Purpose for this Update: The Metropolitan Pedestrian Plan is due for its 5-year update. With the Blatnik Bridge project altering the transportation environment for large areas of Duluth, Superior, and the whole region for the remainder of this version of the bike plan and the entirety of this version of the pedestrian plan, this update process will largely be setting up for a more comprehensive update near or after the bridge reopening. The key component to this process will be combining the Duluth-Superior Area Bicycle Transportation Plan (2025) and Metropolitan Pedestrian Plan (2021) into a single Duluth-Superior Area Active Transportation Plan. This process will establish the first plan structure that collectively addresses pedestrians, bicyclists, bike-like modes, and to some extent, transit. There will be content revisions focusing on changes to the pedestrian environment since 2021 and priority connections to the upcoming Blatnik Bridge multi-use path.

AT Plan Outline (2027 update)

1. **Introduction**
    a. Purpose of the plan
    b. Past plans
    c. The merge
        i. Process to combine the plans
        ii. Merging because of:
            1. More time for implementation – 1 plan to update every 5 years
            2. Evolving the plan as technology, states, other communities expand the understanding of “bike” and “micro-mobility”
            3. Unified plan for users and viewers
            4. Opportunity to focus on the interaction, interrelatedness of bikes, pedestrians, and transit users
    d. Federal regs requiring MPOs to perform multimodal planning
    e. Leading terms & definitions
        i. What IS “active transportation” and what is NOT “active transportation”
        ii. What is “bike” or “pedestrian”
2. **Goals, objectives, and guiding principals**
    a. All Ages & Abilities
    b. Active Transportation goals
    c. Bike goals
    d. Pedestrian goals
    e. Transit goals (pulled from a combination of Long-Range plan and DTA plans)
    f. 6 Es
3. **Walkway and bikeway facility types**
    a. Similar to pages 3-6 to 3-14 in bike plan

    b. Demonstration projects
4. **Active Transportation Networks**
    a. Active Transportation Priority
        i. Using the overlapping high-priority areas in bike & ped. plans. Elevate locations prioritized in Safety Action Plan.
    b. Bike
        i. Bikeways route planning methodology
        ii. Existing bike map
        iii. Future bike map
    c. Pedestrian
        i. Pedestrian route planning methodology
        ii. Priority Pedestrian Improvement corridors
        iii. Pedestrian network gaps
        iv. Barriers to the pedestrian system
5. **Recommendations**
    a. AT recommendations
    b. Bike recommendations
    c. Ped recommendations
    d. Transit recommendations
    e. Implementation plan
6. **Maintenance & Upkeep**
    a. This chapter will start high-level and develop through each 5-year update.
        i. Community organizations working on maintenance
        ii. Very high-level overview of maintenance agreements, within purview of this plan
        iii. Who is the maintaining jurisdiction
            1. How the type of facility can determine maintainer
            2. Tradeoffs, how maintenance can be considered in project development
        iv. Goals for the region: Reliability, policies/legislation. Elevate these goals to the elected officials. Goals for the whole system
7. **Progress made, future projects, & future updates**
8. **Other ongoing efforts**
    a. Safety Action Plan
    b. Safe Routes to School (Duluth & Superior)
    c. ADA Transition plans
    d. Cross City Trail Plan, Munger Trail Master plans
    e. MnDOT Bicycle+ Plan & WisDOT Pedestrian & Bike Plan
    f. University of Minnesota research, LRRB
9. **Appendices**

a. Glossary
b. Neighborhood bike maps