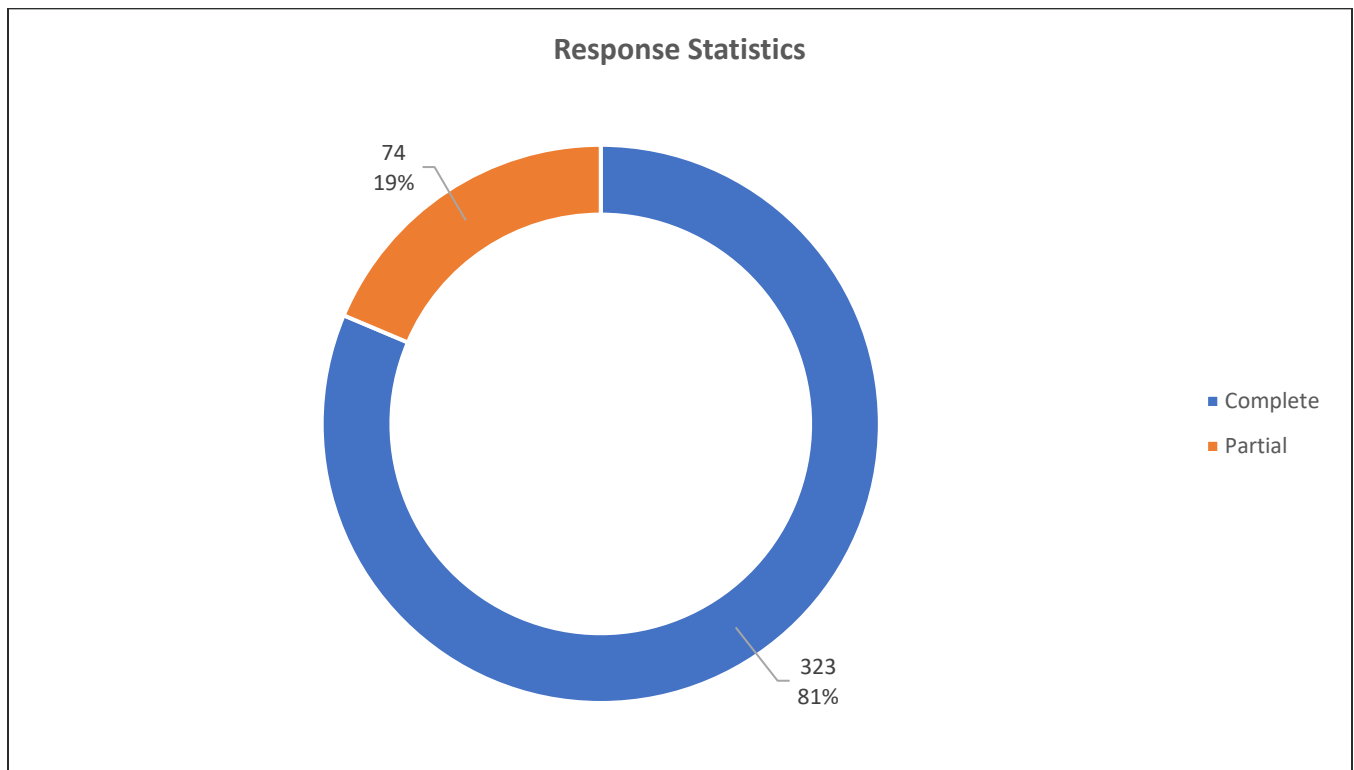
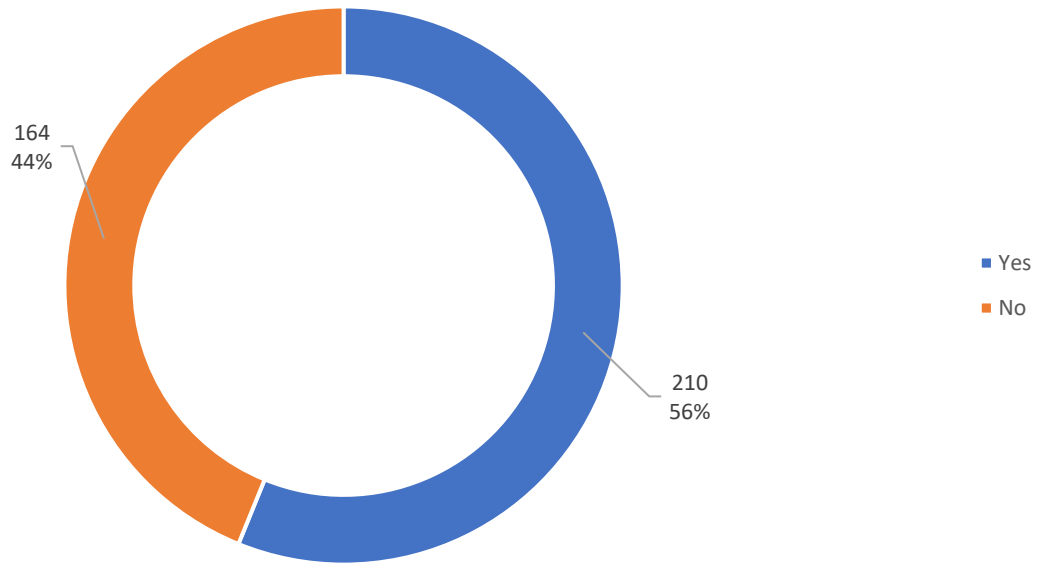


Blatnik Bridge Walking and Bicycling Online Survey Results

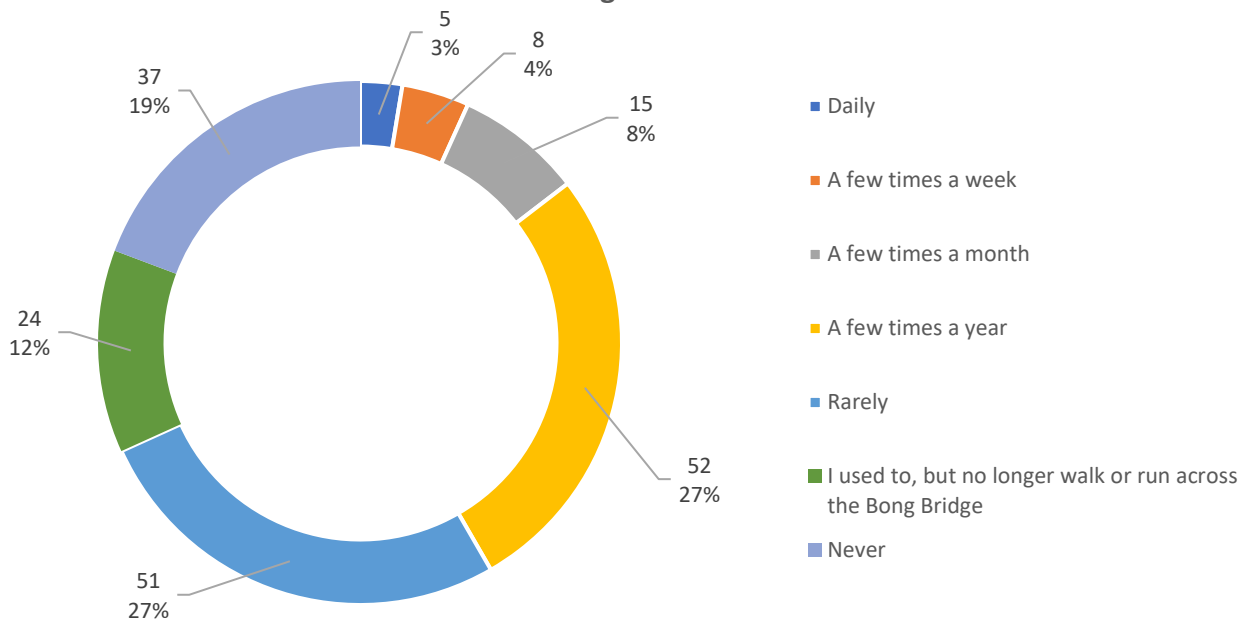
This memo presents the results of an online survey conducted for this project. The survey focused on use of the existing pedestrian facility on the Bong Bridge and potential use of a multimodal facility on the Blatnik Bridge, should one be included in the bridge reconstruction. The survey was conducted using the Alchemer online survey platform and was available from December 8 through December 31, 2021. A total of 323 completed surveys were received, while an additional 74 people started, but did not complete, the survey. This memo presents results from the survey.



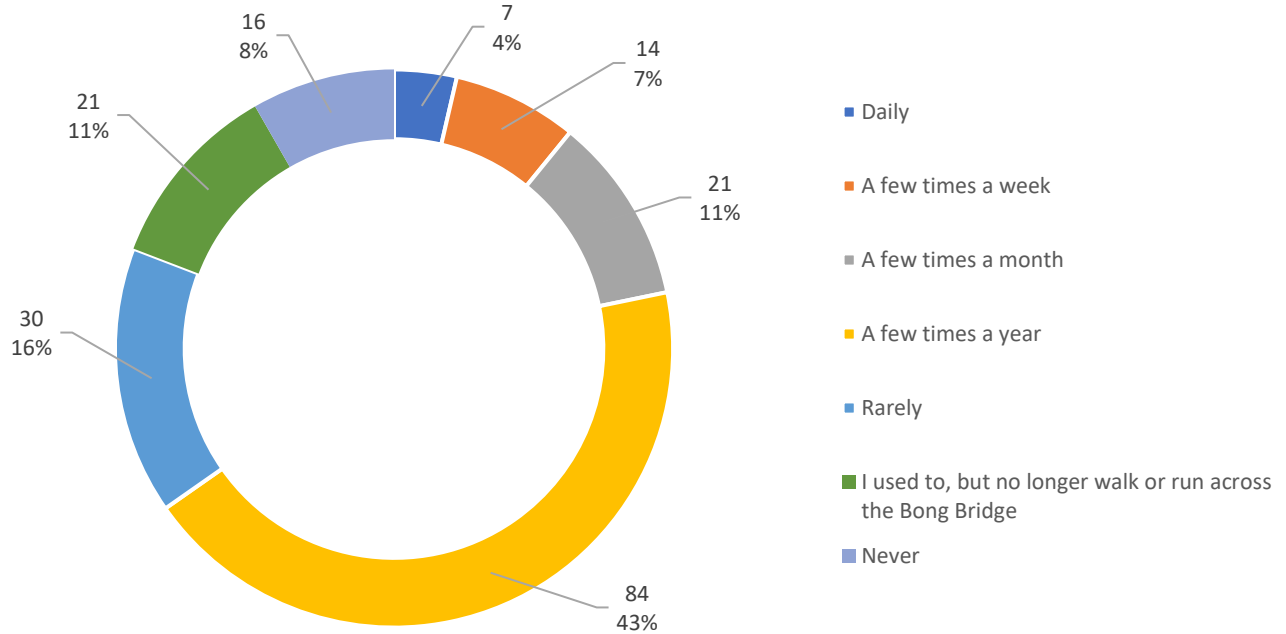
1. Have you ever walked, run, or bicycled across the Bong Bridge?



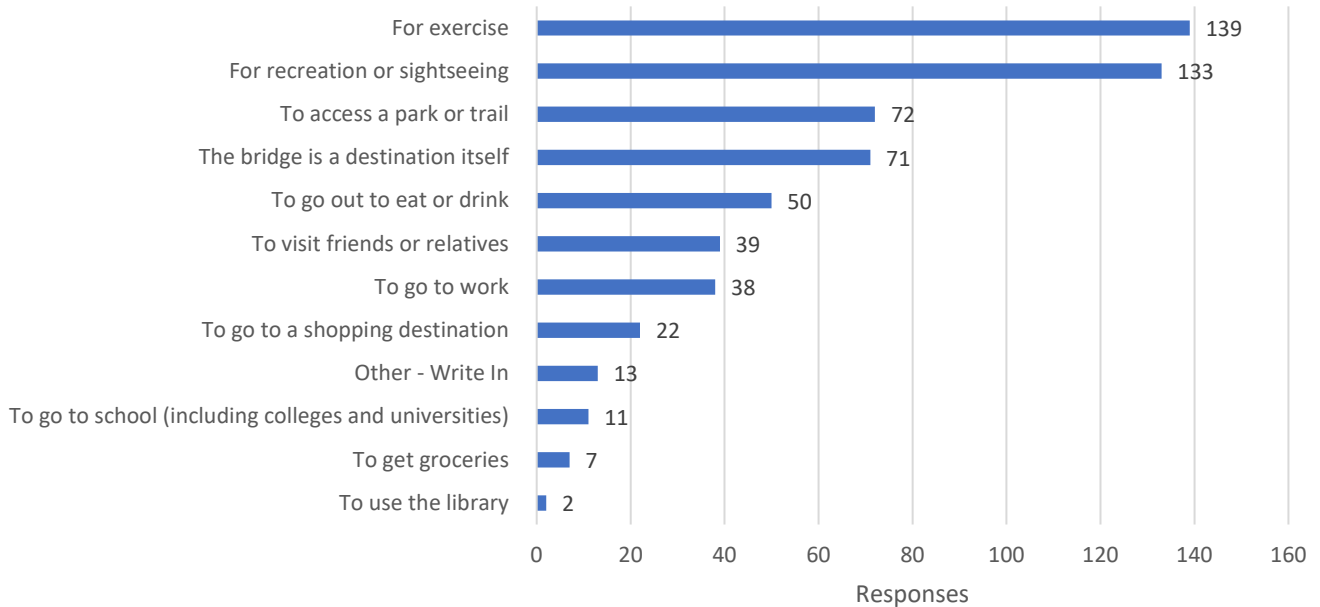
2. Approximately how frequently have you walked or run across the Bong Bridge?



3. Approximately how frequently have you bicycled across the Bong Bridge?



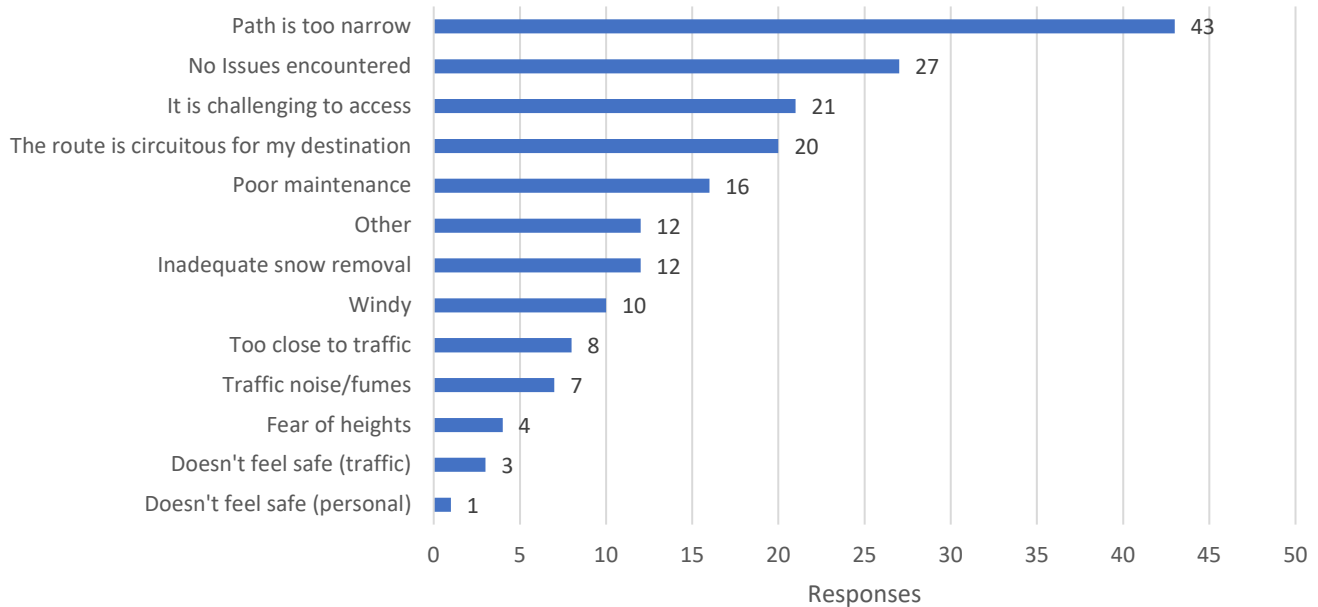
4. Why have you walked or bicycled across the Bong Bridge? (select all that apply)



5. List specific destinations, if you are willing to share them:

- 94 open-ended responses were provided
- Open-ended responses provided beginning on page 13

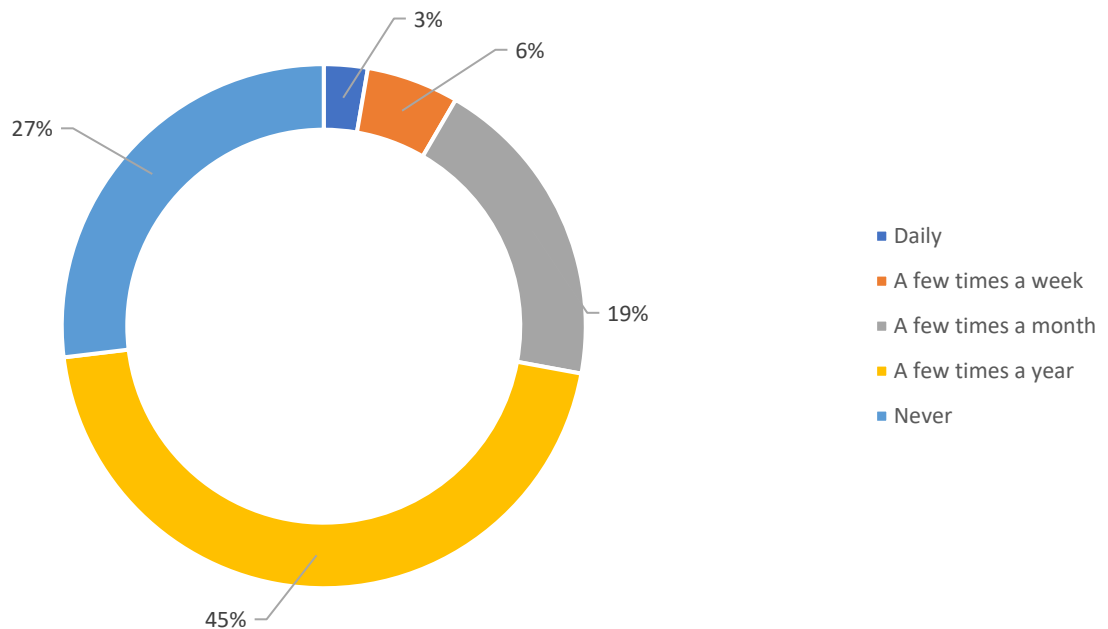
6. Are there issues you have experienced with the bicycling and walking facility on the Bong Bridge or while accessing the Bong Bridge while biking or walking?



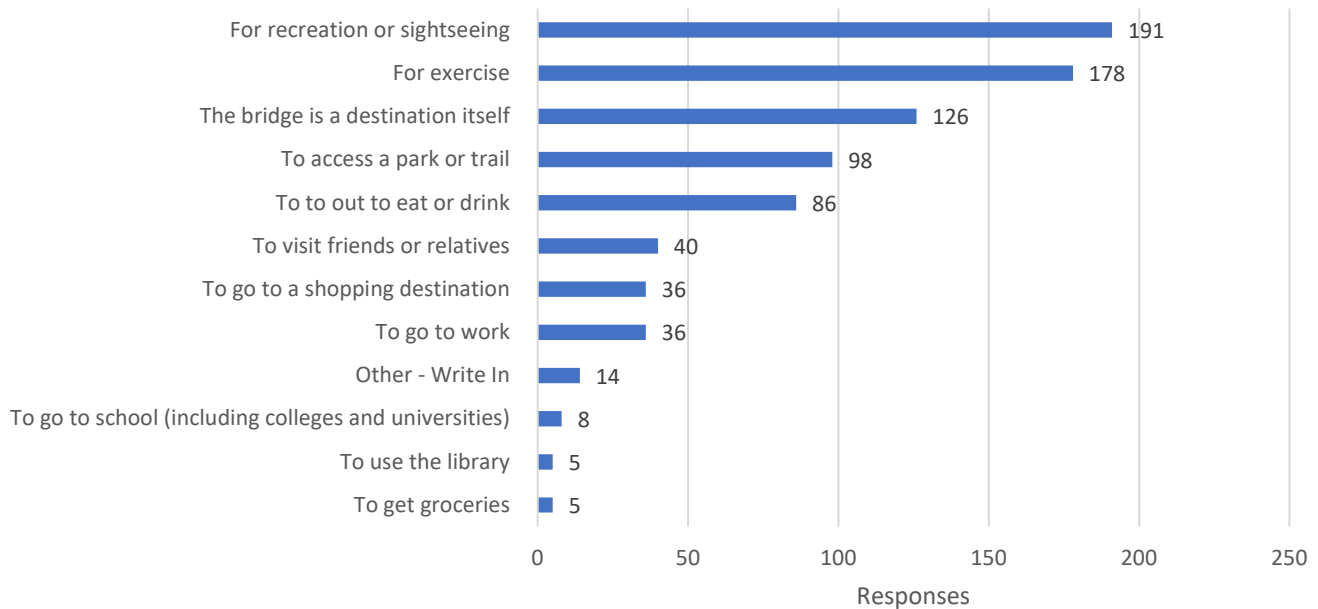
Notes:

- 134 open-ended comments were received
- Responses are generalized from open-ended responses, which are provided beginning on page 15
- “Challenging to access” includes comments related to issues finding the bridge access points and concerns about bicycle and pedestrian connections to the bridge itself
- “Poor maintenance” included comments related to debris on the bridge and vegetation

7. How often do you think you would walk or run across the Blatnik Bridge if a path were added to the bridge?



8. If you would walk or run on the Blatnik Bridge, why would you do so? (select all that apply)



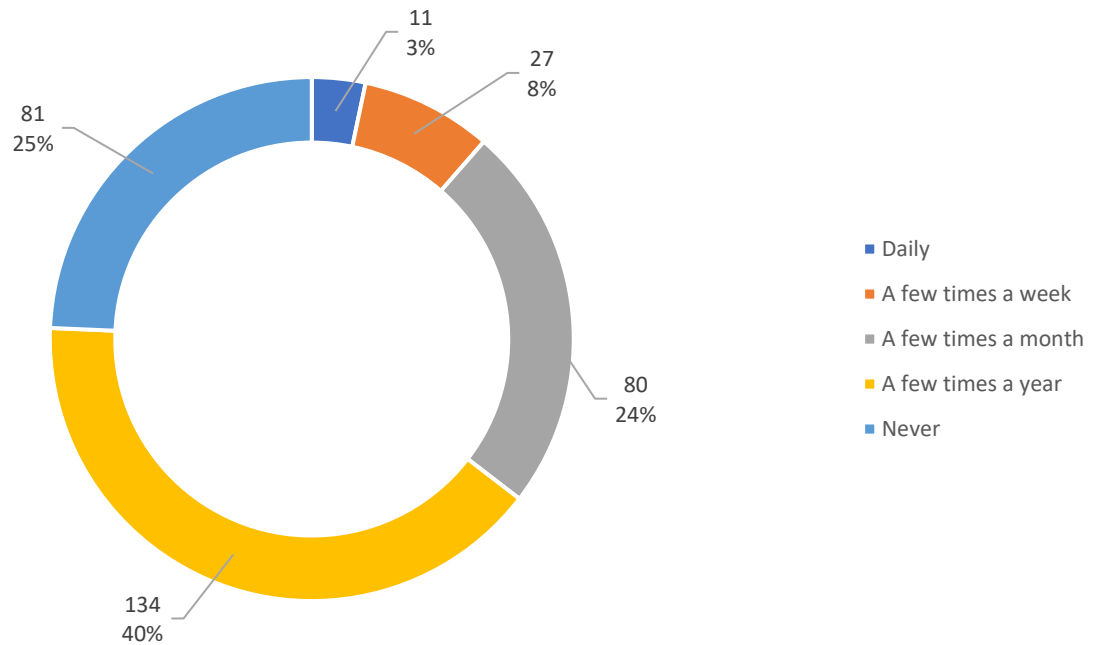
“Other” responses:

- I think it's important for individuals to access shelter -
- I would use it if my car broke down on the bridge so I could walk to either city to get help. Also, I think the bridge should include a bike trail.
- In the event transportation is not available or weather conditions for vehicles on the bridge is too icy or snowy.
- Roller Rink!
- There needs to be a second way to cross St Louis Bay
- To go to events where I don't want to drive
- To stay safe from traffic
- Use to ride to my cabin.
- Visit shops or restaurants in Superior.
- for more variety in long runs- and I think it would be beautiful!
- medical care
- the novelty of it
- to get across without a vehicle
- to get from Duluth to Superior if I didn't have a vehicle

9. List specific destinations (you would walk to), if you are willing to share them:

- 89 open-ended responses were received
- Open-ended responses provided beginning on page 19

10. How often do you think you would bicycle across the Blatnik Bridge if a path were added to the bridge?



11. If you would bicycle on the Blatnik Bridge, why would you do so? (select all that apply)



“Other” responses:

- I would use it with my wheelchair that turns into an electric trike. Please make sure the path is wide like a trail and not just a single tire bike lane!
- If I changed jobs and worked in Superior I'd continue to bike to work.
- Provide easier access to downtown Duluth from Superior.
- Ride to my cabin.

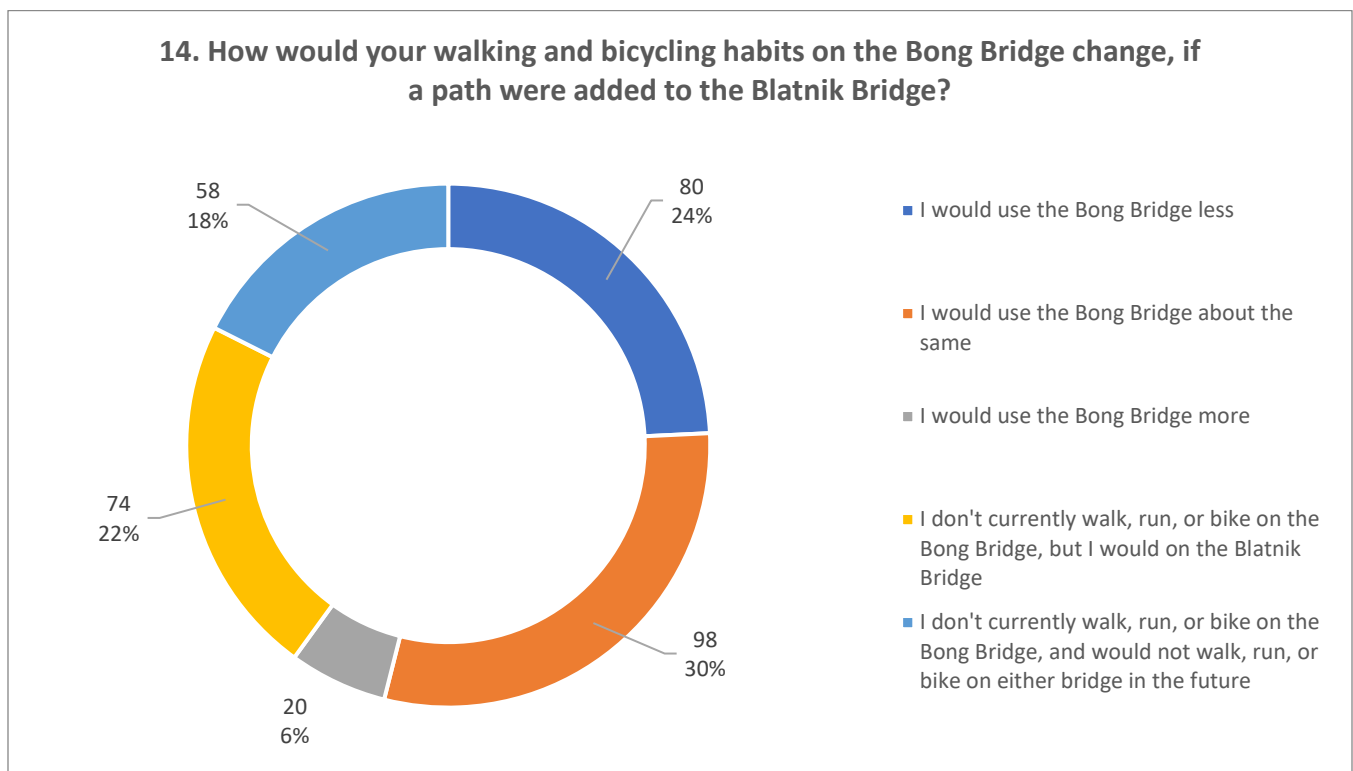
- To give more variety in bike routes around the area
- Transit to other areas of Wisconsin
- Volunteer work at the North Shore Scenic Railroad
- connect to bike trails
- medical care
- post office
- to get to my chiropractor

12. List specific destinations (you would bike to), if you are willing to share them:

- 91 open-ended responses were received
- Open-ended responses provided beginning on page 21

13. If a walking and bicycling path were added to the Blatnik Bridge, are there any specific issues you would like to see addressed?

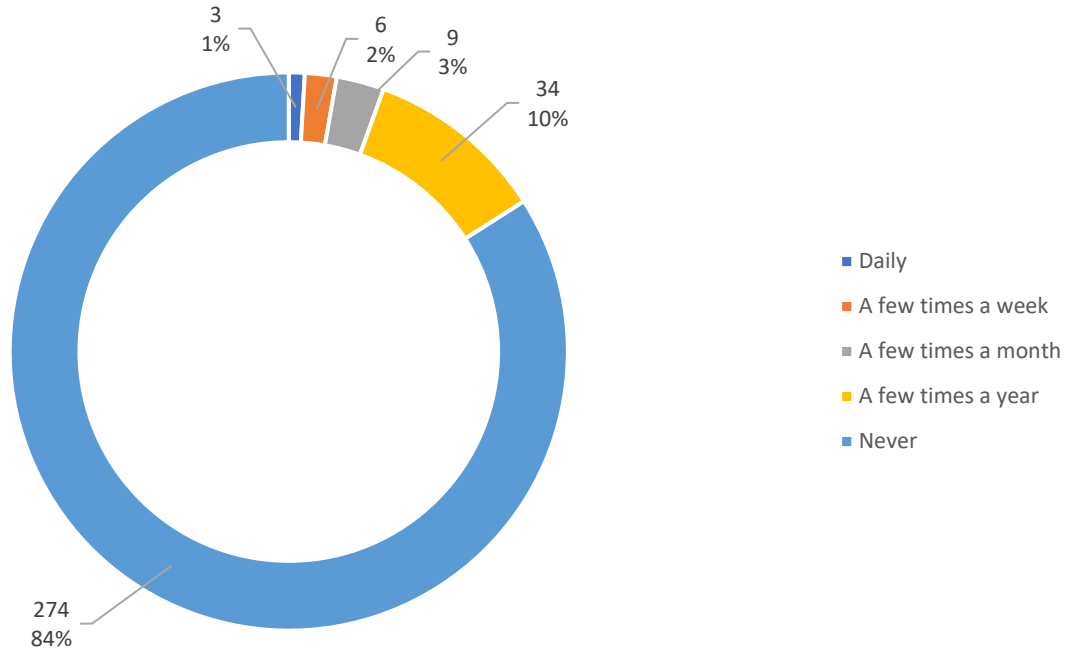
- 206 open-ended responses were received
- Open-ended responses provided beginning on page 23



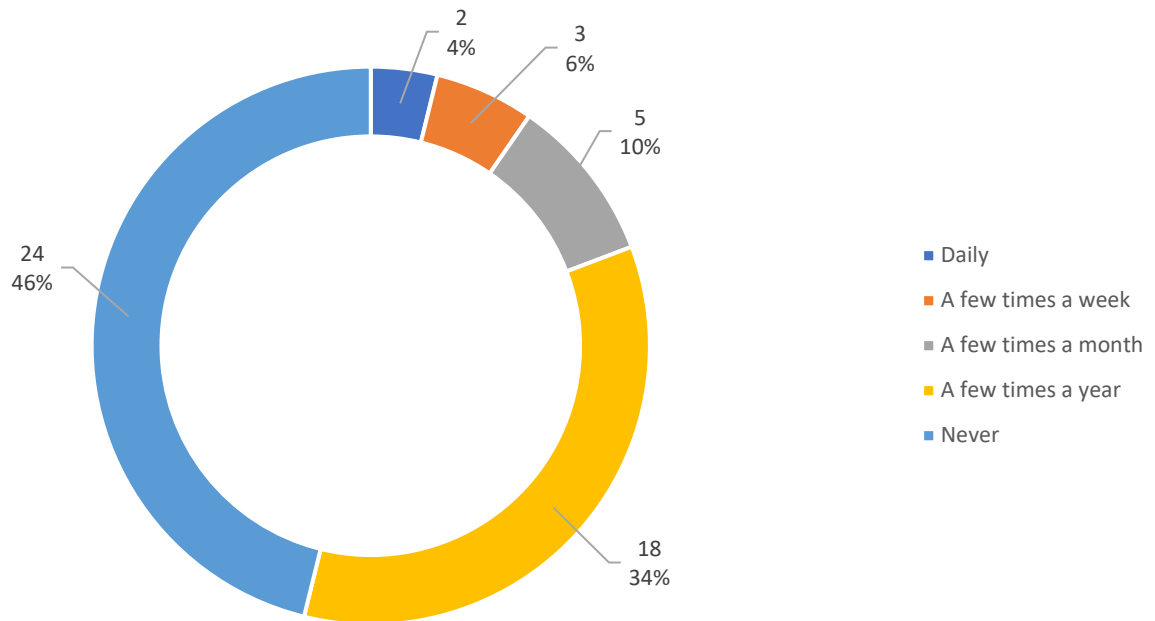
15. Why would you use the Bong Bridge less?

- 68 open-ended responses received
- Open-ended responses provided beginning on page 29
- The majority of responses indicated that the Blatnik Bridge is located closer to the respondent's starting point or finishing point.
- A significant number of responses indicated that a path on the Blatnik Bridge was likely to be wider and more comfortable to use than the existing sidewalk on the Bong Bridge.

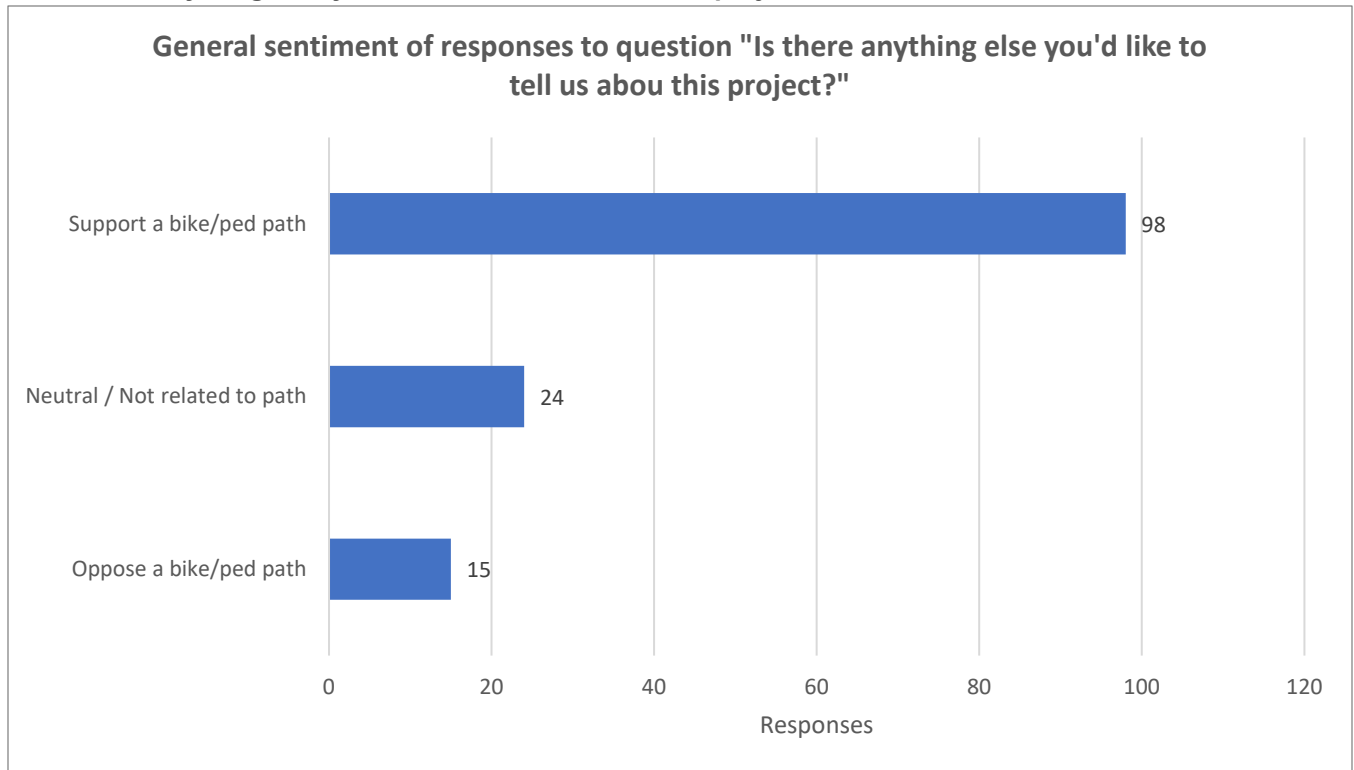
16. Do you ever take the bus across the Blatnik Bridge?



17. Do you ever take your bike on the bus across the Blatnik Bridge?



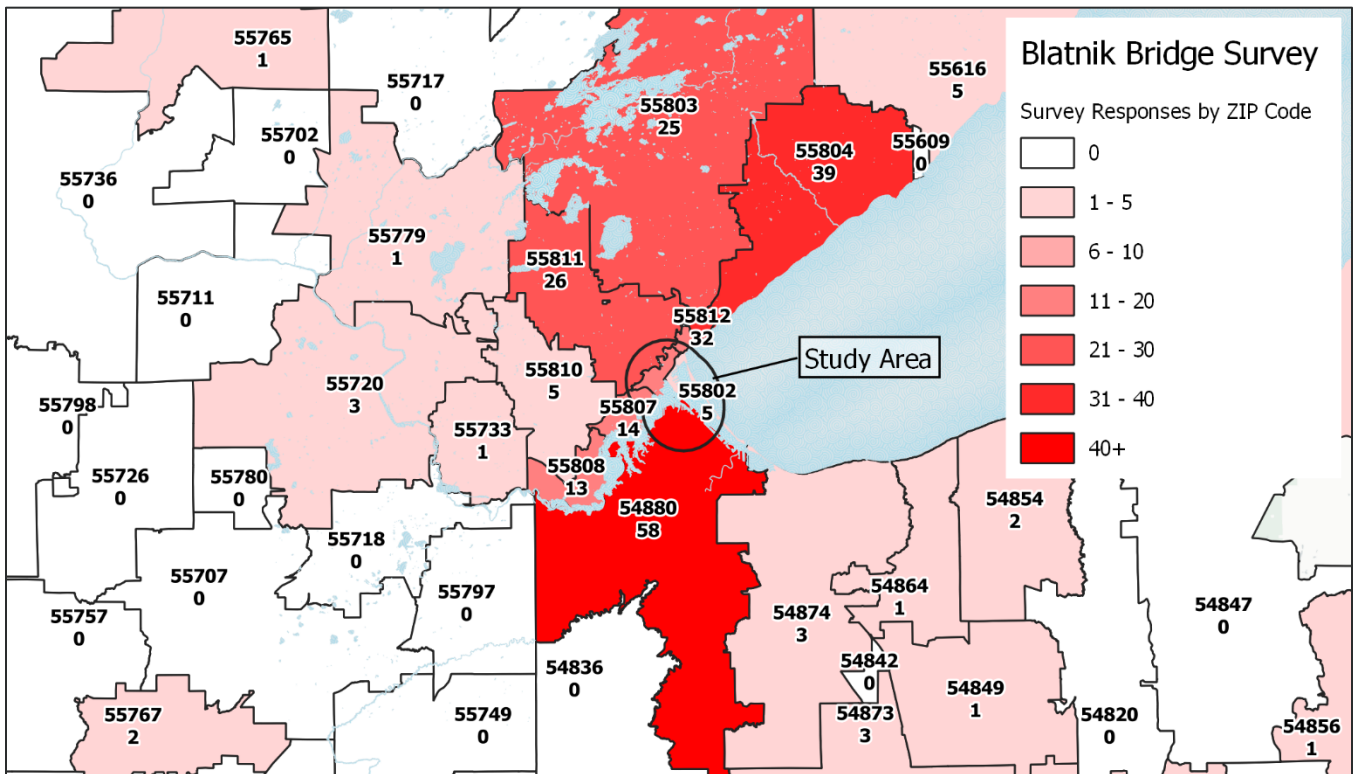
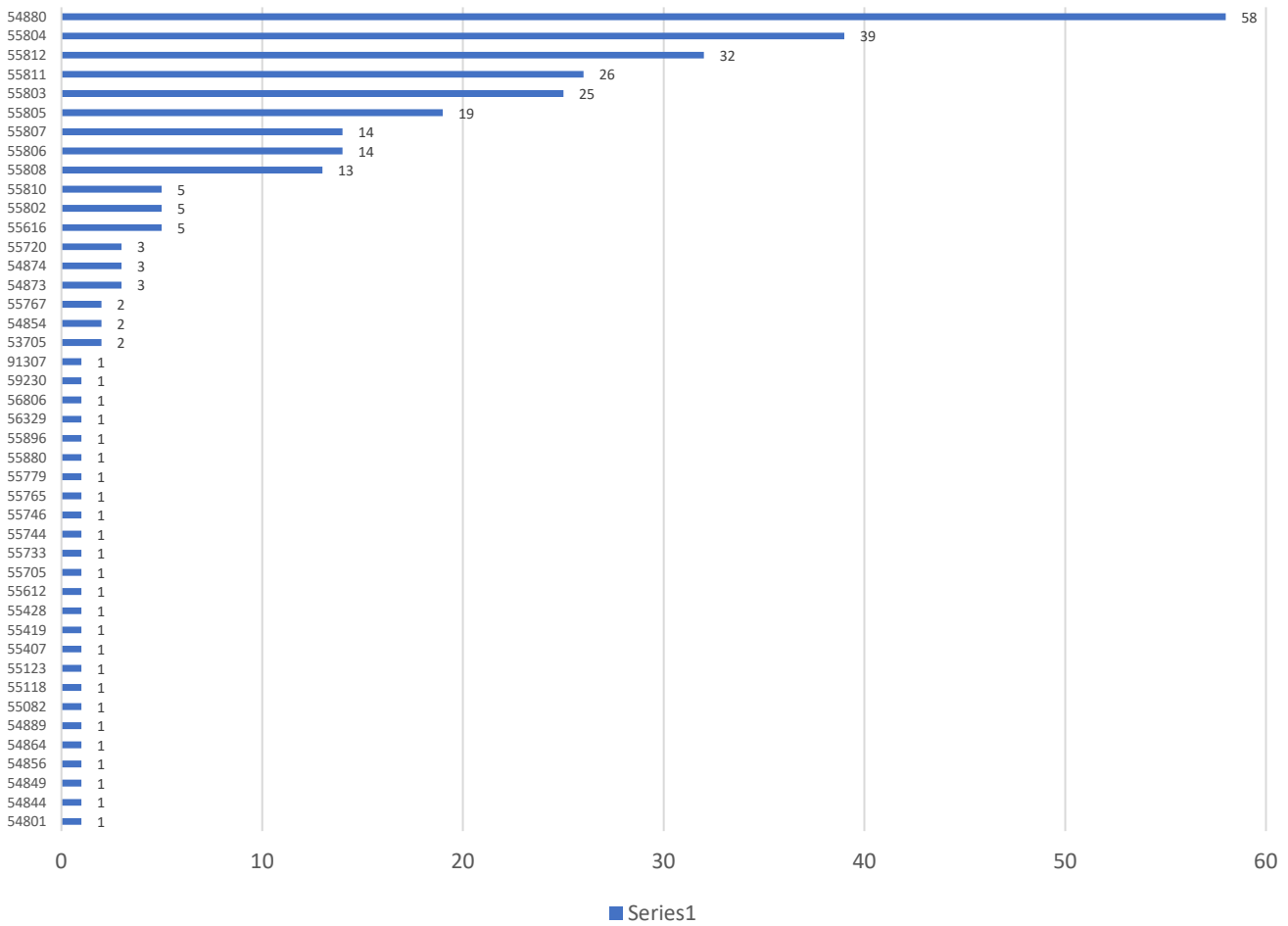
18. Is there anything else you'd like to tell us about this project?



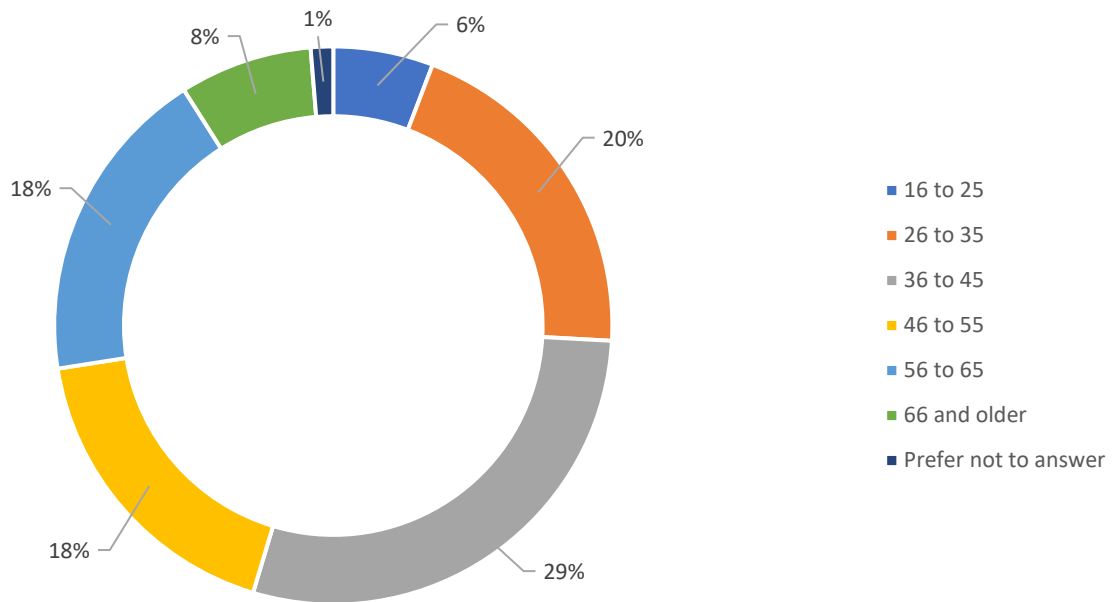
Notes:

- 137 open-ended responses received
- Responses are generalized from open-ended responses, which are provided beginning on page 31

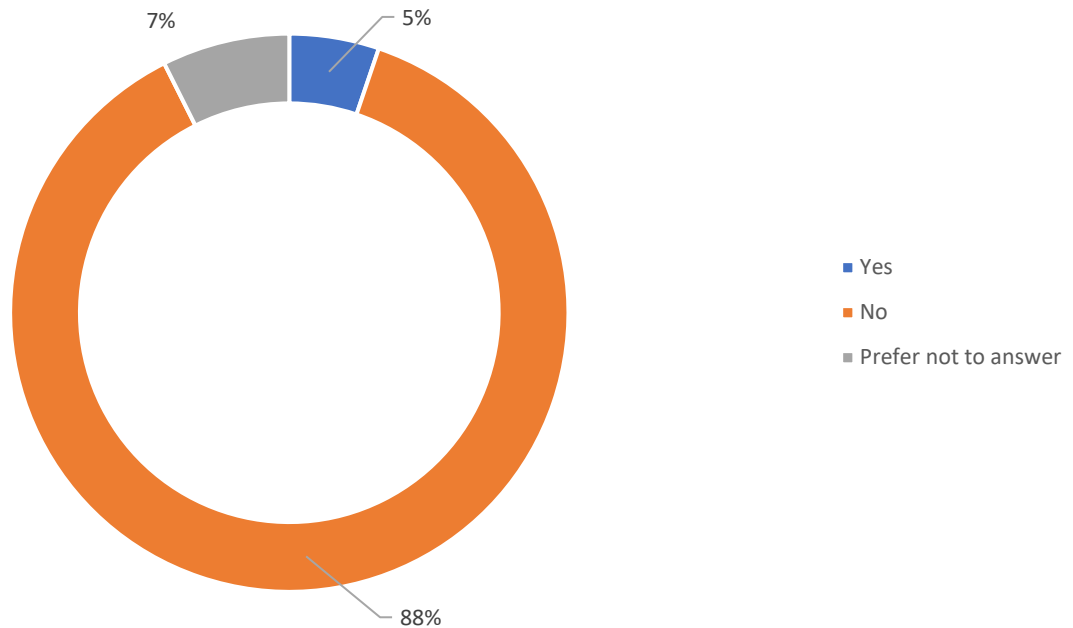
19. What is your home ZIP code?



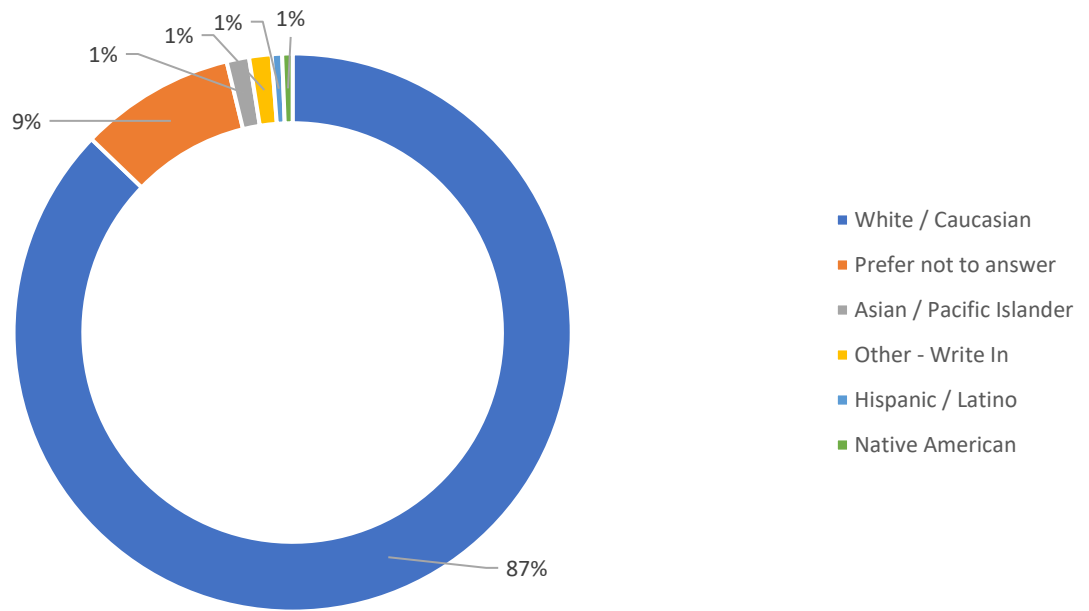
20. Identify your age group:



21. Is your household income below the federal poverty line?



22. Would you describe yourself as:



Open-Ended Responses

5. List specific destinations, if you are willing to share them: (94 open-ended responses)

#	Response
1	Canal Park, Perkin's, Love Creamery
2	I park at the base of the bridge and walk or bike over it.
3	For me personally the bridge itself is the destination. Just to cross it on foot or bicycle for a recreational outing. While driving across the bridge I regularly see bicyclists who appear to be using the Bong Bridge as a route to reach their destination.
4	The bridge itself is a destination for me as I walk or bike across and enjoy the outing and the view. While driving across the bridge I regularly see bicyclists who seem to be using the path as a route to their destination.
5	To attend an event on Barkers Island
6	Go to an event
7	This summer I bicycled twice from Duluth to the Big Top. Also made a couple of trips from Duluth to Earth Rider and to other destinations.
8	I worked in Superior and we would do a group ride across the bridge for fun.
9	Superior National forest Earth Rider Red Mug Northwest Outlet
10	Friend, Epicurean, Cedar Lounge/Earth Rider
11	Earth Ridder in Superior and their music events.
12	I used to live close to the bridge and it was a good way to get to Superior without driving.
13	Just because
14	I wanted to get to Superior.
15	Thirsty Pagan, Osaugie Trail, Millennium Trail, Superior Municipal Forest
16	UW Superior campus, Amnicon Falls State Park,
17	I was headed into tower street Superior, but turned around due to the wind and what I judged beyond my capability.
18	Oliver wi Wascott wi Solon springs
19	Ride from Duluth to my cabin in Iron River.
20	Billings Park, Shack. The Blatnik bridge is better connected to destinations, and I would be more likely to utilize the Blatnik bridge as a recreational bicycling connection between Duluth and Superior. The Bong bridge isn't well connected (via trails or signed routes) to Tower Ave. and Belknap St.
21	Menards
22	Anchor Bar, Millenium Trail, Earth Rider Brewing,
23	Restaurants and trails
24	Going out to eat with friends.
25	Gandy dancer trail, recreational road or gravel biking.
26	Bent Paddle, Munger Trail
27	Multiple places to eat/shop on Tower Ave & Hammond Ave. Also to see music at Keyport Lounge and Earth Rider.
28	Uws
29	Friends house in Billings Park. Bars along Tower Ave. Biking to get dinner at Jamrock restaurant. Rollerblading the Millenium Trail.
30	Coffee shops, breweries, Barker's Is Marina
31	To visit destinations in Superior.
32	The Anchor Bar Further biking trip in Wisconsin
33	Wisconsin Point
34	accessing the estuary and municipal forest in Superior; when I lived in Superior, I biked the bridge weekly to study at cafes in Duluth/add physical exercise to my study days
35	I worked at Superior Public Schools for 8 years and biked from east Duluth daily (2x) over the Bong.
36	We run across and back and then find a coffee shop in Superior.
37	Ran it in the Race of Aces in the 90's!
38	Bayfront Park, Wheeler field for pickleball, whole foods coop.
39	Canal Park, Lincoln Park, downtown duluth, lake walk, Haines road, Miller hill mall
40	Wade Stadium, Canal Park

#	Response
41	Thirsty Pagan, Earth Rider and Anchor
42	AMSOIL, Billings Park
43	Our bike group rides over the bong a few times a month. We have different routes in Superior we ride to and stop at different eateries then ride back to Duluth. It feels safer then being on the road biking and most of the paved trails are in need of repairs and hard on ours bodies and bikes. At least the bong is somewhat smooth minus the metal grooves at the beginning and ends.
44	I've biked across to get from Duluth (where I live) to restaurants in Superior.
45	Typically I would run across the bridge and bike across as part of bike routes
46	Millennium trail, uws, home
47	I like to do a loop ride that involves the Munder Trail Duluth to Carlton followed by Alex Laveau Trail to MN 23 to Co RD 4 which becomes Co RD C in Wisconsin to WI 35. Then, I take various streets in Superior to the Bong Bridge followed by various streets in Duluth to the Munger Trail.
48	Work site in Superior. Link to recreation paths and gravel roads in Superior and surrounding areas
49	From the cross town trail in duluth to barkers island
50	Super one
51	(Coming from Duluth) Mostly used to visit Downtown Superior businesses, breweries, and restaurants.
52	From Superior to Lincoln Park neighborhood and canal park.
53	Biked and walked to a job on Ogden ave.
54	Businesses and restaurants in Superior. Access to Wisconsin parks and trails. Access to roads for recreating in Wisconsin.
55	Lincoln Park businesses. Munger trail
56	I live in Duluth but work in Superior and bike commute daily. My office is actually across from Earth Rider Brewery so biking across the Blatnik would be much more direct. I also bike the Bong to go out for food/drink in Superior and to access the Superior Municipal Forest/Oliver and gravel roads south of there.
57	Visited my mother while my car was in for repairs.
58	Go to the roller rink and/or brewery
59	When I lived in Superior and worked in Duluth, I would ride from my home near UWS to work in Canal Park almost daily. Having a bike lane on (or under?) the Blatnik Bridge probably would have cut my commute time in half. Nowadays I occasionally ride loops between Duluth and Superior for fun.
60	Various places in superior
61	The Shack Liquor Store
62	Anchor, pho place
63	Northwest Outlet Keyport Lounge Billings Park
64	Municipal Forest
65	St Luke's Hospital
66	I used to live in Superior and work in Canal Park, so I would often bike to work over the Bong Bridge.
67	217 Grand Avenue (work) Duluth Traverse bike trail
68	to head over to duluth, nice that you don't have to get a cab, bus, or other ride across.
69	I mostly use the Bong to extend my commute to get more miles in during the summer. However, when I lived in Superior , I usually worked in Duluth and commuted almost exclusively by bike 9 months a year.
70	.
71	Earth Rider Brewery
72	I live in Superior and bike commute to work in Duluth 3 times weekly in mild weather. I also bike across the Bong to and from the Munger Trail several times a month (also in milder weather!) Bike access on the Blatnik would make for a nice loop route!
73	Hayward Wisconsin Loop back on Gary Bridge Wisconsin Point and Trail
74	City of duluth and for access to other mn bike trails work downtown Duluth
75	Thirsty Pagan friend's house near UWS Billings Park
76	General commuting
77	Using the Bong Bridge allowed me to complete a loop route on bicycle rides and also for access to streets, roads, and paved trails in Superior and nearby rural areas.
78	Hammond and N 7th St Neighborhood of UWS

#	Response
79	Thirsty pagan, earth rider brewing, red mug
80	I walk and bicycle the Bong Bridge to photograph ships that are approaching the bridge and passing beneath it.
81	Work
82	N/a
83	Thirsty Pagan and Pokegama Forrest
84	Earth Rider
85	Earth Rider The Anchor Bar
86	School district of Superior.
87	University of Wisconsin-Superior -- I work there; Earth Rider Brewery Festival Grounds
88	Billings Park, Izzy's, Millennium Trail, Level Up Games, The Globe News, Earth Rider Brewing
89	Zenith Bookstore
90	n/a
91	UW-Superior, Businesses
92	Don't remember all of them. Red mug, Thirsty Pagan, some other restaurants/bars.
93	The bridge itself and the ability to take photos
94	Billings Park

6. Are there issues you have experienced with the bicycling and walking facility on the Bong Bridge or while accessing the Bong Bridge while biking or walking? (134 open-ended responses)

#	Response
1	No
2	Just the noise
3	Vegetation on the Superior side overhangs the trail.
4	No issues encountered.
5	I've experienced no issues.
6	It is very narrow
7	no, I think it is enjoyable
8	Terrifying
9	no
10	no
11	Feels close to traffic. Don't like height of railing on water side.
12	Just fear of heights
13	Access on both sides is inadequate, narrow sidewalk, especially Minnesota side with blind and sudden intersection to the road.
14	It's so narrow that two bikes passing each other one needs to stop to allow the other to pass.
15	Not recently
16	No
17	Do a ok job removing snow
18	Debris in the walkway
19	The smell of the cars and the trail was too narrow for people to pass with bikes.
20	It is very far to use if you live in the Northern or Eastern part of Duluth. Access is very confusing from the Minnesota Side. It is not along a already known bike path and very hidden.
21	Access to the bridge is somewhat difficult. Having more access points at the entrance would be nice.
22	The pathway frequently contains debris from the adjacent motorized traffic.
23	Debris, noise and figuring out how to get there on the Duluth side
24	In the winter it isn't always plowed the best and can be tough by bike.
25	A taller windbreak would be helpful during the high wind days

#	Response
26	1. Bong Not the most direct route between downtown/canal park and Superior. 2. I found it difficult to find my way onto the Bong due to lack of signage and fragmented bike transportation network. 3. Did not think the large concrete traffic barriers a good ad hoc solution; appreciated the separation though
27	No
28	It's not convenient from the east end of Duluth, probably adds 30 minutes to my work commute not having a shorter option.
29	No, it's great, but adds time.
30	Distance to travel in order to get to canal park
31	It's somewhat narrow and can be very windy.
32	Narrow if passing someone.
33	It's narrow to pass people on a bike.
34	Some people have been afraid of the height of the walkway and had difficulty traversing it. One person used to hang on on the traffic side and side step the whole way across. He no longer uses it as he passed away. But, others have made the same comments.
35	Trash, litter and sand
36	Narrow for two bikes to pass.
37	It's too narrow for bikers to meet. Needs to be a foot wider.
38	From the superior side there is no clear path marked to get there- it's not connected to anything.
39	Nope
40	Finding the access on the Duluth side
41	The path seems narrow compared to the width of my bike handle bar and can be nerve wracking.
42	Difficult or impossible passage in winter due to snow. High density of sharp debris from car traffic leading to flats.
43	Narrow walkway, debris in the pathway
44	Coming from Duluth (UMD Area), it's out of my way to go to the Bong Bridge
45	It's a narrow path and shared w/ pedestrians, receives lots of wet road spray. The second worst problem is that it's infrequently plowed in the winter and impossible to travel over. The worst problem is that it connects the outskirts of Duluth proper to the outskirts of Superior proper. I am desperate to bike more frequently between central Duluth and the commercial center of Superior and it would be far, FAR more convenient to bike across the Blatnik rather than the Bong. I also considered purchasing a home in Superior but my partner and I had to give up because we both worked on Rice's Point (Altec & near Jim Foster's pier) and both value biking to work... and Bong bridge isn't a feasible access route to cross the river so far to the south.
46	No.
47	The Bong Bridge takes me out of the way from where I'm traveling from Duluth. It is an incredibly indirect from the Eastern half of Duluth to Superior. The Bong Bridge pathway is very narrow and difficult to pass another person, and nearly impossible for two bicycles to pass.
48	It's pretty far out of the way, you really have to be committed to biking. Otherwise, it's lovely to have a dedicated lane.
49	No, I love it!
50	first time, I didn't know how to get onto the bike path (signage was lacking) and ended up in automobile lane
51	yes, any road snow gets pushed onto the bike path making it very gritty, loose gravel and would seldom be swept clean-sometimes rough conditions.
52	Prefer to go early morning on a weekend. It's more peaceful with less vehicle noise and fumes
53	No
54	Yes. It's much too narrow for one bike and one pedestrian let alone two bikes to meetup. Would be better either wider or just make it narrower so it's obvious we have to stop to meet or pass. I never know who will yield to me.
55	It's a small space when you happen to cross other folks on it. It also starts and end in a weird place.
56	No
57	It is pretty narrow when meeting others so I have not attempted to pull my kids in the bike trailer.
58	No
59	The metal grooves- gaps at the beginning and ends of the bong are hard on our bikes and bodies when going over them. Wish they were smoother with a plate over them so there isnt a gap.
60	The bike lanes are narrow- with the fencing usually one cyclist must stop to let another from the opposite direction pass. More separation between bike lanes and car lanes would also be an improvement.
61	Too far west. I'd use the Blatnik more because it's more central.

#	Response
62	Snow removal (which is to be expected) and seagulls attacking walkers in the spring on the Minnesota side. (They guard the nest on a nearby building)
63	The roads used to access the bong bridge on the Duluth side are garbage.
64	Just that both ends of the bridge nowhere near anything you would visit so you go across the bridge then another mile or two to get to wherever you're going
65	The path is too narrow and meeting oncoming users and passing slower users is difficult. The path is frequently not plowed or poorly plowed during the winter. Vegetation on Wisconsin approach has narrowed the path further reducing it to one usable lane. In Duluth, West 1st street which must be used to access the path is a bicycle unfriendly narrow 4 lane that needs to be changed to a 3 lane with bike lanes.
66	just loud and feels very close to traffic
67	Lack of access in the winter as lane is not adequately cleared of snow. Initially, finding the access point for the lane (directions and signage were poor or non-existent)
68	It's better than nothing but a walk and bike path that's wide enough to accommodate both would be great. It's also tricky at some points to bicycles to pass one another.
69	No issues
70	No
71	It's incredibly narrow, hard to navigate when encountering others on a bicycle.
72	Bong location adds distance on both Superior and Duluth sides.
73	Do not feel safe.
74	No.
75	Debris. High winds. Uncleared snow and ice.
76	the path is too narrow and is not cleared promptly in winter
77	The path is too narrow for two way bike traffic.
78	Debris
79	It's a bit narrow for passing others and the wind can be really exciting but otherwise it's been good.
80	No issues, just too time consuming to use it for daily use.
81	No issues but it is less of a destination for exercise because the traffic noise is so high. If I was using it to run errands on a bike or get to work, etc., it would be a nice option to have.
82	finding the beginning of the trail on the Duluth side near 40th ave and crossing the railroad bridge in Superior
83	Its been a while since I biked it, I now live out in the county so its not "convenient" but it was a fun place to go. I think adding it to the high bridge would be even more useful for both cities as the high bridge is closer to many places for both work and tourists.
84	It's narrow enough that passing other cyclists or pedestrians is pretty hairy. The height and exposure takes a lot of getting used to and is not for the agoraphobic. It's also 2 miles of isolation with no escape route, which I would think twice about using alone if I were a young woman. I always thought a wider path under the Blatnik sheltered by windscreens would feel a lot more secure (though maybe not from the isolation standpoint).
85	No it's fine and I'd like to have a bike path on the Blatnik bridge
86	Lots of sand in the spring left from winter snow removal operations.
87	Path is fairly narrow.
88	No, just wind.
89	unsafe infrastructure for access and on bridge
90	The path is too narrow for two people to meet without getting off the bike. If encountering either a pedestrian or cyclist I have to dismount to make sure we can both safely continue.
91	No
92	no
93	Terrible snow plowing, it can take a week to have the path cleared after a snow event. I also have had snowplow wake cover me in slush while they were plowing the vehicle surface. I have contacted MNDOT about these issues, and the told me they will clear the snow when they darn well please.
94	Small, uneven sidewalk Not very easily accessible--poor entrance/exit onto bridge Windy
95	A bit narrow for two bikes to pass each other. A larger barrier/more separation between the highway traffic would be nice.
96	Hard to enjoy the view while bicycling because the path is narrow.
97	The biggest problem with the Bong's bike path is that it is much too narrow for two bicyclists when passing in opposite direction safely. The Blatnik's proposed path should be a minimum of 7 to 8 feet wide, especially when considering the speed a bike can obtain (35 to 50 mph) on a decent like either bridge has.

#	Response
98	Narrow walkway that makes it difficult for two bikes to pass each other
99	It would be nice if there was a walkway and that was closer to Earth Rider Brewery
100	The Bong Bridge bike / walk facility is far too narrow. Such a facility should be at least 3 to 4 feet wider, with additional wider spots for rest and observation. I would expect a bike / ped facility on the Blatnik would have much more traffic than I see on the Bong.
101	The Bong Bridge Sidewalk is very narrow for bicycling and the vertical bars on the riverside can catch a handlebar that drifts in and cause a very bad and dangerous crash. I sometimes have just biked over in the right car lanes since I feel safer than navigating the narrow sidewalk at any decent speed.
102	Is a tad narrow for other inexperienced riders garbage from road
103	Recent trail work on both sides have made it easier to bike TO the bridge. It's a great experience riding on it, but very far WEST for us to use it. Would definitely would use it more if it were the Blatnik.
104	Yes, debris on the trail in summer and snow issues in winter.
105	The sidewalk was too narrow, especially when meeting others going opposite direction or passing those going in the same direction. I talked/higher outside railing would also be safer for all. Cyclists sit up higher. A solid wall rather than a traditional railing might be better, too.
106	For the most part no. Getting through East Hillside traffic is challenging. After that, it's a beautiful ride.
107	No
108	No issues.
109	It's terrifying - being so close to traffic and the median isn't that high It is very narrow - not allowing more than one person
110	No- I only used the walk lane once.
111	Its so far out of the way to get to the bong when coming from canal park/east duluth its a pain in the ass to go all the way west, just to come all the way back east once you get to superior. Tax payers are the only ones who follow the rules and decide not to just send it across the blatnik. Please put a protected lane in for the peds/bikes....its a billion dollar project, what's another few million
112	Traffic is too close and no barrier
113	No major issues. Some garbage.
114	Windy from cars passing so closely Spray from cars on rainy/sleety days Very narrow when meeting oncoming bike/peds; usually have to stop complaining to pass
115	The only issues I've ever had was when the bike lane was temporarily closed.
116	Frequency of plowing during the winter.
117	The first time it was hard to find where the pedestrian/biking access was. The walkway is pretty narrow and not that pleasant next to all the traffic. Crossing it was an achievement but not pleasurable.
118	Only issue is it's much further away from east side of the city.
119	It's tight for a bicyclist to pass anybody, either a walker or a biker, but it's manageable.
120	Didn't feel entirely safe. Lots of debris on the surface. Not wide enough for two bikes to pass. Too loud to communicate with other bicyclists and pedestrians. Sidewalks end far away from destinations in very industrial areas with very big trucks.
121	Feels very exposed, and the wind can be uncomfortable.
122	n/a
123	Proximity to intense noise and persistent exhaust fumes from combustion engines in automobiles and freight trucks, especially since they're operating at high speeds, makes walking and/or biking across the bridge a less-than ideal prospect as far as a person's health is concerned.
124	Not wide enough for bikes to pass eachother safety
125	Meeting a "creepy guy" as I started out biking on the bridge. Gut instinct told me to turn around immediatey and I did!
126	Not bike/pedestrian friendly. Wind.
127	Drivers act like people don't have a place walking on the bridges
128	Access points are obscure and do not lead to pedestrian-only thoroughfares.
129	High winds from Vehicles passing.
130	It's way out of the way for me. Blatnik is much closer. Also, the first time heading back to Duluth I could not find the bike/ped entrance so I ended up biking on the freeway a bit and then hauling my bike over the cement barriers to get to the bike/ped area. That was terrifying. I no longer bike across because it's too difficult. I might if it were easier and/or Blatnik had a route. It is much closer for me.
131	When roadway wet spray from passing vehicles
132	long way out of the way for where I need to go

#	Response
133	Too close to speeding cars, open barriers
134	Too narrow to adequately move over for bikers etc.

9. List specific destinations (you would walk to on the Blatnik Bridge), if you are willing to share them: (89 open-ended responses)

#	Response
1	I would be fun to bike over the shipping channel. I would use the bridge as a destination.
2	The Blatnik bridge itself would be a destination for me as I walk or bike across and enjoy the outing and the view.
3	Dan's Feed Bin, Anchor Bar, Cedar Lounge
4	Cedar Lounge, Epicurean, friends
5	Bayfront Park, Lincoln Park businesses (breweries)
6	Earth Rider, Thirsty Pagan
7	Canal Park and Superior's North End BID
8	Average Joe's Pub
9	Thirsty Pagan
10	Shops in superior.
11	Earth Rider, Red Mug, Thirsty Pagan, access to trails
12	Several shops do not exist in Duluth; boot repair, some restaurants, et al...
13	Osagee trail Highway 13 Snowmobile(bike) trail all the way to Ashland
14	Tri-corridor trail, Thirsty Pagan, Kari Toyota, friends houses.
15	Canal park
16	Canal Park
17	Lincoln park, canal park, the DT
18	Thirsty pagan, Friends in Superior Anchor Bar & Grill
19	Earth Rider, Average Joes, Izzy's BBQ, Spirit Room, Level-up Gamestore, and all the new places to eat/drink on Tower Ave
20	I live in Duluth and would visit: Cedar Lounge, Earth Rider, Jam Rock Restaurant, The Kitchen, Anchor Bar, Main Club.
21	Coffee shops, Breweries, BARKER'S IS MARINA
22	Spirit room, thirsty pagan pizza, earth rider brewery
23	viewpoints
24	Osagee Trail Barkers Island Earth Rider
25	Easier access to downtown and the lake walk
26	Canal Park, downtown duluth, lake walk,
27	Canal Park, Park Point
28	Earth rider thirsty pagan
29	Thirsty Pagan
30	Restaurants on Tower Ave in Superior (I live in Duluth).
31	Earth Rider, Anchor Bar
32	Thirsty pagan, the spirit room
33	Thirsty pagan, anchor, 7west, earth rider cedar lounge
34	To any destinations in superior from where I live in duluth
35	Canal Park, hospital, downtown Duluth.
36	Mostly the same as with the Bong. A good pedestrian trail would be much better for connectivity between Duluth and Superior
37	Recreation trails and gravel roads in Superior and surrounding areas
38	Goodwill, Garfield Ave. Canal Park shopping Fishing pier near port terminal

#	Response
39	It would be great to connect both the superior hiking trail and the duluth cross town trail (currently a mess but hoping for that yo be back soon) to the Osaugie Trail and Barkers Island in Superior
40	Fraser Shipyards
41	There are lots of emerging destinations along Superior's north side/waterfront. This is as convenient of a link as is realistically possible between Duluth/Superior.
42	Canal Park and Lincoln Park, as well as lakefront trail in Duluth from Superior
43	Ogden ave.
44	Work (office at WI DOT), Earth Rider, bars/restaurants on Tower Ave.
45	downtown superior to downtown duluth
46	Canal park, decc, west Duluth There are many employers who encourage staff to bike to work on both sides of the bridge. This would help there immensely
47	Earth Rider Brewery
48	Thirsty pagan Bike path
49	Culvers
50	Thirsty Pagan, Spirit Room, Twisted Pastries
51	Mexican restaurant in mall area Anchor Bar Barker's Island
52	Rice's Point landing
53	Earth Rider Brewing 1109 Tower Ave for Work Thirsty Pagan Barkers Island
54	Downtown superior shops and restaurants— there are many!, and the natural areas on that side of the harbor and point.
55	Earth Rider Brewery, Anchor Bar, Tower Ave Tavern
56	I'd be more willing in general to visit Superior if it felt safer and easier to bike there. I would explore so much more there!
57	Canal Park, St Luke's Hospital
58	217 Grand Ave (work)
59	Duluth or Superior
60	Parks in Superior WI
61	This is a fantastic idea!!! It would definitely increase the places and number of times I'd go to Superior each year. Great!!!!
62	Earth Rider Brewery, the tap on Tower, vintage Italian pizza, Jack's place, super one, keyport liquor, Ace hardware
63	Paved Trail along shore, Barker's Island, Wisconsin Point, Thirsty Pagan, Anchor Bar, Earth Rider,
64	Downtown Duluth park point up the hill to Hermantown
65	To visit local businesses
66	I'm new to the area so don't know any, but I strongly support a walking/bike trail and would love to try it out. I also know other people who've been in the area longer who want it.
67	Trails and roads in superior, connect to rural roads and paved trails for biking.
68	Spirit room, The Main, The Flame, friends houses
69	Neighborhood of UWS Thirsty Pagan Pizza
70	Wisconsin Point, Park Point, other parks or trails, canal Park, Lincoln Park district, Earth Rider, thirsty Pagen, decc, music Venues, restaurants
71	I would use the walking path for general sightseeing and photograph ships that are nearby.
72	I live in Superior, and since there's nothing much at the base of the bridge on the Duluth side (at least, currently), walking the bridge itself would be the destination.
73	Work
74	Thirsty pagan, 7 west, earth rider
75	Earth rider brewery, the big park by the water front
76	Just the view from The bridge itself. You can't get that while driving
77	Earth Rider Red Mug Coffeehouse
78	Earth Rider Festival Grounds
79	I live in East Duluth and work in superior and would love to bike commute
80	Anchor Bar, the Hammond, Spirit Room, the Globe News, the Red Mug

#	Response
81	Lincoln Park, Canal Park, Boardwalk
82	As it is over a mile, and nothing close in walking distance in either end having it bike friendly would be key!!! Bike walk run is the answer.
83	n/a
84	UW-Superior, Twin Ports businesses.
85	Osaugie Trail to downtown Duluth. Slc courthouse, bay front park.
86	Superior downtown
87	Blatnik is closer to where we live than the Bong bridge. Brings you into a whole different part of town in Superior.
88	Billings Park, & Superior's waterfront trail.
89	I don't necessarily think a pedestrian bridge would be a plus or minus FOR ME, but I know a lot of people that would benefit from this.

12. List specific destinations (you would bicycle to on the Blatnik Bridge), if you are willing to share them:
(91 open-ended responses)

#	Response
1	The bridge itself is likely to be my destination for recreation and to enjoy the view.
2	Earth Rider Brewery/Cedar Lounge
3	Barker's Island, Osaugie Trail, Anchor Bar, Dan's Feed bin
4	Earth Rider NW Outlet Pride Parade Points east and South beyond Superior
5	Spirit Room (from Duluth) Canal Park and Lincoln Park (From Superior)
6	Same as Bong but Bong is out of the way and scary. Earth Rider Red Mug building UWS Reserve / Barkers island A couple of friends near the university
7	Earth Ridder at the base of the Blatnik Bridge and other places such as Thirsty Pagan
8	Breweries in Lincoln park
9	same as above
10	Canal Park and Superior's North End BID
11	Superior's paved trails, Average Joe's
12	Shops, restaurants. Connecting to the great trails over by barkers island and other areas. Make it all come together please and be accessible for three and four wheeled bikes trikes and wheelchairs!!! Push buttons for crosswalks and ADA compliant curb cuts and access paths!
13	Spirit Room
14	Osaugie Trail, Wisconsin Point, Thirsty Pagan, other restaurants
15	Same
16	Shops that don't exist in Duluth; lumber yard, boot repair, restaurants...
17	Tri corridor trail, thirty pagan, friends homes
18	Canal park
19	Tower Ave., Belknap St., Hammond Ave., Barkers Island, and Osaugie Trail
20	Restaurants, ship watching, connect to Superior bike paths.
21	Canal Park
22	Lincoln park, canal park, DT
23	Canal Park area Lincoln Park area
24	Red Mug, Spirit Room, Earth Rider
25	Having a Blatnick bridge lane makes central Superior eating and drinking a lot more attractive from central Duluth (Thirsty Pagan, Earth Rider etc).
26	I live in Duluth and would visit: Cedar Lounge, Earth Rider, Jam Rock Restaurant, The Kitchen, Anchor Bar, Main Club. I would bike to Barker's Island Marina for sailing, and do bike camping trips near Wisconsin Point/Amnicon River!
27	Any time I need to go to Superior from Duluth, for any reason, I would bike whenever possible.
28	Canal Park Businesses, Barkers Island area
29	thirsty pagan, earth rider, the anchor, dan's feed bin, bear shoe works, that new waffle place, pho cali, billings park

#	Response
30	Earth Rider Brewery, WI Point
31	Red Mug cafe, my chiropractor, municipal forest/estuary
32	My workplace on Barkers Island Osaugie Trail
33	Bayfront Park, canal park, Lincoln Park restaurants
34	Downtown
35	Thirsty Pagan
36	Restaurants on Tower Ave in Superior
37	Millennium trail, barkers island,
38	Earth Rider Brewery
39	Loop ride using both Blatnik Bridge and Bong Bridge.
40	Recreation trails and gravel roads in Superior and surrounding areas
41	Canal Park and area shopping OMC, Corktown Deli and nearby shopping
42	Fraser
43	Same as previous
44	Same. Poor survey design
45	Ogden ave.
46	Businesses in Superior. Bong veteran's center. Superior municipal forest. Other Wisconsin state parks.
47	Same as above.
48	Duluth Transit Center to get up the hill for work North Shore Scenic Railroad
49	Stores
50	World of Wheels
51	Earth Rider, coffee shops, thrift stores, etc
52	Canal park, decc, west Duluth North end of superior and connects point area
53	Earth Rider for music, food, drinks; Getting out to the Osaugie Trail, biking out to Wisconsin Point for swimming, visiting friends who live in Superior, getting over to Hammond to go to restaurants.
54	Friends in central Superior, recreational ride loops
55	Culvers, Kwik Trip
56	Thirsty Pagan, Spirit Room, Twisted Pastries
57	Mariner Mall area Mexican Restaurant Northwest Outlet Keyport Liquor
58	Bong memorial
59	Same as previous question
60	A Dozen Excuses, Thirsty Pagan, Twisted Pastries, PhoCali, Barker's Island
61	Earth Rider Brewery, Anchor Bar, Tower Ave Tavern, Downtown Superior, Thirsty Pagan, PhoCali,
62	Canal Park, St Luke's Hospital
63	We have friends off of Tower Avenue in Superior to visit, I would also like to bike to Wisconsin point if there was a connector to the Osaugie.
64	217 Grand Ave (work) Duluth Traverse Bike Trail Bent Paddle Tap Room
65	Duluth or Superior
66	Not as many as I would the high bridge.
67	Commuting to work.
68	Super One, Earth Rider Brewery, Izzy's, anchor bar tap on Tower
69	Work mostly- a Blatnik facility would significantly shorten my commute and I'd likely ride more often.
70	Paved Trail along shore, Barker's Island, Wisconsin Point, Thirsty Pagan, Anchor Bar, Earth Rider, Loop back on the Bong Bridge to make a nice loop.
71	Downtown Duluth
72	Thirsty Pagan Barker's Island Osaugie Trail Wisconsin Point Friend's houses
73	Thirsty Pagan

#	Response
74	Same answer as walking
75	Superior Municipal Forest trails, paved trails, Wisconsin point.
76	Neighborhood of UWS Millenium Trail Thirsty Pagan Pizza
77	Wisconsin Point, Park Point, other parks or trails, canal Park, Lincoln Park district, Earth Rider, thirsty Pagen, decc, music Venues, restaurants
78	Work
79	Millennium trail
80	Feradyne and just to say I got to the other side. And maybe back around to the bong.
81	Canal Park
82	Earth Rider Red Mug Coffeehouse
83	The Anchor Bar Barker's Island
84	UW-Superior
85	I live in East Duluth and work in East Superior, and would love to bike commute
86	Billings Park, Millennium Trail, The Hammond, The Anchor Bar, Izzy's, Spirit Room, The Red Mug
87	The Anchor Bar Ref mug coffee Northwest outlet Thirsty pagan pizza Barkers island Cedar Lounge/Earthrider
88	Canal Park, Lester Park, Park Point Heritage Park, Superior
89	UW-Superior, Wisconsin Point
90	Bike trail links
91	Superior's Osage (waterfront) trail, Billings Park.

13. If a walking and bicycling path were added to the Blatnik Bridge, are there any specific issues you would like to see addressed? (206 open-ended responses)

#	Response
1	An enclosed area for the walking or biking as there is a lot of accidents on the bridge.
2	Not sure
3	Good connections to regional trails. Such as the cross city trail in Duluth.
4	Ensure the approaches at both ends of the bridge are safe and protected for pedestrians and bicyclists to access the bridge. If people feel they can safely access the bridge, they are more likely to use the path on the bridge for transportation.
5	protection from high winds, slush/snow spray from plows (may need to close path while plowing? that was a problem for Duluth Cross City trail below Highway 35)
6	snow and ice management so it's accessible in winter. Access to bikeable/walkable areas on either end - connection to neighborhoods and commercial areas (eg Lincoln Park)
7	Separated area
8	space for two bicycles to pass A solid barrier between cars and the path A visually solid barrier on the outside of the path at least 4 1/2 ft tall
9	grade. It certainly couldn't be as steep as it currently is. Maybe some wind block.
10	Wind, mild wet weather, blowing rain or snow
11	I think this is a waste of money. Instead invest in more snow removal equipment for vehicles.
12	Some kind of sense of separation from traffic. Views of the river. Easy access on both sides- not way out of the way trails - this is transportation direct is better
13	A fence or barrier of some sort needs to be in place to separate pedestrians from moving traffic at all points on the bridge, including entrance and exits.
14	Information signs including destination distances. Also real time weather warnings including temperature and wind.
15	Connect to bike lane or path on both sides, make wider than Bong path.
16	Include a couple of perch-like areas where a bench could be used to take a break and observe the view. Make it wide enough that two bikes could pass each other safely
17	Accessibility in winter.
18	not that I can think of if there were easy access.
19	Make sure that when it is constructed that there is barrier for protection against the height, vehicles and the elements.
20	It's a horrible idea for snow removal issues

#	Response
21	Safe connections on each end
22	Glass, debris from car parts
23	See previous answers. Complete accessibility for all types of wheels!
24	Make it wider and better signed especially on the Superior side
25	Contestability to already existing trails and clear entrance points
26	Easy access connecting to canal park bike path would be nice.
27	The ability for DOT to remove snow from the non-motorized lane in the winter
28	Noise and debris, easy access from the current bike path system in Duluth and Superior
29	Snow removal in winter
30	Ease of access, separation from motorized vehicles
31	Plowing in the winter for biking.
32	1. Safe and up to current standards. 2. Most direct route to connect downtowns. 3. Better integration with public transit in case of inclement weather or problem with bike. 4. A vista area with benches or other appropriate infrastructure.
33	Wider than the Bong bridge lane
34	I biked across the Golden Gate Bridge, and the railing is rather short for a recreational cyclist.
35	Separation from traffic. Bump outs to stop and sight see. We love the new bridge at Stillwater and have bicycled that one. It is connected to bike trails on both sides.
36	Good Infrastructure within the city to get to it.
37	High enough protection walls so that nobody would get hurt
38	High fences to prevent jumpers.
39	I would not want to see the old Interstate Bridge lost nor the boat access lost. I like that location very much.
40	Install a place to stop and watch the ships pass under the bridge without being in the path of the walkers and bikers.
41	Attach the pedestrian way underneath the vehicle deck like the Hwy. 360 Bridge in Austin, TX.
42	wide enough & possibly a railing to prevent accidental trespass into the lane of traffic. And tho I wouldn't use it(I'm 79 yrs old) for safety's sake there needs to be a walking path.
43	Access on MN Side other than using Garfield Ave.
44	Make it wider than what the Bong has right now.
45	Access needs to be clearly marked at each end- make a clear way for people to get off the bridge safely
46	I just think it would be cool to stand in the middle of the bridge.
47	Just making sure that it is safe and feels safe- completely separate from traffic. Minimizing noise and exposure to car exhaust would be delightful too.
48	Safety
49	Make sure the path is comfortably wide enough...otherwise, follow the plan of the Bong bridge. Have wonderful views all along the way, slow slope up and down, paths provided to get to and from the bridge, safety covered everywhere!
50	I think a bike patch across one bridge will suffice. It is another factor drivers must look out for, especially when the roads are slippery in the winter. By having one bridge with a bicycle path, and one without, it allows for people to still have that option to bike to and from the two cities if they want. On the other hand, if drivers are worried or don't like the idea, it gives them an option to take a bridge where pedestrians are restricted from entering. I think a walkway at most would be fine for the new bridge construction. By doing this, it makes both sides happy; the people who don't like bike paths on the road won't have to deal with it on one bridge. On the other hand, there is still a bike path on the other bridge for those who would like to bike and walk the bridge
51	Enough room for both bikes and pedestrians. A few overlook platforms as well.
52	I think it is important that it is as protected as possible from traffic, snow (including plow wakes), and wind. If the path could run on the underside of the bridge with views of the lake, not only would it solve the above issues, but the bridge could become a destination for tourists who would walk/bike out to get a great view of the lake. This is a once in a lifetime opportunity to put something forward-thinking in place. Please do that.
53	Snow removal
54	Pedestrian safety, wide walkway to accommodate bikes and foot traffic, prevention of debris buildup
55	A barricade from traffic, two lanes so it's easy to pass others, especially at the high point of the high bridge. A lookout spot/bench to take quick rest, if needed.
56	Create enough room for bicycles and pedestrians to get around each other. Create efficient and easily accessible entry & exit points (rather than starting approach trails in out of the way of common bike/walking paths off the bridge) that have an accessible grade (not too steep) to promote bicycling/walking over the bridge. The walking/bike lanes must be protected from motor lanes and be designed to be easily and frequently plowed in the winter.

#	Response
57	It needs to be comfortable, not just possible. A physical separation alone is not enough. It's loud, there is high wind speeds, and biking next to highway is not enjoyable. Would like to see creative solutions like a lower deck under the car lanes, wind blocks, sound barriers, etc.
58	No.
59	Wide enough for easy passing, wider area at top for people to stand/sit and take in the view without blocking others.
60	Direct connections to Garfield Ave and Hammond Ave.
61	having a barrier between cars and the path like the Bong bridge.
62	Feel safer separation from cars
63	wind protection!
64	Make it a physically separated path, just like on the Bong Bridge, please.
65	make sure *routes to* entrance ramps are clearly marked for bikers/walkers
66	Some way to protect the bike lane from grit, sand, refuse thrown from cars/trucks.
67	Safe routes to connect to trails (Osaugie, bike lanes on Hammond) and certainly Duluth bikeway connections as well. Need to feel safe getting TO the bridge, or it's not likely to be used!
68	Either wider or narrower. Either two bikes can meet or they can't!
69	It's steep
70	It would be awesome if the level of the pathway were above or below motor traffic.
71	It would be nice if it was wide enough for kid trailers both ways. Some kind of grippy grate might be nice to help keep the snow off of it.
72	Safe open views of the lake.
73	Safety from cars
74	Snow plowing
75	Must feel safe from cars being able to crash into us.
76	Wide lanes, more separation from driving lanes
77	Ensuring good connectivity on both sides of the bridge
78	Such a walking/bike lane would need to be physically separate from the main traffic lanes similar to the Bong Bridge. The Blatnik Bridge carries an Interstate highway and a bike lane in the main traffic lanes is incompatible with Interstate traffic volumes and speeds. Also, do not eliminate motor traffic lanes to accommodate a bike lane (e.g., only one lane of traffic each direction plus a bike lane similar to what the City of Duluth has done to many of its streets would be woefully inadequate for motor vehicle traffic). Also, do not compromise shoulder width to do a bike/walking lane...the new bridge needs full shoulders like the Bong Bridge has.
79	Safety
80	Will the path be sheltered from the high winds. Good access on and off the bridge.
81	Extreme safety barriers to reduce climbing, or jumping off, and pedestrian/vehicle contact. Call boxes along route for emergency situations.
82	There should be enough separation from traffic that it feels safe.
83	I'm not in favor of this due to the cost, but if it does happen make walls high enough that it would be almost impossible for someone to jump off.
84	Make the path go past Garfield Ave
85	Build it under the road for cars. Otherwise it will get full of snow in the winter and be useless.
86	Where would the best connection points be? Would these connection points allow easy access to a variety of destinations? Would a walking/bicycling path save time versus using the one on the Bong Bridge?
87	Garfield Ave in Duluth would need to be converted to a 3 lane with bike lanes. Narrow 4 lane streets just allow motorist to drive at dangerously high speeds. Not sure what street the path would connect to in Superior.
88	have the people that would use it pay for it, not gas tax.
89	The current bridge can be dangerous with weather as is I feel by adding pedestrian paths will only decrease size and safety more distraction and more issues
90	Ensure access points are clearly marked with signage and directions. Cleared in the winter.
91	Path should be wide enough to have dedicated bike and walking lanes, and should have strong railings for protection from vehicle traffic
92	Safety issues
93	The speed is too fast for pedestrians to be on the bridge. The bridge is very high off the surface if accidents were to happen.

#	Response
94	Proper lighting for pedestrians. A crosswalk at both ends to be able to safely cross the road to the other side. A bump out viewing platform in the middle of the bridge. Parking lots at both ends so I can walk across the bridge for entertainment/exercise.
95	Safe access and safe/clean pavement
96	Heavy enough guard rail that would keep alcoholics and drug users from killing me.
97	Like in Houghton MI would also love if it included a snowmobile path along with the others so you can connect with WI trails.
98	The steep grade on the Superior side would need to be remediated for biking and walking. It's hike enough for a car or truck (talk to semi drivers, they'll tell you), even more so for a bike.
99	As a 911 dispatcher both Minnesota and Wisconsin would see and uptick in possible jumper calls, therefore dumping a bunch of resources on a call that may not be true like we do on the Bong bridge Multiple times a year. Don't add those things, they make busses or the bong bridge for people to walk
100	Keep it on the lake side of the bridge for the views. Add resting points for people to stop. Ensure width of path is sufficient for two-way bike and ped travel.
101	There need to be extra safety precautions to prevent suicides. The Blatnik Bridge is the main bridge jumpers use. I think putting a pedestrian and/or bike path on the bridge is a very poor decision. It is not safe and gives easier access to those wanting to use the bridge to end their life.
102	Safety, how is lane separated from traffic. That any safety guards / fence etc. on the edge of the bridge still allow for enjoying the view from pedestrian, bike, or vehicle.
103	Make it safe and user friendly for all age groups.
104	No.
105	Debris maintenance, including during winter time
106	Width and lighting.
107	Possible snow removals, high winds, entrance and exit for the walking and bicycling path
108	Making it wide enough to two bikes could safely pass one another.
109	We rarely see people walking or biking on the Bong bridge, so believe this is a total unnecessary expense.
110	Blocking strong winds.
111	some cars are too loud
112	Making sure there is adequate separation from the car lanes
113	Even without bike/walking I hope some sort of safety things are included for those contemplating jumping.
114	I would think safety would be very necessary to ensure that folks can't easily use the trail for suicide attempts. Also, grade would be an issue for anyone using a mobility device.
115	Make sure it is well-lit and accessible from the road in case of emergency. A high side fence and slanted windscreens that would also keep snow off would be important for safety. The Blatnik is much windier than the Bong bridge, to a dangerous degree at certain times. This is not really bike/ped related, but could some kind of low-vibration wind turbines be added to the bridge? Seems like a great opportunity to generate gobs of electricity from renewable wind power.
116	unobstructed view for cars and bikes and pedestrians
117	Please make sure walkers/bikers do not pose traffic hazards to motorized vehicles and vice versa. Also, I'd like to see some separation - a physical barrier, however low - between motorized and non-motorized traffic.
118	Protected bicycle and pedestrian sidewalks would be amazing! It would be great to have protective barriers along the way on both sides to prevent hazardous falls or traffic interference.
119	Yes, they should pay a road use tax.
120	Link to Lakewalk away from traffic
121	separation from motorized traffic
122	Make it wide enough for two people.
123	Safety
124	Safety from traffic and room for opposing bikes and or walkers
125	The fact that people JUMP off the bridge to die so I feel that if they put a walking/bicycling path in, it would HAVE to have a safety fence up and over entirety of the bridge itself to prevent people from climbing the barrier.
126	Safety
127	Regular snow removal would be nice.
128	The lead up on either side should be open, obvious and accommodating.
129	Safe barrier to protect against vehicles

#	Response
130	Safety
131	This shouldn't be a question of IF- state law requires it as there are no reasonable alternatives within 1/4 mile. Building a bridge only for people in cars should be a non-starter in 2021
132	Make sure it's completely separate like the bong bridge. None of this bike lane taking half a normal lane or directly next to it shit like in Duluth/Superior now.
133	Safety— wide space separate from traffic and shielded from windy conditions.
134	Bike lanes should be separate from walking paths
135	I think this is an important link in our ability to move beyond car-centric culture and extend the opportunity for biking and walking traffic.
136	Make sure it is plenty wide for two-way, multi-modal traffic.
137	Safety in getting on and off of bridge--include bike and walking infrastructure and traffic calming measures on Garfield. Right now it's very unfriendly area for pedestrians and cyclists. Accessibility--separate walking and biking paths Guarded or protected bike lane--separated from vehicle traffic Good signage
138	It seems terrifying. Height and wind on a bike or even while walking. Perhaps it would seem safer if the path were placed in the center rather than edge.
139	Some kind of divider between bikers/pedestrians and motor vehicles.
140	Height. Not sure if there's anything that can be done but pedaling uphill for a long distance really takes the wind out of me.
141	none. adding walk/biking would add \$200million to the cost of this bridge for use by 10 people a day, 4 months max per year. this is not Oakland. this is freezing Duluth as no one will walk/bike from November to April. Plus the grade up and down is too steep for most bikers/walkers. this is not the Bay Bridge or Golden Gate which have no grades. This is not a tourist attraction, this is a bridge. Stay focused.
142	Have separate walking paths and bicycle paths so bike/pedestrian accidents don't happen and have it barricaded from the road so drivers can't hit and injure or kill pedestrians or people who are riding bicycles. Also, barricade the entrances on both ends such that no motorized vehicles larger than a bicycle can enter the walking and bike paths and hurt or kill pedestrians or bicycle riders.
143	The path should be wide enough to accommodate 2 bicycles passing each other
144	Location to (potential?) historical and natural preservation sites.
145	The speed of bicycles on the down grade.
146	7 to 8 feet wide and a solid barrier to counteract debris, wind and noise from the motor vehicles. Riding on the Bong during rush hour is not fun because of the aforementioned reasons.
147	Wider lane and gentler inclines, declines
148	It would just be nice to be able to get from Eastern Duluth over to the north end of Superior. I would really like have that option and also the amount of lost people that end up walking on the current bridge is scary
149	Make it much wider than the Bong path; the Bong path is far too narrow and one on the Blatnik would almost certainly have considerably more use. Rest / sightseeing pull over spots! Put the path on the LAKE side of the bridge.
150	Should be significantly wider than Bong bridge so that it is safer to bike across. Railings should be designed in a way that they don't help hook bars that drift into them. Could the biking/walking trail be slung underneath the driving deck of the bridge to help protect it from rain/snow/ice and reduce the impact of noise from the combustion vehicles on the trail users?
151	Good lighting for year round commuting
152	Separation from traffic, vistas
153	Possibly a wind block, safety net, higher side rails.
154	How about it being underneath? Would be more sheltered from weather.
155	It should never be added! Waste of money
156	Greater width than Bong path to allow safe passing of other users. Better separation between path and vehicle traffic.
157	How far would the path go? Would it lead onto Garfield / Port Terminal, or continue onto Piedmont? Might be a difficult project to construct and a larger project than you're bargaining for.
158	Making sure it feels safe and comfortable to use, I much prefer a divider between cars and bike paths otherwise I feel nervous.
159	Put it in the center, between the lanes. The one-sided sidewalk on the Bong bridge does not allow sightseeing to the other side. A path/sidewalk in the center Seems like it might be safer for people nervous about heights and would Offer a safe place for people to go to if their vehicle breaks down regardless if the direction they are traveling.
160	N/A
161	Safety - It would need to be well lit, no blind spots where people of ill motivation could accost users of the path, and no chance of being blown off on a windy day,
162	To make sure it's cleared in the winter if it's still accessible then. To make sure that there are safe places to access and exit possibly without having to cross busy traffic

#	Response
163	Safety, of course. But also clear views of the water, not wrecked by chain link fencing, for instance.
164	A wider lane, higher median separating pedestrian/bikers from traffic, a higher/more solid wall on the water side
165	Safety-- adequate barrier between cars and pedestrians/bikers
166	Ensure there are strict policies with the use of the lane. Proper access on and off the bridge. Make sure the use of a walking lane does not impeded the flow of the motor vehicles like it does in the city.
167	Safety of all drivers. Bikes will need separate lane. Keeping pedestrians off bridge will make it safer for vehicles.
168	Protected lane like the bong has. Ease of access to one of the trails in Duluth. And don't dump it out to somewhere dumb in superior
169	Consult with persons using walk/bike area on Bong Bridge. They would be the best judge.
170	Wide enough with maybe a spot to tip and take pictures.
171	I think that it would be very important to have a seperate biking and walking path if possible.
172	No
173	The path should be separated from traffic by a barrier. Cars are routinely driven 5-10 miles per hour over the speed limit and distracted driving is common.
174	Safety on and off the bridge. Winter use availability
175	Dangerous for runner or biker
176	Higher barrier/fence from driving lane to ped lane Wider ped/bike lane
177	Safety for pedestrians day and night, cameras, lighting, emergency call boxes. Assault, mugging, and rape precautions. Prevention of suicidal jumpers.
178	separation from traffic
179	I would like to see a strong/high barrier between the car lanes. I would like to see easy access to other bike trails.
180	Snow removal.
181	Make it more pleasant than the Bong -- wider, better views. Could it be kept clear to allow for winter walking?
182	Suicide prevention.
183	Separate from traffic with solid cement barrier
184	I am in my 70's so the chances of me biking or walking on the bridge are pretty slim. But I do think it would be a very important necessary addition to the bridge. A nice wide safe area for those that would like to use it. When I was younger we used to bike over the arrowhead bridge and it was lots of fun.
185	Make it similar to the bong.
186	I would like the lane protected from automotive traffic by a barrier.
187	Good width, good maintenance, some sort of cover from wind/noise
188	Lear and safe exit/entry points on both ends particularly Superior. Safety from the cars going 70.
189	Safety from cars. Safety between bikers and walkers ala Golden Gate Bridge (opposite side walkers/ bikers). Suicide prevention.
190	Keep it safely separated from wind from vehicles. Make it easy to get from the bridge to other destinations with continuation of the trail such as Lake Walk and UWS and Barkers Island and UMD and the Munger trail. That way be easier and more inviting.
191	If bike and walking paths are added, I would like to see those pathways physically separated from traffic lanes through the use of concrete barriers or fencing. Also, if both walking and biking paths are added, I think it would make sense for both of those to be separated from each other in order to prevent overlap, as pedestrians in a bike lane could be very dangerous on a bridge.
192	n/a
193	A high priority for a serious effort at adding bike and pedestrian options to the bridge should include exploring robust and effective ways to mitigate the air pollution-related (external combustion exhaust as well as tire / brake particulate emissions from non combustion engines), noise-related and stress/anxiety response-related drawbacks to personal health that people walking, biking, or using wheelchairs experience when in close proximity to auto/truck traffic, especially when such vehicles are operating at high speeds. These robust mitigation strategies should either constitute effective physical protection/barriers between people walking, biking, and/or using wheelchairs and the noise, air pollution, and stress-inducing close proximity to vehicle traffic, -and/or- constitute placing the pedestrian pathway(s) on the bridge at considerable physical distance (vertically or horizontally) from vehicle traffic. Such physical barriers or physical distancing could also be cleverly designed so that they protect people walking, using wheelchairs, or biking from all-season weather conditions, especially the high winds often experienced at the bridge's high-elevation midsection. Ideally, these mitigation measures should be executed in such a way that does not compromise the spectacular viewing / photography potential that a pedestrian/bike/wheelchair path on the bridge would offer, because a well-considered, scenic views-friendly path design in and of itself would have a significant positive impact on encouraging people to use such a pathway.

#	Response
194	integral connection for communities.
195	A phone where you could call for help if needed.
196	Winter maintenance
197	Lanes protected from wind and traffic.
198	I do not walk or bike the bong bridge because I live in Alloez neighborhood and typically go downtown Duluth for work and recreation. Taking the Bong bridge adds several, a lot, of miles to an already long walk or ride.
199	A path under the road deck would be best.
200	Room for bikes and walkers. There may be an issue with speeding bikers going downhill. Bikers may be unable to stop in time.
201	I think it should connect to the trail system and board walk so that tourists also now about it.
202	suspend from underneath away from traffic and and include wind screen
203	See bong
204	Please make sure it connects to other trails in both Duluth and Superior.
205	High handrails
206	Unnecessary expenditure, for the small percentage of year and foot and/or bicycle traffic that could employ it. Too windy, too cold, unpractical.

15. Why would you use the Bong Bridge less? (68 open-ended responses)

#	Response
1	I live much closer to the Blatnik Bridge
2	Blatnik closer to destination
3	It is out of the way from Central Duluth.
4	Shorter distance
5	It is farther from my destinations and starting points
6	Closer to home...no need to bike to bong.
7	Blatnik is closer
8	Concern over safety and generally the Blatnik crossing would be more direct.
9	It's almost 5 miles out of my way to use the Bong vs Blatnik
10	It would shorten my ride to use blatnic
11	I would be able to use the best bridge for my needs. This splitting the total percentage of use
12	Blatnik is better connected to the commercial zones of Duluth (Lincoln Park, Canal Park, downtown) and Superior compared to the Bong Bridge.
13	Other route. Would prob use equally the same
14	Because I would use the Blatnik instead.
15	Less of a direct route.
16	It's about five miles from my house. That's a long ride. Blatnik is closer!
17	Due to location at which I live, it would be easier/shorter distance to use Blatnik Bridge
18	Because its less direct and way out of my way when traveling to Superior.
19	Because some of the destinations in Superior would be easier to acces through the Blatnik
20	it's a much longer route generally, unless I'm going to the municipal forest
21	Blatnik is a more direct route from East Duluth
22	The blatnik is closer to my destinations
23	Blatnik is closer to my home
24	More convenient to use the Blatnik Bridge due to proximity.
25	I live closer to the Blatnik Bridge (east side of Duluth)
26	I would use the Blatnik
27	Out of the way
28	Convenience. Blatnik bridge would be closer to downtown of both cities

#	Response
29	It would save me time and distance traveled to my ultimate destination(s).
30	Distance to get to it from downtown Duluth.
31	Because it would be a shorter distance for me to travel.
32	I live closer to the Blatnik
33	I'm closer to high bridge
34	It's not nearly as convenient, I only use the Bong Bridge because it's the only option.
35	Blatnik would be more convenient based on residence and destinations.
36	Beatnik bridge is closer
37	Because my destinations in Superior are mostly clustered around the base of the Blatnik.
38	The Blatnik is much more direct between downtowns. I might sometimes use both for loop rides though.
39	The Bong is not as conveniently located, no parking near the connections to Duluth or Superior.
40	It is farther away from my home.
41	It's farther from home foe me.
42	proximity to my location(s) in Duluth
43	Proximity
44	Path on Bong is too narrow to safely pass other cyclists.
45	The areas and things I need access too are on the east side of Duluth
46	The Blatnik is more convenient for my work/home commute
47	It's further from my home
48	I'm located closer to the high bridge when I'm biking with friends
49	A Blatnik path would be a much shorter commute for me. (Plus a WIDER path would be a better and SAFER commute!)
50	Too far out of the way
51	Blatnik is closer to my house.
52	Better access and shorter distance.
53	Not sure but I would expect the new bridge and path will be safer and better than the current path on the Bong bridge.
54	The Bong is a beautiful route over the bay and into grassy fields of Superior, but the Blatnik would be a more direct route.
55	The Blatnik Bridge is closer to me and easier to get to.
56	The Bong Bridge would be closer for me
57	So inconvenient for me living east of Lincoln Park
58	I would use the Bong Bridge less because the Blatnik Bridge is closer to where I live and it is located closer to downtown Duluth. It is more convenient to use the Blatnik Bridge if I want to travel into Duluth since it is closer to more shops and parks.
59	the Blatnik is closer to my regular bike routes
60	Novelty of being able to cross them Blatnik
61	Because the Blatnik is closer
62	It adds miles to a trip across the bay for me.
63	If a bike/pedestrian/wheelchair path on the Blatnik Bridge were designed in such a way to mitigate negative effects of proximity to high-speed vehicle traffic, it would likely offer a better crossing experience than the current Bong Bridge path does and I would be more likely to use the Blatnik. If the path facility on the Blatnik Bridge did no better at mitigating negative effects of close proximity to high speed vehicle traffic than the current Bong path, I would not necessarily be more or less likely to use one bridge's path vs. the other.
64	Wider, better, modern facility compared to Bong
65	I live closer to the Blatnik. Also a larger contingent of the population lives near the Blatnik on the Superior side.
66	Live closer to blatnik.
67	Less convenient
68	I live closer to the Blatnik Bridge

18. Is there anything else you'd like to tell us about this project? (137 open-ended responses)

#	Response
1	Since I live in Billings Park, the Bong Bridge is easily accessible for me. Having the same on the Blatnik would make it easier for residents in that neck of the woods.
2	Even though I use the Bong Bridge pedestrian/bicycle path only a few times a year for recreation and will do the same for a path on the Blatnik Bridge, I think it would be short-sighted to re-build the Blatnik Bridge without a pedestrian/bicycle path. We are trying to combat Global Warming. If we don't provide safe pedestrian/bicycle routes for transportation, we will never reduce our dependence on fossil fuels. It is imperative that a pedestrian/bicycle path be part of the Blatnik rebuild.
3	1) When the bong bridge is closed for repairs etc it is not possible to bike between Duluth and Superior (other than use the bus); there should be redundancy for all modes 2) I have met 2 people biking across USA on Hwy 2 who biked the Blatnik bridge, not realizing there was a safe option - ensure wayfinding and "no bikes" signs etc. are in place now and until that bridge has a safe option
4	bike/ped access at Blatnik would provide much better connection between commercial and tourism venues in Duluth and Superior
5	I'm so grateful you're considering a bike and walk path on this bridge. The Bong Bridge is too far west to be really functional for me, but this would be outstanding! Let's build this bridge for future use, not just current use!
6	I think you should invest in snow removal for vehicle transportation instead of bike or foot traffic.
7	It would be great if planners can understand that biking is transportation but it needs infrastructure to succeed.
8	I would prefer to see a third climbing lane for truck traffic for at least part of the incline going across. I live in WI, and work in Duluth. I've had to detour to the Bong bridge (adding about 10 minutes to my commute) due to accidents on the bridge, caused by people trying to pass slow semi trucks, but fail to look for/yield to folks entering the bridge on the left lane (from Hammond Ave). I'm not advocating for speeding, but I can understand why nobody wants to be behind a truck going 35 (slowly accelerating) when the posted speed limit is 55!
9	You should design it similar to the St Croix River Crossing bridge near Stillwater. Make it a destination bridge for Duluth/Superior and have a nice path for walking/biking that's safe for families and that's for sightseeing at special designated spots so people aren't stopping anywhere they want to. And so pedestrians and bicyclists aren't distracting drivers.
10	Bridge lighting including LED lights that can change color with either holidays or other celebrations. The bridges and the twin cities do this and it looks fabulous. But to have the LED lights on the bridges as well as the aerial bridge and enger tower coordinated and the ability to individualize them I think would bring a very welcome attraction to the area as well as raise awareness for causes throughout the year.
11	Having both bridges with bike-ped access would help us all look at alternative methods of travel work more in our daily lives. We need to do more to help with climate change and allow us all to do our parts when we can. Bike ped access on the bridge sends a signal to all that bikes and walking are transportation, providing that access certainly will help create more bike and ped users for transportation by making the needed network infrastructure.
12	Don't add a bike path
13	the amount of money it would take to add bike/ped path to this bridge would be better off spent elsewhere, like highways for cars and trucks.
14	Hopefully it goes through
15	Awesome idea that would open up tons more opportunities for the Twin Ports especially if done well and having stakeholders from the disability community in on this from design up so it isn't just compliance but actually able to be used. If you want further help with this please connect with me jenna.udenberg@gmail.com. Thanks!
16	Adding a bike & Ped lane would greatly increase tourism and bring road bikers to the port!!
17	I think with ebikes becoming more popular a bike path across the bridge will be used more. Also a bike path on the blatnik between canal park and the bridge and barkers island could open up tourism. Some historical signs on the bridge too would be nice, showing places of interest around the harbor, like a midsection viewing area would be great for pictures and tourism.
18	The addition of a pedestrian lane would increase tourist traffic between Lincoln Park and Superior.
19	The Blatnik crossing would be the only safe and secure bike/walk route. It would be more direct and that would be a major advantage. Separation would need to be designed-in and not as hoc as with the Bong. Right now few use or even consider using, but a 21st Century intermodal design would address that. It is a shame we don't have a dedicated public transit link between the two downtowns. The Bong is a rope across a Devine; some people can use the rope. We need a modern crossing that addresses the primary needs to include heavy/outsize freight, vehicles on US53, four season bike/pedestrian access, and transit. In fact the federal expectation is for an integrated intermodal crossing when using federal money. It is a national and regional asset. (The bike crossing will help complete a national bike highway into the North Shore from Wisconsin.) the Blatnik is failing and we are in transition to a carbon-free system. Other places with a crossing have seen bike commute explode. That would happen here.
20	Good luck
21	Would like to see a recreational walk /bike loop using both bridges.
22	Please keep the fishing pier open (the old interstate bridge) and boat launch, including during construction

#	Response
23	Make the bridge a walking/biking destination to see the shipping industry and bird island. As many times as I have driven over it, I would have loved to stop and do some sightseeing.
24	I think it is very important to add this connection between Duluth and Superior for pedestrians and bikers. I strongly encourage it to be added!
25	Thank you for helping keep the bridges safe!
26	It would be awesome to have biking, walking, running with plenty of space and wonderful views on both bridges! Money well spent! I'm in!!
27	A lot of people I've talked to don't enjoy sharing the road with bicyclists. by having one bridge with and one bridge without a bike path would please both sides of this argument.
28	I think a walking/biking is a great idea, especially if we're already planning on replacing bridge or doing construction.
29	I think creating effective and attractive bicycling and walking infrastructure is vital to creating a welcoming, vibrant, and thriving metro area that helps to connect all income levels of community via transportation equity, recreation, and provides alternatives as transportation modes change and shift over the coming decades! I'm a bike commuter and am desperate to be able to bike over the Blatnik!
30	It would be fun to make a loop biking using both bridges. The Blatnik would be more convenient to use for most of Duluth residents, so I think that would be really helpful. It would also be easy access to Osage bike trail for Duluthians.
31	Having a path on both bridges would open up a great bicycling loop that could be promoted as a tourist attraction. People would come to the Twin Ports just to bicycle the loop.
32	Depending on what design option is picked for the Blatnik Bridge, please consider a variety of possible options, all with the comfort and usability for people of all, regardless of age or ability.
33	I am a teacher and a student came to school over an hour late, because he walked over the bong bridge. The blatnik would have been much shorter for him.
34	I'm concerned about environmental impact (of runoff, of the footings, of realignments) and appreciate your monitoring of the estuary restoration progress!
35	I love the idea - thank you for thinking of bicyclists!
36	it would be quicker to bike across the blatnik bridge than to wait for a bus to get from duluth to superior. Also, much more fun.
37	I commend you for looking at this issue. As a 30 year bike/hike/ski commuter to work in 5 countries I highly respect your efforts.
38	I'm pleased that you are considering this option.
39	Every bike/pedestrian friendly route adds value to the area. It will attract tourists, families, retirees, and permanent residents.
40	I would like to see more transit options connecting Duluth and Superior. As a resident of the former who works in the latter, it is not viable for me to take the bus (not enough routes, no connection to Barkers Island) or cycle across the Bong Bridge but a bike path across Blatnik would open up for car free opportunities.
41	We would need a safe bike lane on Garfield Ave and to get on Blatnik bridge in Superior.
42	This is a fantastic idea and I hope to see more things geared towards human powered commuting.
43	Make the path wide enough for 2 bikes to pass each other. It can be done on the bong but its very tight. If one rider wobbles they could crash easily. It would also be nice if the wind could be blocked some. Sometimes on the bong it feels like i could be lifted right off the bike on windy days.
44	Please add bike lanes!! It would be so much more convenient than biking all the way to the Bong bridge.
45	Is the option of a tunnel in place of the bridge still under consideration? If it is, it might be a useful alternative, especially in winter weather when snow, wind ,and ice cause problems on the bridges. A tunnel would be out of those elements and would be a safer "all-weather" solution. If it has been eliminated and it's down to the six different bridge alignment options noted, Alternative A, using the existing alignment, seems like the best option as none of the other alternatives really change the project that much. There don't seem to be any advantages to a more easterly alignment (C, E, or F) but a lot of opposition against them, and cost savings to me outweigh the advantages commented on so far for Alternatives B and D.
46	Don't add pedestrian access if it substantial increases the cost. I'd rather Duluth City roads get safer for bikers first.
47	The Twin Ports should be safely connected by the transportation modes that do not require automobile ownership or bus fare.
48	Please don't do it
49	There needs to be 2 ways to bike and walk across St Louis Bay so that access is not cut off when one bridge is closed. Would love to have a bridge with a wider path as the Bong path is too narrow.
50	If A pedestrian path where to exist I believe it should be a multiple level bridge meaning they don't cross on the vehicle operation level
51	Non-motorized access to Superior/Duluth will become ever more important in the future and links should be incorporated into any new building projects. This would make getting to/from Superior so much easier without relying on a motorized vehicle
52	Adding walking and biking lanes to the Blatnik Bridge seems to be very much in keeping with the need to reduce CO2 emissions, and to continue the trend of increasing alternatives to car travel. The path could be an added tourist

#	Response
	attraction, and possibly even lead to organized run/walks between Duluth and Superior. Adding the pedestrian! bike lanes seems like a no-brainer.
53	Bike Path / walk is the dumbest idea and I can only imagine the extra cost to the department and tax payers for something very few would ever use.
54	Politicians who say they want to be a force for good need and support Climate Change initiatives must support more non-motorized transportation in the Twin Ports.
55	I am most grateful that you are thinking about doing this. It has been needed for decades.
56	Make the bridge high enough to fit 1000 ft. Vessels into Howard's pocket.
57	We don't need a bicycle or walking lane on a bridge that connects to the interstate. The bike lanes in duluth and superior don't get used as it is no matter what the mayor's say
58	Keep up the good work. Great to see these options being explored.
59	Whether pedestrian traffic is added to the Blatnik bridge should be partially based on cost. Adding access when it costs 1-2% more or less is much different than if it costs even 5% more to add such access.
60	Please add pedestrian access.I believe it is important. Anything that may reduce auto traffic is a good thing.
61	Thank you for considering bicycling and other non-car modes, including multimodal as transit solutions
62	I would enjoy it and would cut down on the bus usage, especially at night.
63	Quit wasting taxpayer dollars on this so called green new deal
64	"You cannot judge the need for a bridge by how many people are swimming across the river" -Quote by someone I forget
65	Bike and pedestrian infrastructure is one important piece of a healthy and sustainable future, and I hope to see that in the Blatnik Bridge reconstruction!
66	I really like the idea of walking and biking access to the high bridge. This would be a huge asset to both cities, not everyone drives and even with busses being able to haul bikes in the summer I know of many serious "bike to work" people who would love this. It would also be a fun and affordable tourist destination thing too. Growing up biking the bong, it was to far from the fun places in downtown Duluth I would have loved to bike too.
67	This seems like a good opportunity to incorporate this infrastructure to allow all modes to use this bridge. I don't use the Bong bridge as I live on the Central Hillside in Duluth and it just seems too far. I do love the cross city trail and have often thought about biking over the Bong just to do it, maybe incorporate it with an evening out at Earth Rider. Having ped/bike path on both bridges could make really good Bridge Loop opportunities for residents of both cities for exercise, recreation and enhance the viability of biking instead of driving to Superior.
68	See wind turbine comments in previous box.
69	I don't live in Duluth. I cross the Blatnik numerous times each year in my travels. Consideration for bikes and pedestrians is a good idea. Personally, I would want the bike path and the sidewalk to be separate.
70	I wish the entrance and exit off the bridge wer not at such a steep angle as they are now; also, in my opinion, the bridge spills you out into oncoming traffic too abruptly on the Duluth side. I try never to take either the Bong or the Blatnik bridges if I can avoid it - I use the old Oliver bridge if possible, as it seems safer and slower.
71	I think it would be cool to be able to walk or bike across the blatnik bridge
72	It's important to have an alternate way to get across the harbor via walking or biking in the case of maintenance or other closures of the Bong.
73	Make this bridge cool! Lots of lights with Giant suspension features like the Stillwater bridge. Or mini golden gate bridge.
74	Please do it!
75	without bike/ped accommodation continuity and access, MN and WI, both developing bike/ped infrastructure, this transportation would be stranded. multimodal transport. is being encouraged across the country for personal and environmental reasons
76	The port is a breathtaking site from a bicycle on the Bong Bridge and would be even more so from the Blatnik Bridge.
77	Why are you asking this as a question? Minnesota state law requires such bridges to include bike and pedestrian accommodation. You should be following the same standard for this interstate bridge if Minnesota dollars are contributing to it.
78	A scenic overlook on it would be cool area to sit and rest a couple benches
79	Please don't do this, it's bad enough having to worry about if I accidentally get in a car accident on the bong bridge and end up hitting a pedestrian, please don't make me worry about this on a much higher bridge.
80	I think a walking/biking option would be great on the Blatnik. One think from a daily drivers view point, is that the walkway should be on the west side of the bridge to keep the view open to the lake.
81	The St. Croix crossing is a great example of a bridge project pedestrian walkway that has become a destination for users.
82	Please make this a complete street and create more opportunities to unite the Twin Ports
83	The expense of keeping a walk/bike route would be more than he value of the additional lane.

#	Response
84	Make sure all modes are accommodated in this once-in-a-lifetime reconstruction
85	I like the idea of this as long as it doesn't fuck traffic.
86	I would take a bus if our public transit system was more comprehensive and had more frequent routes...
87	It is important to continue to add biking and walking options to our community. Though I don't personally use them (because I rarely go to Superior), they are needed for many people to get between the two places for work, school, etc. and for recreation.
88	Having multiple transportation/mobility options can only enhance the quality of life for those living or visiting the Twin Ports. It is extremely important to not just do this as an afterthought. You can make the bridge itself a destination if done right.
89	I think this is a great idea if implemented well! Another shitty, small sidewalk isn't going to cut it, neither will an unprotected bike lane. Drivers are simply too unaware or uncaring of cyclist and pedestrian safety.
90	run hwy 53 down the pre-1960 corridor along main street. then tunnel under the main channel. \$300million max. have you been to Norway? tunnels everywhere including 1000' under a fjord yet they somehow accommodate everyone including hazmat. hazmat can take Bong if needed. the current Blatnik bridge is one of the largest bridges in the most hostile climate in the world.. why fight nature? tunnel it. Also, stop with these angles: 1.) needs to be beautiful in order to attract tourists. 2.) We need to worry about the impact to downtown Superior's economic life. 3.) we need to accommodate every outler: walk, bike, wheelchair, wind turbines, etc.
91	I think adding separate and secure walking and bicycle paths that are safe from traffic is a great idea! I also think for safety that some kind of vertical bar design should be added so pedestrians and bicyclists can't walk, drive, fall or jump off of the bridge. The bar design could be decorative as well.
92	It only makes sense for pedestrian/bike/etc. channels to be available in the most centrally located link between our two cities. No brainer.
93	THANK YOU! GREAT IDEA! So glad someones out there is thinking and on the ball!
94	please consider the bike/walk path
95	I would love to be able to do a circle route on the two bridges.
96	Please consider building this
97	Looking forward to everything except the traffic challenges when the crossing is out of service for my drive to work.
98	I think a pedestrian/bicycle trail across the Blatnik bridge is critical for connecting the two cities for recreation and commuting access. The Blatnik is much closer to my house and the Lakewalk and connects to the areas in Superior I most frequent so I would use it a lot more than I do the Bong Bridge. It would also be very nice to be able to ride over on one bridge and back on the other. Duluth is supposed to be a Trail City and we need a trail across the Blatnik bridge connecting the Duluth trails to the Superior Trails. It think this is critical infrastructure for quality of life of the Twin Ports and support healthy alternatives to commuting by cars.
99	If designed similar to Rukivina Bridge in Virginia the shared pathway would be ideal
100	We really need to make this a multi user and make it accessible for bicyclists/walkers. This is such a great opportunity and we need to give people choices .
101	I strongly support expanding anything that will increase public transportation access and bike and walking access. Our community needs these options and it will improve the value of the area to residents.
102	MnDot has great staff and engineers, I'm sure you will come up with an amazing new bridge combining Function, safety, and creating a lasting landmark. Keep up the good work.
103	Please keep/add safe lanes for people to walk/bike between Duluth and Superior- not everyone can always bus, and it's important to have these methods of getting between the cities.
104	Obesity an epidemic in this country, people need more opportunities to make exercise and movement a part of there day.
105	I clearly remember going across the toll bridge as a child, and watching the high bridge being built. I'm looking forward to this new bridge, as well.
106	In the 30 years I have lived in Duluth and traveled the Bong Bridge several times per week, I can count on one hand the number of people I have seen using the Pedestrian access. Please do not use our tax dollars for a walkway. It is a bridge, very high and dangerous, not a playground.
107	Please give us a pedestrian lane!
108	This is really important for future infrastructure
109	N/a
110	Add a shoulder area so when people break down they are not stuck in the live lane on the span
111	Lower the new Blatnik Bridge like the Bong. I don't see a need for current height at all which would cut construction costs.
112	I think that this is a very important issue because it would immensely help those who need to walk/bike into Duluth. It would make commuting so much faster and more convenient compared to the Bong Bridge. Thank you for caring about this.
113	A ped walkway is a monumentally stupid idea.

#	Response
114	Improving battery technology is making power assist bikes and scooters more common. These modes of transportation make crossing a bridge between Duluth and Superior on a pedestrian/ bike path easy to do. They are more environmentally friendly than driving a car.
115	Too dangerous
116	Preparation for variety of changes in transportation and pedestrian needs now will pay off in the future. Better to make an accommodating build now, than trying to alter an existing build to accommodate more pedestrians and cyclists.
117	I would love to see a bike lane on the blatnik bridge, especially if it connected to other bike trails in Superior, like the trails to Barker's Island
118	As someone who uses the 16 to get to and from Superior several days a week, I'm thrilled at the idea of being able to cross the bridge without the bus. I would not have to worry that the bus won't have room for another bike (they only hold two), I could bike direct from Lakeside to Superior, and I would be able to combine walking and the bus in creative ways. Currently I work more exercise into my trips by getting off the bus early or leaving early to catch the bus further away. Having an option of walking across the bridge would be great.
119	I think there is value in having a pedestrian/biking path. I worry about jumpers and would like to see a call box and fence to prevent this though.
120	Thus bridge is beautiful and has amazing views. It would be a shame to not include something for bikers and walkers. I would bike commute to my work in superior a lot if there was a separated and safe bike/walk lane. Thank you for working to make this happen!
121	I'd also like to see safe areas to pull over in case of car trouble or accidents occurring.
122	There are still industrial areas, but the Blatnik is much closer to residential and business destinations and deserves a robust active/inclusive transportation plan
123	So many people get around by bicycle here. It's a no brained to add the lane. Go for it!!
124	Exciting! Thanks for considering pedestrians and bikers. Potential additional draws for tourism/ additional municipal tax revenues.
125	For vehicle and led safety expanding this project to take out the traffic lights on 53 north of the Nemadji River and make a safe bike trail among there would be huge as part of a larger and longer term system wide strategy.
126	It needs bike/ped access in a way that can be maintained year around, is safe to use, and safe for emergency responders to access.
127	n/a
128	This comment is more relevant elsewhere in the Blatnik project feedback processes and will also be included in those places. It should also be said here, however. There are two major dynamics at play which may not be currently receiving the proper attention with regards to the Blatnik Project: 1. Given the rapid pace of change in transportation priorities and practices that communities world-wide, including ones right here at home, are about to experience, it is important to view the Blatnik Bridge project with the expectation that by the time it is built, current paradigms in highway/traffic engineering and management will be a thing of the past. The Twin Ports currently have two long, high-level harbor crossings. These crossings are spectacularly expensive and do not lend themselves well or at all to multi-modal traffic. A robust, resilient, and adaptable Twin Ports community of 2030 and beyond will need a transportation system that is truly well-balanced, not one that goes out of its way to prioritize the most expensive, least efficient, most polluting, and least publicly safe mode of transportation. 2. Deep-water marine freight transportation in the Twin Ports is changing as well; the need for a fixed high-level bridge upstream at the Bong Bridge site is likely to diminish as major marine terminals continue to migrate downstream to sites closer to Twin Ports harbor entrances with deeper access channels. Given these two factors, and the extremely high costs of constructing, re-constructing, and maintaining fixed high-level auto-centric harbor crossings, it seems important to make a thorough, serious examination of whether the Twin Ports needs two fixed high-level bridges across the harbor/St. Louis River, if expanding the array of seriously-considered alternatives might present us with lower-cost options and/or options that allow for us to get more 'bang for our buck' by creating truly multi-modal crossings. If the Bong Bridge has a lifespan that will take it well past the likely time of a Blatnik reconstruction project, it would seem wise to examine whether we should prioritize the Bong Bridge's status as the primary fixed high-level auto-oriented crossing between Duluth and Superior. Framing the 'big picture' in such a way may allow us to explore options for the Blatnik replacement project that could potentially lower project costs and simultaneously allow it to serve as a crossing that is well-suited to high-weight freight vehicles, mass transit, and facilities for people using wheelchairs, walking, and riding bicycles. Perhaps the biggest change in our conception and framing of the project would involve exploring whether a new low-level, movable-span bridge crossing at the Blatnik site would maximize its utility for the aforementioned transport modes. There are successful and interesting precedents for multi-modal crossings over federally navigable waterways which may inform exploration of the potential for an innovative, cost-effective multi-modal crossing at the Blatnik site. The primary example would be the Steel Bridge in Portland, OR (https://en.wikipedia.org/wiki/Steel_Bridge), though there are undoubtedly more on this continent and further afield. A survey of the air drafts (height above waterline) of the smaller vessels which frequently transit the Duluth-Superior harbor past the current Blatnik Bridge site may very well reveal a 'sweet spot' in vertical clearance; if a low-level, movable span had a modestly tall enough under-span clearance in the 'down' or 'closed' position, the vast majority of small or even medium sized vessels transiting the harbor could pass under the bridge without need for the bridge to lift or open. Only the largest commercial vessels transiting the harbor would require a movable bridge to operate. In this age of complex, real-time, interconnected systems of planning, coordination, and communications, if a new Blatnik crossing was primarily designed for and used by freight trucks, regional passenger trains, local mass transit, and people walking, using wheelchairs, and riding bicycles, such bridge openings could be well-planned for and well-

#	Response
	communicated to all parties involved. In successfully planning for and building for a future in which efficiency, resiliency, adaptability, and public safety are prioritized and tax dollars are used with maximum efficacy, an innovatively-designed, boldly-conceived low-level movable span crossing at the Blatnik Bridge site may make considerably more sense at considerably less cost than replacing the current bridge with yet another fixed high-level span.
129	This is a regional and locally significant bridge that should provide access for walking and biking transportation.
130	The cost of adding pedestrian/bicycle access to the Blatnik would heavily outweigh any benefit. I commute between Superior and Duluth daily and rarely see anyone using the existing ped/bike facility on the Bong.
131	Connect directly to 53 and ramp to Hammond and north end.
132	So glad you are thinking of doing this!
133	A covered walk way would be more user friendly and it should have lighting.
134	A bike lane on the Blatnik Bridge would directly connect the business districts of Duluth and Superior for people who choose a safer and more healthy transportation lifestyle. Which better fits Duluth and Superior's targeted economic growth profile
135	Adding a walking and biking trail on the bridge is a great idea! People are already traveling to our area specifically for our trails. Adding connectivity between the Twin Port cities of Duluth and Superior can only encourage that, especially if this new trail can hook up to existing trails for both safety and continuity. Thank you.
136	I think it's important to have the opportunity to walk/run/bike across the Blatnik Bridge. The new Stillwater Minnesota bridge has beautiful areas where you overlook the St. Croix. Something like this would be nice so tourists/residents could use the bridge.
137	Please update or rebuild bridge in the most practical and efficient way for vehicle traffic.