

### Policy #1 – Improve street conditions to function better for everyone

- S1. Continue the City's asset management plan to extend the life of pavement and sidewalks.
- S2. Seek to maintain a minimum Pavement Quality Index for streets, particularly along transit lines, high-traffic areas, and bike routes.
- S3. Prioritize implementation of the ADA Transition Plan, with a focus on Core Investment Areas.
- S4. Develop a funding source dedicated to installation and maintenance of sidewalk networks.
- S5. Install modern pedestrian and bike facilities whenever conducting resurfacing activities on city streets, including on-road bike lanes for all locations identified in the City's adopted bikeway system plan.
- S6. Ensure that sidewalks and crosswalks are rapidly cleared of snow (and continuously cleared, in Core Investment Areas), to ensure ease of system use by all residents.
- S7. Continue to develop, improve, and implement Safe Routes to Schools plans to enhance safety for children around schools and throughout the community.
- S8. Ensure utility repairs are conducted to restore roadway surface to a preferred condition, and when possible seek to locate new or improved utilities outside the driving surface.
- S9. Adopt measures to reduce vehicular travel speed and improve intersection safety, especially in busy areas, to improve safety conditions and reduce or eliminate injuries and deaths.
- S10. Monitor and adopt best practices for self-driving vehicles.
- S11. Plan for an increase in use of electric vehicles, and support implementation of necessary infrastructure to allow for a seamless transition from internal combustion engines.

### Policy #2 – Reduce infrastructure costs through innovation and wholesale design change

- S1. Evaluate city street design standards to reduce replacement costs and on-going maintenance and plowing needs by allowing or requiring narrower street widths whenever possible and appropriate.
- S2. Ensure the use of appropriate urban or rural design metrics for new or reconstructed streets depending on the applicable area of the City. Use updated engineering standards such as NACTO Urban Street Design Guide whenever possible. Seek appropriate design for the desired auto speed and safety level, based on whether children might play in that area.
- S3. Develop options for eliminating alternate-side parking requirements, such as through the use of "snow emergencies," to allow for a reduction in street width where the city need not provide on-street parking on both sides of a particular street.
- S4. Evaluation streets in low density areas that could be replaced, reduced, removed, or made private to more effectively utilize maintenance budgets and long-term capital replacement funds.
- S5. Consider maintenance burdens resulting from street use by trucks and waste haulers, and options to reduce such street use through citywide policy changes.

- S6. Improve long-term infrastructure effectiveness through strategic use of green infrastructure, especially to support urban boulevard trees, transportation-adjacent wetlands, streams, and Lake Superior.

### Policy #3 – Add to the transportation network by systematically enhancing multi-modal options

#### General Strategies

- S1. Recognize that all citizens are pedestrians at some point in their daily travels, even if walking is used in conjunction with other modes, and prioritize pedestrian safety and comfort in transportation improvements.
- S2. Update development policies to ensure new development includes appropriate supporting infrastructure, including the full suite of transportation options in Core Investment Areas.
- S3. Update the UDC to include best practices for vehicle parking, bicycle parking, pedestrian connections, and transit stop requirements. Such requirements should be standardized for all modes.
- S4. Minimize or eliminate use of angled or perpendicular parking to improve safety conditions for bicyclists, except where perpendicular parking is necessitated or required due to steep topography.
- S5. Consider options for parking meter revenue being expended near where it is collected, and structure pricing to increase on-street cost vs ramps.
- S6. Develop programmatic actions to promote rideshare, carshare, and bikeshare programs. Incentivize employers' support for biking and transit use.
- S7. Conduct analysis of options for improving uphill/downhill connections in areas of high housing, job, and tourist density, especially between key destinations and areas where people seek to travel without use of a personal vehicle. The analysis should include an evaluation of a mode's capital and operational investment and requirements.
- S8. Maintain existing public stairways and add new stairways where appropriate. Add bike rails where appropriate. Consider naming stairways using unique identifiers and install signage, to add to the level of public awareness and enjoyment.
- S9. Identify study area and multi-modal needs for the future Northern Lights Express station.

#### Transit Network Strategies

- S10. Prioritize transit route service and expansion between areas of the greatest population and employment densities in coordination with the Duluth Transit Authority. Seek to establish a network of specific routes with rapid frequencies, such as between downtown and Lincoln Park.
- S11. Improve transit amenities and transit stop conditions, creating a prioritized strategy for capital investment to reflect continuous incremental improvements in partnership with the DTA. Focus initially on such investments in and around Core Investment Areas.
- S12. Increase bike capacity on buses and identify ways for non-traditional bikes to travel by bus.
- S13. Minimize transit system route changes that negatively impact service to transit-dependent people in the City.
- S14. Develop implementation actions to prioritize snow removal at transit shelters and along sidewalks serving transit stops.
- S15. Collaborate with the DTA to improve transit branding and marketing, including user-friendly tools such as smartphones, and updates to bus stop signage and design.

S16. Improve 'park and ride' design and marketing.

S17. Work with the DTA to consider system improvements such as creation of a Bus Rapid Transit corridor (or similar); alignment of route schedules with schools, airport, and businesses; and access to grocery stores.

#### Bicycle Network Strategies

S18. Standardize regulatory requirements for installation of bike racks for ease of maintenance and security of bikes against theft.

S19. Complete planned trails and bike lanes to connect gaps in the bicycle route network. Prioritize protected bike lanes over unprotected bike lanes.

S20. Assess existing bike routes for user safety and comfort, and plan improvements to existing and future bike routes and trails.

S21. Increase available bike facilities in coordination with partners. Provide specific spaces, either public or private, for their installation.

S22. Determine what elements are necessary for Duluth to establish a bike sharing program, and plan for implementation.

#### Policy #4 – Improve system condition and connections in and between downtown and Canal Park

S1. Develop a dynamic parking information system to direct commuters and visitors from regional infrastructure to the most effective available parking opportunity in either downtown or Canal Park.

S2. Conduct an evaluation of parking demand and potential use in downtown and Canal Park, taking into account the unique walksheds arising due to obstacles and topography.

S3. Enhance partnerships to with Mn/DOT, the DTA, and DECC to improve sidewalk, bike, and road conditions for all users between downtown and Canal Park.

S4. Expand opportunities for transit circulation and stops in downtown and Canal Park. Consider expansion of the 'downtown fare zone' to locations further east and west, and improve awareness of such transit ridership opportunities by both residents and tourists.

S5. Improve pedestrian crossings in high-traffic areas through the use of mid-block crossings, bumpouts, and signal phasing.

S6. Improve alleys downtown and in Canal Park to create new commercial opportunities. Focus first on the alley between S. Lake Avenue and Canal Park Drive, where existing conditions function as a woonerf (shared pedestrian/street area). Consider eliminating one-way alley conditions and creating unique named identifiers for alleys in the downtown.

S7. Evaluate and update the downtown's streets plan to guide for future improvements, including the eventual likelihood of conversion of one-way streets to two-way streets.

S8. Improve options for walking in Canal Park through evaluation of changes to Buchanan Street, the Baywalk, and other areas.

S9. Identify options for downtown plaza areas that serve pedestrians and increase the liveliness and level of activity downtown.

#### Policy #5 – Base decisions about transportation infrastructure primarily in the context of improving city and neighborhood vitality, and not on automobile through traffic

- S1. Implement use of traditional elements of the transportation landscape as public art opportunities. Use existing models where cities allow art on utility cabinets, on the street at intersections, and on bike racks and fire hydrants.
- S2. Establish a high standard for transportation infrastructure within all Core Investment Areas, including ample pedestrian infrastructure, well-designed parking areas, a legal structure for shared parking, and an adequate level of bike parking.
- S3. Expand and retain urban trees during street construction and other improvements.
- S4. Installation of green infrastructure should emphasize both environmental and aesthetic amenities. Maintenance plans for green infrastructure should be included.
- S5. Incorporate public art and creative placemaking into street, transit, and trail projects.
- S6. Appropriate lighting for safe transportation systems i.e. peds, cars, etc.,
- S7. Strengthen connectivity standards to require more pedestrian and bicycle paths through parking lots to increase local access to businesses and services.

Policy #6 – Protect and enhance regional transportation networks, especially for purposes of expanding opportunities for movement of freight

- S1. Support the work of the HTAC, DSPA, USACE, USCG, and other stakeholders to ensure continued maintenance of Duluth's shipping channels and port facilities.
- S2. Promote the use of appropriate regional freight corridors and intermodal facilities for the success of water-borne commerce and shipping by truck and rail.
- S3. Seek to ensure that reconstruction of the Twin Ports Interchange at US Hwy 53 and Interstate 35 meets the competing needs of freight transportation, safety, and neighborhood connectivity and improvements, particularly in Lincoln Park.
- S4. Support infrastructure improvements at the Duluth International Airport, including through development of the 3-21 crosswind runway. Structure economic development policies and opportunities for growth in such a way as to support increased activity at the airport.
- S5. Collaborate with the MIC, DIA, and DSPA to develop a plan for coordinated transportation investments to support the export and mobility of freight by truck, air, and rail.
- S6. Expand public-private partnerships with rail freight companies to maintain, improve, and expand rail infrastructure.