternate solution. I have attached FHWA-SA-12-012 for your reference.



RE: Notice of Public Hearing for Planning Review, Alley Vacation, and Variance for Kenwood Village, Southwest Corner of Kenwood Avenue and Arrowhead Road (PL 15-078, 15-079, and 15-081)

June 09, 2015

Page 4

c. No drive-through

i. Drive-through land use has one of the highest averages for pass-by trips. Consider that there is a high-turnover restaurant proposed for this project, and that would be in combination with many existing high pass-by trip generating land uses at this intersection including one fast-food drive-through, three non-food related drives-through, a high-turnover restaurant, and a convenience store with a market, only to name a few. As discussed below, the pass-by traffic would be directed to the already complicated intersection of W Cleveland.

d. Other entry\exit point reviews

i. The plan presented by the applicant shows a one-way entrance from Arrowhead Rd, which is logical given exit onto Arrowhead is dangerous. This leaves only W Cleveland St as an exit for both residents and patrons. Perhaps obvious, but this again further complicates an already complicated intersection.

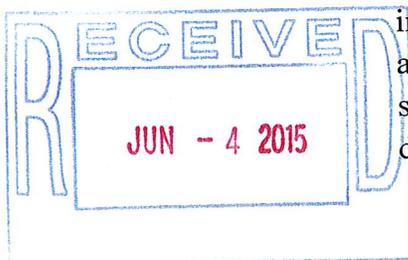
ii. US Bank and Wells Fargo were approached in 2012 to combine to a shared entry. Will this be discussed again? Will adjusting the number of accesses to the Holiday Station be discussed? Kenwood Muffler? Ace Lube?

2. Vegetative buffer\viewshed protection

a. The creation of some form of viewshed protection between the proposed, substantially sized parking area and the up-street neighborhood on W Cleveland should be required. Providing a vegetative buffer would help residents retain their existing feeling of privacy provided by the dead end street.

3. Parking

a. Street parking along W Cleveland St. needs to be addressed. With 56 surface spaces for patrons and additional lower level parking for residents, parking facilities should be adequate, but on-street parking will inevitably increase. I assume curb and gutter will be placed to the extent of the applicant's planned parking lot, and it is my belief that no street parking should be allowed within the curb and guttered area. Parking in this area decreases travel space and visibility.



RE: Notice of Public Hearing for Planning Review, Alley Vacation, and Variance for Kenwood Village, Southwest Corner of Kenwood Avenue and Arrowhead Road (PL 15-078, 15-079, and 15-081)

June 09, 2015

Page 5

4. Added\Replaced Signage

- a. Though a minor concern, the "Dead End" street sign will need to be replaced on W Cleveland St. after construction completion.
- b. I would like to see a 25-MPH speed limit sign added to the street as well.

I have full confidence in this commission, City Council, and City Staff. I am certain a compressive, well thought out traffic design will make this project be a success for the applicant, the city, and the neighborhood on W Cleveland. Please feel free to contact me with any questions or for clarification.

Best Regards,



Chad Ronchetti
(218) 248-9574

Attachments: FHWA-SA-12-012

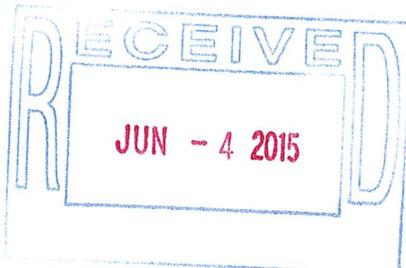
Problem Traffic Bypass Map

Enclosure

CC: Councilor Joel Sipress, Duluth City Council

Rick McKelvey, United Properties

Files





Proposed Project Area

Holiday Station

Subway

Delivery Entrance

Kenwood Shopping Center

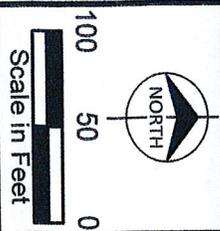
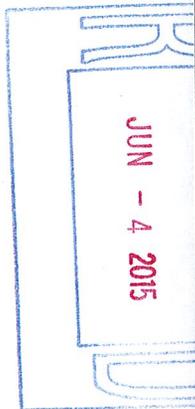
Kenwood Ave Alley

Kenwood Ave

W Cleveland St

E Buffalo St

-  Problem Queue Area
-  Bypass Route
-  Proposed Project Area



Problem Traffic Bypass
Kenwood Village
Plan Review & Variance
PL 15-078, 15-079
& 15-081

Proven Safety Countermeasures

Pedestrian Hybrid Beacon

The *pedestrian hybrid beacon* (also known as the **High intensity Activated crossWALK** (or **HAWK**)) is a pedestrian-activated warning device located on the roadside or on mast arms over midblock pedestrian crossings. The beacon head consists of two red lenses above a single yellow lens. The beacon head is "dark" until the pedestrian desires to cross the street. At this point, the pedestrian will push an easy to reach button that activates the beacon. After displaying brief flashing and steady yellow intervals, the device displays a steady red indication to drivers and a "WALK" indication to pedestrians, allowing them to cross a major roadway while traffic is stopped. After the pedestrian phase ends, the "WALK" indication changes to a flashing orange hand to notify pedestrians that their clearance time is ending. The hybrid beacon displays alternating flashing red lights to drivers while pedestrians finish their crossings before once again going dark at the conclusion of the cycle.

Background

Midblock locations account for more than 70 percent of pedestrian fatalities. Vehicle travel speeds are usually higher at midblock locations, contributing to the higher injury and fatality rates at these locations. More than 80 percent of pedestrians die when hit by vehicles traveling at 40 mph or faster while less than 10 percent die when hit at 20 mph.

The pedestrian hybrid beacon is a great intermediate option between the operational requirements and effects of a rectangular rapid flash beacon and a full pedestrian signal because it provides a positive stop control in areas without the high pedestrian traffic volumes that typically warrant the installation of a signal. In addition, the alternating red signal heads allows vehicles to proceed once the pedestrian has cleared their side of the travel lane, thus improving vehicle traffic flow.



Installation of the pedestrian hybrid beacon has been shown to provide the following safety benefits:

- ♦ Up to a 69 percent reduction in pedestrian crashes; and
- ♦ Up to a 29 percent reduction in total roadway crashes.

Guidance

Pedestrian hybrid beacons should only be used in conjunction with a marked crosswalk. In general, they should be used if gaps in traffic are not adequate to permit pedestrians to cross, if vehicle speeds on the major street are too high to permit pedestrians to cross, or if pedestrian delay is excessive. Transit and school locations may be good places to consider using the pedestrian hybrid beacon. Chapter 4F of the Manual on Traffic Control Devices (MUTCD) contains a chapter on the pedestrian hybrid beacon and when and where it should be installed. Practitioners should follow the MUTCD guidelines, which are referenced below. Since the pedestrian hybrid beacon is a traffic control device many people are not yet familiar with, effort should be made to perform outreach to the public before implementation so there is no confusion about how the beacon operates and what drivers and pedestrians should do when encountering it.

Key Resources

A Review of Pedestrian Safety Research in the United States and Abroad

<http://www.walkinginfo.org/library/details.cfm?id=13>

Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations

<http://www.walkinginfo.org/library/details.cfm?id=54>

Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials, 2004 [Available for purchase from AASHTO]

https://bookstore.transportation.org/item_details.aspx?id=119

Pedestrian Road Safety Audits and Prompt List

<http://www.walkinginfo.org/library/details.cfm?id=3955>

FHWA Office of Safety Bicycle and Pedestrian Safety

http://safety.fhwa.dot.gov/ped_bike/

Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities (NCHRP Report 674)

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_674.pdf

Manual on Uniform Traffic Control Devices, Chapter 4F. Pedestrian Hybrid Beacons

<http://mutcd.fhwa.dot.gov/htm/2009/part4/part4f.htm>

Safety Effectiveness of the HAWK Pedestrian Crossing Treatment

<http://www.fhwa.dot.gov/publications/research/safety/10042/10042.pdf>

Crash Modification Factors (CMF) Clearinghouse [quick search "HAWK"]

<http://www.cmfclearinghouse.org>

FHWA Contacts

Office of Safety: Tamara Redmon, tamara.redmon@dot.gov, 202-366-4077

FHWA Office of Research: Ann Do, ann.do@dot.gov, 202-493-3319

FHWA Resource Center: Peter Eun, peter.eun@dot.gov, 360-753-9551

FHWA Website: http://safety.fhwa.dot.gov/ped_bike/