

Chapter 2: Priority Areas for Walking

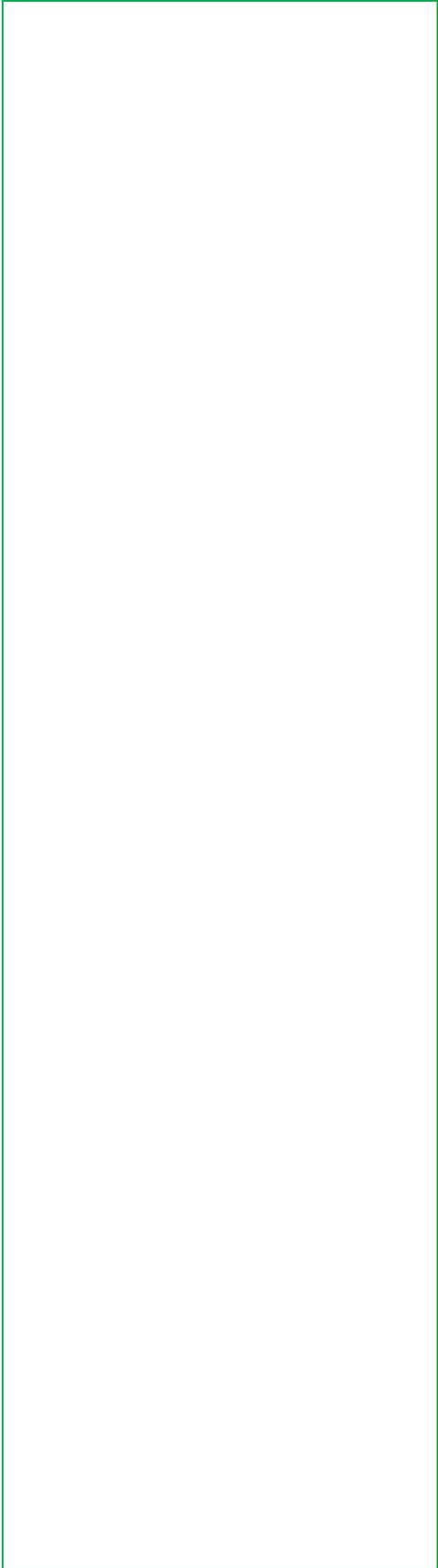
A big role of this Pedestrian Plan is to serve as a guide to decision-makers when scoping transportation projects in the Duluth-Superior area. With resources being limited for the entire transportation network, including the pedestrian network, an analysis was conducted to determine priorities, meaning which pedestrian ways are more important to be constructed, maintained, and/or improved.

The priority analysis

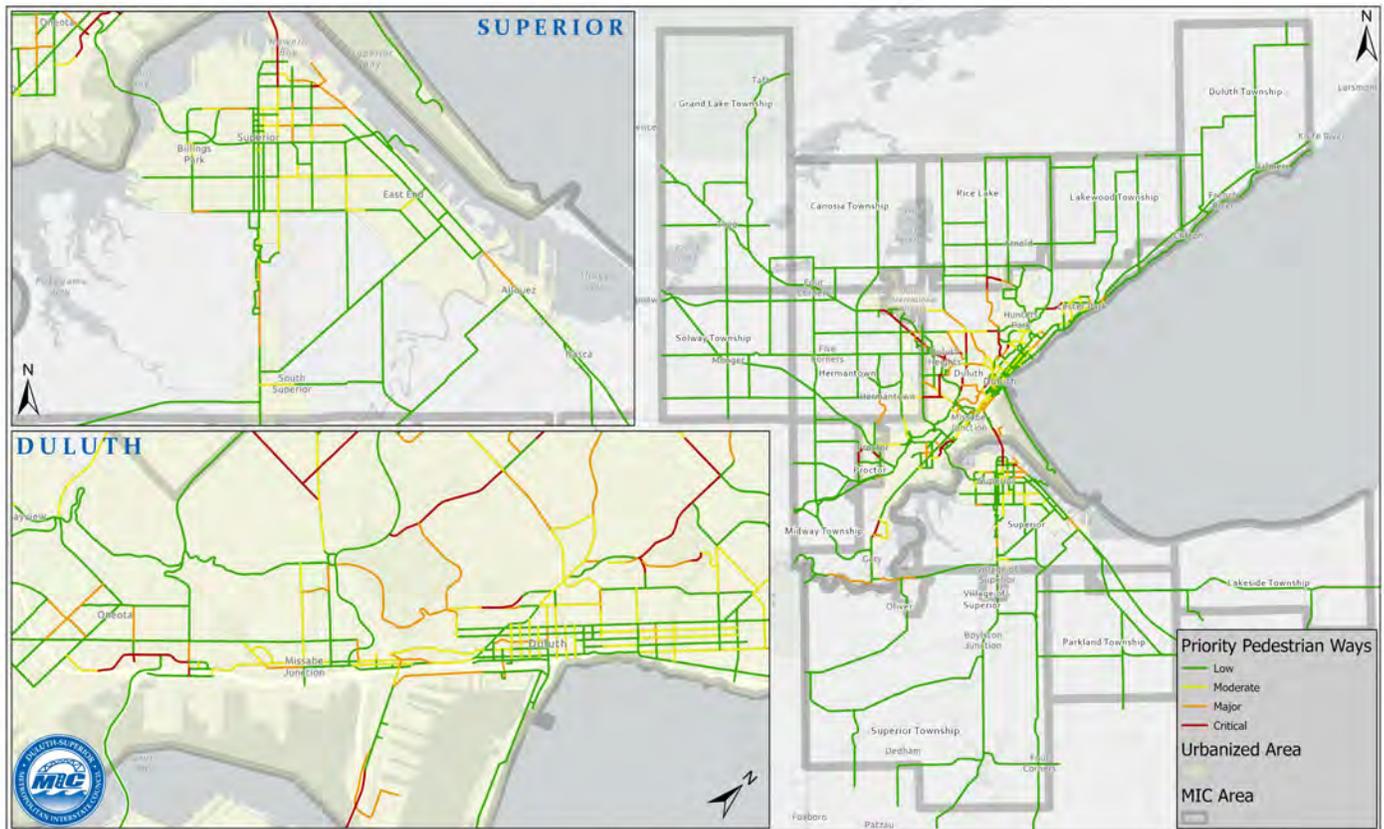
The analysis and priority rankings took into account four factors including the following:

- 1. Key pedestrian corridors ranking**
- 2. Priority of existing pedestrian network gaps**
- 3. Level of barriers to pedestrian network**
- 4. Existing sidewalk condition ranking**—note that sidewalk condition was fully consider in the analysis but not mapped or further explained in this plan as the sidewalk conditions have an inventory document explaining the analysis and are annually updated)

This analysis is not intended to be for one-time use, but will continue to be refined, modified and improved upon to continue to re-visit and update the priority pedestrian areas. Roadways with a functional classification of collector or arterial were considered in this analysis, with a few exceptions, some key local streets, particularly near schools were included, while the and the two Interstate routes (I-35 and I-535) were excluded from this analysis as pedestrians are prohibited from utilizing those routes.



Priority Pedestrian Improvement Corridors—Duluth-Superior Area



The Priority Pedestrian Improvement Corridors were determined based on a review and composite ranking based on these four key factors:

1. Key pedestrian corridors ranking
2. Priority of existing pedestrian network gaps
3. Level of barriers to pedestrian network
4. Existing sidewalk condition ranking

Priority Pedestrian Improvement Corridors

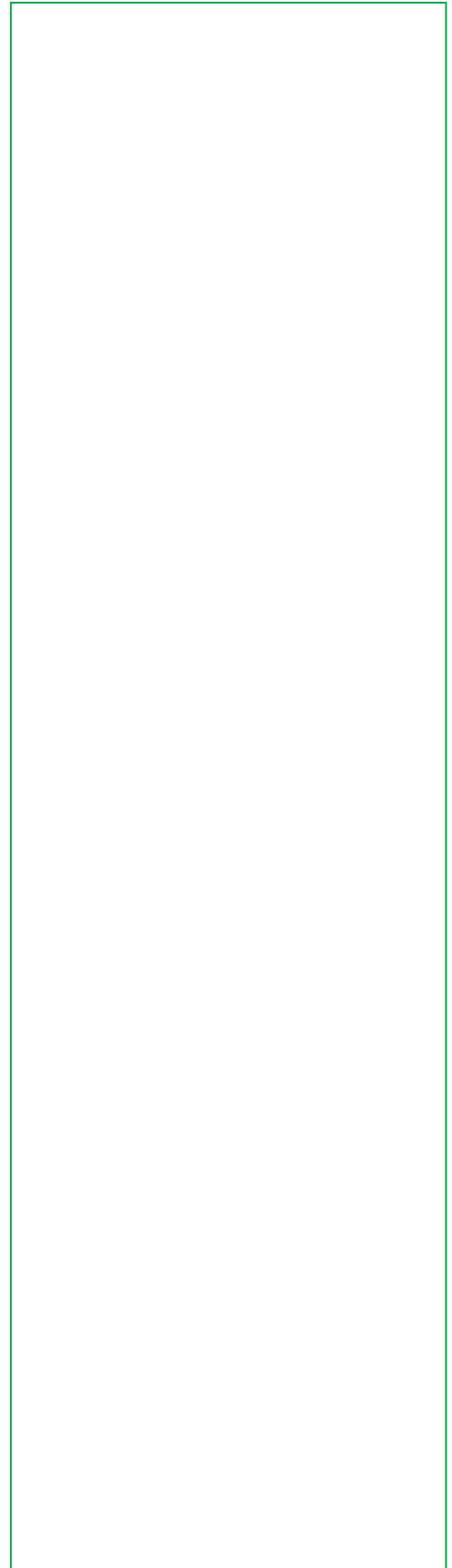
Priority—areas where there is a relatively higher level of pedestrian use, higher level of use by priority populations, where it is generally not safe nor comfortable for a pedestrian to share the street with motor vehicles, and in turn where quality pedestrian-focused infrastructure investments and maintenance is needed to walk along and across these corridors.

Critical— top priority for investing pedestrian facilities. These corridors need to be pro-actively improved.

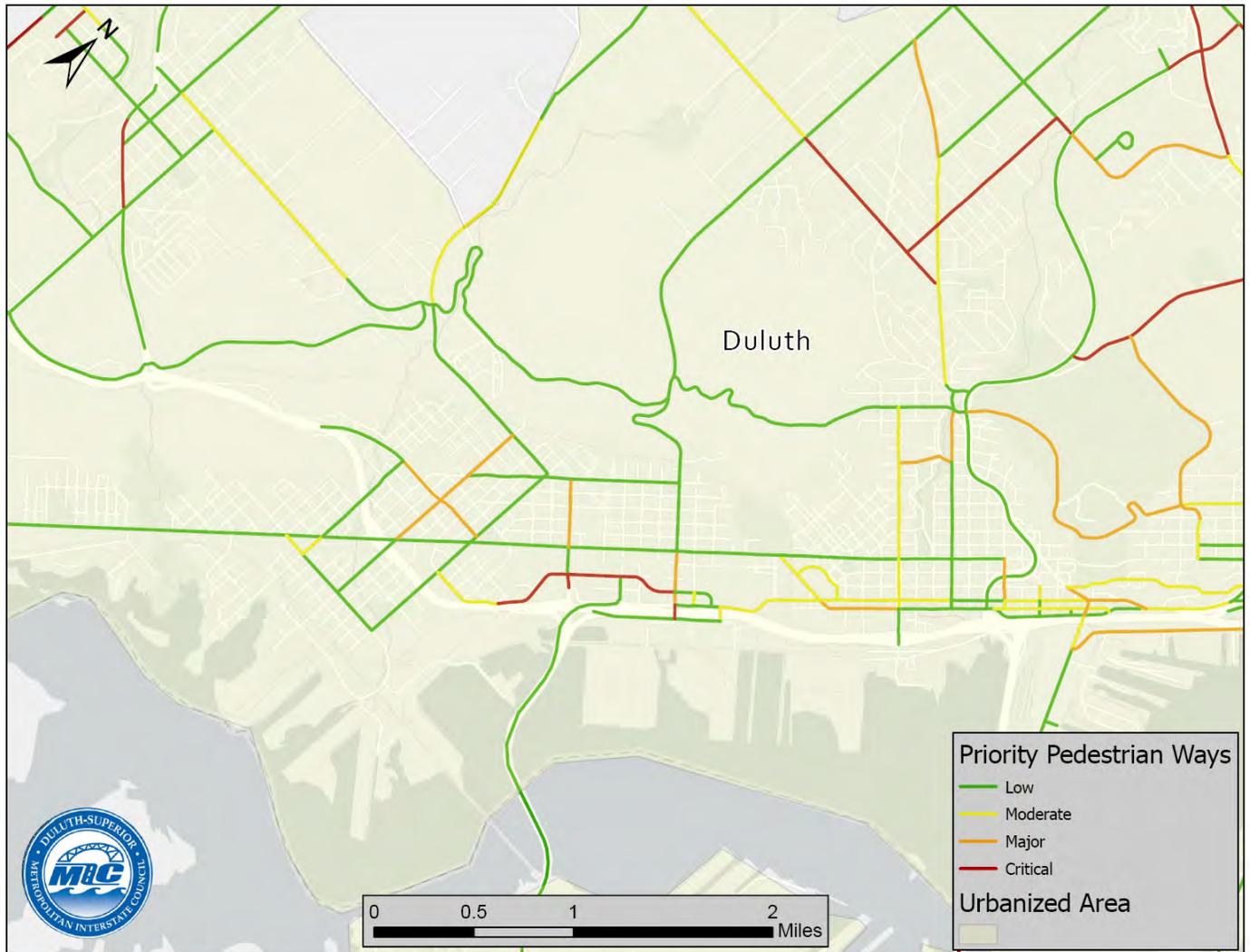
Major—These corridors need to be improved for pedestrians, but are less urgent than the critical. But should be improved as part of re-surfacing/utility work projects.

Moderate—These corridors need pedestrian improvements but can wait until the roadway or pedestrian facility is reconstructed.

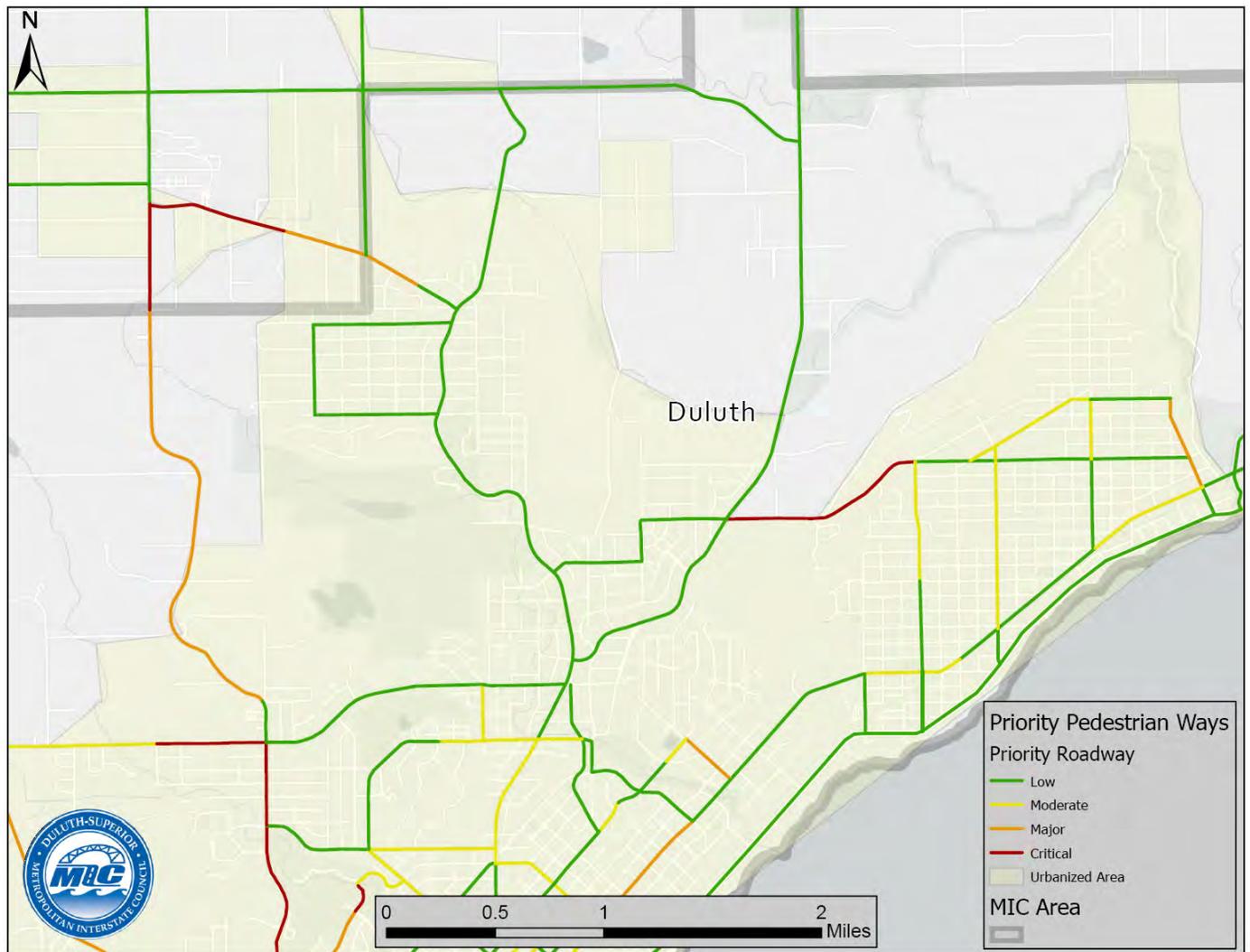
Low—corridors that do not need to be improved until a regularly scheduled resurfacing or reconstruction project is taking place. No additional pedestrian improvements are needed than exist



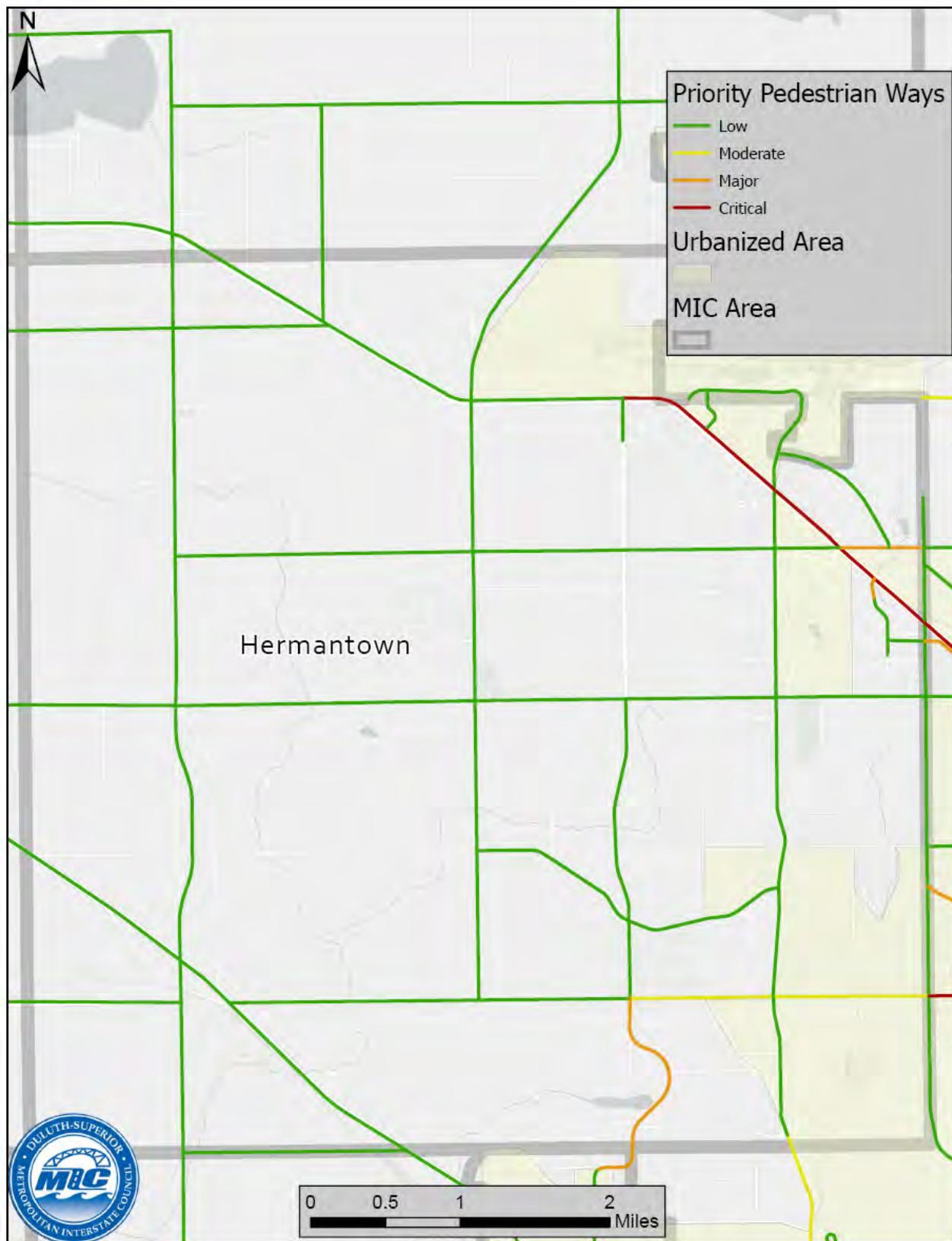
Priority Pedestrian Improvement Corridors—Western Duluth Area



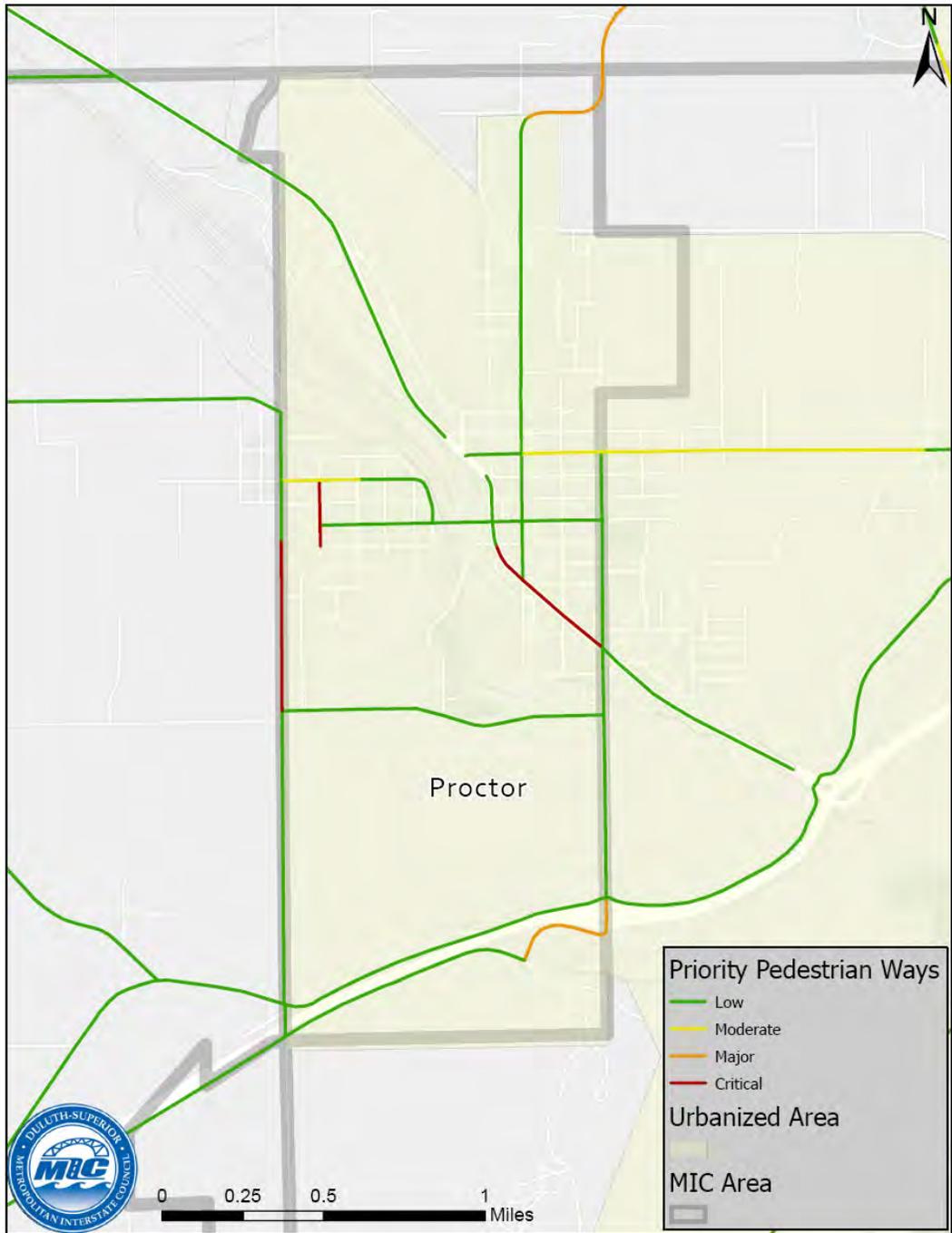
Priority Pedestrian Improvement Corridors—Eastern Duluth area



Priority Pedestrian Improvement Corridors—Hermantown

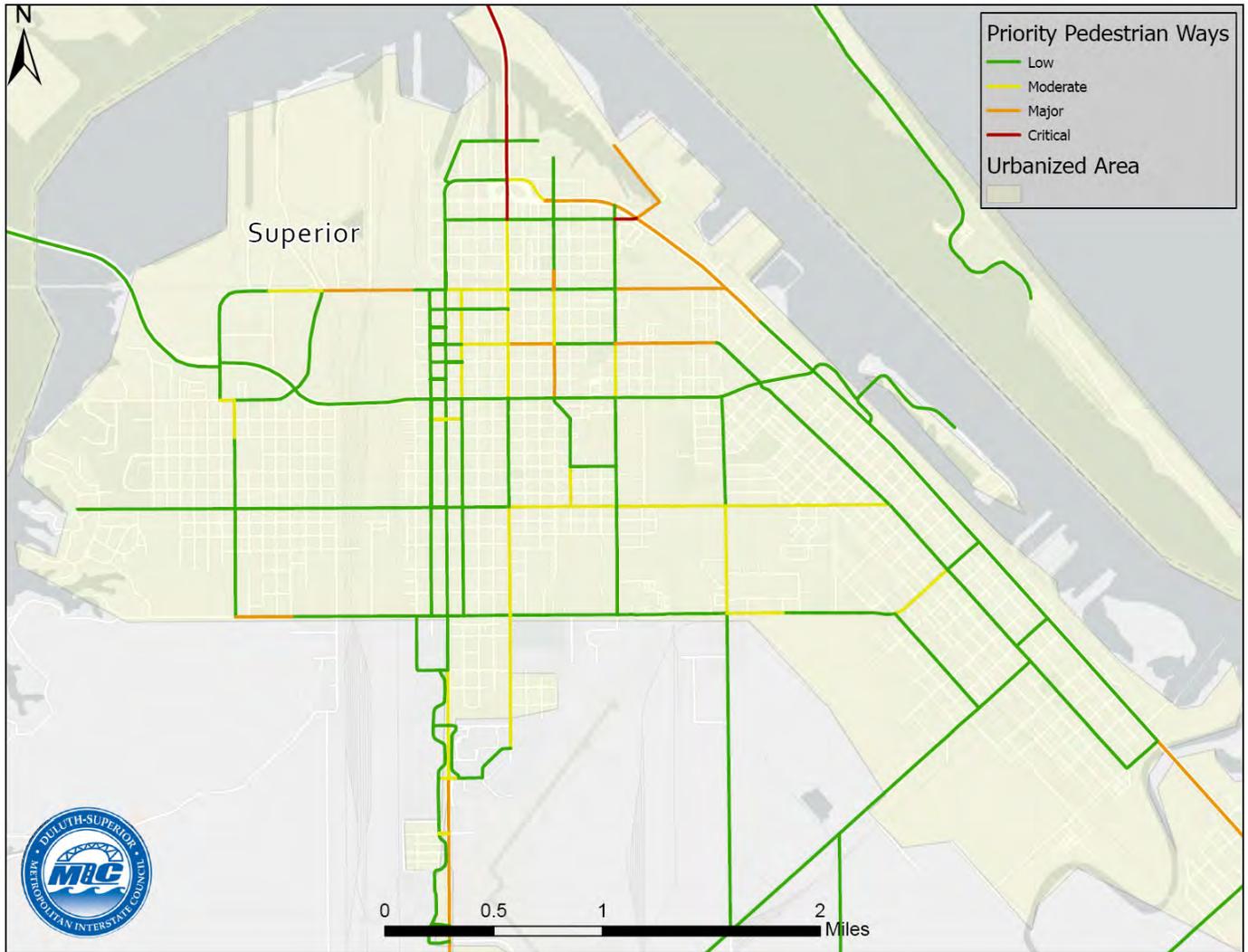


Priority Pedestrian Improvement Corridors—Proctor



Based on

Priority Pedestrian Improvement Corridors—Superior



Factor #1—Key Pedestrian Corridors

An analysis was conducted to determine the most important areas within the pedestrian network. While the pedestrian network is extensive, some corridors are more critically important. In order to objectively identify the key pedestrian corridors, a scoring matrix was developed based on factors that have impact to the pedestrian network. The following factors were analyzed, based on a point system, and final score was devised. The corridors ending up with the highest scores were identified as the key pedestrian corridors.

The following factors were considered for this analysis:

Traffic Volumes (daily count) - Motor Vehicles, Heavy Trucks, Pedestrian, and Micro-Mobility (bike, scooter, etc).

Traffic Speeds (mph) - not posted speed limits.

Safe Route to School—corridors with schools along them and/or a Safe Route to School Plan.

Transit Route—level of frequency of the routes is considered.

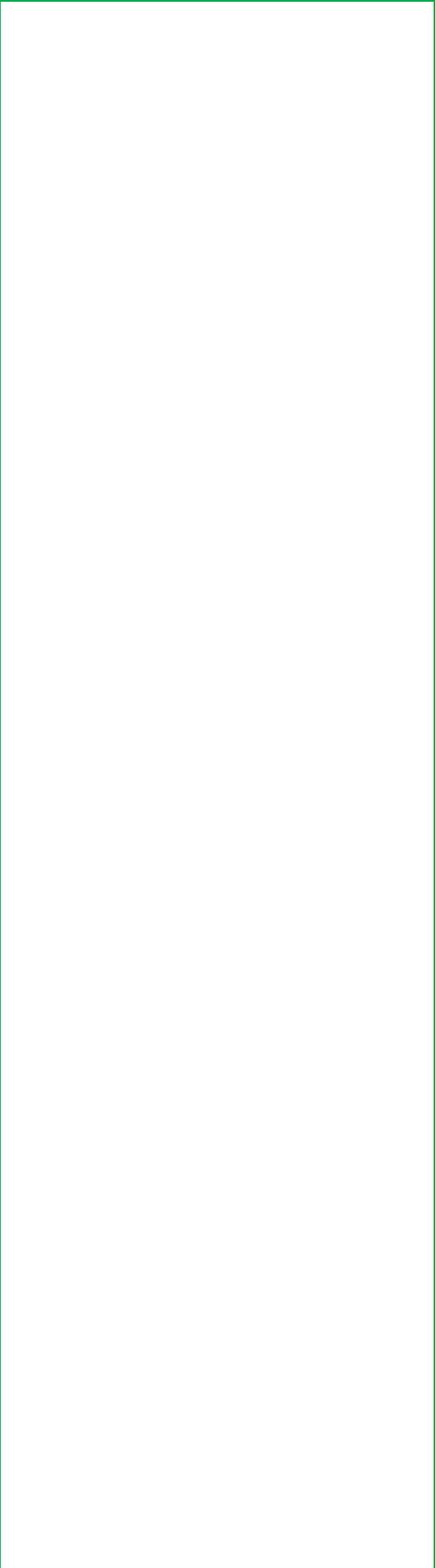
Civic Center— Town Hall, City Hall, Court House, Polling Place, Library, Polling Place, Library, Cultural/Museum/ Entertainment Facility, and Park.

Activity Node—Grocery Store, Pharmacy, Health Care facility, Retail Shop, Service provider.

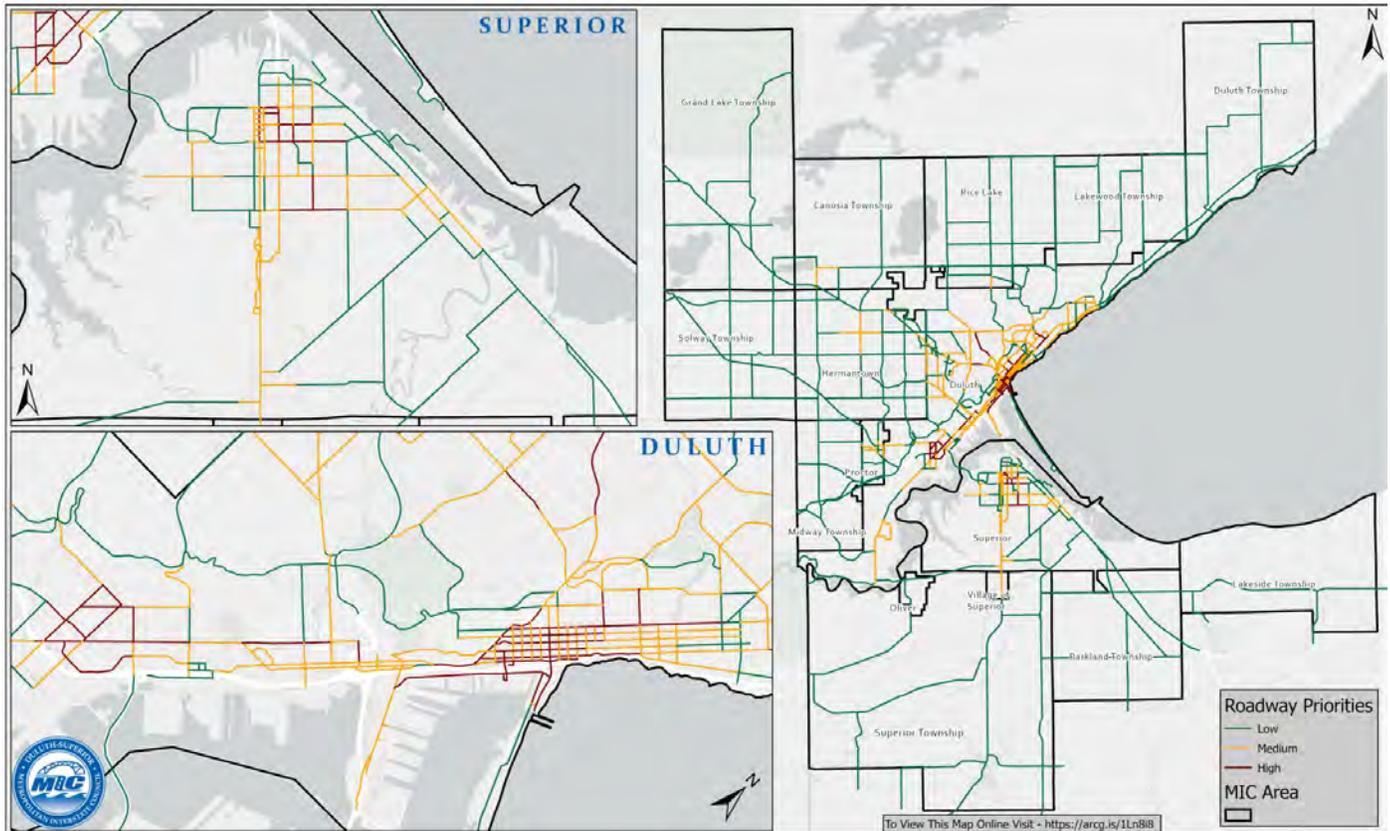
Priority Populations—Disability - Ambulatory Difficulties, Poverty, BIPOC, <18 age, and > 65 age.

Households without a vehicle—percentage of households in a Census tract that do not have access to a vehicle.

Each category was further defined by key thresholds, relative to the Duluth-Superior Area in scale. A point scoring system was devised based on each category and points were given based on how each corridor landed on the thresholds. The corridor segments with the highest point total then became the top priority walking areas.

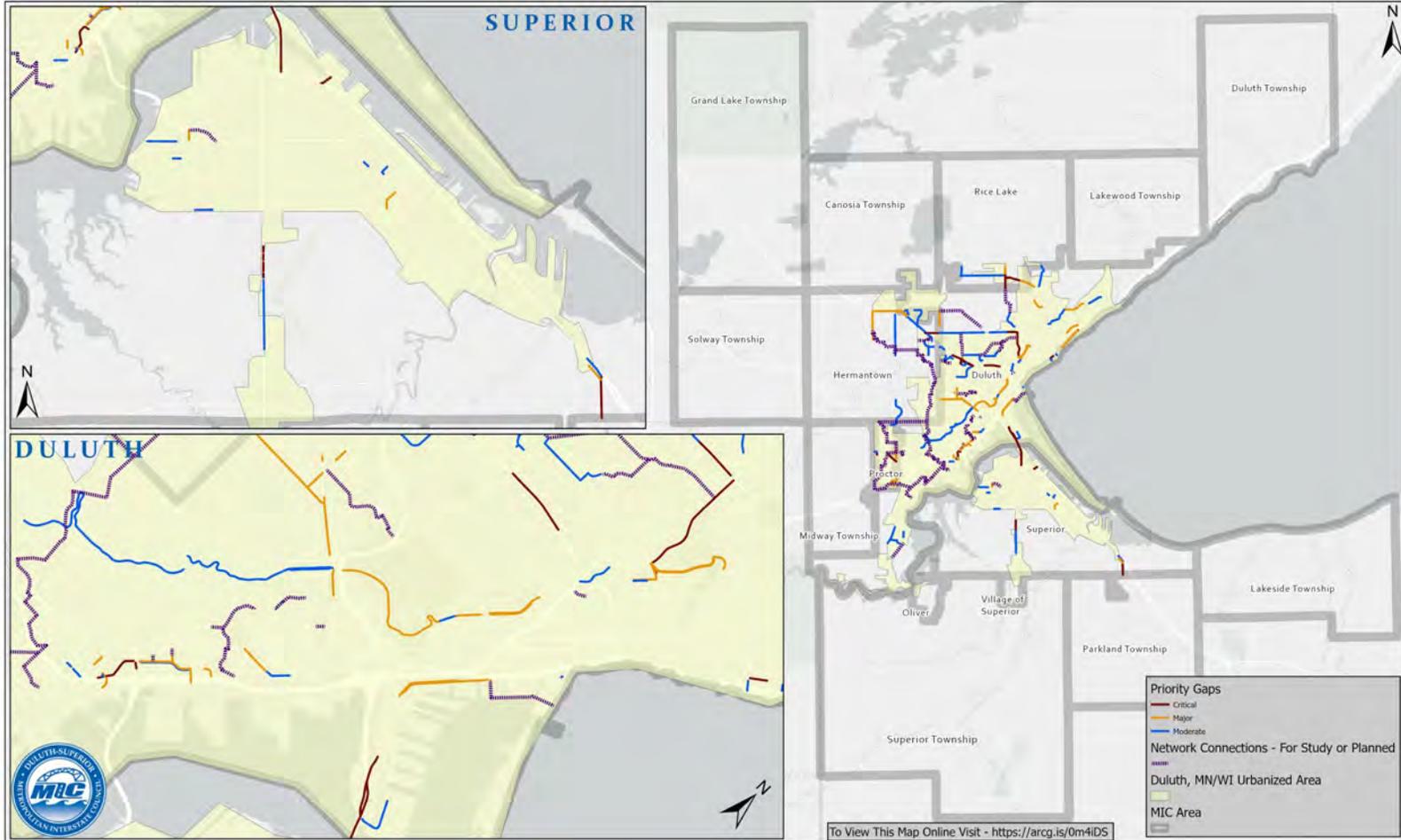


Factor #1—Key Pedestrian Corridors in the Duluth-Superior Area



Based on the analysis and scoring, the map depicts the key pedestrian corridors in the network. The score was consolidated into Low, Medium, and High scores, depicting level of importance in the system. Notes that the corridors that were primarily examined in this analysis were collector or arterials roadways. A few local roadways were included due to their role around major destinations, such as schools, etc. The higher the scoring and subsequent ranking, the more key the corridor is in the pedestrian network.

Factor #2—Pedestrian Network Connection Gaps



Pedestrian Network Connection Gaps

The network connection gaps include both areas with missing sidewalks and planned or proposed to be studied network connections. An analysis of level of impact by gap. Some gaps force people into busy roadways while others go relatively un-noticed as people utilize the street and not the sidewalks.

A priority ranking was given to each pedestrian network gap, in order to better understand the level of impact.

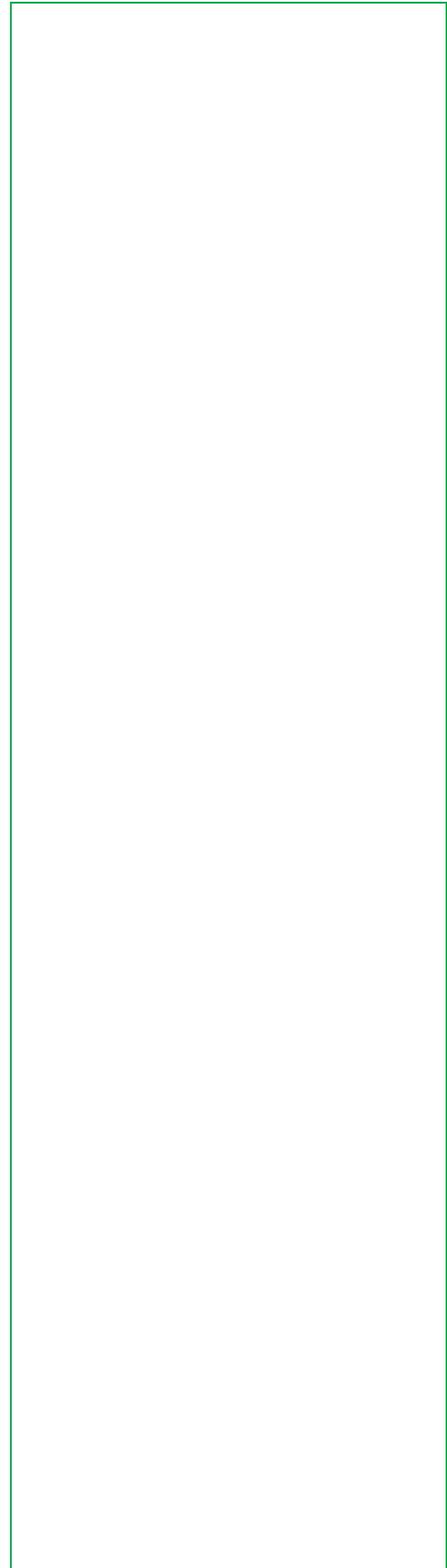
Factor #2—Gaps in the Pedestrian Network and Planned or to be Studied Connections

Gaps are areas where the pedestrian way, whether it be a sidewalk or multi-use path, do not exist. Planned or Studied Pedestrian Network Connections were included in this to more fully understand the level of gap in the existing and planned pedestrian network.

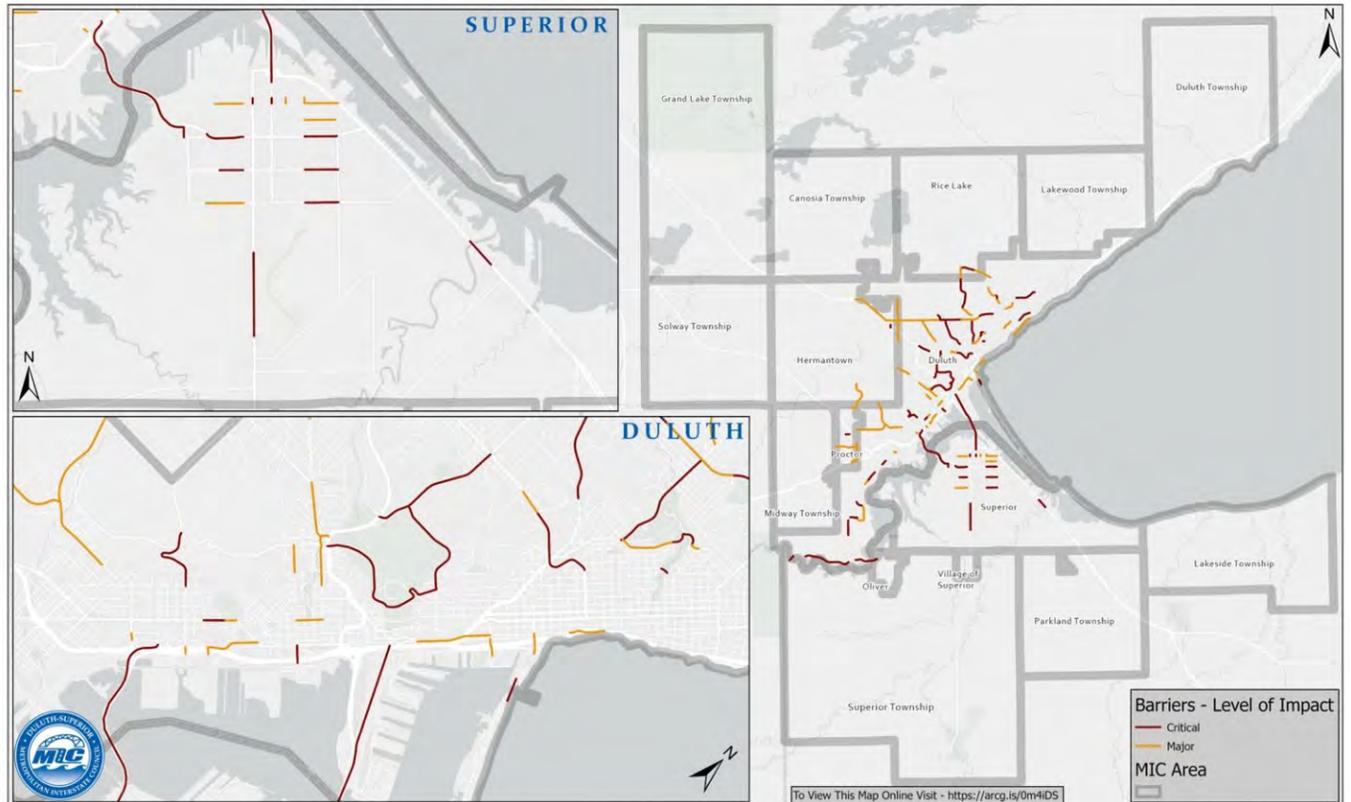
Critical Gaps – not safe to walk along road due traffic speeds and/or volumes and no reasonable separated walkway available.

Major Gaps—where a gap exists, but a parallel pedestrian way exists but is difficult, or where a person can but is uncomfortable to share the street with motor vehicles.

Moderate Gaps—no separated pedestrian facility exists, but a reconfiguration of the street may work to serve the pedestrian needs, or a separated facility could be installed, but where pedestrians can utilize the existing infrastructure at this time and with the existing traffic conditions.



Factor #3—Barriers to the Pedestrian System



Barriers—are areas where pedestrians have few reasonable alternatives, or only a limited number of ways to go. Railroad crossings, waterways, roadways without nearby parallel routes all fall under this barrier category. Bridges & Viaducts – are significant barriers walking and once built, can serve as a barrier for 50-75+ years if they do not have adequate pedestrian facilities. All bridges on collectors and arterials are critical to the network and must have high quality pedestrian infrastructure.