

# Park Point Small Area Plan

## Comments

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Input for the Park Point SAP

Attached 5 documents

Traffic management from the bridge to 13th  
April 16, 2013 Street

Name and Contact Info (Optional)

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**Input for Small Area Plan for Park Point**  
**TRAFFIC MANAGEMENT FROM THE LIFT BRIDGE TO 13TH STREET**  
**2013**

Preparation of this document had three objectives; public safety, health, and cost effectiveness.

The small island of Park Point (population approximately 1,500) has an enormous amount of motor vehicle traffic. In 2010 the City of Duluth counted 2,027,750 vehicles crossing the bridge (the only access to the island for vehicles). This means over one million vehicles came onto this island, and then left.

Immediately coming off the bridge, traffic continues on Lake Avenue, which from the bridge to 12<sup>th</sup> Street is a totally residential area of 65 homes. Homes are built on both sides of the street. Between 12<sup>th</sup> and 13 Streets Lake Ave. goes directly through the center of a City park, dividing it in half.

Parallel to Lake Ave. and one block West is Minnesota Ave. This is primarily a non-residential street. Essentially all structures on the West side are non-residential except at 13t St. where there are four homes. The East side of the street is a mixture of properties, with 11 homes.

Management of traffic from the bridge to 13<sup>th</sup> St. is essential. The S-curve, Lake Ave. between 12<sup>th</sup> and 13<sup>th</sup> Streets, is a very dangerous area for motor vehicles, non-motorized traffic, and pedestrians.

### **LAKE AVENUE**

Currently the vast majority of over two million vehicle trips annually travel on Lake Ave. to and from the bridge. Most of these travel through the middle of the Park at 12<sup>th</sup> and 13<sup>th</sup> Streets. This roadway at this point is a reverse curve, commonly known as the S-curve. At 13<sup>th</sup> St. Lake Ave. meets Minnesota Ave., and Lake Ave. ends. Minnesota Ave. carries traffic continuously from this point until the very end of roadway at Sky Harbor Airport (about four miles).

At the S-curve, (Park) between 12<sup>th</sup> and 13<sup>th</sup> Streets, the roadway cuts through the center of a park. On one side is a children's play area and on the other is one of the heaviest used beach access on Park Point. This side has toilet facilities, and a small parking lot. On any given "hot" day, vehicles are consistently parked illegally in the non-motorized no parking lane on the Lake side of the roadway. This creates a "pinch" in the roadway, narrowing it, as vehicles are parked on both sides of the street. At this point the "curb to curb" pavement is much narrower than on Minnesota Ave. from 13<sup>th</sup> to 43<sup>rd</sup>. Parked vehicles block use of the non-motorized lane. Users of the non-motorized lane are forced onto the motorized lane, which is an extremely dangerous situation.

## **Why**

Eliminate motor vehicle traffic that divides a park in half and flows directly through it. Eliminates the most dangerous traffic area (S-Curve) on Park Point, restoring the area to its original status, with no through street.

Provide for safety of park users, pedestrians, users of the non-motorized lake side lane, and residents of a neighborhood.

Adds much needed parking at the Park & beach between 12<sup>th</sup> and 13<sup>th</sup> Streets.

Eliminate traffic from a residential neighborhood and redirects it to an essentially non-residential neighborhood.

Provides a safer, quieter, healthier, and more desirable environment for a residential neighborhood.

## **What and How and When**

An example of blockades could be the large concrete planters – several feet in diameter, often used for landscaping on boulevards and other areas. These are heavy planters, weighing thousands of pounds, and found throughout cities as both barriers and landscape decoration. They could be easily placed using equipment such as a fork lift or front end loaders. They are relatively inexpensive, attractive, portable, and re-usable in other locations if future changes were to be made.

Another option is “stop arms”. The City is replacing the four stop arms on the lift bridge that control bridge traffic. The City Counsel has approved and allocated funds for the new “stop arms”. The existing stop arms could be installed on Lake Ave. and 7<sup>th</sup> and 12<sup>th</sup> Streets.

At 7<sup>th</sup> St. they would prevent traffic from using Lake Ave. South bound. They could be operated at 7<sup>th</sup> by lift bridge personnel, or with “controllers” by operators of the emergency vehicles and maintenance equipment operators (such as snow plows). They would be utilized only when responding to an emergency incident on Lake Ave. between the bridge and 13<sup>th</sup> St., as deemed necessary by the Fire Department personnel, or operators of snow maintenance equipment.

The most logical access and egress to and from the new commercial enterprises, (two hotels) should be on the primarily commercial Minnesota Ave., or the side streets. Access or egress of traffic from these enterprises should not be directly to Lake Ave., a residential street.

Acquisition of the property adjacent to the South Pier Inn, which currently is for sale, or exercise eminent domain.

Acquired property would become 7<sup>th</sup> St., connecting Lake and Minnesota Avenues. This would be a “soft curve” design, and not a hard (90 degree) transition.

Open Minnesota Ave. at 13<sup>th</sup> St., for through traffic.

The rebuilt Minnesota Ave. would not need a “non-motorized” lane (which would be

The City has recently presented several proposals to spend millions of dollars to renovate the Wade Stadium baseball facility.

The City has been partners in spending over \$40 million to recently remodel and add to the Duluth Entertainment and Convention Center.

The City has been partners in a recent \$70 million renovation of the airport. This same City should be able accommodate two new large tourist industry businesses that need adequate access.

The City of Duluth had a 2012 budget of \$247 million.

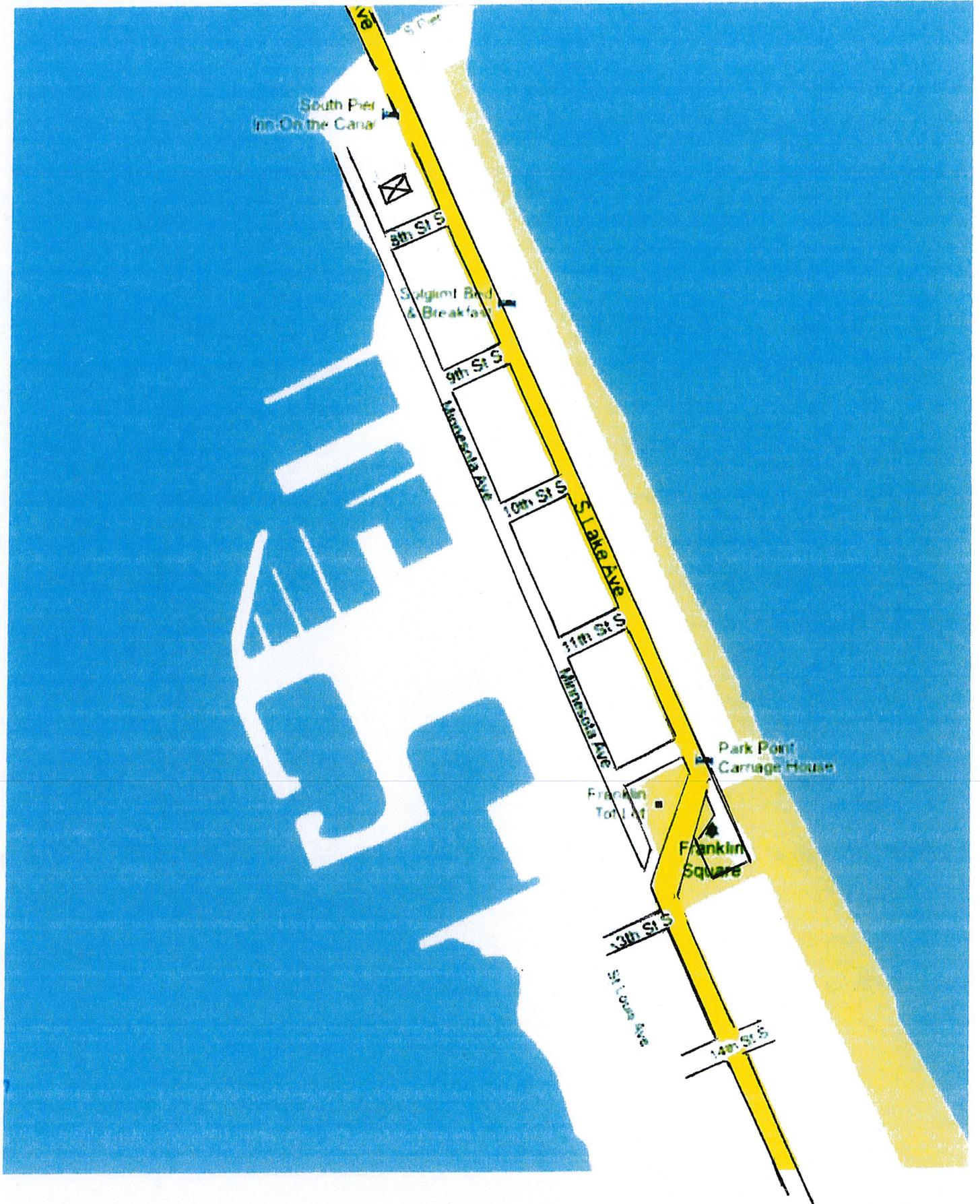
Parking spaces will be more than doubled for a park that accommodates tourists and residents. This is done without the cost of one cent for land acquisition, and is merely the closure of one of two parallel streets that serve the same traffic needs.

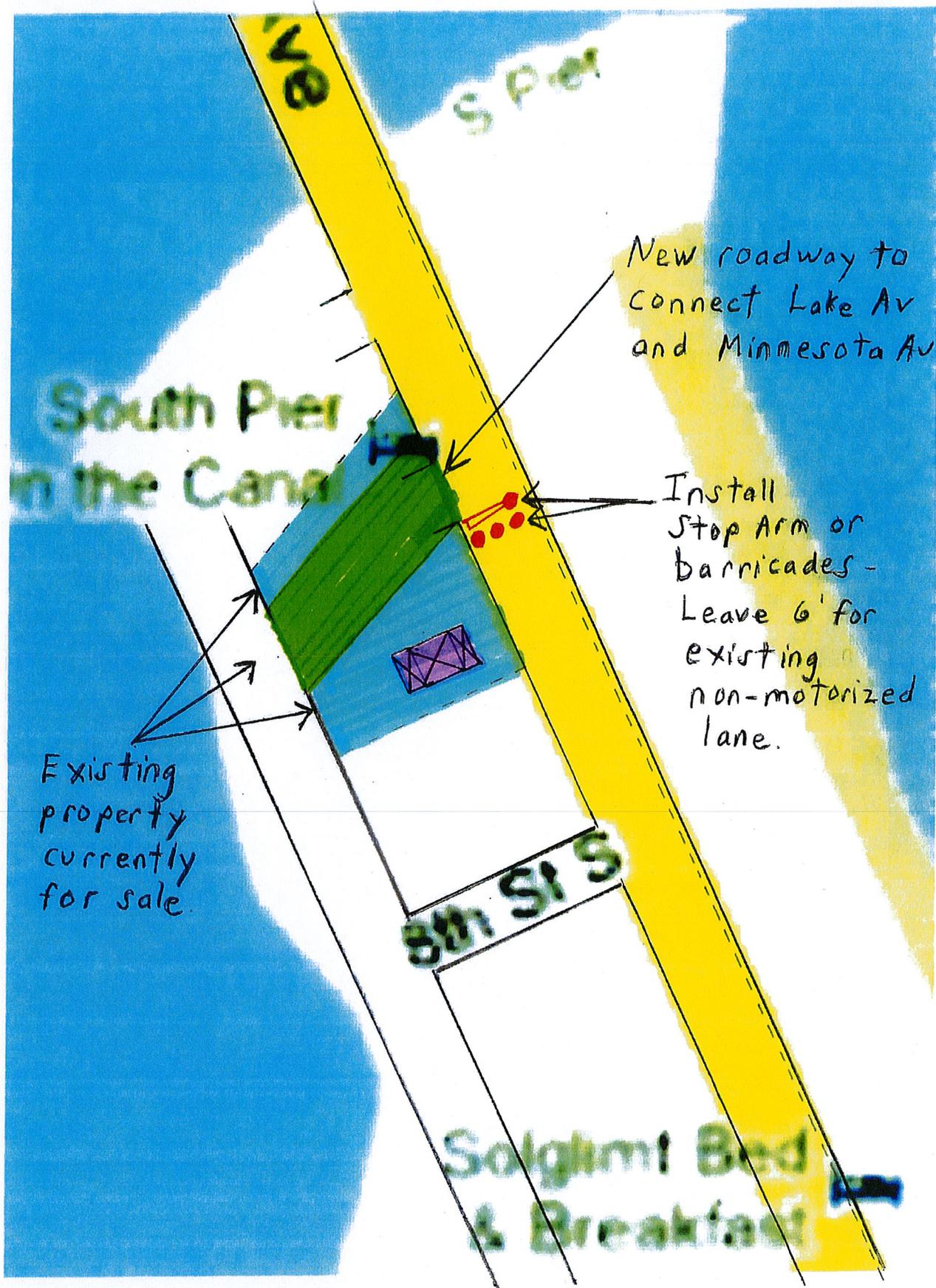
Whatever the City does, it certainly needs to update streets that are currently dirt. This is necessary to accommodate two new large tourism businesses. 7<sup>th</sup> St. is the only "new construction".

All the proposed changes from Lake Ave. to 13<sup>th</sup> St. are very minimal, with very small costs.

Combined these changes relieve unnecessary safety and health concerns for an entire residential neighborhood, and provide a much safer park and roadway.

**(Four Attachments)**





New roadway to connect Lake Av and Minnesota Av

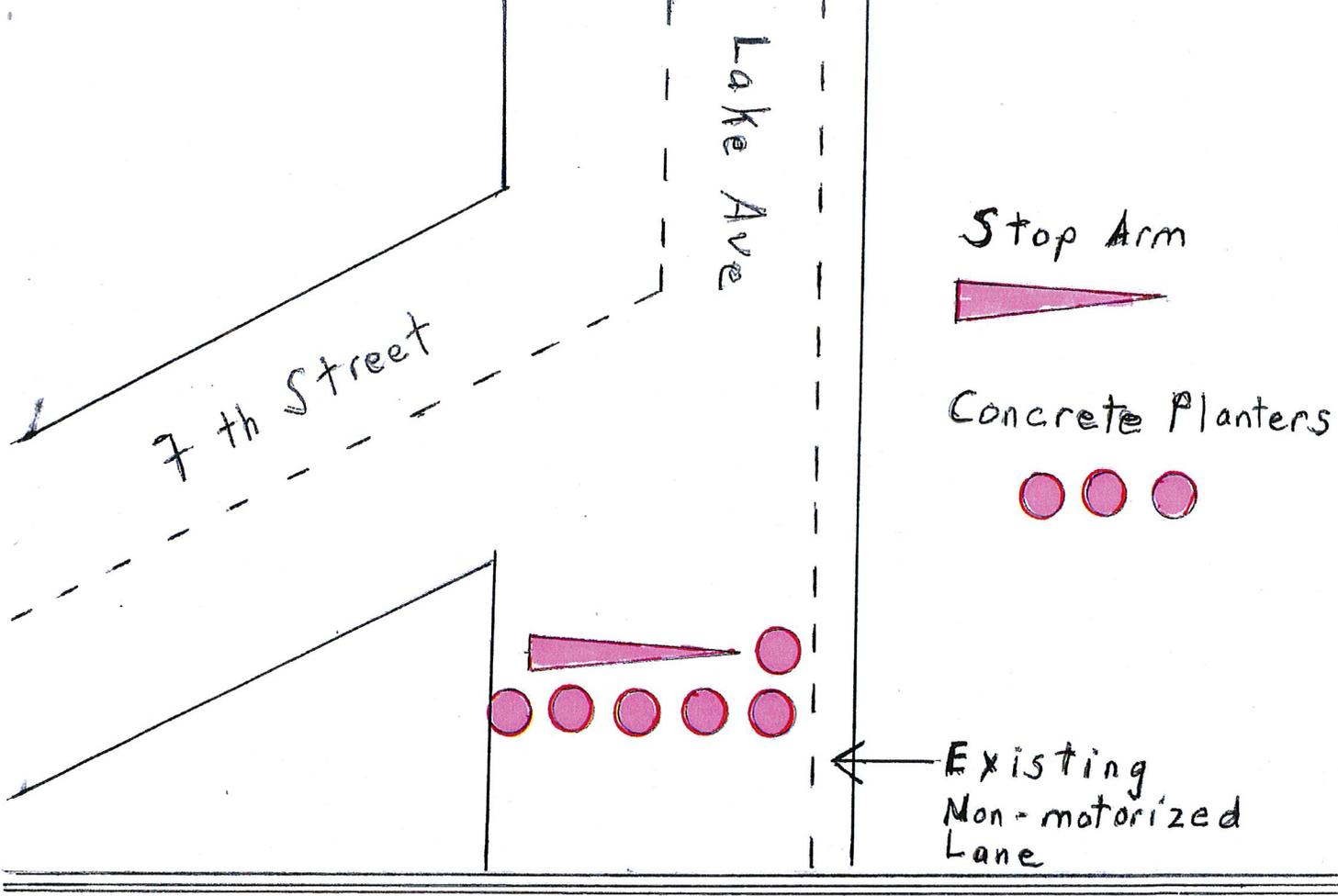
Install Stop Arm or barricades - Leave 6' for existing non-motorized lane.

Existing property currently for sale.

South Pier

Solglimt Bed & Breakfast

Solglimt Bed & Breakfast



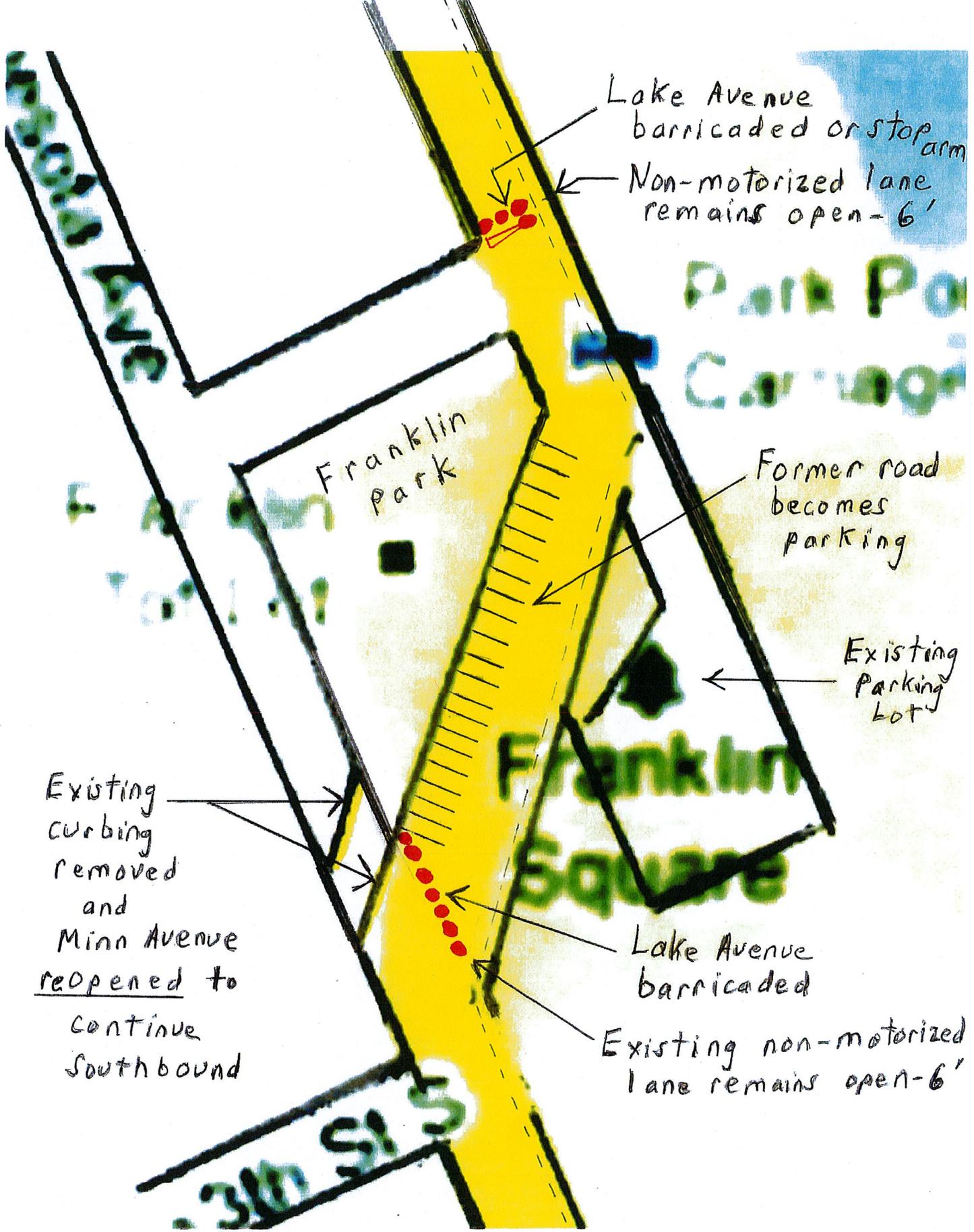
Stop Arm



Concrete Planters



Existing  
Non-motorized  
Lane



Lake Avenue  
barricaded or stop<sup>arm</sup>  
Non-motorized lane  
remains open - 6'

Franklin Park  
Carriage

Franklin  
park

Former road  
becomes  
parking

Existing  
parking  
lot

Franklin  
Square

Existing  
curbing  
removed  
and  
Minn Avenue  
reopened to  
continue  
southbound

Lake Avenue  
barricaded

Existing non-motorized  
lane remains open - 6'

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