



# Duluth Sidewalk Inventory



**January 2002**



**Duluth-Superior Metropolitan Interstate  
Committee**



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January 2002

Prepared by the  
**Duluth-Superior**



**Metropolitan Interstate Committee**

Interactive Duluth Sidewalk Mapping Site: <http://maps.ardc.org/duluthsidewalk>

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Duluth-Superior urban area communities cooperating in planning  
and development through a joint venture of the  
Arrowhead Regional Development Commission  
and the Northwest Regional Planning Commission



# Duluth-Superior Metropolitan Interstate Committee

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December 2001

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**"Guiding the Future of Transportation  
and Planning for the Twin Ports Area"**

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# City of Duluth Sidewalk Inventory

## Introduction

Good pedestrian facilities serve everyone. Whether you walk to your car, to the bus stop, or even to your destination, you are at some point utilizing a pedestrian facility. For every trip a community can get someone to walk, there is one less car on the road and less congestion for those who do choose to drive. Walking is also a pleasant form of exercise for many and encourages social interaction with others in the community. Communities can only benefit by ensuring that pedestrian facilities are not a secondary issue, but an equally important part of the transportation system.

Walkable communities have been shown in studies to be friendlier and safer places to live. When streets and roads are safe and comfortable, communities enjoy an enhanced quality of life. Of special importance is the role sidewalks play in the lives of the community's children. Children must utilize sidewalks to get to all of their destinations such as neighborhood homes and schools. A safe facility in good condition encourages kids to stay on the sidewalk and provides a barrier (generally a boulevard) from traffic in the street.

Unfortunately, many communities that were at one time "walkable" are becoming less friendly for pedestrians through neglect and

improper redevelopment that fails to take pedestrians into account. Modern day development has shifted from a multimodal approach to serving the automobile almost exclusively. A traditional neighborhood is highlighted by small lot sizes connected with a network of walkways. In contrast, many new developments have large lots, wide streets, and no sidewalks for the community to travel on.

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**“The successful City of Superior Sidewalk Inventory spurred the City of Duluth to request a similar inventory.”**

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The same can be said of commercial development. Old commercial districts at one time were built with storefronts directly abutting the street, and all were connected by walkways that separated stores from the street. Pedestrians could access these areas easily and safely. Now commercial development has shifted to large buildings fronted not by sidewalks or streets, but by large fields of asphalt parking lots that are many times difficult if not impossible for a pedestrian to cross without any concerns for safety.

## *Introduction*



A pedestrian entering the Burning Tree Shopping Plaza in the Miller Hill Mall area.

### ***History of this Plan***

The successful City of Superior Sidewalk Inventory spurred the City of Duluth to request a similar inventory. The City of Duluth sidewalk policy, as defined in the city charter, describes how sidewalk improvements are to be made and assessed. The policy calls for necessary replacement when public safety is at risk. Approximately ten to twelve years ago sections of the city's sidewalk were reviewed annually and property owners were notified by mail of necessary improvements. The City Council would then order sidewalk improvement projects, via voting, and properties were assessed for the replacement or leveling of hazardous sidewalks. Property owners were assessed for the work done in front of their property and assessments

varied greatly as the project might replace all or none of the sidewalk depending on condition. As costs increased, this process was perceived as unfair and became politically unpopular. The sidewalk program then became voluntary. Notices were sent with water and gas bills explaining how to request sidewalk repairs. The amount done each year via this method continually declined.



Replacing sidewalk sections versus entire blocks can result in varying aging conditions.

Community Development Block Grant (CDBG) funding has helped fund sidewalk replacement projects in one or more eligible neighborhoods annually. Eligible Duluth neighborhoods include: East and Central Hillside, Lincoln Park, West Duluth and Morgan Park. These areas are determined by census tracts and block groups with populations over 51% low to moderate income. These funds are

granted to central cities (of metropolitan areas) of 50,000 or more in population to revitalize neighborhoods. Eligible activities include improving affordable housing, economic opportunities, community facilities and services. City of Duluth received \$3.7 million in CDBG funding for 2001.

On state or federal aid street projects, sidewalks are eligible for either replacement or new installation. The City of Duluth is adding and repairing sidewalks wherever possible using these funds. The City also coordinates with St. Louis County and MnDOT on projects within Duluth to include sidewalks where needed.

The city's residential Street Improvement Program (SIP) began in 1994. For the first six years of this program, sidewalk replacement was done only at the request of property owners and assessed to them directly at 100% of the cost. SIP street projects were subsidized by the city so that the property owners pay only 25% of the street improvement cost. This policy was also unsuccessful and few sidewalk system improvements were made. Two years ago (1999), the policy was further refined to allow sidewalk improvements to be incorporated into SIP cost estimates. The sidewalk costs are now included into the overall SIP for the year and only

add about \$40,000 to a \$6 million project budget. Sidewalk improvements are socialized into the overall program, everyone pays the same cost per front foot whether or not their sidewalk is replaced. With this policy, property owners now pay just 25% of the total improvement cost (both street and sidewalk). This program has been successful as residents have been getting a better final product and failing infrastructure is being tended to. This condition inventory and assessment will aid the program and the city will now have a GIS database depicting sidewalk conditions and can update this information as improvements are made to the system.

### ***National Policy***

The Americans with Disabilities Act (ADA) was signed into law on July 26, 1990 with the intent of making America more accessible to those with disabilities. In addressing the intent of ADA, agencies allocating federal funding must ensure persons with disabilities are not discriminated against. Disabled populations must have access to employment, public services and private facilities through improved transportation services.

There are five titles (sections) to ADA including: employment, public services, public accommodations,

telecommunications and miscellaneous. This sidewalk plan is concerned with two of these titles, public services and public accommodations. Public services, such as public transit buses, must be accessible to the disabled. Additionally state and local governments, commuter authorities and railroad corporations can not deny services, programs or activities to people with disabilities. Public accommodations (hotels, restaurants, grocery stores, retail, private transportation systems, etc.) must be accessible to the disabled. This means all new construction must be accessible to the disabled and modifications should be made to facilities that are not accessible as reasonably expected. A primary modification that enables sidewalks to be accessible are curb ramps. Curb ramps allow people with mobility impairments to gain access to sidewalks and pass through center islands in streets. The lack of necessary curb ramps is still a problem as safe and convenient travel for the mobility impaired is not always possible and they are forced into roadways. To achieve ADA compliance it may be necessary to establish an ongoing procedure or program to ensure curb ramp installation is occurring in areas frequented by these individuals as residents, employees, or visitors. When streets, roads, or highways are

newly built or altered, they must have ramps or sloped areas wherever there are curbs or other barriers to entry from a sidewalk or path. Also, they must contain curb ramps or sloped areas wherever they intersect with streets, roads or highways. Resurfacing beyond normal maintenance is an alteration. Merely filling potholes is considered normal maintenance.

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) encourages the use of disadvantaged business enterprises. Provisions of ADA require agencies using Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds to make an effort to utilize Disadvantaged Business Enterprises to perform a percentage of their work. It requires that efforts be made in the planning and design of mass transportation facilities to ensure that elderly and disabled individuals have facilities available to effectively utilize.

### ***Study Methodology***

A comprehensive sidewalk inventory was necessary to determine problem areas within the city and support recommendations. In meetings with Duluth City Planners and Engineers, a data collection list was developed for integration into Geographic Information Systems (GIS). The final list included:

- ▲ The location and condition of all sidewalks (including worn paths)



A well-worn pedestrian path located adjacent to a bus stop.

- ▲ Location of pedestrian generators including:
  - a) Schools
  - b) Churches
  - c) Parks and Recreation Areas
  - d) Clinics
  - e) Hospitals
  - f) Community Centers
  - g) Senior Centers
  - h) Retail
- ▲ Bus Routes & Shelters
- ▲ Functional Classifications of adjacent roadway facilities

In analyzing neighborhood map information, an assessment matrix was developed displaying

recommendations in two categories: *sidewalk system gaps* (missing sidewalk segments and areas which could connect neighborhoods) and *key sidewalk preservation areas* (poorly rated and highly used sidewalks near multiple pedestrian generators). Within this assessment matrix, Figure 36, three tiers of data were used to assess sidewalk importance: functional classification, pedestrian generators and transit service.

Poor sidewalk conditions within a two-block radius of multiple pedestrian generators were considered priority areas for sidewalk repair. These areas were identified using GIS overlay analysis in Spatial Analyst. This was done in an effort to correlate the most highly used sidewalks that were in the worst condition. These areas were identified as “Key Preservation Areas” within each Duluth Planning District.

### Planning Districts

The sidewalk data is presented by Duluth Planning Districts and in some cases is subdivided into neighborhoods. The City of Duluth Planning Districts are as follows:

- ▲ *Planning District 1*—Covers the neighborhoods of FondDu Lac, Gary-New Duluth, Morgan Park,

## Introduction

Smithville, Riverside and Norton Park.

- ▲ *Planning District 2*—Contains the neighborhoods of Fairmont, Irving, Bayview Heights, Spirit Valley, Cody, Oneota and Denfeld.
- ▲ *Planning District 3*—Encompasses the neighborhood of Lincoln Park.
- ▲ *Planning District 4*—Takes into account the neighborhoods of Piedmont Heights and Duluth Heights.
- ▲ *Planning District 5*—Includes downtown Duluth, Central Hillside and Park Point.
- ▲ *Planning District 6*—Is comprised of the East Hillside neighborhood.
- ▲ *Planning District 7*—Covers the neighborhoods of Endion and Congdon
- ▲ *Planning District 8*—Contains Hunters Park and Woodland neighborhoods
- ▲ *Planning District 9*—Includes Lakeside and Lester Park neighborhoods
- ▲ *Planning District 10*—Encompasses the University of Minnesota-Duluth (UMD) and Park area

### Data Collection Method

Rating sidewalk condition is subjective in nature and all efforts were made to ensure sidewalks were rated equally and fairly. Sidewalks were assessed visually by surveyors while driving down Duluth city streets. Sidewalks were given one of three ratings based on the following:

- ▲ **Good**—sidewalk is structurally sound and provides a safe route for pedestrians. Examples include newly repaired or constructed sidewalk segments.



An example of a sidewalk rated as *Good*.

- ▲ **Fair**—sidewalk is showing signs of structural deterioration and may need attention within five to ten years. Minor uplifting and cracks may be present but safety of the walkway is not compromised.



An example of a sidewalk rated as Fair.

- ▲ **Poor**—sidewalk is in need of immediate repair. Areas on the walkway have succumbed to sinking, heaving, or present multiple tripping hazards. Neglected sidewalks overgrown by grass were considered poor.



Poorly rated sidewalk, which is heaving.

To ensure consistency, surveyors spent time together rating the same walkways in order to standardize their rating methods. Surveyors were used to gather all information in the city. Once the inventory was complete, surveyors field-checked the entire city to standardize the ratings given to the sidewalks.



An example of poorly rated sidewalk which is overgrown with grass.

## Planning Districts - Overview

The following section contains the recommended sidewalk improvements and maps displaying all the information gathered about sidewalk conditions in Duluth's ten planning districts. In some cases neighborhoods were separately discussed within the planning districts. Each planning district was analyzed in the same manner by examining the overall condition of the district's sidewalks, identifying the gaps in connectivity of the existing neighborhood sidewalk network and lastly pinpointing the most highly used sidewalks in the poorest condition.



Above is a sidewalk abutting a road.

### ***Overall Conditions***

The overall conditions of each planning district's sidewalks were examined in the following terms in GIS:

- ▲ Total sidewalk mileage

- ▲ Mileage of sidewalks in *Good*, *Fair* or *Poor* condition
- ▲ Percentage of sidewalks in *Good*, *Fair* or *Poor* condition
- ▲ Total mileage of recommended sidewalk construction



An example of a non-abutting sidewalk (doesn't abut a roadway).

### ***Sidewalk System Gaps & Characteristics***

Figure 36 displays the criteria of the sidewalk assessment matrix, which formed the basis for recommended sidewalk improvements. These specific recommendations were identified with beginning and end points. The location of recommended improvements are followed by a detailed explanation. Reasons for recommending the construction of these segments include:

- ^ Gaps exist in the current sidewalk network, therefore the city should consider constructing these missing links to provide the neighborhoods with a comprehensive sidewalk system.
- ^ Land use characteristics adjacent to these areas without sidewalks are such that constructing sidewalks is a necessary safety consideration (functional classification, transit routes and shelters, retail, etc.).
- ^ Neighborhoods lacking connectivity to other neighborhoods with a sidewalk network that isolates pedestrian travel.



Pedestrians are forced to walk in roadways when sidewalk facilities are not provided.

### ***Key Preservation Areas***

Using GIS technology, specifically overlay analysis in Spatial Analyst, priority sidewalk preservation areas were identified. This was done in an effort to correlate sidewalk condition and use. Sidewalks in poor

condition located within or adjacent to these highly used locations (in dark green) were considered priority for repair. In a few instances sidewalks were absent in locations with multiple pedestrian generators which was pointed out as well. These areas were listed for each planning district under “Key Preservation Areas.” Figure 1 displays the findings from this analysis for the entire City of Duluth. Ten criteria were used to determine highly used sidewalk areas and then buffered (two-block radius), criteria included:

- ^ Functional classification
- ^ Schools
- ^ Churches
- ^ Parks
- ^ Clinics/Hospitals
- ^ Community Centers
- ^ Senior Centers
- ^ Retail
- ^ Transit Routes
- ^ Transit Shelters

Areas with multiple pedestrian generators within a two-block radius were identified using a shading gradient from gray (low use) to green (high pedestrian use). Green and dark green shaded areas were considered concentrated pedestrian generator locations. All poorly rated sidewalks within these green and dark green locations were identified.

## Planning Districts

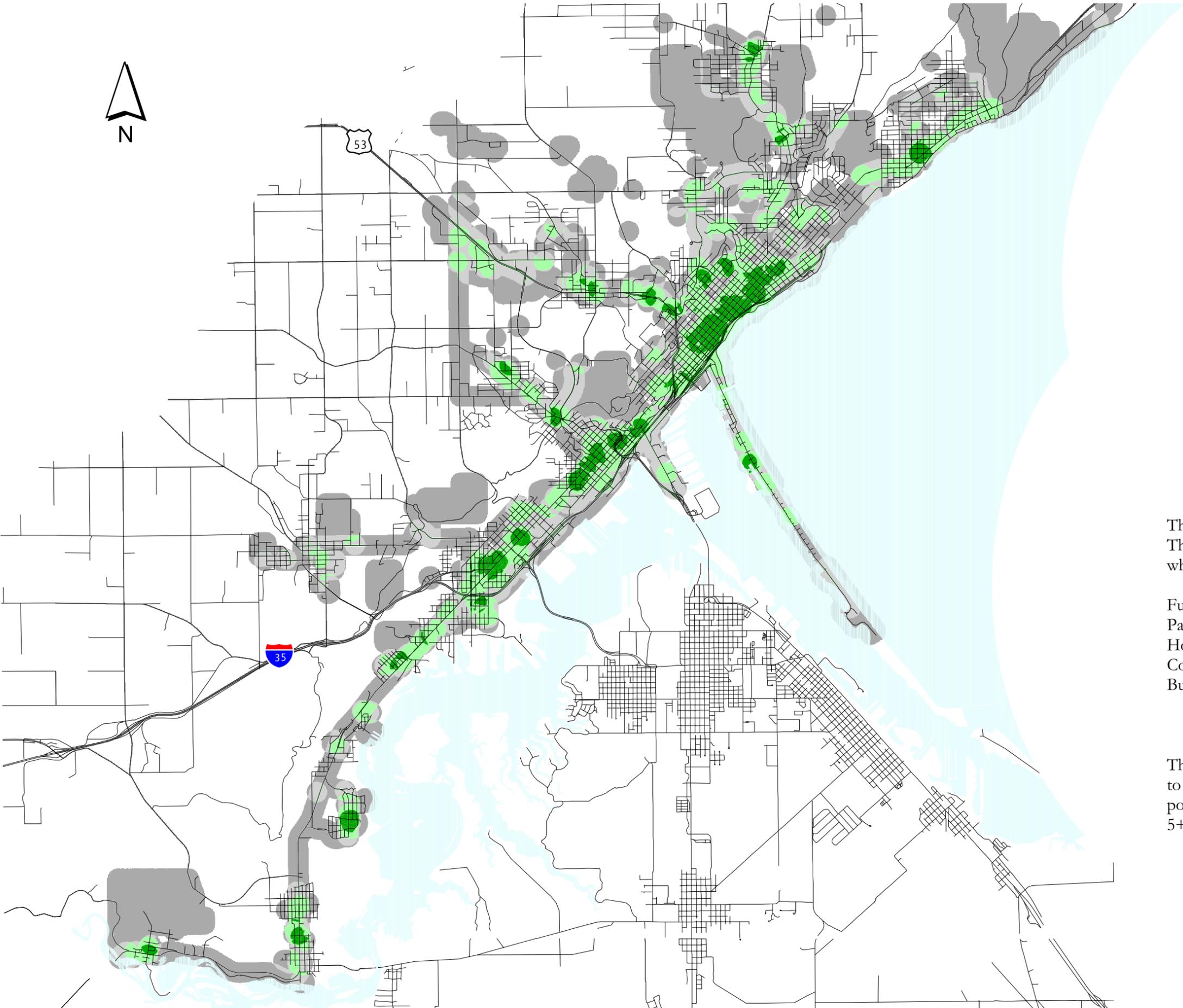
The intent of pulling out these sidewalk segments was to ensure:

- ✦ Sidewalks adjacent to multiple pedestrian generators are maintained in good condition.
- ✦ Conditions around and leading up to pedestrian generator areas have safe and adequate access to neighborhood locations and other identified destinations.

**City of Duluth Sidewalk Conditions by Planning District**

<i>Planning District</i>	<i>Miles of Poor</i>	<i>Miles of Fair</i>	<i>Miles of Good</i>	<i>Total Sidewalk Mileage</i>	<i>Percent Poor</i>
1	18	16.3	4.7	39	46%
2	19	19	18.1	56.1	34%
3	15.9	14.4	3.6	33.9	47%
4	1.9	6.6	4.3	12.8	15%
5	20	19.6	9.9	49.5	40%
6	13.3	16.7	5.6	35.6	37%
7	16.4	16.9	10.9	44.2	37%
8	8.7	7.9	4.1	20.7	42%
9	23.9	13	4.3	41.2	58%
10	6.9	8.4	4.5	19.8	35%
<b>TOTALS</b>	<b>Total Miles of Poor</b>	<b>Total Miles of Fair</b>	<b>Total Miles of Good</b>	<b>Total Miles of sidewalk in Duluth</b>	<b>Total City Percent Poor</b>
	<b>88.1</b>	<b>92.6</b>	<b>46.2</b>	<b>226.9</b>	<b>39%</b>

# Sidewalk Usage



**Sidewalk Usage**

-  Low
-  High

This map shows a graduated scale of sidewalk usage. The following data was buffered two blocks to determine where high amounts of sidewalk usage are located.

- |                            |                   |
|----------------------------|-------------------|
| Functionally classed roads | Retail outlets    |
| Parks                      | Churches          |
| Hospitals/Clinics          | Schools           |
| Community Centers          | Senior Apartments |
| Bus Routes                 | Bus Shelters      |

Throughout the plan, the 'high' areas will be highlighted to show the correlation between sidewalk usage and poor sidewalk condition. A high ranking means there are 5+ of the above criteria present within 2 blocks.



Figure 1

## Planning District 1

### ***Overall Conditions***

Planning District 1 covers the neighborhoods of FondDu Lac, Gary-New Duluth, Morgan Park, Riverside, Smithville and Norton Park. These neighborhoods comprise some of the oldest sections of Duluth with FondDu Lac being the first settlement and Morgan Park originally built as a U.S. Steel company town. The neighborhoods in this planning district are spread apart and remain somewhat independent of one another. The overall conditions of the sidewalks in the district are poor (46%) to fair (42%). There is minimal sidewalk infrastructure, only 39 miles, which can be attributed to the geographic separation of the neighborhoods. Approximately six miles of new sidewalk construction were recommended for the district.

<b><i>Planning District 1</i></b>		
	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
<i>Sidewalks rated as "Good"</i>	<b>4.7 miles</b>	<b>12%</b>
<i>Sidewalks rated as "Fair"</i>	<b>16.3 miles</b>	<b>42%</b>
<i>Sidewalks rated as "Poor"</i>	<b>18 miles</b>	<b>46%</b>
<i>Total Miles of existing sidewalk</i>	<b>Approx. 39 miles</b>	
<i>Areas without sidewalks that warrant new construction</i>	<b>Approx. 6.12 miles</b>	

## Planning District 1: FondDu Lac (Map 1A)

### System Gaps & Characteristics

There are few sidewalks in the FondDu Lac neighborhood and what facilities exist are almost exclusively in poor condition, see Figure 2. The major sidewalk corridor runs along Hwy 23 and provides connections to parks, churches and a community center. Areas where new sidewalk construction should be considered include:

- ▲ *Grand Avenue from existing sidewalk west to Chambers Grove Park*  
This segment of sidewalk does not exist and would provide pedestrians with an option to travel to Chambers Grove Park.
- ▲ *133<sup>rd</sup> Ave W from Grand Avenue south to existing sidewalk*  
This is a system gap that should be connected, also note surrounding sidewalks are in poor condition.

### Key Preservation Areas

FondDu Lac has several parks, a community center and church. Transit service routes run along Hwy 23. Figure 3 displays the key sidewalk preservation areas in FondDu Lac. Poorly rated sidewalks within the green shaded areas indicate facilities abutting or within a two-block radius of multiple pedestrian generators. These sidewalk segments were considered priority to repair and include:

- ▲ *Grand Avenue from 133<sup>rd</sup> Avenue West to 130<sup>th</sup> Avenue West*  
Sidewalk conditions are poor and are used by pedestrians to access transit services (shelter present), a park, community center and church.
- ▲ *131<sup>st</sup> Avenue West from Grand Avenue to 5<sup>th</sup> Street*  
Sidewalks are in poor condition and provide direct access to a park, the FondDu Lac Community Recreation Center and a church.
- ▲ *5<sup>th</sup> Street from 131<sup>st</sup> Avenue West to 130<sup>th</sup> Avenue West*  
This incomplete sidewalk segment is in poor condition and leads to a park, community center and church.
- ▲ *4<sup>th</sup> Street from 131<sup>st</sup> Avenue West to 130<sup>th</sup> Avenue West*  
This poor sidewalk is within two blocks of a park, community center, church and transit service.

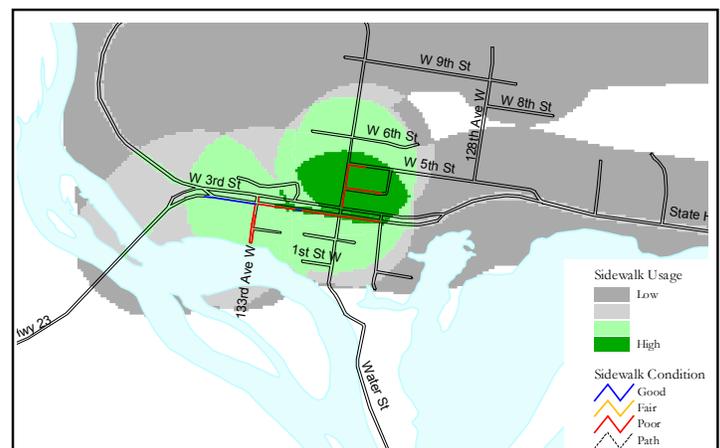


Figure 3  
This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 1a

FondDu Lac

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters

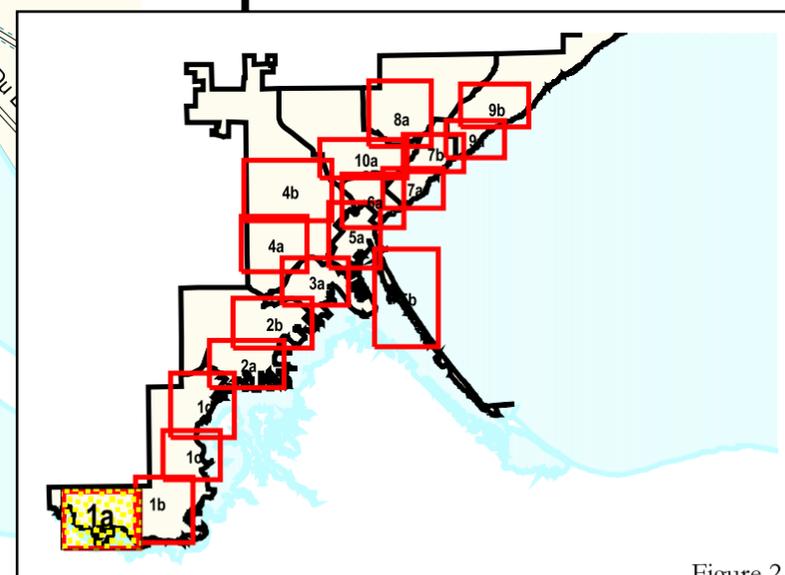


Figure 2

## Planning District 1: Gary-New Duluth (Map 1B)

### ***System Gaps & Characteristics***

In the 1950's, Gary-New Duluth neighborhood was a growing area with major retail and the strong presence of US Steel in Morgan Park. Prior to this time, (when the neighborhood had recently formed) a steamboat used to transfer people into downtown.

The neighborhood is well served with sidewalk infrastructure however a significant portion is in poor condition, see Figure 4. Although well served, there are still missing segments that hinder the connectivity of the sidewalk system. Those segments include:

- ▲ *Goodhue from Vintage Acres to 97<sup>th</sup> Avenue West*  
This gap in the sidewalk system, if constructed, could potentially serve transit, retail and provide neighborhood connectivity.
- ▲ *House St from 98<sup>th</sup> Avenue West to Commonwealth*  
This is a system gap and surrounding sidewalk is in poor condition. This potential link could provide access to retail, a community center and transit service.

- ▲ *101<sup>st</sup> Avenue West from Stowe to Goodhue*  
Would provide access to a school, park and offer neighborhood connectivity.
- ▲ *Bowser from Commonwealth to 97<sup>th</sup> Avenue West*  
This segment gap would provide access to a church as well as transit service.
- ▲ *E McGonagle from existing sidewalk to 95<sup>th</sup> Avenue West*  
This area could improve access to transit service and provide neighborhood connectivity.
- ▲ *98<sup>th</sup> Avenue West from Stowe to Bowser*  
This sidewalk system gap, if constructed, would better connect the neighborhood and is located within two blocks of transit service.
- ▲ *99<sup>th</sup> Avenue West from Heard to Mc Cuen*  
This segment is incomplete and would improve residential access to public transportation.
- ▲ *Peary from 103<sup>rd</sup> Avenue West to Commonwealth (gaps)*  
If constructed this section would provide neighborhood connectivity.

- ▲ *97<sup>th</sup> Avenue West from Goodhue to Bowser*  
 This is a gap in the neighborhood sidewalk system that if completed would provide connectivity.

**Key Preservation Areas**

The following segments were inventoried in poor condition and found abutting or within two blocks of multiple pedestrian generators. See Figure 5.

- ▲ *Commonwealth from Gary to McGonagle St*  
 Commonwealth is the highest functionally classed route in Gary-New Duluth. Poor sidewalks in this section provide access to transit (and a shelter), a community center, park and church.
- ▲ *101<sup>st</sup> Avenue West from Stowe south to midblock*  
 Poor sidewalk conditions here serve a school, church, park and provide access to transit (shelter present).
- ▲ *Stowe from Commonwealth to 99<sup>th</sup> Avenue West*  
 Deficient sidewalk facilities offer access to a church, park, senior center and transit facilities (shelter as well).

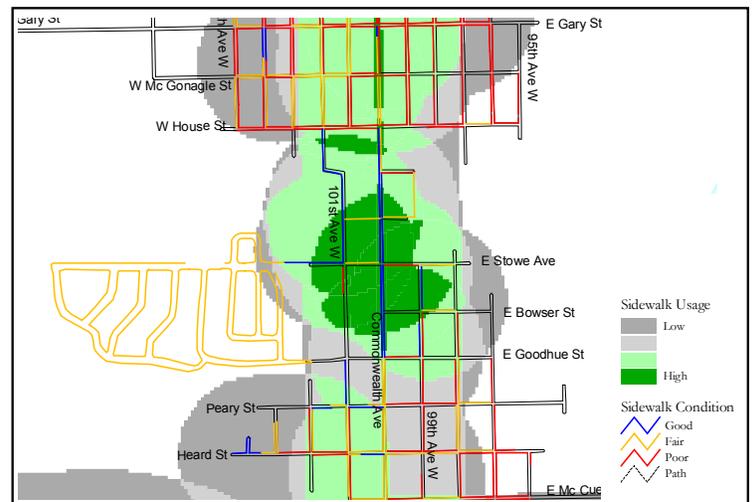


Figure 5  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 1b

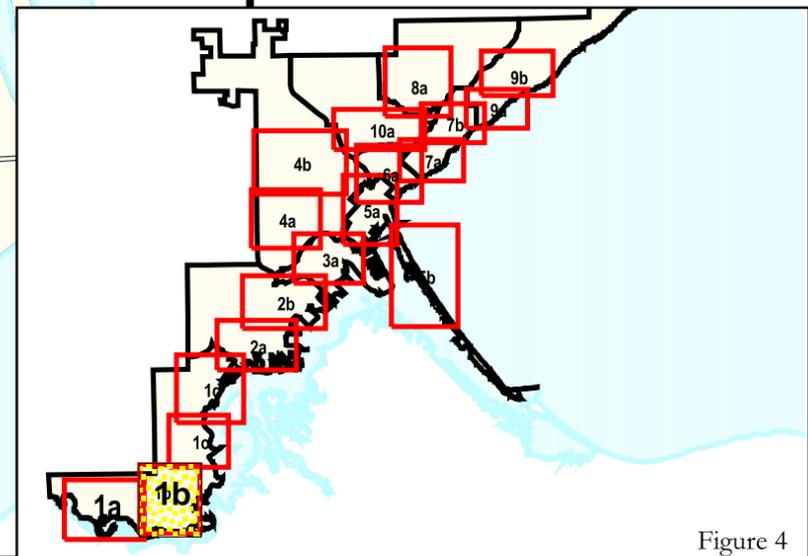
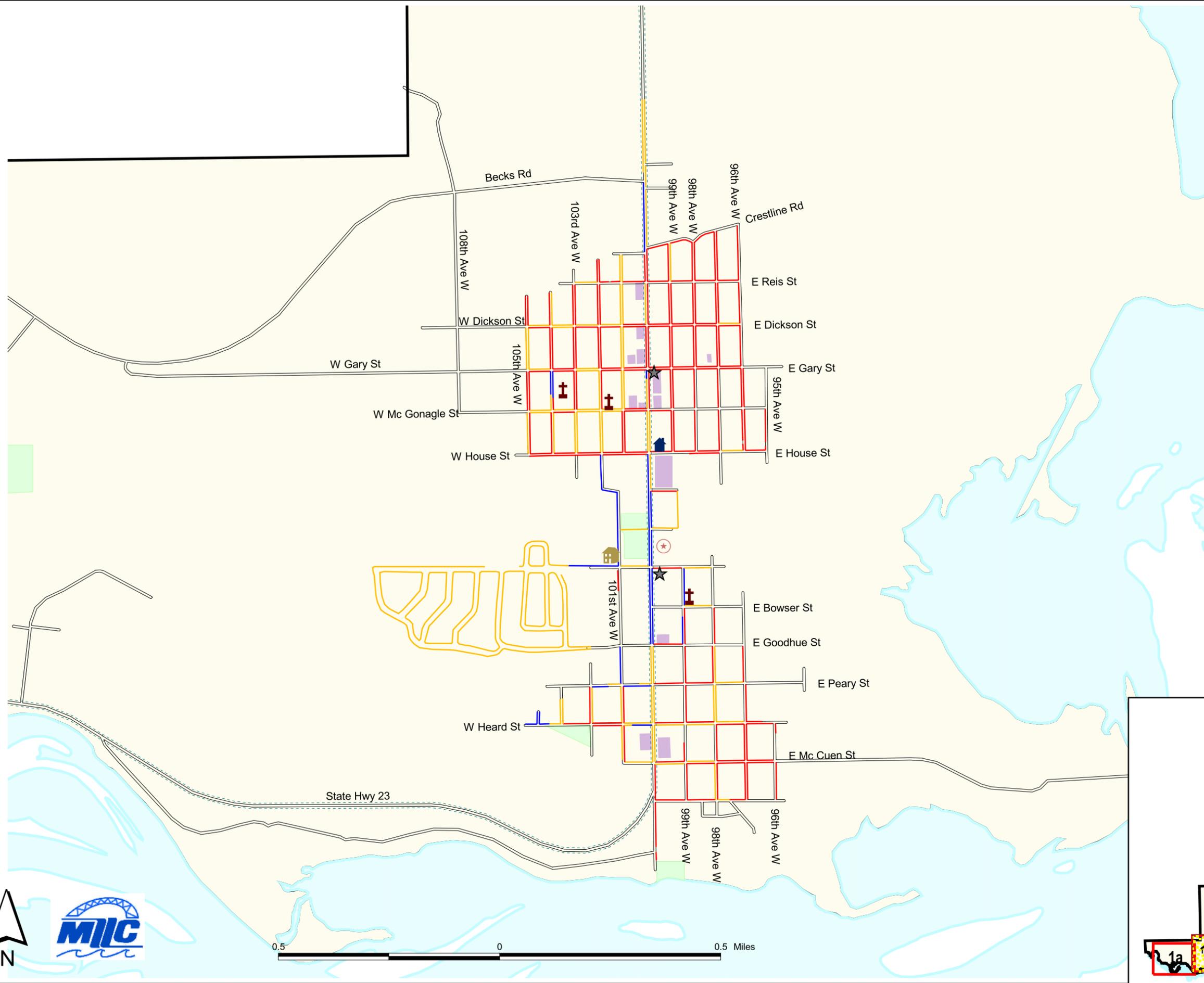
## Gary-New Duluth

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters



0.5 0 0.5 Miles

Figure 4

## Planning District 1: Morgan Park (Map 1C)

### ***System Gaps & Characteristics***

Morgan Park, a traditional neighborhood with curvilinear streets, was built by J.P. Morgan as a U.S. Steel company town. Many of these original homes are now on the historical register and the neighborhood is eligible to use CDBG funding to improve area sidewalks. Pending approval from the Community Development Committee and Duluth City Council, CDBG funding will be used in 2002 to improve sidewalks around Morgan Park School. Morgan Park is relatively well served with sidewalk infrastructure most of which is in fair or poor condition, see Figure 6. System gaps that were found in the neighborhood include:

- ▲ *Grand Avenue from north of Glencrest Ct to Zimmerly Avenue*  
Grand Avenue is functionally classified as a principal arterial and if constructed this segment would serve to connect Morgan Park to Gary-New Duluth and improve access to transit service. Portions of this segment show dirt paths indicating high use.
- ▲ *88<sup>th</sup> Avenue West from Concord to Falcon (Gaps)*  
The functional classification of 88<sup>th</sup> Avenue West is major

collector. Connecting the gaps in this section would provide access to retail and transit in Morgan Park's central business district.

- ▲ *Idaho/93<sup>rd</sup> Avenue West from 91<sup>st</sup> Avenue West to Falcon*  
This system gap would connect the neighborhood and provide transit access.
- ▲ *Grace from 90<sup>th</sup> Avenue West to 93<sup>rd</sup> Avenue West*  
If constructed this segment would provide neighborhood access to Morgan Park School and improve residential access to public transportation.
- ▲ *Hilton from 91<sup>st</sup> Avenue West to 93<sup>rd</sup> Avenue West*  
This system gap would improve residential access to a nearby transit route.
- ▲ *Falcon from 90<sup>th</sup> Avenue West to 93<sup>rd</sup> Avenue West*  
This is a gap in the continuity of the Morgan Park sidewalk system.

**Key Preservation Areas**

The following segments were inventoried in poor condition and found abutting or within two blocks of multiple pedestrian generators. See Figure 7.

- ▲ *88<sup>th</sup> Avenue West from Falcon to Hilton*  
 The functional classification of 88<sup>th</sup> Avenue West is major collector. Sidewalk here is in poor condition and provides access to a school, clinic, community center and transit service.
- ▲ *Falcon from 88<sup>th</sup> Avenue West to 87<sup>th</sup> Avenue West*  
 Sidewalks along this local street were found in poor condition and serve a park, clinic, community center and transit service.
- ▲ *Hilton from 88<sup>th</sup> Avenue West to 86<sup>th</sup> Avenue West*  
 Deficient sidewalk conditions here provide access to a park, community center and transit services.
- ▲ *86<sup>th</sup> Avenue West from Edward to Falcon*  
 Poor sidewalk conditions in this segment provide access to a park and transit service.
- ▲ *87<sup>th</sup> Avenue West from Edward to Falcon*  
 Sidewalks along this local street were found in poor condition and provide access to a park and transit service.
- ▲ *90<sup>th</sup> Avenue West from Falcon to Grace*  
 Substandard sidewalk conditions along this local street serve Morgan Park School and transit services.

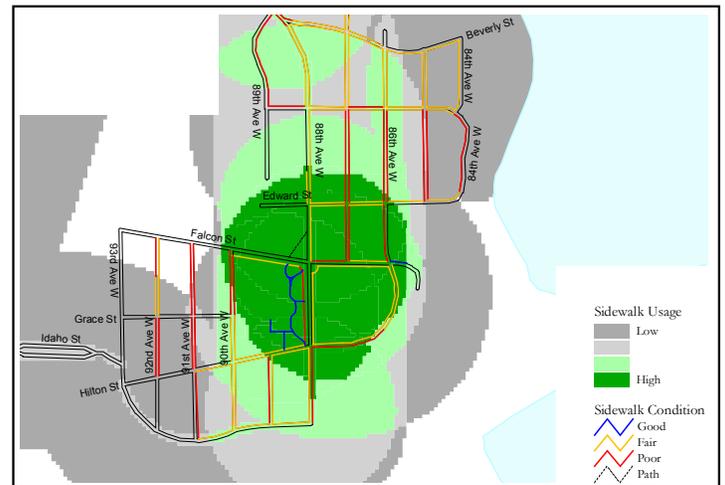


Figure 7  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 1c

Morgan Park

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters

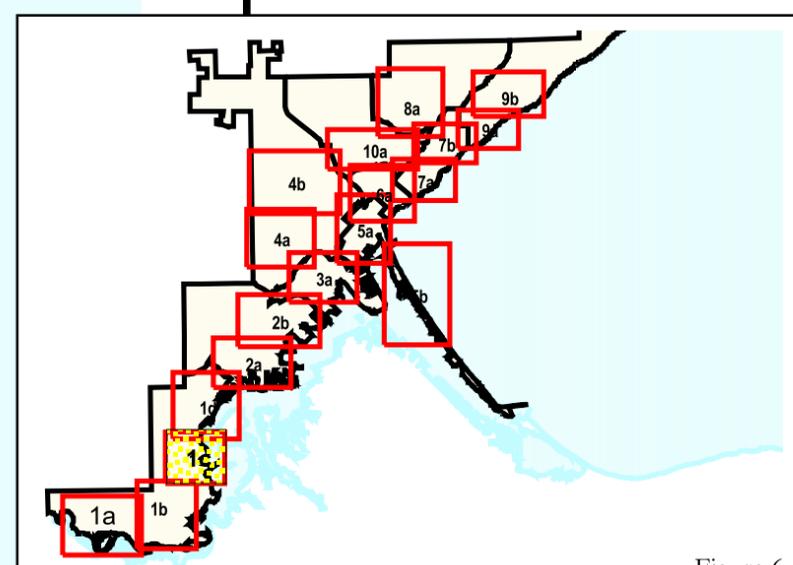


Figure 6

## Planning District 1: Riverside/Norton Park (Map 1D)

### ***System Gaps & Characteristics***

The Riverside and Norton Park neighborhoods have a somewhat disconnected sidewalk system, see Figure 8. Recommended segments for construction include:

- ▲ *Grand Avenue: from Spring to 85<sup>th</sup> Avenue West; from west of Bessemer to 84<sup>th</sup> Avenue West; from Clyde to Swenson (gaps)*  
Grand Avenue is a principle arterial and transit route with several shelters. If constructed, these sidewalk segments could connect neighborhoods and provide pedestrians with a safe route along a busy roadway.
- ▲ *Caldwell from 78<sup>th</sup> Avenue West to northeast of 76<sup>th</sup> Avenue West*  
This area serves a church and nearby transit facilities.
- ▲ *Industrial from Lenroot to 85<sup>th</sup> Avenue West*  
There are worn pedestrian paths in this area. If constructed, sidewalks here would provide neighborhood connectivity and access to transit service.
- ▲ *Grand Avenue Place/93<sup>rd</sup> Avenue West from Swenson to Gogebic*  
This local route has a gap in the sidewalk system and if constructed, it would serve local retail and connect existing sidewalk segments.
- ▲ *Keene from Grand Avenue to 93<sup>rd</sup> Avenue West*  
This segment, if constructed, would provide access to public transportation and connect existing sidewalk segments.
- ▲ *Pulaski from Grand Avenue to 72<sup>nd</sup> Avenue West*  
This missing segment would provide linkage to transit services.
- ▲ *St. Louis Court/View Crest Avenue from Industrial to end*  
This area has well worn pedestrian paths and if sidewalks were constructed here, residents would have improved access to transit and the nearby Munger Trail.
- ▲ *66th Avenue West from Fremont to Natchez*  
This section gap should be completed to provide network connectivity.
- ▲ *84th Avenue West/Coleman from existing sidewalk to 83<sup>rd</sup> Avenue West*  
This section is a gap in the sidewalk network and should be completed to provide neighborhood connectivity.

**Key Preservation Areas**

Sidewalk areas identified in poor condition and adjacent or within two blocks of multiple pedestrian destinations include (Figure 9):

- ▲ *Grand Avenue: from 78<sup>th</sup> Avenue West to 75<sup>th</sup> Avenue West; from west of 85<sup>th</sup> Avenue West to Bessemer (key area with no sidewalks)*

Nearby pedestrian destinations include a park, retail and transit service (shelter).

- ▲ *80<sup>th</sup> Avenue West from Grand Avenue to Coleman*

This poor sidewalk segment is in the vicinity of a park, community center and transit service.

- ▲ *78<sup>th</sup> Avenue West from Grand Avenue to Coleman*

This segment of poor sidewalk is close to a church and transit service.

- ▲ *76<sup>th</sup> Avenue West from Grand Avenue to Caldwell*

This segment is near a transit route (shelter).

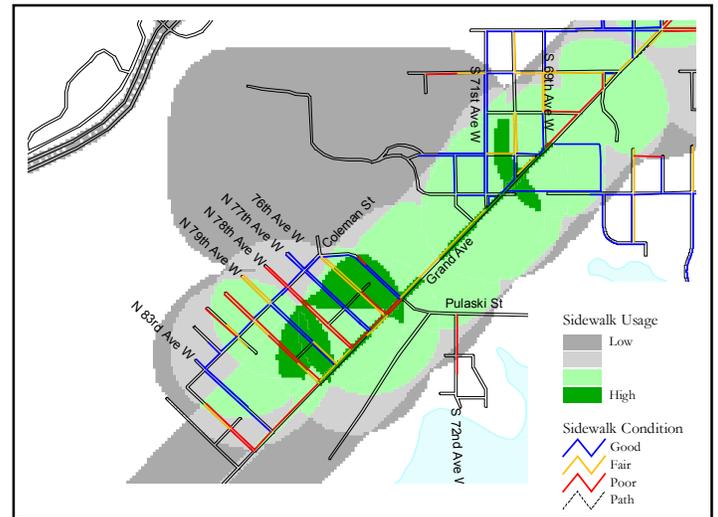


Figure 9  
This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 1d

Riverside-Norton Park

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters

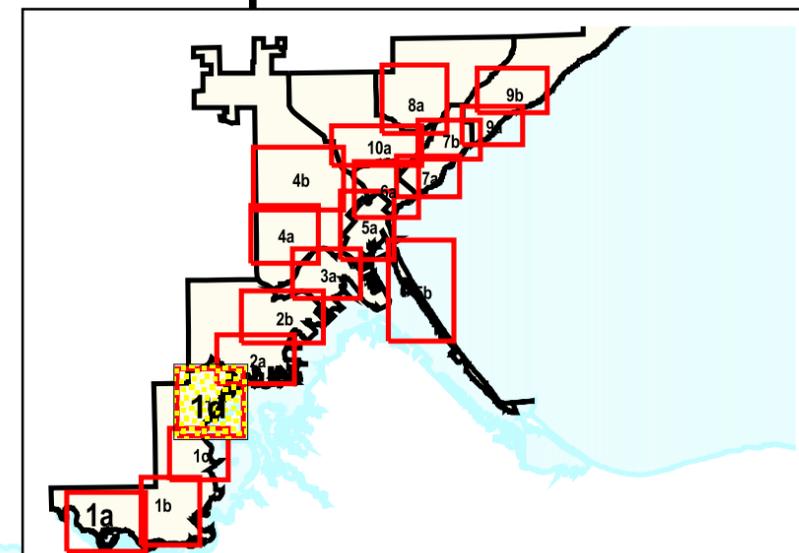
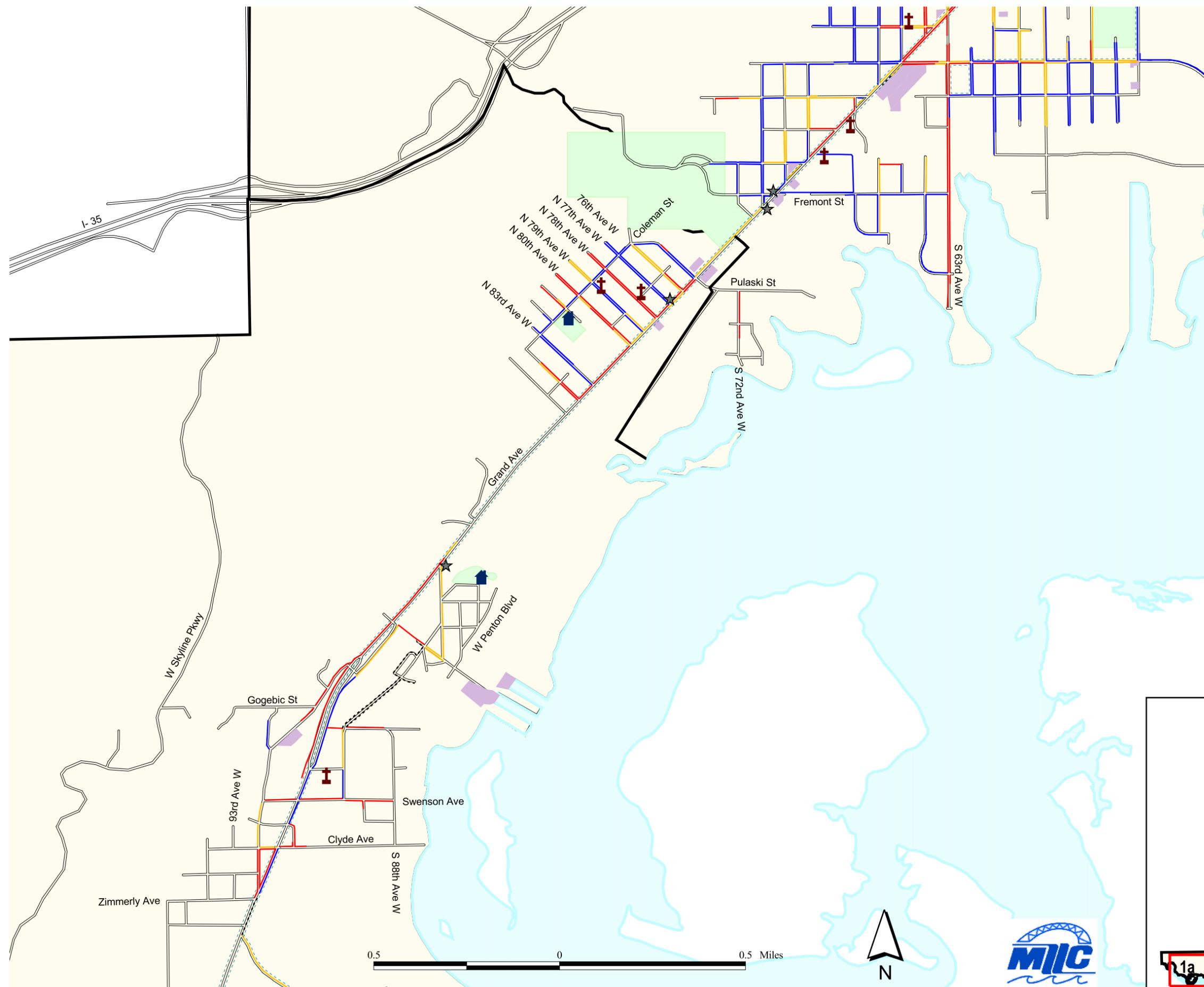


Figure 8

## Planning District 2

### ***Overall Conditions***

Planning District 2 covers the neighborhoods of Fairmont, Irving, Cody, Bayview Heights, Spirit Valley, Oneota and Denfeld. Within this district, the West Duluth neighborhood is eligible to use CDBG grants to improve sidewalks. The area has a good system of sidewalk infrastructure with an even split of sidewalks in good, fair and poor condition. Approximately two miles of sidewalk construction were recommended.

<b><i>Planning District 2</i></b>		
	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
<i>Sidewalks rated as "Good"</i>	<b>18.1 miles</b>	<b>32%</b>
<i>Sidewalks rated as "Fair"</i>	<b>19 miles</b>	<b>34%</b>
<i>Sidewalks rated as "Poor"</i>	<b>19 miles</b>	<b>34%</b>
<i>Total Miles of existing sidewalk</i>	<b>Approx 56.1 miles</b>	
<i>Areas without sidewalks that warrant new construction</i>	<b>Approx. 1.9 miles</b>	

## Planning District 2: Fairmont/Irving (Map 2A)

### ***System Gaps & Characteristics***

The sidewalk conditions in Fairmont/Irving are displayed in Figure 10. Recommended segments for construction include:

- ▲ *Grand Avenue from 66<sup>th</sup> Avenue West to Raleigh (gaps)*  
 This system gap along a principle arterial serves transit and retail. Additionally, a well-worn pedestrian path is present here warranting this recommendation.
- ▲ *57<sup>th</sup> Avenue West from Main to Raleigh*  
 This missing sidewalk segment serves a park, community center and transit.
- ▲ *72<sup>nd</sup> Avenue West from Grand Avenue to Fremont*  
 If constructed this sidewalk segment would provide direct access to a park and transit services.
- ▲ *52<sup>nd</sup> Avenue West from Ramsey to Bristol*  
 This gap in the sidewalk system is near retail and transit.
- ▲ *63<sup>rd</sup> Avenue West from Raleigh to Grand Avenue*  
 There is a break in the sidewalk system here, which should be constructed as the area provides access to transit services.
- ▲ *Sherburne from 69<sup>th</sup> Avenue West to 71<sup>st</sup> Avenue West*  
 This system gap provides access to transit services.
- ▲ *70<sup>th</sup> Avenue West from Redruth to Sherburne*  
 This section has a gap in the sidewalk system and if constructed it would provide greater connectivity for neighborhood pedestrians.
- ▲ *Main from Grand Avenue to 67<sup>th</sup> Avenue West (gaps)*  
 This section has a gap in the sidewalk system and if constructed it would provide greater connectivity for neighborhood pedestrians.
- ▲ *Nicollet from 64<sup>th</sup> Avenue West to 63<sup>rd</sup> Avenue West*  
 This section gap, if constructed, would provide greater connectivity for neighborhood pedestrians.
- ▲ *Raleigh from 67<sup>th</sup> Avenue West to 68<sup>th</sup> Avenue West*  
 This section is the only gap in the existing sidewalk system along Raleigh and if constructed it would provide greater connectivity for neighborhood pedestrians.

- ▲ *Roosevelt from 66<sup>th</sup> Avenue West to 65<sup>th</sup> Avenue West*  
 This section is the only gap in the sidewalk system along Roosevelt and if constructed it would provide greater connectivity for neighborhood pedestrians.
- ▲ *Westgate Boulevard from Cody to 65<sup>th</sup> Avenue West*  
 This section gap, if constructed, would connect existing sidewalk segments and improve the neighborhood sidewalk network.

**Key Preservation Areas**

Key areas identified in poor condition and adjacent to multiple pedestrian destinations include (Figure 11):

- ▲ *57<sup>th</sup> Avenue West from Nicollet to Main*  
 This section of poor sidewalk, along a local street, is critically important to maintain in good condition as it is in the vicinity of a church, park and community center.

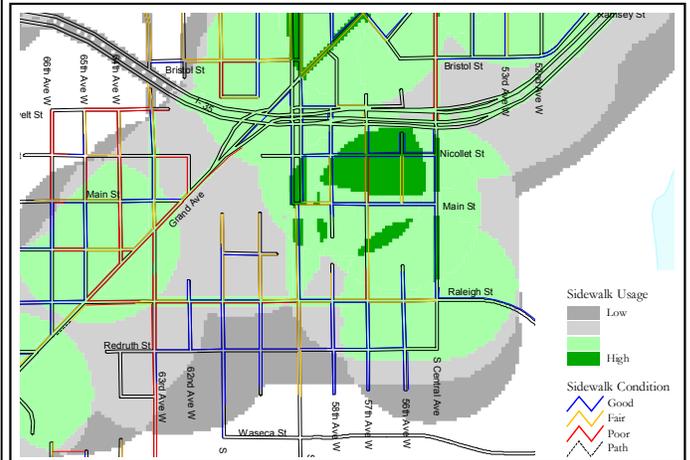
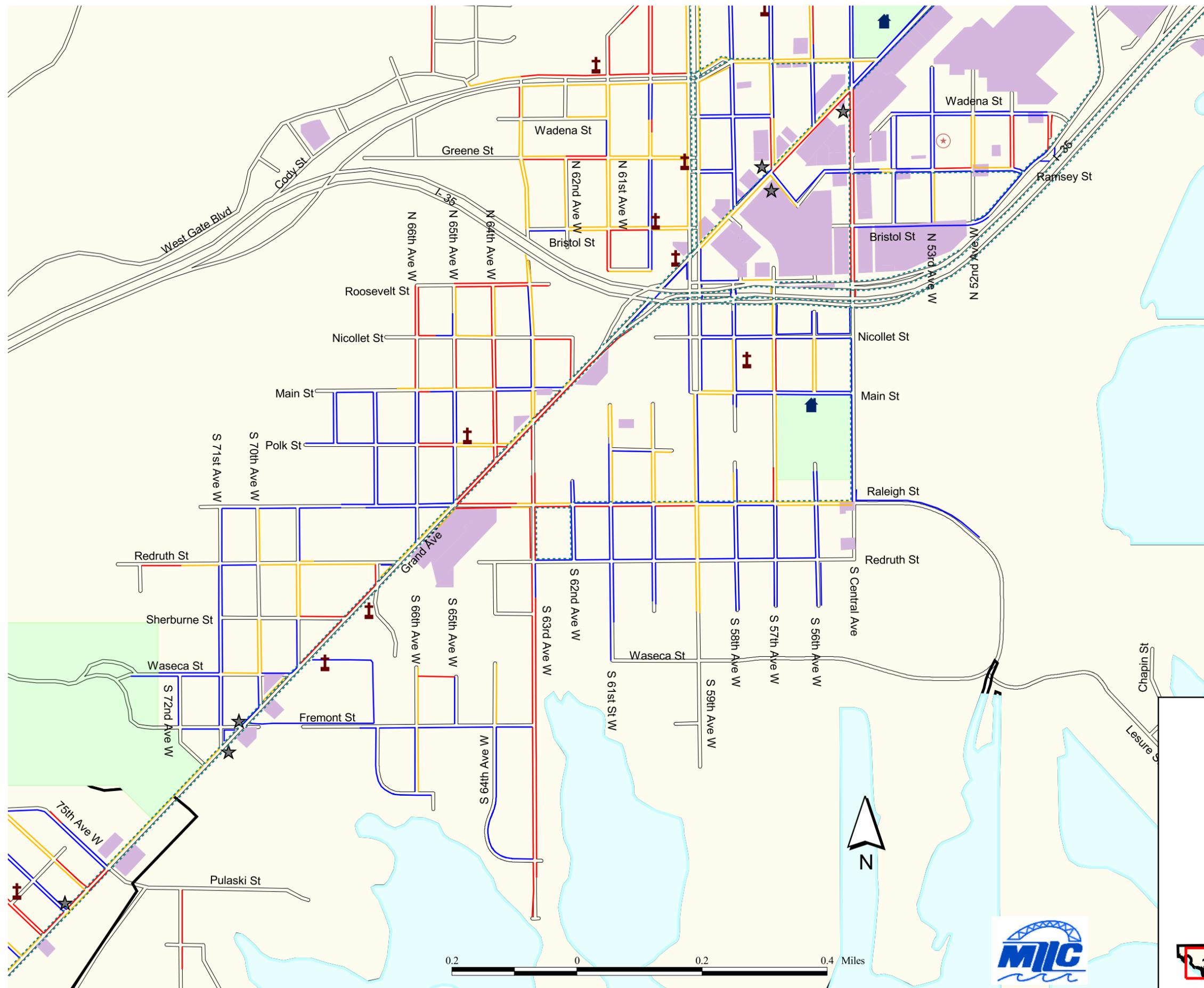


Figure 11  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 2a

## Fairmont-Irving



### Sidewalk Condition

- Good
- Fair
- Poor
- Path

### Duluth Pedestrian Destinations

- Church
- Clinic
- Community Center
- Hospital
- Senior Apts.
- School
- Retail
- Parks
- Transit Routes
- Bus Shelters

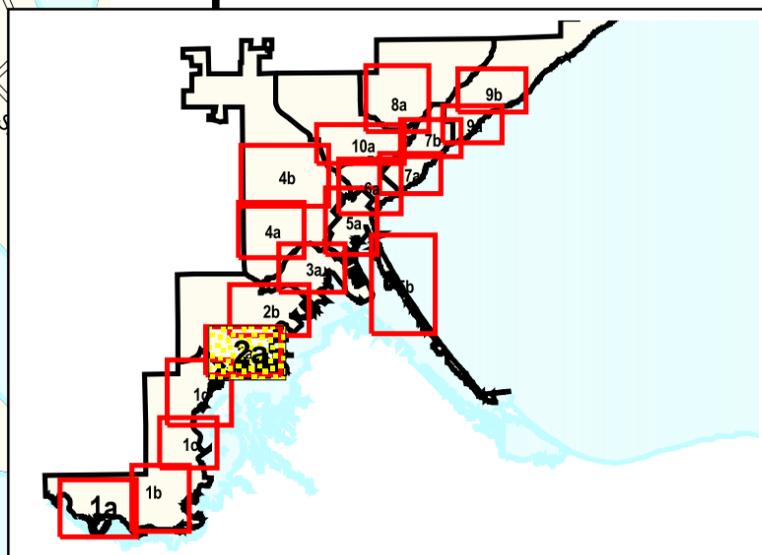


Figure 10

## Planning District 2: Bayview/Spirit Valley/Oneota/Denfled (Map 2B)

### **System Gaps & Characteristics**

This neighborhood is well served with sidewalk infrastructure, which varies in condition (Figure 12).

Recommended segments for construction include:

- ▲ *Grand Avenue from 46<sup>th</sup> Avenue West to 44<sup>th</sup> Avenue West*  
Grand Avenue is a minor arterial and the construction of this segment would serve retail and transit (including a shelter).
- ▲ *40<sup>th</sup> Avenue West from 2<sup>nd</sup> St to Superior*  
This gap in connectivity along a minor arterial roadway would provide direct access to retail and transit.
- ▲ *46<sup>th</sup> Avenue West from 1<sup>st</sup> St to Grand Avenue*  
This gap in connectivity along a minor arterial roadway would provide direct access to retail and transit.
- ▲ *4<sup>th</sup> St from 54<sup>th</sup> Avenue West to 48<sup>th</sup> Avenue West*  
This gap in the sidewalk system provides access to a senior center and is within two blocks of transit service.

- ▲ *39<sup>th</sup> Avenue West from 2<sup>nd</sup> St to Superior*  
This break in sidewalk connectivity abuts retail and is within two blocks of transit service. A well-worn pedestrian path is visible indicating high use and need for sidewalk construction.

- ▲ *Medina from Central to 57<sup>th</sup> Avenue West*  
This is the only gap in the sidewalk system along Medina and if constructed would improve system connectivity and residential transit access.

- ▲ *Lexington from 63<sup>rd</sup> Avenue West to 64<sup>th</sup> Avenue West*  
If constructed this segment would connect existing sidewalks and improve the neighborhood sidewalk system.

### **Key Preservation Areas**

Key areas identified in poor condition and adjacent or within two blocks of multiple and important pedestrian destinations include (Figure 13):

- ▲ *Grand Avenue: from 44<sup>th</sup> Avenue West to 42<sup>nd</sup> Avenue West; 47<sup>th</sup> Avenue West to 48<sup>th</sup> Avenue West*

These poor sidewalk segments serve churches, clinics, retail and transit (shelter as well).



# Planning District 2b

Spirit Valley, Oneota  
Bayview, Denfeld

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters

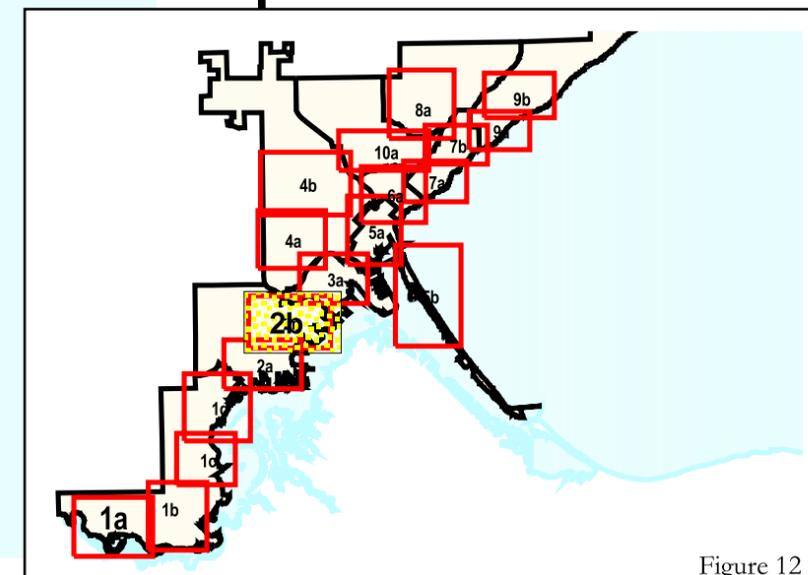
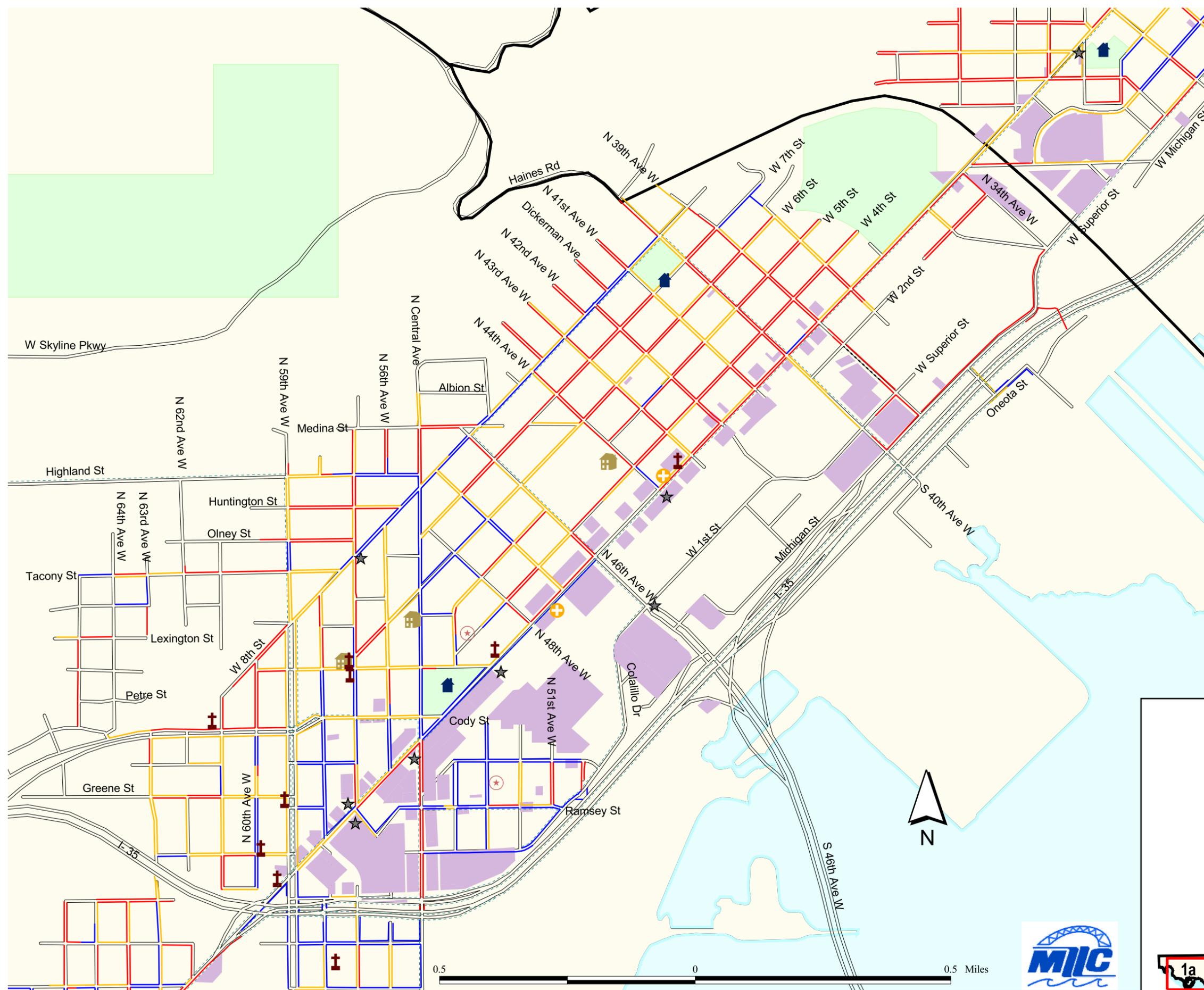


Figure 12

## Planning District 3: Lincoln Park (Map 3A)

### **Overall Condition**

Planning District 3 fully encompasses Lincoln Park, one of Duluth’s oldest neighborhoods. The majority of sidewalk conditions in this neighborhood are in poor to fair condition. Approximately two miles of new sidewalk construction is recommended.

### **System Gaps & Characteristics**

Lincoln Park has been targeted for revitalization efforts by the city particularly regarding housing (“Hope in Lincoln Park”). Lincoln Park is eligible for CDBG funding and has utilized these funds effectively to improve ailing sidewalks. Lincoln Park has an extensive business district and park system. Although the sidewalk system is well-formed, there are a few gaps impeding the system from being comprehensive (Figure 14). Those areas include:

- ▲ *Superior from 34<sup>th</sup> Avenue West to 28<sup>th</sup> Avenue West (gaps)*  
Superior Street is a major collector and if sidewalks were constructed here pedestrians would have a safe route along a busy street as well as access to transit service and retail.

<b>Planning District 3</b>		
	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
<i>Sidewalks rated as "Good"</i>	<b>3.6 miles</b>	<b>11%</b>
<i>Sidewalks rated as "Fair"</i>	<b>14.4 miles</b>	<b>42%</b>
<i>Sidewalks rated as "Poor"</i>	<b>15.9 miles</b>	<b>47%</b>
<i>Total Miles of existing sidewalk</i>	<b>approximately 33.9 miles</b>	
<i>Areas without sidewalks that warrant new construction</i>	<b>approximately 1.86 miles</b>	

- ▲ *3<sup>rd</sup> Street from 18<sup>th</sup> Avenue West to east of 17<sup>th</sup> Avenue West (existing sidewalk)*  
If constructed, this segment would improve neighborhood connectivity between Lincoln Park, Piedmont and Observation Hill and would link existing sidewalk systems.
- ▲ *26<sup>th</sup> Avenue West from 1<sup>st</sup> Street to 3<sup>rd</sup> Street*  
No sidewalk exists in this segment and a well-worn

pedestrian path is visible. This area provides access to transit service and would benefit from sidewalk construction.

- ▲ *Piedmont from 5<sup>th</sup> Street to 7<sup>th</sup> Street*  
 This area serves retail and if constructed would allow pedestrians safety along a busy roadway as well as access to those facilities.
- ▲ *27<sup>th</sup> Avenue West from Skyline to 15<sup>th</sup> Street*  
 This one block segment is the only missing link along 27<sup>th</sup> Avenue West and if constructed would complete this gap in the pedestrian network.
- ▲ *Atlantic Avenue from Wellington to Exeter*  
 This is a gap in the pedestrian network and if constructed it would connect existing sidewalk segments.
- ▲ *Michigan Avenue from 6<sup>th</sup> Street to Devonshire (gaps)*  
 These two missing blocks of sidewalk would help complete the Lincoln Park sidewalk network.
- ▲ *Pacific Avenue from 7<sup>th</sup> Street to Wellington*  
 If constructed, this segment would connect existing sidewalks

and aid neighborhood connectivity.

- ▲ *Piedmont from 18<sup>th</sup> Avenue West to 3<sup>rd</sup> Street*  
 This is a gap in the connectivity of the pedestrian network of Lincoln Park. The terrain may impede the construction of this segment, however the new alignment of Piedmont will reopen this route to travel and may necessitate the construction of a safe sidewalk route.
- ▲ *Winnipeg Avenue from Grand Avenue to Exeter*  
 This is a gap in the connectivity of the pedestrian network in Lincoln Park.

### **Key Preservation Areas**

It is critical to first fix those poorly rated areas that are used the most and located near various pedestrian generators (Figure 15). Those segments include:

- ▲ *Piedmont from Garfield to 1<sup>st</sup> Street*  
 Piedmont is a minor arterial and this poor section of sidewalk serves a church, park, retail and transit (shelter present).
- ▲ *Michigan Street from 18<sup>th</sup> Avenue West to Lower Michigan*  
 Michigan Street is a minor arterial and poor sidewalks in

this section serve retail, a church and provide access to transit service (via steps up to Garfield).

- ▲ *1<sup>st</sup> Street from 22<sup>nd</sup> Avenue West to 14<sup>th</sup> Avenue West*  
First Street is a minor arterial and poor sidewalk in this area serves a park and retail.
- ▲ *3<sup>rd</sup> Street from Devonshire to 21<sup>st</sup> Avenue West*  
Third Street is a major collector route and poor sidewalk segments here serve a church, park, community center, retail and transit service (shelter).
- ▲ *21<sup>st</sup> Avenue West from Superior to 2<sup>nd</sup> Street*  
Sidewalks here run along a major collector and serve a church, retail and transit service (shelter present).
- ▲ *27<sup>th</sup> Avenue West from 3<sup>rd</sup> Street to 5<sup>th</sup> Street*  
Sidewalks along this major collector were in poor condition and provide access to a church, park and transit service (shelter also present).
- ▲ *Superior from Garfield to Lower Michigan*  
Poor sidewalks along this major collector serve a church, retail

and provide access to transit to service (shelter nearby).

- ▲ *20<sup>th</sup>/19<sup>th</sup> Avenue West from 1<sup>st</sup> Street to 4<sup>th</sup> Street*  
Poor sidewalks along this major collector serve a senior center and retail.
- ▲ *Michigan Avenue from Devonshire to 3<sup>rd</sup> Street*  
Sidewalk here was found in poor condition and serves a park, community center, retail and transit service (shelter nearby).
- ▲ *Vernon/30<sup>th</sup> Avenue West from 1<sup>st</sup> Street to 3<sup>rd</sup> Street*  
This poor section of sidewalk provides access to a park, community center and transit service (shelter nearby).
- ▲ *23<sup>rd</sup> Avenue West from 4<sup>th</sup> Street to 5<sup>th</sup> Street*  
Poor sidewalks here provide access to a school, church and transit service.
- ▲ *28<sup>th</sup> Avenue West from 1<sup>st</sup> Street to 3<sup>rd</sup> Street*  
Sidewalk here was found in poor condition and provides access to retail and transit service.
- ▲ *Chestnut from Winnipeg to Grand Forks*  
Sidewalk here was found in poor condition and provides pedestrians with access to a park,

community center and transit service.

- ▲ *Grand Forks from Chestnut to Vernon*  
Poorly rated sidewalk segments here serve a park, community center and transit service.
- ▲ *Devonshire from Pacific Avenue to Winnipeg*  
Poorly inventoried sidewalk here provides access to transit service and a shelter facility.
- ▲ *Exeter from Grand Forks to Michigan Avenue*  
Poor sidewalk here provides pedestrians access to transit service.

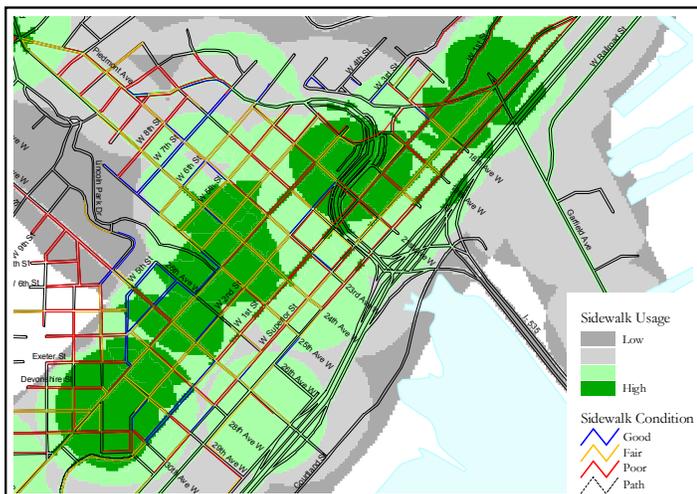


Figure 15  
This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 3a

Lincoln Park

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters

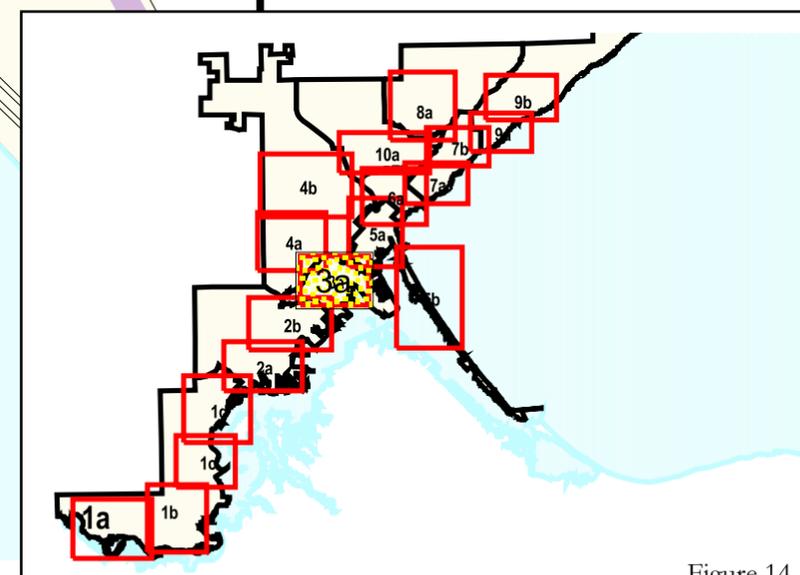
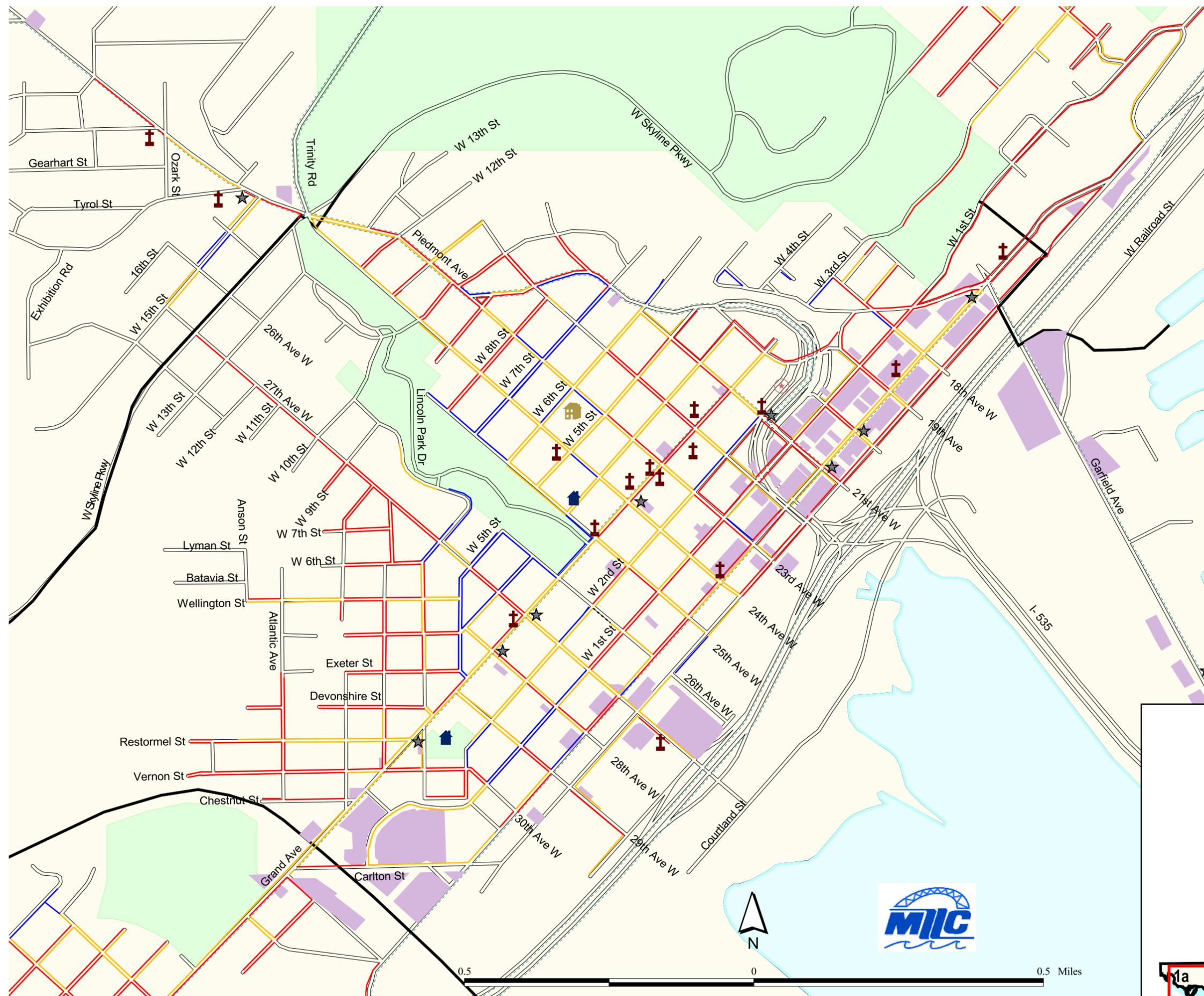


Figure 14

## Planning District 4

### **Overall Condition**

Planning District 4 serves the neighborhoods of Piedmont Heights and Duluth Heights.

Few sidewalks exist and the majority are in fair condition. New sidewalks were recently installed in the Miller Hill Mall area. Approximately four miles of sidewalk construction were recommended for the district.



Miller Hill Mall sidewalks being constructed along Maple Grove Road.



New Miller Hill sidewalk abutting Maple Grove Road.

### **Planning District 4**

	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
<i>Sidewalks rated as "Good"</i>	<b>4.3 miles</b>	<b>34%</b>
<i>Sidewalks rated as "Fair"</i>	<b>6.6 miles</b>	<b>51%</b>
<i>Sidewalks rated as "Poor"</i>	<b>1.9 miles</b>	<b>15%</b>
<i>Total Miles of existing sidewalk</i>	<b>approximately 12.8 miles</b>	

*Areas without sidewalks that warrant new construction*

**approximately 3.94 miles**

## Planning District 4: Piedmont Heights (Map 4A)

### System Gaps & Characteristics

Piedmont Heights has little sidewalk infrastructure and what exists follows main roadways, see Figure 16. There are gaps within the existing sidewalk network in Piedmont Heights, including:

- ▲ *Piedmont Avenue from Hillcrest to Chambersburg*  
 Piedmont Avenue, a minor arterial, lacks sidewalks between Hillcrest and Chambersburg which is a safety hazard for neighborhood pedestrians. If constructed this segment would serve various retail shops, transit services and provide neighborhood connectivity.
- ▲ *Ensign from Piedmont Avenue to Chambersburg*  
 The presence of a church, retail and access to transit service warrants the construction of this missing link.
- ▲ *23<sup>rd</sup> Street from Piedmont Avenue to the Piedmont Community Center*  
 This missing section of sidewalk if constructed would serve a park, community center and access to transit service.

### Key Preservation Areas

It is critical to first fix those poorly rated areas that are used the most and located near multiple pedestrian destinations (Figure 17). These sidewalk areas include:

- ▲ *Piedmont Avenue from Skyline to Hutchinson*  
 This section of sidewalk along Piedmont Avenue, a minor arterial, was found in poor condition and serves a church, park, retail and transit service (shelter also nearby). Note the second pedestrian generator center in Piedmont Heights does not have sidewalk infrastructure.

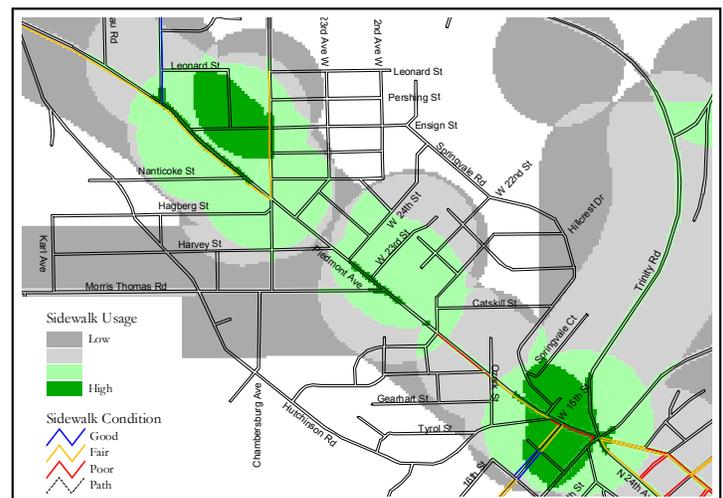


Figure 17  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 4a

## Piedmont Heights

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters

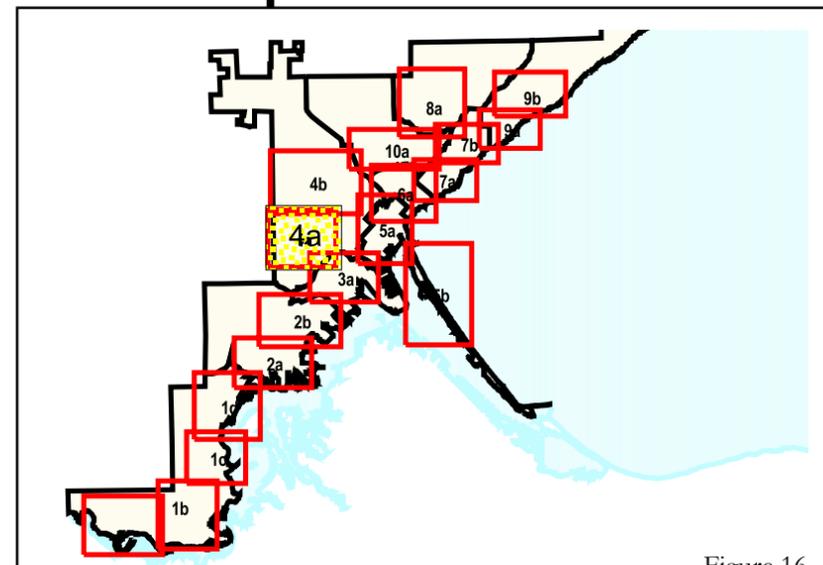


Figure 16

## Planning District 4: Duluth Heights (Map 4B)

### ***System Gaps & Characteristics***

The Duluth Heights sidewalk system is shown in Figure 18. The network appears to be sparse and irregular. Areas where new sidewalk facilities should be considered include:

- ▲ *Central Entrance from Anderson to Maple Grove (both sides); Myrtle Place to Pecan*  
Central Entrance is a principal arterial with heavy traffic and is a major retail corridor. Although this area is built to accommodate the automobile, pedestrians do frequent the area and it is unsafe to have them walking along the highway. This segment would connect the existing sidewalk system of Duluth Heights to shopping districts east of the Miller Hill Mall Area including the Stone Ridge Shopping Center. The second segment would provide direct access to various retail destinations along Central Entrance as well as transit service.
- ▲ *Upham Road from Stroll Avenue to Pecan.*  
This gap in the sidewalk system, if constructed, would improve access to various retail destinations and transit service.
- ▲ *Basswood from Orange to Quince*  
This missing sidewalk segment, if constructed, would help to complete the existing sidewalk network in Duluth Heights and improve neighborhood connectivity.
- ▲ *Orange from Arlington to Robin*  
Various sidewalk gaps exist along this stretch and should be completed so that it's contiguous.
- ▲ *Palm from Oregon to Robin (gaps)*  
Gaps exist along Palm Street and should be completed to form a contiguous sidewalk network.
- ▲ *Quince from Arlington to Basswood*  
Sidewalk segments along Quince are disconnected from the rest of the neighborhood sidewalk system and should be connected.
- ▲ *Robin from Central Entrance to Orange*  
Sidewalk segments terminate at Robin. To complete the sidewalk network, facilities should be constructed along Robin to connect pedestrians to sidewalks along Central Entrance.

### ***Key Preservation Areas***

There were no poorly rated sidewalks within highly concentrated

pedestrian generator areas. This is because few sidewalks exist in Duluth Heights. Figure 19, displays the overlay analysis findings, which indicate that the neighborhood's center of pedestrian activity has no sidewalk facilities. Present pedestrian generators include a park, community center, church, senior center, transit service and an important functionally classified roadway.

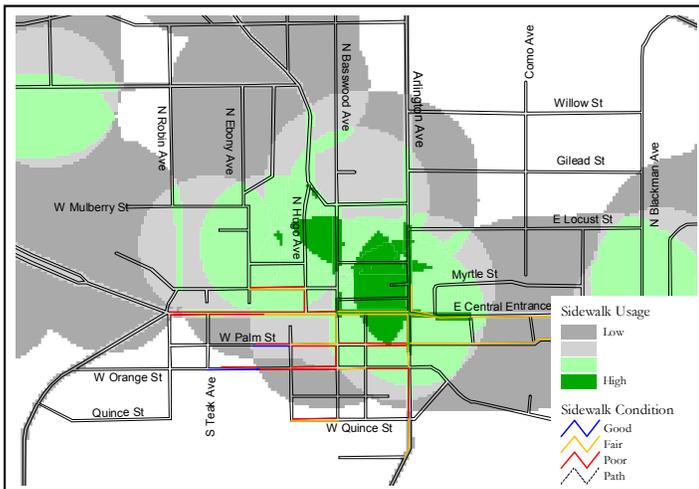


Figure 19  
This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 4b

## Duluth Heights

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks
-  Transit Routes
-  Bus Shelters

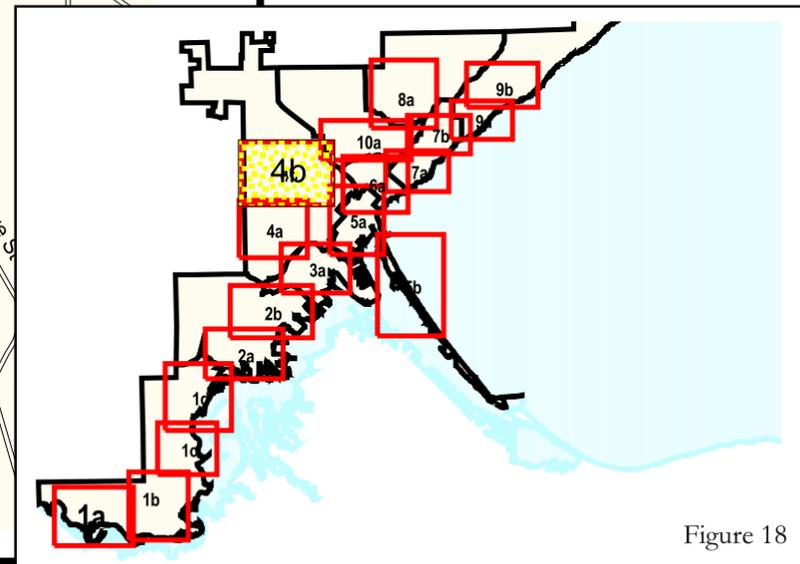
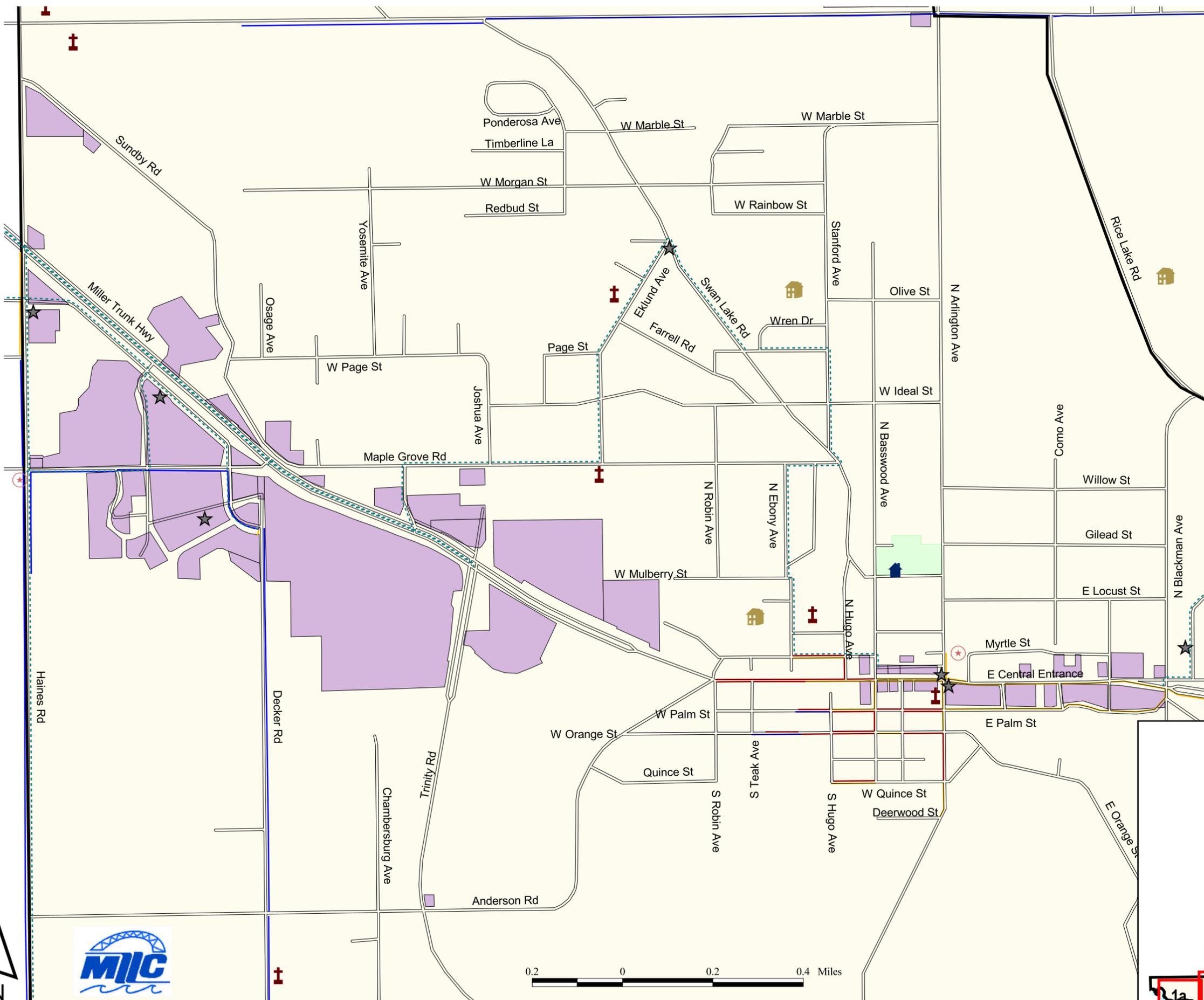


Figure 18

## Planning District 5

### **Overall Condition**

Planning District 5 encompasses Downtown Duluth (including the Central Hillside neighborhood) and Park Point. The district is drastically diverse with some of the highest and lowest property values and incomes. The Central Hillside neighborhood is eligible to receive CDBG funding to improve sidewalk conditions. Within the district is Duluth's Lakewalk Trail, the city's major pedestrian attraction. There is a good system of sidewalk infrastructure in this district, however the majority of it is in fair or poor condition. Sidewalk conditions were generally good in Downtown Duluth and Canal Park, as they are major employment and tourist destinations. Approximately three miles of sidewalk construction was recommended for the district, primarily to connect existing segments.



Downtown Duluth is a major pedestrian destination therefore sidewalks are generally found in good condition.

<b>Planning District 5</b>		
	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
<i>Sidewalks rated as "Good"</i>	<b>9.9 miles</b>	<b>20%</b>
<i>Sidewalks rated as "Fair"</i>	<b>19.6 miles</b>	<b>40%</b>
<i>Sidewalks rated as "Poor"</i>	<b>20 miles</b>	<b>40%</b>
<i>Total Miles of existing sidewalk</i>	<b>approximately 49.5 miles</b>	
<i>Areas without sidewalks that warrant new construction</i>	<b>approximately 2.87 miles</b>	



Canal Park is a major tourist destination and sidewalks here are maintained in good condition.

## Planning District 5: Downtown Duluth (Map 5A)

### **System Gaps & System Gaps & Characteristics**

Downtown Duluth has an incredibly comprehensive sidewalk system (Figure 20) however some gaps do exist including:

- ▲ *Central Entrance from Blackman to Pecan*  
Central Entrance is a busy principle arterial and serves such pedestrian generators as a church, retail and transit service.
- ▲ *Mesaba Avenue from 4<sup>th</sup> Street to 2<sup>nd</sup> Avenue West*  
This gap in the sidewalk system along Mesaba, a heavily traveled principle arterial, provides access to retail and transit.
- ▲ *9<sup>th</sup> Street from 5<sup>th</sup> Avenue East to 8<sup>th</sup> Avenue East*  
Ninth Street is a minor arterial and this missing sidewalk area abuts retail and a transit route.
- ▲ *6<sup>th</sup> Avenue East from 9<sup>th</sup> Street to 13<sup>th</sup> Street*  
This major collector route is a transit route and provides access to retail. If this segment were constructed it would improve neighborhood connectivity.
- ▲ *3<sup>rd</sup> Street from Mesaba to 8<sup>th</sup> Avenue West*  
This major collector is a transit route and provides direct access to a church.
- ▲ *7<sup>th</sup> Street from Skyline to 3<sup>rd</sup> Avenue West*  
Seventh Street is a major collector and transit route.
- ▲ *Observation Rd from Skyline to 6<sup>th</sup> Street*  
Observation Road is a major collector and transit route. This segment would complete the sidewalk system along Observation and connect it to sidewalk along Skyline.
- ▲ *West Skyline Parkway from 7<sup>th</sup> Avenue West to 8<sup>th</sup> Street*  
Skyline Parkway is a major collector and transit route. If constructed, this segment would connect existing sidewalk.
- ▲ *7<sup>th</sup> Avenue East from 1<sup>st</sup> Street to 2<sup>nd</sup> Street*  
Seventh Avenue East is a major collector and this is the only sidewalk gap along the street.

### **Key Preservation Areas**

Poorly rated sidewalks which fall within the green shaded areas indicate facilities abutting or within a two-block radius of multiple pedestrian generators and are

considered priority to repair (Figure 21). Those facilities include:

- ▲ *Mesaba Avenue from 1<sup>st</sup> Street to 2<sup>nd</sup> Street*  
Mesaba Avenue is a busy principle arterial and transit route with poor sidewalk conditions and nearby retail destinations.
- ▲ *Superior Street from 10<sup>th</sup> Avenue East to 12<sup>th</sup> Avenue East*  
Superior Street is a minor arterial and transit route (shelter). Poor sidewalk conditions here serve activity centers such as a hospital complex, church, clinic and retail.
- ▲ *2<sup>nd</sup> Street from 6<sup>th</sup> Avenue East to 12<sup>th</sup> Avenue East; 1<sup>st</sup> Avenue West to 1<sup>st</sup> Avenue East*  
Second Street is a minor arterial and transit route. Poorly rated sidewalks here serve a school, clinic, senior center and retail.
- ▲ *Lake Avenue from 2<sup>nd</sup> Street to 5<sup>th</sup> Street*  
Lake Avenue is a minor arterial and deficient sidewalks in this area provide connectivity to a school, clinic, community center and transit service.
- ▲ *3<sup>rd</sup> Street from 1<sup>st</sup> Avenue West to Lake Avenue*  
Third Street is a minor arterial and transit route with sidewalks

in poor condition serving a community center.

- ▲ *12<sup>th</sup> Avenue East from Superior to 3<sup>rd</sup> Street*  
Twelfth Avenue East is a minor arterial and transit route with deficient sidewalk conditions that serve retail.
- ▲ *1<sup>st</sup> Street from 10<sup>th</sup> Avenue East to 12<sup>th</sup> Avenue East; 3<sup>rd</sup> Avenue East to 8<sup>th</sup> Avenue East; 8<sup>th</sup> Avenue West to Mesaba*  
First Street is a major collector and transit route (shelter) serving multiple pedestrian generators. Poor sidewalks along First Street provide access to a church, clinic, hospital, park and retail.
- ▲ *1<sup>st</sup> Avenue East from 1<sup>st</sup> Street to 5<sup>th</sup> Street*  
First Avenue East is a major collector with poorly rated sidewalks providing access to a school, community center, retail and transit service.
- ▲ *10<sup>th</sup> Avenue East from 3<sup>rd</sup> Street to 4<sup>th</sup> Street*  
Tenth Avenue East is a major collector with poor sidewalks serving a church, retail and transit service.

- ▲ *2<sup>nd</sup> Avenue East from south of 3<sup>rd</sup> Street to 5<sup>th</sup> Street*  
 Second Avenue East is a major collector with deficient sidewalks serving retail and transit.
- ▲ *8<sup>th</sup> Avenue East from 2<sup>nd</sup> Street to 3<sup>th</sup> Street*  
 Poor sidewalks here serve a church, clinic, senior center, retail and transit service.
- ▲ *5<sup>th</sup> Street from Lake Avenue to 9<sup>th</sup> Avenue East (poor sidewalk within green shaded areas)*  
 Poor sidewalks in this section provide access to a church, clinic, retail and transit service.
- ▲ *13<sup>th</sup> Ave E from 2<sup>nd</sup> Street to 3<sup>th</sup> Street*  
 Deficient sidewalk conditions here provide connectivity to a school, park, retail and transit service.
- ▲ *3<sup>rd</sup> Avenue East from 4<sup>th</sup> Street to 5<sup>th</sup> Street*  
 Poorly rated sidewalk conditions here serve a church, retail and transit service.
- ▲ *9<sup>th</sup> Avenue East from 3<sup>rd</sup> Street to 5<sup>th</sup> Street*  
 Poor sidewalks here serve a church, retail and transit service.

- ▲ *8<sup>th</sup> Avenue West from 1<sup>st</sup> Street to 3<sup>rd</sup> Street*  
 Poor sidewalk conditions within this area provide access to a church as well as transit service.

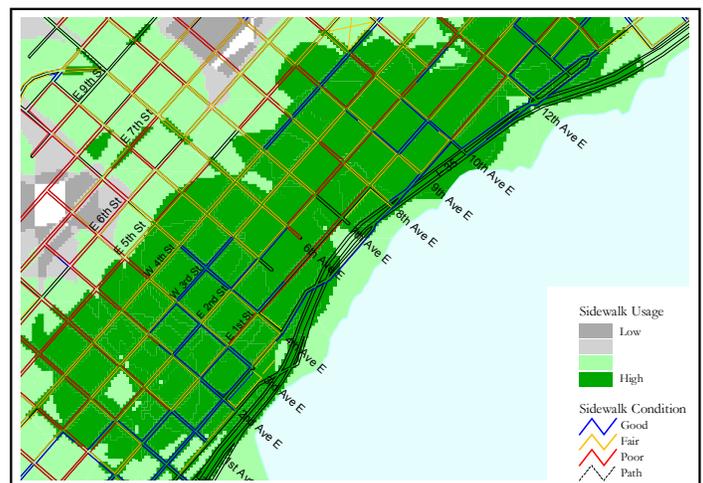


Figure 21  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 5a

Downtown  
Central Hillside

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

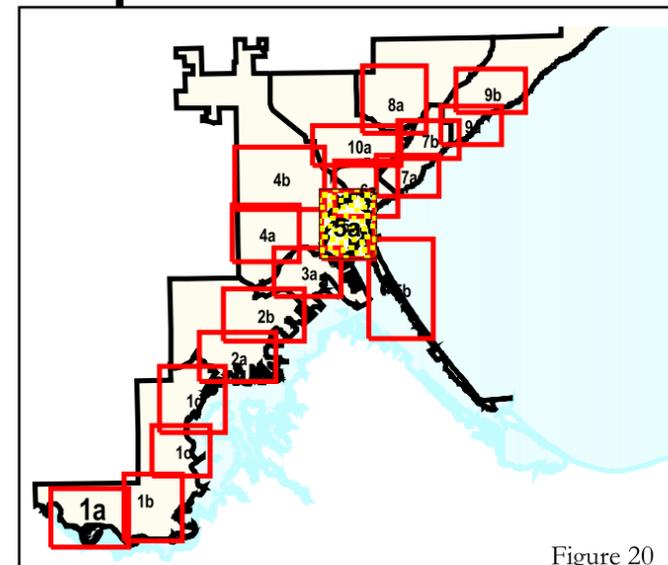
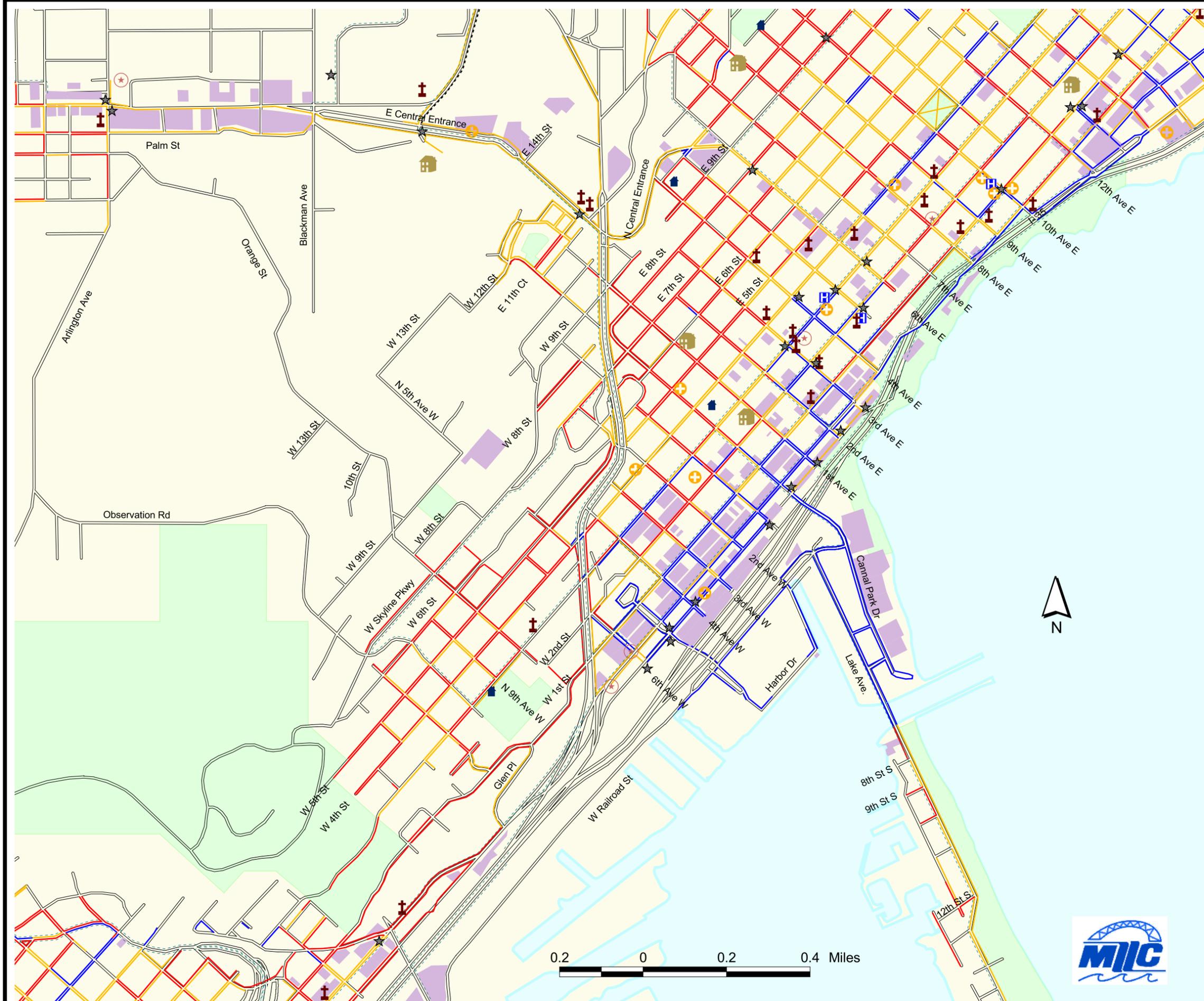


Figure 20

## Planning District 5: Park Point (Map 5B)

### System Gaps & Characteristics

Park Point's sidewalk infrastructure follows Minnesota Avenue and only has a few gaps in continuity (Figure 22).

- ▲ *Lake Avenue from 8<sup>th</sup> Street South to 11<sup>th</sup> Street South*  
 This segment is a network gap along Lake Avenue, a major collector route. This area provides access to transit service.
- ▲ *8<sup>th</sup> Street South from Minnesota Avenue to Lake Avenue*  
 This segment is a gap in the sidewalk system and provides access to transit service.
- ▲ *11<sup>th</sup> Street South from Minnesota Avenue to Lake Avenue*  
 This segment is a gap in the sidewalk system and provides access to transit service.
- ▲ *12<sup>th</sup> Street South from St. Louis Avenue to Minnesota Avenue*  
 This segment is a gap in the sidewalk system and provides access to transit service.
- ▲ *13<sup>th</sup> Street South from St. Louis Avenue to Minnesota Avenue*  
 This segment is a gap in the sidewalk system and provides access to transit service.

- ▲ *19<sup>th</sup> Street South from Minnesota Avenue to Senior Center*  
 This sidewalk system gap serves a senior center and transit service.

### Key Preservation Areas

Poorly rated sidewalks which fall within the green shaded areas indicate facilities abutting or within a two-block radius of multiple pedestrian generators and are considered priority to repair (Figure 23). No poor sidewalk conditions exist within this identified segment, however the presence of these clustered pedestrian generators warrants the construction of a sidewalk to the senior center on 19<sup>th</sup> Street South. This area should be

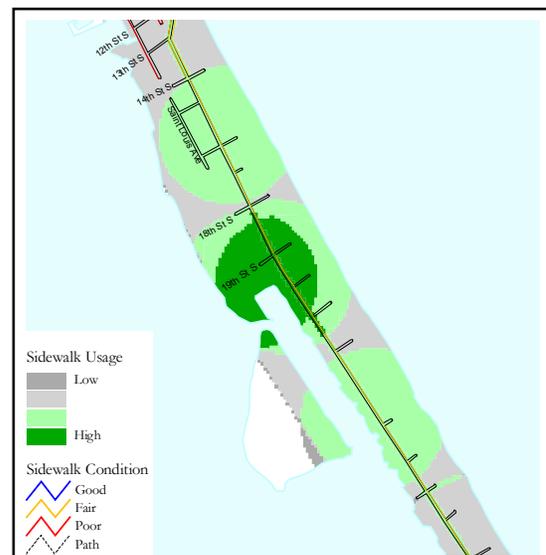


Figure 23  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

monitored to ensure good sidewalk conditions as this area serves a church, park, senior center, retail and transit service.

# Planning District 5b

## Parkpoint

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

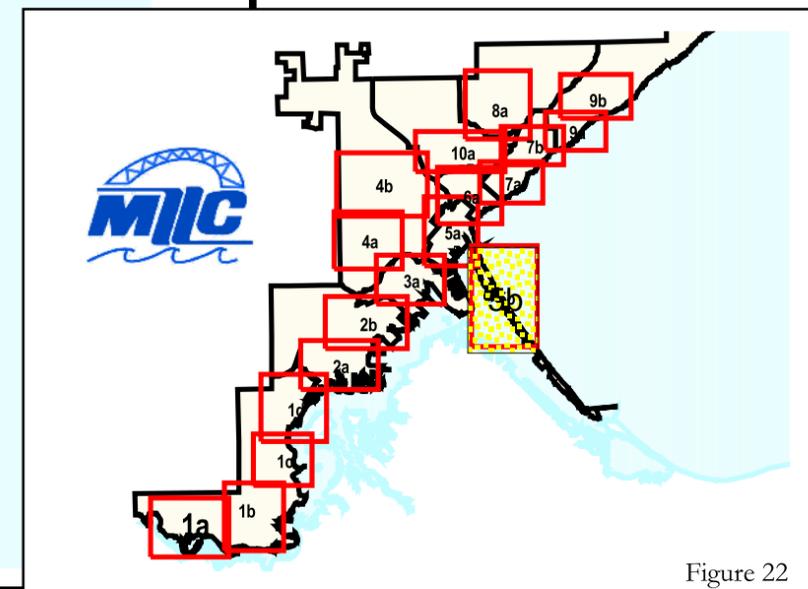
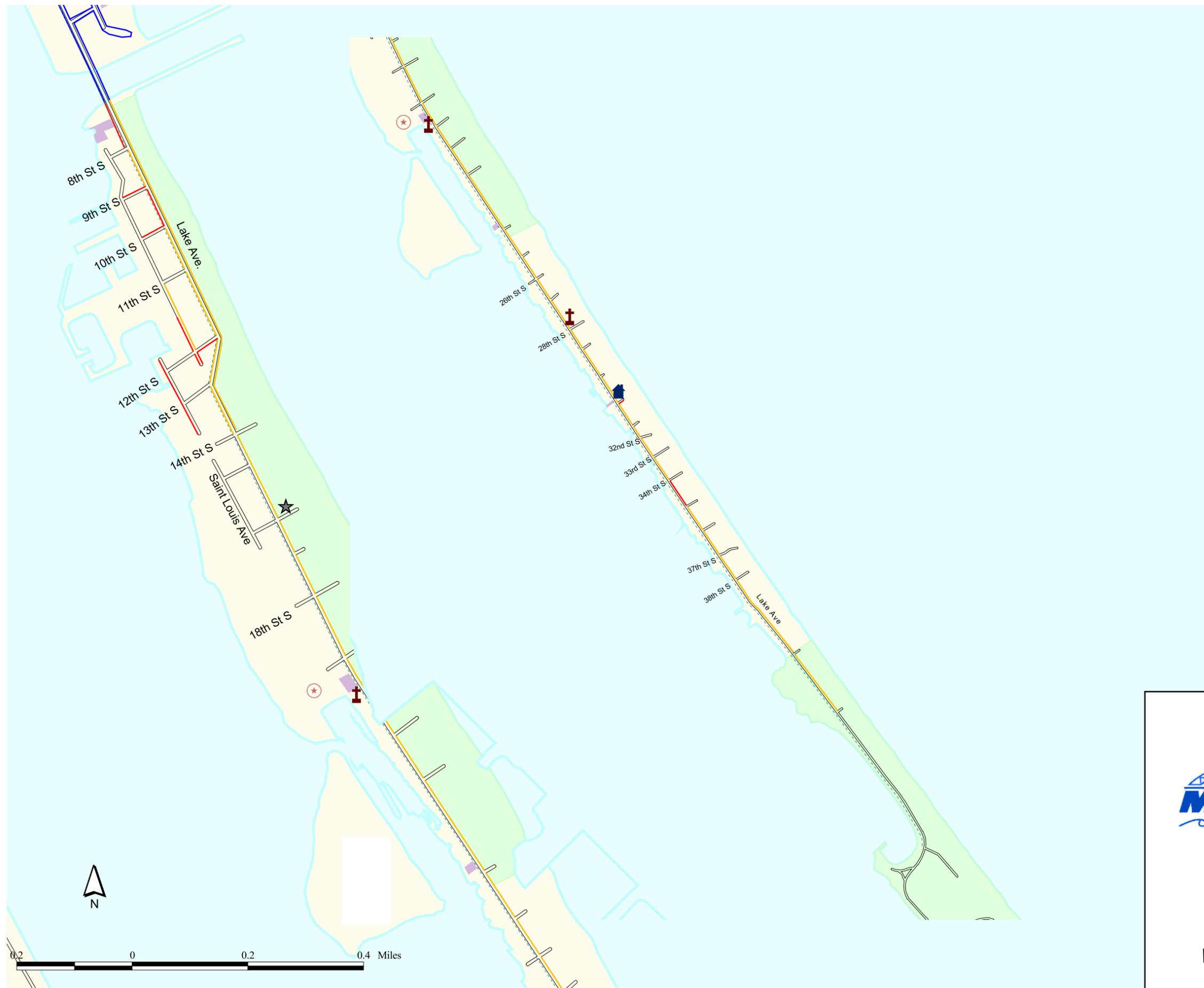


Figure 22

## Planning District 6: East Hillside/Endion (Map 6A)

### **Overall Conditions**

Planning District 6 encompasses all of the East Hillside and part of the Endion neighborhood. The East Hillside neighborhood is eligible to use CDBG funding to improve sidewalks. The neighborhood is well served with sidewalk infrastructure, though the majority are in fair or poor condition. Approximately three and a quarter miles of new sidewalk were recommended.



The East Hillside neighborhood is one of the most densely populated areas in the city.

### **Planning District 6**

	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
<i>Sidewalks rated as "Good"</i>	<b>5.6 miles</b>	<b>16%</b>
<i>Sidewalks rated as "Fair"</i>	<b>16.7 miles</b>	<b>47%</b>
<i>Sidewalks rated as "Poor"</i>	<b>13.3 miles</b>	<b>37%</b>
<i>Total Miles of existing sidewalk</i>	<b>approximately 35.6 miles</b>	

*Areas without sidewalks that warrant new construction*

**approximately 3.23 miles**

### **System Gaps & Characteristics**

Although a decent sidewalk network exists in Planning District 6, there are still some gaps in continuity (Figure 24).

▲ *Kenwood Avenue from 8<sup>th</sup> Avenue East to Partridge*  
Kenwood Avenue is a minor arterial with a well-worn pedestrian trail along the east portion, indicating high use. If constructed, this segment would connect existing sidewalks.

▲ *Rice Lake Road from Ivy Street to Pecan*  
Rice Lake Road is a minor arterial. If constructed, this

segment would connect sidewalk systems and serve a school.

▲ *13<sup>th</sup> Street from Rice Lake Road to Skyline Parkway*

Thirteenth Street is a minor arterial serving transit routes. If constructed, this segment would connect existing sidewalk systems.

▲ *Pecan from Central Entrance to Rice Lake Road*

Pecan is a major collector. If this segment were constructed, it would serve two schools, provide access to transit service and connect neighborhoods. A well-worn pedestrian path is present along the east portion of the roadway indicating high use.

▲ *11<sup>th</sup> Avenue East from Skyline Parkway to 11<sup>th</sup> Street*

Eleventh Avenue East is a major collector. This section, if constructed, would connect existing sidewalk systems and neighborhoods providing improved access to both Grant and Chester parks. Well-worn pedestrian paths are present on both sides of the street indicating repeated use.

▲ *14<sup>th</sup> Avenue East from 8<sup>th</sup> Street to 9<sup>th</sup> Street*

This missing segment in the sidewalk system serves churches as well as Chester Park.

▲ *11<sup>th</sup> Street from 9<sup>th</sup> Avenue East to 10<sup>th</sup> Avenue East; 13<sup>th</sup> Avenue East to Eden Lane*

This missing segment in the sidewalk system would provide direct access to the Grant Park Community Recreation Center and connect surrounding sidewalks.

▲ *15<sup>th</sup> Avenue East from 6<sup>th</sup> Street to 8<sup>th</sup> Street*

This missing segment in the sidewalk system, if constructed, would provide a pedestrian facility along Chester Park.

▲ *17<sup>th</sup> Avenue East from Grand View Avenue to Chester Park Drive*

This is the only gap in the sidewalk system along 17<sup>th</sup> Avenue East. If constructed this segment would connect surrounding sidewalk systems and improve access to Chester Park.

- ▲ *Skyline Parkway from Chester Park Drive to Grand View Avenue; Chester Bowl Drive to Kenwood Avenue (both sides)*  
 These missing segments would improve access to Chester Park. Additionally dirt paths are present in both of these segments indicating high usage.

**Key Preservation Areas**

Poorly rated sidewalks which fall within the green shaded areas indicate facilities abutting or within a two-block radius of multiple pedestrian generators and are considered priority to repair, see Figure 25. These areas include:

- ▲ *9<sup>th</sup> Street from 8<sup>th</sup> Avenue East to 11<sup>th</sup> Avenue East; 12<sup>th</sup> Avenue East to 8<sup>th</sup> Street*  
 Ninth Street is a minor arterial and sidewalks here were found in poor condition and serve a church, retail and transit service (shelter present).
- ▲ *11<sup>th</sup> Avenue East from 9<sup>th</sup> Street to 10<sup>th</sup> Street*  
 Eleventh Avenue East is a major collector and poor sidewalks here provide access to transit service (shelter also present).
- ▲ *10<sup>th</sup> Avenue East from 9<sup>th</sup> Street to 11<sup>th</sup> Street*  
 Poor sidewalks in this segment provide access to churches, the

Grant Park Community Recreation Center and transit service (shelter present).

- ▲ *8<sup>th</sup> Street from 12<sup>th</sup> Avenue East to 9<sup>th</sup> Street*  
 Poor sidewalks in this area serve churches, retail, transit service (shelter also present) and provide access to Chester Park.
- ▲ *9<sup>th</sup> Avenue East from 9<sup>th</sup> Street to 11<sup>th</sup> Street*  
 Sidewalks here were found in poor condition and provide access to the Grant Park Community Recreation Center, churches and transit service (shelter nearby).
- ▲ *13<sup>th</sup> Avenue East from 7<sup>th</sup> Street to 11<sup>th</sup> Street*  
 Poor sidewalks here serve retail, churches and transit service (shelter also present).
- ▲ *10<sup>th</sup> Street from 8<sup>th</sup> Avenue East to 11<sup>th</sup> Avenue East; 13<sup>th</sup> Avenue East to 14<sup>th</sup> Avenue East*  
 Poor sidewalk facilities here are within two blocks of a school, the Grant Park Community Recreation Center, churches and transit service (shelter location nearby).

▲ *14<sup>th</sup> Avenue East from 8<sup>th</sup> Street to 11<sup>th</sup> Street*

Poor sidewalk facilities in this section provide access to churches, Chester Park, retail, and transit service (shelter also nearby).

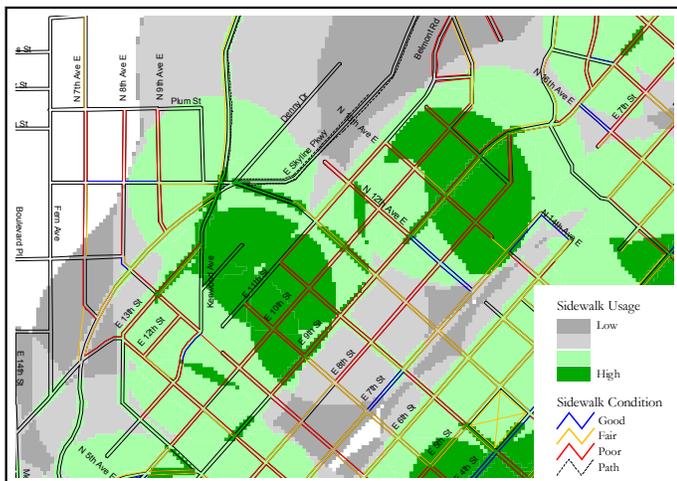


Figure 25  
This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.



# Planning District 7

## Overall Condition

Planning District 7 is highly residential and encompasses the Endion and Congdon neighborhoods. Sidewalk conditions are evenly split between fair and poor condition. Approximately four and a half miles of sidewalk construction were recommended to connect neighborhood sidewalk infrastructure.

## Planning District 7

	Approximate miles based on average length of blocks in the neighborhood	Percentage of neighborhood sidewalk miles belonging to each category rating
Sidewalks rated as "Good"	10.9 miles	25%
Sidewalks rated as "Fair"	16.9 miles	38%
Sidewalks rated as "Poor"	16.4 miles	37%
Total Miles of existing sidewalk	approximately 44.2 miles	

Areas with sidewalks warrant reconstruction



The bus stop on the corner of Superior and 30th shows the linkage between sidewalks and transit.

## Planning District 7: Congdon (Map 7A)

### ***System Gaps & Characteristics***

Although the neighborhood sidewalk network is generally well developed, there are some gaps which inhibit system connectivity (see Figure 26).

- ▲ *London Road from 21<sup>st</sup> Avenue East to 23<sup>rd</sup> Avenue East*  
 London Road is a heavily traveled minor arterial lined, strip-development style, with commercial businesses. This system gap is particularly crucial to provide pedestrian safety as it abuts the busy intersection of 21<sup>st</sup> Avenue East, another minor arterial route.
- ▲ *26<sup>th</sup> Avenue East from Jefferson to Branch*  
 Twenty-sixth Avenue East is a major collector and transit route. Sidewalk within this stretch is discontinuous on the west-side of the street and forces pedestrians to walk in the street or cross over the busy street.
- ▲ *1<sup>st</sup> Street from 25<sup>th</sup> Avenue East to 28<sup>th</sup> Avenue East*  
 Sidewalk exists along both sides of 1<sup>st</sup> Street except in this segment. This segment is located within two blocks of transit service.
- ▲ *2<sup>nd</sup> Street from 29<sup>th</sup> Avenue East to Hawthorne*  
 Sidewalk exists along both sides of 2<sup>nd</sup> Street except in this segment, this segment is located within two blocks of transit service.
- ▲ *26<sup>th</sup> Avenue East from Superior to 1<sup>st</sup> Street*  
 This is the only block along 26<sup>th</sup> Avenue East that is not served with sidewalk on either side of the street creating a gap in the continuity of pedestrian travel. Additionally, this segment is located within two blocks of transit service.
- ▲ *28<sup>th</sup> Avenue East from 1<sup>st</sup> Street to 2<sup>nd</sup> Street*  
 This is the only block along 28<sup>th</sup> Avenue East that is not served with sidewalk on either side of the street. This segment is located within two blocks of transit service.
- ▲ *29<sup>th</sup> Avenue East from 1<sup>st</sup> Street to 2<sup>nd</sup> Street*  
 This is the only block along 29<sup>th</sup> Avenue East that is not served with sidewalk on either side of the street. This segment is located within two blocks of transit service.

- ▲ *30<sup>th</sup> Avenue East from 1<sup>st</sup> Street to 2<sup>nd</sup> Street*

This is the only block along 30<sup>th</sup> Avenue East that is not served with sidewalk on either side of the street. This segment is located within two blocks of transit service.

- ▲ *31<sup>st</sup> Avenue East from Branch to Superior*

If constructed, this segment would bridge existing sidewalk systems and run adjacent to Congdon Elementary School. Additionally, this segment would intersect with Superior Street, a major transit route.

- ▲ *Branch Street from 26<sup>th</sup> Avenue East to 28<sup>th</sup> Avenue East*

This segment is a gap in the area pedestrian system and is located within two blocks of transit service.

- ▲ *24<sup>th</sup> Avenue East from London Road to Greysolon*

This segment is a gap in the area pedestrian system.

- ▲ *28<sup>th</sup> Avenue East from Jefferson to Greysolon*

This segment is a gap in the area pedestrian system.

- ▲ *Greysolon from Jefferson to 29<sup>th</sup> Avenue East*

This segment is a gap in the area pedestrian system.

- ▲ *Jefferson from 26<sup>th</sup> Avenue East to 28<sup>th</sup> Avenue East*

This segment is a gap in the area pedestrian system.

### **Key Preservation Areas**

Poorly rated sidewalks within the green shaded areas indicate facilities abutting or within a two-block radius of multiple pedestrian generators and are considered priority to repair, see Figure 27.

- ▲ *2<sup>nd</sup> Street from 14<sup>th</sup> Avenue East to 15<sup>th</sup> Avenue East; 18<sup>th</sup> Avenue East to 20<sup>th</sup> Avenue East*

Second Street is a minor arterial and transit route (shelters) with sidewalks in poor condition serving a school, church and retail.

- ▲ *14<sup>th</sup> Avenue East from London Road to 3<sup>rd</sup> Street*

Poor sidewalks along this minor arterial are within two blocks of a church, retail and transit service (shelter nearby).

- ▲ *Superior from 13<sup>th</sup> Avenue East to 21<sup>st</sup> Avenue East*

Deficient sidewalks along this significant stretch of minor arterial and transit route (shelters) are crucial to maintain

as they serve a retail center and churches.

- ▲ *1<sup>st</sup> Street from 19<sup>th</sup> Avenue East to 21<sup>st</sup> Avenue East*  
 Substandard sidewalks along this major collector provide access to churches and transit service (shelters nearby).

- ▲ *19<sup>th</sup> Avenue East from Jefferson to Superior*  
 Poor sidewalk conditions along this portion of 19<sup>th</sup> Avenue East provide access to nearby churches, a senior center, retail and transit service (shelter also present).

- ▲ *15<sup>th</sup> Avenue East from Superior to 5<sup>th</sup> Street*  
 In this vicinity deficient sidewalks serve retail and transit (shelters nearby).

- ▲ *18<sup>th</sup> Avenue East from Greysolon Road to Superior*  
 Eighteenth Avenue East provides connection between various designations on Superior Street and London Road. Some pedestrian generators include a church, retail and transit service.

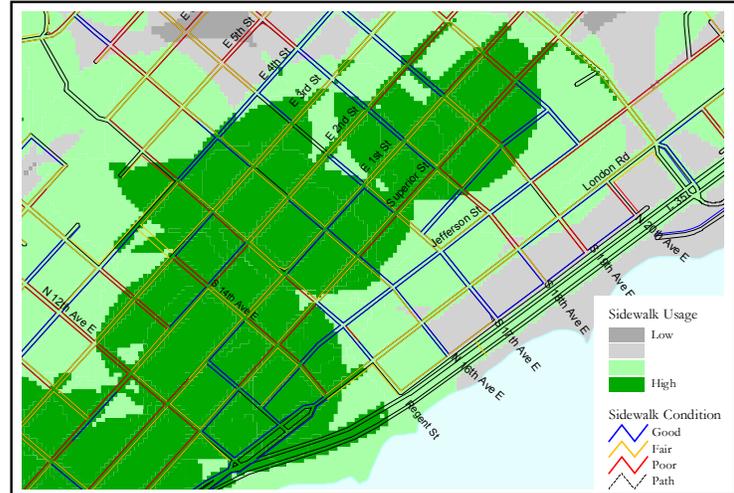


Figure 27  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 7a

Endion-Congdon

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

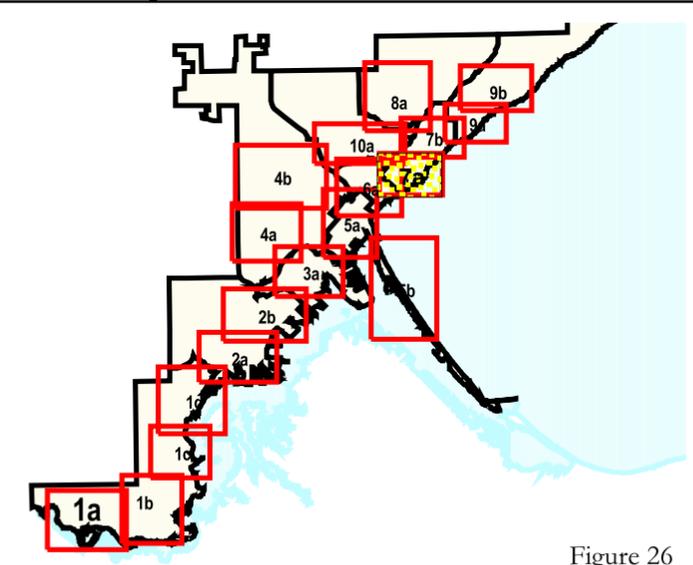


Figure 26

## Planning District 7: Congdon (Map 7B)

### ***System Gaps & Characteristics***

There are fewer sidewalks in this residential area, however the goal of connecting existing sidewalks still pertains to this neighborhood, see Figure 28.

- ▲ *Arrowhead Road from Woodland to Wallace; Columbus to Waverly*  
This minor arterial route which provides access to transit service and shelter locations has two small gaps in the sidewalk system in this vicinity. If constructed the intersection area of Arrowhead Road and Woodland Avenue would be provided with a contiguous sidewalk system and increased safety for pedestrians.
- ▲ *Snively from Sussex Avenue to Lake View Drive*  
If this segment were constructed along this minor arterial and transit route (with nearby shelters), surrounding sidewalk systems would be connected as well as adjacent neighborhoods. This recommendation could be constructed farther to the east if the city chooses.
- ▲ *4<sup>th</sup> Street from Wallace Avenue to 34<sup>th</sup> Avenue East (complete gaps on both sides of the street)*  
Fourth Street is a major collector and missing segments appear on both sides of the street within this section. Nearby pedestrian generators include a school, church and transit access.
- ▲ *St. Marie Street from Woodland to Wallace Avenue*  
A well-worn pedestrian path is visible along the northern stretch of the roadway. This major collector route serves retail and transit. If constructed this segment would improve neighborhood connectivity.
- ▲ *Wallace Avenue from 8<sup>th</sup> Street to 5<sup>th</sup> Street*  
Wallace Avenue is a major collector route that serves transit. This portion of Wallace does not have sidewalk but if constructed it would connect surrounding sidewalks.
- ▲ *Vermilion from 8<sup>th</sup> Street to north of Bruce Street (gaps)*  
Vermilion is a major collector and this is the only gap in the sidewalk system that exists along the route. Additionally a small portion of sidewalk along the eastern portion of the road is not present from Lakeview Drive to

north of Bruce Street and should be completed to connect existing sidewalk. The completion of this stretch would improve neighborhood connectivity.

- ♣ *8<sup>th</sup> Street from Wallace Avenue to Vermilion*  
 This small gap in the sidewalk system would provide pedestrian system connectivity along this major collector.
- ♣ *St. Andrews from Columbus Avenue to Woodland Avenue*  
 This route is without sidewalk and serves a church as well as providing access to transit.
- ♣ *1<sup>st</sup> Street from 34<sup>th</sup> Avenue East to 35<sup>th</sup> Avenue East*  
 This incomplete half block section which provides area residents access to transit would reconnect sidewalks in this area.
- ♣ *34<sup>th</sup> Avenue East from Arrowhead southeast to existing sidewalk (south of 4<sup>th</sup> Street)*  
 This lengthy gap in the pedestrian system displays a worn path between Arrowhead and Ridgewood Road. If completed this segment would provide neighborhood connectivity.

- ♣ *Columbus Avenue from St. Andrews south to existing sidewalk*  
 This incomplete portion of sidewalk system serves a church and provides access to transit service.
- ♣ *Lake View Drive from Snively southwest to existing sidewalk*  
 If constructed this sidewalk would complete the system along this route and provide access to transit and neighborhood areas north of Snively.
- ♣ *Old Howard Mill from 4<sup>th</sup> Street to 36<sup>th</sup> Avenue East*  
 This route provides access to nearby transit service. This segment, if constructed, would connect the area's pedestrian system.
- ♣ *Waverly Avenue from West Lewis south to existing sidewalk*  
 This incomplete portion of the sidewalk system should be finished as pedestrian generators such as a church and transit service are nearby.
- ♣ *27<sup>th</sup> Avenue East from 8<sup>th</sup> Street southeast to existing sidewalk*  
 This is a small incomplete portion of sidewalk system and the only missing link between 4<sup>th</sup> Street and 8<sup>th</sup> Street.

*Planning Districts*

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- ▲ *36<sup>th</sup> Avenue East from Old Howard Mill southeast to existing sidewalk*  
This incomplete portion of sidewalk segment is the only missing link between London Road and Old Howard Mill.
  
- ▲ *Bruce Street from Wallace to Vermilion*  
If constructed this segment would provide neighborhood connection and aid in completing the area’s pedestrian system.

***Key Preservation Areas***  
No key preservation areas were identified in this neighborhood, as it is primarily residential in nature.

# Planning District 7b

## Congdon

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

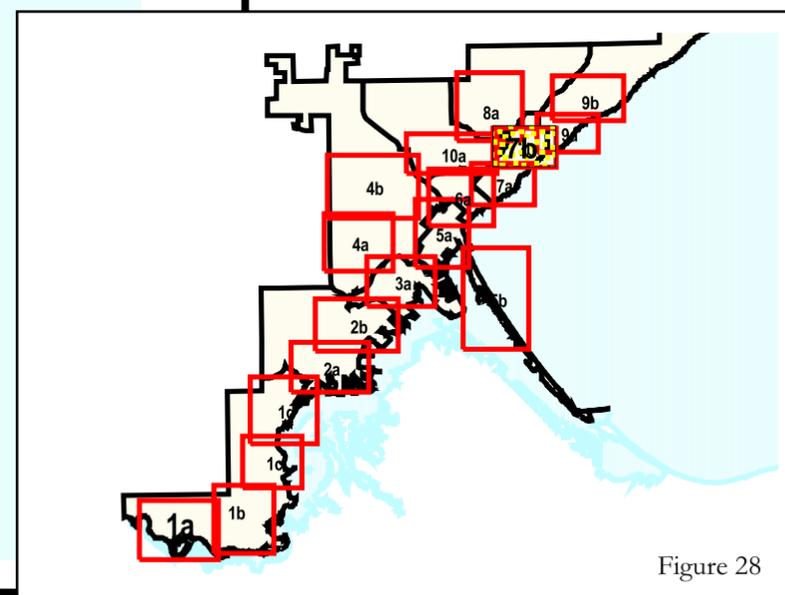
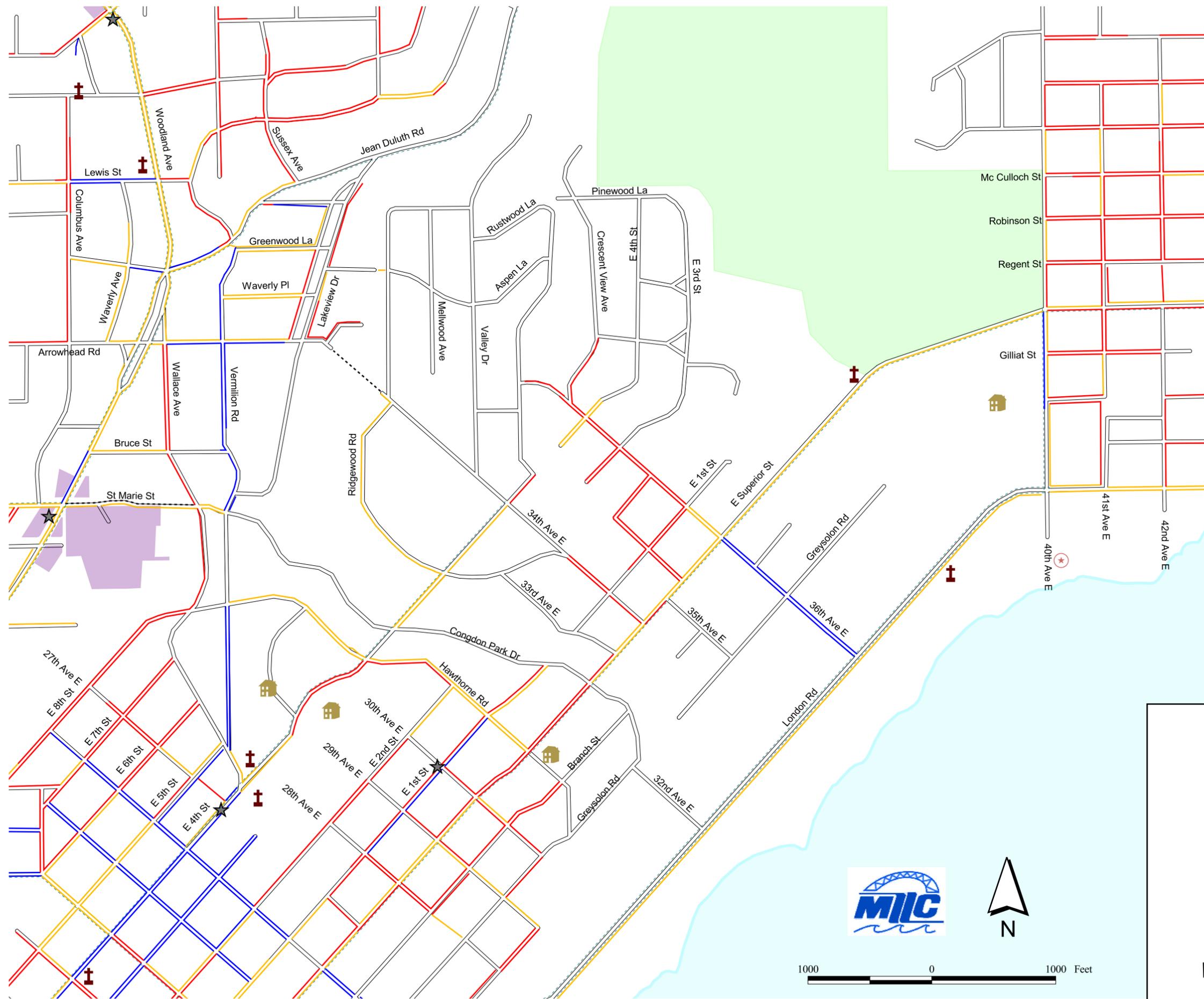


Figure 28

## Planning District 8: Woodland/Hunters Park (Map 8A)

### Overall Condition

Planning District 8 covers Woodland and Hunters Park. Most sidewalks in these neighborhoods were in poor to fair condition. Approximately two and a half miles of new sidewalk construction were recommended for these neighborhoods.

<b>Planning District 8</b>		
	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
Sidewalks rated as "Good"	4.1 miles	20%
Sidewalks rated as "Fair"	7.9 miles	38%
Sidewalks rated as "Poor"	8.7 miles	42%
<i>Total Miles of existing sidewalk</i>	approximately 20.7 miles	
<i>Areas without sidewalks that warrant new construction</i>	approximately 2.57 miles	

### System Gaps & Characteristics

Sidewalk facilities in Woodland and Hunters Park, as displayed in Figure 29, have gaps in connectivity including:

- ▲ *Glenwood from Livingston Avenue to Snively*  
Glenwood is a major collector and transit route with sidewalks connecting to it, however no sidewalk facilities exist along Glenwood.
- ▲ *Allandale from Anoka to Wadena*  
Allandale is a local route, which provides direct access to a park and community center. Although the adjacent street's sidewalks terminate into the park, sidewalks along Allandale may be warranted.
- ▲ *Red Wing from Woodland Avenue to Allandale Avenue*  
This is the only missing sidewalk segment along Red Wing. If constructed, it would connect existing sidewalks and provide residents access to retail and transit.
- ▲ *Fairbault from Woodland Avenue to Allandale*  
If constructed this segment would provide connection between Woodland and Allandale sidewalk systems. This is the only missing segment along Fairbault and would improve residential access to transit service.

- ✦ *Kenilworth Avenue from Morley Parkway to existing sidewalk*  
This gap between sidewalk systems should be connected. There is access to transit service within two blocks of this area.
- ✦ *Kolstad Avenue from Red Wing to Anoka*  
Few north-south connections exist within this neighborhood. Several sidewalks traverse Kolstad yet only two blocks of sidewalk exist north-south along Kolstad. If constructed this segment would improve neighborhood connectivity and access to transit service.
- ✦ *Leicester Avenue from existing sidewalk to Glenwood (gaps)*  
A few gaps exist along Leicester providing a disconnected and inadequate system for local pedestrians. If constructed this segment would provide neighborhood mobility and improve access to transit service.
- ✦ *Owatonna from Maxwell to Allandale Avenue (gaps)*  
Owatonna has several breaks in its sidewalk system, constructing these segments would be much more conducive to pedestrian travel and improve access to transit service.
- ✦ *Sparkman Lane from Silcox Avenue to Livingston Avenue*  
This gap in the sidewalk system, if constructed, would connect existing sidewalks and improve access to transit service.
- ✦ *Winona from Maxwell to Ewing*  
This is the only gap in the sidewalk network along Winona Street. If constructed, it would provide direct access to transit service along Maxwell and would blend in with the existing “good” sidewalk conditions along Winona.
- ✦ *Livingston from Kenilworth Avenue to Leicester Avenue*  
This is the only break within the existing sidewalk infrastructure along Livingston and if constructed it would connect existing sidewalk.
- ✦ *Mankato from existing sidewalk west to the street’s end*  
This segment is a gap in sidewalk continuity along Mankato.
- ✦ *Mygatt Avenue from Livingston Avenue to Vermilion Road*  
Sidewalk along Mygatt is incomplete and should connect to existing sidewalks.



# Planning District 8a

Hunters Park/Woodland

## Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

## Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

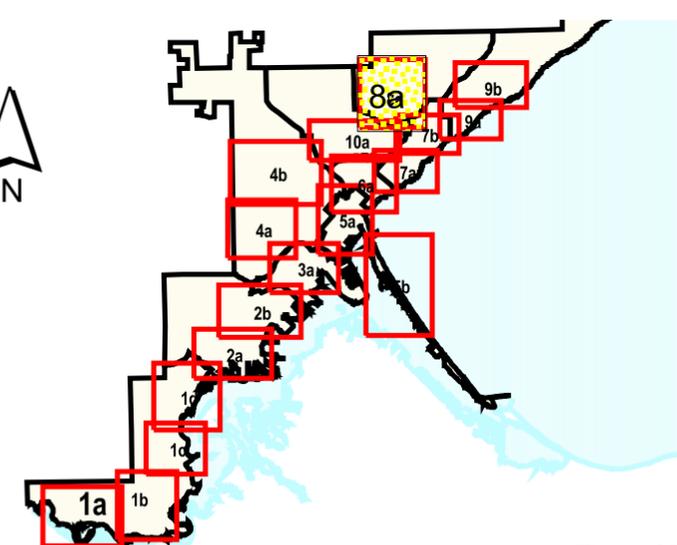
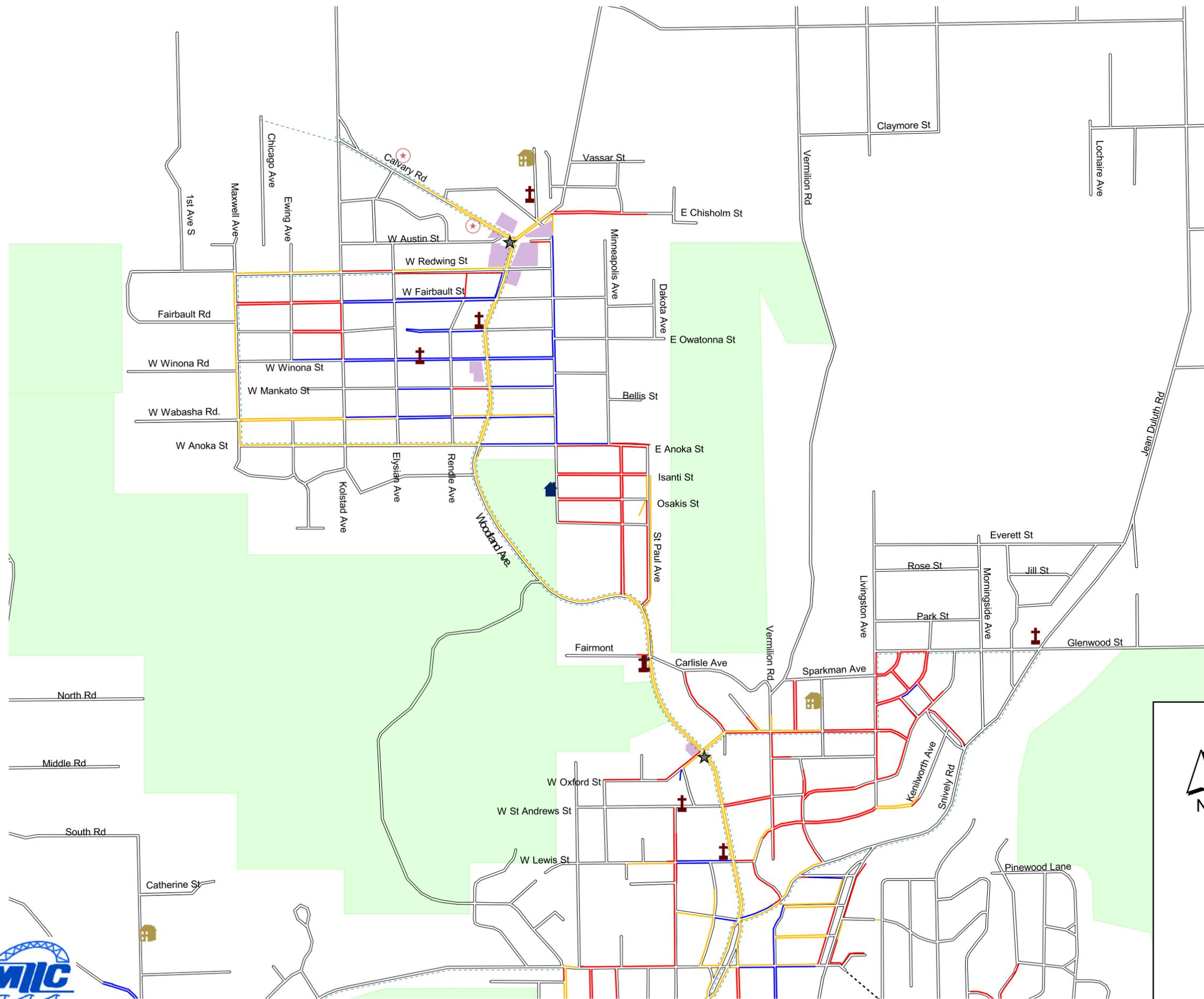


Figure 29

## Planning District 9

### **Overall Condition**

Planning District 9 includes the Lakeside and Lester Park neighborhoods. The majority of sidewalks in the district were found in poor condition and approximately six miles of new sidewalk construction were recommended.

citizen input. A need for sidewalk construction along Scenic Highway 61 has been identified in this district. Additionally, as identified in the MIC's Long Range Transportation Plan *Tomorrow's Transportation 2025*, the city has identified their plans to extend the Lakewalk Trail. This would eventually extend from its current termini at 26<sup>th</sup> Avenue East to 60<sup>th</sup> Avenue East (no alignment has been solidified).

### **Planning District 9**

	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
<i>Sidewalks rated as "Good"</i>	<b>4.3 miles</b>	<b>10%</b>
<i>Sidewalks rated as "Fair"</i>	<b>13 miles</b>	<b>32%</b>
<i>Sidewalks rated as "Poor"</i>	<b>23.9 miles</b>	<b>58%</b>
<i>Total Miles of existing sidewalk</i>	<b>approximately 41.2 miles</b>	

*Areas without sidewalks that warrant new construction*

**approximately 5.84 miles**

The update of the Duluth Comprehensive Plan is underway and each city planning district holds neighborhood meetings to gather

## Planning District 9: Lakeside (Map 9A)

### ***System Gaps & Characteristics***

Though relatively thorough, some sidewalk gaps exist in Lakeside, see Figure 31. Segments recommended for construction include:

- ▲ *Superior Street from 44<sup>th</sup> Avenue East to 49<sup>th</sup> Avenue East*  
Superior Street is a minor arterial and transit route. A well-worn pedestrian path is visible along this stretch of roadway. Nearby pedestrian generators include a senior center, clinic, park, community center, retail and churches.
- ▲ *43<sup>rd</sup> Avenue East from Dodge to Jay*  
Forty-third Avenue East is a major collector and this section is the only sidewalk gap along this street within the neighborhood sidewalk network. If constructed it would link existing sidewalks.
- ▲ *42<sup>nd</sup> Avenue East from Superior to Luverne; from Pitt to Cooke Street*  
Within the neighborhood sidewalk system these are the only two gaps along 42<sup>nd</sup> Avenue East. If constructed these new segments would improve access to retail and transit service.
- ▲ *Cambridge from 44<sup>th</sup> Avenue East to 45<sup>th</sup> Avenue East*  
This is the only section of missing sidewalk along Cambridge. With a nearby senior center, various retail and access to transit service this missing link warrants construction.
- ▲ *44<sup>th</sup> Avenue East from Jay to Cooke*  
Within the neighborhood sidewalk system this is the only gap along 44<sup>th</sup> Avenue East and if constructed would link existing infrastructure and provide improved access to transit service.
- ▲ *Colorado from 45<sup>th</sup> Avenue East to 52<sup>nd</sup> Avenue East*  
Existing sidewalk along Colorado is sporadic and should be completed to provide pedestrians a continuous network and improved access to transit service.
- ▲ *Dodge from 54<sup>th</sup> Avenue East to 57<sup>th</sup> Avenue East; from existing sidewalk west to 52<sup>nd</sup> Avenue East*  
These gaps could be constructed to better serve the mobility of area residents and provide them with improved access to transit service.

- ▲ *Lombard from 41<sup>st</sup> Avenue East to 42<sup>nd</sup> Avenue East*  
 This sidewalk system gap could be constructed to better serve local residents and improve access to transit service and various other neighborhood destinations.
- ▲ *Peabody Lane from 43<sup>rd</sup> Avenue East to 45<sup>th</sup> Avenue East*  
 This segment, if constructed, would better connect the neighborhood and provide access to a church and transit services.
- ▲ *40<sup>th</sup> Avenue East from Cooke to Pitt Street*  
 Within the existing neighborhood sidewalk system this is the only gap along 40<sup>th</sup> Avenue East and if constructed would link existing sidewalk along Pitt St.
- ▲ *Pitt Street from 41<sup>st</sup> Avenue East to 42<sup>nd</sup> Avenue East*  
 This is the only section without sidewalks along Pitt Street.

***Key Preservation Areas***

Poorly rated sidewalks within the green shaded areas indicate facilities abutting or within a two-block radius of multiple pedestrian generators and are considered priority to repair, see Figure 32.

- ▲ *Superior Street from 45<sup>th</sup> Avenue East to 48<sup>th</sup> Avenue East*  
 Superior Street is a minor arterial and transit route with several pedestrian generators located within a two-block radius. Poorly rated sidewalks here serve nearby pedestrian generators such as churches, a park, community center, clinic, senior center and retail.
- ▲ *47<sup>th</sup> Avenue East from Regent to Pitt Street*  
 Forty-seventh Avenue East is a major collector with poor sidewalk conditions in this segment that serve a nearby church, park and community center, retail and transit service.
- ▲ *46<sup>th</sup> Avenue East from Regent to Pitt*  
 Deficient sidewalks along this section of 46<sup>th</sup> Avenue East provide access to a nearby park, community center, retail and transit service.
- ▲ *45<sup>th</sup> Avenue East from Regent to Cooke*  
 Poor sidewalks along this local route provide access to nearby churches, a senior center, retail and transit service.

## Planning Districts

- ▲ *Cooke from 46<sup>th</sup> Avenue East to 47<sup>th</sup> Avenue East*  
 Deficient sidewalks within this sidewalk segment provide access to nearby churches, retail and transit service.
- ▲ *Gladstone from 45<sup>th</sup> Avenue East to 48<sup>th</sup> Avenue East*  
 Substandard sidewalks within this section abut churches, a park, community center, retail and transit service.
- ▲ *McCulloch from 45<sup>th</sup> Avenue East to Hwy 61*  
 Poor sidewalk conditions here abut a park and community center, retail, clinic and transit service.
- ▲ *Robinson from 45<sup>th</sup> Avenue East to Hwy 61*  
 Inferior sidewalk conditions here serve a clinic, retail and provide access to transit service.
- ▲ *Regent from east of 46<sup>th</sup> Avenue East to Hwy 61*  
 Deficient sidewalks here serve a senior center, retail and transit.

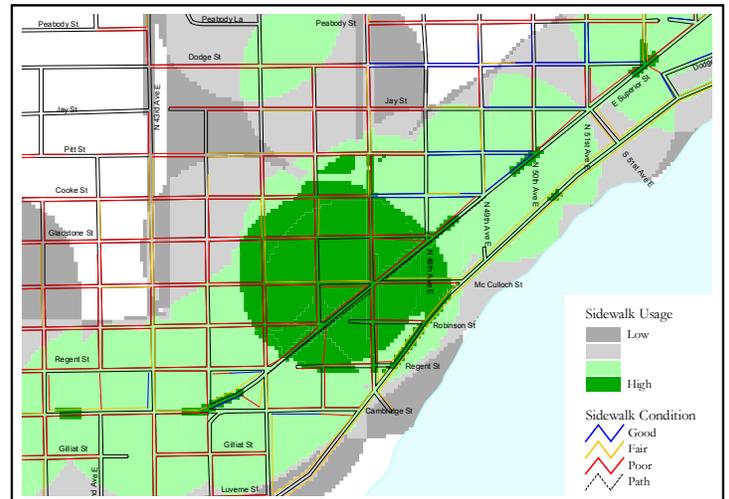


Figure 32  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 9a

## Lakeside

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

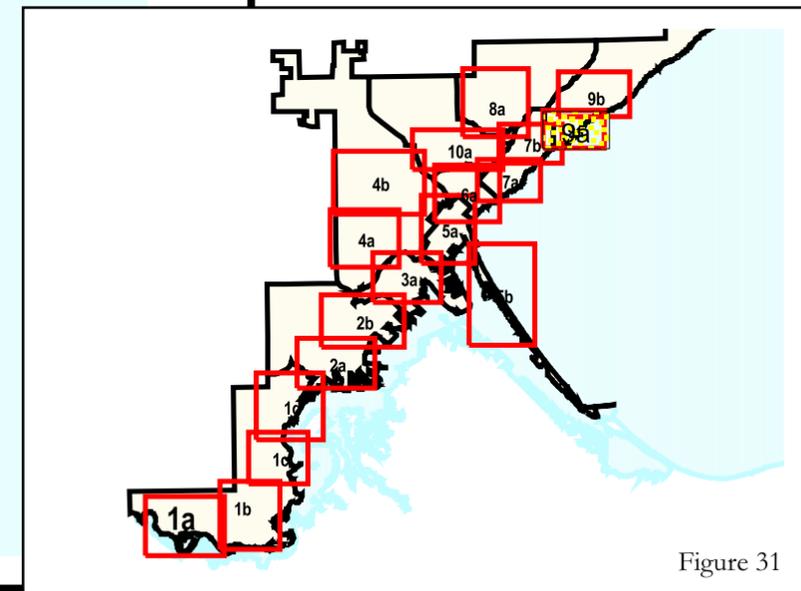
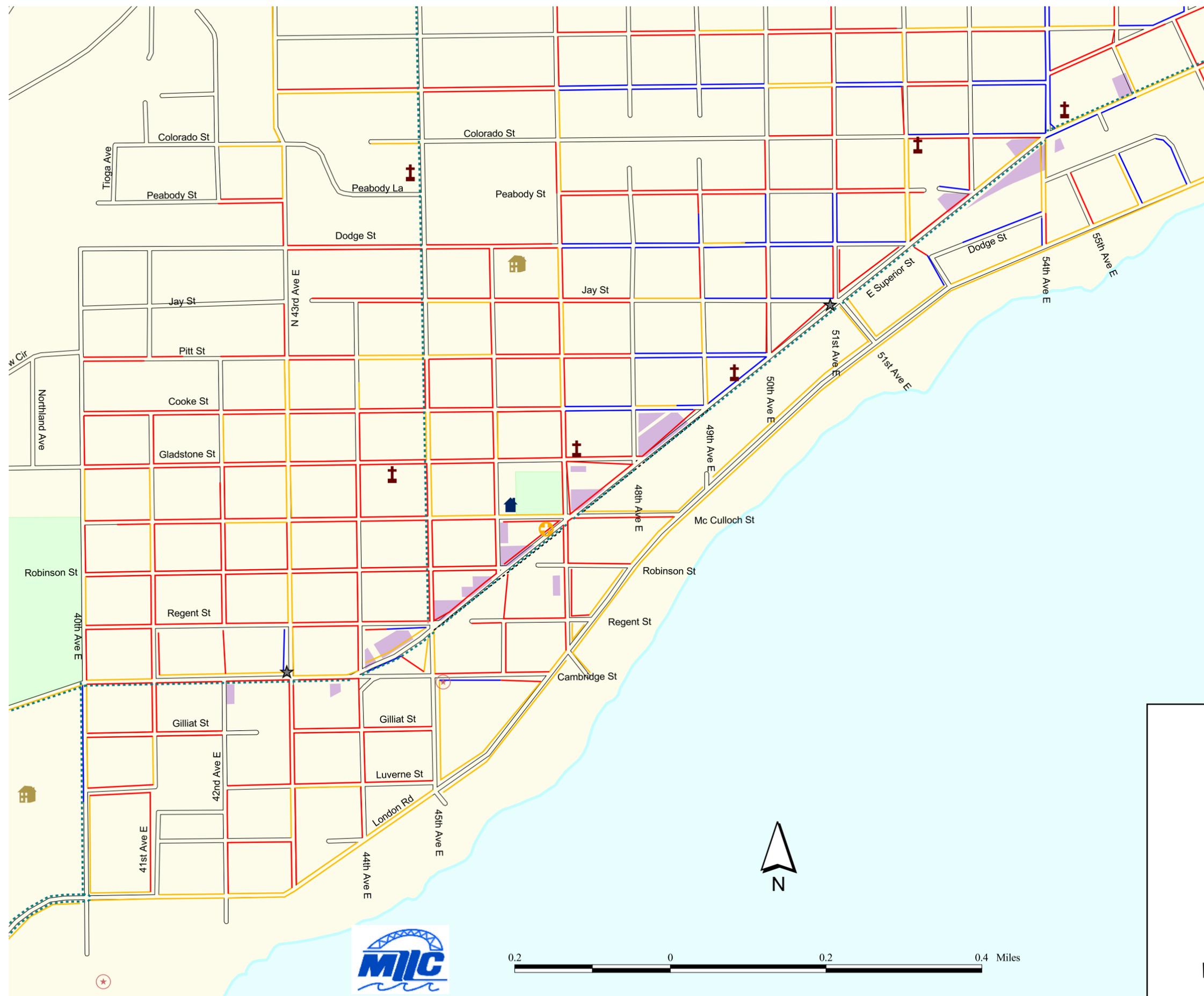


Figure 31

## Planning District 9: Lester Park (Map 9B)

### ***System Gaps & Characteristics***

Several gaps exist in the Lester Park sidewalk system, see Figure 33, including:

- ▲ *Old North Shore Road from existing sidewalk to MN Hwy 61*  
Old North Shore Road is a minor arterial that has a well-worn pedestrian path along this section.
- ▲ *Crosley Avenue from 45<sup>th</sup> Avenue East to 52<sup>nd</sup> Avenue East*  
Crosley is a major collector and transit route (shelter present). Several sidewalks intersect with Crosley and if this segment were constructed it would improve the continuity of the neighborhood sidewalk network.
- ▲ *52<sup>nd</sup> Avenue East from Oakley to Ostego (gaps)*  
Fifty-second Avenue East is a major collector and transit route. There are several missing sidewalk segments along this stretch.
- ▲ *Glenwood from 43<sup>rd</sup> Avenue East to Occidental Boulevard (gaps)*  
Glenwood is a local route, which serves a church, park and transit service. Several gaps exist along this roadway making the network incomplete.
- ▲ *45<sup>th</sup> Avenue East from Pitt to Crosley*  
Forty-fifth Avenue East is a transit route and if sidewalks were constructed here, area residents would be provided a north-south corridor to access local churches, transit shelters and other neighborhood destinations.
- ▲ *51<sup>st</sup> Avenue East from Oneida to Ivanhoe (gaps)*  
Several sidewalk gaps exist along 51<sup>st</sup> Avenue East and if completed would connect existing sidewalk segments and improve access to a church and transit service.
- ▲ *Ostego from 43<sup>rd</sup> Avenue East to 47<sup>th</sup> Avenue East*  
This sidewalk gap along Ostego would improve the connectivity of the neighborhood sidewalk system and improve access to church destinations and transit service.
- ▲ *Oakley from 43<sup>rd</sup> Avenue East to 58<sup>th</sup> Avenue East*  
Several sidewalk gaps exist along Oakley forming a scattered system. Additionally a portion of Oakley is a transit route and several churches are located proximate to this street.

- ▲ *Wyoming from 53<sup>rd</sup> Avenue East to Crosley (gaps)*  
Sidewalks along this section of Wyoming are discontinuous and intersect with transit routes along 52<sup>nd</sup> Avenue East and Crosley Avenue.

***Key Preservation Areas***

There were no key preservation areas identified for Lester Park as the neighborhood is primarily residential.

# Planning District 9b

## Lester Park

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

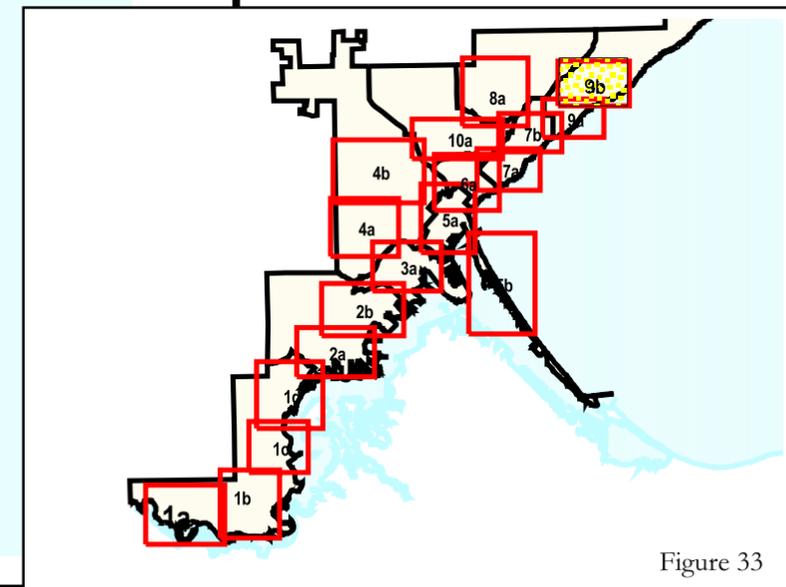


Figure 33

## Planning District 10: UMD/Park (Map 10A)

### Overall Conditions

Planning District 10 surrounds the University of Minnesota-Duluth area where the majority of sidewalks fall into the fair or poor condition categories. Approximately two miles of new sidewalk was recommended for the district.

<b>Planning District 10</b>		
	<i>Approximate miles based on average length of blocks in the neighborhood</i>	<i>Percentage of neighborhood sidewalk miles belonging to each category rating</i>
Sidewalks rated as "Good"	4.5 miles	23%
Sidewalks rated as "Fair"	8.4 miles	42%
Sidewalks rated as "Poor"	6.9 miles	35%
<i>Total Miles of existing sidewalk</i>	<b>approximately 19.8 miles</b>	
<i>Areas without sidewalks that warrant new construction</i>	<b>approximately 1.7 miles</b>	

### System Gaps & Characteristics

Gaps in the district's sidewalk network include (Figure 34):

- ▲ *Arrowhead Road from Dodge Avenue to Carver Avenue*  
Arrowhead is a busy minor arterial and transit route, which abuts a park and connects to a retail center.
- ▲ *Junction Avenue/St. Marie Street from Gold Street southwest to existing sidewalk*  
Junction Avenue/St. Marie Street is a major collector and transit route abutting the University of Minnesota-Duluth (UMD) which is a major pedestrian destination. There is a well-worn pedestrian path along this stretch of road indicating frequent use.
- ▲ *Carver Avenue from St. Marie to Norton*  
Carver is a local route, which provides access to a church as well as transit service.
- ▲ *Douglas from St. Marie to Norton*  
This sidewalk gap should be completed, as it is proximate to transit service and UMD.
- ▲ *Melrose Avenue from Brookline to St. Marie*  
This gap, if constructed, would provide connectivity to transit

and sidewalks along St. Marie Street and improve access for pedestrians bound for UMD.

- ▲ *Brookline from Dunedin to Melrose Avenue*  
 If constructed, this section would help complete existing gaps in the UMD area sidewalk system.
- ▲ *Norton Street from Waverly Avenue east to end*  
 If constructed, this section would help complete existing gaps in the UMD area sidewalk system.
- ▲ *Elizabeth from Waverly Avenue to Woodland*  
 If constructed, this section would help complete existing gaps in the UMD area sidewalk system.

**Key Preservation Areas**

Poorly rated sidewalks within the green shaded areas indicate facilities abutting or within a two-block radius of multiple pedestrian generators and are considered priority to repair, see Figure 35.

- ▲ *St. Marie Street from Dunedin to Melrose*  
 St. Marie is a major collector and transit route abutting UMD, churches and a park.

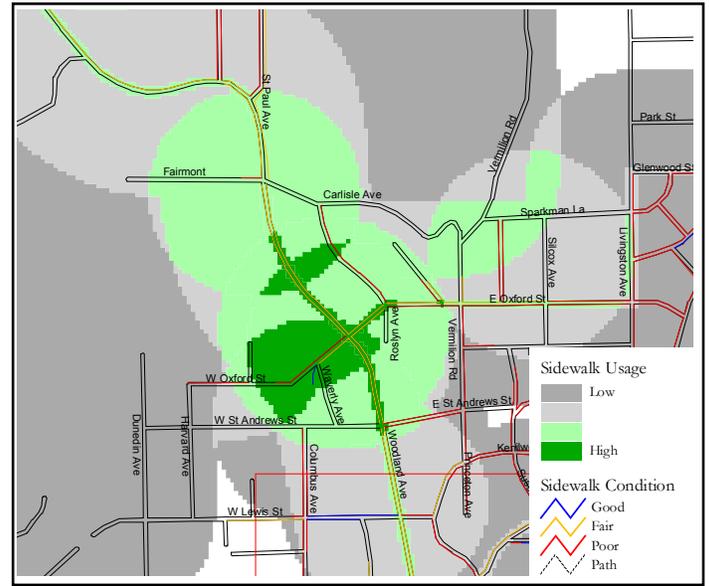


Figure 35  
 This shows the correlation between sidewalk condition and sidewalk usage. Sidewalk usage was defined by the ten criteria located on page 9. Poor sidewalks within or adjacent to dark green areas are considered high priority sidewalks.

# Planning District 10a

## UMD/Park

### Sidewalk Condition

-  Good
-  Fair
-  Poor
-  Path

### Duluth Pedestrian Destinations

-  Church
-  Clinic
-  Community Center
-  Hospital
-  Senior Apts.
-  School
-  Retail
-  Parks

-  Transit Routes
-  Bus Shelters

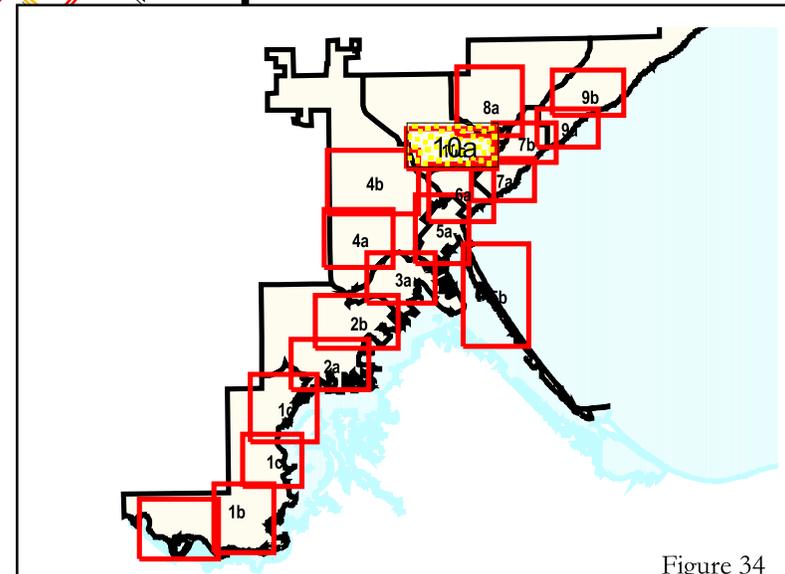
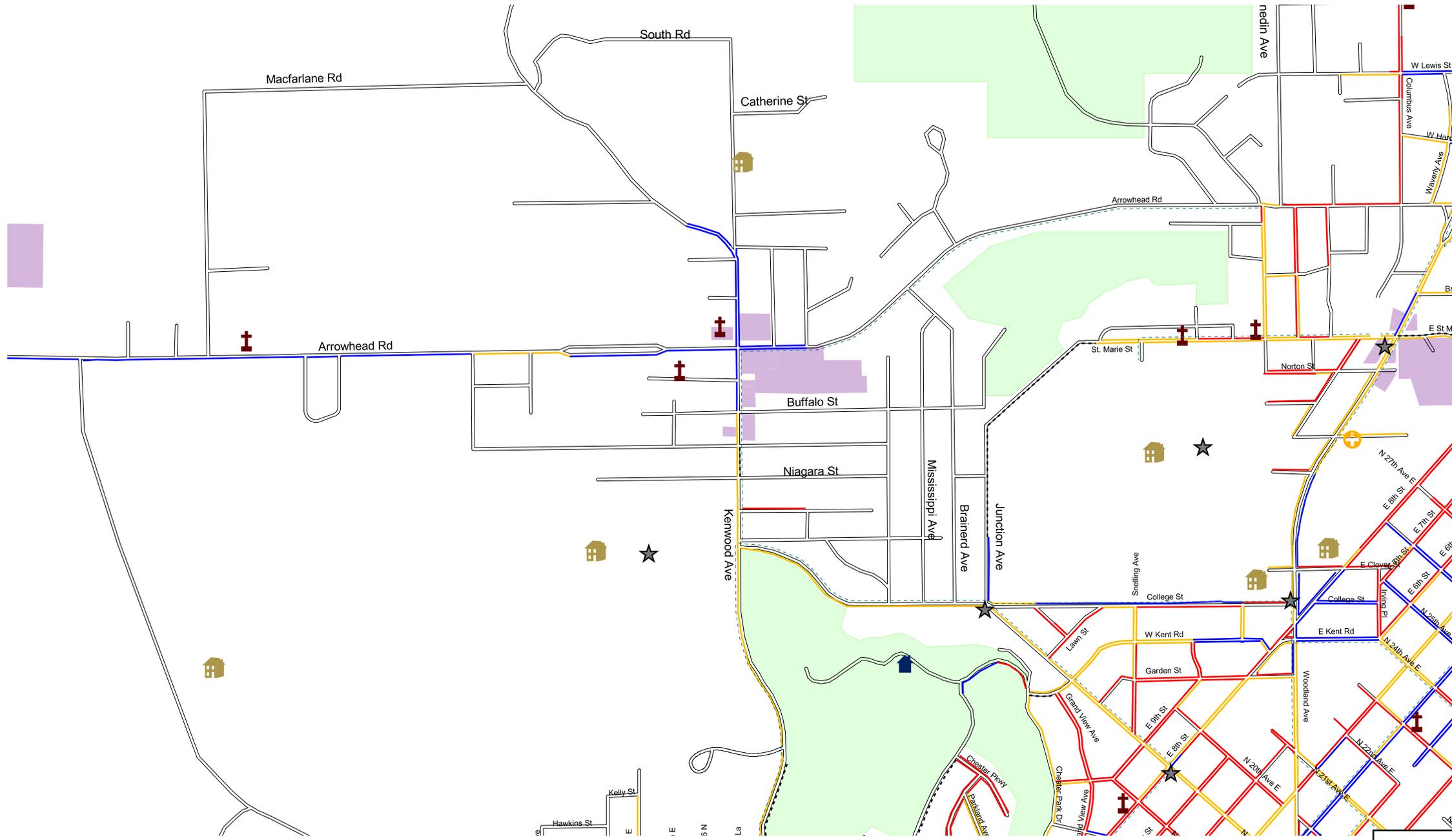


Figure 34

## Conclusion

### ***Plan Conclusion***

The identified sidewalk gaps and key preservation areas from this plan are recommendations for the City of Duluth to consider. If constructed, these sidewalk segments would aid in forming a contiguous pedestrian network. This plan's detection of key sidewalk preservation areas will assist the city by identifying highly used sidewalks that should be maintained in good condition.

Additionally, the City of Duluth should continually pursue ADA compliance requirements and in completing this undertaking may look to the MIC for assistance in inventorying sidewalk curb cuts, transit routes and other essential information in reaching this goal.

An interactive sidewalk mapping website has been developed from this study data. Maps can be created using various data layers collected for this study. This tool naturally fits into the Duluth Comprehensive Plan Update as data is organized by planning district. The interactive Duluth sidewalk mapping site can be found at:

<http://www.ardc.org/plans/duluthsidewalk.asp>



**FIGURE 36: DULUTH SIDEWALK ASSESSMENT MATRIX**

Functional Classification	Pedestrian Generators							Transit		
Serves a School	Serves a Church	Serves a Park	Serves a Clinic	Serves a Hospital	Serves a Community Center	Serves a Senior Center	Provides neighborhood connectivity	Gaps in Continuity/Safe Segments	Within 2 blocks of a Transit Route	Serves a Bus Stop/Stop

<b>Riverside/Norton Park 1D:</b>										
<b>Sidewalk System Gaps Continued:</b>										
84th Ave W/Coleman from existing sidewalk to 83rd Ave W	local								X	

**PLANNING DISTRICT 2:**

<b>Fairmont/Irving 2A:</b>										
<b>Poor Sidewalks abutting or within 2 blocks of multiple Ped. Generators:</b>										
57th Ave W from Nicollet to Main	local		X	X			X			
<b>Sidewalk System Gaps:</b>										
Grand Ave from 66th Ave W to Raleigh (gap)	PA							X	X	X
57th Ave W from Main to Raleigh	local		X			X			X	X
72nd Ave W from Grand Ave to Fremont	local		X						X	X
52nd Ave W from Ramsey to Bristol	local						X		X	X
63rd Ave W from Raleigh to Grand Ave	local								X	X
Sherburne from 69th Ave W to 71st Ave W	local								X	X
70th Ave W from Redruth to Sherburne	local								X	
Main St from Grand Ave to 67th Ave W (gaps)	local								X	
Nicollet from 64th Ave W to 63rd Ave W	local								X	
Raleigh from 67th Ave W to 68th Ave W	local								X	
Roosevelt from 66th Ave W to 65th Ave W	local								X	
Westgate Blvd from Cody St to 65th Ave W	local								X	

<b>Bayview Hts./S. Valley/Oneota/Denfeld 2B:</b>										
<b>Poor Sidewalks abutting or within 2 blocks of multiple Ped. Generators:</b>										
Grand Ave from 44th Ave W to 42nd Ave W	MA		X		X			X		X
Grand Ave from 48th Ave W to 47th Ave W	MA			X				X		X
Elinor from Central Ave to Grand Ave	local	X		X			X			X
54th Ave W from 5th St to 4th St	local	X		X			X	X		
4th St from 44th Ave W to 42nd Ave W	local	X						X		X
5th St from 44th Ave W to 43rd Ave W	local	X						X		X
43rd Ave W from Grand Ave to 5th St	local		X					X		X
44th Ave W from 4th St to 5th St	local	X						X		X
48th Ave W from Grand to 4th St	local			X				X		X
4th St from 48th Ave W to 47th Ave W	local							X		X
6th St from 56th Ave W to 57th Ave W	local	X	X							
56th Ave W from Elinor to Cody	local							X		X
<b>Sidewalk System Gaps:</b>										
Grand Ave from 46th Ave W to 44th Ave W	MA							X	X	X
40th Ave W from 2nd St to Superior St	MA							X	X	X
46th Ave W from 1st St. to Grand Ave.	MA							X	X	X
4th St from 54th Ave W to 48th Ave W	local						X		X	X
39th Ave W from 2nd St to Superior St	local						X		X	X
Medina from Central to 57th Ave W	local								X	X
Lexington from 63rd Ave W to 64th Ave W	local								X	

**PLANNING DISTRICT 3:**

<b>Lincoln Park 3A:</b>										
<b>Poor Sidewalks abutting or within 2 blocks of multiple Ped. Generators:</b>										
Piedmont from Garfield to 1st St	MA		X	X				X		X
Michigan St from 18th Ave W to Lower Michigan	MA		X					X		X
1st St from 22nd Ave W to 14th Ave W	MA			X				X		
3rd St from Devonshire to 21st Ave W (poorly rated segments)	MC		X	X		X		X		X
21st Ave W from Superior to 2nd St	MC		X					X		X
27th Ave W from 3rd St to 5th St	MC		X	X						X
Superior from Garfield to Lower Michigan	MC		X					X		X
20th/19th Ave W from 1st St to 4th St	MC						X	X		
Michigan Ave from Devonshire to 3rd St	local			X		X		X		X
Vernon/ 30th Ave W from 1st St to 3rd St	local			X		X				X
23rd Ave W from 4th St to 5th St	local	X	X							X
28th Ave W from 1st St to 3rd St	local							X		X
Chestnut from Winnipeg to Grand Forks	local			X		X				X



**FIGURE 36: DULUTH SIDEWALK ASSESSMENT MATRIX**

Functional Classification	Pedestrian Generators							Transit			
Serves a School	Serves a Church	Serves a Park	Serves a Clinic	Serves a Hospital	Serves a Community Center	Serves a Senior Center	Serves Retail	Provides neighborhood connectivity	Gaps in Connectivity/Safe Segments	Within 2 blocks of a Transit Route	Serves a Bus Stop/Stop

<b>Downtown/Central Hillside 5A:</b>												
<b>Sidewalk System Gaps:</b>												
Central Entrance from Blackman to Pecan	PA								X	X	X	
Mesaba Ave from 4th St to 2nd Ave W	PA									X	X	
9th St from 5th Ave E to 8th Ave E	MA							X		X	X	
6th Ave E from 9th St to 13th St	MC							X	X	X	X	
3rd St from Mesaba to 8th Ave W	MC	X								X	X	
7th St from Skyline to 3rd Ave W	MC									X	X	
Observation Rd from Skyline to 6th St	MC									X	X	
West Skyline Parkway from 7th Ave W to 8th St	MC									X	X	
7th Ave E from 1st St to 2nd St	MC									X		
<b>Park Point 5B:</b>												
<b>Sidewalk System Gaps:</b>												
Lake Ave from 8th St S to 11th St S	MC									X	X	
8th St S from Minnesota Ave to Lake Ave	local									X	X	
11th St S from Minnesota Ave to Lake Ave	local									X	X	
12th St S from St. Louis Ave to Minnesota Ave	local									X	X	
13th St S from St. Louis Ave to Minnesota Ave	local									X	X	
19th St S from Minnesota Ave to Senior Center	local						X				X	

**PLANNING DISTRICT 6:**

<b>East Hillside/Endion 6A:</b>												
<b>Poor Sidewalks abutting or within 2 blocks of multiple Ped. Generators:</b>												
9th St from 8th Ave E to 11th Ave E	MA	X		X			X				X	X
9th St from 12th Ave E to 8th St	MA			X			X	X			X	X
11th Ave E from 9th St to 10th St	MC		X	X							X	X
10th Ave E from 9th St to 11th St	local		X	X			X				X	X
8th St from 12th Ave E to 9th St	local		X	X				X			X	X
9th Ave E from 9th St to 11th St	local	X	X	X			X				X	X
13th Ave E from 7th St to 11th St	local		X	X				X			X	X
10th St from 8th Ave E to 11th Ave E	local	X	X	X			X				X	X
10th St from 13th Ave E to east of 14th Ave E	local		X	X				X			X	X
14th Ave E from 8th St to 11th St	local		X	X				X			X	
<b>Sidewalk System Gaps:</b>												
Kenwood Ave from 8th Ave E to Partridge	MA			X							X	
Rice Lake Rd from Ivy St to Pecan	MA	X									X	
13th St from Rice Lake Rd to Skyline Pkwy	MA										X	X
Pecan from Central Entrance to Rice Lake Rd	MC	X							X		X	X
11th Ave E from Skyline to 11th St	MC			X							X	
11th St from 9th Ave E to 10th Ave E	local			X			X				X	
14th Ave E from 8th St to 9th St	local		X	X							X	
15th Ave E from 6th St to 8th St	local			X							X	
17th Ave E from Grand View Ave to Chester Park Dr	local			X							X	
Skyline from Chester Park Dr to Grand View Ave	local			X							X	
Skyline from Chester Bowl Dr to Kenwood Ave (both sides)	local			X							X	
11th St from 13th Ave E to Eden Lane	local										X	

**PLANNING DISTRICT 7:**

<b>Congdon 7A:</b>												
<b>Poor Sidewalks abutting or within 2 blocks of multiple Ped. Generators:</b>												
2nd St from 14th Ave E to 15th Ave E	MA	X						X			X	X
14th Ave E from London Rd to 3rd St	MA		X					X			X	X
Superior from 13th Ave E to 21st Ave E	MA		X					X			X	X
2nd St from 18th Ave E to 20th Ave E	MA		X								X	X
1st St from 19th Ave E to 21st Ave E	MC		X								X	X
19th Ave E from Jefferson to Superior	local		X				X	X			X	X
15th Ave E from Superior to 5th St	local							X			X	X
18th Ave E from Greysolon Rd to Superior	local		X					X			X	



**FIGURE 36: DULUTH SIDEWALK ASSESSMENT MATRIX**

Functional Classification	Pedestrian Generators										Transit		
Serves a School													
Serves a Church													
Serves a Park													
Serves a Clinic													
Serves a Hospital													
Serves a Community Center													
Serves a Senior Center													
Serves Retail													
Provides neighborhood connectivity													
Gaps in Connectivity/Use Segments													
Within 2 blocks of a Transit Route													
Serves a Bus Shelter													

**PLANNING DISTRICT 9:**

<b>Lakeside 9A:</b>													
<b>Poor Sidewalks abutting or within 2 blocks of multiple Ped. Generators:</b>													
Superior from 45th Ave E to 48th Ave E	MA		X	X	X			X	X	X			X
47th Ave E from Regent to Pitt	MC		X	X				X		X			X
Gladstone from 45th Ave E to 48th Ave E	local		X	X				X		X			X
McCulloch from 45th Ave E to Hwy 61	local			X	X			X		X			X
45th Ave E from Regent to Cooke	local		X					X	X				X
46th Ave E from Regent to Pitt	local			X				X		X			X
Cooke from 46th Ave E to 47th Ave E	local		X						X				X
Robinson from 45th Ave E to Hwy 61	local				X				X				X
Regent from E of 46th Ave E to Hwy 61	local							X	X				X
<b>Sidewalk System Gaps:</b>													
Superior from 44th Ave E to 49th Ave E	MA											X	X
43rd Ave E from Dodge to Jay	MC											X	
42nd Ave E from Superior to Luverne	local							X				X	X
Cambridge from 44th Ave E to 45th Ave E	local							X				X	X
Peabody Lane from 43rd Ave E to 45th Ave E	local		X									X	X
44th Ave E from Jay to Cooke	local											X	X
Colorado from 45th Ave E to 52nd Ave E	local											X	X
Dodge from 54th Ave E to 57th Ave E	local											X	X
Dodge from existing sidewalk west to 52nd Ave E	local											X	X
Lombard St from 41st Ave E to 42nd Ave E	local											X	X
40th Ave E from Cooke to Pitt St	local											X	
42nd Ave E from Pitt to Cooke	local											X	
Pitt St from 41st Ave E to 42nd Ave E	local											X	
<b>Lester Park 9B:</b>													
<b>Sidewalk System Gaps:</b>													
Old North Shore Rd from existing sidewalk to MN Hwy 61	MA											X	
Crosley Ave from 45th Ave E to 52nd Ave E	MC											X	X
52nd Ave E from Oakley to Ostego (gaps)	MC											X	X
Glenwood from 43rd Ave E to Occidental Blvd (gaps)	local		X	X								X	X
45th Ave E from Pitt to Crosley	local		X									X	X
51st Ave E from Oneida to Ivanhoe (gaps)	local		X									X	X
Ostego from 43rd Ave E to 47th Ave E	local											X	X
Oakley from 43rd Ave E to 58th Ave E (gaps)	local											X	X
Wyoming from 53rd Ave E to Crosley (gaps)	local											X	X

**PLANNING DISTRICT 10:**

<b>UMD/Park 10A:</b>													
<b>Poor Sidewalks abutting or within 2 blocks of multiple Ped. Generators:</b>													
St. Marie St from Dunedin to Melrose	MC	X	X	X									X
<b>Sidewalk System Gaps:</b>													
Arrowhead from Dodge Ave to Carver Ave	MA			X					X			X	X
Junction Ave/St Marie from Gold St SW to existing sidewalk	MC	X		X								X	X
Norton from Waverly Ave east to end	local							X				X	X
Carver Ave from St Marie to Norton	local		X									X	X
Elizabeth from Waverly Ave to Woodland Ave	local				X							X	X
Douglas from St Marie to Norton	local											X	X
Melrose Ave from Brookline to St Marie	local											X	X
Brookline from Dunedin to Melrose Ave	local											X	