

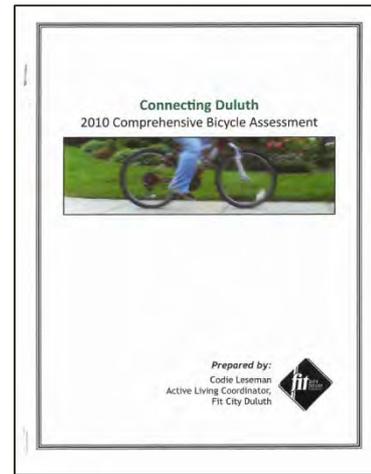
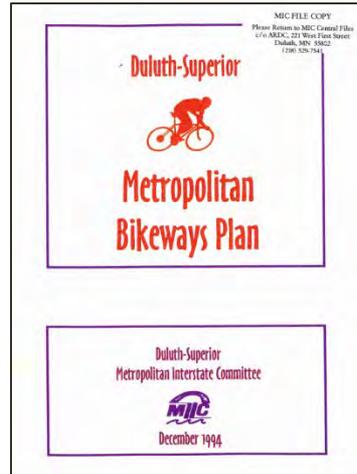
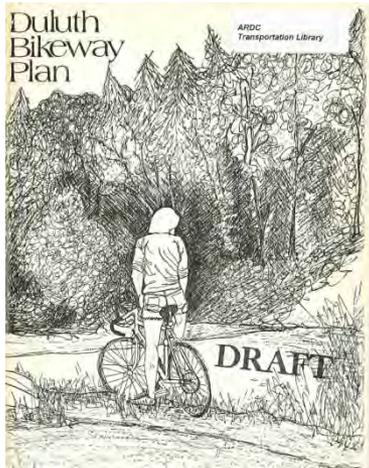


DRAFT
Duluth-Superior Metro
Bikeways
Plan

**MIC Policy Board
December 12, 2018**

Bicycle Planning in the Twin Ports

1975 → 1994 → 2010 → 2011 → 2017



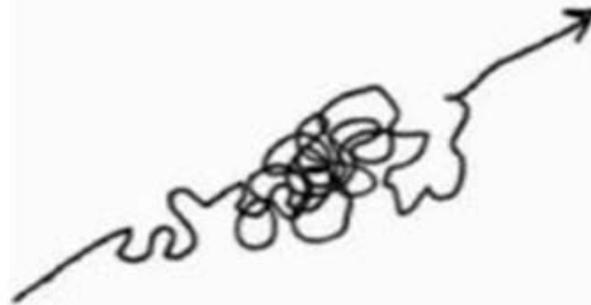
Bikeways Plan - Implementation

Success



what people think
it looks like

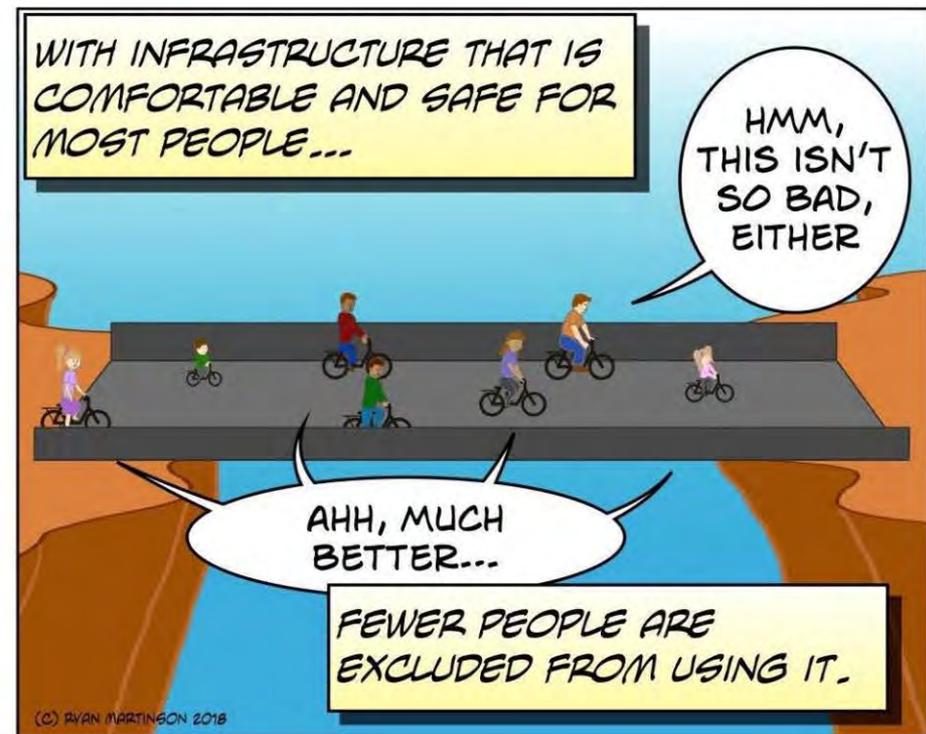
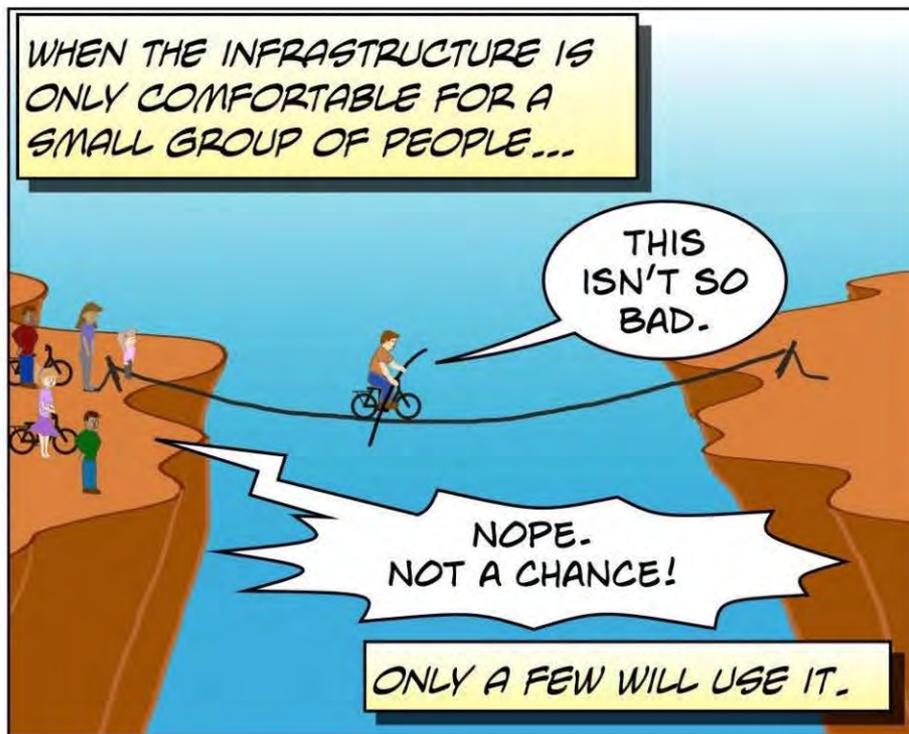
Success



what it really
looks like

Context

- Long Range 25-year vision (2045)
- Design for the “Interested, but concerned” of all ages & abilities
- Starting from destinations and then working out the paths:
 - Schools, Grocery Stores, Business Districts, etc



FIELD OF VISION AT DIFFERENT SPEEDS

HIT BY A VEHICLE
TRAVELING AT:
**20
MPH**
10%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**30
MPH**
40%
DEATH RISK



HIT BY A VEHICLE
TRAVELING AT:
**40
MPH**
80%
DEATH RISK

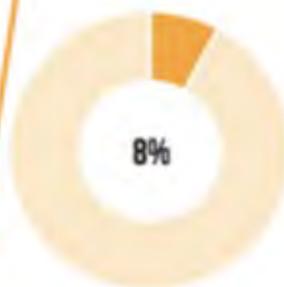


THE MAJORITY OF PEOPLE WILL RIDE WITH PROTECTED BIKE LANES

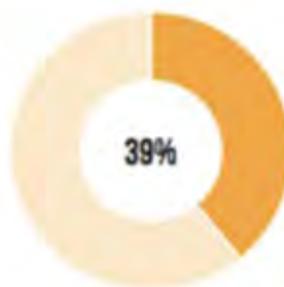
Of the total population



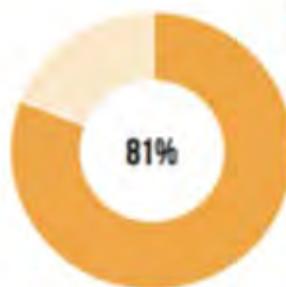
Of the interested but concerned cyclists,
percent who are comfortable on streets with:



NO BIKE FACILITY

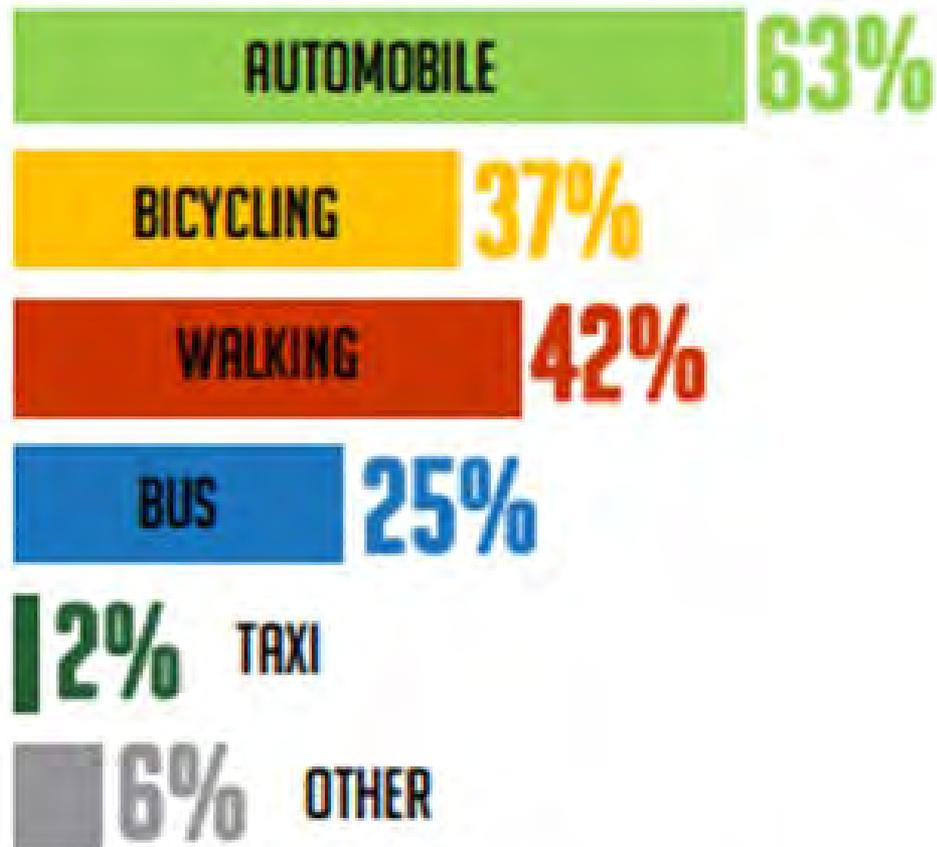


A BIKE LANE



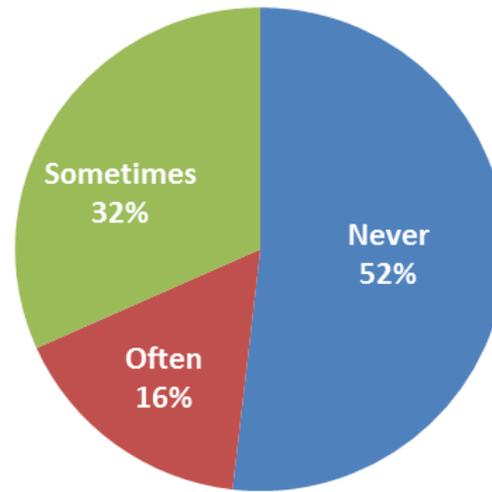
A SEPARATED BIKE LANE

Sources: Roger Geller (2005) and
Jennifer Dill (2012)



*Source: Imagine Duluth 2035 Survey.
Participants could select up to two options.*

BIKE



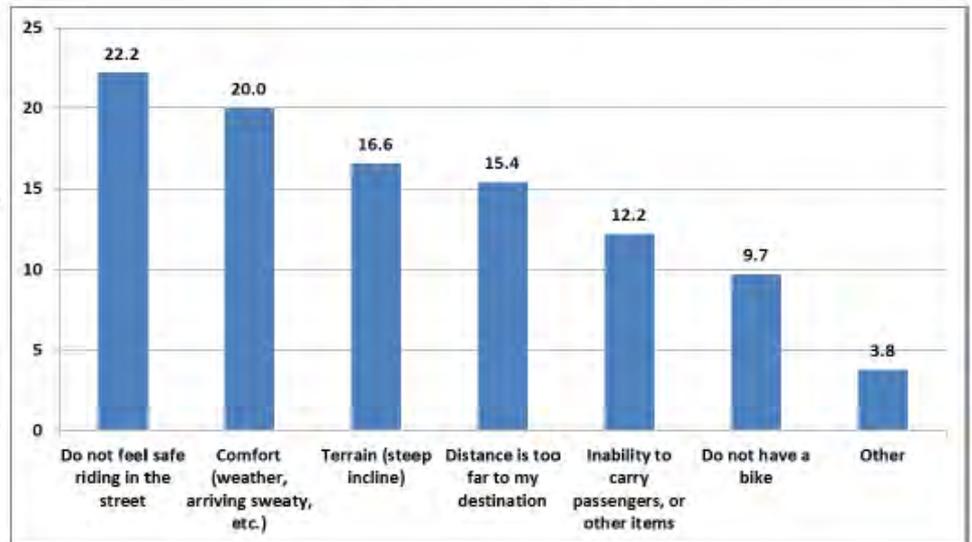
n = 467

- Which of the following are the most significant challenges or barriers to travel by bicycle?

Challenges or Barriers	Count	Percentage
Do not feel safe riding in the street	192	22.2
Comfort (weather, arriving sweaty, etc.)	173	20.0
Terrain (steep incline)	143	16.6
Distance is too far to my destination	133	15.4
Inability to carry passengers, or other items	105	12.2
Do not have a bike	84	9.7
Other	33	3.8
Total	863	99.9

NOTE: Total percentages may not equal 100.0 due to rounding.

Survey Responses (percentage)

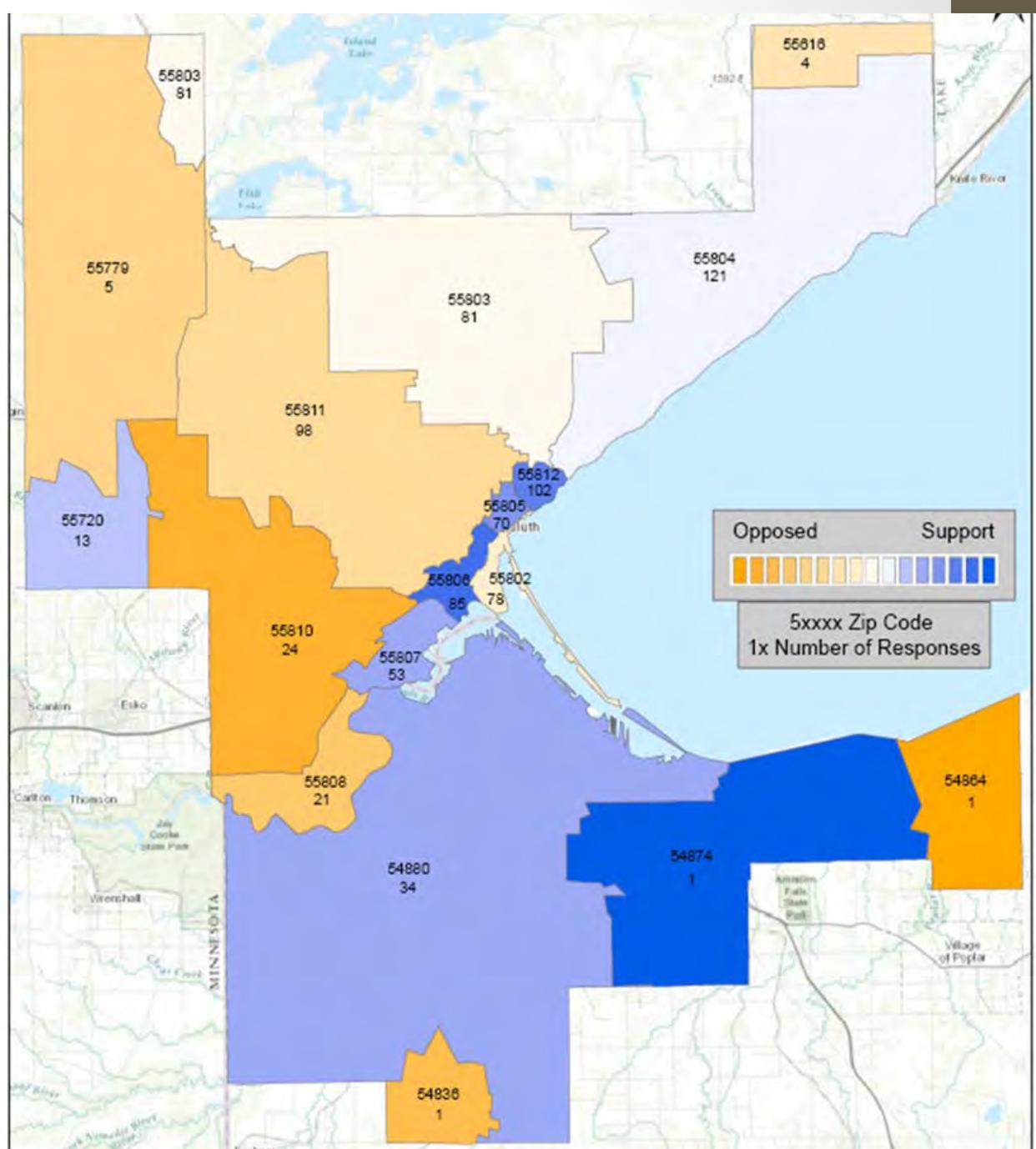


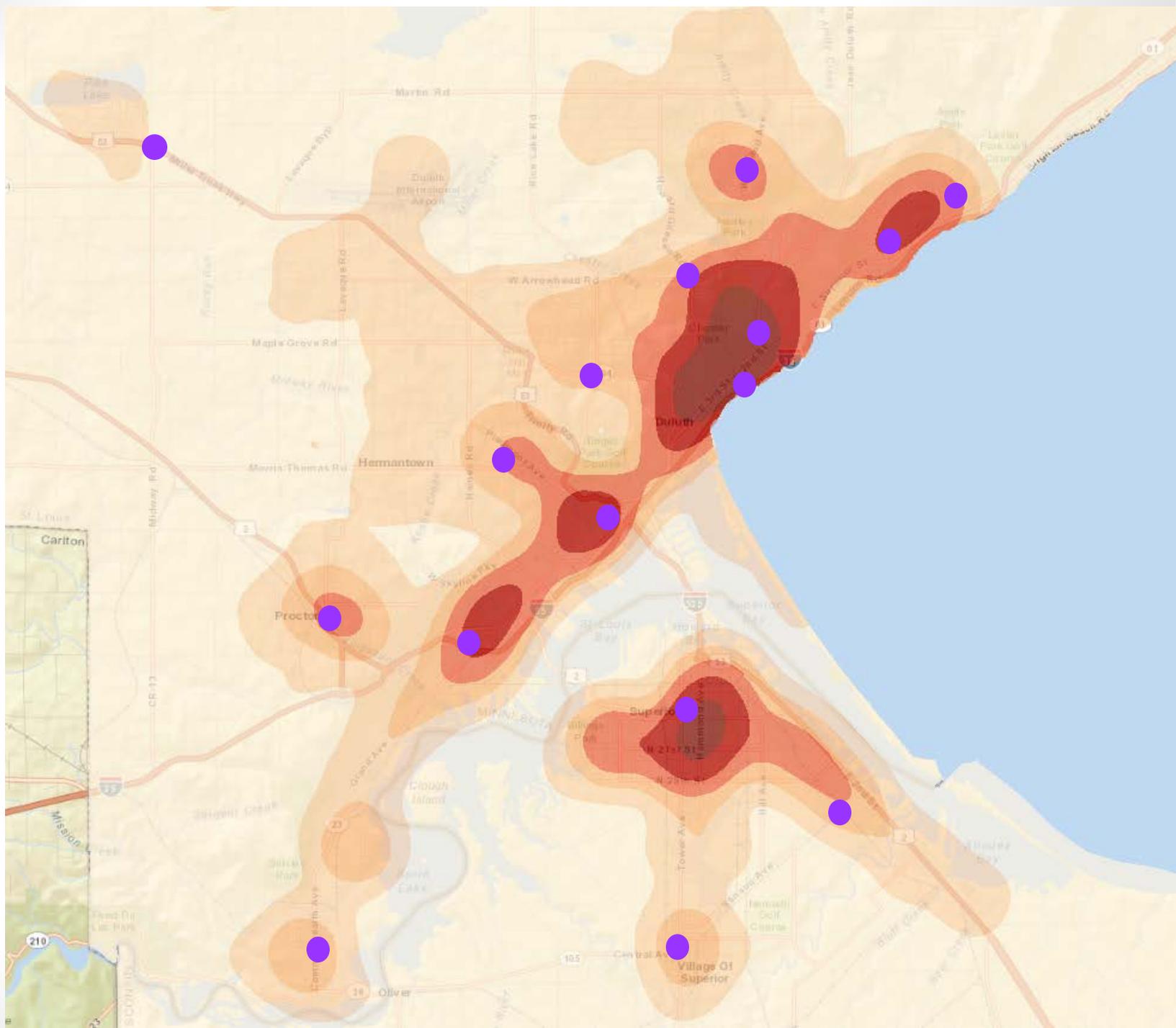
If these barriers were removed:

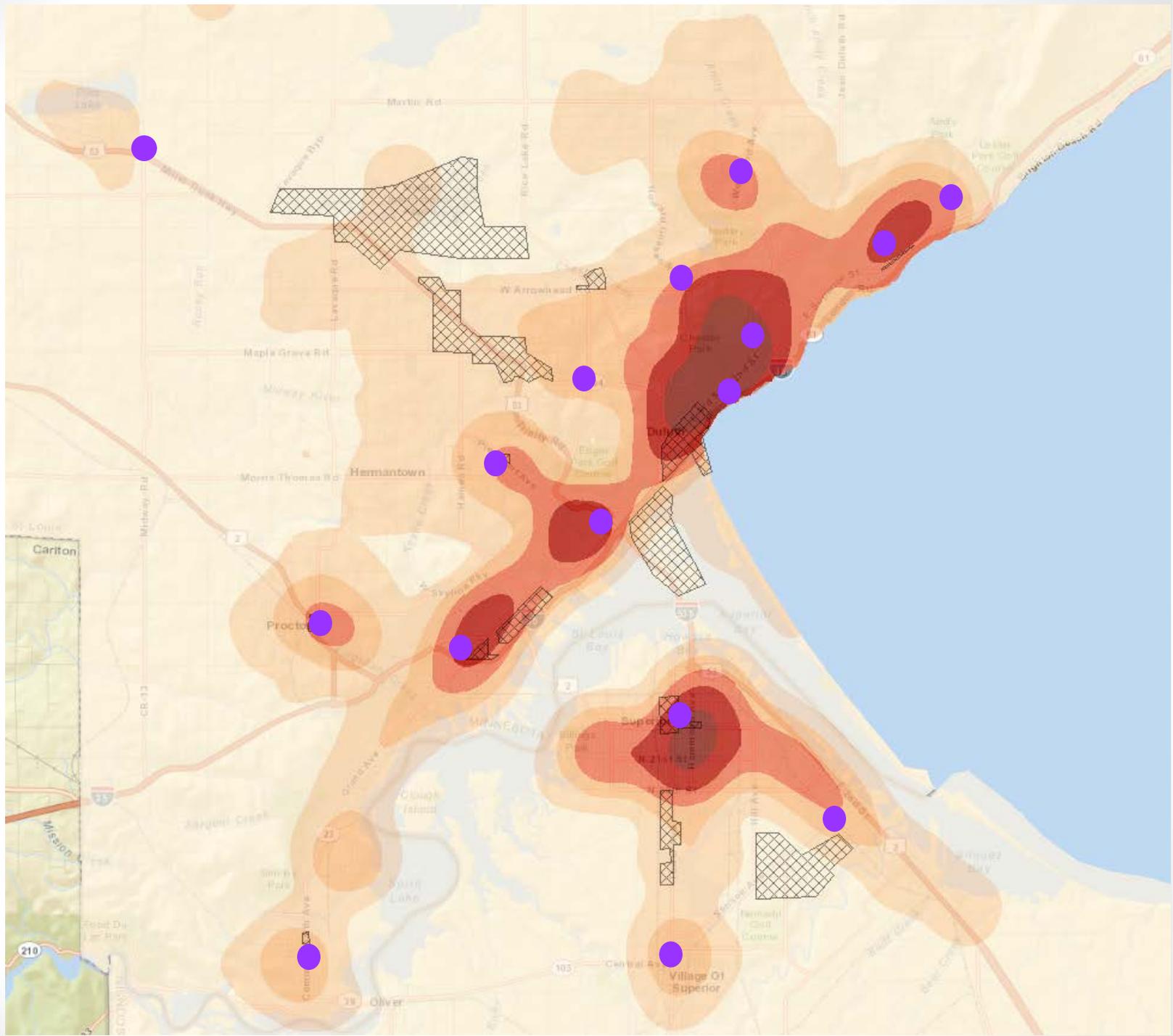
226 people (48%) said it would generally improve this mode of travel.

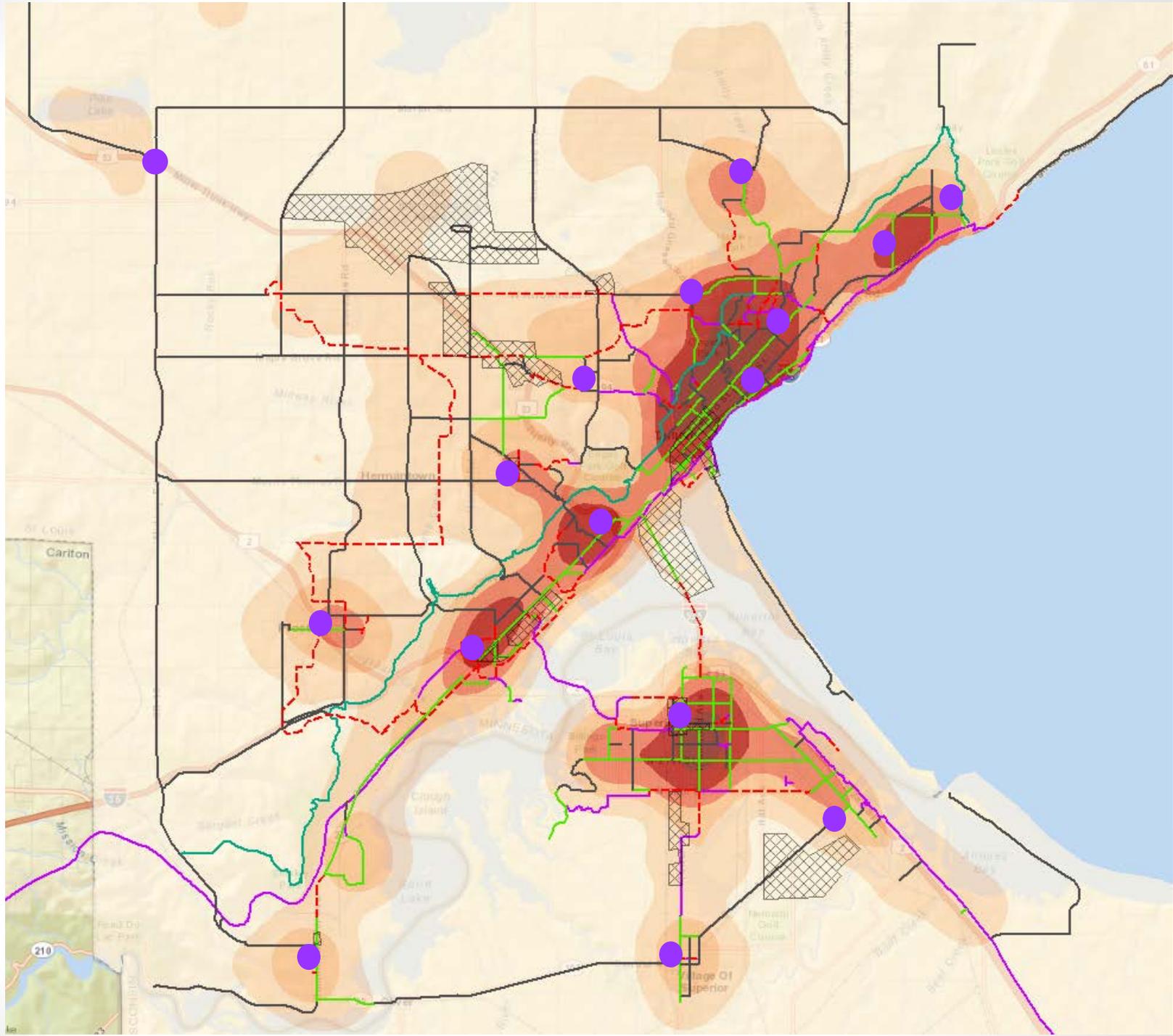
190 people (41%) said they would personally bike more often for travel.

Support for bikeways









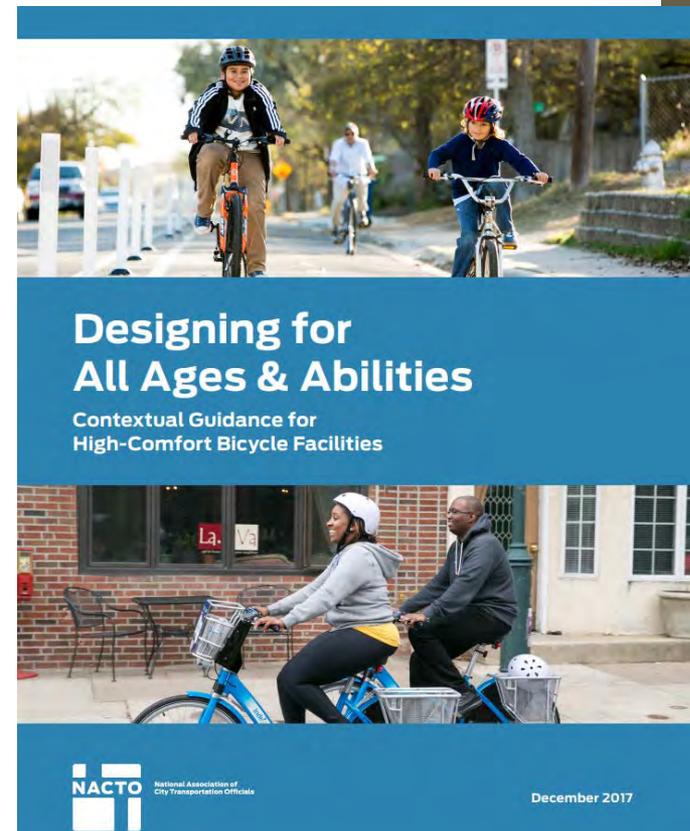
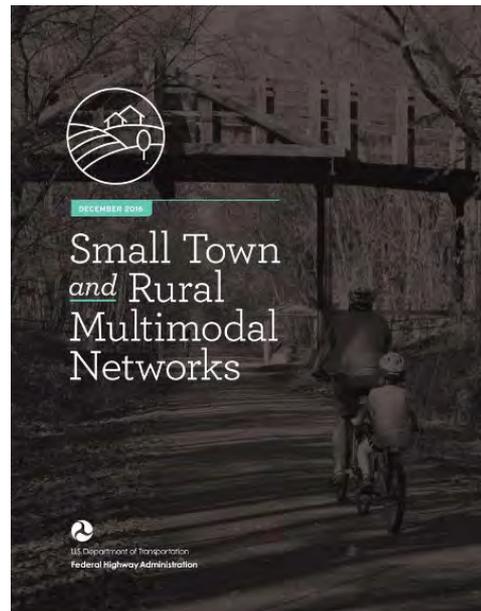
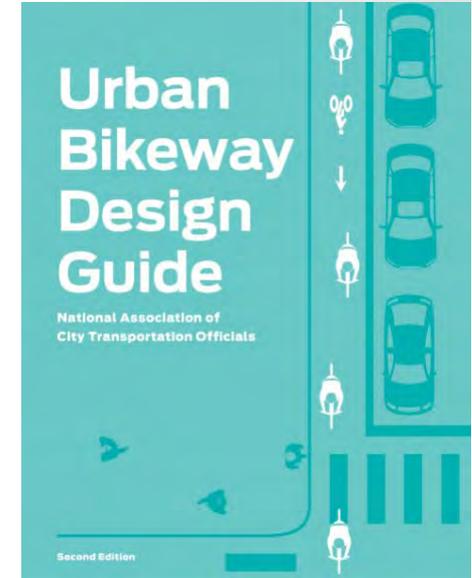
Notable Changes:

- 25 year vision – with a present day network recommendations
- Getting to places as part of everyday routine
- Guidance for urban transportation bikeway system



Guidance

- US DOT/FHWA – 2016 publications
 - Small Town & Rural Multimodal Networks
 - Incorporating On-Road Bicycle Networks into Resurfacing Projects
- NACTO
 - Designing for All Ages & Abilities (2017)
 - Urban Bikeway Design Guide (2014)



Draft Plan - MIC Revisions

- Add “system” language to Important Note
- Re-write Strategies and Recommendations to be less prescriptive and allow for flexibility.
- Add seasonal bikeway category
- Add Future Bike Facility
 - 1st Street, Burning Tree Rd, London Rd, Superior St
- Re-name bikeway type “on-street shared lane”
- Define “vertical transportation needs” and multimodal options
- Further discuss multi-modal connections

Duluth-Superior Metro Bikeways DRAFT PLAN

MIC Policy Board
December 12, 2018

