

Duluth-Superior Metropolitan Bikeways Plan

Scope of Work

June 2018

Plan Goal

Walking is an essential mode of the transportation system. This plan will set a framework for making walking and rolling safe, convenient and desirable in the Duluth-Superior area.

Background

Since the ISTEA federal transportation legislation was passed in 1991, the MIC, serving the federal and state metropolitan planning organization role, has been required to have a bicycle and pedestrian plan. The MIC decided to separate these two modes and complete each plan as a stand-alone document. The Bikeways Plan was completed first in 1994, and following this the Pedestrian Plan was undertaken and completed in 1999. The plan was developed with the support of a Work Group, and devised a vision statement, goals and objectives to guide the overall plan. The plan identified barriers and deficiencies within the existing system, and provided a list of recommendations. Since that time the MIC has worked to implement the Plan, including the creation of a complete inventory of the region's sidewalk network. However, it is time to review this Plan as the Pedestrian Plan will be 20-years old in 2019, with no major review or updates during this time. Therefore, the Pedestrian Plan will go through a full planning process as part of this update.

Planned Work Activities

A. Initiate Study

- Form steering committee representing a comprehensive group of stakeholders and meet at key points during the course of the study (initial kickoff, midway data review, final recommendations review at a minimum).
- Provide a status report on the recommendations from the 1999 Duluth-Superior Metropolitan Pedestrian Plan.
- Develop vision, goals and objectives for the pedestrian system.
- Identify issues that should be addressed in the study, (for example, whether there is a need to standardize pedestrian policies among jurisdictions).
- Examine current pedestrian policies and ordinances from all MIC area jurisdictions, including, as well as, state and federal regulations.
- Review for compliance the ADA plans for each jurisdiction.
- Examine and incorporate guidance from recent State Pedestrian Plans from MnDOT and WISDOT.
- Utilize information from prior regional and local studies and plans, including but not limited to the MIC's Metropolitan Pedestrian Plan, Safe Routes to School, Sidewalk Inventory, etc.

B. Data Collection

- Identify large pedestrian generators and areas with major pedestrian traffic.
- Analyze land use and development policies to identify conflicts or potential conflicts.

- Identify missing links in the pedestrian transportation system.
- Gather existing and historic pedestrian count information.
- Examine need to conduct additional pedestrian counts.
- Gather pedestrian crash location information.
- Examine roadway and sidewalk characteristics such as pavement type, width, grade/slope, and buffer zone.
- Identify changes to the pedestrian system since the last plan that may have an effect on pedestrian movements.
- Identify and examine barriers to walking.

C. Public Input

- Plan and conduct public input activities in accordance with techniques from MIC Public Involvement Plan with a broad range of stakeholders, including representatives from local units of government as well as businesses and underserved and low income populations.
- Conduct a survey of the Duluth-Superior area population to determine problem areas and deficiencies and the pedestrian system.

D. Data Analysis

- Identify specific policies, programs and projects to improve the pedestrian system.
- Determine pedestrian issues, including areas with connectivity and/or safety problems.
- Identify the latest best practices and guides for ensuring a year-round pedestrian friendly system, including snow removal policies, land use regulations and sidewalk design criteria.

Plan Creation

- Recommend solutions, including specific policies, programs and projects to address existing pedestrian issues.
- Develop actionable short- and long-term recommendations for the final study.

Deliverables

- Final Plan (PDF and print versions)

Timeline: July 2018 – October 2019

Budget: \$36,900 CY 2018