

First Street 1- to 2-Way Conversion

Instructions for Attendees:

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- Use the raised hand icon to speak
- The Host will call on you
- State your name & address
- Observe 3 minute rule

May 28, 2020; 4:30 PM

Public Meeting Webinar

City of Duluth Planning, Police, & Public Works
Departments

Insert date or delete



City of Duluth Panelists

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Why Make a Change?

- Our One-Way street pattern dates to pre-I-35; the traffic capacity is no longer needed
- The *Imagine Duluth 2035 Plan* recommends studying a change to 2-Way flow
- The current 4 changes from 2-Way to 1-Way flow are confusing AND hazardous
- 2-Way circulation would connect the Downtown, Medical District, AND neighborhoods



Study Scope and Schedule



Study start = March 2019
Consultant = Alliant Engineering

Study scope:

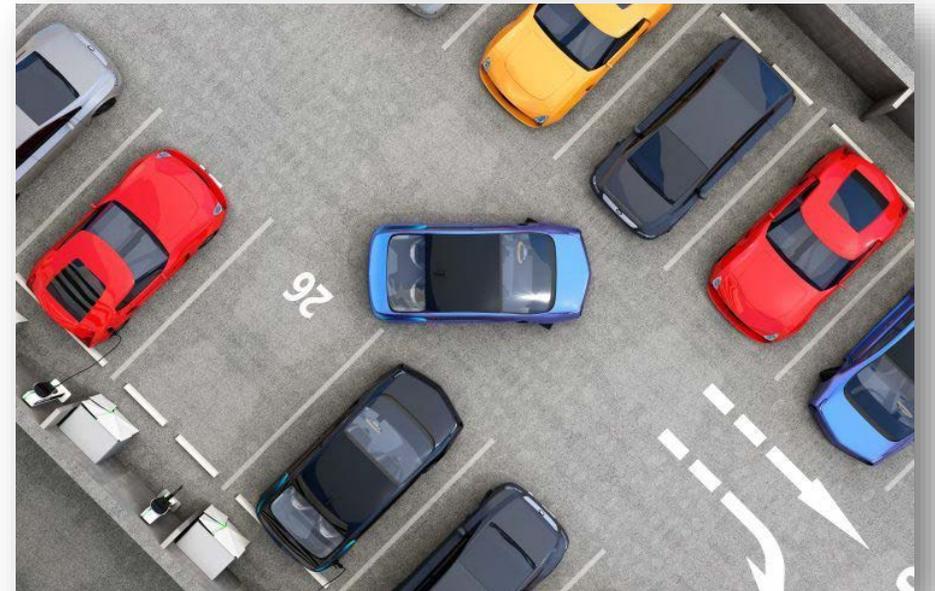
- Existing Conditions
- Business Access
- Traffic volumes
- Parking and loading
- Transit operations
- Pedestrian activity

Study Supplement:

- Prepare final design plans for the 2-way conversion

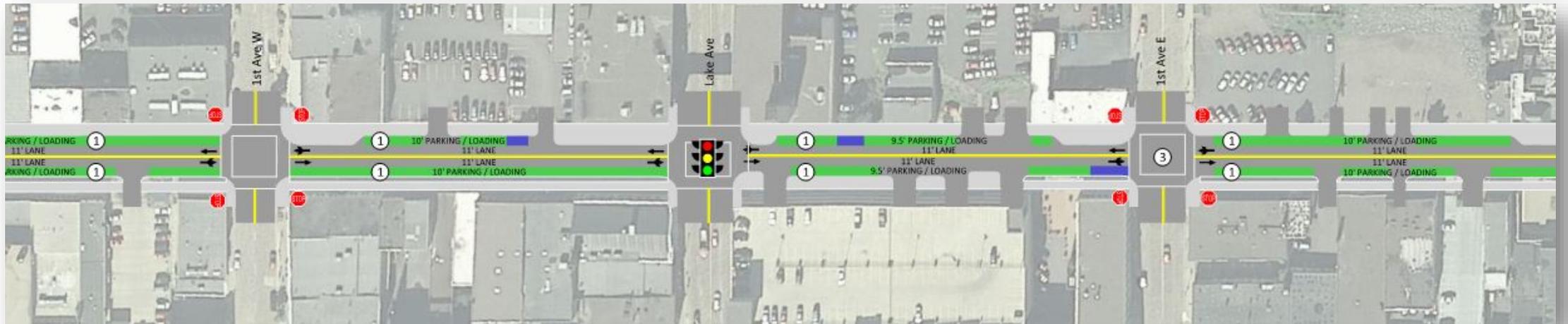
Implementation Schedule:

- 2020 Construction Season
- Requires Council Approval

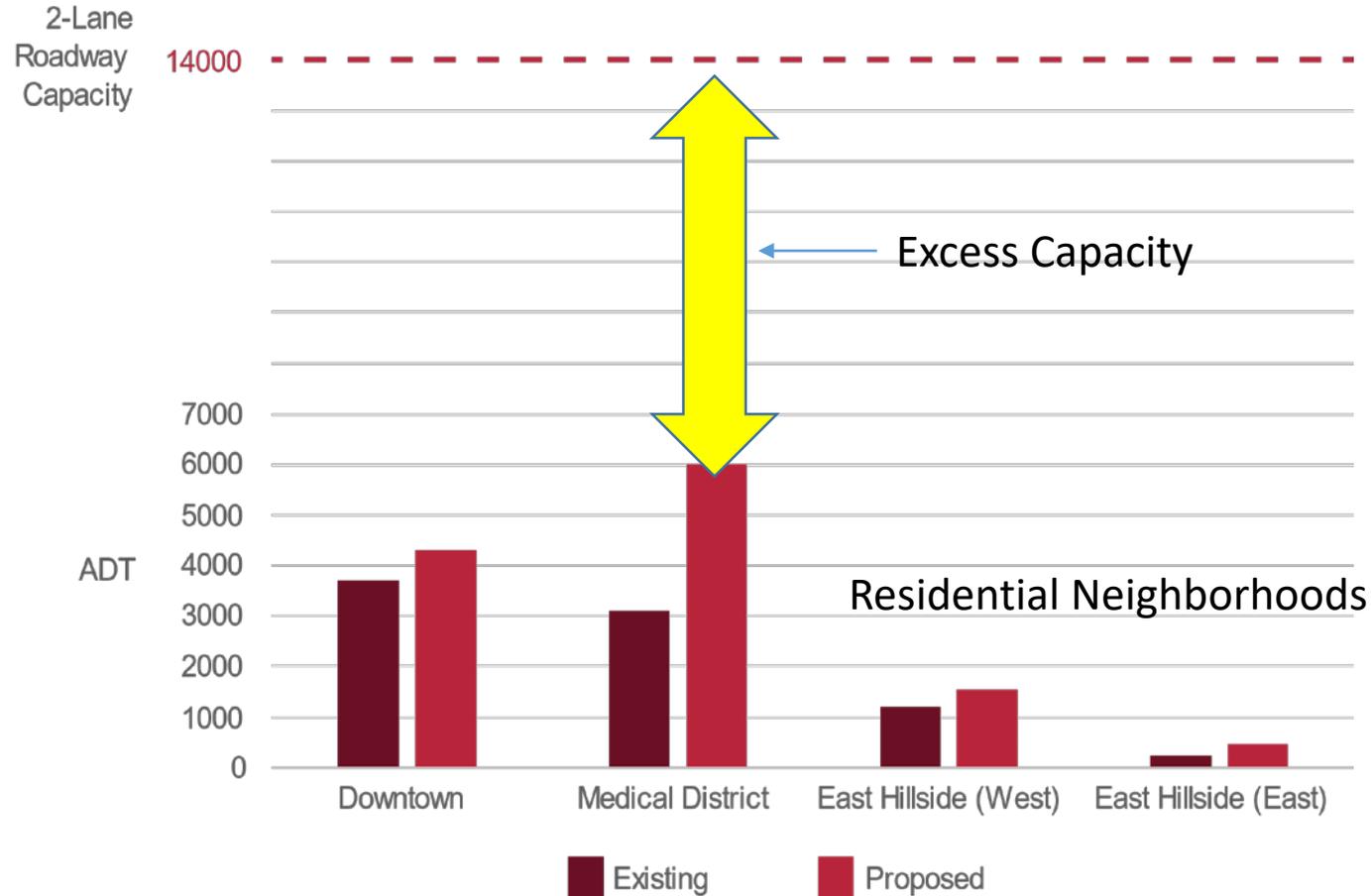


Proposed 2-Way Concept

- Two travel lanes, one in each direction
- Retain existing on-street parallel parking and loading
- No change in curb-to-curb width, **NO CONSTRUCTION REQUIRED**
- Traffic signals changed to stop control at 4th & 5th Ave W, and at 1st & 2nd Ave E



Traffic Capacity and Flow



- Forecast traffic volumes are highest in the Medical District
- Traffic volumes are very low in the residential area
- The existing roadway has **excess capacity** to serve future traffic
- Intersection analysis shows 4 existing signals should be removed in Downtown

Benefits of 2-Way Conversion



- Better **access** to Downtown, the Medical District and Neighborhoods
- Better **circulation** between all 3 subareas
- Less motorist **confusion**, reduced traffic hazards
- **Reduced average travel speeds** by 5-10 mph
- Improved **safety** for pedestrians & motorists
- Quicker **emergency response time**
- Enhanced **neighborhood** character
- Reduced **travel delay** due to less wait time and less round-the-block driving



Pedestrian Safety

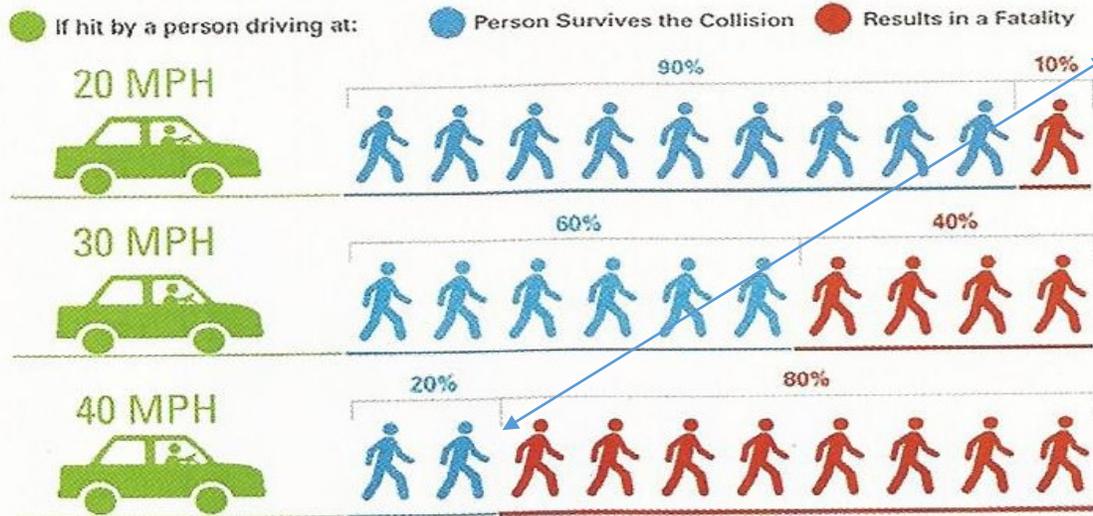


Figure 2. Relationship between vehicle speed and likelihood of VRU fatality. VRU = Vulnerable Roadway User (pedestrians & cyclists)

SAN FRANCISCO MTA VISION ZERO ACTION PLAN, FEBRUARY 2015



- **8 out of 10 pedestrians do not survive being hit by a vehicle traveling at 40 mph**

- **1st Street serves vulnerable populations: residents, employees, visitors & shoppers**

On-Street Parking & Loading



- Existing parallel on-street parking & loading preserved in curb lane
- Downtown loading update: 6 Truck-Only loading zones proposed
- 6 Fewer metered stalls from 6th Ave W to 3rd Ave E
- Residential area curb parking retained w/ minimal change

Truck-Only Zone: 4th-5th Ave W

Lower Side:

- Existing 45' Loading Zone changed to Truck-Only Zone

Upper Side:

- No changes proposed



Truck-Only Zone: 3rd-4th Ave W

Lower Side:

- Existing 30' Loading Zone changed to 45' Truck-Only Zone
- Existing 200' Drop-Off Zone remains on YMCA frontage

Upper Side:

- No change proposed



Tour Bus Zone at Holiday Inn Ramp



Lower Side:

- Proposed new Tour Bus unloading zone between bank driveway & Holiday Inn pedestrian entry



Lower Side:

- Existing 45' Drop-Off Zone changed to 60' Loading Zone (Erbert & Gerbert)

Upper Side:

- New 45' Loading Zone added in front of Missabe Building (from meters)

Upper Side 1st-2nd Ave W



- Existing 45' Loading Zone changed to 60' Truck-Only (loss of 2 metered stalls)
- Changes would result in loss of 4 metered stalls in this block; UNDER FURTHER EVALUATION

Lower Side 1st-2nd Ave W



- Existing 45' Loading Zone extended to 60'
- Existing 20' Loading Zone changed to 45' Truck-Only Zone in front of Flower Shop & Advanstar

Truck-Only Zone: Lake Ave-1st Ave E

Upper Side:

- Existing 60' Loading Zone changed to Truck Only Zone (Lake and 1st/CBS/Salo)

Lower Side:

- No changes proposed



Truck-Only Zone: 2nd-3rd Ave E

Lower Side:

- Existing 45' Loading Zone changed to Truck Only Zone (Dunbar's Auto Body)
- Existing 45' Loading Zone changed to metered parking at west end of block

Upper Side:

- No changes proposed



2-Way Conversion Examples



- 1st, 2nd, & 3rd Aves W, Duluth
- W. First St, 22nd AW – 30th AW, Duluth
- Hennepin & 1st Ave, Minneapolis, MN
- East Wells Street, Milwaukee, WI
- Downtown CBD, Cedar Rapids, IA
- East Spring Street, New Albany, IN
- Main & 2nd Streets, Ottumwa, IA
- Court & Walnut Aves, Des Moines, IA

Public Comment Invited

- 3 Prior Public Meetings: 6/27/19; 7/25/19; and 10/3/19
 - Notices mailed to 220 corridor addresses
 - Press releases, social media, City website
- Comments from Neighborhood, Medical District & Downtown
- Changes made: Police outreach to Downtown businesses – 6 Truck Only zones added; Holiday Parking Ramp access/Tour Bus loading
- **Your comments and questions will build a better plan!**

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