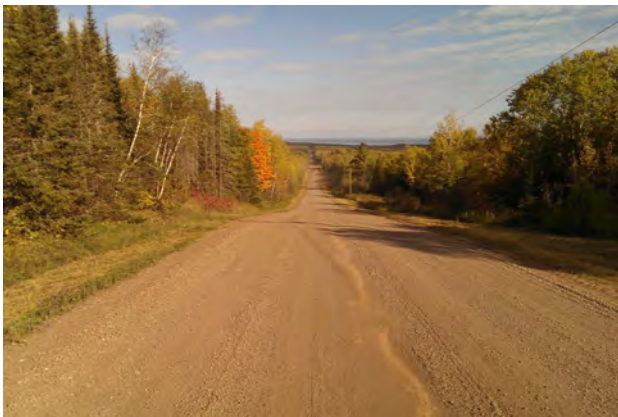


Duluth Township Trails Plan



June 2016



DULUTH TOWNSHIP TRAILS PLAN

June 2016



Prepared in cooperation with the Town of Duluth and
the Trails Plan Steering Committee by

Duluth-Superior Metropolitan Interstate Council



Duluth and Superior urban area communities cooperating in planning and development
through a joint venture of the



Arrowhead Regional Development Commission
and the
Northwest Regional Planning Commission



EXECUTIVE SUMMARY

The Duluth Township Trails Plan is a working document that serves as a long-term framework for accommodating the township's desire to move about safely and comfortably around the township. It reflects a community vision as well as an ambitious set of goals, opportunities, and strategies that will be fully realized over time. The plan takes a comprehensive look at all planned trail projects that connect with Duluth Township. However, that is not to say that work on building this trail system is far off in the future. In fact, work on a large segment of this plan can begin right away with installation of wayfinding signing along the identified trails.

The idea of a Trail Plan originated from the Duluth Township Comprehensive Plan, which calls for the creation of a network of pathways that would not only serve as a recreational use; but also would provide viable connections to township community gathering places and points of interest.

In order to accomplish this idea, the goal of the Trail Plan is to devise a system of multiple use trails connecting township residents, natural areas, community assets, and regional attractions; thereby, creating a network of pedestrian, bicycle, and other multiple use non-motorized pathways throughout Duluth Township.

While the focus of this trail plan is Duluth Township, the plan looks outside of township's boundaries as well. This plan takes into account proposed trails from planning efforts already undertaken, including those by the Duluth Master Trails and Bikeways Plan, the Lake County Trails Plan, and the Superior Hiking Trail, the Gitchi Gami State Trail, and the North Shore Scenic Drive.

Therefore, this plan provides the design of a seamless, interconnected system of non-motorized trails that link community gathering places with residents and ties a ribbon of trails throughout Duluth, Two Harbors, St. Louis County and Lake County.

The plan includes a general implementation timeline, based on short (0-5 yrs), mid (5-10 yrs), and long-range (10+ yrs) timeframes and is designed as a guide for all the jurisdictions, organizations, and groups in their efforts to implementing this regional, interconnected trail system.

Special thanks to all who contributed to the development of the Duluth Township Trails Plan, including:

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Duluth Township residents discussing their ideas at the Trails Plan Public Meeting

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Map Disclaimer

The information contained in the following maps is a compilation of data from various federal, state, county, regional, and municipal sources. Geographic information has limitations due to the scale, resolution, date and interpretation of the original source materials. Users should consult available data documentation (metadata) to determine limitations and the precision to which the data depicts distance, direction, location or other geographic characteristics. These maps and/or data are not legal survey documents to be used for describing land for the purpose of ownership or title.

INTRODUCTION

The Duluth Township Trails Plan takes an internal look at Duluth Township and focuses on creating a complete and cohesive non-motorized transportation network focused on but not limited to the desire of a safe and comfortable place for people who walk, bicycle, inline skate, and train with skis on the public township roadway network.

Regional Perspective & Connections

But this is not possible by just focusing within the township alone. Duluth Township is not an island amongst itself, but one piece of a regional puzzle. Therefore, this plan also focuses on how to interconnect with the state trails (Munger Trail and the Gitchi Gami, the Lake County Trail network, the Superior Hiking Trail and the North Shore Scenic Drive.



Background

Duluth Township's Comprehensive Plan calls for the development of a number of multiple use non-motorized trails in various locations through out the township.

In order to accomplish this non-motorized transportation focus, the creation of a completely interconnected and seamless network of trails, including both on-road and off-road pathways was envisioned. These trails would connect the community gathering places, including the North Shore Community School and Town Hall, natural areas, community assets and regional attractions. This trail system would create

This plan has taken into account trail planning efforts by:

- City of Duluth Parks
- City of Two Harbors
- Lake County
- Superior Hiking Trail Association
- North Shore Scenic Drive Council
- Minnesota Dept of Natural Resources

overall bicycle and pedestrian path system in Duluth Township; thereby, providing safe and comfortable use of non-motorized modes of transportation within the township.

The following is the specific language from the Duluth Township Comprehensive Land Use Plan:

2021 Community Vision for trails

“The trail and open space system consists of motorized and non-motorized trails. It has been designed to serve Township residents and follow strategic community roads and public and private land where landowner’s desire. The trail system also connects users to the Superior Hiking Trail and the Scenic Highway 61 bike trail.”

Duluth Township Comprehensive Plan Policies:

Infrastructure:

1. *Establish and maintain a transportation system capable of providing safe, efficient, and economical travel patterns through the town.*
4. *Whenever possible and safe, provide bike lanes where appropriate, and minimize right-of-way widths to maintain rural character as well as to minimize disruption to wildlife.*

Recreation/Open Space

3. *Encourage an accessible and interconnected community –wide trail and open space system that is designed for responsible, multiple use by residents.*

Tourism

3. *Support low impact recreation activities, such as hiking, cross-country skiing, and wildlife watching, kayaking, and canoeing in the management of North Shore corridor public areas.*

Planning Process

This document has primarily been prepared in collaboration with the Trails Plan Steering Committee. Beginning in the Spring of 2015, the Steering Committee met to identify relevant departure and destination points and determine viable trail alignments. Two public Open House meetings were held at Duluth Town Hall to gather input on the key destinations and trail alignments. Based on these discussions, a number of refinements were made to the trail alignments.

Process Timeline:

2014

Initial conversations on the Duluth Township Trail Plan.

2015

Project Scope & Process is defined

May 14— Call for citizens to join steering committee

June 11— Town Board Appoints Steering Committee

July 22— Trails Plan Survey is sent out through Township Newsletter

June 29— Steering committee organizational meeting

July 16— Input Gathering Open House

July 24— Township Survey Closes

July 30— Steering Cmte meeting

Aug. 1— Steering Cmte meeting

Aug. 20— Steering Cmte meeting

Sept. 17— Steering Cmte meeting

Oct. 15— Draft Plan Open House

Oct. 26— Steering Cmte meeting

Nov. 19— Presentation of Draft Plan to Planning Commission

2016

Final document compiled and approvals.

March 24 — Final Plan is presented to Duluth Township Planning Commission.

June 9— Final Plan is presented to Duluth Town Board for approval.

DECISION CRITERIA

In development of this plan, decision making followed a systematic process. With each step in the development of the plan, input was sought before moving forward. The Steering Committee reviewed all comments, held discussions and made decisions to proceed. In addition, the location, type and priorities of trails followed an inclusive process. This process began with the direction given by the Comprehensive Plan, opened up a broad conversation with the township residents, and over the course of this planning process and with continued discussions narrowed down to specific recommendations. The following goals, objectives and criteria provide the over-arching guidance for the entirety of the trail system identified in this plan.

Trail Plan Goal

Identify potential on & off-road non-motorized route segments to provide a cohesive network of pedestrian, bicycle, inline skating, and other multiple use paths throughout Duluth Township linking with regional attractions.

Trail Plan Objectives

- 1. Connect important points in the township**
- 2. Connect to other regional trail systems**
- 3. Identify most feasible types of trail based on existing conditions**
- 4. Priority order for trail system development**

Trail Plan Timeframe

This trail system will be developed overtime as opportunities arise. The plan has a vision of the trail system and provides direction of how this can be developed over a 20-year timeframe. However, as changes occurs, whether they be new development, funding opportunities, township preferences or other unforeseen circumstance at this time, this plan should be updated to incorporate these changes. This plan in not meant to be a static shot of one moment in time, but a living document.

The recommendations, including specific trail segments, types of trail facilities and priorities in this trail plan is based on the following guiding criteria.

Location of Trail Segments

Key to this trail plan is to connect where township residents to township destinations, including community gathering spaces and scenic areas. The important points in Duluth Township to connect are as follows:

- ◇ Duluth Town Hall
- ◇ North Shore Community School
- ◇ McQuade Harbor
- ◇ Stoney Point
- ◇ French River
- ◇ Sucker River
- ◇ Knife River
- ◇ Stoney Point

Each point is to be connected in a seamless and direct path that will both be comfortable and safe for residents to traverse along.

Type of Trail Segments

- A. Off Road Natural Surface (Class V gravel or equivalent)
- B. On Road Gravel Surface
- C. On Road Paved—Shared travel lane with motor vehicles
- D. On Road Paved Shoulders
- E. Bridges

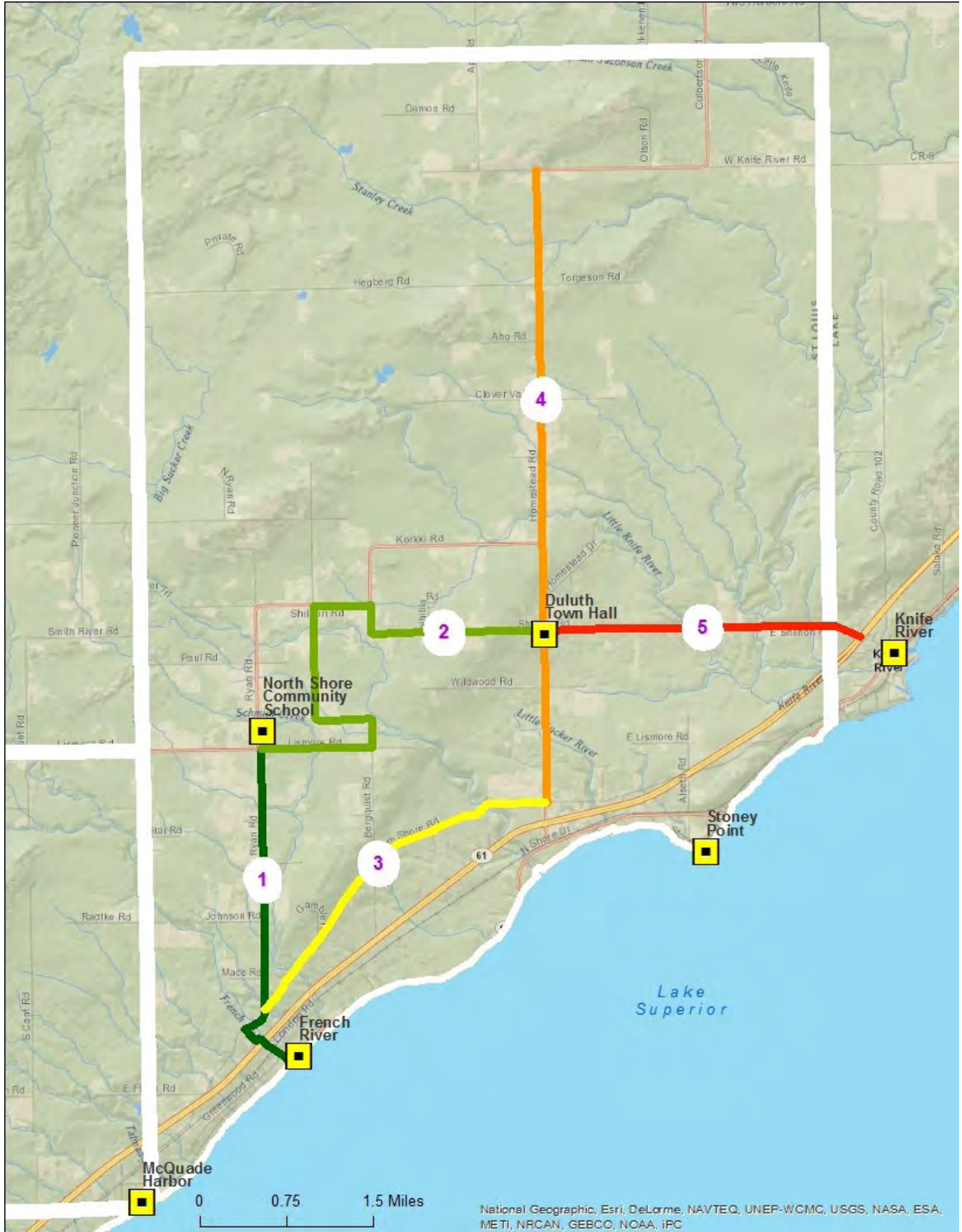
Priorities

- A. Potential upcoming road work by St. Louis County (where trail plan goals can be reached)
- B. Costs for Construction
- C. Maintenance Costs

Factors which guided the overall development of this Trails Plan

- * **High Speed Traffic**—most traffic is traveling at over 45 mph on the paved roads, which is not a conducive for safety nor comfort for pedestrians.
- * **Limited Site Lines**—frequent small hills that limit view of people ahead.
- * **Traffic Volume**—while not large in number, township roads have a continuous flow of traffic without long periods of no cars.
- * **No Shoulders**—most roads have little to no shoulder and ditch systems with limited space for pedestrians.
- * **Right-of-Way**—exists only for the improved portion of the road and the accompanying drainage system. Does not extend beyond the roadway.
- * **Public Land**—very little public land is available in the Township.
- * **Roadway Ownership**—the major roadways are owned and maintained by St. Louis County, and not in township control.

TRAIL SYSTEM



Overview Trail System Matrix

The trail system for Duluth Township is to provide non-motorized connections across the entire township. To accomplish this, the system is divided up into trail corridors. Within each corridor, the trails are divided into segments based on the level of need to provide a trail network that is safe, convenient and comfortable to utilized for all township residents regardless of age or ability.

The number corresponds to the order of priority for the township. While these are Duluth Township priorities, improvements will also depend on opportunities as they present themselves in the future.

Order of Priority

This system is separated into 5 trail segments and prioritized as follows:

- 1) Ryan Road Trail
- 2) Community Connector
- 3) Old North Shore Road
- 4) Homestead Road Trail
- 5) Knife River Connector



At the beginning of the trail planning process, township residents marked their destination points and routes on the above map in the first public meeting.

TRAIL SYSTEM

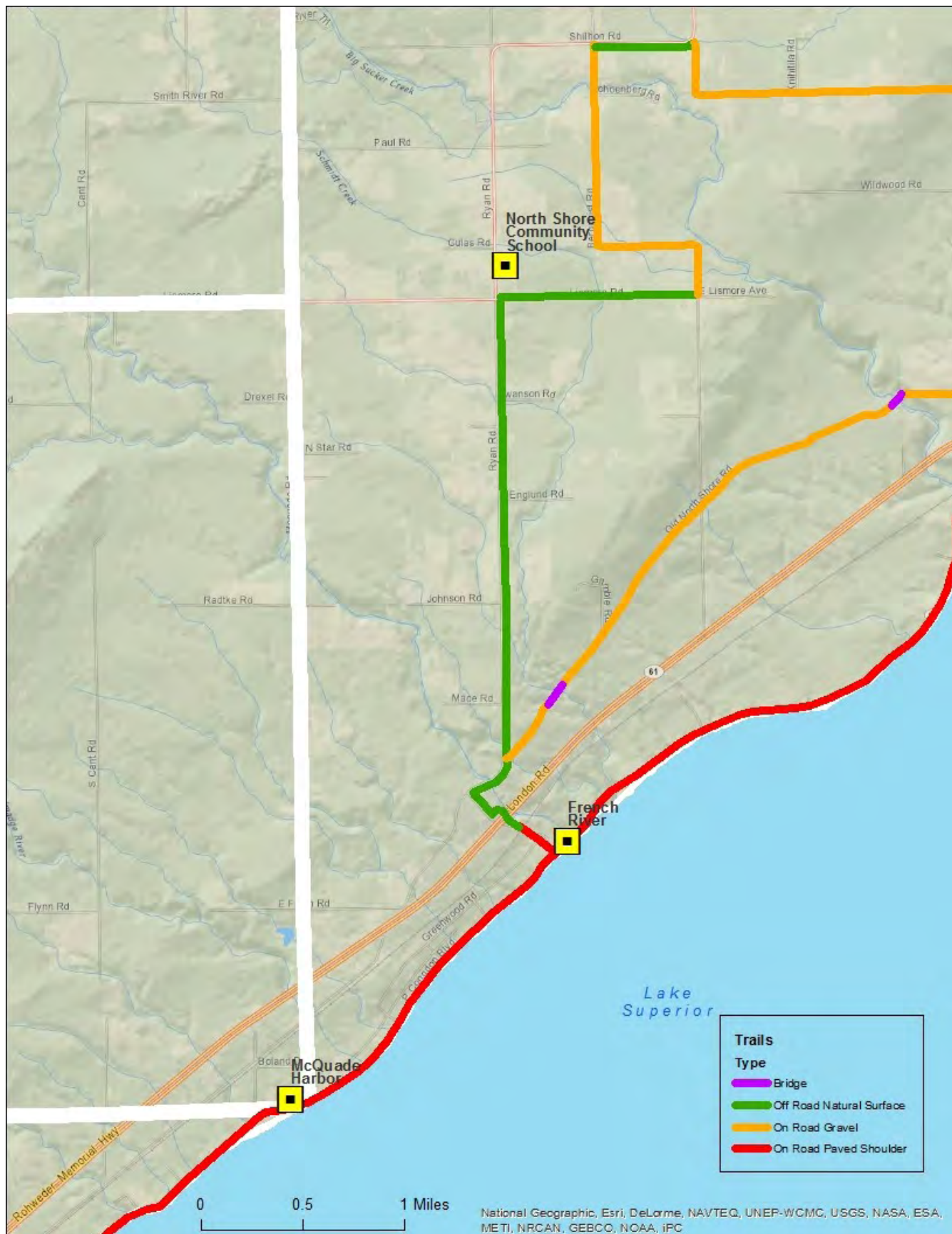
Name	Create Needed Connections in Town	Connect to Regional System	Type of Trail Surface	Length	Infrastructure Needed	Estimated Cost of Construction	Priority
Ryan Road Trail	North Shore School	North Shore Scenic Drive	Paved Natural Surface Gravel	3.05 mi	Paved Trail Natural Surface Path	\$200,000	1
Community Connector	Town Hall School	North Shore Scenic Driver	Natural Surface Gravel	4.93 mi	Natural Surface Path	\$730,00	2
Old North Shore Road	Scenic	Historic route up the Lake Superior North Shore	Gravel	3.24 mi	Pedestrian Bridges (2)	\$245,000	3
Homestead Road Trail	Town Hall	Superior Hiking Trail	Natural Surface	1.50 mi	Natural Surface Path	\$75,000	4
Knife River Connector	School Town Hall Knife River (town)	North Shore Scenic Driver	Gravel	2.77 mi	Natural Surface Path & Pedestrian Bridge (1)	\$242,000	5

General Trail Details

The following trail detail items pertain to all the trails discussed in this plan.

- **Proposed Trails**—the map identifies which trails proposed. Trails that are using roads are comprised of a shared road component for higher speed (road) bicyclists, inline skaters, etc and a natural surface component for pedestrians and slower moving bicyclists including children.
- **Pedestrian Easements** - all of the off-street trails options will require purchase of pedestrian easements., these costs are unknown.
- **Trail Surface**—for each trail segment on the subsequent pages, the existing conditions (paved, gravel & loose rock, grassy, undeveloped, natural surface, etc) of the trail surface is identified, as well as the proposed trail surface (paved, unpaved, crushed limestone, natural, etc).
- **Cost Estimate**—does not include easement or land purchase, that will be necessary to fully develop this trail network.

TRAIL SEGMENT — RYAN ROAD TRAIL



RYAN ROAD TRAIL

Connects the North Shore Scenic Drive (Scenic 61) to North Shore Community School.

Trail Surface:

- Ryan Road— North Shore Scenic Drive (Scenic 61) to MN Hwy 61 (Two Harbors Expressway) - paved should 5-8foot width.
- Ryan Road—MN Hwy 61 (Two Harbors Expressway) to Lis-more Road—natural surface 5-8 foot width

Details:

- This segment is expected to be the highest used segment
- Connects major points of interest, North Shore Community School, North Shore Scenic Driver, Old North Shore Road and the French River and largest population density within town-ship.



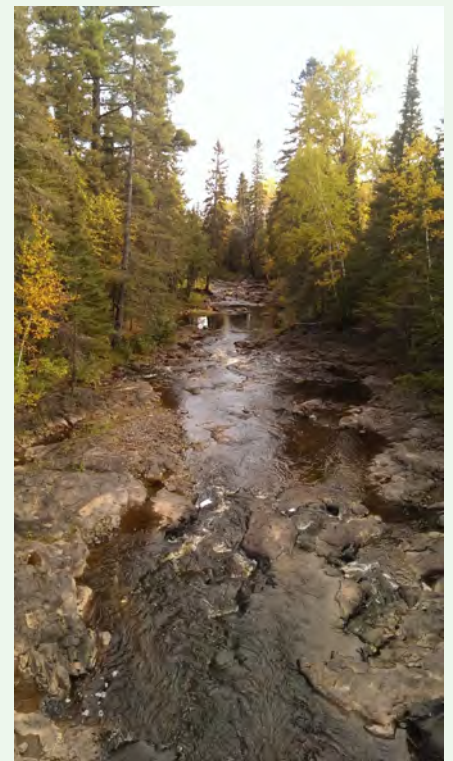
Ryan Rd—looking towards Lake Superior



Clifton– French River monument sign

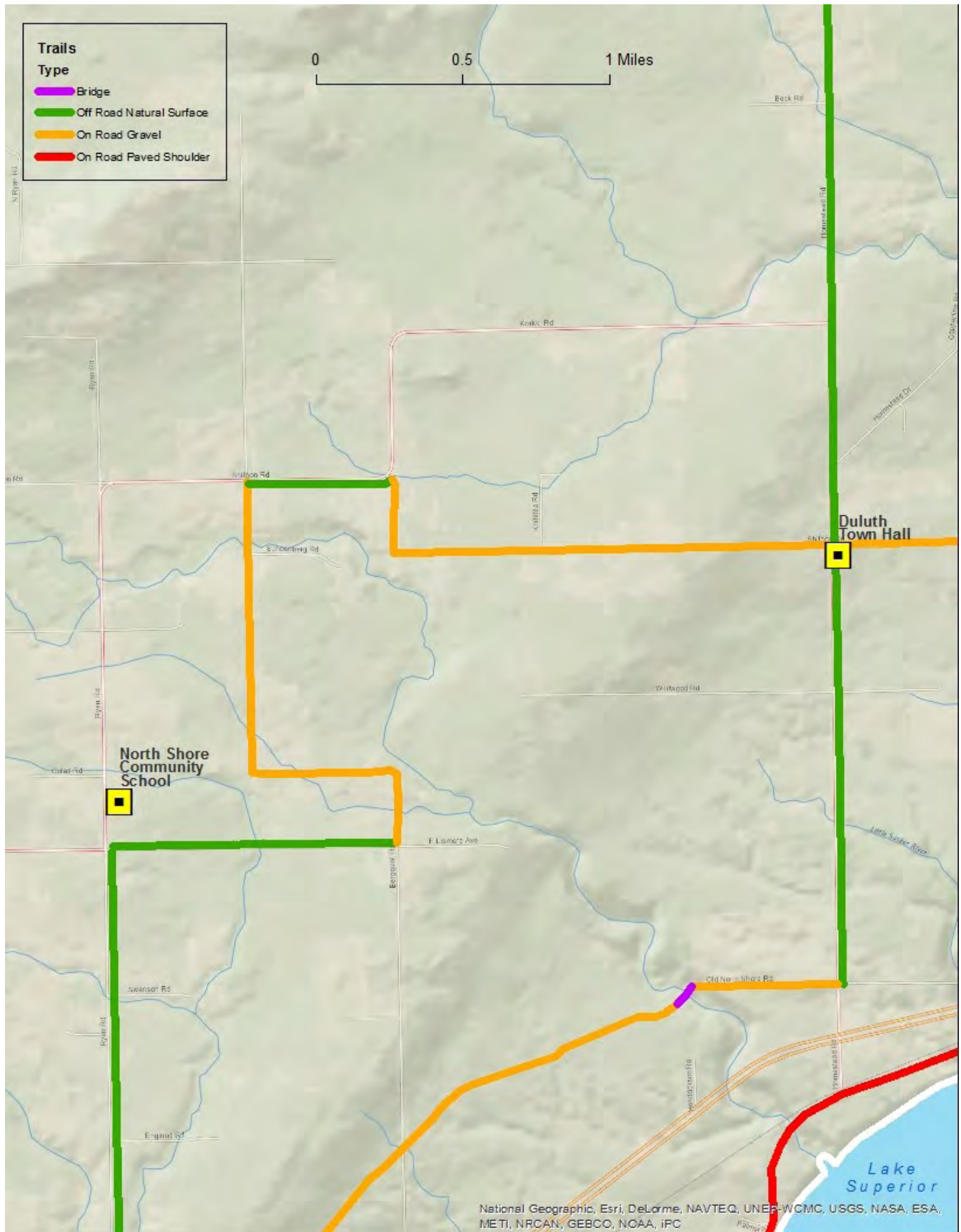


North Shore Scenic Drive bridge over the French River



French River

TRAIL SEGMENTS – COMMUNITY CONNECTOR



COMMUNITY CONNECTOR

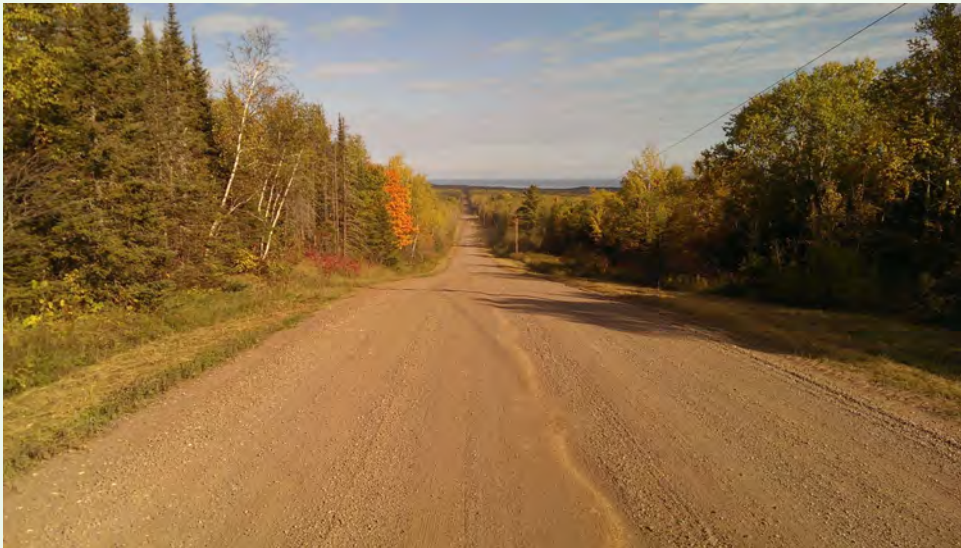
Connects North Shore Community School to the Duluth Town Hall following Lismore Road, Bergquist Road, and Shilhon Road.

Trail Surface:

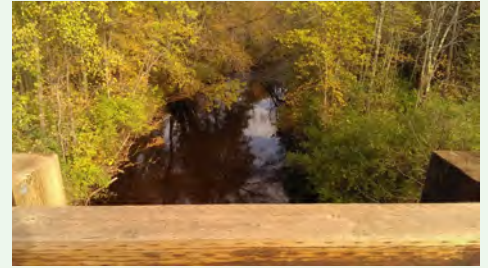
- Bergquist Rd & Shilhon Rd—Existing gravel road
- Lismore Rd & Shilhon Rd—Proposed: natural surface trail—5-8-foot width minimum

Details:

- Connects the largest community gathering spaces.
- Provides an east-west route across the township connection.



Shilhon Road

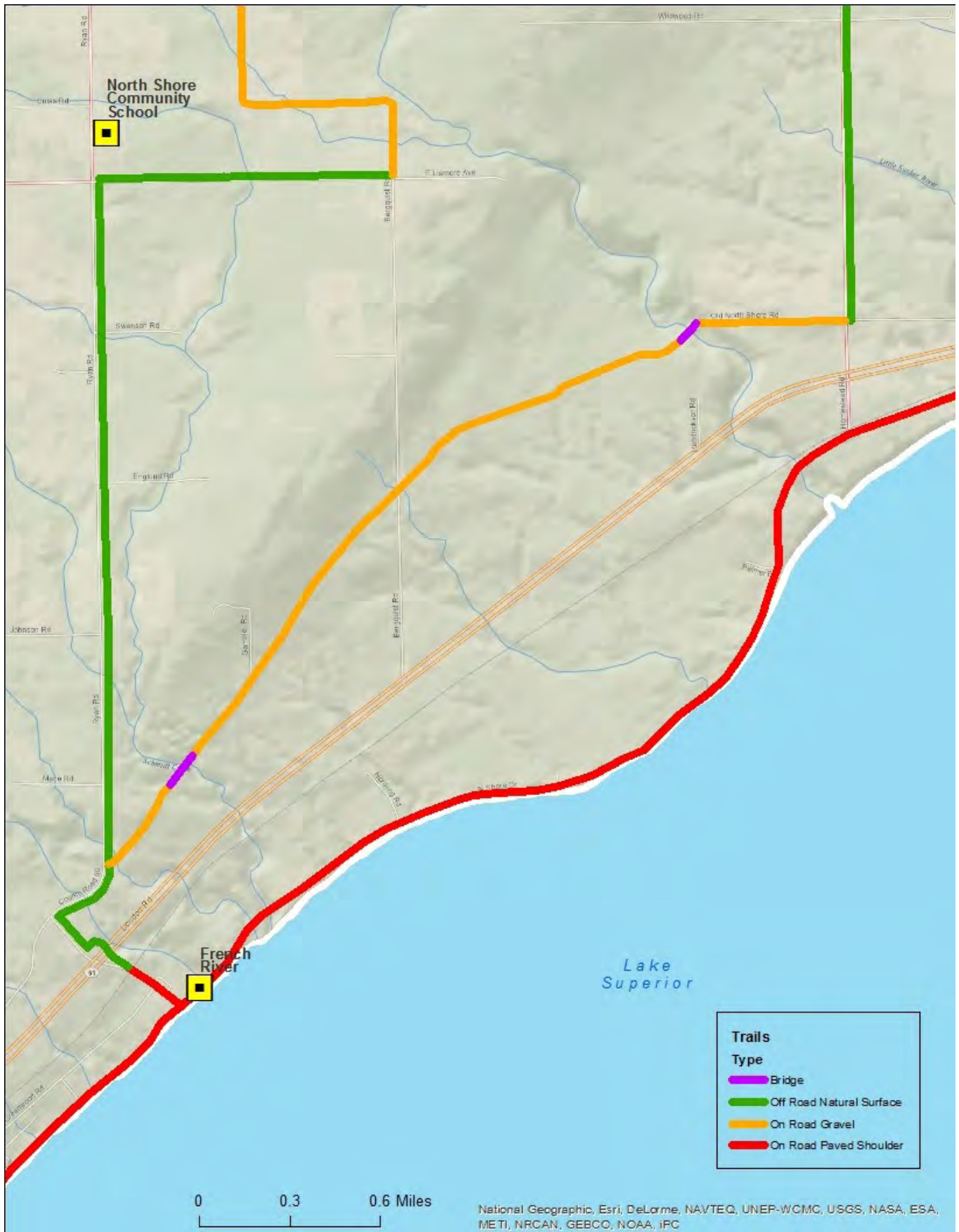


Bergquist Road



Bergquist Road

TRAIL SEGMENT — OLD NORTH SHORE ROAD



OLD NORTH SHORE ROAD

Connects Ryan Road and the French River to Homestead Road.

Trail Surface:

- Existing gravel road.
- Proposed bicycle and pedestrian bridges over Schmidt Creek and Sucker River.

Details:

- Historic and scenic roadway.
- Cross two streams, both roadways have been removed. New bicycle and pedestrian bridges will need to be installed.
- Low volume roadway

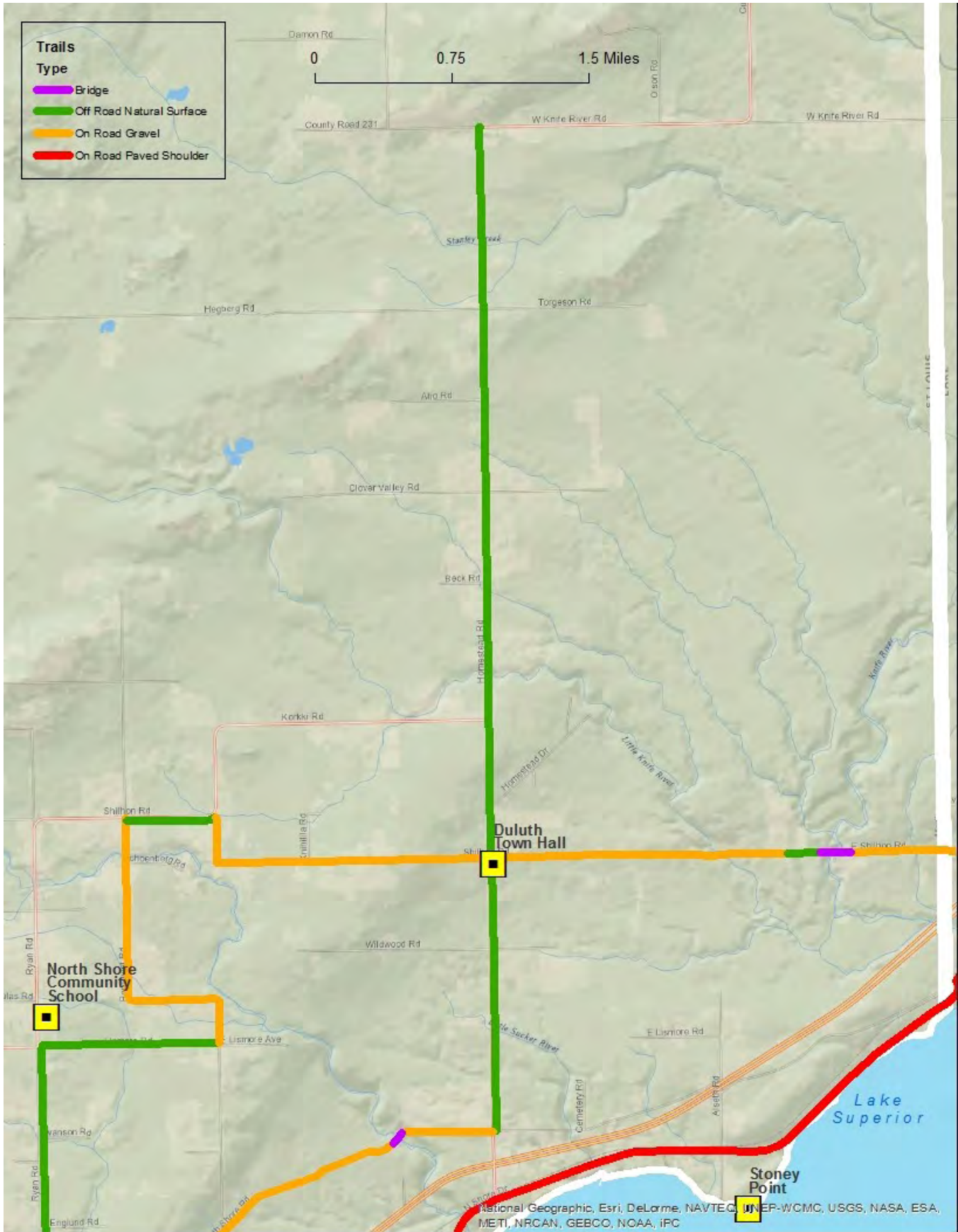


Corner of Old North Shore Rd and Ryan Rd



Missing bridge along Old North Shore Road

TRAIL SEGMENT — HOMESTEAD ROAD



HOMESTEAD ROAD TRAIL

Connects Duluth Town Hall at Shilhon Road along Homestead Road to Old North Shore Road.

Trail Surface:

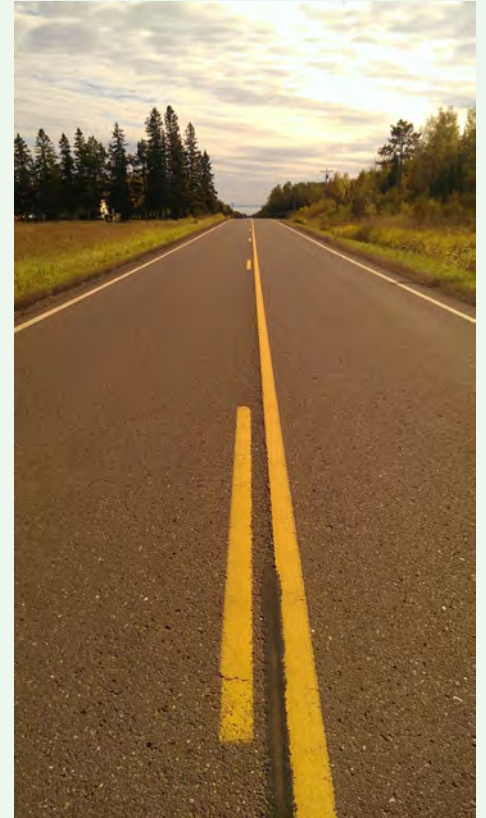
- Homestead Rd Proposed trail: natural surface —5-8 foot width minimum

Details:

- Separate off-road trail along a popular walking route.
- High speed motor vehicle traffic.
- Continuous flow of traffic.
- Many small hills, which makes it difficult for pedestrians, bicyclists and motorists to see oncoming traffic.
- Connects to Superior Hiking Trail
- Homestead Road Priority
 1. South Segment—Old North Shore Rd to Shilhon Rd
 - Off Road Natural Surface Segment
 - Highest level of use along corridor
 2. North Segment—Shilhon Rd to Knife River Rd
 - If and/or when shoulders are added to this segment, then add to trails plan.



Homestead Rd in front of Duluth Town Hall

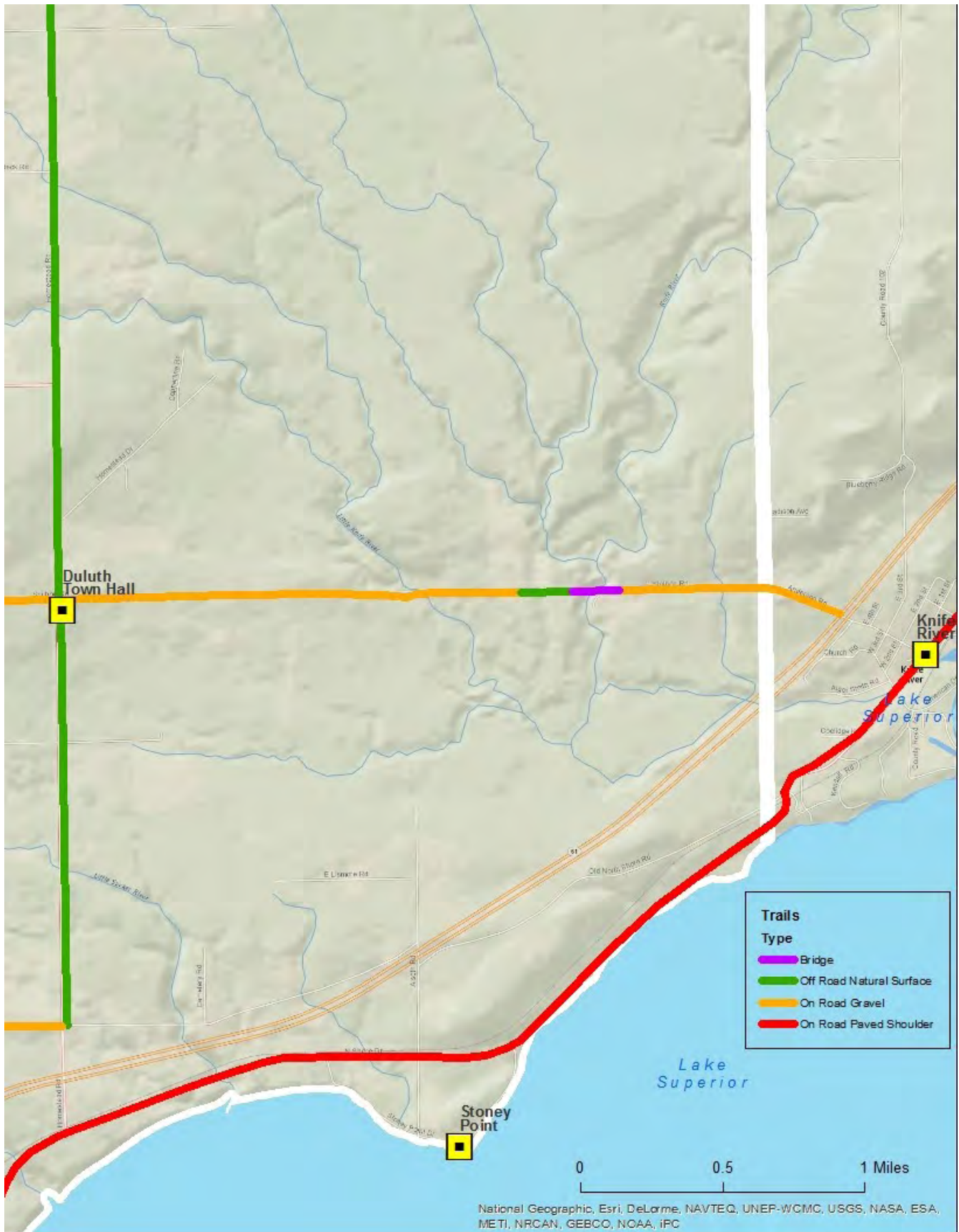


Homestead Rd—looking towards Lake Superior



North Segment of Homestead Road

TRAIL SEGMENT – KNIFE RIVER CONNECTOR



KNIFE RIVER CONNECTOR

Connects Shilhon Road at the Duluth Town Hall and Homestead Road to Knife River at Highway 61.

Trail Surface:

- Existing: gravel roadway
- Proposed natural surface trail from the end of the Knife River Road to the proposed bicycle and pedestrian bridge.
- Bicycle and pedestrian bridge across Knife River. No roadway bridge has ever been built here.

Details:

- Connects Duluth Township to the community of Knife River.
- Provides a connection to Knife River, a popular trout fishing stream along the North Shore.
- Provides a direct path to Two Harbors.



Aerial of Shilhon Rd at the Knife River



Fishing the Knife River

Trail Amenities—items include signage, lighting, and support facilities.

Signage—a unified sign design with repetitive elements including scheme, colors and logos will reinforce the image of a common trail even though the trail passes through different communities.

Note:

- ◇ Signage within St. Louis County Highways right-of-way must meet the Manual for Uniform Traffic Control Devices (MUTCD).
- ◇ Signage off right-of-way, along off road trails does not have to meet MUTCD, and the design and materials can solely be determined by the township.

Information Signage—located at historical and/or significant locations within the township.

Support Facilities—items that are located at historic, significant places within the township as well as support regular intervals which provide support for trail users, including trailheads, orientation kiosks (“you are here” maps), drinking fountains, benches, bike racks, and trash & recycling bins.

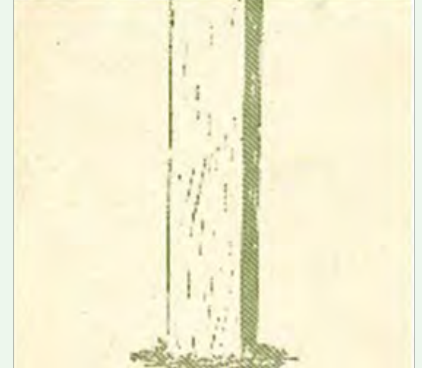
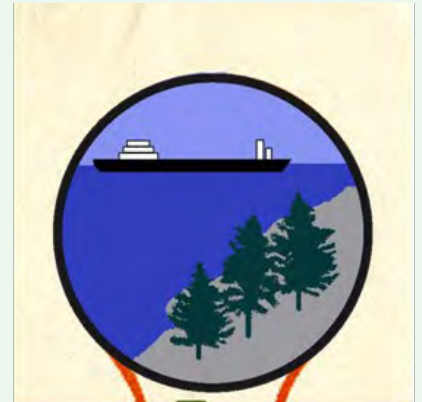
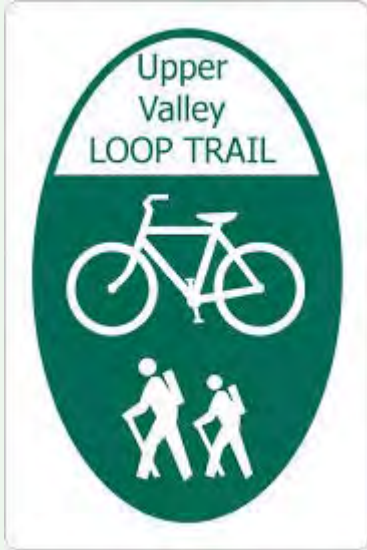


Historical monument sign along Ryan Rd

Possible Kiosks Locations

1. French River
2. McQuade Harbor
3. North Shore Community School

Examples of Duluth Township Trail Signage



To implement the trail projects identified in this plan, Duluth Township will be the lead agency pushing these projects forward. However, the Duluth-Superior Metropolitan Interstate Council and St. Louis County will play strategic roles in the implementation of this plan, since the trail network is intertwined within the region and transcends jurisdictional boundaries.

A critical element to implementing this plan is to forge partnerships between not only the pertinent agencies (townships, cities, county, state) but also trail groups and other interested organizations, agencies and volunteers. These entities will play an important role to collaboratively develop and, in the end, make the Duluth Township Trails Plan a successful reality.

Trail Planning Factors

Each trail segment will have to be individually examined in order to determine the improvements necessary to build the trail.

In some cases, the roadscape needs to be enhanced in order to create a bicycle and pedestrian friendly road. There are several items to specifically be taken into account when examining each trail, including existing and possible easements, the public land available, and the owners of the private property along the trail corridor, regardless of the need to purchase property/easement.

Trail Maintenance & Operations—the on-going maintenance and operations of the trail system is essential to its success and directly affects trail usage. A trail must be adequately maintained to ensure the public’s safety on the trail as well as trust in the community.

One group or organization should be identified to assume to the lead and provide overall administration of the trail. This group will be responsible for trail maintenance and day-to-day operations. A collaboration between jurisdictions, community groups, and volunteers is integral to accomplishing this goal.

Take into consideration when building trail:

- ◇ Easements
- ◇ Public Land Available
- ◇ Private Property Ownership

Responsibilities:

Trails will be maintained and operated by Duluth Township.

Bicycle & Pedestrian Bridges will require maintenance and inspection schedule that follows the State of Minnesota bridge requirements.

Trail Funding—one of the major constraints for this trail plan is funding. A list of potential funding sources include:

- Transportation Alternatives
- Legacy Grant
- Lake Superior Coastal Program
- Legislative Council on Minnesota Resources
- Safe Routes to School (SRTS)
- MN DNR—Trails & Waterways Programs

Note that the type of trail and its location will determine the costs of the trail and which funding sources can be tapped into from the list above as well as from other funding sources not identified here.

Implementation Timeline

The following timeline lists all trail segments and their priority for being implemented. The trails are placed into either short, mid, or long-range timeframes.

Short-Range Timeframe—0-5 years

- Wayfinding Signage
- Ryan Road Trail
- Community Trail—School to Town Hall

Mid-Range Timeframe—5-10 years

- Homestead Road Trail
- Old North Shore Drive Trail

Long-Range Timeframe—10+ years

- Knife River Connector Trail

Note that the some of the trail improvements, particularly the shared roadway and parallel natural surface trails, will be implemented incrementally, meaning that the entire improvement (trees, landscaping, etc) will not necessarily be installed all at one time.

Amending the Trails Plan

This plan is not intended to be a static document and will undergo regular updates and plan amendments as township officials proceed with implementation.

Items in the Appendix include:

- ◇ Community Survey Instrument
- ◇ Community Survey Summary
- ◇ Summary of First Community Open House—Input Gathering
- ◇ Summary of Open House—Draft Plan
- ◇ MIC Area Population Density
- ◇ Duluth Township Population by Census Block
- ◇ Existing Roads in Duluth Township

1. On average, how often do you walk or bicycle around Duluth Township?

	Daily	A few times a week	Once a week	1-2 times a month	Hardly ever	Never
How often do you walk for recreation? (i.e. walking a dog, for exercise, etc)						
How often do you bicycle for recreation?						
How do you use other recreational modes? (i.e.						
How often do you walk for transportation?						
How often do you bike for transportation?						
How do you use other modes (non-automobile) for transportation?						

2. How do you currently use Duluth Township’s existing trails and roadways, if at all? (Check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Cross-country skiing | <input type="checkbox"/> Skateboarding |
| <input type="checkbox"/> Hiking | <input type="checkbox"/> Snowshoeing |
| <input type="checkbox"/> Horseback riding | <input type="checkbox"/> Walking |
| <input type="checkbox"/> Inline skating | <input type="checkbox"/> Walking or running with a dog |
| <input type="checkbox"/> Mountain biking | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Road biking | |
| <input type="checkbox"/> Running | |
-

3. How would you like to use Duluth Township’s trails and roadways, if at all? (Check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Cross-country skiing | <input type="checkbox"/> Skateboarding |
| <input type="checkbox"/> Hiking | <input type="checkbox"/> Snowshoeing |
| <input type="checkbox"/> Horseback riding | <input type="checkbox"/> Walking |
| <input type="checkbox"/> Inline skating | <input type="checkbox"/> Walking or running with a dog |
| <input type="checkbox"/> Mountain biking | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Road biking | |
| <input type="checkbox"/> Running | |
-

4. What type of bicycle facility do you prefer? (check one):

- Bike lane on road
 - Off-street, paved multi-use path
 - Shared vehicle lane with automobile traffic
 - Sidewalk
 - Unpaved multi-use path
 - On-street, paved shoulder
 - Other (please specify):
-

5. What type of walkway do you prefer (check one):

- Off-street, paved multi-use path
- Hiking trail
- Sidewalk
- On-street, paved shoulder
- On-street, gravel shoulder
- Shared vehicle lane with automobile traffic
- Other (please specify): _____

6. If you ride a bicycle, why do you ride (check all that apply):

- Recreational road bicycling
- Recreational mountain bicycling
- Ride to work
- Ride to school
- Shopping
- I don't
- I don't but want to
- Other (please specify) _____

7. What prevents you from walking or bicycling more often in Duluth Township (check all that apply)?

- Destinations are too far apart
- Driving is easier than walking or bicycling
- Need to transport children or elderly
- Traffic speed
- Shared vehicle lane with automobile traffic
- Other (please specify): _____

8. If you're ideal bicycling and or walking facility was in place, what would it be?

- Off-street, paved multi-use path
- Hiking trail
- Sidewalk
- On-street, paved shoulder
- On-street, gravel shoulder
- Shared vehicle lane with automobile traffic
- Other (please specify): _____

9. How comfortable are you riding a bicycle or walking along Duluth Township roads?

	Completely comfortable	Somewhat comfortable	Somewhat uncomfortable	Completely uncomfortable
Biking along paved roads without shoulder?				
Biking along paved roads with shoulder?				
Biking along unpaved roads?				
Walking along paved roads without shoulder?				
Walking along paved roads with shoulder?				
Walking along unpaved roads?				

10. Which of the following places would you like to walk or bicycle too? (Check all that apply)

Duluth Town Hall

Other (please specify)

North Shore Community School

French River

North Shore Scenic Drive

Lake Superior

McQuade Harbor

Stoney Point

11. Which of the following are the most important to accommodate on each of these streets?

Rank in your order of priority **from 1 (Most Important) to 5 (Least Important)**.

Homestead Road:

Bike Lanes

Sidewalk

Paved Shoulder

Un-Paved Shoulder

Multi-Use Trail

Ryan Road:

Bike Lanes

Sidewalk

Paved Shoulder

Un-Paved Shoulder

Multi-use Trail

North Shore Scenic Drive:

Bike Lanes

Sidewalk

Paved Shoulder

Un-Paved Shoulder

Multi-use Trail

Other (please specify street name): _____

Bike Lanes

Sidewalk

Paved Shoulder

Un-Paved Shoulder

Multi-use Trail

THANK YOU FOR YOUR INPUT! Please return the survey to the Duluth Townhall

Or mail the survey* to:

Duluth-Superior MIC
Duluth Township Trails Plan
221 West First Street
Duluth MN 55802

Or complete the survey online*:

<https://www.surveymonkey.com/s/DuluthTownshipTrails>

*Survey closes _____

DULUTH TOWNSHIP TRAIL IDEAS SURVEY

The Duluth Township Trail Ideas Survey was administered by the Duluth Township Trails steering committee with assistance from the Duluth-Superior Metropolitan Interstate Council, the Metropolitan Planning Organization for the Duluth-Superior metropolitan area. The surveys were distributed by paper in July of 2015 through the Duluth Township Newsletter and received responses from 87 Duluth Township households, a high response rate for a township with 750 occupied households as of the 2010 Census. Respondent households containing residents over the age of 50 were disproportionately represented in the survey. Sixty-three percent of respondents had people above the age of 50 living in their household while only 42% of Duluth Township population was 50 years or older as of the 2010 Census

Sixty-seven of the 87 respondents (77%) would like to see some type of public trails or pathways along Duluth Township roads. A majority of the ones who want trails would prefer walking and hiking (91%) and other non-motorized uses on the trails (93%) as opposed to motorized ones (20%). Respondents who want trails also are looking for them to be physically separated from existing roads. Of those who want trails, 85% said they would welcome a mixed-use trail next to the road. Fewer respondents want an on-road trail facility such as a paved shoulder (35%), an on-road bike lane (33%), or a shared lane with automobiles (5%).

Respondents who do not want trails have reservations about where funding will come from and are critical of how high trails should be on the list of spending priorities for the Township. Eighteen out of the 20 respondents (90%) who do not want trails live in households containing only people over the age of 50.

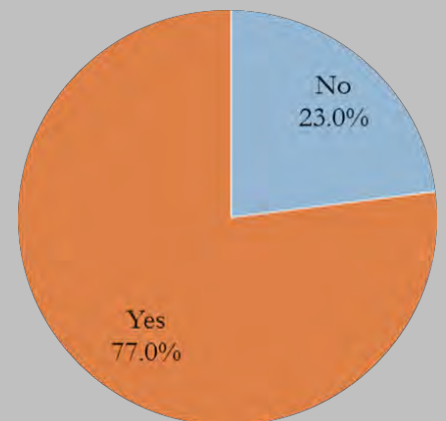
If implemented, new trails should serve to connect Duluth Township residents to existing destinations. Seventy-eight percent of respondents who want trails said they want trail connections between the main roads and 70% said they want inland areas to connect to the lake shore. Respondents who live on the lake side of Highway 61 want to see a connection from inland to the lake shore at a higher rate than the overall response population who want trails. Of the 14 respondents who want trails and live on the shore side of Highway 61, 13 (93%) want inland areas to connect to the lake shore.

Other connections that respondents want to see include a connection between the main roads and the North Shore Community School (38%), between main roads and the Town Hall (27%), and along utility easements (25%). A higher percent of households with younger children want a connection between the main roads and the school than the overall, pro-trails response population. Of the 13 respondents who want trails and have children in the household between the ages of zero and 15, seven (54%) want a connection between the main roads and the North Shore Community School.

Takeaways

1. 87 total responses with 67 who want trails or pathways along Township roads and 20 who do not
2. A majority of those who want trails want:
 - walking/hiking and other non-motorized uses (bikers, skiers, etc.) as opposed to motorized uses (4-wheelers, snowmobilers, etc.)
 - trails that are physically separated from existing roads
 - trail connections between the main roads
 - trail connections between inland areas and the lake shore
3. Respondents who do not want trails have reservations about where funding will come from and are critical of how high trails should be on the list of spending priorities for the Township

Would you like to see some public trails or pathways along Duluth Township roads?



Demographic Questions

Table 1: Age of people living in respondent households

Respondents were asked to note the number of people in each age group.

Ages	Response Total	Percent Ages
0-15	26	13.8%
16-29	18	9.5%
30-49	26	13.8%
50-69	92	48.7%
70+	27	14.3%
answered question		87
skipped question		0

Table 2: Whether respondent households border any of the main roads

Main roads were listed as Homestead, Ryan, McQuade, Bergquist, Korkeki, Shilbon, West Knife River, and Lismore.

	Response Percent	Response Count
No, do not property bordering the main roads	51.2%	43
Yes, have property bordering the main roads	48.8%	41
answered question		84
skipped question		3

Table 3: Where respondents live

	Response Percent	Response Count
Live on the shore side of highway 61 in Duluth Township	24.7%	21
Live on the inland side of highway 61 in Duluth Township	74.1%	63
Live outside Duluth Township	1.2%	1
answered question		85
skipped question		2

Trail Questions

Table 4: Whether respondents want trails or pathways along Duluth Township roads

	Response Percent	Response Count
No	23.0%	20
Yes	77.0%	67
answered question		87
skipped question		0

Table 5: Preference of bicycle facility for respondents who want trails

Respondents were asked to check all that apply.

	Response Percent	Response Count
bike lane on road	33.3%	22
multi-use public trails or pathways next to road	84.8%	56
shared vehicle lane with automobile traffic	4.5%	3
on-road, paved shoulder	34.8%	23
answered question		66
skipped question		1

Trail Questions continued

Table 6: Type of uses that should be permissible according to users

	Response Percent	Response Count
walking/hiking	91.0%	61
non-motorized uses (bikes, horses, skis, skates, etc.)	92.5%	62
motorized vehicle uses (4-wheelers, snowmobiles, cycles, etc.)	19.4%	13
others (please specify in Q11)	0.0%	0
answered question		67
skipped question		0

Table 7: Type of material preference for a new trail for respondents who want trails or pathways

	Response Percent	Response Count
Gravel	13.4%	9
Paved	49.3%	33
No preference	37.3%	25
answered question		67
skipped question		20

Table 8: Connections that should be made by a new trail according to respondents who want trails or pathways

	Response Percent	Response Count
between inland areas and the lake shore	69.8%	44
between main roads in the Township	77.8%	49
between main roads and North Shore Community School/Community Center	38.1%	24
between main roads and the Town Hall	27.0%	17
along utility easements in the Township (which are private lands)	25.4%	16
other (please specify in comments)	1.6%	1
answered question		63
skipped question		4

Supplemental Questions

Table 4: How satisfied respondents are with Duluth Township as a place to live

	Response Percent	Response Count
Very Dissatisfied	3.5%	3
Dissatisfied	3.5%	3
Satisfied	30.6%	26
Very Satisfied	62.4%	53
skipped question	0.0%	2
answered question		85
skipped question		2

Supplemental Questions continued

Table 9: Preference of bicycle facility for respondents who want trails

Respondents were asked to check all that apply.

	Daily	A few times a week	Once a week	1-2 times a month	Hardly ever	Never	Response Count
a. How often does someone in your household walk for recreation (i.e. walking a dog, for exercise, etc.)	49.4%	31.0%	1.1%	8.0%	4.6%	5.7%	87
b. How often does someone in your household bicycle for recreation?	1.1%	25.3%	19.5%	16.1%	18.4%	19.5%	87
c. How often does someone in your household use other modes of recreation? (i.e. horse riding, ATV, skate boarding, skiing, roller blading, etc.)	3.4%	11.5%	12.6%	11.5%	17.2%	43.7%	87
d. How often does someone in your household walk or bicycle for transportation? (i.e. to work, school, neighbors, store, etc.)	2.3%	6.9%	3.4%	13.8%	14.9%	58.6%	87
answered question							87
skipped question							0

For More Information

For more information about survey results or bicycle planning, please contact:

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Comments

Categories	Additional Comments
Anti trails	Kids can get out and make their own trails just like I did as a kid and my kids did!
Anti trails	(from front of survey) We would prefer the roads get fitted before we spend on trails
Don't make me pay!	The tax's are increasing too rapidly
Don't make me pay!	I don't see ver many people out walking/running/biking so it's hard for me to justify the expense, which could be better spent elsewhere
Don't make me pay!,Anti trails	This is disturbing. I can't believe we are expecting the township residents to pay for a bike trail - since when do little townships have their own bike trails? They cost millions of dollars. There are no townships with bike trails including Lakewood. This is a luxury of towns and cities. All township county roads, including two harbors, have narrow shoulders. With the exception of north shore drive! And those residents pay very high taxes to live on over that road. Perhaps it should be like the sewer on North Shore and only the people who live on the roads with the trails are taxed. Let's spend tax dollars on real requirements of government and maintain the roads we have. This is a "want" to have item and not a "need" to have.
General suggestions	-Would like to see approximate number of residence households in the township listed near the newsletter date on front page -Also- one or two hour "job fair" attended by those young people seeking work. I have a job, but I need a "sturdy" fellow to dig a 50 ft trench a foot deep. This would give me a chance to size up the available people
General suggestions	I think that ABC + NSC5's illegal pursuit of township funds has fractured the community
Pro Trails	Trails are a good idea. It would make me more inclined to get out and exercise and connect with others in the community.
Pro Trails,Suggestion for new trails	Rural wooded house, ski and bike trails would be really nice if there were any volunteer landowners. Would prefer they be more residents than tourists though. (from comments on front of survey) Don't bike for recreation now, but maybe would if there were tails. Motorized vehicles are too noisy, not fair to neighbors.
Pro Trails,Thank you	THANK YOU! Duluth Township leaders for initiating this process. The Township is already a popular biking/hiking/walking destination and it is important to make these activities as safe and useful as possible. I'll have great expectations and hope to be able to support this project.
Pro Trails,Thank you	First off let me start by saying this is a great project for the township to look into. Public trails and pathways are always a benefit to the community. We have a great natural environment to explore, commute, and/or exercise in. Secondly, I want to applaud the township in taking on the first step of such a huge project. I know personally how much time, effort, and money it takes to finish a project of this size. I was on the board for Cyclist of Gitchee Gumees Shores (COGGS), the twin ports cycling club, for three years and have been on the committee for their trail project (the Duluth Traverse) in Duluth for five years. COGGS is building a natural surface trail through Duluth hat when complete will connect Lester Park to Mission Creek (Chamber Grove Park in Fondulac) with multi use trail. The Duluth Traverse will be 60 miles connecting five trail clusters in Duluth. If there is any interest in knowing more about our project or what it took to start, fund raise, pass environmental standards, hire crews, and talk to land owners (county, city, private) I would be more than happy to give a presentation or talk one on one. I'm no expert and every project is different but we did learn a lot about building natural surface multi-use trail Hope you get a great response to this survey!! [name rescinded]

Categories	Additional Comments
Roads dangerous for peds	Regardless, I feel pedestrians are living dangerously when walking/biking in main roads in the township. It would be great on me as a driver. I feel safe passing them if they had an extra shoulder/path/lane.
Roads dangerous for peds	(on front of survey) It is very difficult to walk when a car comes, I have to go into the ditch- I am also concerned for my kids biking
Roads dangerous for peds	Getting trails off the roads seems important. A bike lane in the road seems as dangerous and not having any.
Roads dangerous for peds	It is unsafe on the roads- I especially worry for small children or pets that could get close to the road. speeding cars are driving so fast, there is no way they are watching for them, or deer, etc. I would be in favor of finding ways to slow traffic. Speeders are getting away with reckless driving- and they are whizzing by our house at 80-90 mph even with trailers
Roads dangerous for peds	Any lane along the main roads would be appreciated. Very scary to have children riding a bike on the white line. Paved would be preferred!
Roads dangerous for peds	Bike lane on road would be fine, but, bikers on scenic 61 don't seem to get the concept of bike lane and driving lane
Roads dangerous for peds	We have an excellent biking, hiking, roller blading, etc. area along our scenic north shore. How lucky we are to have it so close. Our roads are dangerous because cars are allowed to speed. Sunday morning is not a good time to enforce driving laws.
Roads dangerous for peds, Anti trails	Questions 6-7-8 assume there will be trails, used by very few only 3 month/year. Runners and bicyclists use roads anyway, earphones make them oblivious. Paved shoulders are bad for horses and too hot for dog paws. What happened to a nice walk in the woods? Even Nordic Trail or snowmobile trails? I cycled in (city) Duluth for 35 years... on side streets and alleys. Common sense. Gravel roads are more scenic anyway. I have enough of outsiders trying to citify Duluth Township. Move back to Edina.
Suggestion for new trails	It would be much more efficient to add a paved shoulder to present roads than to build a separate trail in most cases. The Co. Highway Dept. should be ashamed of not doing so on Homestead Rd. How short sighted!
Suggestion for new trails	(comments gathered from indirect notes on Q3-Q7) Would likely walk or bicycle more for transportation with trails. First choice is paved path but no preference if paved is an obstacle to getting them! Motorized vehicle uses on trails should be limited to 10-15 mph and yield to all other uses.
Suggestion for new trails	No to utility right of ways that would split private property and private (trails)
Suggestion for new trails	Wish that old N. Shore Rd was connected between Homestead and Berquist and Ryan Roads (at least walking path/ bridge)
Suggestion for new trails	I would love to see the whole dirt roads , that are more main roads, oiled. It would cut down on so much dust!! Especially for bikers or walkers. Also, it would be nice to see high grass, in the summer, along the roads, to be cut!! Thank you!
Suggestion for new trails	Gravel if just for walking paths, paved if bicycle too
Suggestion for new trails	Please consider the residents on any roadway if this progresses. we moved here to have peace and quiet, not to be next to a race track. No motorized traffic and please don't put anything closer to out home. Who would pay for these trails? Residents? No thank you. We exercise on our own property. Occasionally going out on the roads without issue. A wider shoulder could be beneficial to vehicles and walkers/bikers; it wouldn't have to be paved.

Categories	Additional Comments
Suggestion for new trails	(on front of survey) No horses unless owner cleans up after them. Make connections along other roads in township- Pioneer, Paul, etc.
Suggestion for new trails, Don't make me pay!	<p>You better go back to the basics of running a township at a fair or lower tax base. (from front of survey) None of this (trails) will happen on MY land EVER. Prior to last 3 years I was very satisfied. If USERS pay for trails THEMSELVES out of pocket, [I would be okay with trails]. Bikes will still use roads. I don't think it will matter if trails are provided you will still have motorized speeding on township roads. Trails might be valid if use of roads was made illegal.</p> <p>Use of private lands- how can you even suggest that? If this happened, how about buying to trail space or having it tax free zone.</p> <p>I can see by this questionnaire special interest groups are pressuring the township and want their misguided needs to be paid for by everyone else.</p>
Suggestion for new trails, Don't make me pay!	I do not like the idea of money spent on trails. Bikes can ride on road legally, snowmobiles, 4 - wheelers, etc can not be on road and legally can only be in the ditch or off road. this must be a priority when making the decision to put in bike trails etc. We can only do both if planned correctly.
Suggestion for new trails, General suggestions	<p>Someday: Tennis court and swimming pool</p> <p>(from front of survey) I prefer non-motorized but enforcing that might be futile.</p>
Suggestion for new trails, Roads dangerous for peds	(from comments made on front of survey) No horses- too messy. No trails on roads- too dangerous.
Suggestion for new trails, Roads dangerous for peds	Homestead Rd between Hwy 61 and Knife River Rd should be a priority... Portions of Homestead Rd are listed as bike trails and yet it is extremely dangerous for bikers and drivers due to blind spots when coming over the hills. Cars went to pull around walkers, bikers, and roller-skiers, but risk pulling into oncoming traffic. More uses (users) for the trail make the project more feasible. (Trails to the shore make the paths more attractive to tourists- that's a plus)
Suggestion for new trails, Roads dangerous for peds	(from front of survey) We really want [a connection between main roads and North Shore Community School/Community Center]! We have biked to school (6 miles) and it is scary and have inattentive drivers.
Suggestion for new trails, Roads dangerous for peds	I am against having any type of walkway on the road. It is too dangerous. No horses as the don't pick up the poop- too messy!
Suggestion for new trails, Roads dangerous for peds	Homestead road too busy for trail on or beside road- especially for bikes. We have natural trees along Homestead and wouldn't want to use them for a trail- tough one! Trail on gas line easement?
Thank you	Thank you to all the volunteers in our township. I appreciate the work to keep our township green and vibrant.
Thank you	Thanks for surveying- makes me appreciate even more the township leadership and reinforces what a thriving and progressive township we live in
Thank you	Great Town hall addition- much needed- thanks.
Thank you	My vacation home is in Duluth Township, so I don't technically live there, but when we are up we are always biking and walking along North Shore. thanks for asking for feedback and considering these options.