

Text Revisions - Duluth-Superior Metro Bikeways Plan – January 2019

Summary of the major revisions to the November 2018 Draft Bikeways Plan text.

Revisions based on public and jurisdictional input received, and TAC and MIC Policy Board comments.

Plan Chapter	Type of Change	Draft Plan language	Proposed Revision
Ch 1 Introduction	NA	NA	No substantive changes
Ch 2 Plan Goals & Strategies	Engineering Strategies Language Removed	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.	As part of a bikeway project, consider streetscaping opportunities that create a sense of place, mitigate environmental issues, increase community livability and pride, reduce crime, increase sales taxes where retail is present and increase overall property values.
Ch 2	Engineering Strategies Language Removed	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.	Consider improving the bikeway network even as part of smaller scale projects such as annual re-striping, signal timing adjustments and/or utility repairs projects. Consider ways to connect key destinations, close gaps and try bikeway designs, even if the best practice solution is not feasible at the time.
Ch 2	Engineering Strategies Language Removed	Considered passing local ordinances or policies that would require larger employers to provide shower facilities and other end-of-trips amenities.	Removed statement.
Ch 2	Engineering Strategies Language Re-worded	Standardize regulatory requirements for the installation of bike racks for ease of maintenance and security of bikes against vandalism and theft.	Work with jurisdictions to develop a standard practice for bicycle parking for general public use across the region.
Ch 2	Engineering Strategies Language Re-worded	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.	Consider methods to mitigate key risk areas for cyclists, including but not limited to adding traffic calming where speeding is an issue, minimizing where possible door zones, right-hooks, etc, and adding clarity to all roadway users to reduce confusion with who has the right-of-way
Ch 2	Engineering Strategies Language Removed	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.	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.

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Ch 2	Engineering Strategies Language Removed	All bikeways except on low volume, low speed streets will have a physical separation from motor vehicle traffic.	Removed statement
Ch 2	Engineering Strategies Language Re-worded.	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 for bicyclists of all skill levels to reach their destinations quickly and safely. On roads with posted speed 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.	Since arterial and collector roads are the backbone of every transportation network, it is essential to provide designated bicycle facilities along these corridors along roadway or parallel route to allow for bicyclists of all skill levels to reach their destinations quickly and safely. On roads with posted speed 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.
Ch 2	Engineering Strategies Language Re-Worded	Make intersections safer and more comfortable for cyclists. Particularly the intersection of E. Skyline, Kenwood Ave and 11 th Ave needs to be fixed.	Ensure intersections are safe and comfortable for cyclists.
Ch 2	Encouragement Strategies Language Re-worded	Consider offering an “Open Streets” type event, closing off a major corridor to auto traffic and offering the space to cyclists, pedestrians and group exercise events.	Support local agencies and organizations with encouragement type events, such as “Open Streets”, “Bike to Work Day”, “Bike to School Day” etc, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians, and group exercise events.
Ch 2	Enforcement Strategies Language Re-worded	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.	Consider, including the cost/benefit, of providing 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.
Ch 2	Enforcement Strategies Language Re-worded	Pass more laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclists 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 users, formalize a legal passing distance of 3 feet, and make it illegal to harass a cyclists.	Support local government efforts to improve cyclist safety.
Ch 2	Evaluation Strategies Language Re-Worded	Ensure dedicated funding for the implementation of the various bikeway plans.	Consider studying funding spent towards bike infrastructure and the return on investment in order to help guide future bikeway infrastructure investments.
Ch 2	Evaluation Strategies Language Re-Worded	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.	Research best practices on creating 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.
Ch 3 Plan Framework	NA	NA	No substantive changes
Ch 4 Bicycle Network	Revised Bikeway Classifications Types	Off Road Multi-Use Path On Street Bikelane On Street Bikeable Shoulder On Street Shared Lane	Multi-Use Path Bikelane Signed Bikeable Shoulder Signed Shared Lane

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Ch 4	Added new Bikeway Classification Type	NA	Seasonal Multi-Use
Ch 5	General Recommendations Language Re-Worked	Connect the major traffic generators (schools, commercial hubs, retail centers, job clusters) with the most direct routes.	Provide direct connections to the major trip generators (schools, shopping, jobs, etc).
Ch 5	General Recommendations Language Removed	Policy – Design for multimodal, including bikes, can only exclude bike infrastructure based on limited exceptions – must prove that there is no other way. Instead of making the case to include bicycle infrastructure, the case must be made to exclude it.	Removed recommendation
Ch 5	General Recommendations Language	Streets with high demand for bicycle ridership should not be re-routed. Improvements to these roads should be done in ways that makes them practical to use for commuting by bicycle.	Removed recommendation
Ch 5	General Recommendations Language	Streets with low demand for bicycle ridership, it is acceptable to re-route the bike route to a parallel or equivalent route or segment, even if it means its less direct if it is more feasible to do so.	Removed recommendation
Ch 5	General Recommendations Language Re-Worded	Review all traffic signal systems to ensure bicycle detection is present and effectively working.	Consider undertaking a study on traffic signal systems along the existing and proposed bikeway network to understand each signal's level of bicycle detection.
Ch 5	General Recommendations Language		
Ch 5	General Recommendations Language Removal	Most direct route as possible regardless of motor vehicle volumes. This means that main thoroughfares are more preferred than side streets.	Removed recommendation, combined with another.
Ch 5	General Recommendations Language Removal	Most direct route as possible regardless of motor vehicle volumes. This means that main thoroughfares are preferred than side streets.	Most direct route as possible regardless of motor vehicle volumes. This means that main thoroughfares are preferred than side streets.
Ch 5	General Recommendations Language Removal	Provide bikeway transportation facility route alternatives to trail corridors that are particularly used for recreation. Lakewalk is a route where bicyclists currently take it but would prefer another route instead.	Provide bikeway transportation facility route alternatives to trail corridors that are particularly used for recreation. Lakewalk is a route where bicyclists currently take it but would prefer another route instead.
Ch 5	General Recommendations Language Removal	Bicycle Advisory Committee – with at minimum every other month meetings. Consider a city structure, particularly with the two largest cities where bicycle issues arise more frequently, Duluth, MN and Superior, WI.	Removed recommendation.
Ch 5	General Recommendations Language Re-Worded	Bike parking should be available at all public places.	Bike parking should be provided at all government buildings used by the general public.
Ch 5	Future Plan Updates Language Re-Worded	It is recommended that this plan be reviewed annually to take advantage of new opportunities, new innovations, and new trends.	It is recommended that minor revisions and bikeway routing updates take place annually, and major review taking place every 5 years.