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.

High-Level AT Plan Creation Tasks (2027 update)

1. **Create the following chapters using Ped & Bike plan content, including language adjustments to describe "Active Transportation" and the merged plan.**
    a. Introduction
    b. Goals, objectives, and guiding principals
    c. Walkway and bikeway facility types
    d. Active Transportation Networks
    e. Recommendations
    f. Progress made, future projects, & future updates
2. **Determine progress made since the bike plan (2025-26) and since the ped plan 2021-2026 to update the "Progress Made" chapter.**
    a. 7 ped. plan recommendation categories to review for level of completion
    b. Carry over the list of completed projects from the bike plan and add 2025-26 projects.
    c. Update tables for existing and new active transportation facilities in the region, including data already received for MTP annual progress report
3. **Decide which existing recommendations from both plans should be reworded to be "Active Transportation" oriented, and which should stay with one specific mode**
    a. Carry over ALL bike plan recommendations
    b. Carry over unfinished ped. plan recommendations
4. **New recommendations or strategies focusing on changes to the pedestrian environment since 2021, including some using "Active Transportation" wording. Topics discussed at scoping group meetings included:**
    a. Impacts of COVID pandemic on land use, pedestrian activity, and the potential in downtown revitalization efforts.
    b. Blatnik bridge shared-use path

        i. Planning for connections to the new path when it is completed. Routes to Osaugie trail, Tower Ave bike lanes, Cross City Trail
    c. E-motos & e-bikes emerging and implications for pedestrian safety on trails and sidewalks
        i. Emerging pedestrian safety concerns with e-motos & e-bikes
            1. Previously, easier to push for shared-use facility due to ROW & funding limitations. Now, this may not be the best solution at every location
    d. Safety Action Plan – integrating these recommendations and priority locations into the AT plan.
    e. Community-wide acceptance and demand for AT is growing. broader understanding than what used to exist
        i. Viewing infrastructure for *transportation* if the *recreation* users decide to use it, that is a great secondary benefit.
    f. DTA BBB - primary transit corridors. Current and future investments along Blue Line, Green Line, and Superior routes
5. **Maps**
    a. Refresh Pedestrian Priority Improvement Corridors map with latest data.
        i. Possible small tweak to prioritization matrix
        ii. Use existing Pedestrian Network Gaps map, remove those filled since 2021
        iii. Use existing Barriers to the Pedestrian System map, remove those addressed since 2021
    b. Create new Active Transportation Priority Corridors map by overlapping priority corridors in bike & ped. plans. Elevate corridors identified in the Safety Action Plan, especially those within *Safety Emphasis Area 4: Urban Intersections – Pedestrian and bicycle crashes*.
    c. Simplify main document by moving neighborhood bike maps to appendices
6. **Possible stakeholder and public engagement**
    a. Engagement with a handful of pedestrian-focused community organizations
        i. Some of this can come from recent & upcoming MIC efforts
            1. SAP
            2. Safe Routes to School
    b. Tabling opportunities – familiarize the public with the concept “Active Transportation”
7. **Outline initial considerations for comprehensive AT plan update (~2032)**

Items for consideration in a future comprehensive AT Plan update (2032)

1. Realistic “20-year AT facilities map”
    a. Network that is *expected* to be built out in the next 20 years
    b. What is expected to *not happen in* the next 20 years
2. Functional classification system for bike & pedestrian facilities
3. Expected future use as a part of facility prioritization – (statistical estimation for low use, medium use, high use)
4. New evaluation matrix for Active Transportation priority map
    a. Not just combining the bike & pedestrian priority routes
5. Bike map considerations
    a. Using Strava data for a bike estimates on corridors
    b. OpenStreetMap for activity nodes and other community usage-based data
6. Planning support toolbox (see St. Cloud’s AT Plan)