

Duluth-Superior Long Range Transportation Plan
2005-2030

**Access and Mobility for People
and Freight 2030**



September 2005

Access and Mobility for People and Freight 2030

Long Range Transportation Plan for the Duluth-Superior Urbanized Area

Prepared by the



Duluth-Superior Metropolitan Interstate Council

*Duluth and Superior urban area communities
cooperating in planning and development
through a joint venture of the
Arrowhead Regional Development Commission
and the
Northwest Regional Planning Commission*



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To view this plan online
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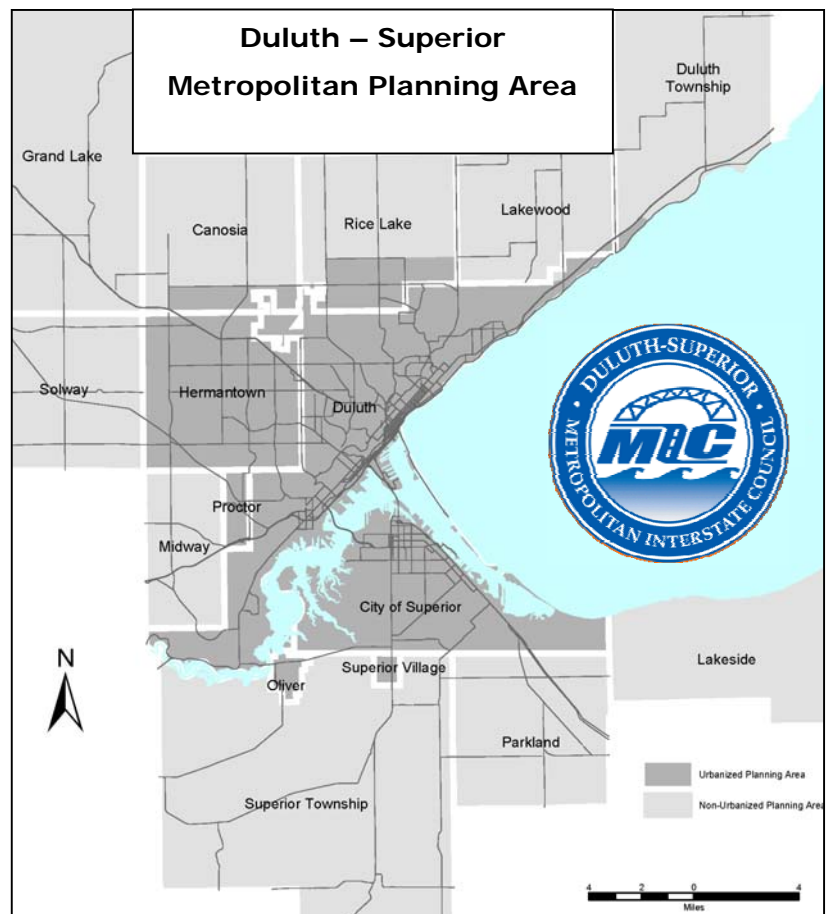
Access and Mobility for People and Freight 2030

What is the Duluth-Superior Long Range Transportation Plan?

Access and Mobility for People and Freight 2030 is the policy and planning framework for the Duluth-Superior metropolitan area's transportation improvements, investments and decisions for the next twenty-five years. It provides the tools and strategies needed to respond to population, land use, infrastructure and transportation needs. It incorporates federal transportation legislation, summarizes major transportation planning initiatives, and provides direction for all modes of transportation in the Twin Ports area (passenger modes: air, bicycle, pedestrian, road and transit; freight modes: air, rail, truck and water). Travel demand modeling was utilized to examine current and future roadway deficiencies on the functionally classified roadway network in the Duluth-Superior metropolitan area. Census 2000 information, including demographic and land use trends, was incorporated into the plan to refine these projections. Ultimately, this plan represents a commitment to an effective, efficient and multimodal transportation system for the Twin Ports metropolitan area.

Who facilitated this planning effort?

As the designated Metropolitan Planning Organization (MPO) for the Duluth-Superior area, the Metropolitan Interstate Council (MIC) facilitated and developed this plan. The MIC is housed within the Arrowhead Regional Development Commission (ARDC) and is a bi-state MPO working cooperatively with the Northwest Regional Planning Commission (NWRPC) in Spooner, WI. The MIC is federally mandated to conduct transportation and land use planning efforts. The map at right displays the jurisdictions included in the MIC's planning area.



Why is it important?

Annually, federal transportation funds are allocated to the region through MnDOT and WisDOT. It is the role of MIC and its jurisdictions to identify quality short-, mid- and long-term multimodal transportation projects for funding that will positively impact the region.

How was this plan guided and was the public involved?

The MIC consists of fulltime transportation planning staff who are guided by the MIC Policy Board and its Transportation Advisory Committee (TAC). MIC Policy Board members are primarily local elected officials and TAC members include city, county, and DOT engineers and planners from both states. The TAC also has representatives from the Duluth Airport, Duluth Seaway Port Authority, and Duluth Transit Authority as well as a representative for bike and pedestrian interests. Both the TAC and the Policy Board were surveyed to determine what they feel are the major transportation needs in the region. A subcommittee of the TAC, comprised of the larger jurisdictions' engineers and planners, was utilized to thoroughly review and provide input on this large-scale planning process.

Because it sets forth the planning framework for future transportation improvements, investments and decisions, it is critical to have public and jurisdictional input on this document. Public meetings were conducted throughout June 2004 at Proctor City Hall, the Superior Library and the Miller Hill Mall. A public survey was distributed for input on current and future transportation needs for the region. The TAC and MIC Policy Board reviewed each portion of the plan, which was officially released for 45-day public comment from June 16-July 30. On June 21st and 23rd, 2005 the plan content was reviewed at public meetings in Duluth and Superior and the public was asked to identify major transportation issues, modal problems, and to envision the future of transportation for the Twin Ports. Public agencies including the Federal Highway Administration (FHWA), Mn/DOT, Wis/DOT, and the Minnesota Pollution Control Agency (MPCA), as well as the cities, counties and transit/airport/port authorities in this planning area, also formally commented on the content of the plan.

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Map Disclaimer

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