

Duluth-Superior Metro Pedestrian Plan
Advisory Committee Meeting #8
Friday November 20, 2020
10:30 – 11:30 AM

Agenda

1. Introduction (5 minutes)

- a. James Gittemeier began the meeting by discussing the meeting goal and purpose: to finalize a tier system that reflects high priority pedestrian areas. He will be looking for input into the factors and their relative weights to determine these, which include:
- b. Traffic Volumes (AADT) – car, truck, pedestrian
- c. Traffic Speed
- d. Priority Populations
- e. Activity Nodes

2. Discussion of factors and their relative weights

- a. Traffic Volumes (AADT) – car, truck, pedestrian
 - The higher the number, the higher the pedestrian priority –it needs some type of pedestrian facility and/or maintenance

3. Traffic Speed

Comment: a minimum 20 mph is now authorized in Minneapolis and St. Paul.

Question: What constitutes a residential area? James clarified that from a planning perspective we use the roadway classification system describe each road by its functional classification

Comment: There is currently a “Statewide Speed Limit Vision Project” that is being led by MnDOT State Aid. <https://clients.bolton-menk.com/mnspeedlimitvision/>.

4. Priority Populations

These include areas with Safe Routes to School routes, households without vehicles, ambulatory difficulties, low income population, minority populations, age 17 and under and age 65 and over

5. Activity Nodes

1-mile radius around schools (walkable distance); business district,
Suggested areas included parks and recreation areas; employment sites that aren't in business districts; polling places and civic/community centers –

Comment: there should also be a higher weight for activity centers located in urban rather than rural settings – or maybe not, per another comment

6. Barriers

Including things like slope, water features, railroad tracks.

Other suggestions included multi-lane roadways; also some key areas that require a long detour with no reasonable alternative within an x-mile distance or x-minute walk

Questions: does this mean features that can not be changed (slope) or those that can be modified or addressed? Does it mean natural or human-made barriers (land use choices)?

7. GIS Mapping –

The Proctor example shows how the weighted factors, all taken together, yield a visualization of high-priority pedestrian areas.

8. Plan tasks (5 minutes)

- a. Focused conversations are planned to be held by MIC staff to get input from groups of people (“priority populations”) we may have missed in the process so far
- b. Review of the draft Plan – James requested that PPAC members review the draft plan before the final meeting when approval of the plan will be requested.
- c. Next Meeting - Friday December 18 at 10:30am
- d. A final meeting to vote on the plan will be held in January or February, but we will continue to have monthly check-in meetings