

Duluth-Superior Metropolitan Bikeways Plan *Map to 2040*

TAC

March 20, 2018



Plan Focus

- 20 year vision – with a present day network recommendations
- Getting to places as part of everyday routine
 - Particularly shorter distances 1-3 miles.
 - Centers of education, employment, commercial activity & civic spaces.
- Guidance for bikeway design
 - Identified an all ages and abilities network
 - Bike facility type guidance
 - Interim ideas suggestions
 - Priorities



NACTO

Choosing an All Ages & Abilities Bicycle Facility (Dec 2017)

Contextual Guidance for Selecting All Ages & Abilities Bikeways

Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed [†]	Target Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	<i>Any of the following:</i> high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [‡]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

St. Paul – Bikeway Facility Types

Updated: 7/19/2017



Legend

Facility Type

- Off-Street Path
- In-Street Separated Lane
- Bicycle Boulevard
- Enhanced Shared Lane
- Corridor for Additional Study
- Corridor for Additional Study of Enhanced Shared Lanes
- Area for Additional Study
- Transit Station Connectors
- Freight Railroad

- 1** **Ford Site** - Bicycle facilities are to be planned in conjunction with other site planning related to anticipated redevelopment.

Facility Type Group Descriptions

Off-Street Path - These are typically shared-use bicycle and pedestrian trails.

In-Street Separated Lane - These are in-street facilities where exclusive space for bicycles is provided in the roadway such as bike lanes, buffered bike lanes, one-way cycle tracks, or two-way cycle tracks.

Bicycle Boulevard - These are low-volume, low-speed roadways that are optimized for bicycles and pedestrians. Through motor vehicle travel is discouraged.

Enhanced Shared Lane - A combination of pavement markings such as "sharrows" or signage is used to highlight the presence of bicycles on the roadway. The markings and signage encourage bicycles and motorists to share travel lanes on the roadway.

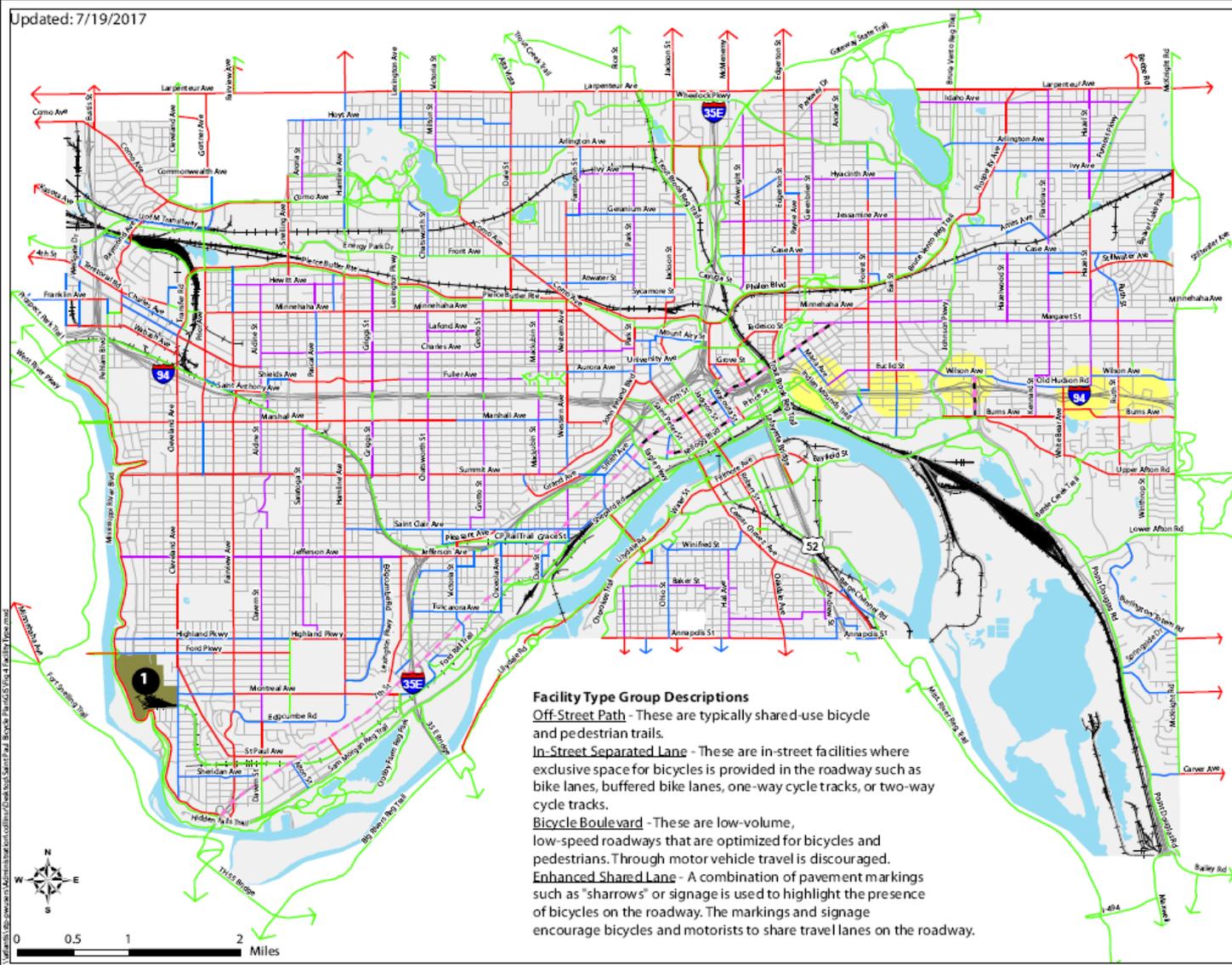
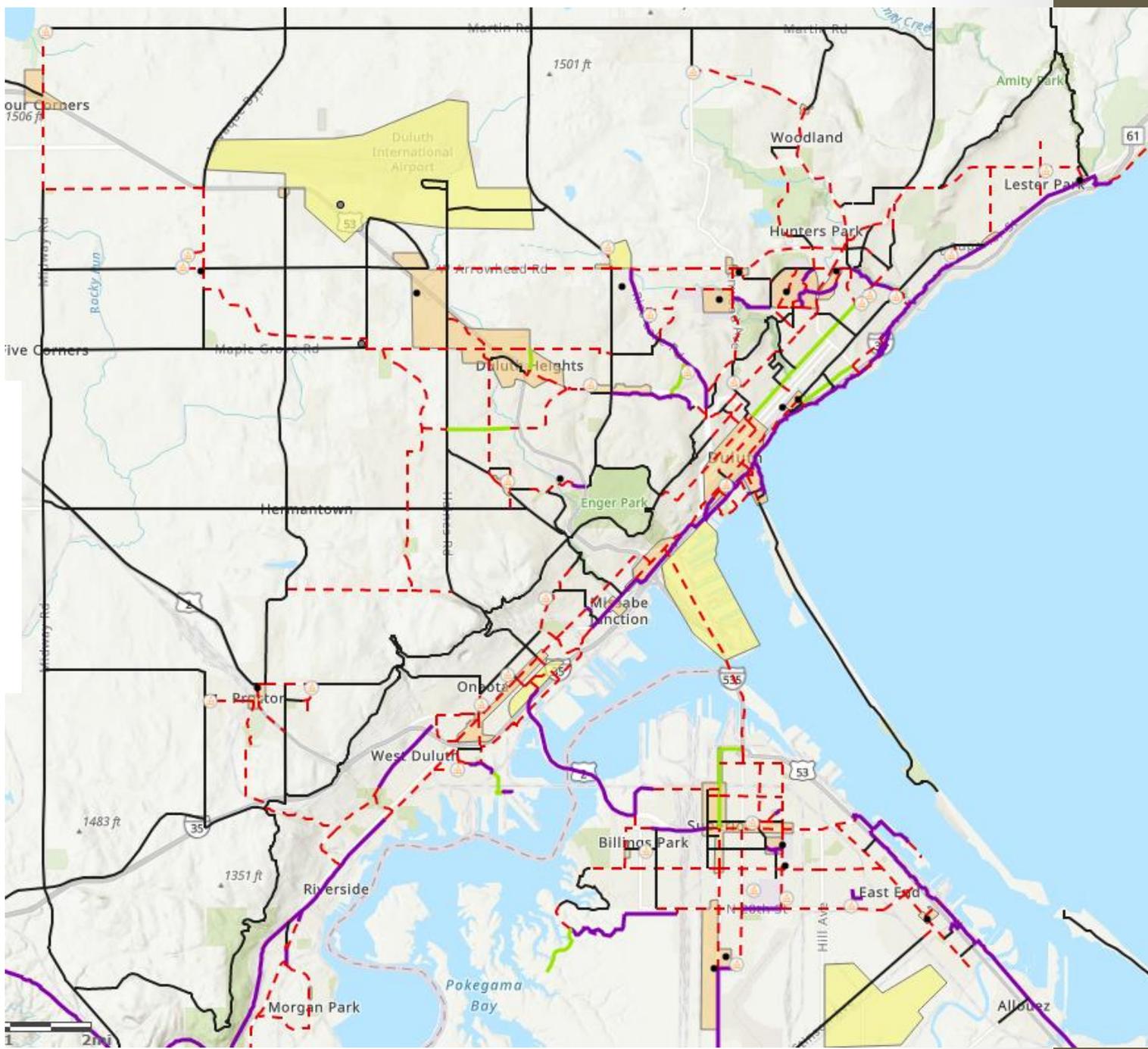


Figure 4
Planned Bicycle Network
Facility Type Group

Bike Routes 2018

- - - Future Facilities
- Multi-Use Path
- Bike Facilities
- Shared Lane



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