



Prioritizing Walking in the Twin Ports

DRAFT

Duluth-Superior Metropolitan

Pedestrian Plan





ZEITGEIST THANKS OUR SPONSORS!

maurices



for more information about Bus, Bike, Walk Month, visit bit.ly/BusBikeWalk21

Walking...

- Person walking on foot



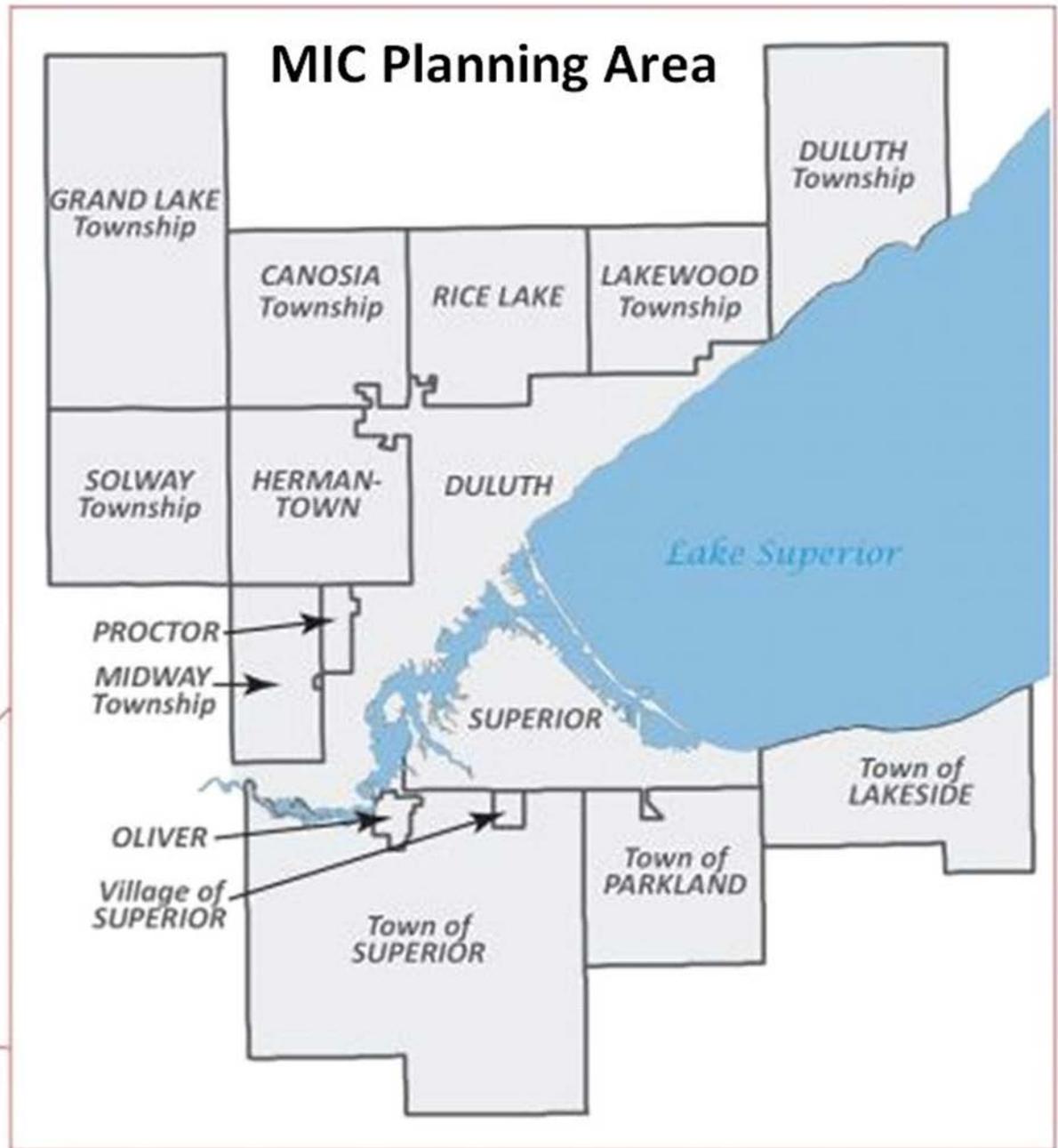
Walking...

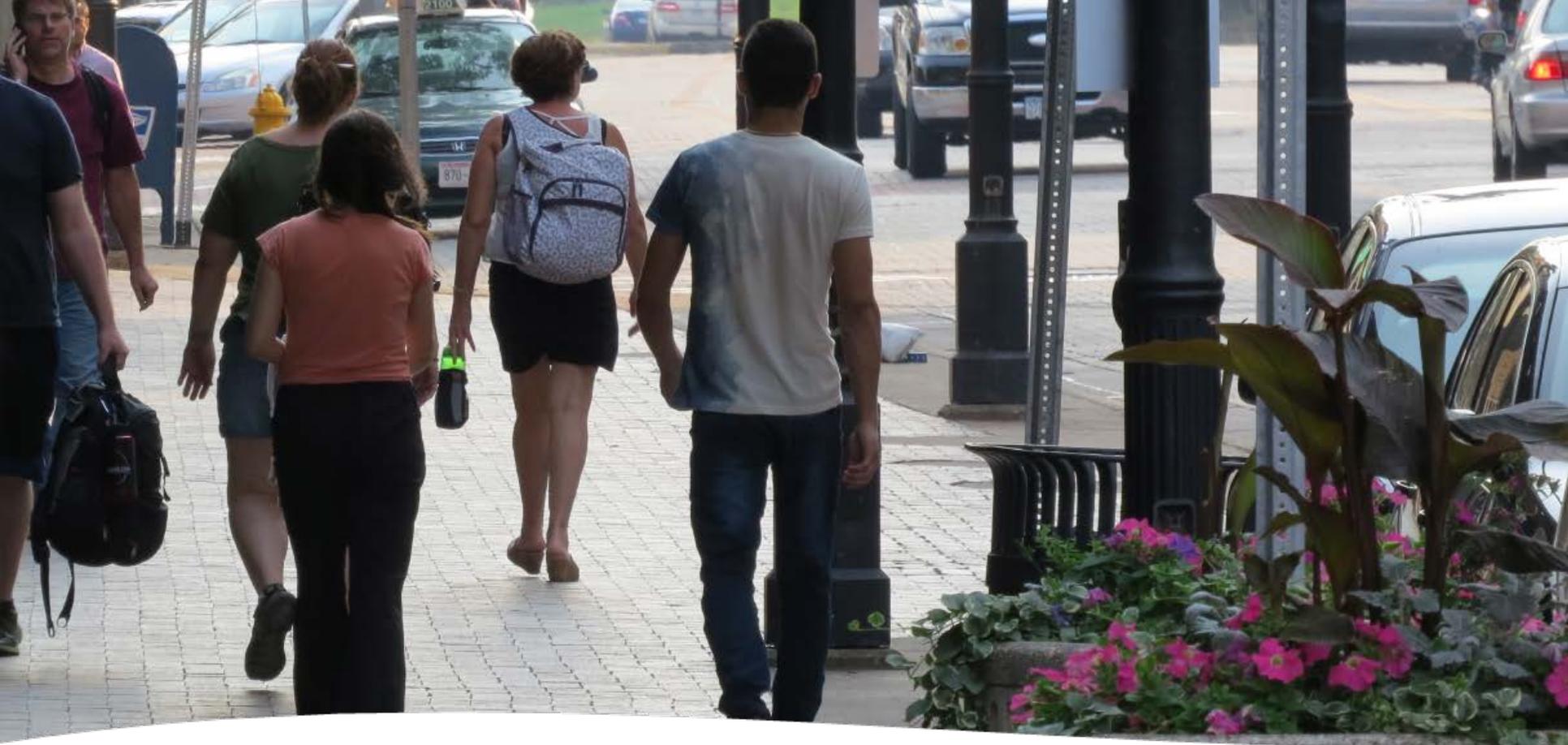
- Person utilizing a wheelchair.



Focus of this Pedestrian Plan

- The Twin Ports Ped Plan
- Urban transportation network
- Short trips (avg. 10 trips/day)
- All ages & all abilities





- Walking plays an essential role in the urban transportation system.
- Provide guidance and recommendations on improving walking along and across roadways throughout the Twin Ports.
- Seamless continuity across jurisdictional boundaries and roadway authorities.

Duluth-Superior's Ped Plan



- Aspires to a Vision
- Sets goals & priorities
- Measures progress



Vision for the pedestrian network

- Goal - easy, safe, & comfortable
- Routing - direct and convenient
- Access - seamless & predictable

Federal Rules & Guidance

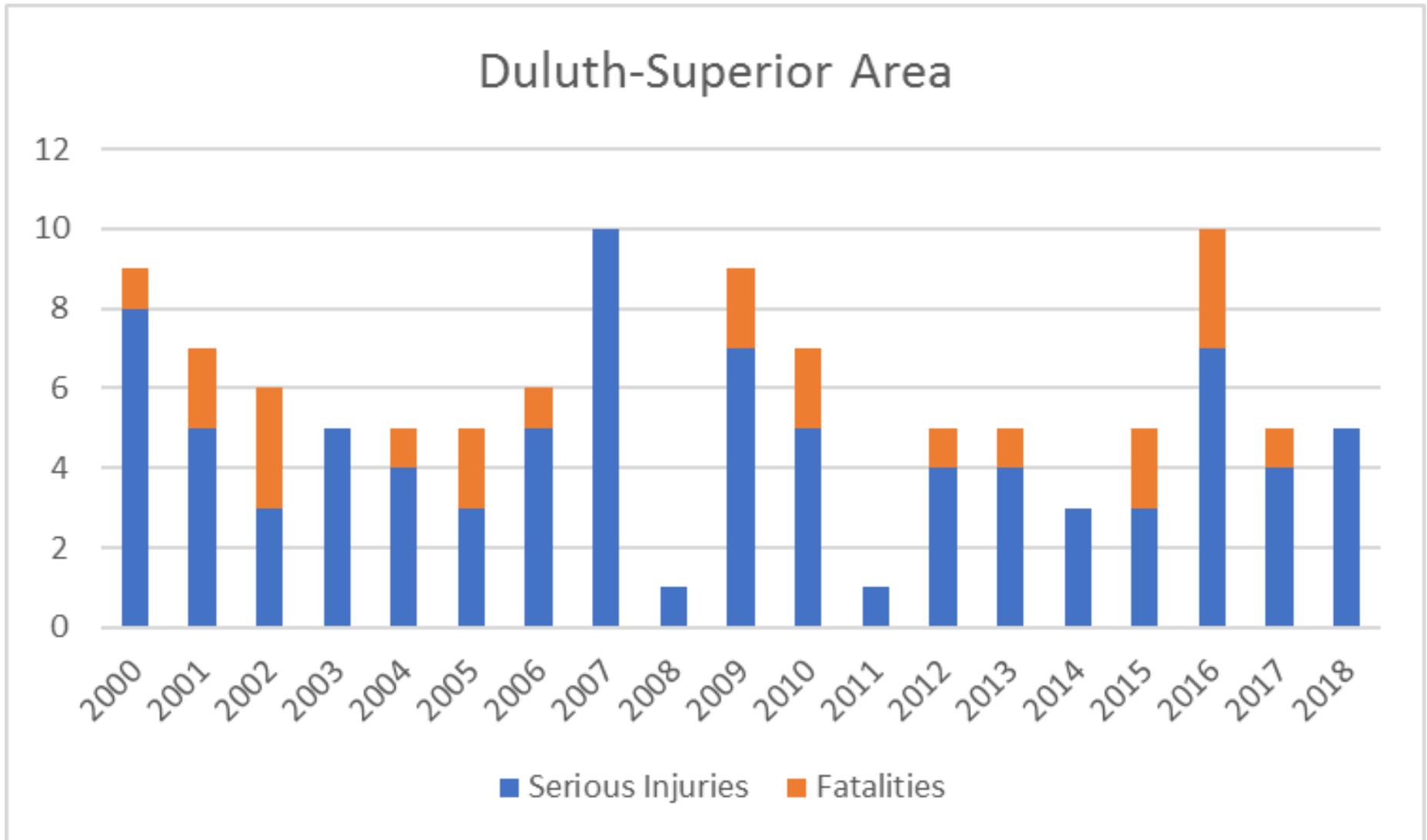
“It’s in the national interest”:

- To plan for the development of an integrated multimodal transportation system:
 - Including accessible pedestrian walkways
 - Identify Long & Short Term Strategies & Actions

Issues

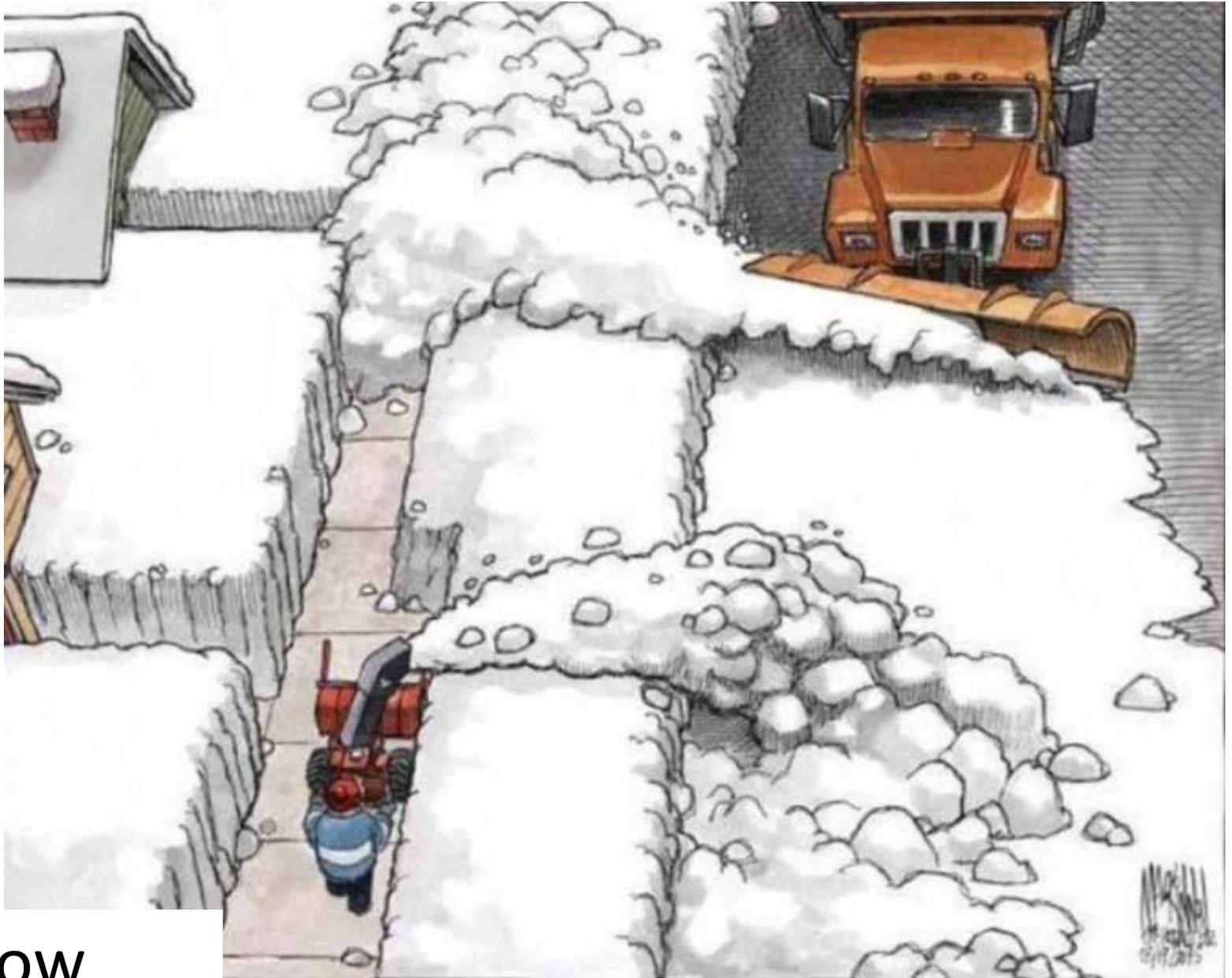
- Walking is viewed as not a viable transportation mode.
- Car-oriented design in walkable places.
- Ped infrastructure is viewed as an amenity/luxury.
- Limited consideration of priority populations needs.
- Public health impacts – physical inactivity.
- Income/wealth impacts.
- Environmental/climate impacts.

Crashes involving pedestrians



Strategy to decrease crashes:

- Add traffic calming and street design measures to slow the car speeds to safe and appropriate motor vehicle travel speeds.
- Shorten crossing distances across motor vehicle lanes.
- Create better visibility between motorists and pedestrians.
- Fail-safe design - mistakes happen, reduce chance of tragedy.



Snow Management





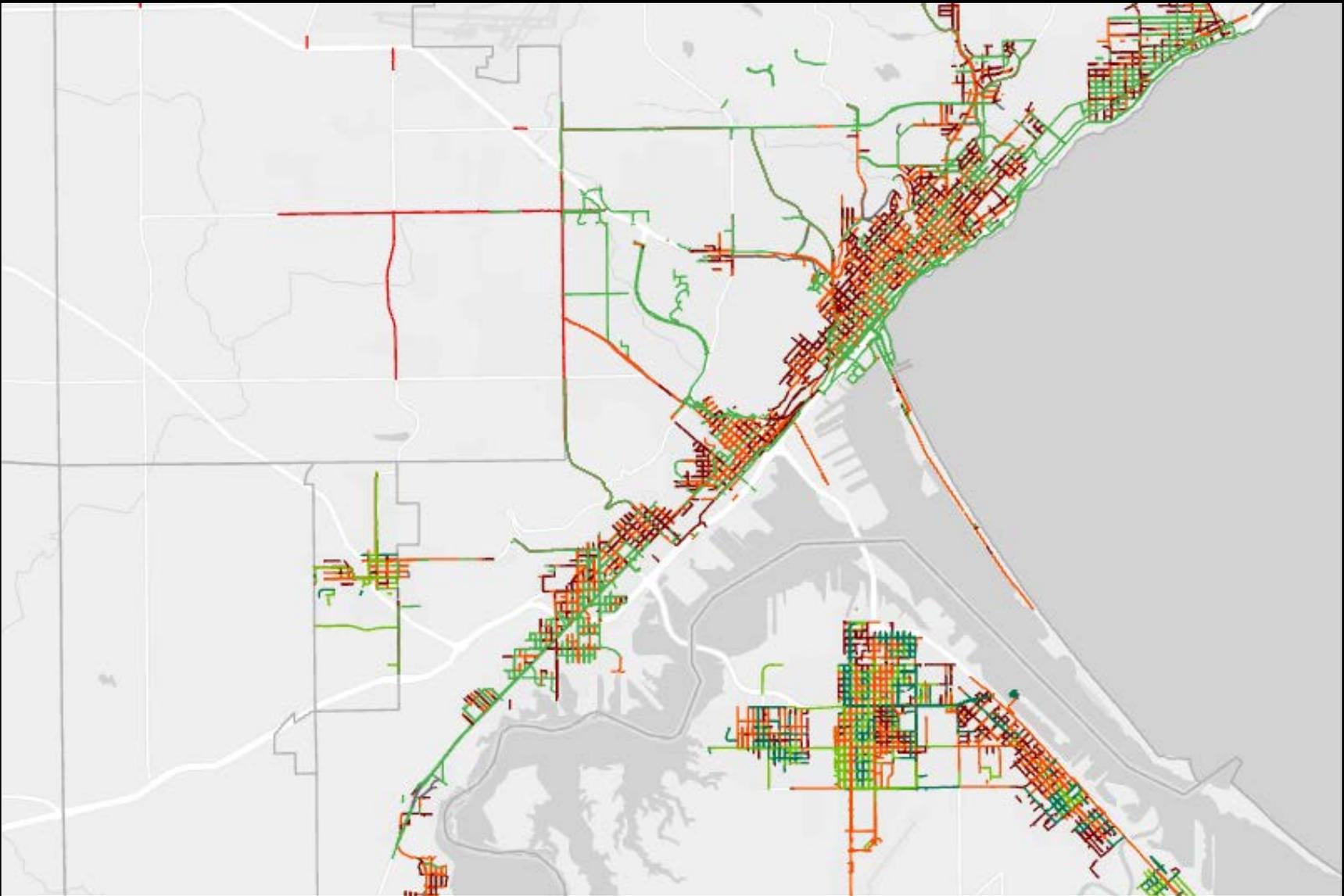


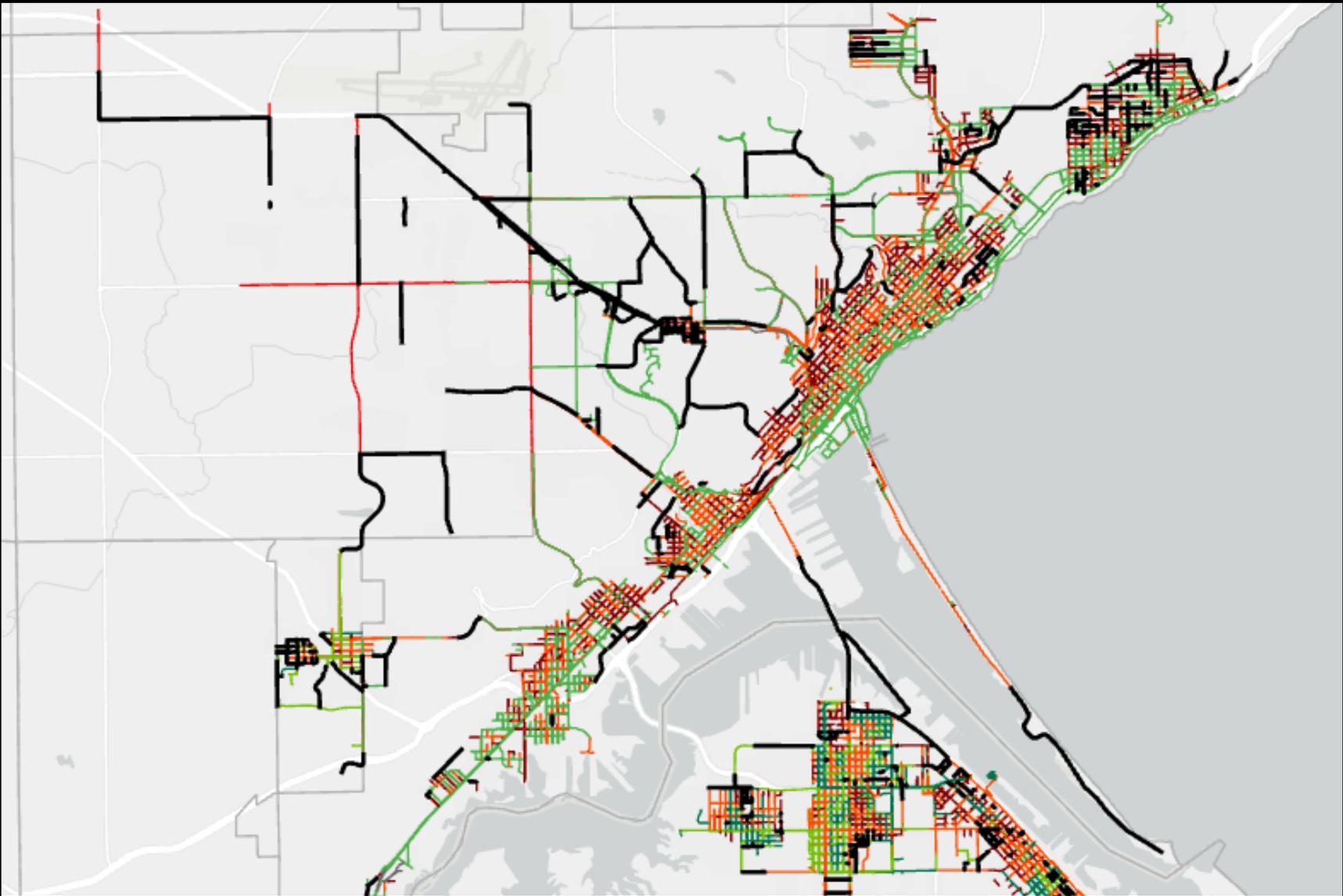
Ped Network

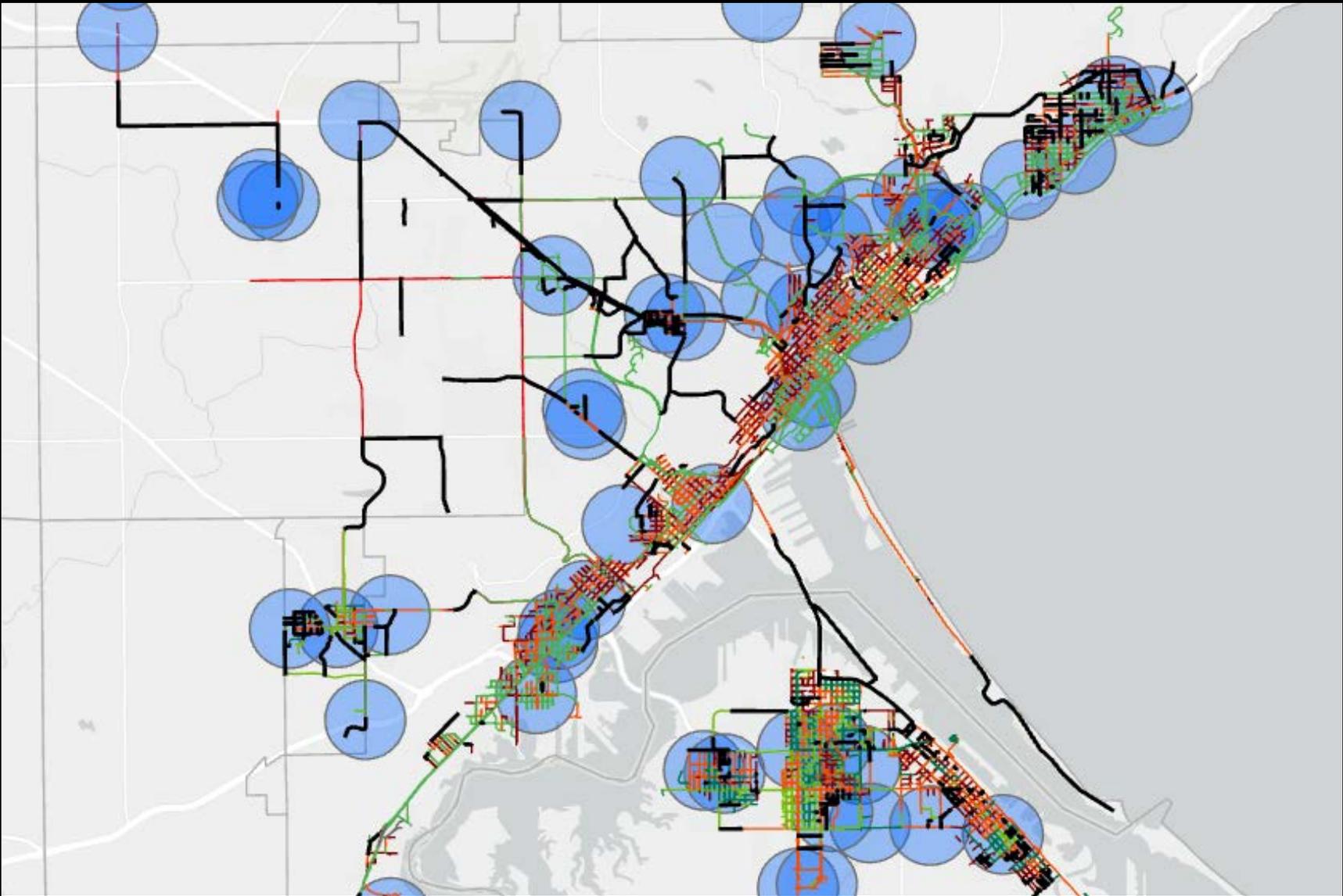
Existing Network = 615 miles

Network gaps = 260 miles

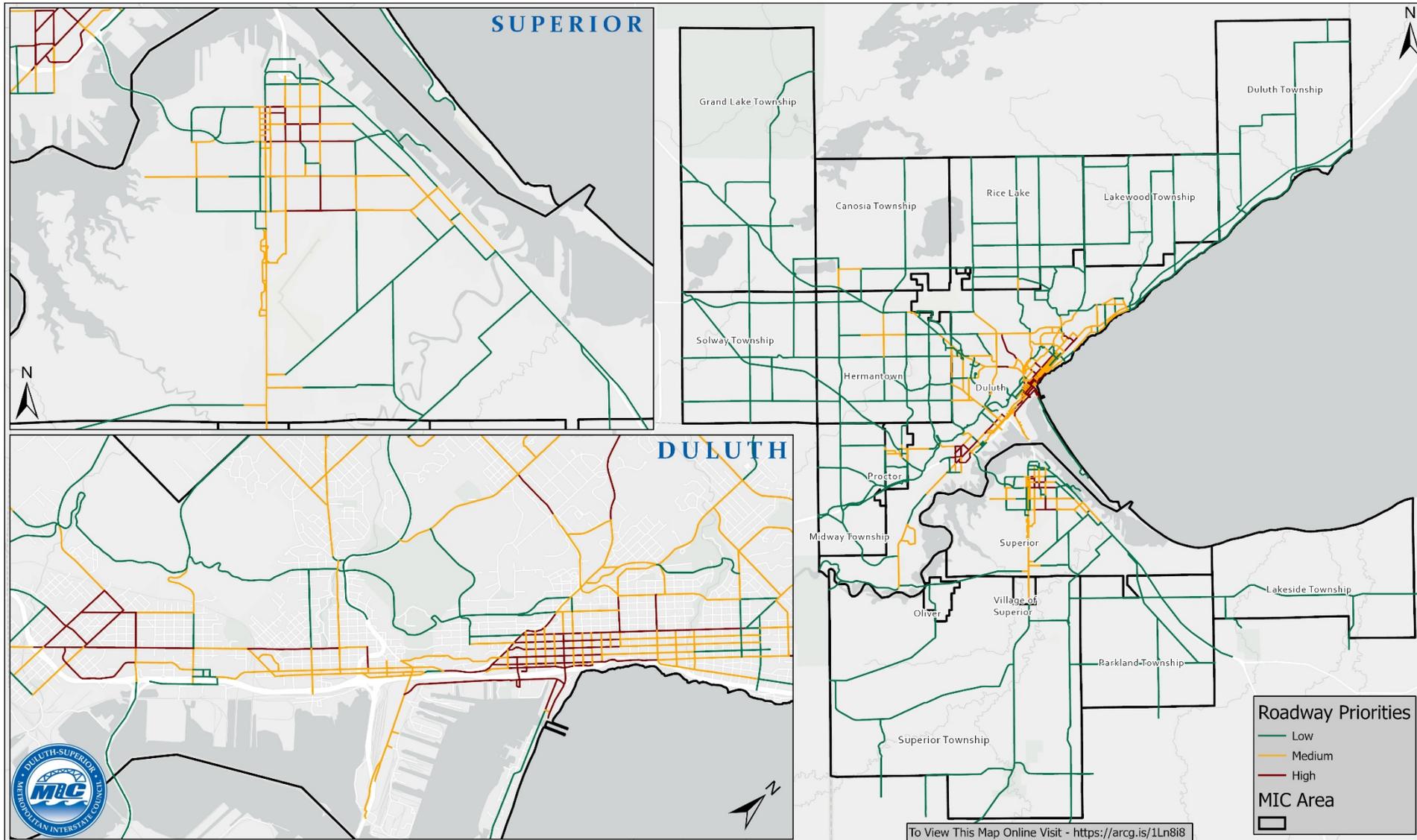
- Critical = 10 miles
- Major = 20 miles
- Moderate = 33 miles
- Minor = 197 miles







Duluth-Superior Pedestrian Plan - Pedestrian Priority Map



<https://arcg.is/0m4iDS>

Recommendations

- Maintain walkways – highest priority areas
- Close key gaps (identified by jurisdiction)
- Improve pedestrian crossings
- Add pedestrian-oriented amenities

Future Studies

- Up/down Hill Mobility – Duluth
- Connections/spur to Multi-use Paths - MIC wide
- Railroad Crossings – Superior
- Skyline Parkway
- Skywalk System (ADA & Ped-friendly) – Duluth
- Incorporating green infrastructure

Measuring progress

- % of sidewalk gaps filled
- Sidewalk condition
- ADA compliance
- Motorist Yielding Rates
- Pedestrian Crash Rates
- Level of use - ped volumes





Next Steps

- Final comments and updates
- Implementation
 - Guiding document
 - Support & advocacy

Draft Ped Plan can be found at:
dsmic.org/ped