



1st Street Study (6/27/19)

Comment Sheet

What do we need to consider in converting 1st street to a two-way configuration from Mesaba Avenue to 6th Avenue East?

Essentia Health's new SMMC (St. Mary's Medical Center) will have its new Emergency Department Entrance on 1st. Therefore, it might be beneficial for patients to travel to the new E.D. with this change.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

Are there any other comments you would like to share?

Name and Contact Info (Optional, if you wish a response)

Phil Johnson, Project Manager McGough (Representative Essentia)

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

Taryn Erickson | tjerrickson@duluthmn.gov | 218-730-5087



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Loading of Holiday center ramp will suffer as we can only allow one car to stage in the ramp to pull a ticket. Unloading of the ramp will suffer as vehicles will have to cross one opposing lane as they exit which will inherently cause a back up.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

2nd + 3rd Avenue west - Holiday Inn/center

Are there any other comments you would like to share?

We would strongly request consideration on keeping the flow as is, I don't feel an argument strong enough can be made to make the change.

Name and Contact Info (Optional, if you wish a response)

Brandon S. Porter - brandon.porter@hiduluth.com

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

Taryn Erickson | tjerrickson@duluthmn.gov | 218-730-5087



1st Street Study (7/25/19)

Comment Sheet

What do we need to consider in converting 1st street to a two-way configuration from 6th Avenue East to 24th Ave E?

Please consider parking, especially the alternate street parking between E 21st + 24th on 1st st, we would not want cut outs to our houses' boulevard to accommodate parking.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

E 23rd - 24th = loading + parking

Are there any other comments you would like to share?

Please consider the safety of children as this decision is made.

Name and Contact Info (Optional, if you wish a response)

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

Taryn Erickson | tjerickson@duluthmn.gov | 218-730-5087



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Parking can not change on E 1st Street - currently between 14th-15th as well as other sections of E 1st Street parking is clearly defined with a striped parking lane on the south/lower side of the street. Parking needs to stay as is.

Do not move parking that is currently on 1 side of the street to the other side.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

between 14th and 15th, parking I live there so on-street parking loading/unloading 10-15 min. is my only option - duration is 4:5pm until 7 or 8am or longer - it is much safer to parallel park on a 1-way, if you try to unload on a 2-way - you stop traffic if you are not able to get a parking spot to unload

Are there any other comments you would like to share?

Currently parking on the 1-way allows the driver of the vehicle to exit onto the boulevard - this is extremely safer than if it was a two-way - if you are handicapped and the road changes to a two-way you are exiting into traffic. If you move the parking lane to the North side of the street current residents that are handicapped & live on the south side of the street will not have safe access to their property. Please leave parking as is on 1st that is on the south side of 1st Street.

Name and Contact Info (Optional, if you wish a response)

Margie Iraci [Redacted]

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

Taryn Erickson | tjerickson@duluthmn.gov | 218-730-5087



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✓ Handicapped parking space - enough room to open door of driver's side to exit car (without being in a driving lane)

Please tell us what block you are on and what curbside uses (loading - including time; parking - including duration; bus stops, ride share spaces, etc.)

1924 E. 1st ST.
Duluth, MN 55812

✓ Handicapped parking in front of our house. My concern if it becomes 2-way is that it'll require driver's door with not much room

Are there any other comments you would like to share?

Thank you for having this meeting.
to avoid moving cars.

Yes ✓ It is much safer to enter 1st ST as a one way from a driveway - that if it were to be a two way.

Name and Contact Info (Optional, if you wish a response)

Elizabeth Neemi - cellphone
1924 E. 1st ST. [Redacted]

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

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Consider ^(Home owners) residents as much as the big hospital complexes. The one way seems very safe as it's configured.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

I'm on the 14 block of E. 1st st, the lower side. Parking is a huge issue as only 5 homeowners exist on this block and none of us have designated parking. There are 8 multi apt bldgs on the block + a business. Are there any other comments you would like to share? Impossible parking for us!

CROSSWALKS NEED TO BE OBVIOUS by paint, signs, lights or all of these. Drivers don't stop to give pedestrians the right of way to cross.

Being able to unload groceries or materials is a real problem for me.

Name and Contact Info (Optional, if you wish a response)

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I support this change. I would like this city to be more walker friendly. Intersections like 20th E + Superior St. would benefit from a traffic light (I don't let my son walk to school because this intersection is unsafe.) →

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

1st between 21st + 22nd on the lakeside; we park on the street

Are there any other comments you would like to share?

- the city needs to revisit the decision to grandfather existing rentals on parking space requirements; there is not enough turnover of ownership/lapses of grandfathered in rentals to have any meaningful impact.

Name and Contact Info (Optional, if you wish a response)

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Taryn Erickson | tjerrickson@duluthmn.gov | 218-730-5087



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INTERSECTION OF 1ST AND 21ST / TRAFFIC FLOW ISSUES WILL BE INCREASED?

PERPENDICULAR LINES TO GOVERN LIMITS OF PARKING ZONES, IT IS NOW SIMPLY A "JUDGEMENT" CALL OF THOSE PARKING.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

2000 BLOCK OF FIRST. HAVE OFF STREET PARKING. PARK ON STREET FOR CONVENIENCE'S SAKE, SELDOM MORE THAN 2 HOURS.

Are there any other comments you would like to share?

I RECOMMEND CHANGING STREET PARKING TO "UPHILL" SIDE OF STREETS TO AID IN SAFETY WHEN TRAVELING UP AVENUES / SIGHT DISTANCES.

Name and Contact Info (Optional, if you wish a response)

DAVIDSON WARD | [REDACTED]

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

Taryn Erickson | tjerickson@duluthmn.gov | 218-730-5087



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PLEASE PRIORITIZE THE PROPERTY OWNERS ALONG THIS CORRIDOR
OVER TRAFFIC FLOW. PROTECTED INCREASE THE TAX BASE.
TWO WAY ALL THE WAY. HOWEVER YOU GET THERE.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

I'm on the corner of 18th East. Some Loading
& UNLOADING, PROBABLY ONLY A TOTAL OF 1 hr/month.

Are there any other comments you would like to share?

INCREASE IN ROAD CONGESTION IN RESIDENTIAL AREAS
~~ARE BAD~~ IS OK. TWO WAY STREETS INCREASE
PROPERTY VALUES + IMPROVE COMMUNITY LIFE.

Name and Contact Info (Optional, if you wish a response)

ANDY GOLDFINE

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

Taryn Erickson | tjerrickson@duluthmn.gov | 218-730-5087



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What do we need to consider in converting 1st street to a two-way configuration from 6th Avenue East to 24th Ave E?

Parking a big issue between 14th Ave + 15th Ave. It's working now... not a problem there are not a lot of accidents It has a Parkway feel. 2-way will take that away.

Please tell us what block you are on and what curbside uses (loading – including time; parking – including duration; bus stops, ride share spaces, etc.)

14th Ave / 15th Ave. There are no drive-ways or Alleys on this block parking is already limited @ 1-way @ gives us access to parking.

Are there any other comments you would like to share?

If it's not broken, don't fix it. Much easier to change the 2-way blocks to one way if consistency is the issue.

Name and Contact Info (Optional, if you wish a response)

Project Contacts: Jennifer Moses | jmoses@duluthmn.gov | 218-730-5328

Taryn Erickson | tjerickson@duluthmn.gov | 218-730-5087



**ARROWHEAD REGIONAL
DEVELOPMENT COMMISSION**

Leading • Planning • Connecting in the counties of Aitkin • Carlton • Cook • Itasca • Koochiching • Lake • St. Louis

June 27, 2019

Dear Jenn Reed Moses and Taryn Erickson:

Thank you for providing the opportunity to comment on the idea of changing 1st Street in front of our building (221 West 1st Street) from one-way to two-way. Overall, we are in favor of changing it to two-way. We believe it will be safer for motor vehicle users, bicyclists, and pedestrians. We also believe it will be a more convenient and direct route for visitors to our offices.

Of concern is the handling of deliveries and equipment pick up and drop off movements at our offices and other businesses on our block. There are regular deliveries from Fed Ex, UPS, and others. Additionally, Erberts and Gerberts, across the street from us, regularly has large truck deliveries that park and block traffic in one of the 1st Street lanes.

In an ideal world, we would like to see a delivery/pick up/drop off zone added to 1st Street in front of the Missabe Building (225-231 West 1st Street). Currently, the sidewalk in that area is wider than the rest of the block, but it doesn't seem to require it. There are no cafés or other businesses that could set up tables and chairs, etc. and use the extra sidewalk space. We would like to see a bump-out in front of ARDC for the purposes of wheelchair ramp access and bicycle parking and then have a delivery zone in front of the Missabe Building. Please see attached diagram. This change may be bigger than the City envisioned when it first discussed one-way versus two-way, but it could have significant benefits when regarding traffic flow and safety.

Thank you for your consideration.

Andy Hubley, AICP
Arrowhead Regional Development Commission (ARDC)
221 West 1st Street
Duluth, MN 55802
218 529 7512
ahubley@ardc.org

EXISTING:



IDEA:





Duluth-Superior Metropolitan Interstate Council

Guiding the Future of Transportation for the Twin Ports Area

8/1/2019

Jennifer Moses
Taryn Erickson
Duluth City Hall
411 West First Street, Room 160
Duluth, Minnesota 55802

RE: First Street Study Project – MIC Staff Comments

Thank you for the opportunity to comment on the First Street Study Project. The MIC staff is in support of restoring two-way traffic flow on First Street in Duluth along its entirety.

The mission of the Duluth-Superior Metropolitan Interstate Council (MIC) is “guiding the future of transportation for the Twin Ports.” As the MIC is set to release the latest update to the Duluth-Superior Metropolitan Area’s Long Range Transportation Plan, Sustainable Choices 2045, one of the key and most significant takeaways is that continuing to follow the status quo is not sustainable for a variety of reasons, including the lack of resources to maintain the existing infrastructure. Therefore, re-thinking the transportation system is called for at this time. This shift in perspective focuses on five key transportation planning perspectives, which are supporting great places and neighborhoods, improving health outcomes for people and the environment, increasing economic vitality, moving people and goods, and having a safe system for people to utilize.

The one-way urban transportation system, particularly in the downtown area, is due for a reassessment. First Street in Downtown Duluth is one of the downtown roads that were converted to a system of one-way streets many years ago, prior to the extension of I-35. This was common in cities across the U.S. in the 1950s that converted their downtown streets to one-ways to alleviate motor vehicle traffic congestion. It was a rational solution at a time when downtown Duluth was the primary commercial, office and retail hub for the region, coupled with major medical and educational facilities.

However, since that time, downtown Duluth no longer serves as the primary retail center for the region as the Miller Hill commercial hub now serves that role, nor as an education hub, as Central High, Washington Junior High and Nettleton Elementary have all been closed. Furthermore, major infrastructure investments have dramatically changed traffic patterns through and around downtown, including the extension of I-35 to East Duluth and the expansion of US Hwy 53 to a four-lane facility (Piedmont Ave/Trinity Rd) to the Miller Hill commercial hub.

In response to these transportation system changes, nearly all of the low volume one-way streets have been converted back to two-way streets in the past 10 years. The one-way segment of First Street that remains is clearly a remnant of a prior solution to a traffic problem that no longer exists, or certainly not to the previous extent.

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The MIC staff strongly supports converting the remaining one-way sections of First Street to two way traffic flow. Please note that we reviewed both the advantages and disadvantages of one-way streets before making this conclusion. The following table is a summary:

One-Way Street Advantages	One-Way Street Disadvantages
Increased traffic flow	Creates longer, circuitous routes; can be confusing to those unfamiliar with area
Reduces congestion	Can increase traffic volumes
Minimizes vehicle conflicts	Can result in higher travel speeds
Facilitates good signal progression	Discourages pedestrian traffic
Loading zones and transit stops are less disruptive to motor vehicle traffic	Transit stops for opposing directions are located on separate streets

Some additional points that build upon the items in this table are discussed below.

- **Safety Issues:**
 - Currently the section of First Street under consideration has multiple one-way and two-way configurations in less than a 2-mile stretch. This set up leads to a confusing and illogical traffic direction pattern. In turn, it is not uncommon to see a motorist traveling the wrong way on the one-way segments, creating a clear safety issue for all the roadway users.
 - One-way streets may appear easier and therefore safer to cross for pedestrians, bicyclists and motorists, as a person only has to look one-way to cross. However, looking both ways should happen before crossing all streets, even one-way streets, as there is pedestrian traffic (which does travel in both directions) as well as the fact that motorists are known to drive the wrong way down this one-way street.
 - A two-lane one-way street, like First Street, creates a serious safety concern due to the blind 2nd lane for crossings by any user, but particularly the more vulnerable people walking or cycling. A motorist in the 2nd lane, may be blinded from seeing people crossing due to limited sight distances from seeing oncoming traffic or someone crossing when a vehicle is in the next lane, particularly if the vehicle is a large truck, bus, or van. A person crossing is also blinded and may see that a vehicle in the first lane has stopped, but it may not be clear that a motor vehicle in the 2nd lane has stopped as well.
 - One-way streets encourage higher speeds, particularly in short bursts as motorists tend to jockey for position and create unpredictable traffic movements.
 - In an urban downtown environment, two-way streets are more uncomfortable to drive and require greater awareness of the surroundings, thereby reducing speed and creating predictable and calm motor vehicle movements.
 - Slower motor vehicle traffic speeds are appropriate on urban downtown streets and make for a safer environment for all users as motorists can see more of their surroundings, and have time to react and to slow down and stop when something unexpected happens.
 - Crime deterrence – One-way streets create “shadow zones” between buildings where people can hide. Natural surveillance is the best deterrent to crime and a two-way street creates better visibility as traffic will be moving in both directions, eliminating “shadow

zones” with slower moving vehicle traffic that allows for motorists to see more of their surroundings.

- Two-way streets will facilitate better response times for emergencies, particularly with the main fire station located on the western edge of First Street in Downtown Duluth.
- Loading Zones, Drop Off/Pick Up
 - Two-way traffic flows allows for passenger pick up and drop off to be on the sidewalk and not into the traffic lane. This is especially key at the YMCA on First Street where buses with children can not directly drop off children in front of the building without having to enter or cross a motor vehicle traffic lane.
 - One-way configuration allows for maximum flexibility. Converting to a two-way will require an assessment of need and use in both the short term for interim solutions as well as long term for more permanent ones. Note that the loading zone and pick up and drop off issue (regardless of change) is expected to grow as an issue into the future as there is an increase in online sales as well as on-demand ride share services.
- Traffic Movement
 - Two-way streets can reduce traffic circulating on the surrounding blocks as motorists have to “circle the block” to reach their destination.
 - Two-way streets allow for more flexibility when diverting traffic when an event or construction takes places restricting parallel nearby streets.
 - Traffic patterns, and more so a motorist’s behavior, are dynamic as people adjust to the built environment and any changes in the transportation system. The traffic patterns will change, in both expected and unexpected ways, including on surrounding streets.
- Access
 - Two-way streets allow for buildings to have increased access with traffic moving in both directions.
 - Two-way streets allow for direct access from I-35 to two of the three public parking ramps along First Street; such as the Tech Village ramp on the corner of Lake Avenue.
 - A two-way street gives people riding a bicycle with an additional eastbound, relatively flat and lower motor vehicle traffic option, when compared to Superior Street and 2nd Street, to traverse across and through Downtown.
- Economic Development
 - One-way streets discourage pedestrian traffic and restrict the amount of store frontage viewed by passing motorists, which can result in an overall decrease in businesses along a one-way street network.
 - Two-way streets with slower traffic, more access (can reach from both directions) have a more human scale and neighborhood feel and are more inviting and hence create better places. The better the place, the more people want to be there. The more people want to be there, the better opportunities for economic activity.

In summary, changing this street to two-way flow will create challenges. Loading zones, including drop off and pick up areas will need to be reconsidered through the entire downtown commercial corridor. While the needs of businesses today will have to be considered, particularly the parking ramp ingress/egress and the loading zone issues, understanding the overall needs of the city as well as those of future businesses should also be taken into consideration. With that lens, the benefits of a two-way street outweigh the one-way and therefore the MIC staff is in support of converting First Street into a two-way street for its entire length through Duluth.

Sincerely,

A handwritten signature in cursive script that reads "Ron Chicka".

Ron Chicka, Director
Duluth-Superior Metropolitan Interstate Council
221 W First St
Duluth, MN 55802
rchicka@ardc.org
218.529.7506

July 22, 2019

RE: 1st Street Traffic Study

I am writing in to offer information that will hopefully assist in making a decision regarding the extension of the two way portion of 1st Street up to the R-1 Neighborhood of 24th Avenue E.

I am a resident/home owner at 2309 E. First Street and have lived at this address for 21 years. When this subject came up in the past, as my then neighbor who had been a resident on First Street for 15 years before me said, "this would be a horrible idea".

As it is, there is too much speeding traffic on First Street as irresponsible motorists travel up to 40 MPH down to 21st Avenue in an attempt to get around traffic on Superior Street. It is already a hazard that would be increased by two way traffic.

The blocks on First Street between 24th Avenue and 21st Avenue E. are part of the original Congdon Historic East End district. It has been a quiet neighborhood since 1904 and should remain that way. There are two Historic Homes on the 2300 block, The Olcott House and the Cotton Mansion that are Historic Bed & Breakfasts. Not only do guests come and go relatively safely with one way traffic, but the many tour buses that stop in front of these two homes almost every day during the Summer & Fall seasons, do not block traffic as cars are able to pass by on the current one-way configuration.

There are more issues, however, than the inconvenience of increased noise and the addition of unnecessary traffic. There is plenty of access out to the East end on E. Second Street (a functional one way street) and Superior Street (a functional two way street).

1. There is no traffic signal at the corner of 21st Avenue E. and E. First Street. It is currently almost impossible to cross 21st Avenue with all the traffic that uses this main artery up to the Woodland and College areas.
2. If a traffic signal were to be installed at this intersection, the traffic that is already backed up at the corner of Superior and 21st would only be able to progress one more block before encountering another signal and the potential of another lengthy stop. This would further back up traffic on 21st causing a major city-like traffic jam.

It is possible, if absolutely necessary, to extend two way traffic out to 21st Avenue from the Hospital Area. But without a traffic signal, it would be many accidents waiting to happen. At this end of First Street, there is no current problem, so there is not need to fix it. The only confusion for motorists in our neighborhood is the lack of signage, which has been a problem since we moved into the neighborhood.

Ken Aparicio


Jennifer Moses

From: Boeselager, Michael [redacted]@com>
Sent: Tuesday, July 23, 2019 12:11 PM
To: Jennifer Moses
Cc: Taryn J. Erickson; Adam Fulton; Jason Hale
Subject: 1st Street Traffic Study
Attachments: [Untitled].pdf

This message was sent securely using Zix®

Jenn,
I'm in receipt of the attached notice of an upcoming public open house on the topic of 1st Street traffic flow. I'm planning to attend the first portion of this meeting, but unable to attend the entire event. I thought it would be helpful to submit a statement regarding St. Luke's position on this matter.

As described in the attached letter, there are currently numerous transitions from one-way to two-way traffic flow along 1st Street – which causes driver confusion and overall difficulty in navigating this corridor. As such, we support transitioning 1st Street to two-way traffic from 6th Avenue. E. to 24th Avenue E.

This transition will help to slow traffic, improve pedestrian safety and enhance access to the St. Luke's campus. As we help to shape a vision for developing a walkable urban campus, spurring economic development along this corridor and revitalizing the neighborhood, the proposed change will be a vital element in that plan.

Thanks,
Mike

Mike Boeselager

Vice President, Support Services



915 E. 1st St. | Duluth MN 55805

Phone: [redacted]

[redacted]

This message was secured by ZixCorp^(R).

Jennifer Moses

From: John Ongaro [REDACTED]
Sent: Thursday, June 27, 2019 3:35 PM
To: Jennifer Moses; Taryn J. Erickson
Subject: Fwd: The Return of the Two-Way Street

----- Forwarded message -----

Date: Wed, Jun 26, 2019 at 8:14 PM
Subject: The Return of the Two-Way Street

After reading a few of the reactionary comments about this proposal, I felt this attached story could help "open people's eyes" to the wisdom of going to a 2 way street. It took this town 30 years to get the freeway built through town/downtown. It's there now! No longer any need to keep these archaic one-way streets! Good Luck, I'm 100% supportive of this long-overdue change.

<https://www.governing.com/topics/transportation-infrastructure/The-Return-of-the.html>

John Ongaro
[REDACTED]

Jennifer Moses

From: Kristi Stokes <[REDACTED]>
Sent: Monday, July 1, 2019 9:15 AM
To: Jennifer Moses; Keith Hamre
Subject: FW: 1st Street Planning Meeting

Hi there,

I wanted to pass along this concern raised by North Shore Bank regarding First Street. We'll attempt to collect loading zone/etc info from members as well.

thanks

From: Matt Gottwald
Sent: Thursday, June 27, 2019 4:17 PM
To: Kristi Stokes
Subject: 1st Street Planning Meeting

Hi Kristi,

We were planning on attending the meeting tonight, however we are no longer able to make it. I don't know if you will be going, but I figured I would reach out to you. If there is someone I should talk to directly, please let me know and I would be happy to pass our concerns on.

Our concerns are how traffic would flow in and out of our auto bank, especially with its proximity to the Holiday Ramp entrance. It is in our opinion, that first street through the downtown area would be best left as it is as a one-way road. An idea we had would be to have 1st st one way from 3rd east through the downtown, and two way the rest of the way?

Thanks for all you do!

Matthew C. Gottwald, AAP, NCP | Financial Manager | [REDACTED]
Phone: [REDACTED]



BANK WITH INTEGRITY

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Jennifer Moses

From: Kristi DuCharme <[REDACTED]>
Sent: Monday, July 29, 2019 1:50 PM
To: Jennifer Moses; Taryn J. Erickson
Subject: 1st Street Traffic Study

I was unable to attend the meeting as I was out of town for a family vacation. My family and I live at 2222 E 1st St. We have owned our home and lived here for the last 11 years. I would be greatly disappointed to see our one way street be converted to a two way street. We already have people speed through here that are coming from 24th Ave E. We just had a truck today speed through with no regard to speed. We have seen plenty of wrong way cars also of people that just don't know what they are doing. Having traffic come off of 21st Ave E and be able to turn E on 1st st will only increase the amount of traffic but the danger will increase. We have small children and don't want our somewhat quiet street being changed. Another concern we have is parking and snow removal. Will this area have alternate side parking or only one side since the street is not wide enough to accommodate two parking lanes and two driving lanes. Snow removal this last year was so bad that the road was only wide enough for one parking lane and one driving lane. If you were to change this road to a two way, would the city take better care in plowing? I honestly hope the road stays the same.

--

Kristi DuCharme
[REDACTED]

Jennifer Moses

From: JOSEPH KLEIMAN <[REDACTED]>
Sent: Tuesday, July 23, 2019 2:54 PM
To: Jennifer Moses; Taryn J. Erickson
Subject: 1st Street Traffic Study

As a property owner along First Street I just want to convey my thoughts. I am open minded so should a change be mandated I can accept it.

If you asked my opinion, I would say to leave First Street "as is" from 6th Avenue E to 24th Avenue East. Thank you for your consideration on this matter.

Joe Kleiman
[REDACTED]

Jennifer Moses

From: planning
Sent: Friday, June 28, 2019 7:04 AM
To: Jennifer Moses
Subject: FW: First Street

From: Tom Griffin
Sent: Thursday, June 27, 2019 4:43 PM
To: planning
Subject: First Street

I will be unable to attend this evenings meeting and wanted to put my comments in writing. MAKE IT ONE WAY ALL THE WAY. Ok the first block off Mesabi could remain 2 way to accomodate the fire department but return the two ways to one way all the way. The medical district is making big changes shortly and they should be able to deal with the return to one way.

Thanks for listening....tom

Sent from [Mail](#) for Windows 10

Jennifer Moses

From: Taryn J. Erickson
Sent: Tuesday, July 2, 2019 12:55 PM
To: Jennifer Moses; 'Scott Poska'
Subject: FW: Uncle Dunbar's Auto Body 1st Street concerns

FYI

From: jody nelson
Sent: Tuesday, July 02, 2019 12:50 PM
To: Taryn J. Erickson
Cc: [REDACTED]
Subject: Fw: Uncle Dunbar's Auto Body 1st Street concerns

From: jody nelson
Sent: Tuesday, July 2, 2019 12:34 PM
To: [REDACTED]
Subject: Uncle Dunbar's Auto Body 1st Street concerns

Taryn

Thank you for requesting input from businesses directly affected by the possible 1st Street 1 way to 2 way change.

*We are located 1/2 a block from the 1st St and 3rd Ave W intersection. The first problem we will have if this goes to 2 way is, getting vehicles into and out of our building. Customers drive in for an estimate off of 1st and the only way out, is back out on to 1st. Now, we wait for the traffic light on 3rd Ave and can safely guide customers back out. If it goes to 2 way that will potentially be a great safety hazard to employees and customers.

*Tow trucks, parts delivery trucks, garbage trucks etc... all have to access our building off of 1st St. If any of these vehicles are parked in front of our building, cars will have to go around them, again, creating a traffic hazard. Or worse yet, back up traffic for blocks. We get multiple deliveries a day. Everything from a UPS truck to an 18 wheel semi, some of which are parked out front for a quarter to half an hour. Designating a loading zone will not fix this problem.

*1 Street is about 1 1/2 lanes at best during the winter, exacerbating all of the items I've mentioned.

*Uncle Dunbars isn't the only business that will have roughly the same problems. Many of them have voiced their concerns. The Union Gospel Mission across the street from us has emergency vehicles and delivery trucks parked in front of their building that will block traffic just as I've described happening on our side of the street. Thank you so much for taking the time to gather the needed information to make an informed decision about this possible change.

Rick Dunbar
Uncle Dunbar's Auto Body
210 E 1st Street

Jennifer Moses

From: planning
Sent: Tuesday, June 25, 2019 3:24 PM
To: Jennifer Moses
Subject: FW: First Street

For your files.

Steven.

From: Nancy Carroll
Sent: Tuesday, June 25, 2019 2:21 PM
To: planning
Subject: First Street

We would like to see FIRST STREET be two-way traffic. It will give an ongoing substitute for Superior St. – which is much needed.

THANK YOU!!

Nancy & Jerry Carroll
4004 London Rd. #1212
Duluth 55804

Jennifer Moses

From: [REDACTED]
Sent: Thursday, July 25, 2019 3:29 PM
To: Jennifer Moses; Taryn J. Erickson
Subject: 1st Study

I am contacting you in regard to your 1st Street Traffic Study.

Currently E 1st Street is one-way and changes to a two-way at N 8th Ave E (the signage is clear) and then changes back to a one-way at N 3rd Ave E.

I am advocating that E 1st street stay a one-way until it gets to N 8th Ave E where it currently changes to a two-way, continue E 1st Street as a two-way street where it intersects N 3rd Ave E, N 2nd Ave E, N 1st Ave E, N Lake all the way to Mesaba Ave.

By changing E 1st Street to a two-way all the way from N 8th Ave E to Mesaba Ave, as mentioned above you will accomplish the following:

- 1) Minimize traffic confusion and potential accidents in the area described from N 8th Ave E traveling west to Mesaba Ave, no directional changes from N 8th Ave E all the way to Mesaba Ave.
- 2) Minimize the expense of reworking the road, signage and striping by only affecting N 8th Ave E west to Mesaba Ave, where the confusion currently exists.
- 3) Not impact neighborhoods and taxpayers in a negative way by NOT converting all of East 1st Street to a two-way. There is no confusion driving on E 1st Street as a one way until you start going through directional changes back and forth from N 8th Ave E to N 3rd Ave E.
- 4) Allow continued ease of snow removal, currently City of Duluth's snow removal is not an issue on the long length of East 1st Street that is a one way. Parking lanes are clearly defined and for the most part there is not an issue of people have to move their vehicles each day from odd/even parking because E 1st Street is set up with defined parking lanes.
- 5) You would not add additional tax burden to the property owners if you only address the section of E 1st Street that is causing confusion. Property owners already feel they are being over burdened with high taxes and don't feel they are getting a good return for their hard earned dollars (roads that need repair but appear to be forgotten, Potholes, potholes potholes etc.). We don't need the added expense of changing the entire E 1st Street to remedy directional concerns that are occurring west of N 8th Ave E towards Mesaba Ave.
- 6) Not impact on-street parking in a negative way. Currently parking is working on E 1st Street as a one-way street. It is safe to parallel park, it is safe to pull out of your parking spot. I can't stress this enough, the majority of property owners that depend on on-street parking.

I understand the need to address traffic safety, but there needs to be a solution that works for everyone, including the property owners.

The City of Duluth can look like a hero by solving their concern of directional changes by addressing the actual area that is causing the confusion, N 8th Ave E thru N 3rd Ave E to a two-way NOT by changing the entire E 1st Street to a two-way.

I am asking that the City of Duluth use some common sense, be fiscally responsible and seriously look at the solution I have outlined above.

I have reached out to many neighbors and they agree as well.

Sincerely,
Margie Iraci

Jennifer Moses

From: [REDACTED]
Sent: Thursday, July 18, 2019 1:05 PM
To: Jennifer Moses; Taryn J. Erickson
Subject: First Street change to two way street

Dear Jenn and Taryn:

I am strongly opposed to First Street from 6th Avenue East to 26th Avenue East being changed to a two way street. I live on the corner of south west corner of First Street and Twenty-First Avenue East and my driveway, along with others, enters onto 21st Avenue East. If First Street were changed to a two way street, as soon as there is a gap in the downhill traffic on 21st Avenue East, a car on 1st would pull onto the street precluding those of us who must exit onto 21st from backing out to get out of our driveways. I am also concerned about the parking on First Street and the snow removal. Currently snow is only occasionally plowed on the lower side of the street because parking is allowed on that side, if the traffic is changed, I'm unsure how that would be affected.

I fully understand the desire to change the traffic flow in the downtown area to eliminate confusion, changing it in the residential areas seems to me will add to the potential for traffic accidents.

Very sincerely yours,

Dennis L. Lamkin

[REDACTED]
21 N 21st Ave East
Duluth, MN 55812
[REDACTED]