

# WELCOME

Duluth-Superior Metro Pedestrian Plan  
Advisory Committee Meeting

September 18, 2020  
10:30am-11:30am

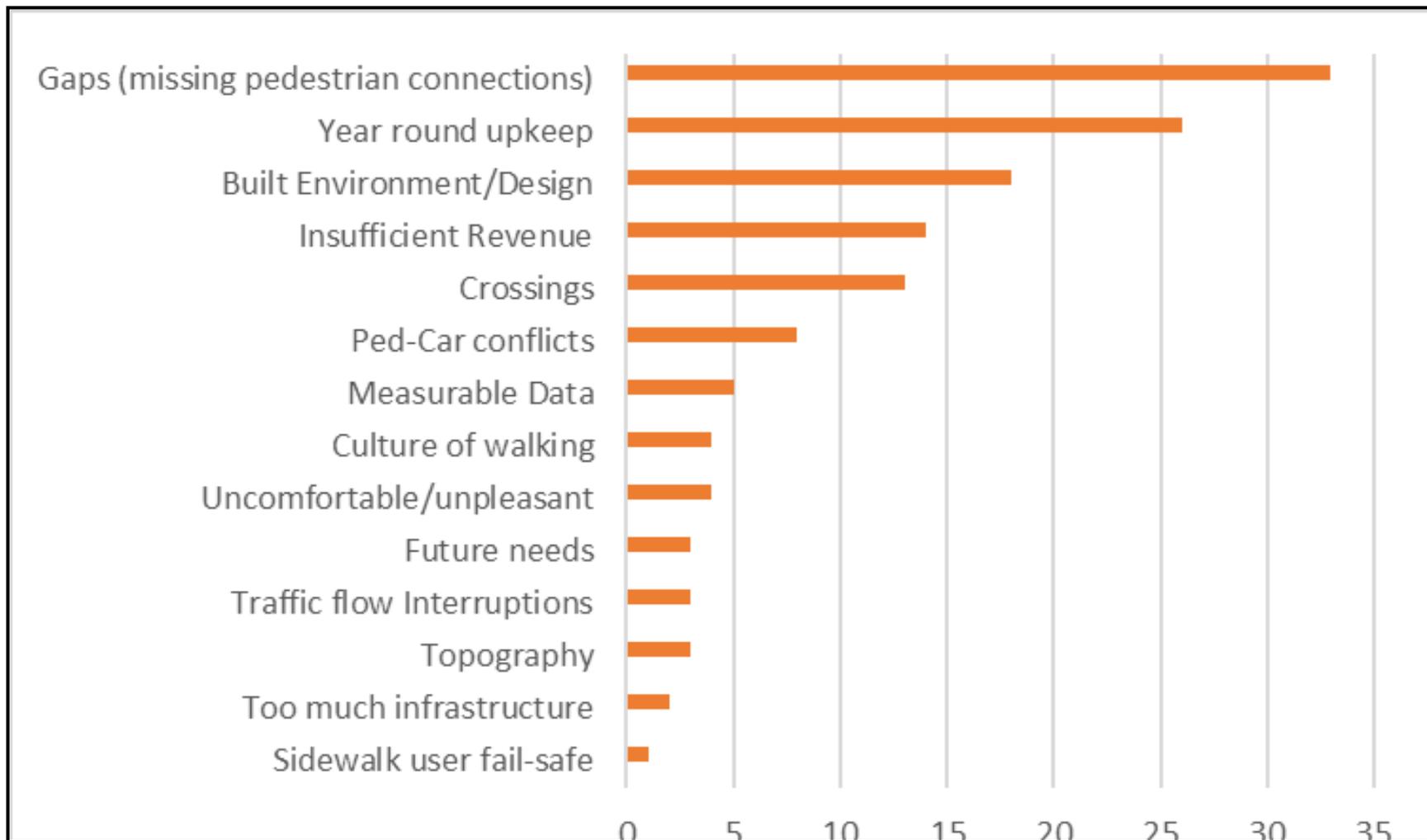
## HOW DO WE IMPROVE WALKING?

We need your input to improve walking across Minnesota. In 2019, MnDOT asked Minnesotans how to improve walking along and across roads and the types of infrastructure that would help them walk more. In our follow-up survey, you will see ways that our walking environment can transform through infrastructure improvements and can share your thoughts on examples that might work in areas near you. Your input will shape recommendations for MnDOT policies to prioritize walking infrastructure on state highways.

[TAKE THE SURVEY](#)



[minnesotawalks.org](https://minnesotawalks.org)



Top issues - MIC Policy Board, TAC, & BPAC

# Walking ALONG roadways

All Responses (627)	Depend on Walking (184)	Mobility Challenge (86)
Clear of obstructions	Clear of obstructions	Clear of obstructions
Fill gaps	Fill gaps	Easier access
Streetscaping	Streetscaping	Fill gaps
Sidewalks on both sides	Sidewalks on both sides	Sidewalks on both sides
Wider sidewalks	Wider sidewalks	Streetscape features

# Walking ACROSS roadways

All Responses (627)	Depend on Walking (184)	Mobility Challenge (86)
Improve visibility	Increase yielding	Long WALK signal
Increase yielding	Improve visibility	Easier Access
Longer WALK signal	Longer WALK signal	Improve visibility
More frequent crossings	More frequent crossings	Increase yielding
Easier access	Slower traffic speeds	Less time waiting

# Policy Priorities

All Responses (627)	Depend on Walking (184)	Mobility Challenge (86)
Snow clearing	Snow clearing	Snow clearing
Maintain sidewalks	Maintain sidewalks	Maintain sidewalks
Prioritizing ped needs	Prioritizing ped needs	Clear of obstacles
Clear of obstacles	Clear of obstacles	Prioritizing ped needs
Add vegetation	Invest more \$ in pedways	Add vegetation

## Clear of Obstructions - Opportunities

- Use tech (web & smart phones) to create a more responsive action for removing barriers.
- Mapping tools to create prioritize ped system
- Personal responsibility
- Reporting tool to track complaints and address issues
- Neighborhood tool lending – shared snow blower, facilitate groups to help organize/have more capacity than individuals
- Leverage informal community groups with tech
- PSA education around clearing sidewalk (poop fairy campaign) seeing it as a collective action

# Clear of Obstructions - Opportunities

- Film the problem - Take a TV station on a tour of the problem – shrubs and fences on the corners
- Building codes/subdivision codes
- Curbside annual program for vegetation pick up
- Boulevard requirement between street and sidewalk
- Sidewalk is only as good as weakest link, need to have an authority enforcement/ensuring sidewalks are cleared system-wide.

# Clear of Obstructions – Impediments

- Limited resources and priorities
- Lack of boulevards for snow storage, ROW width issues
- Topography – hillside constraints
- Snow storage and capacity to clear it in real time
- Plowed snow that hardens during the work day

# Filling Gaps - Opportunities

- Dedicated funding source
- Sidewalk plow equipment
- SRTS and other grants, local transportation funding
- Coordination between the snow clearing authorities more efficiently (technology, talking with plow drivers)
- BPAC and Public pressure/advocacy
- Road/utility construction/building development is happening at higher levels than before
- Identification of gaps and prioritization

# Filling Gaps - Impediments

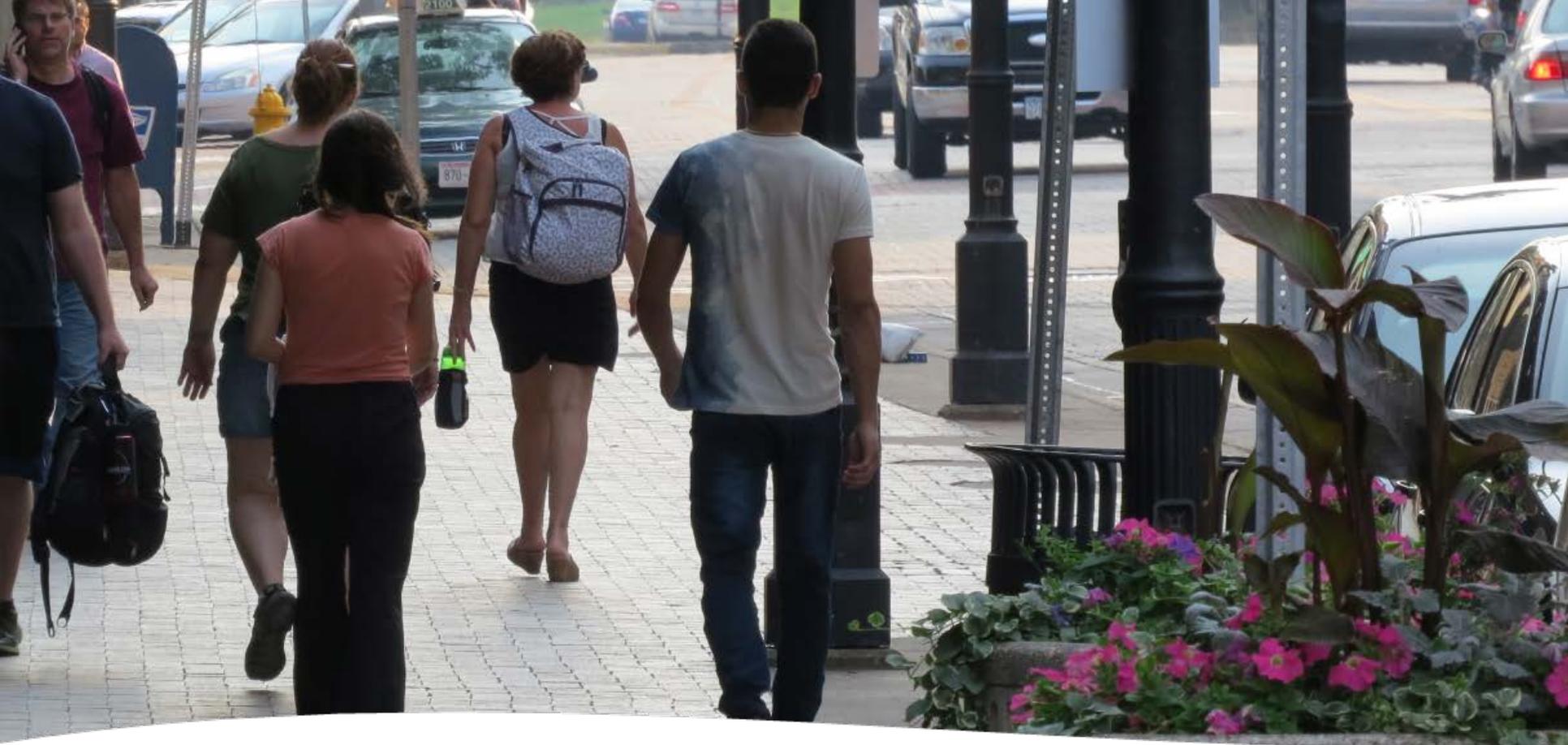
- Limited amount of dedicated funding
- Development in areas where land is inexpensive, but lacks ped infrastructure in the area
- Parking/lanes/front yard resistance to losing
- Resident resistance to new sidewalks
- Lack of knowing – right to have a cleared sidewalk, or know to clear their sidewalk.

# Design for Pedestrians - Opportunities

- ADA requirements
- New standards/practices/technologies (countdown timers) RRFBs, Pedestrian lead Interval
- Public safety education/announcements is critical
- Lots of right-of-way, low volume, low speed residential street – woonerfs – more creative at using the right-of-way that we have.

# Design for Pedestrians - Impediments

- Cars have the right-of-way mindset
- People think the solution is about regulation about policy and speed limits instead of design
- Geography – on a hill, long cold snowy, icy winter and spring.



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