

Vision

The Duluth-Superior Metropolitan Area is a great place for people to bicycle all year, whether for a trip to the grocery store, a ride along the trail, or a pleasant way to get to school or work. This can be seen in the large numbers of people who are out and about on a bike, regardless of the season. Many days see multitudes of people using the bike facilities going to work or school on a weekday morning, or enjoying a family trip on a weekend, taking in a major event or just heading over to a friend’s house.

Goals

1. Bicycle transportation facilities are fully integrated into a seamless multimodal transportation system.
2. Safe, convenient and efficient bikeway system for people of all ages and experience levels to go about their daily activities all year by bicycle if they choose.
3. The location, type and design of bicycle transportation facilities are determined utilizing evidence based solutions.
4. Work in a common effort to investigate and address bicycle transportation needs through the development and promotion of the Metropolitan Bikeways Plan.
5. Increase opportunities to be physically active as part of everyday routine to reduce physical inactivity and the negative health outcomes.
6. Reduce bicycle-motorists and bicycle-pedestrian conflicts.

State Bikeway Plan Goals

Minnesota – Statewide System Bicycle Plan

Plan goals are to increase:

- Safety and comfort - Build and maintain safe and comfortable bicycling facilities for people of all ages and abilities
- Local bicycle network connections - Support regional and local bicycling needs
- State bicycle routes - develop a connected network of state bicycle routes with partners
- Ridership - increase ridership of people who already bicycle and people who don’t

Wisconsin – Bicycle Transportation Plan

Plan goals are to increase mobility, choice, safety & connectivity and specifically:

1. Increase level of bicycling
2. Reduce crashes.

Strategies – 5 e’s

Engineering

- Whenever conducting a resurfacing or reconstruction activity
- Develop and implement street design guidelines that foster a pleasant and comfortable environment for pedestrians and cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime, increase sales taxes where retail is present and increase overall property values.
- Do not wait for major street and trail projects to install bike facilities. Connect destinations, close gaps and try bikeway designs, even if the best practice solution is not feasible at the time.
- Offer more ongoing training opportunities on accommodating bicyclists for engineering and planning staff.
- Consider passing local ordinances or policies that would require larger employers to provide shower facilities and other end-of-trip amenities.
- Standardize regulatory requirements for the installation of bike racks for ease of maintenance and security of bikes against vandalism and theft.
- Ensure that the standards for bike parking conform to APBP guidelines. Promote active transportation by working to reduce traffic speeds where appropriate. Use traffic calming measures and low speed design principles to achieve higher compliance rates and encourage lower speeds lower than the state minimum. Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road traffic crash as well as the severity of the injuries that result from crashes. For instance, pedestrians and cyclists have a 90% chance of survival if hit by a car travelling at the speed of 20 mph or below, but less than a 50% chance of surviving an impact of 30 mph or above. Studies also generally report a positive association between traffic safety (perceived and/ or measured) and walking and cycling, particularly among women. Join the statewide coalitions (BikeMN, MN Complete Streets, etc.) in their effort to lower the statewide minimum speed.

The Healthiest Wisconsin 2020 objectives for Physical Activity include:

By 2020, increase physical activity for all through changes in facilities, community design and policies.

By 2020, every Wisconsin community will provide safe, affordable and culturally appropriate environments to promote increased physical activity.

By 2020, every Wisconsin community will provide safe, affordable and culturally appropriate environments to promote increased physical activity for individuals among populations of differing races, ethnicities, sexual identities and orientations, gender identities, and educational or economic status.

- Adequately maintain the on and off-road bicycle infrastructure to ensure usability and safety. Increase the frequency of sweepings and address potholes and other hazards faster.

Long Term Strategies:

- All bikeways except on low volume, low speed streets will have a physical separation from motor vehicle traffic.
- Develop solutions to physical barriers in order to provide convenient bicycle access to all parts of the community.
- Develop a system of bicycle boulevards, utilizing quiet neighborhoods streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Learn how to do it at <http://www.ibpi.usp.pdx.edu/guidebook.php>. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- Since arterial and collector roads are the backbone of every transportation network, it is essential to provide designated bicycle facilities along these roads and calm traffic speeds to allow bicyclists of all skill levels to reach their destinations quickly and safely. On roads with posted speeds limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes or parallel 8-10ft wide shared-use paths.
- Make intersections safer and more comfortable for cyclists. Particularly the intersection of E. Skyline, Kenwood Ave and 11th Ave needs to be fixed. Include elements such as color, signage medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments.

- Better link transit and bicycling by increasing parking at major transit stops and on-board buses, where it makes sense to provide bike-supportive infrastructure including bike racks, secure lockers at transfer points between modes at transit centers and bottom of the hill along key corridors.
- Increase bike capacity on buses (particularly on longer distance routes where there's limited alternatives and identify ways for non-traditional bikes to travel by bus.

Education

- Implement the new Bicycle and Pedestrian Safe Routes to School curriculum in all schools. Encourage the school district to adopt Minnesota's new Walk! Bike! Fun! Curriculum.
- It is essential to make both motorists and cyclists aware of their rights and responsibilities on the road. Continue to expand your public education campaign promoting the share the road message.
- Consider creating a volunteer-based Bicycle Ambassador program. Have Ambassadors attend community and private events year-round to talk to residents and visitors of all ages about bicycling and to give bicycle safety demonstrations. They can also offer bike commuting presentations for area businesses.
- Offer more adult education opportunities at the YMCA and community centers targeting the 'interested but concerned' bicyclist. Ensure that the curriculum addresses the 'vertical challenge'.
- Host a Traffic Skills 101 or bike commuter course for engineers and planners to help them better understand cyclists' needs. For more information visit: www.bikeleague.org/programs/education/
- Host a League Cycling Instructor (LCI) seminar to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling

- ambassadors, deliver education to motorists, provide cycling education to motorists, provide cycling education to adults and kids, and have experts available to assist in encouragement programs Visit <http://www.bikeleague.org/programs/education/> for more information.
- Start a bicyclist ticket diversion program. Road users given a citation are offered an opportunity to waive fees for violations by attending a bicycling education course. This course should include a classroom and on-road component.

Encouragement

- Consider offering a ‘Open Streets’ type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events.
- Set up and promote a bicycle-themed community celebration or social ride each time a new bicycle related project is completed. This is a great way to show off the community’s good efforts and introduces new users to the improvement.
- Encourage the University of Minnesota Duluth and other local institutions of higher education to promote cycling and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community could potentially profit as well: Communities near a BFU have a very high number of regular cyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets and university-hosted public bicycle events, programs and classes.

Enforcement

- Ask police officers to use targeted information and enforcement to encourage motorists and cyclists to share the road safely. This could be in the form of a brochure or tip card explaining each user’s rights and responsibilities, such as “A Pocket Guide to Minnesota Bicycle Laws” produced by the Minnesota State Non-Motorized Transportation Advisory Committee. Have information material available in Spanish, if applicable.
- Enforcement practices could also include positive enforcement ticketing. Police officers could team up with local stores to reward safe cycling practices.
- Provide safety amenities such as adequate path lighting and emergency call boxes and offer services such as non-mandatory bike registration and missing bike recovery assistance.
- Pass more laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, making it illegal to park or drive in a bike lane (intersections expected), implement penalties for motor vehicle users that ‘door’ cyclists, ban cell phone use while driving, specifically protect all vulnerable road users, formalize a legal passing distance of 3 feet, and make it illegal to harass a cyclist.
- Obey traffic laws - accountability

Evaluation

- Ensure dedicated funding for the implementation of the various bikeway plans.
- Conduct official pre/post evaluations of bicycle-related projects in order to study the change in use, car speed and crash numbers. This data will be valuable to build public and political support for future bicycle- related projects.
- Adopt a target level of bicycle use (e.g. percent of trips) to be achieved within a specific timeframe and ensure data collection necessary to monitor progress.

- Expand efforts to evaluate bicycle crash statistics, particularly track those that involve bicyclist fatalities and serious injuries and produce a specific plan to reduce the number of crashes in the community. Available tools include Intersection Magic and the Pedestrian and Bicyclist Crash Analysis Tool.
- Measuring the Level of Traffic Street on community roads and at intersections, to be able to identify the most appropriate routes for inclusion in the community bicycle network, determine weak links and hazards, prioritize sites needing improvement, and evaluate alternate treatments for improving bike-friendliness of a roadway or intersection: <http://www.bikelib.org/bike-planning/bicycle-level-of-service/> (roads) and <http://www.bicyclinginfo.org/library/details.cfm?id=4425> (intersections)
- Establish a mechanism that ensures that bicycle facilities and programs are implemented in traditionally underserved neighborhoods.