

## CHAPTER 4: BICYCLE NETWORK

The bicycle network was based on the following route selection criteria. The directness of the routes as well as the severity of slope have all been considered in route selection. In addition, population density and common destinations and activity hubs, whether they be schools, community centers, areas with large clusters of jobs and business districts have all been identified as key areas for bikeways.

Distance plays a key role in this plan, as well. Most bicyclists will not travel further than three miles per trip as part of their everyday routine. Therefore, the plan focuses on shorter distance trips.

However, the plan does include longer distance routes that connect between the major hubs. In the end, these bikeways have been devised not just for the small percentage of people who are comfortable riding among motor vehicles with no separation or protection, but for people of all ages and abilities who would bicycle if there were safe and comfortable routes available to them.

All streets were mapped out based on their percent grade.

- 9% grades—bicycle routes on streets with slopes greater than 9% were only considered if there was no reasonable

alternative but would continue for no more than one block in length.

- 12% grades—bicycle routes on streets with slopes greater than 12% were not considered as it is too extreme a grade to climb for regular transportation.



*Bike Lane on Tower Avenue in Superior, WI. A majority of the trips that people make in urban areas are fewer than three miles, and commercial districts like this one are regular destinations. These shorter distances, coupled with the real limits on space and public infrastructure resources, mean that the bicycle is particularly well suited as an integral component of an urban transportation system.*

## Existing Bikeways System—All Ages & Abilities

The existing bikeways system depicts the routes that serve people of all ages and abilities currently. These routes take into account the type of bikeway, volume of traffic, speed of traffic and width of bikeway. Routes with existing wayfinding signage or bikeway pavement markings were not automatically included in this existing bikeway system map. For example, Kenwood Avenue in Duluth and 28th Street in Superior have sharrows marked on the pavement, yet both are excluded from this as neither bikeway is an all ages & abilities. Both streets have a high enough traffic volume that precludes it from being included. For reference, see the NACTO guide on “Designing for all ages and abilities”.

### Existing Bikeways System Characteristics (2024):

- Signed Shared Lanes = 123 miles
- Conventional Bike Lanes = 33 miles
- Bikeable Shoulders = 191 miles
- Multi-use Paths = 35 miles
- Seasonal Multi-use = 64 miles
- Total Mileage of Existing Bikeways = 446 miles

## Close the gaps, sooner than later

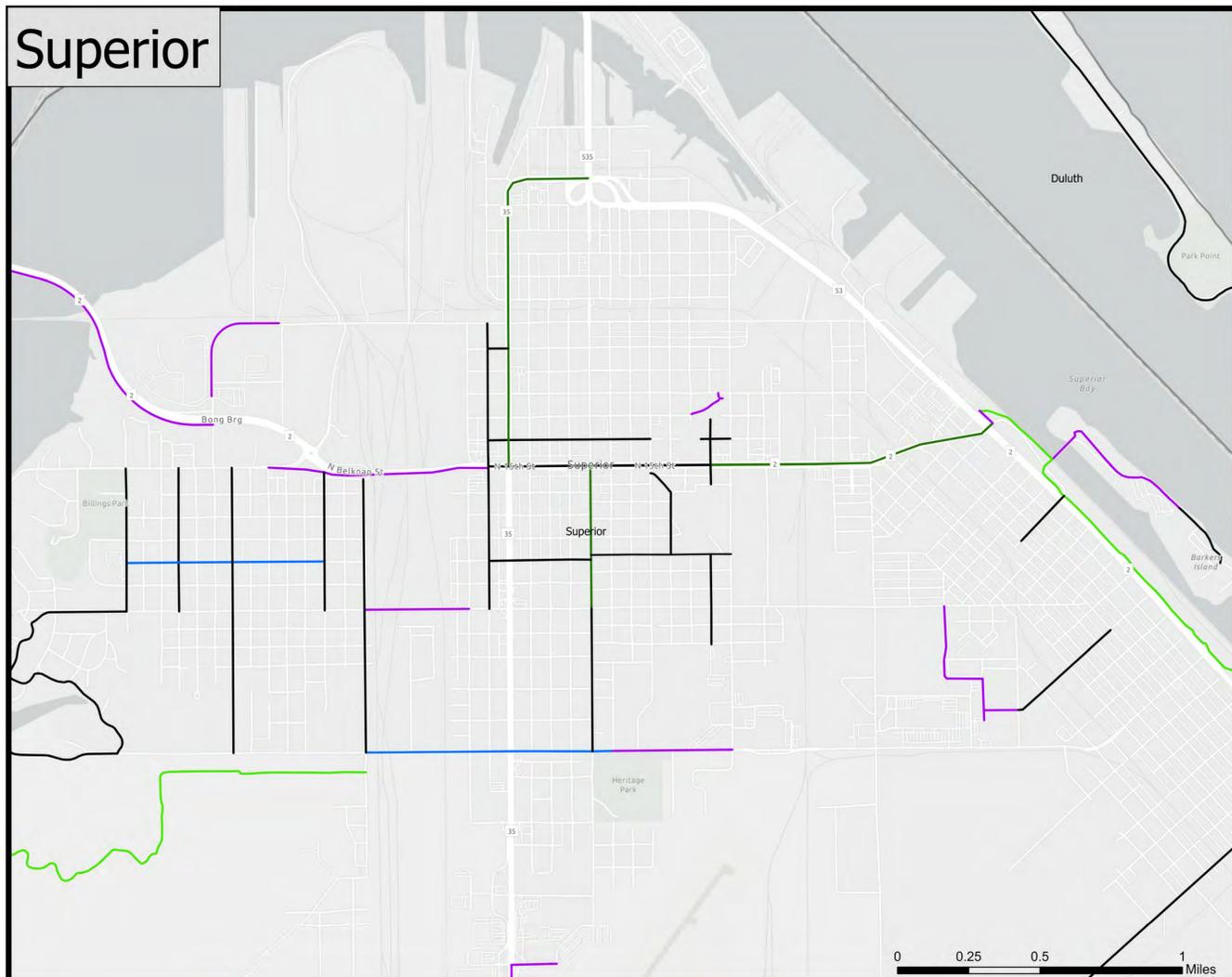
There are over 50 gaps in the existing bicycle transportation network. The majority of these gaps have alternate routes available on streets with low traffic volumes and low speeds. However, some routes have no reasonable alternative for a person bicycling as part of their everyday routine.

A list of the major gaps has been created (shown next page). These are the top places to focus resources on closing these gaps as soon as possible. With time being of essence, solutions to close these gaps may include trying out pilot projects or interim projects until a roadway is scheduled for major work or funding becomes available.

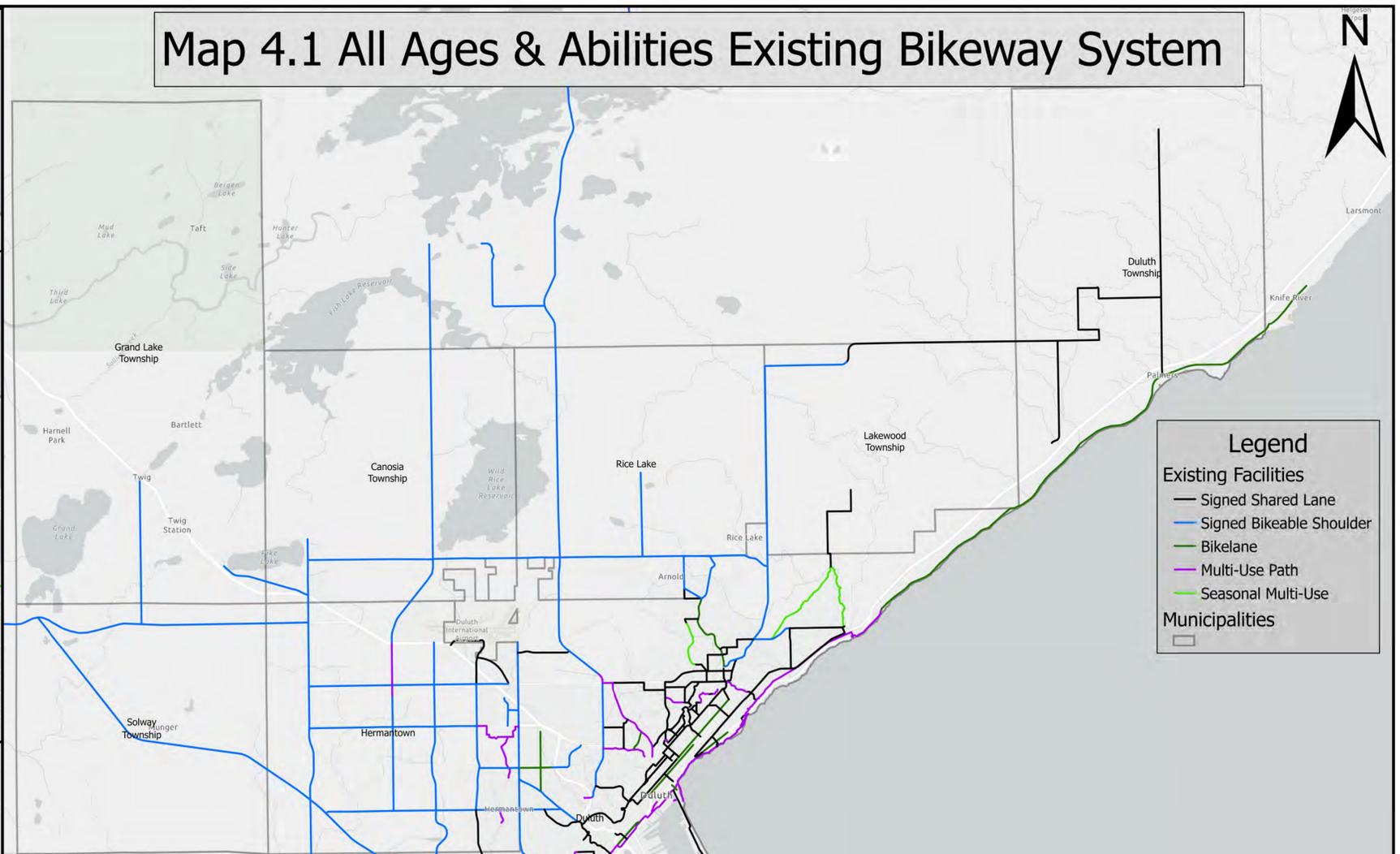
### **Existing Major Gaps in the Bikeway System**

- London Rd/Superior St—between 6th Ave West to 14th Ave E and 21st Ave E to 26th Ave E
- Lake Ave —Superior Street to Lift Bridge
- St. Marie St—from Vermillion Rd to Carver Ave
- Downtown Superior to UWS—Tower Ave to Catlin Ave
- Grand Ave—63rd Ave W to Central Ave
- Central Entrance—Basswood Ave to Decker Rd
- Proctor—along 2nd Street from Hwy 2 to 9th Ave
- Arrowhead Rd—from Kenwood Ave to Haines Rd
- Woodland Ave—from 21st Ave E to Anoka St
- Ugstad—Falcon Dr to Roosevelt Dr

# Superior



# Map 4.1 All Ages & Abilities Existing Bikeway System



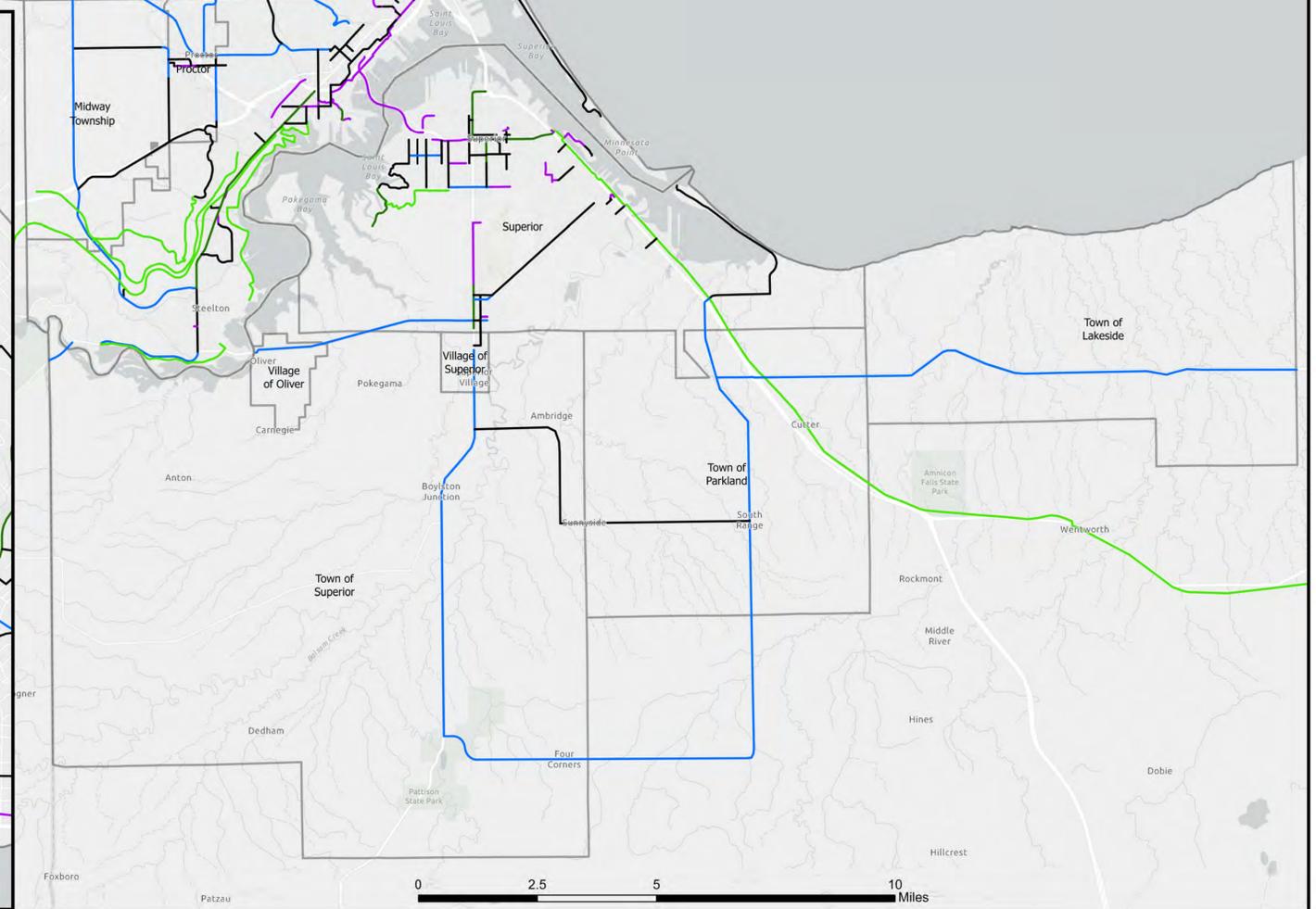
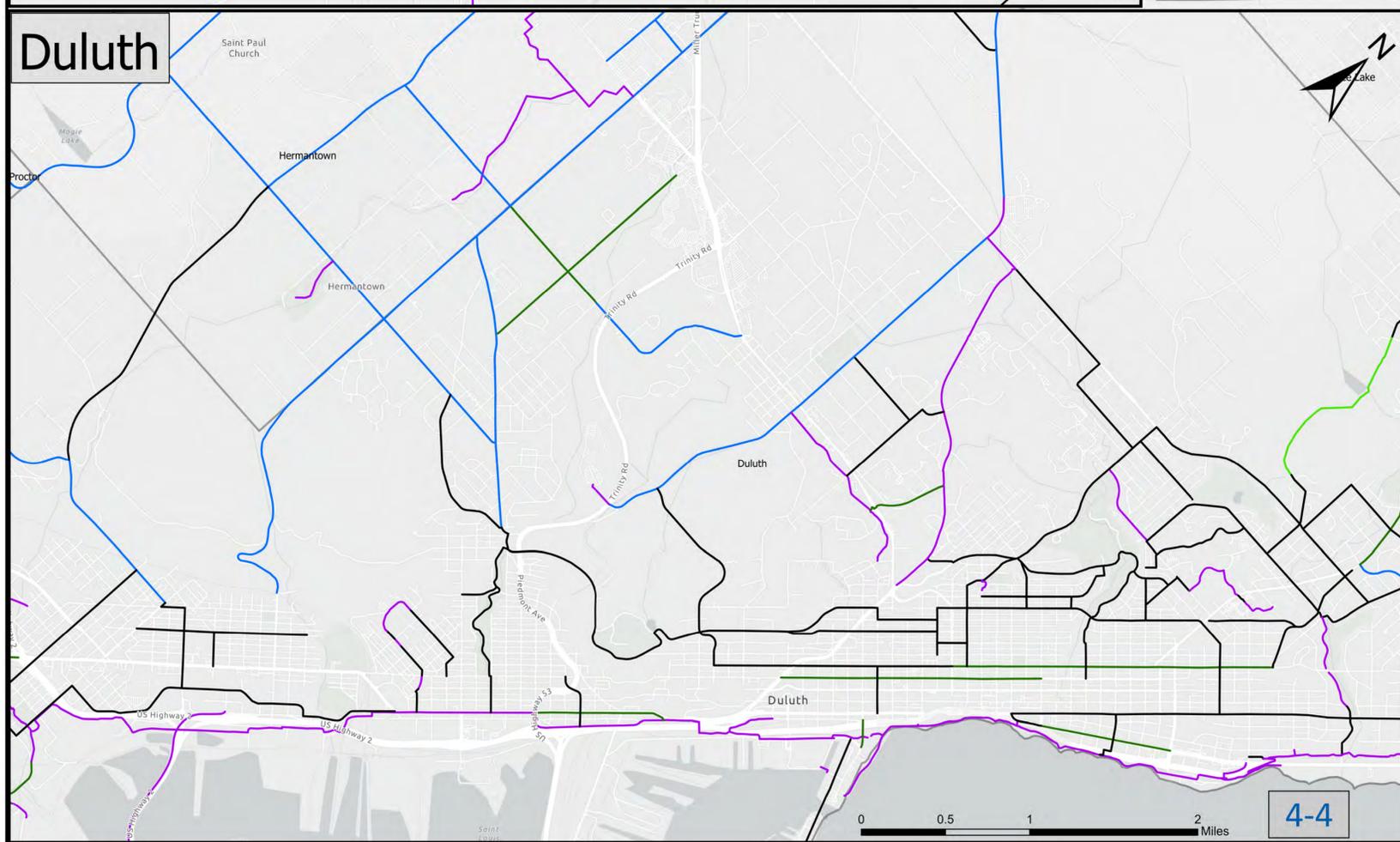
**Legend**

**Existing Facilities**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use

**Municipalities**

# Duluth



## **Future Bikeways System—25-year Vision**

The Future Bikeways System map is a vision of what the system will ideally look like 25 years from today. Is it possible to complete this ambitious vision by then? Over the next 25 years, all major roadways in the area should have some level of improvement, from resurfacing to full reconstruction. This is the optimal time for incorporating bikeway facilities. Therefore, yes, it is possible to accomplish this vision.

This plan identifies the existing various bikeway types as well as calls for new bikeways on streets that do not currently have one.

### **Arterial Bikeway System**

A key part of the Future Bikeways System, is the critical network connections labeled in this chapter as the “Arterial Bikeways Network”. These routes connect people across the region and without them the network would not fully function or have seamless connectivity.

#### **Minnesota Side of the MIC area**

##### **Bottom of the Hill/Waterfront Routes**

- MN Hwy 23 – Fond du Lac to Smithville
- Munger Trail – Smithville to Pulaski St

- Cross City Trail – Pulaski St to Lakewalk
- Lakewalk – Cross City Trail to Brighton Beach
- Brighton Beach – Cross City Trail to North Shore Scenic Dr
- North Shore Scenic Drive

##### **Central Arterial Route**

- 4th Street – Mesaba Ave east to Old Howard Mill Rd and 3rd St/Grand Ave – Mesaba Ave west to Raleigh St

##### **Top of the Hill, Ridge-Line Route**

- Skyline Pkwy – entire length

##### **Over the Hill Routes**

- Arrowhead Road – entire length
- Maple Grove Road
- Central Entrance “North-South” Routes:
  - Proctor/Hermantown Munger Trail Connection (final routing to be decided)
  - 40th Ave W - Haines Rd
  - Lincoln Park Drive/25th Ave W – Cross City Trail to Skyline Parkway.
  - Garfield Ave – I-535 to W Superior St
  - Campus Connector Trail – London Rd to Rice Lake Rd
  - Rice Lake Road – Mesaba Ave to Martin Rd

### Interstate Routes

- Blatnik Bridge (I-535/US Hwy 53)
- Garfield Ave
- Bong Bridge (US Hwy 2)
- Susquehanna Ave
- Oliver Bridge
- McCuen St (MN Hwy 39)
- Union St (WI Hwy 105)

### Wisconsin Side of the MIC area

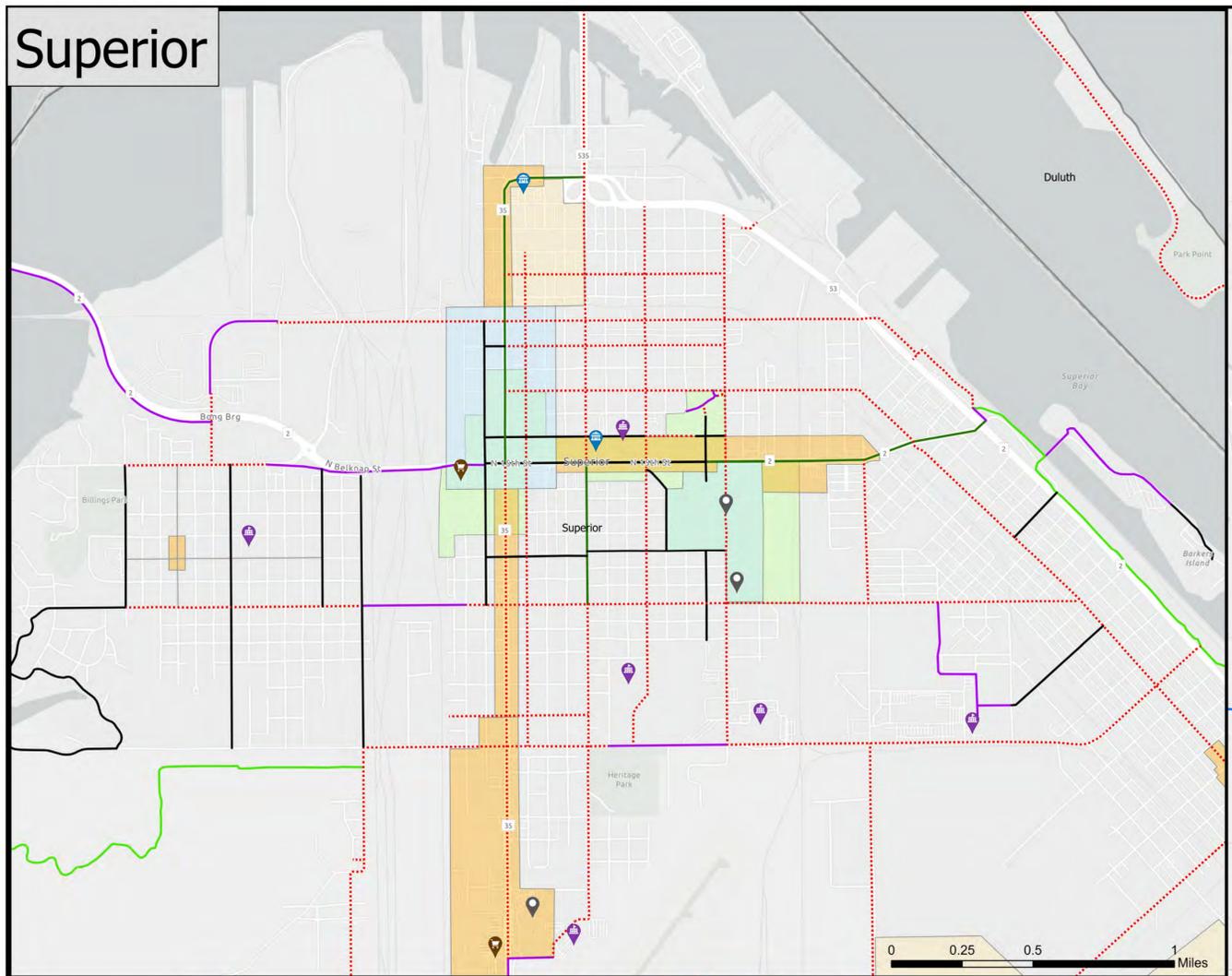
- Belknap Street – Susquehanna Ave to Osaugie Trail
- Hammond Ave – I-535 to Superior Middle School
- Osaugie Trail – Belknap Ave to Superior City Limits

### Trip Generation—Activity Hubs

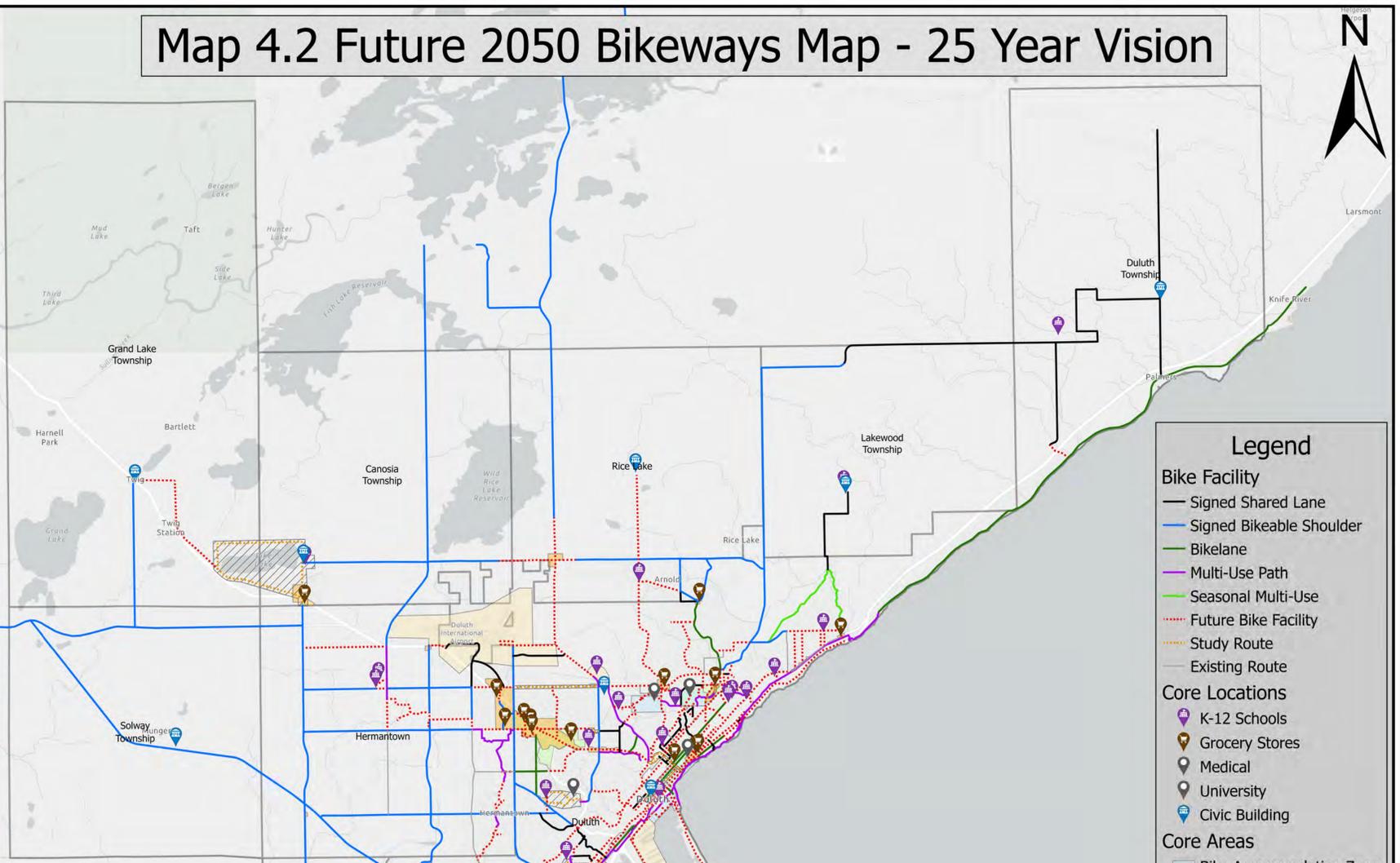
With the focus of this plan on shorter distance trips, all the major commercial and neighborhood hubs and job clusters have been identified in this plan.

**The following series of maps depict each hub and the recommended routes in that hub.** Most bicycle trips people will take are shorter distances and therefore focusing on and improving the routes within each hub area is a priority.

# Superior



# Map 4.2 Future 2050 Bikeways Map - 25 Year Vision



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route
- Existing Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

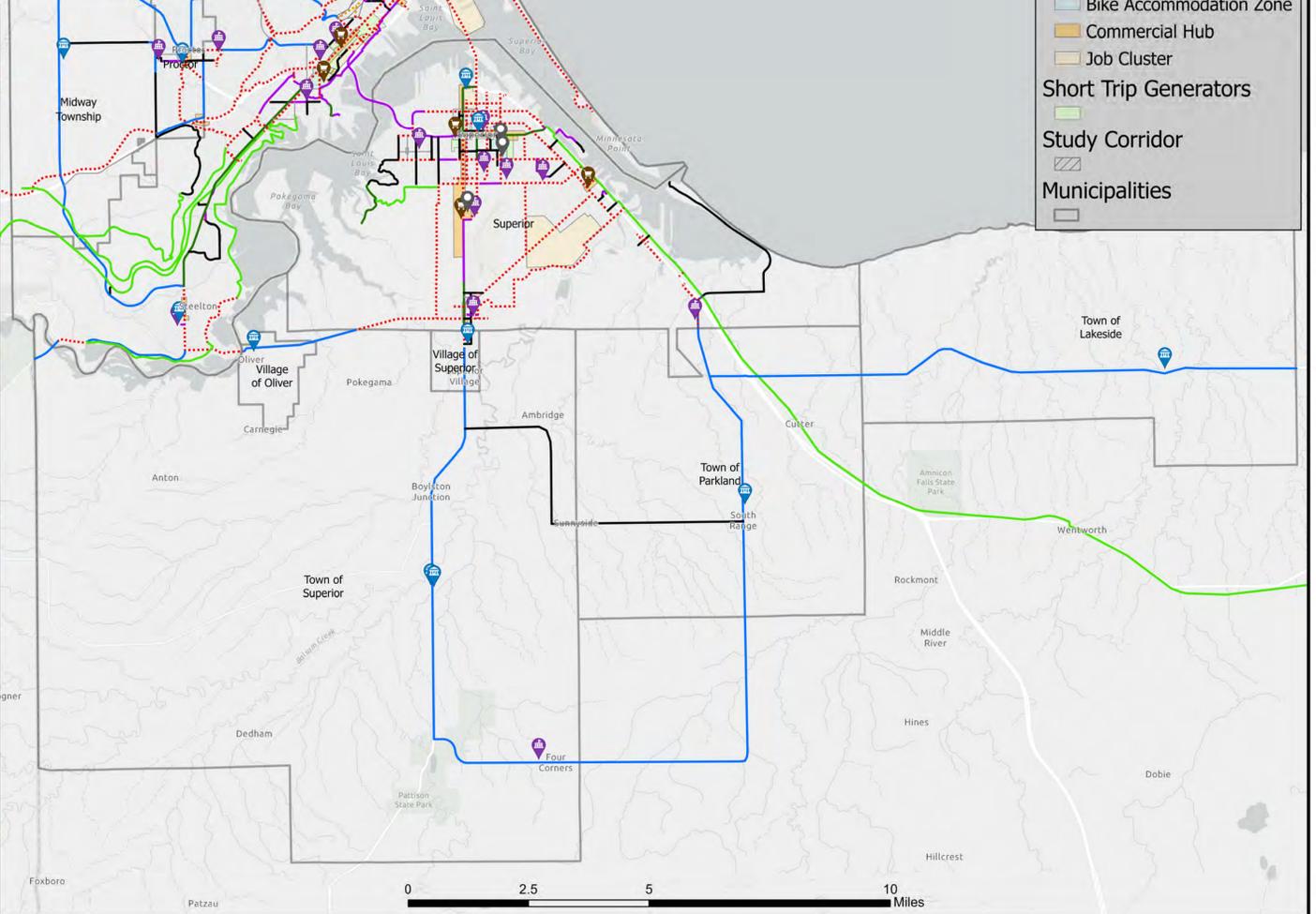
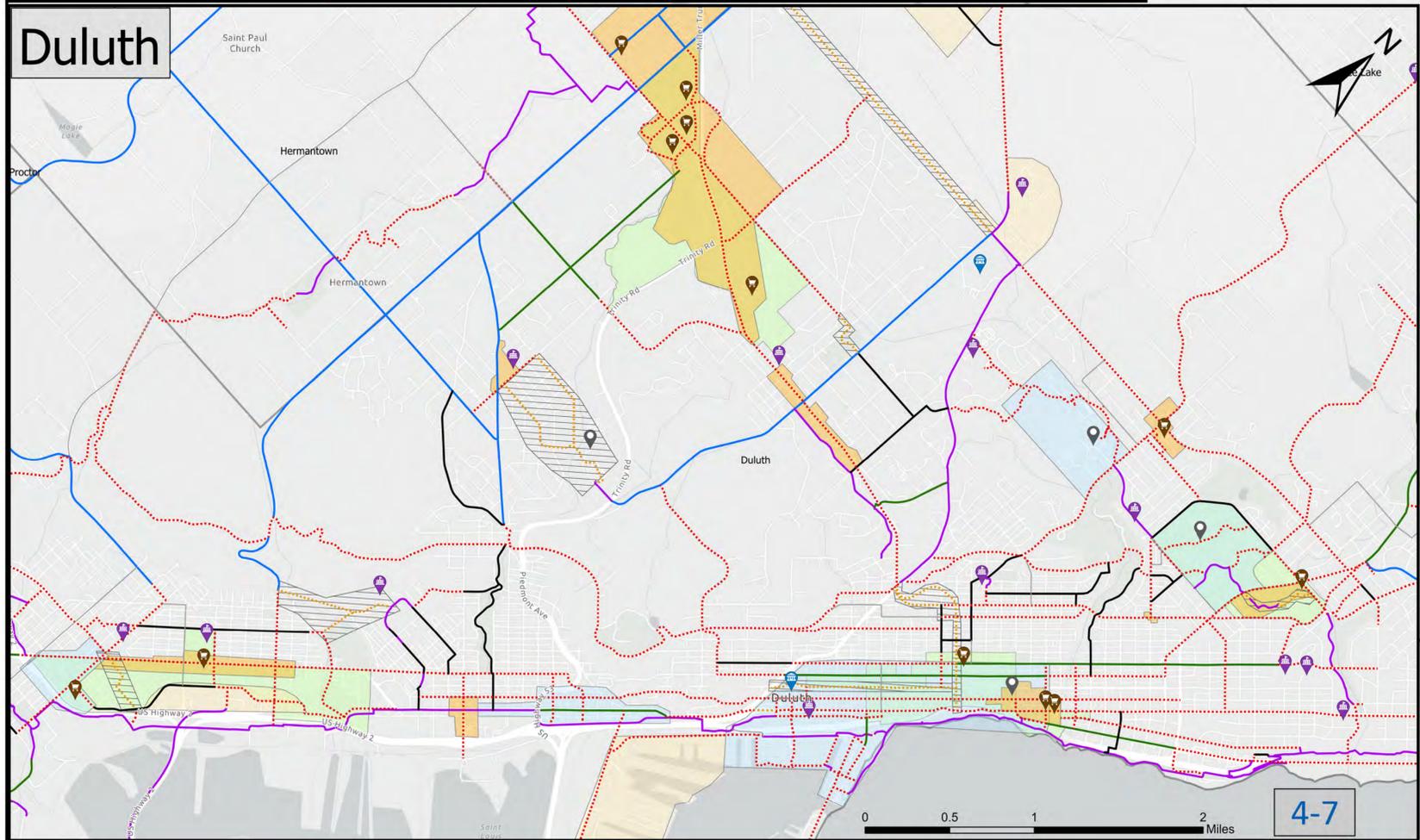
**Study Corridor**

- 

**Municipalities**

- 

# Duluth



### Bikeway Types



**Future Bikeway Facility**—this is any bicycle route, on or off-street, that will require some level of reconfiguration of the existing roadway. Determination of the particular facility type will be made at the time of the project and could possibly include pilot or interim design concepts.



**Multi-Use Path**—a bike route physically separated from motor vehicle traffic that is a minimum of 8-foot in width (may be narrower in constrained areas and/or expected low level of use) which accommodates multiple self-propelled devices, including but not limited to, pedestrians walking, bicycles, scooters, strollers, skateboards, inline skates, etc.



**Bike Lane**— a space designated on the street through pavement markings, which restricts motor vehicle usage and parking.



**Bikeable Shoulder**—a minimum of 3-foot-wide shoulder space on the side of a roadway with a low number of existing and/or potential bicyclists. Shoulder width should depend on a number of factors including traffic volumes, speed of traffic and natural topographical challenges.



**Signed Shared Lane**—a bike route denoted with wayfinding signage and traffic calming features and may or may not include pavement markings.



**Seasonal Multi-Use**—an off-street paved or gravel path that is open to cyclists but is not plowed of snow.

## Definitions

**Core Areas**—areas where there is a density of destinations where people are regularly traveling to and from and where destinations are in close proximity to each other.

**Commercial Hub**—area where there is a variety of retail and services in close proximity.

**Complete Streets Priority Area**—area where the active transportation modes (walking, bicycling, transit, etc.) are present in high numbers, relative to the region as a whole.

**Job Cluster**—area with high numbers of employment in close proximity.

**1-mile Buffer Zone**—area where people would consider active transportation modes to travel as part of everyday routine.

**Destination**—a place where the general public gathers regularly for basic supplies and/or civic functions.

**Civic Building**—gov't building, library, museum, etc.

**Grocery Stores**—supermarket, convenience stores, markets, etc.

**K-12 Schools**—public schools

**Key Destinations**—colleges, medical centers, etc.

**Study**—an area where further analysis, including engagement with the general public and examination of alignment alternatives is needed to determine the preferred bike route and type.

**Study Route**—a route alignment to depict the bike route connection being made, but not necessarily the exact route.

**Study Corridor**—an area where a bike route should be developed, but the exact alignment, including a vetting of the routing alternatives should be further studied.

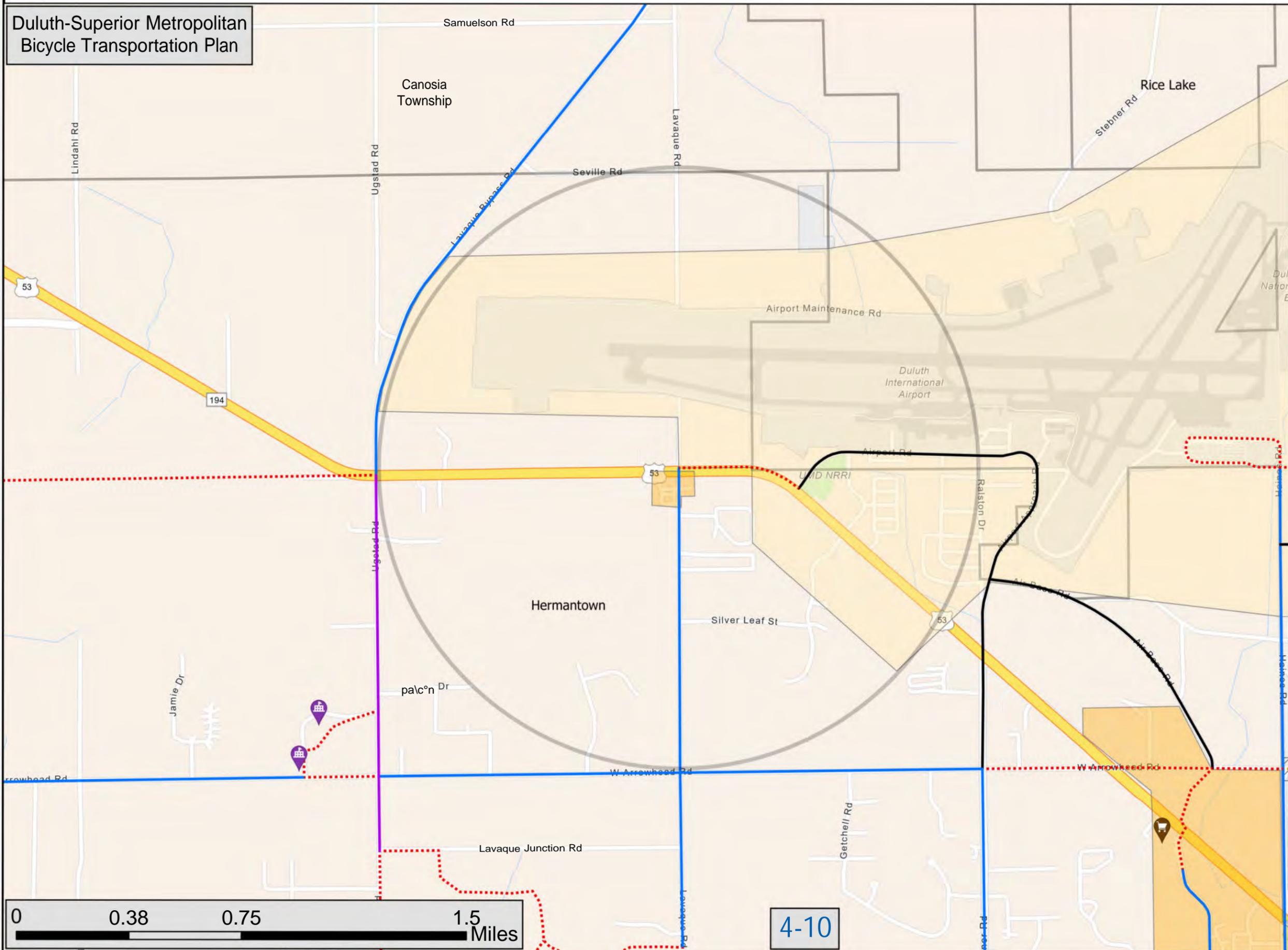


# Map 4.3 Airport Zone -MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

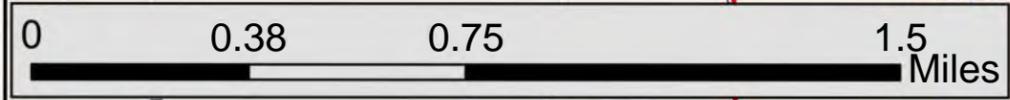
- 

**Municipalities**

- 

**Buffer Zone**

- 



4-10

## Airport Zone — MN

### Top Priorities

1. Connection to commercial hub at Lavaque Rd & Hwy 53.
2. Airport jobs to hub (closest) Hermantown market plan
3. Airport job cluster to residential areas in Hermantown to the south and Duluth Heights to the east.

**One Mile Buffer Population:** 1,724

### Notes:

The population within this airport zone encompasses a Federal Prison. Of the total population, 629 of the 1,724 are inmates and not potential bicyclists.

This hub primarily serves the airport area job cluster.

This commercial hub has a cluster of restaurants, banks, retail and medical offices.

### Existing Key Gaps

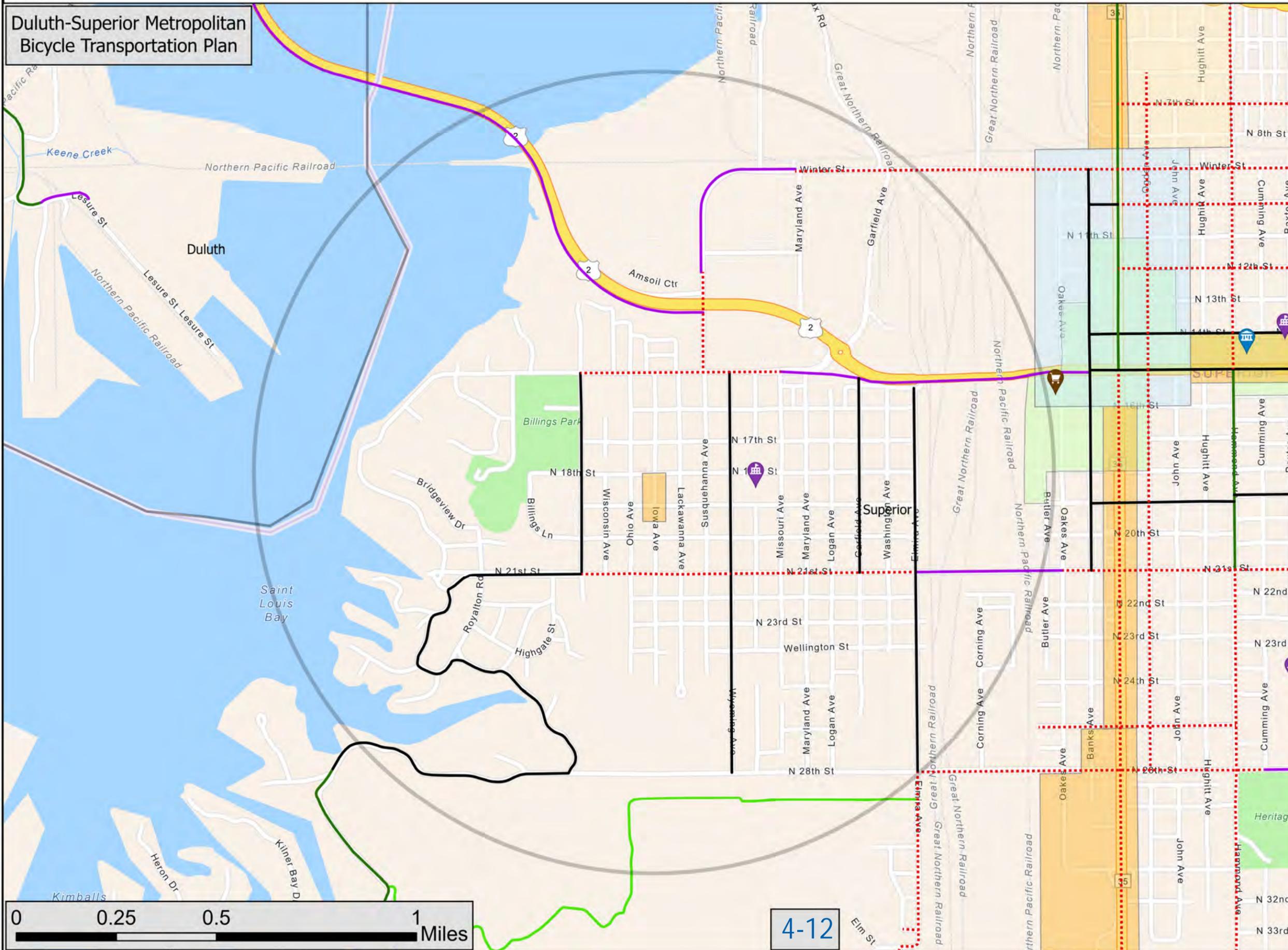
- Hwy 53 – Ugstad Rd to Lavaque Rd
- Hwy 53—Lavaque Rd to Airport Rd
- Arrowhead Rd to Air Base Rd (job cluster)
- Stebner and Haines Rd wayfinding signage directing to job cluster.

# Map 4.4 Billings Park - WI



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- Heritage

**Study Corridor**

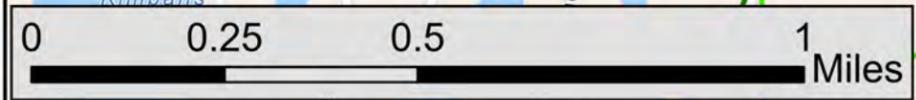
- Study Corridor

**Municipalities**

- Duluth
- Superior

**Buffer Zone**

- Buffer Zone



4-12

## Billings Park — WI

### Top Priorities

1. Wyoming Ave & 19th St wayfinding and traffic calming on the connections to Cooper Elementary.
2. Belknap St from viaduct to Banks Ave and from Maryland Ave to Susquehanna Ave —widen the multi- use path on the south side.
3. Susquehanna Ave from Belknap to Bong Bridge bike/ ped path to end of existing multi-use path at Amsoil driveway.—extend multi-use path.

**One Mile Buffer Population: 4,195**

### Notes:

This hub primarily serves Cooper Elementary School and the surrounding residential area of Billings Park

This commercial has a cluster of restaurants and retail.

Allows Billings Park residents to get around within their neighborhood.

### Existing Key Gaps

- N 21st St Bikeway from Tower Ave to Billings Park
- Belknap St from Susquehanna Ave to viaduct
- Iowa Ave from Belknap St to 21st Street.
- Winter St from Maryland Ave to Tower Ave.

### Bicycle Boulevards

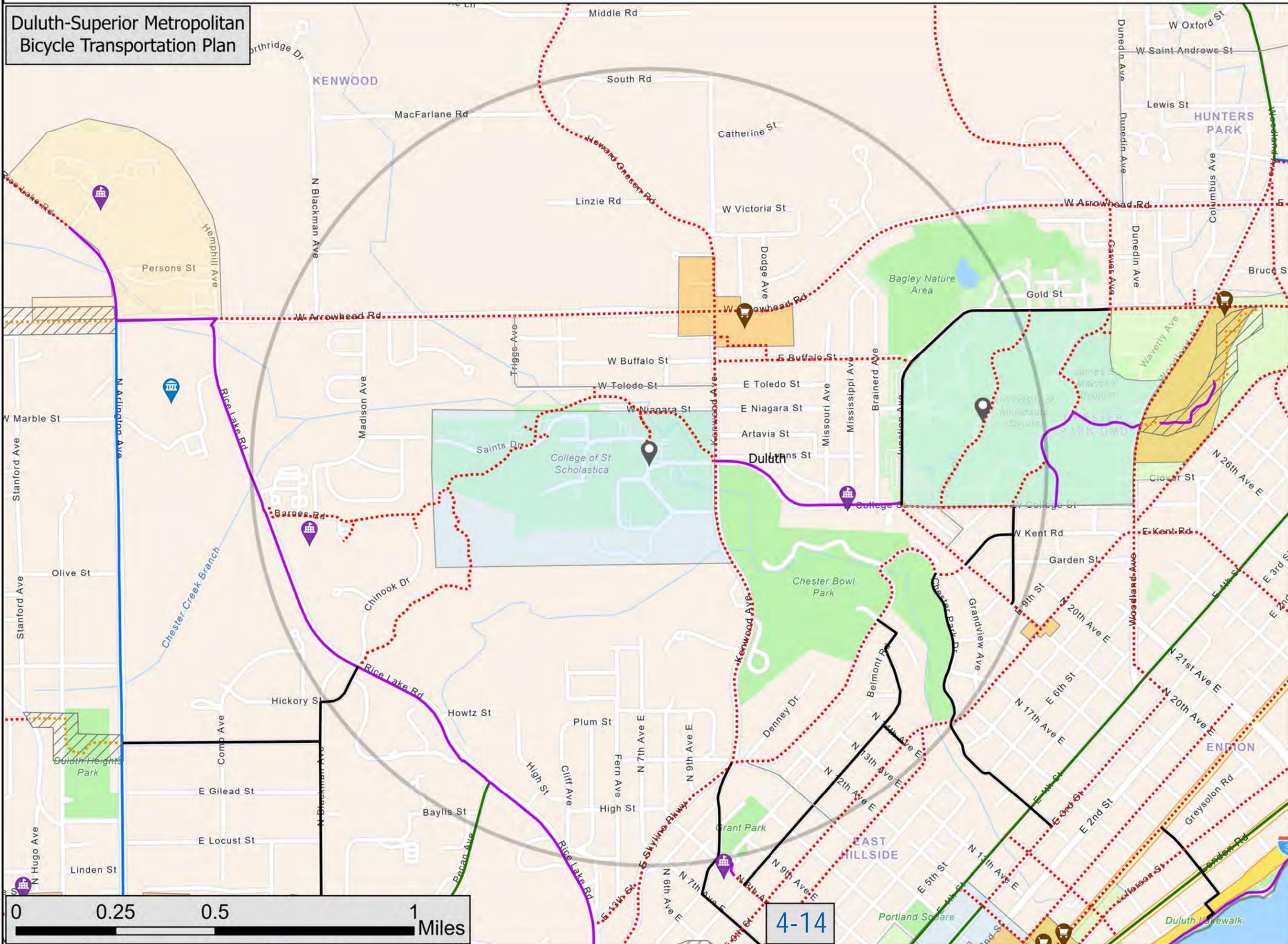
- Wyoming Ave – Belknap St to 28<sup>th</sup> St
- Garfield Ave – Belknap St to 21<sup>st</sup> St
- 19<sup>th</sup> Street – New York Ave to Elmira Ave

# Map 4.5 College of St. Scholastica - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

- 

**Municipalities**

- 

**Buffer Zone**

-

## College of St. Scholastica — MN

### Top Priorities

1. Extension of trail to CSS campus.
2. Connection to Duluth Heights/ Boulder Ridge/ Rice Lake Rd
3. Lowell school connection with Kenwood Ave.

**One Mile Buffer Population: 10,524**

### Notes:

This hub primarily serves the College of St. Scholastica/UMD and residents of the Kenwood area.

This commercial has a cluster of retail, banks, restaurants, grocery stores, and pharmacy.

### Existing Key Gaps

- Kenwood Ave between College St and Arrowhead Rd.
- Rice Lake Rd to CSS (planned trail).
- Bikeway through CSS campus

### Bicycle Boulevards

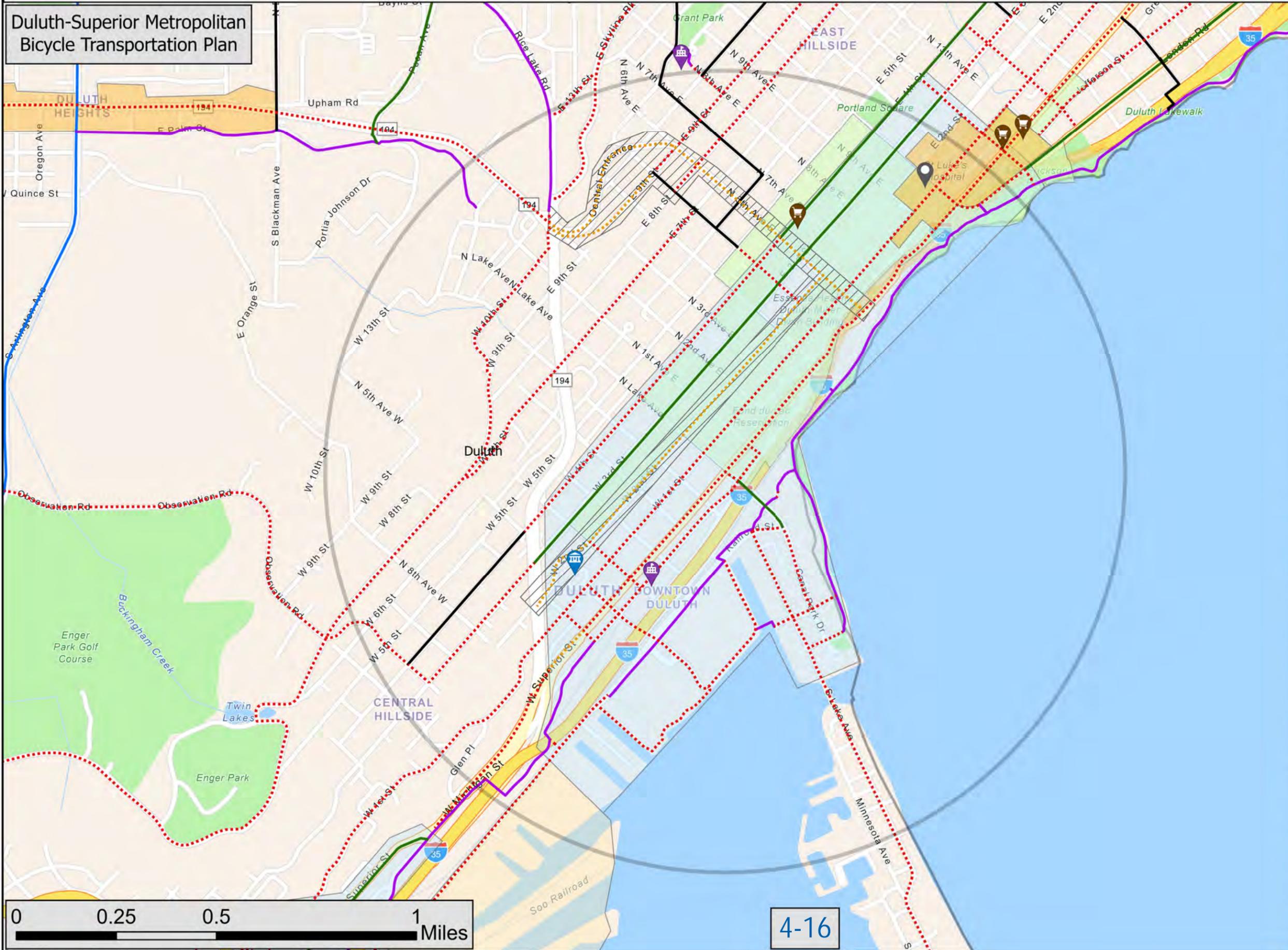
- Buffalo Street – Kenwood Ave to Junction Ave
- Snelling Ave – 19<sup>th</sup> Ave East to College St
- 10<sup>th</sup> Street – 8<sup>th</sup> Ave East to 14<sup>th</sup> Ave East
- Chester Park Drive – 8<sup>th</sup> St to Kent Rd 15<sup>th</sup> Ave East – 4<sup>th</sup> St to 8<sup>th</sup> St

# Map 4.6 Downtown Duluth - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



## Legend

- ### Bike Facility
- Signed Shared Lane
  - Signed Bikeable Shoulder
  - Bikelane
  - Multi-Use Path
  - Seasonal Multi-Use
  - Future Bike Facility
  - Study Route

### Core Locations

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

### Core Areas

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

### Short Trip Generators

- Study Corridor

### Municipalities

- Buffer Zone

## Downtown Duluth — MN

### Top Priorities

1. Superior St/Michigan St—both east and west directions from downtown Duluth to Lincoln Park and to hospitals, Hillside and Endion neighborhoods.
2. Lake Ave/5th Ave W—Downtown to Waterfront.
3. Hill Climbing Route – 3rd Ave W (DTC) to 2nd St to 5th Ave East to 4th Street.

**One Mile Buffer Population:** 9,817

### Existing Key Gaps

- Superior St/Michigan St from 6th Ave West (CCT Downtown Spur) to 12th Ave E and London Rd
- Lake Ave—Superior Street to Railroad St.
- Vertical Challenge—Superior St to 4th Street (Downtown to Hillside, Observation Hill and Harbor Highlands.
- Superior St/Michigan St from 6th Ave West through Mesaba Ave and to the Superior Street/ Michigan Street split near the M7H gas station.

### Bicycle Boulevards

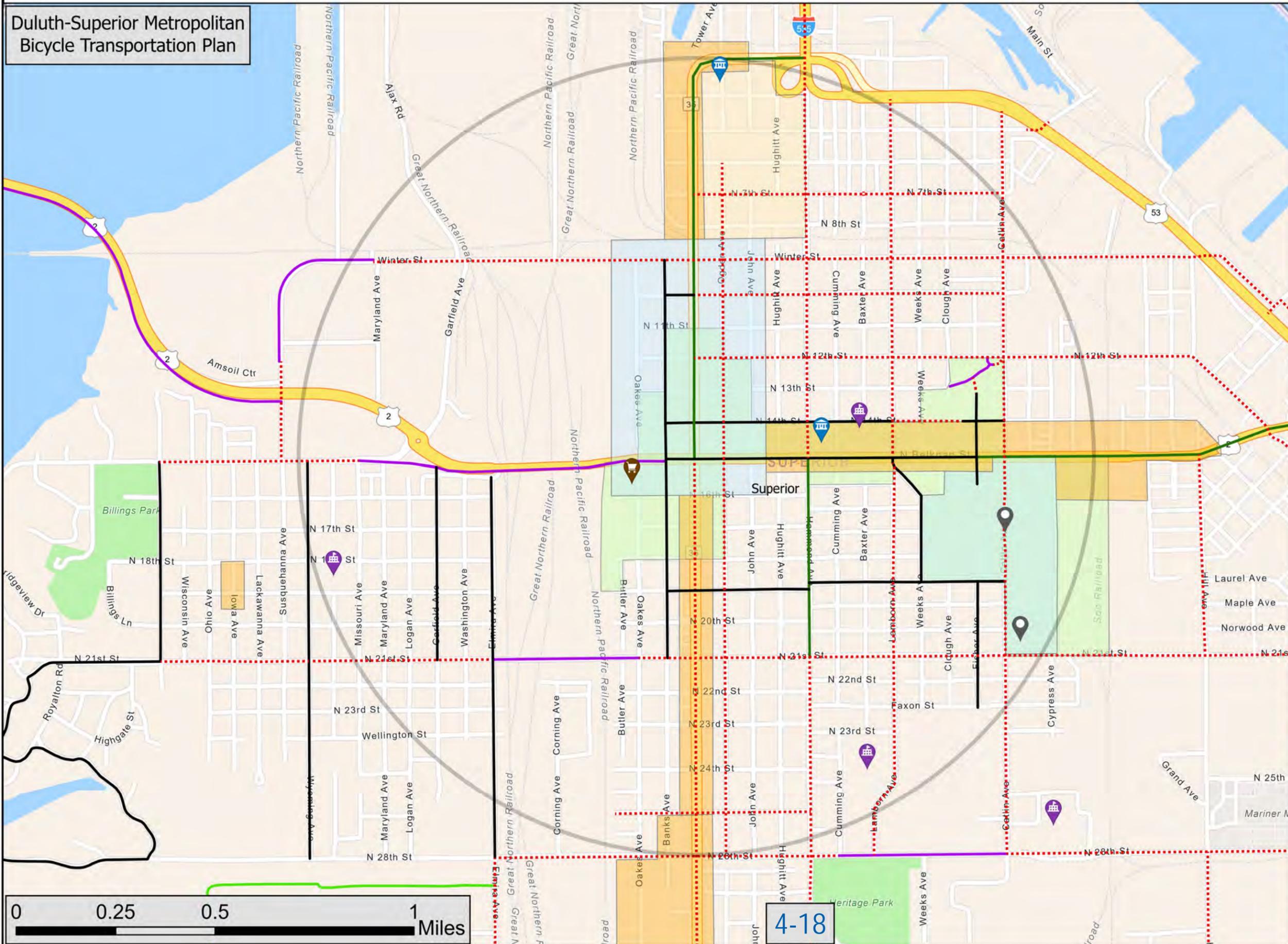
- W/E 1<sup>st</sup> Street – Mesaba Ave to 21<sup>st</sup> Ave East
- W 4<sup>th</sup> Street – Mesaba Ave to 10<sup>th</sup> Ave West
- W 7<sup>th</sup> Street – Lake Ave to Skyline Pkwy
- 5<sup>th</sup> Ave East – 4<sup>th</sup> St to 9<sup>th</sup> St
- 6<sup>th</sup> Street – 5<sup>th</sup> Ave East to 7<sup>th</sup> Ave East
- 7<sup>th</sup> Ave East – 6<sup>th</sup> St to 11<sup>th</sup> St

# Map 4.7 Downtown Superior - WI



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

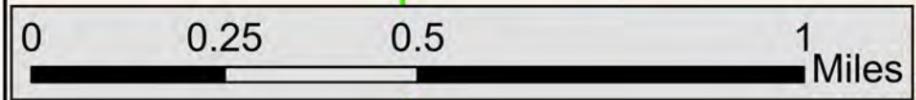
- 

**Municipalities**

- 

**Buffer Zone**

- 



## Downtown Superior — WI

### Top Priorities

1. Belknap – East Downtown to UWS
2. Tower Ave – Library to South
3. Hammond Ave—Belknap St to 28th St.

**One Mile Buffer Population:** 12,260

### Notes:

This hub primarily serves North End, Downtown, and Billings Park residents.

This commercial has a cluster of the downtown area, which includes the Belknap corridor and the Tower Ave corridor.

### Existing Key Gaps

- Connors Point—between Catlin Ave and N 5th Street/Main Street.
- Belknap St and Tower Ave Intersection
- Between downtown Superior and UWS campus.
- Belknap St—from Banks Ave to Billings Park.
- Tower Ave - from Belknap St to South End Superior.
- Winter St from Maryland Ave to Tower Ave

### Bicycle Boulevards

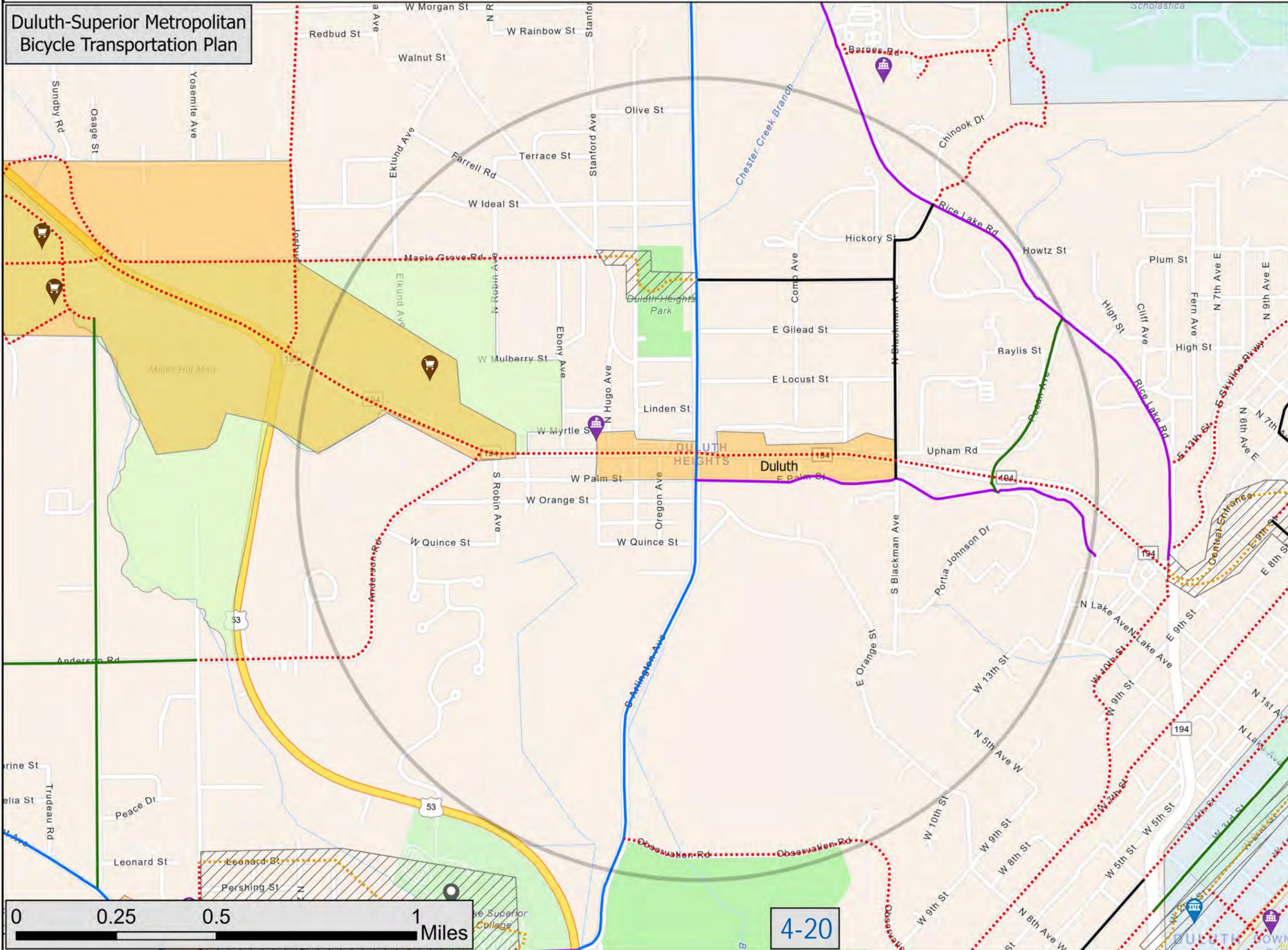
- Banks Ave – Winter St to 21<sup>st</sup> St
- 19<sup>th</sup> Street – Banks Ave to Catlin Ave
- Weeks Ave – 16<sup>th</sup> St to 21<sup>st</sup> St
- Grand Ave – Belknap St to Weeks Ave
- Fisher Ave – Faxon St to 19<sup>th</sup> St
- 14<sup>th</sup> Street - Oakes Ave to Weeks Ave

# Map 4.8 Duluth Heights - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

#### Bike Facility

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

#### Core Locations

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

#### Core Areas

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

#### Short Trip Generators

- 

#### Study Corridor

- 

#### Municipalities

- 

#### Buffer Zone

-

## Duluth Heights — MN

### Top Priorities

1. Central Entrance path extension to the Hillside and to the Miller Hill Mall.
2. Duluth Heights neighborhood - Joshua Ave Trail
3. Future trail from Arlington Ave to Swan Lake Rd and Maple Grove Rd.

**One Mile Buffer Population: 3,852**

### Notes:

This hub primarily serves Duluth Heights residents.

This commercial hub has the Miller Hill Mall and other restaurants, retail stores and grocery stores.

### Existing Key Gaps

- Central Entrance Bike Path – Current terminus at Arlington Ave to Miller Hill Mall.
- Central Entrance Bike Path from Harbor Highlands to Hillside Neighborhood.
- Willow St to Maple Grove Rd connection between Arlington Rd and Swan Lake Rd.

### Bicycle Boulevards

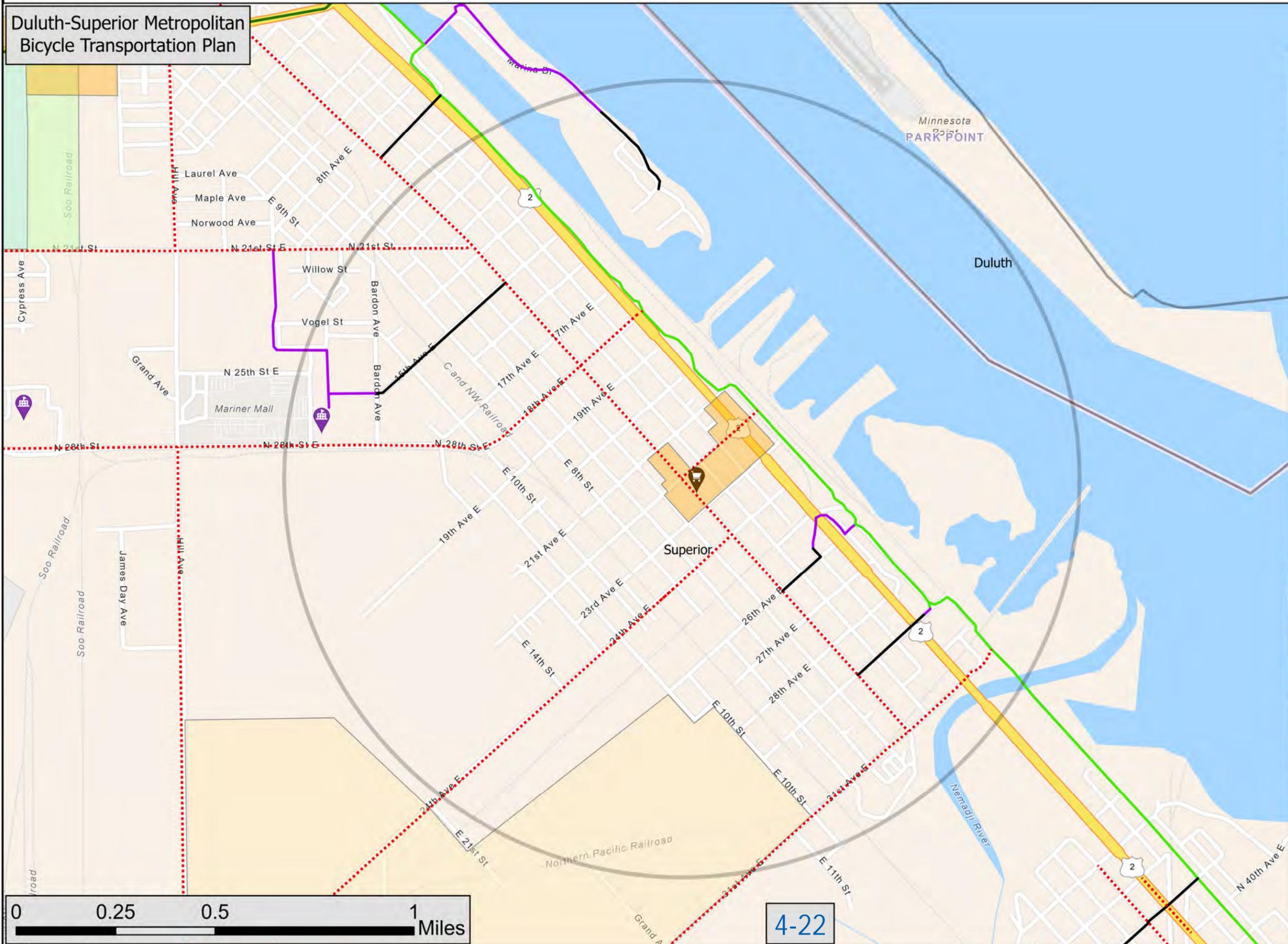
- Blackman Ave – Hickory St to Central Entrance
- Willow Street – Arlington Ave to Blackman Ave

# Map 4.9 East End - WI



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

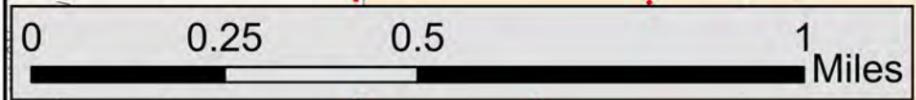
- 

**Municipalities**

- 

**Buffer Zone**

- 



## East End — WI

### Top Priorities

1. 5th St Bikeway
2. 28th St Bikeway – school friendly
3. Grocery store connection across Hwy 2/53

**One Mile Buffer Population:** 3,782

### Notes:

This hub primarily serves the East End residents.

This commercial has a cluster of restaurants, hardware store, grocery stores, and banks.

Allows East End residents to get around within their neighborhood.

### Existing Key Gaps

- E 5th St– between Belknap St to 26th Ave E.
- 22nd Ave E—East 2nd St to Osaugie Trail
- 18th St & 28th St Corridor to schools.

### Bicycle Boulevards

- 9<sup>th</sup> Ave East – 5<sup>th</sup> St to 2<sup>nd</sup> St/US Hwy 53
- 15<sup>th</sup> Ave East – Bardon Ave to 2<sup>nd</sup> St/US Hwy 53.
- 26<sup>th</sup> Ave East – 5<sup>th</sup> St to 3<sup>rd</sup> St
- 29<sup>th</sup> Ave East - 5<sup>th</sup> St to Osaugie Trail

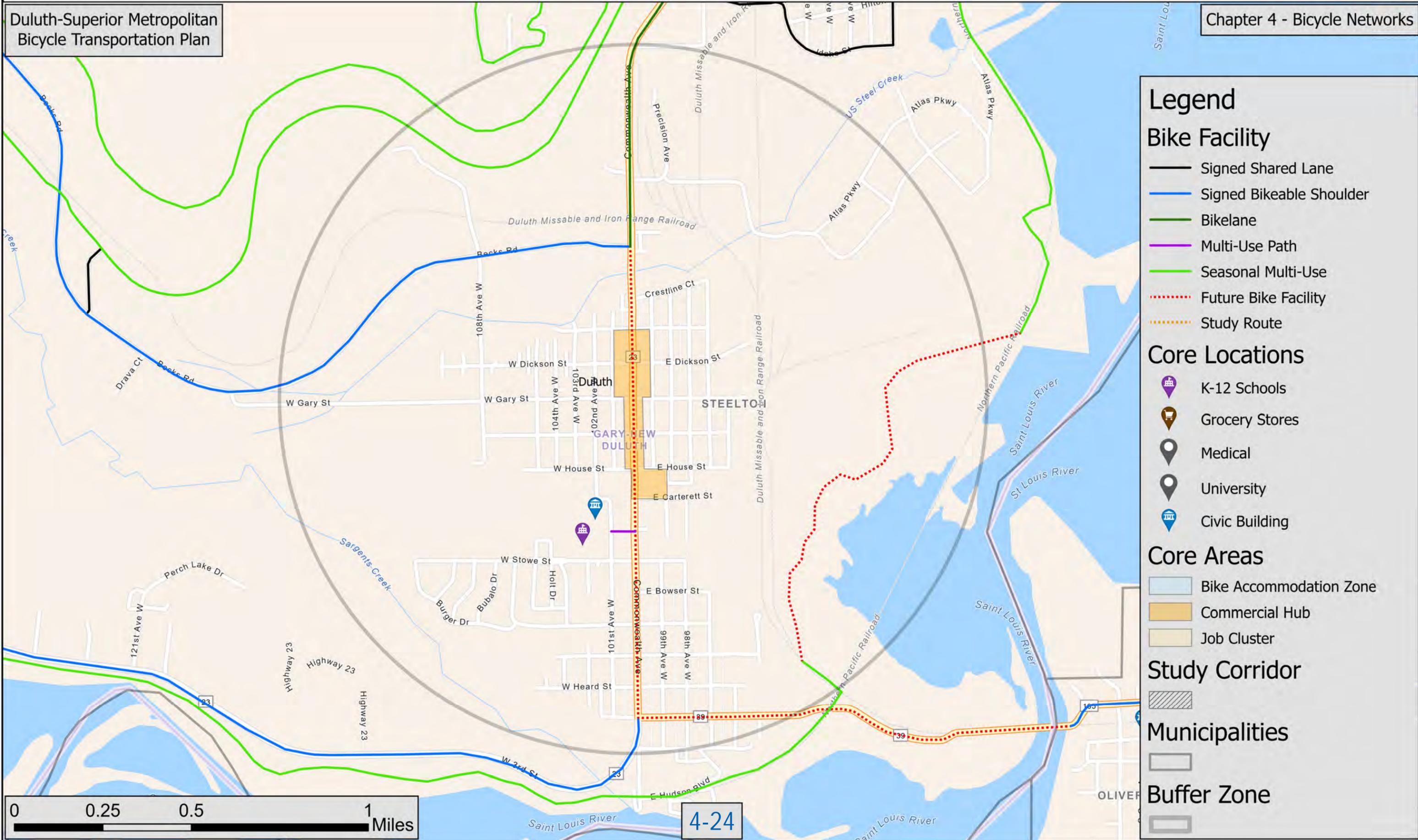


# Map 4.10 Gary-New Duluth - MN

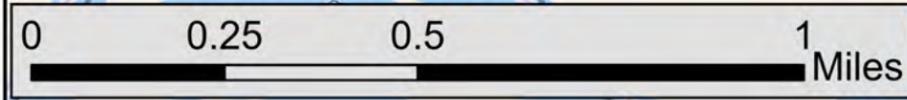


Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



- ### Legend
- Bike Facility**
- Signed Shared Lane
  - Signed Bikeable Shoulder
  - Bikelane
  - Multi-Use Path
  - Seasonal Multi-Use
  - Future Bike Facility
  - Study Route
- Core Locations**
- K-12 Schools
  - Grocery Stores
  - Medical
  - University
  - Civic Building
- Core Areas**
- Bike Accommodation Zone
  - Commercial Hub
  - Job Cluster
- Study Corridor**
- 
- Municipalities**
- 
- Buffer Zone**
- 



## Gary-New Duluth — MN

### Top Priorities

1. Hwy 23 Bikeway
2. Stowe School—bike friendly crossings at Hwy 23

### Connection to Morgan Park One Mile Buffer

#### Population: 2,661 Notes:

This hub primarily serves the Gary – New Duluth residents.

This commercial has a cluster of restaurants, retail, and grocery stores.

Allows Gary – New Duluth residents to get around their neighborhood.

### Existing Key Gaps

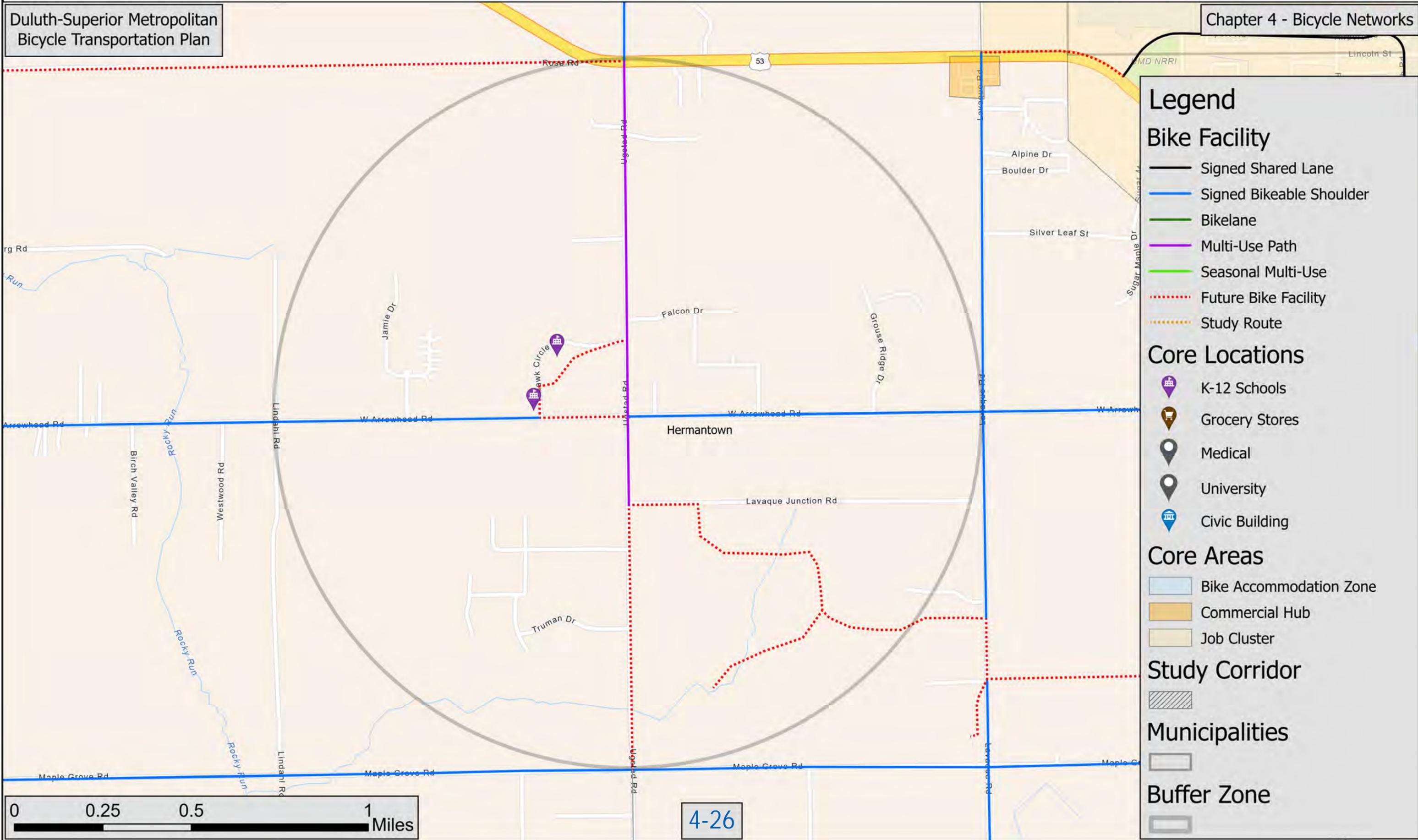
- Connection Between Gary-New Duluth and Morgan Park
- Filmore St, Stowe St, and Commonwealth Ave Intersection
- Hwy 23 to Oliver, Wisconsin, particularly the Oliver Bridge.

# Map 4.11 Hermantown Community Center - MN



Duluth-Superior Metropolitan  
Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



## Hermantown Community Center — MN

### Top Priorities

1. Bike path on Hermantown Community School
2. Connections to immediately surrounding neighborhoods
3. Arrowhead and Ugstad intersection
4. Hermantown Trail

Allows : 1,080

### Notes:

This hub primarily serves the Hermantown Community

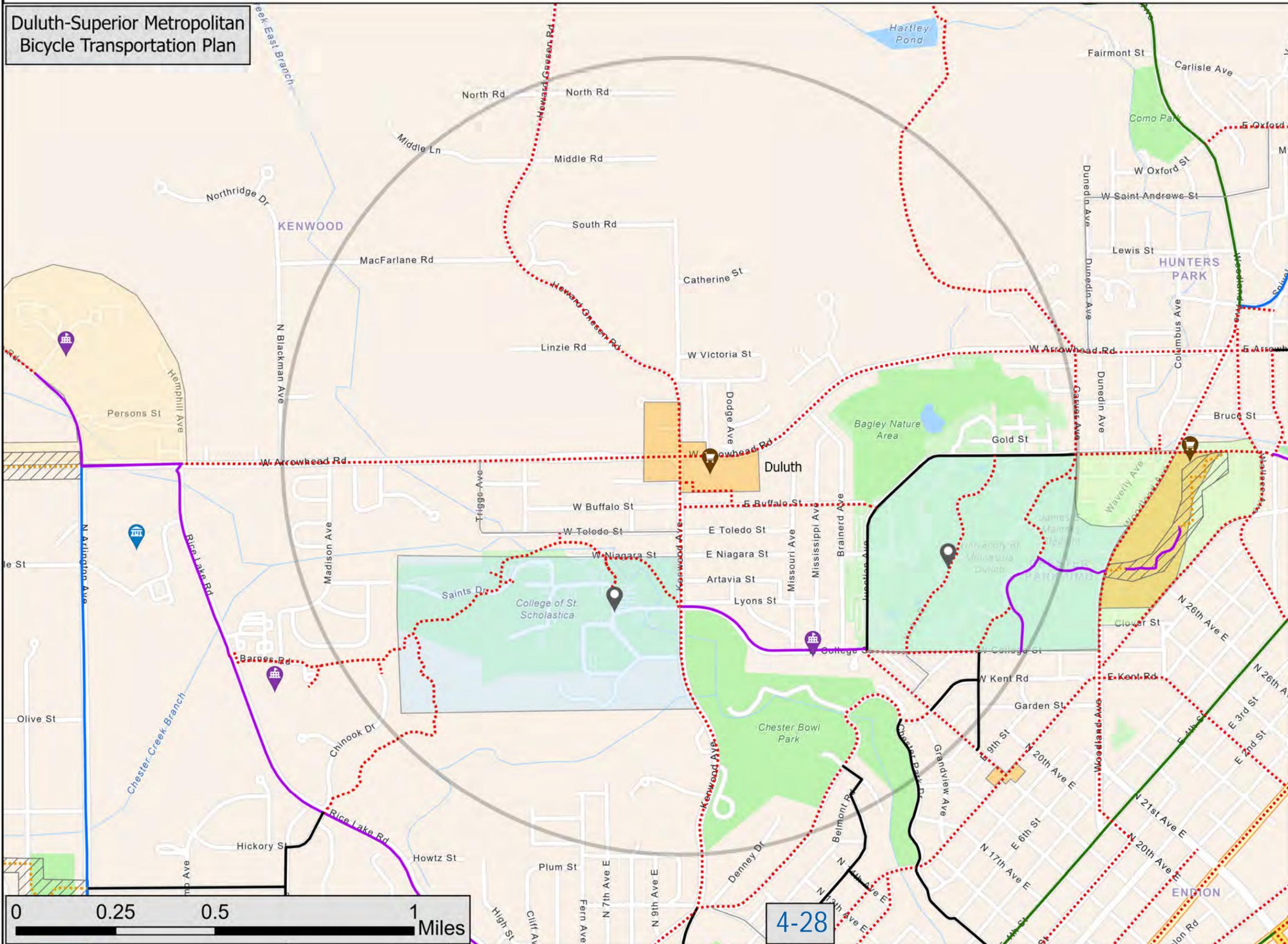
This hub is the central location of the Hermantown School District.

Allows the Hermantown district to have connectivity within the city.

### Existing Key Gaps

- Eastern residential areas to the schools.
- Direct connections between new Wellness Center at Arrowhead Rd and Ugstad Rd to the Herman- town Middle/High School.
- Direct Connection from Jackson Estates to the schools.

# Map 4.12 Kenwood - MN



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

- 

**Municipalities**

- 

**Buffer Zone**

-

## Kenwood — MN

### Top Priorities

1. Kenwood Ave from College St to Arrowhead Rd.
2. Kenwood and Arrowhead Rd Intersection
3. Kenwood shopping center to UMD

**One Mile Buffer Population:** 8,980

### Notes:

This hub primarily serves the residents of the Kenwood area and students of UMD and St. Scholastica.

This commercial has a cluster of retail, banks, restaurants, grocery stores and pharmacy.

### Study Corridor

Allows Kenwood residents to get around within their neighborhood.

### Existing Key Gaps

- Kenwood Ave—from College St to Arrowhead Rd.
- Cleveland St- Kenwood Ave to Kenwood Shopping Center
- Kenwood Shopping Center to UMD along Buffalo St.
- Kenwood Ave and Arrowhead Rd intersection.

### Bicycle Boulevards

- Buffalo Street – Kenwood Ave to Junction Ave
- Snelling Ave \_ 19<sup>th</sup> Ave East to College St
- Kent Road – Chester Park Dr to Snelling Ave
- Hartley Road – Arrowhead Rd to Woodhaven Ln

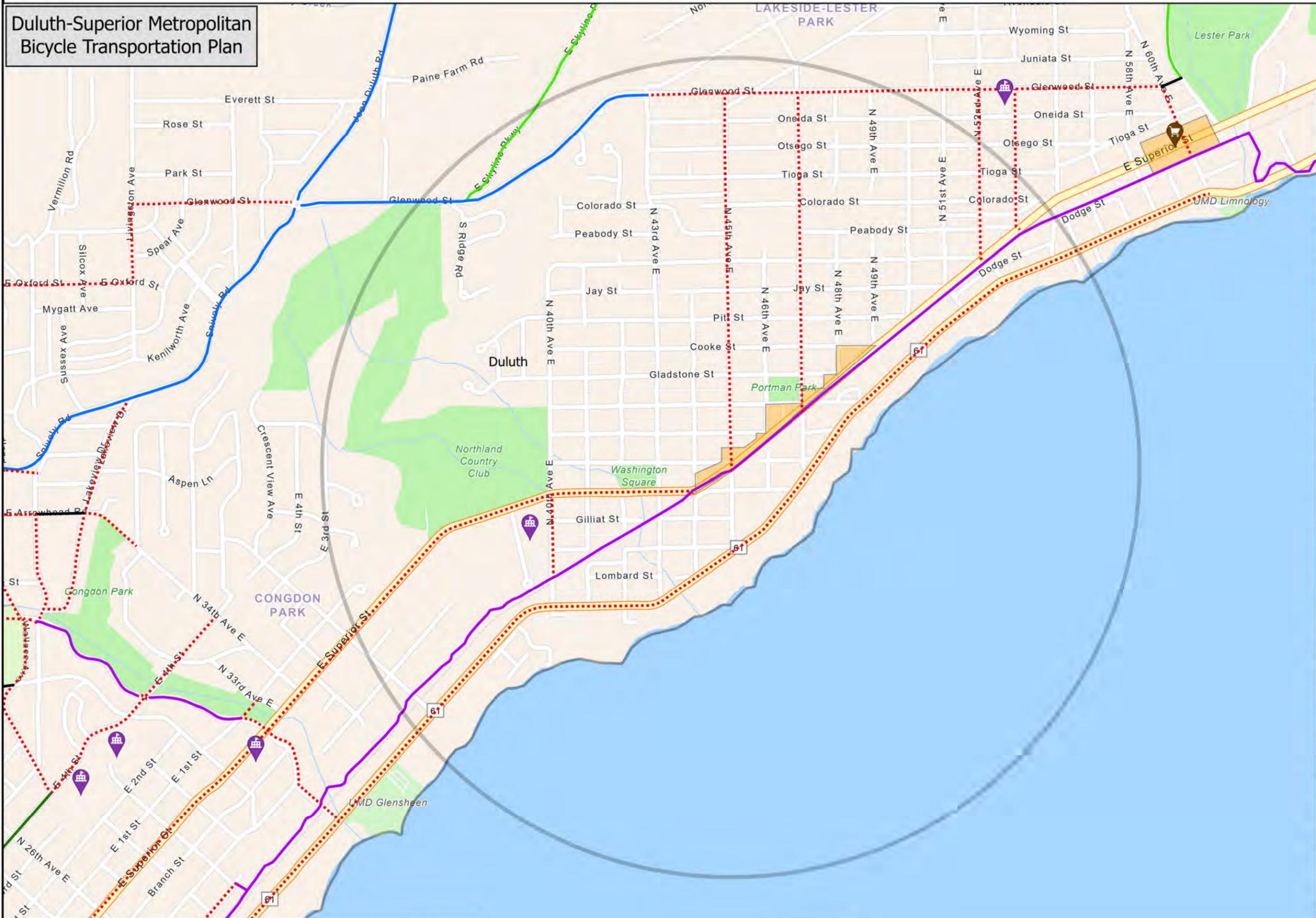


# Map 4.13 Lakeside - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

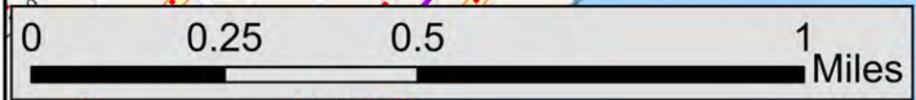
- [Hatched pattern]

**Municipalities**

- [Thin grey line]

**Buffer Zone**

- [Thick grey line]



## Lakeside — MN

### Existing Conditions/ Top Issues

40th Ave E and Superior St Intersection

Glenwood – upper to Jean Duluth Rd / Snively Rd

Lakewalk

Stop signs are confusing at trail and railroad crossings

Trail pavement markings for crossings are lacking/ minimal

Missing curb ramps to cross streets

Traffic signals along Lakewalk are confusing and not

designed for trail user

### One Mile Buffer Population: 6,210

#### Notes:

This hub primarily serves the Lakeside residents.

This commercial has a cluster of restaurants, retail, grocery stores, banks, hardware stores and gyms.

Lakewalk has competing traffic control.

Clarify where traffic should stop

### Existing Key Gaps

- East High School - Greyhound Dr to Lakewalk Connection
- 47th and Superior St Intersection
- 44th Ave – Bike path crossing the tracks to Superior St, Lakewalk and Cambridge St

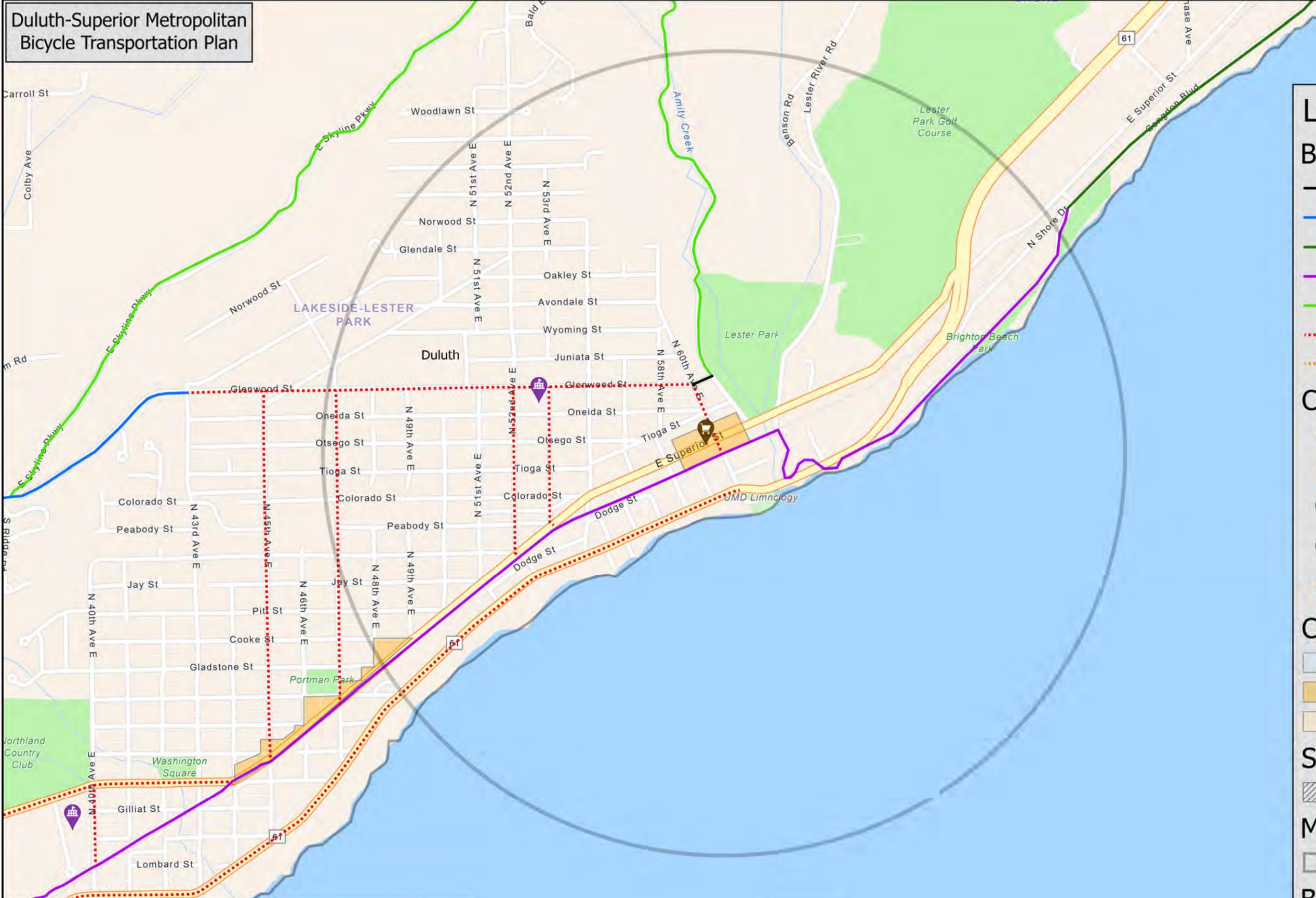


# Map 4.14 Lester Park - MN



Duluth-Superior Metropolitan  
Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

- 

**Municipalities**

- 

**Buffer Zone**

-

## Lester Park — MN

### Top Priorities

1. Lakewalk connection – Super One – curb ramp to avenue
2. Lower Glenwood to Lester Park elementary
3. 52nd Ave to Lester Park elementary
4. 61st Ave E is an issue

**One Mile Buffer Population:** 4,209

### Notes:

This hub primarily serves the Lester Park residents.

This commercial has a cluster of restaurants, retail, grocery stores, banks, hardware stores and gyms.

### Existing Key Gaps

- Missing Lakewalk curb ramps—48th Ave E, 49th Ave E, 50th Ave E, 52nd Ave E
- Direct connection to Super One main entrance
- Lack of bike parking
- Trail crossing at 59th Ave E



## Lincoln Park — MN

### Top Priorities

1. 3rd St Bikeway
2. Lincoln Park Craft District
3. Downtown/ Mesaba Ave connection
4. Tight narrow corner on the Superior St side of the bike/ped bridge
5. Bridge needs more description
6. Lacking crosswalk markings across driveways
7. 27th Ave W at Cross City Trail Crossing

**One Mile Buffer Population:** 6,237

### Notes:

This hub primarily serves the Lincoln Park residents and connection to a growing hub.

This commercial has a cluster of restaurants, retail, grocery stores and banks.

### Existing Key Gaps

- Missing curb ramps – W Michigan St, 17th 1/2 Ave, 20th Ave W, 21st Ave W,
- No Connection N 30th Ave W

### Bicycle Boulevards

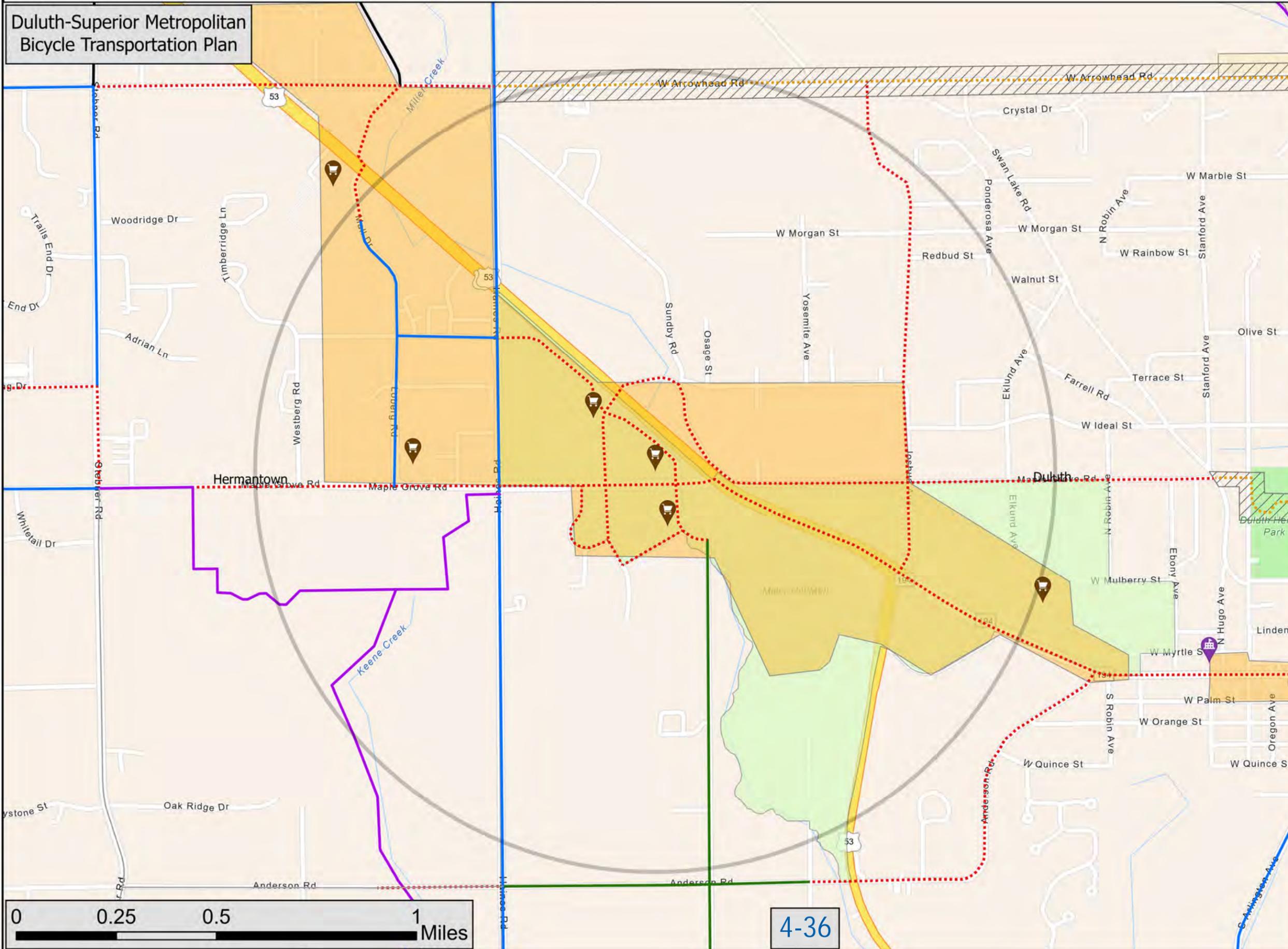
- Devonshire Street – 3<sup>rd</sup> St to Atlantic Ave
- Wellington Street – Grand Forks Ave to LP Middle School
- 25<sup>th</sup> Ave West – Cross City Trail to 3<sup>rd</sup> St
- W 10<sup>th</sup> Street – Lincoln Park Dr to 27<sup>th</sup> Ave W

# Map 4.16 Miller Hill Commercial Area - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

- 

**Municipalities**

- 

**Buffer Zone**

-

## Miller Hill Commercial Area — MN

### Top Priorities

1. Central Entrance
2. Hwy 53/ Miller Trunk Hwy crossing
3. Maple Grove

**One Mile Buffer Population:** 2,011

### Notes:

This hub primarily serves Duluth Heights residents, urban dense, and workers of the Miller Hill Mall.

This commercial hub has the Miller Hill Mall and other restaurants, retail stores, and grocery stores.

### Existing Key Gaps

- Central Entrance from Basswood to Trinity Rd
- Maple Grove Rd/ 53 Intersection
- Joshua Ave

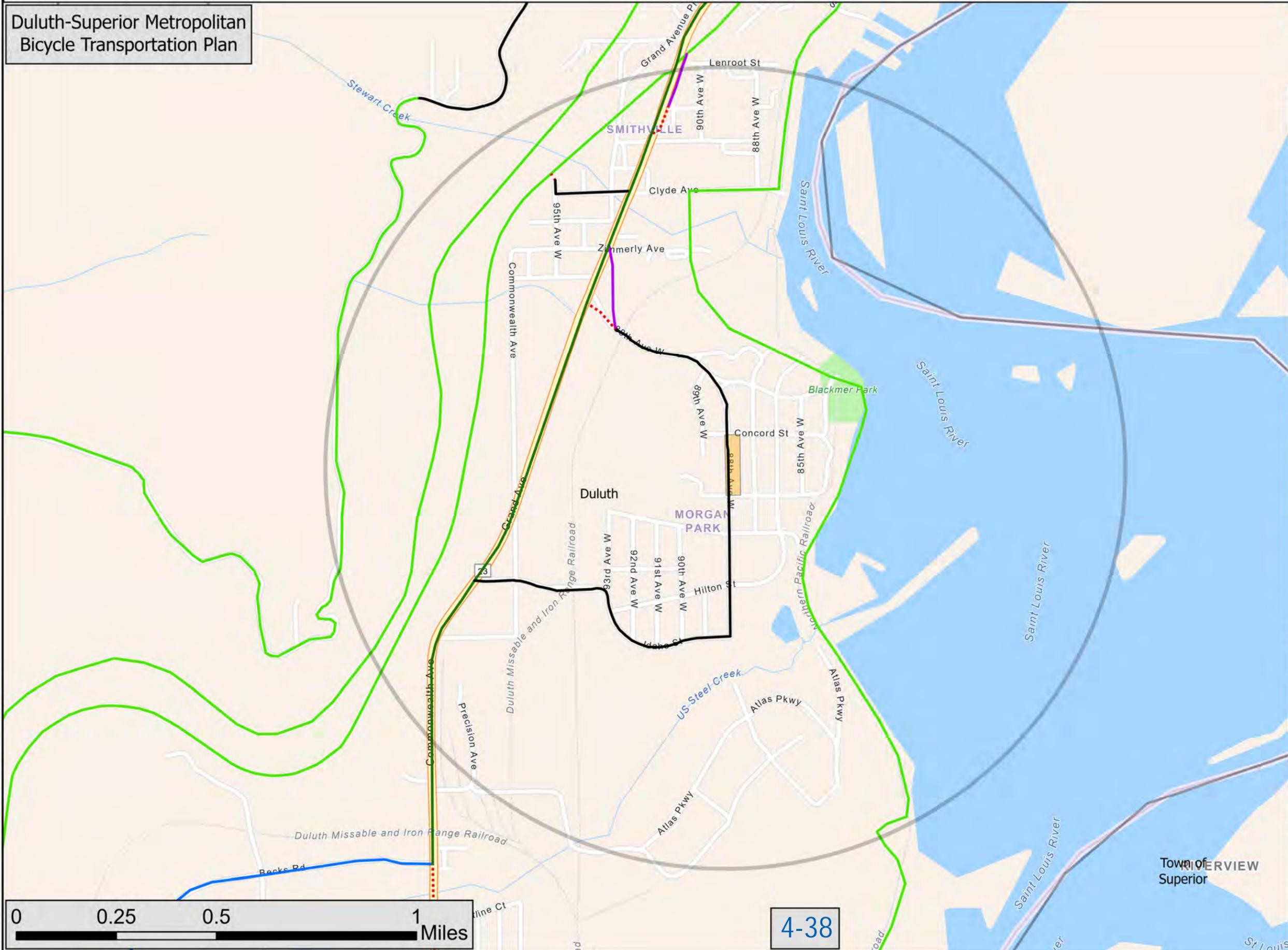


# Map 4.17 Morgan Park - MN



Duluth-Superior Metropolitan  
Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

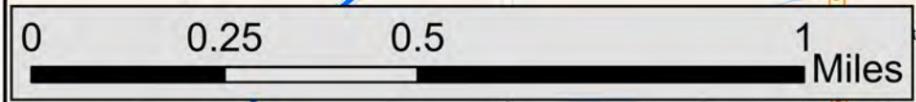
- 

**Municipalities**

- 

**Buffer Zone**

- 



4-38

## Morgan Park — MN

### Top Priorities

1. Hwy 23 to the North
2. Hwy 23 to the south – business district and school
3. Main route through Morgan Park

**One Mile Buffer Population:** 2,281

### Notes:

This hub primarily serves the Morgan Park residents. Provides the commercial cluster of Morgan Park.

Allows Morgan Park residents to get around within their neighborhood.

### Existing Key Gaps

- Morgan Park to Gary-New Duluth
- Munger Trail Bridge over 93rd has no connection
- Pleasant view to 88th Ave W

### Bicycle Boulevards

- Idaho Street – MN Hwy 23 to 88<sup>th</sup> Ave W
- 88<sup>th</sup> Ave West – Idaho St to MN Hwy 23

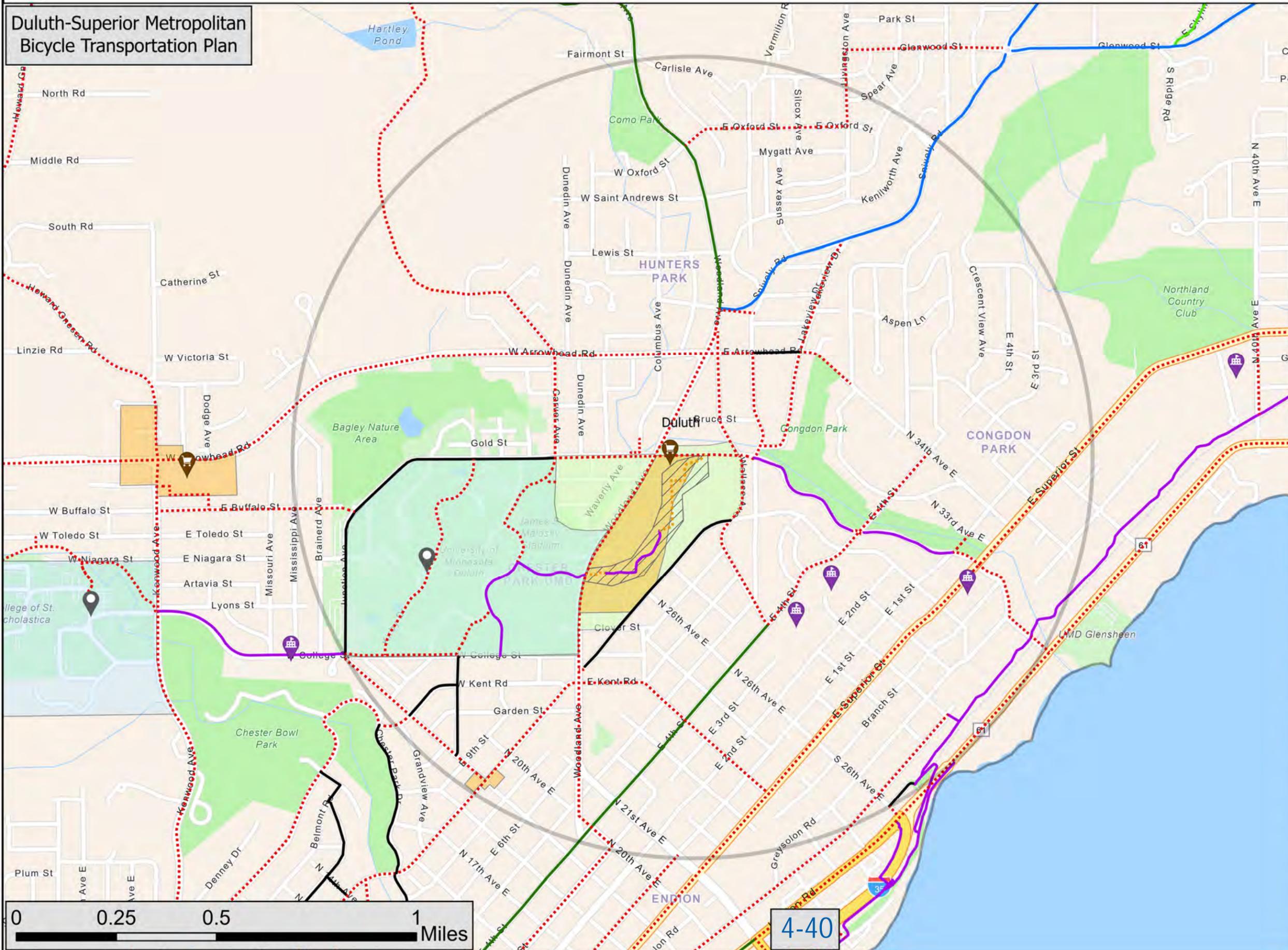


# Map 4.18 Mount Royal - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

- 

**Municipalities**

- 

**Buffer Zone**

- 

4-40

## Mount Royal — MN

### Top Priorities

1. St Marie St
2. Woodland Ave
3. Bluestone connection to Mount Royal
4. 4th St bike lane extension

**One Mile Buffer Population:** 12,091

### Notes:

This hub primarily serves UMD students, Chester Park residents and three elementary schools.

This commercial hub has a cluster of goods and services that the Woodland corridor offers.

### Existing Key Gaps

- Elizabeth St to Mount Royal Cr
- Arrowhead Rd to Snively Rd
- Ridgewood Ct to Arrowhead Rd

### Bicycle Boulevards

- Snelling Ave – 19<sup>th</sup> Ave E to College St
- Kent Road – Chester Park Dr to Snelling Ave
- Buffalo Street – Kenwood Ave to Junction Ave
- Hartley Road – Arrowhead Rd to Woodhaven Ln
- 8<sup>th</sup> Street – Woodland Ave to Wallace Ave
- Lakeview Drive – Vermilion Rd to Snively Rd

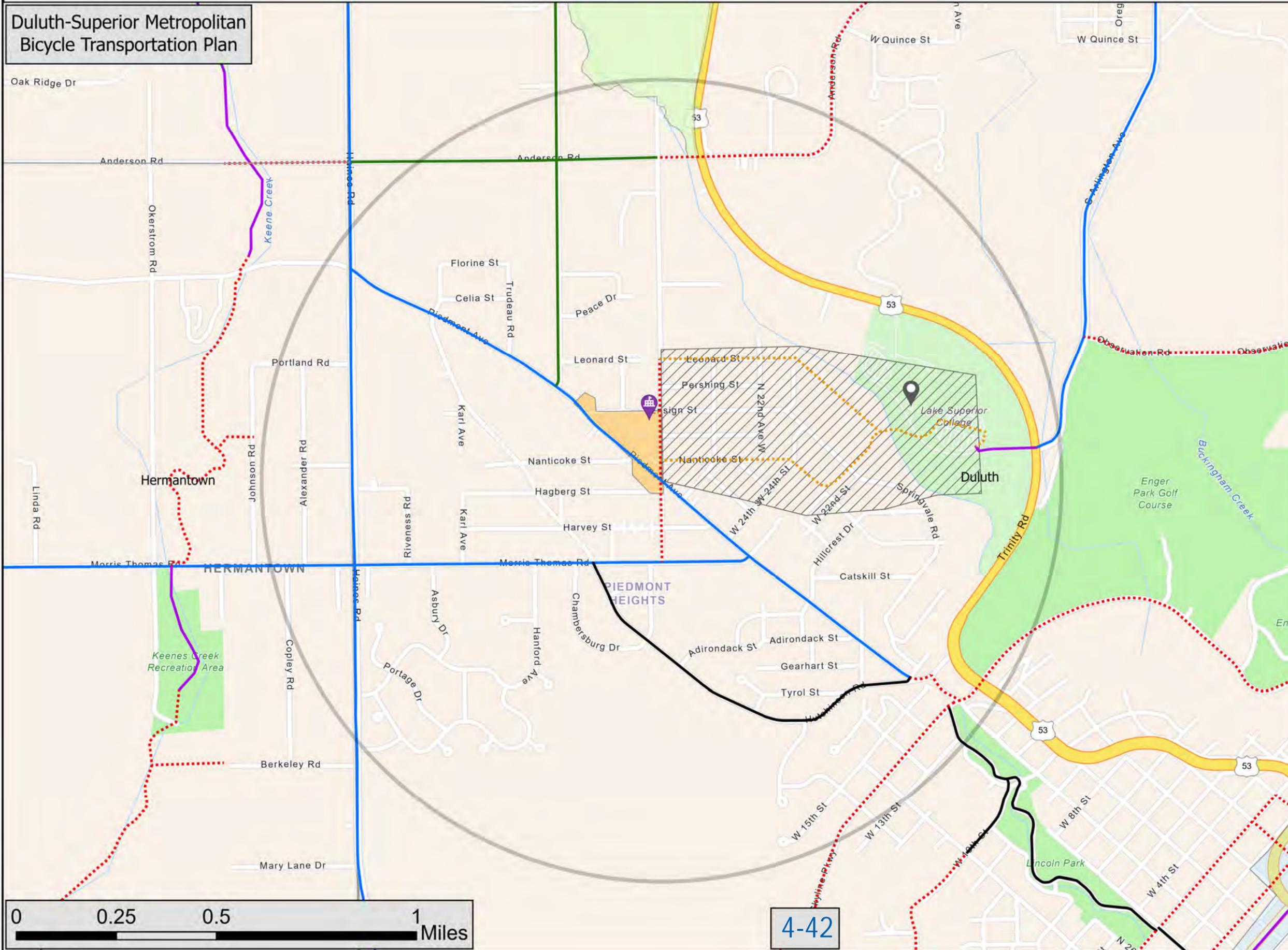


# Map 4.19 Piedmont - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- Keenes Creek Recreation Area

**Study Corridor**

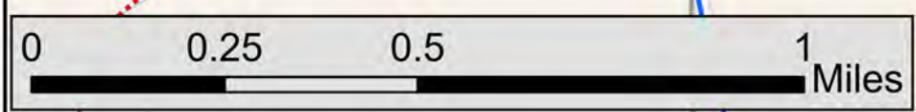
- Shaded area

**Municipalities**

- Hermantown
- Piedmont Heights
- Duluth

**Buffer Zone**

- Shaded area



4-42

## Piedmont — MN

### Top Priorities

1. Chambersburg Ave
2. Lake Superior College (LSC) connection
3. Piedmont Ave

**One Mile Buffer Population:** 4,644

### Notes:

This hub primarily serves the Piedmont residents and Lake Superior College (LSC). There is currently only informal walking paths through a ravine and across Miller Creek which provide direct connection between the Piedmont Neighborhood and LSC.

This commercial hub has a cluster of restaurants, retail and medical offices.

Allowing Piedmont residents to get around within their neighborhood and provide a connection to a major destination (LSC) located adjacent to the neighborhood.

### Existing Key Gaps

- Lake Superior College (LSC) to Leonard St
- Lake Superior College (LSC) to Piedmont Park
- Pineview Ave – 22nd to 24<sup>th</sup>

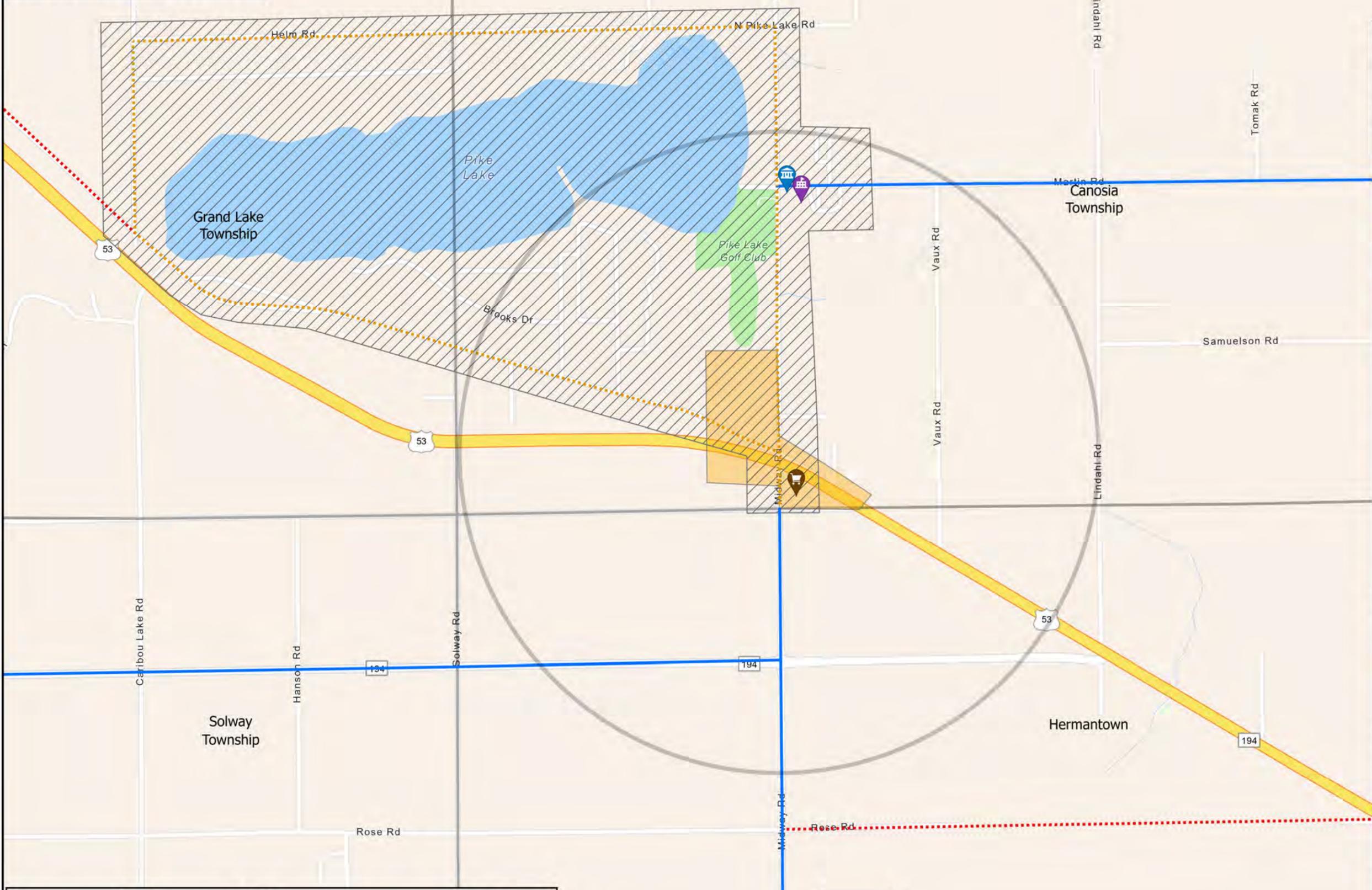


# Map 4.20 Pike Lake - MN



Duluth-Superior Metropolitan  
Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

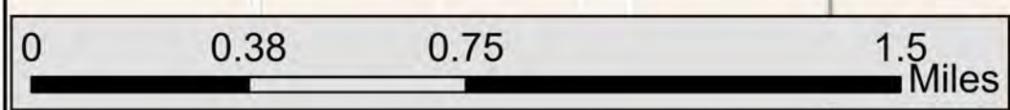
- [Hatched pattern]

**Municipalities**

- [Grey outline]

**Buffer Zone**

- [Grey outline]



4-44

## Pike Lake — MN

### Top Priorities

1. Hwy 53 intersection at Midway Rd
2. Midway Rd to Pike Lake Schools
3. Old Miller Trunk Hwy
4. Midway and Martin Rd intersection

**One Mile Buffer Population:** 891

### Notes:

This hub primarily serves the Pike Lake residents.

This commercial hub has a cluster of restaurants, banks, retail grocery stores, and medical offices.

Allows Pike Lake residents to get around within their neighborhood.

### Existing Key Gaps

- Getting across Hwy 53 at Midway Rd
- Midway Rd to Pike Lake Elementary Main Entrance
- Midway Rd – Seville Rd to Birchway Rd

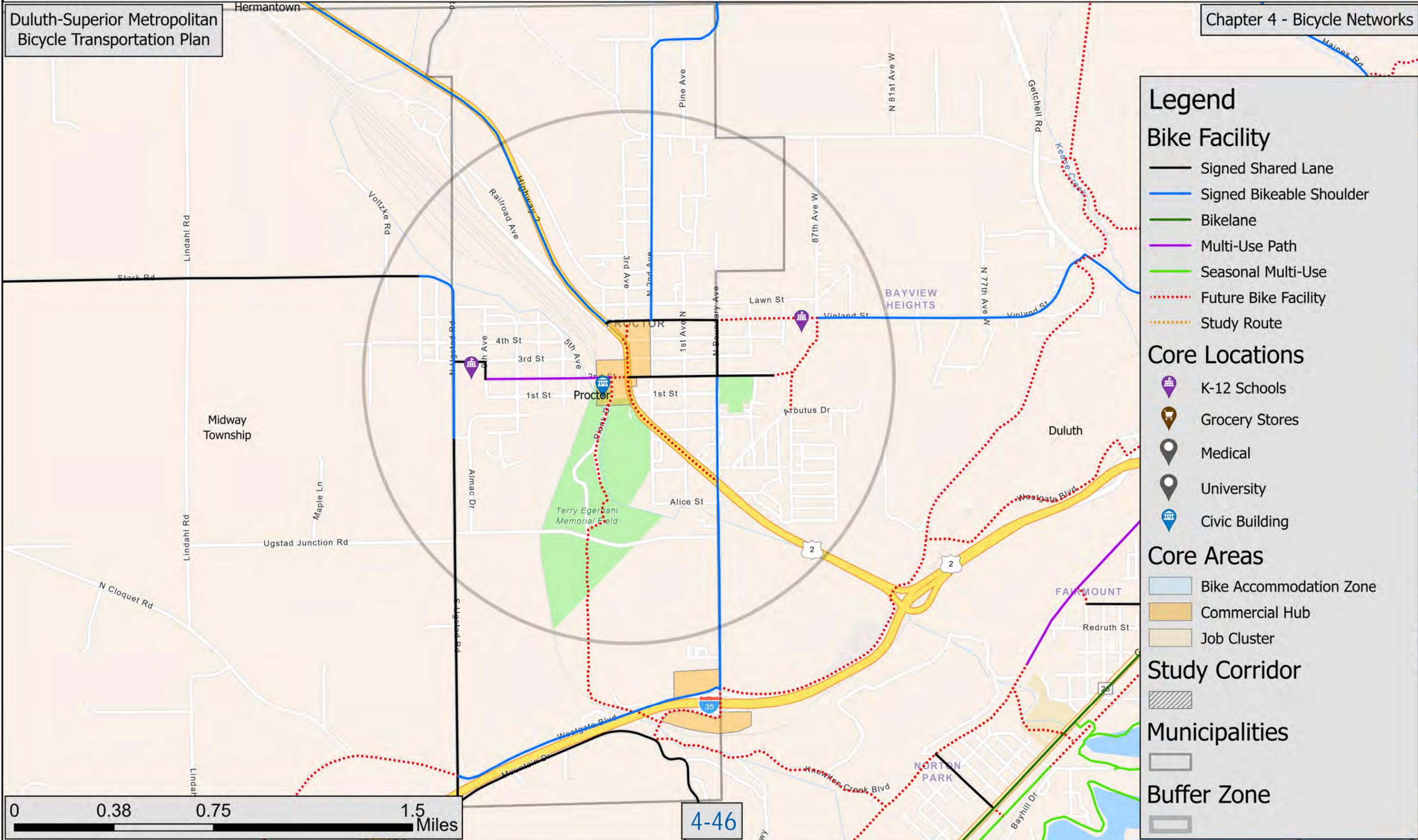


# Map 4.21 Proctor - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

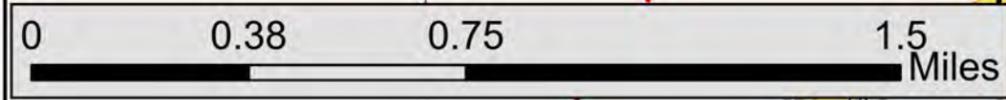
- [Hatched pattern]

**Municipalities**

- [Grey outline]

**Buffer Zone**

- [Grey outline]



4-46

## Proctor — MN

### Top Priorities

1. 2nd St to high school and middle school
2. Connection to Bay View elementary
3. Hwy 2 – downtown Proctor

**One Mile Buffer Population:** 4,079

### Notes:

This hub primarily serves the city of Proctor residents.

This commercial hub has a cluster of restaurants, banks, retail and hardware stores.

Allows Proctor residents to get around within their neighborhood.

### Existing Key Gaps

- Foxtail Ave and Arbutus Dr to Bay View Elem
- Orchard to Bay View Elem
- U.S. Hwy 2/Boundary Ave to 2nd St
- Proctor Connection to Munger Trail
- Pionk Dr at Kirkus St to Skyline Pkwy
- Along Knowlton Creek Blvd – Skyline Pkwy to 80th Ave W

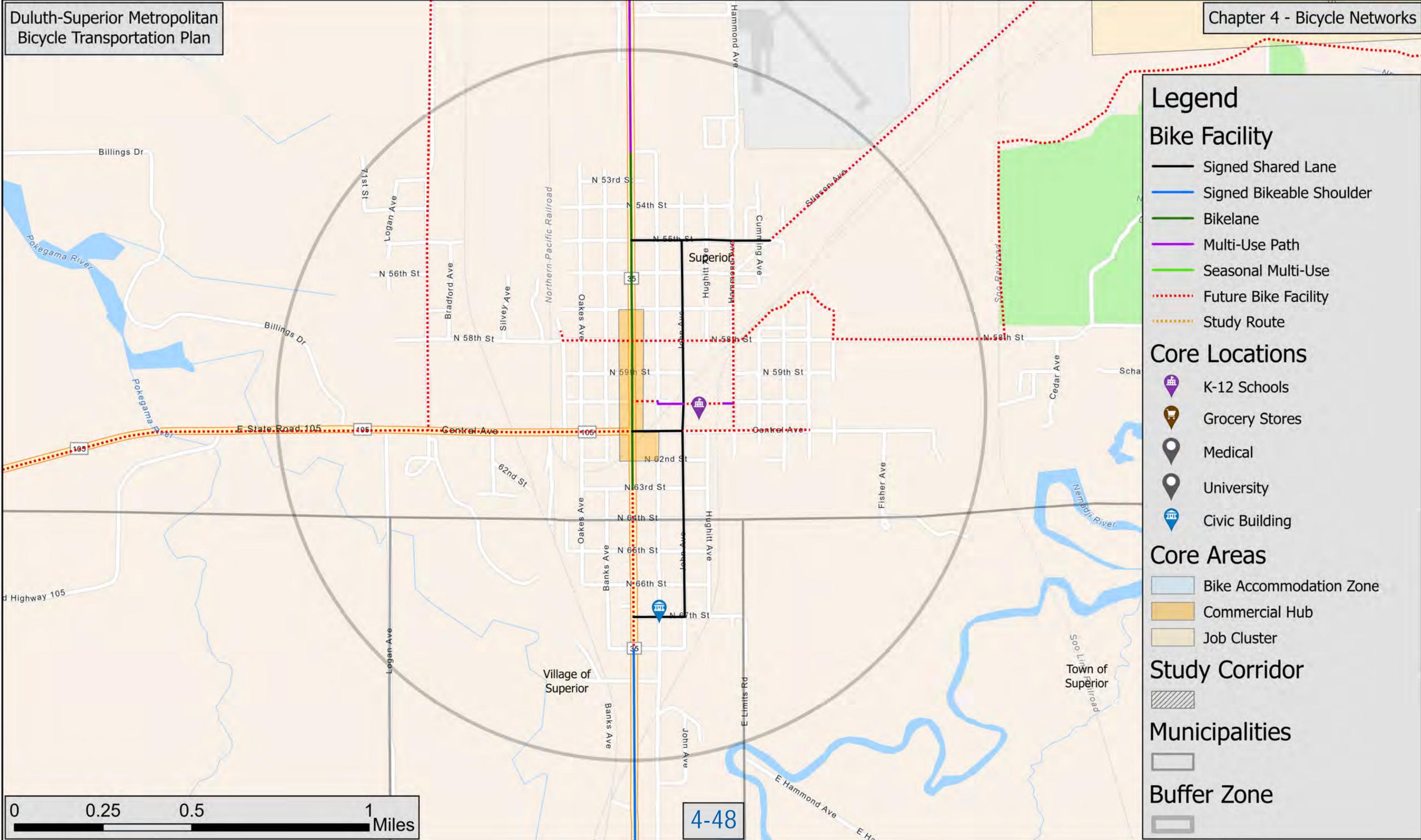


# Map 4.22 South Superior - WI



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



## Legend

- ### Bike Facility
- Signed Shared Lane
  - Signed Bikeable Shoulder
  - Bikelane
  - Multi-Use Path
  - Seasonal Multi-Use
  - Future Bike Facility
  - Study Route

### Core Locations

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

### Core Areas

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

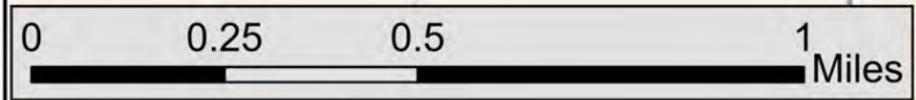
### Study Corridor



### Municipalities



### Buffer Zone



4-48

## South Superior — WI

### Top Priorities

1. Tower Ave crossing, particularly at 60th St
2. Tower Ave – South end commercial district
3. Connection to the north on Tower Ave

**One Mile Buffer Population:** 2,447

### Notes:

This hub primarily serves the South End Superior residents and as a connection to Downtown Superior.

This commercial hub has a cluster of restaurants, retail, and hair salons.

Allows South End residents to get around within their neighborhood.

### Existing Key Gaps

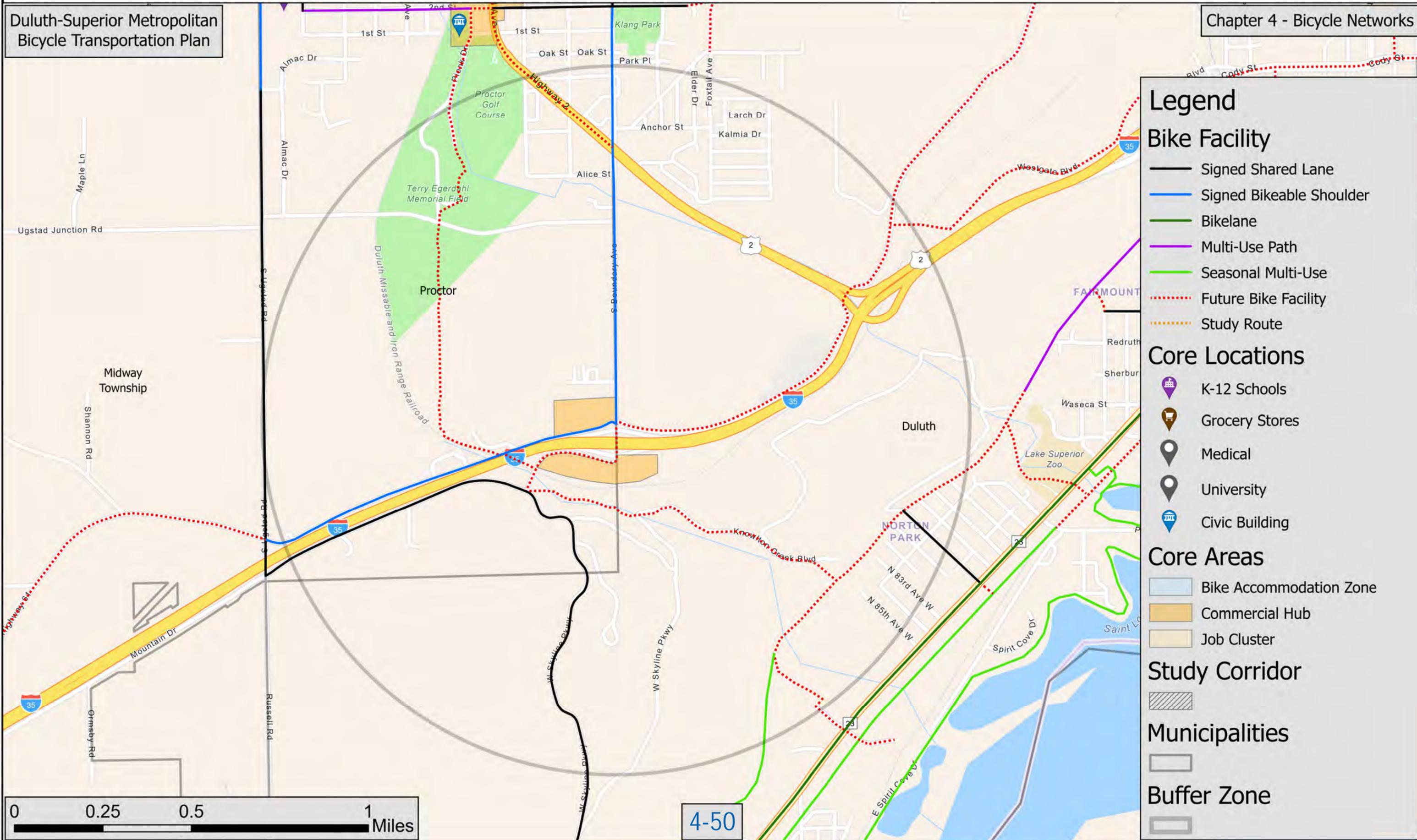
- Tower Ave from South End to downtown Superior.
- Tower Ave within the South End business district.
- South End Superior to East End Superior along Stinson Ave.

# Map 4.23 Spirit Mountain Commercial Area



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

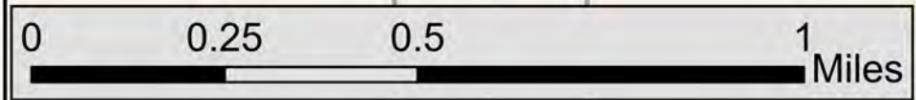
- Study Corridor

**Municipalities**

- Municipality

**Buffer Zone**

- Buffer Zone



4-50

## Spirit Mountain Commercial Area — MN

### Top Priorities

1. Boundary Ave/ I-35 intersection
2. Boundary Ave
3. Proctor Trail connection to Munger Trail

**One Mile Buffer Population:** 1,755

### Notes:

This hub primarily serves the Proctor and Bayview residents.

This commercial has a cluster of restaurants, lodging and recreational activities.

### Existing Key Gaps

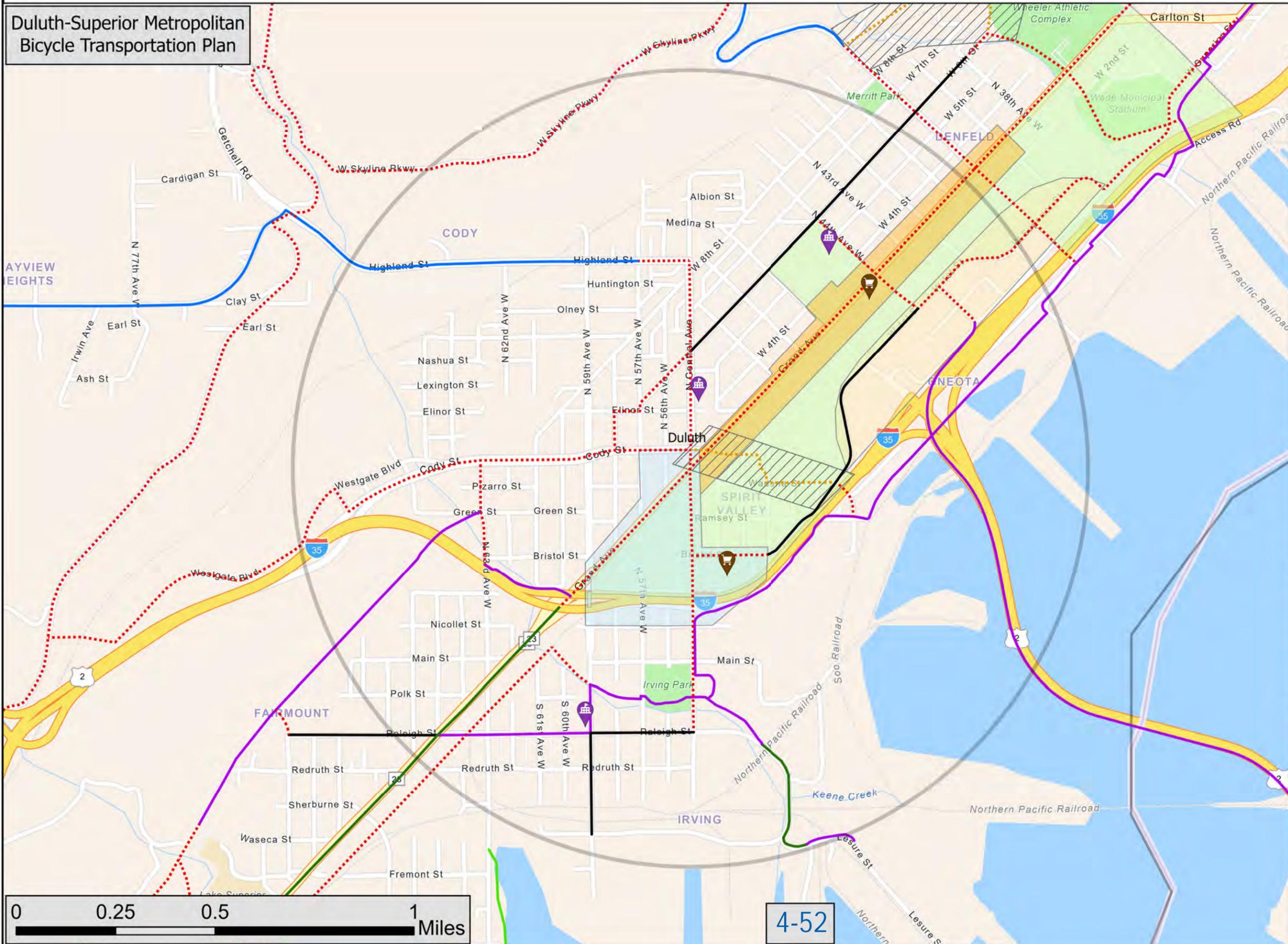
- Boundary Ave I-35 overpass
- Proctor Connector Trail between downtown Proctor through the Spirit Mountain commercial area
- Proctor to West Duluth and the Cross City Trail and Munger Trail

# Map 4.24 Spirit Valley/West Duluth - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- Short Trip Generator

**Study Corridor**

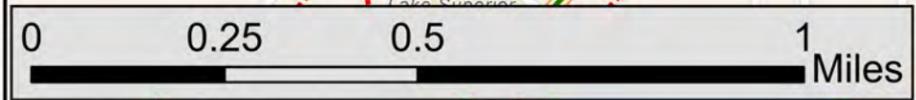
- Study Corridor

**Municipalities**

- Municipality

**Buffer Zone**

- Buffer Zone



4-52

## Spirit Valley/West Duluth — MN

### Top Priorities

1. Cross Trail Connection to the Munger Trail.
2. Grand Ave
3. Bong Bridge to Grand Ave to Cross City Trail

**One Mile Buffer Population:** 7,276

### Notes:

This hub primarily serves West Duluth residents, multiple elementary schools and a growing commercial hub.

This commercial has a cluster of restaurants, retail, grocery stores, gyms, and banks.

### Existing Key Gaps

- Cross City Trail—from Carlton Ave to Munger Trail.
- Grand Ave (Hwy 23) from Raleigh Street to 59th Ave W (City Center West).
- Fairmount Neighborhood to Central Ave..
- Denfeld area to Lincoln Park Middle School.
- Bong Bridge to Grand Avenue.

### Bicycle Boulevards

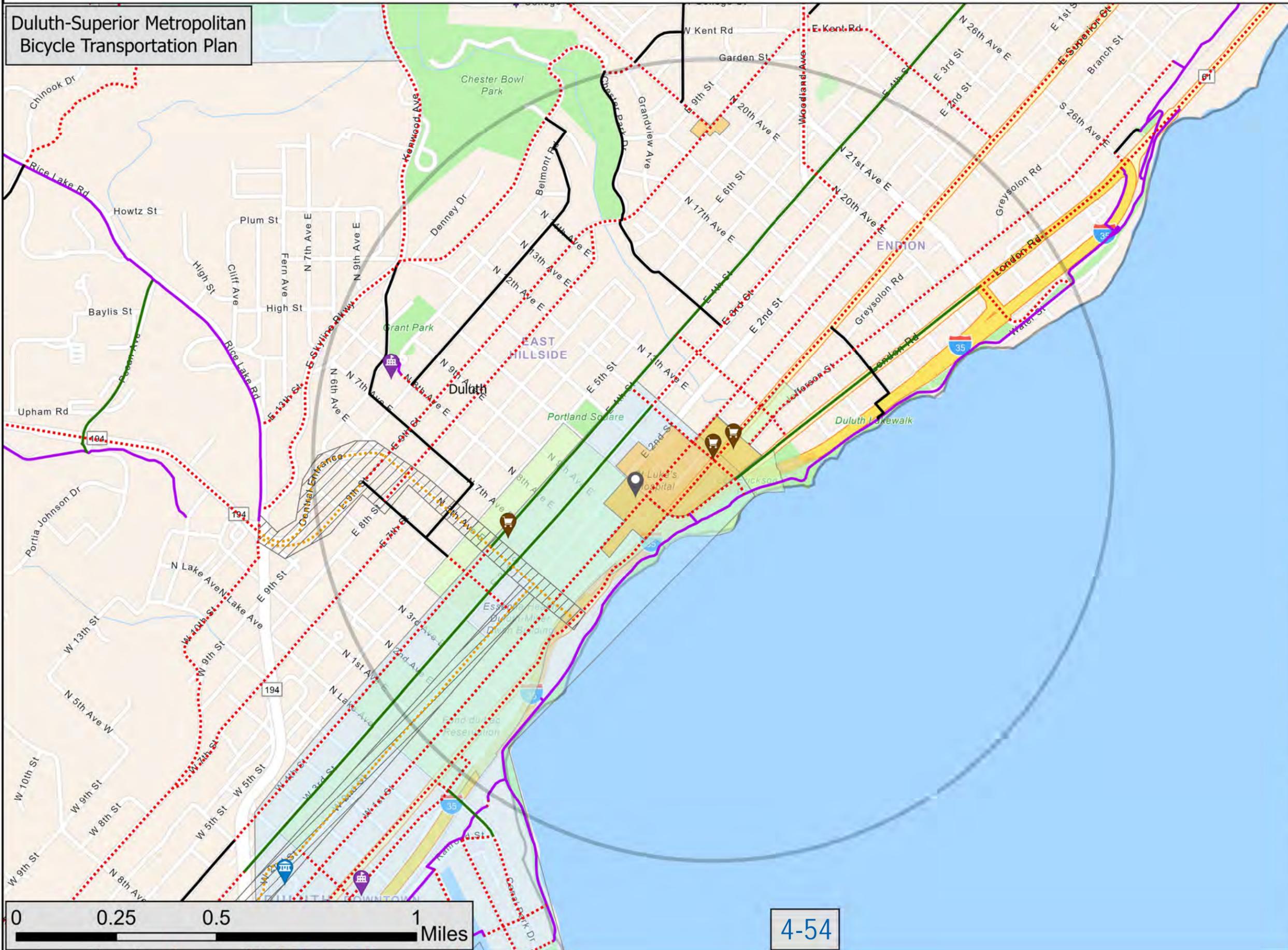
- W 6<sup>th</sup> Street – 38<sup>th</sup> Ave W to 57<sup>th</sup> Ave W



# Map 4.25 East Hillside - MN

Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

- 

**Municipalities**

- 

**Buffer Zone**

-

## East Hillside — MN

### Top Priorities

1. Superior Street
2. 12th Ave East
3. London Road

**One Mile Buffer Population:** 15,541

### Notes:

This hub primarily serves the East Hillside residents and as a connection to Downtown Duluth.

This commercial has a cluster of restaurants, retail, grocery stores, medical offices and banks.

### Existing Key Gaps

- 8th/9th Street Corridor from 6th Ave E to 19th Ave East.
- Central Entrance corridor from 6th Ave E and 9th Street to the Harbor Highlands.
- Superior Street from downtown to the Hillside
- Downtown to Hillside connection.

### Bicycle Boulevards

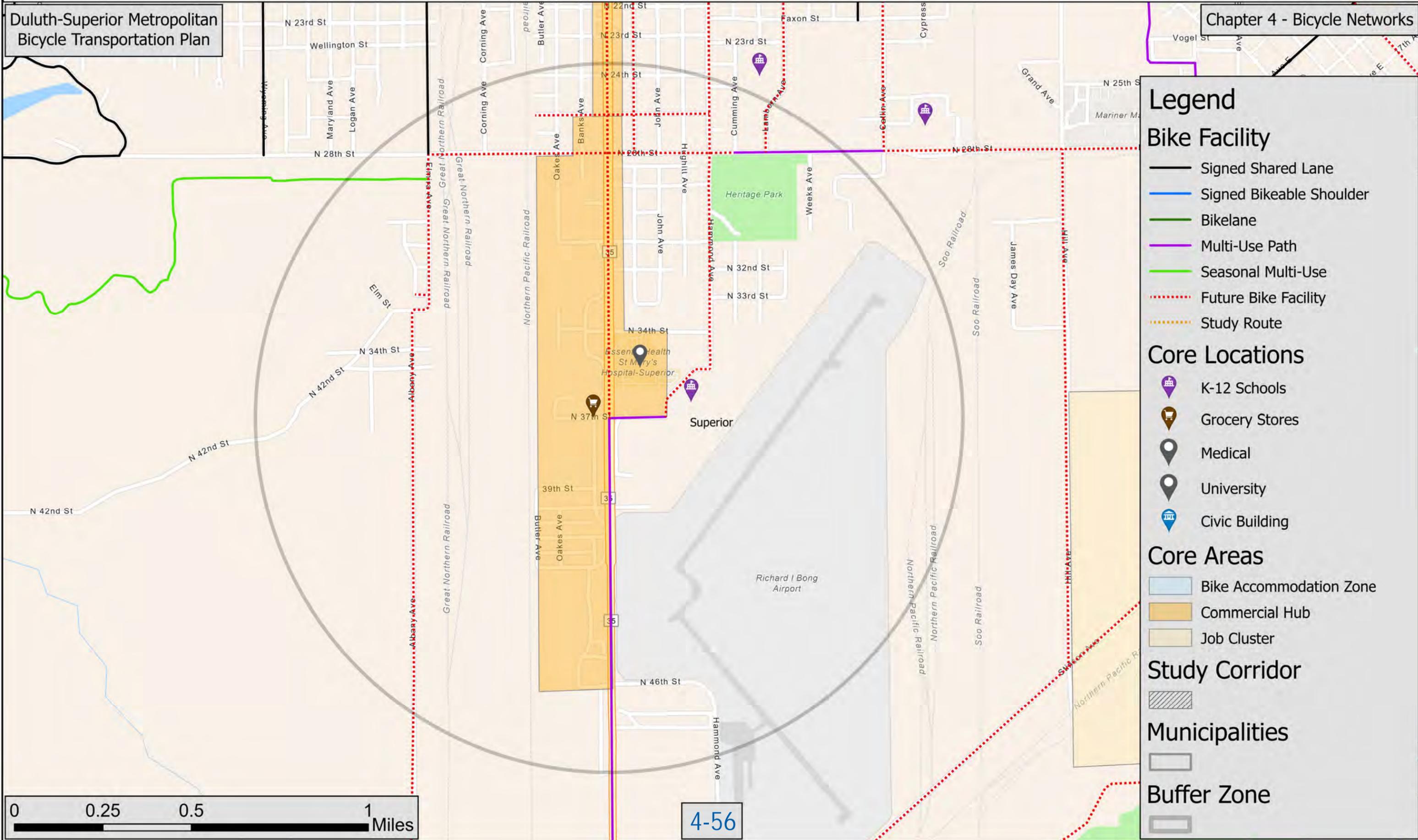
- W/E 1<sup>st</sup> Street – Mesaba Ave to 21<sup>st</sup> Ave East
- 5<sup>th</sup> Ave East – 4<sup>th</sup> St to 9<sup>th</sup> St
- 7<sup>th</sup> Ave East -6<sup>th</sup> St to 11<sup>th</sup> St
- 6<sup>th</sup> Street – 5<sup>th</sup> Ave E to 7<sup>th</sup> Ave E
- 8<sup>th</sup> Street – 6<sup>th</sup> Ave E to 13<sup>th</sup> Ave E
- 10<sup>th</sup> Street – 7<sup>th</sup> Ave E to 14<sup>th</sup> Ave E
- 15<sup>th</sup> Ave East – 4<sup>th</sup> St to 8<sup>th</sup> St
- Chester Park Drive – 8<sup>th</sup> St to Kent Rd
- Jefferson Street – 13<sup>th</sup> Ave E to 29<sup>th</sup> Ave E
- 17<sup>th</sup> Ave East – South St to Superior St

# Map 4.26 Tower Ave Commercial Area - WI



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Study Corridor**

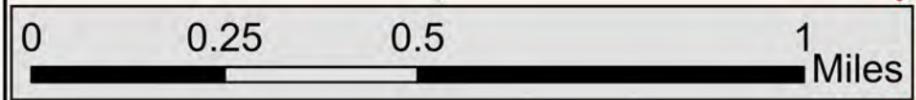
- Study Corridor

**Municipalities**

- Municipalities

**Buffer Zone**

- Buffer Zone



4-56

## Tower Avenue Commercial Area — WI

### Top Priorities

1. Tower Ave
2. 28th Street
3. Hammond Ave

**One Mile Buffer Population:** 2,591

### Notes:

This hub primarily serves the Downtown and South End residents and serves as the main commercial hub of Superior.

This commercial hub has a cluster of restaurants, retail and grocery stores, medical offices, and banks.

### Existing Key Gaps

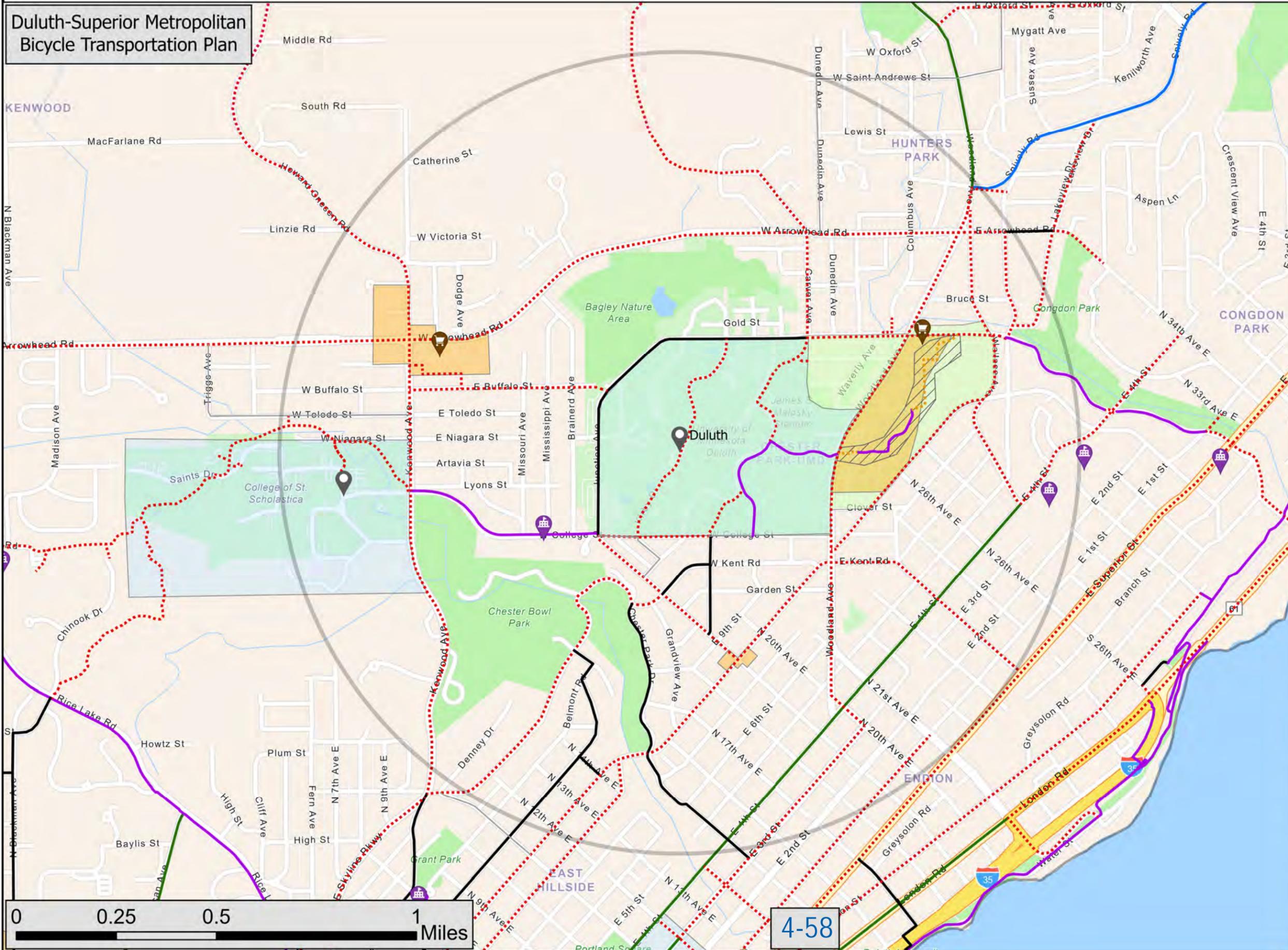
- Tower Ave
- 28th Street
- Hammond Ave

# Map 4.27 University of Minnesota - Duluth



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

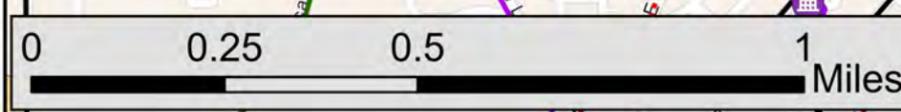
- 

**Municipalities**

- 

**Buffer Zone**

- 



4-58

## University of Minnesota - Duluth (UMD)

### Top Priorities

1. St. Marie Street—from Vermillion Rd (Congdon Park) to Carver Ave (UMD campus).
2. Carver Ave from Arrowhead Rd to St. Marie St (UMD campus).
3. Snelling Ave, 19th Ave E, 8th Street Connection

**One Mile Buffer Population:** 7,276

### Notes:

This hub primarily serves UMD students and Chester Park residents.

This commercial has a cluster of goods and services on Woodland Ave and Kenwood Ave.

### Existing Key Gaps

- St. Marie Street from Carver Ave to Vermillion Rd (Congdon Park)
- Carver Ave from Arrowhead Rd to St. Marie St
- Buffalo St from UMD to Kenwood Neighborhood.
- 8th Street from Chester Creek to UMD
- 19th Ave E from 8th Street to Snelling Ave

### Bicycle Boulevards

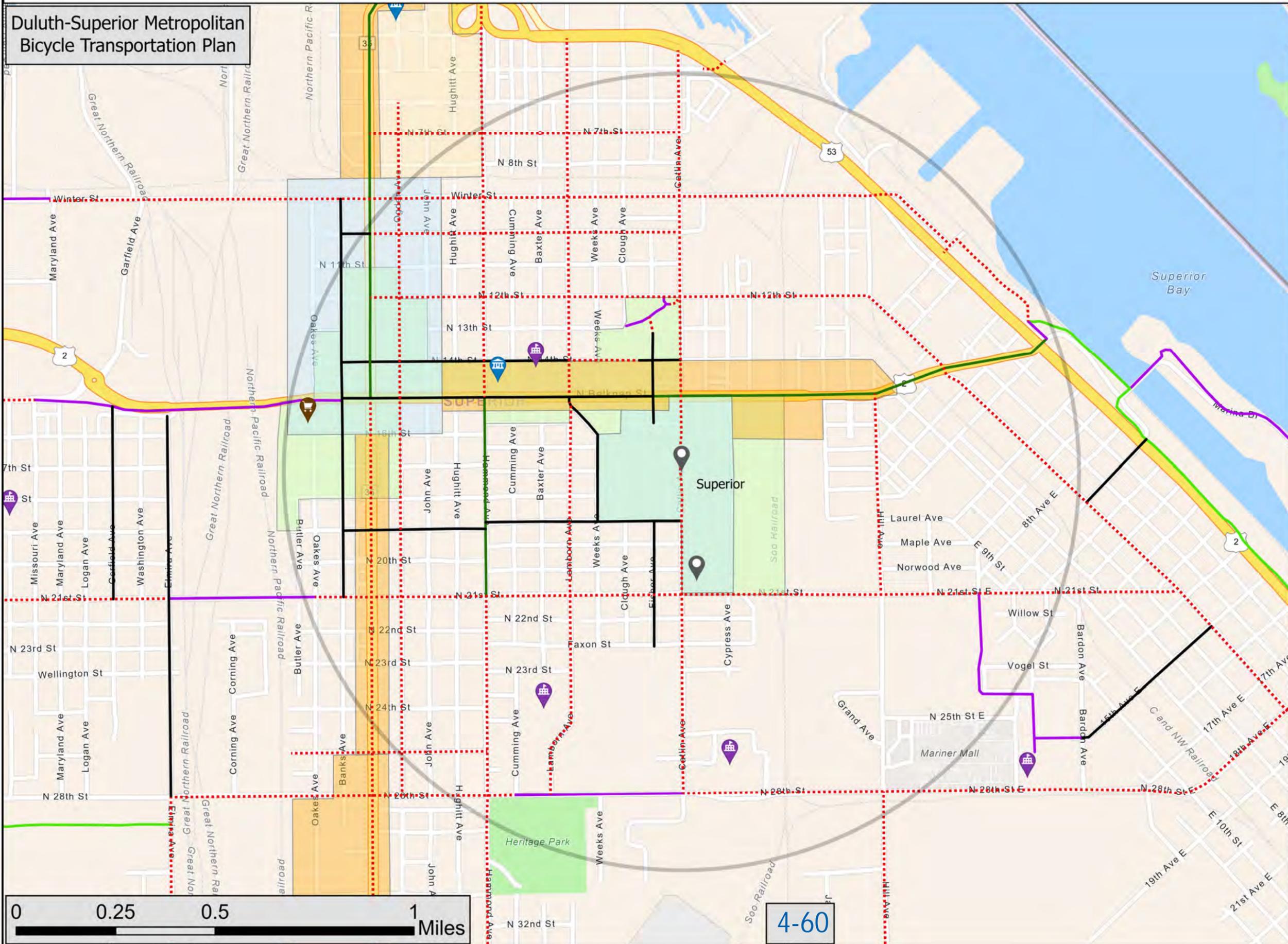
- Kirby Drive – College St to St. Marie St
- Buffalo Street – Kenwood Ave to Junction Ave
- Snelling Ave – 19<sup>th</sup> Ave E to College St
- Kent Road – Chester Park Dr to Snelling Ave
- Hartley Road – Arrowhead Rd to Woodhaven Ln
- Lakeview Drive – Vermilion Rd to Snively Rd
- Arrowhead Road - Wallace Ave to Lakeview Dr

# Map 4.28 University of Wisconsin - Superior



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

- 

**Municipalities**

- 

**Buffer Zone**

- 

4-60

## University of Wisconsin - Superior (UWS)

### Top Priorities

1. Catlin Ave
2. 21st Street
3. Belknap Ave

**One Mile Buffer Population:** 12,716

### Notes:

This hub primarily serves students of UWS and residents to the major commercial hubs of the area.

This commercial area has the Belknap Corridor and the Tower Ave corridor.

### Existing Key Gaps

- Catlin Ave from North End Superior 5th Street to 28th Street
- Belknap St from East End Superior 5th Street to Downtown Superior.
- 21st Street from Billings Park to East End
- Missing traffic calming and wayfinding on Fisher Ave and 19th Street.

### Bicycle Boulevards

- Grand Avenue – Belknap St to Weeks Ave
- Weeks Avenue – Grand Ave to 21<sup>st</sup> St
- 19<sup>th</sup> Street – Butler Ave to Catlin Ave
- Fisher Ave – Faxon St to 19<sup>th</sup> St

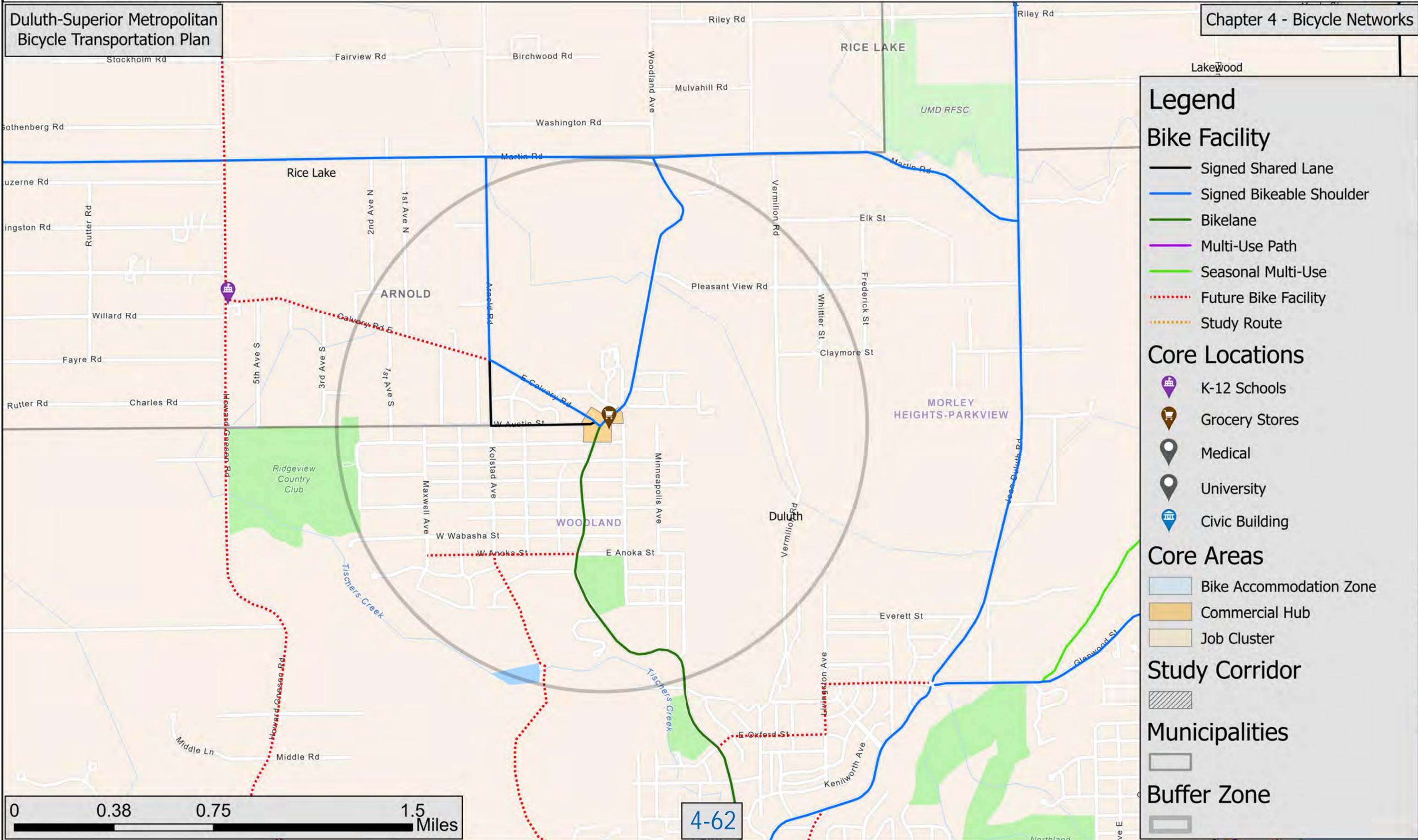


# Map 4.29 Woodland - MN



Duluth-Superior Metropolitan Bicycle Transportation Plan

Chapter 4 - Bicycle Networks



## Legend

- ### Bike Facility
- Signed Shared Lane
  - Signed Bikeable Shoulder
  - Bikelane
  - Multi-Use Path
  - Seasonal Multi-Use
  - Future Bike Facility
  - Study Route

### Core Locations

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

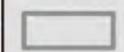
### Core Areas

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

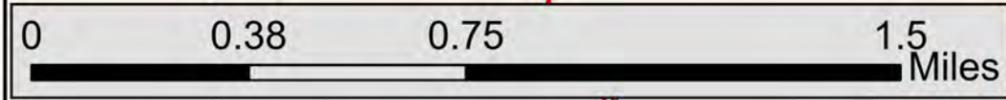
### Study Corridor



### Municipalities



### Buffer Zone



4-62

## Woodland — MN

### Top Priorities

1. Woodland Ave—connecting the neighborhood to the hub.
2. Calvary Rd—providing an all ages, all ability bikeway facility between the Woodland Neighborhood to Homecroft Elementary School.
3. Connecting Woodland Ave south to Hartley Park and the UMD area.

**One Mile Buffer Population:** 4,141

### Notes:

This hub primarily serves the Woodland residents.

This commercial hub has a cluster of restaurants, retail and grocery stores, and banks.

Allows Woodland residents to get around within their neighborhood.

### Key Gaps

- Woodland Ave between Calvary Rd to St. Marie St.
- Calvary Rd from Howard Gnesen Rd to Woodland Ave needs an all ages and abilities Safe Routes to School bikeway facility from Homecroft Elementary on Howard Gnesen Road to Woodland Avenue.
- Develop a shared use path extension of Hartley Trail from Anoka Street through Hartley Park, along Hartley Rd to Carver Ave and Arrowhead Rd.

### Bicycle Boulevards

- Anoka Street – Maxwell Ave to Woodland Ave
- Kolstad Road – Anoka St to Northfield St



# Map 4.30 Blatnik Bridge - MN/WI



Duluth-Superior Metropolitan Bicycle Transportation Plan



### Legend

**Bike Facility**

- Signed Shared Lane
- Signed Bikeable Shoulder
- Bikelane
- Multi-Use Path
- Seasonal Multi-Use
- Future Bike Facility
- Study Route

**Core Locations**

- K-12 Schools
- Grocery Stores
- Medical
- University
- Civic Building

**Core Areas**

- Bike Accommodation Zone
- Commercial Hub
- Job Cluster

**Short Trip Generators**

- 

**Study Corridor**

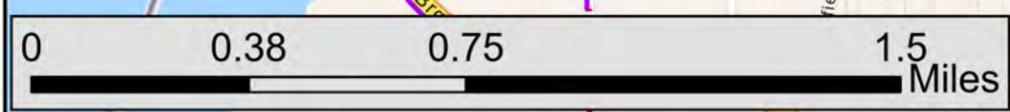
- 

**Municipalities**

- 

**Buffer Zone**

- 



4-64