



Duluth-Superior Metropolitan Interstate Council

Guiding the Future of Transportation for the Twin Ports Area

Success Stories.

As the designated Metropolitan Planning Organization, or MPO, for the Duluth-Superior area, the MIC has worked for nearly forty years to ensure that federally-funded infrastructure investments are developed with input from the people who know this area best.

Our region’s mobility, quality of life, economic growth and competitiveness rely on the multi-modal transportation network. Every household and business depends on safe and modern transportation infrastructure for moving people and goods.

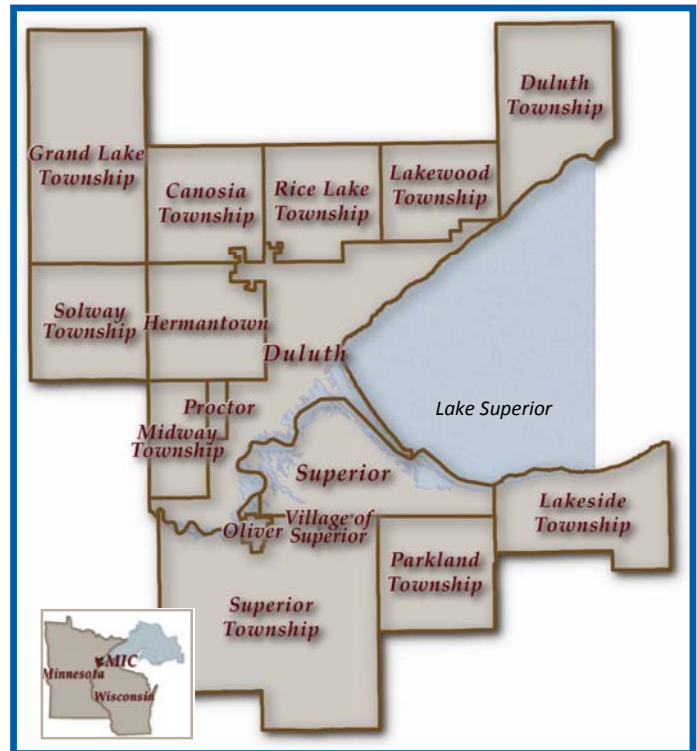
The MIC provides the leadership for a cooperative transportation planning process that represents all local units of government.

Because neighboring jurisdictions—states, counties, cities, townships—all have responsibilities and make decisions that impact the transportation system, coordination is key to making efficient use of limited financial resources.

We work closely with elected officials, planners, engineers, residents and businesses to determine local priorities and to help lay the groundwork for projects that meet our transportation needs, now and into the future.

Here are some of our planning successes. They are a result of:


- ◆ **Local input**
- ◆ **Cooperation and coordination**
- ◆ **Planning expertise**



MIC Planning Area



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Implementing Transportation Projects through Cooperative Planning

The MIC responds to the social, economic and environmental interests of the Duluth-Superior region by conducting an area-wide transportation planning process. Our planning successes include:

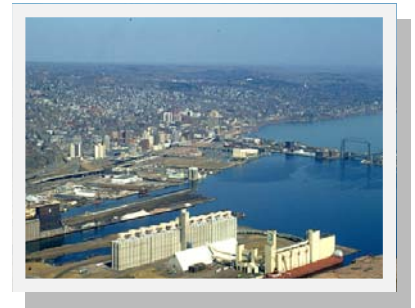
◆ Harbor Planning

The MIC's Harbor Planning initiatives promote multi-agency discussion and cooperation and provide technical assistance with intermodal transportation issues within the Duluth-Superior harbor.

Harbor Technical Advisory Committee (HTAC) is a nationally-recognized, bi-state forum to discuss issues and solve problems confronting the Ports of Duluth and Superior. The HTAC brings together a broad range of industry, environmental and government stakeholders to provide sound planning and management recommendations and to promote the harbor's economic and environmental importance to our community.

Erie Pier Management Plan created the blueprint for transitioning the Erie Pier Confined Disposal Facility (CDF) to a first-of-its kind Processing and Reuse Facility (PRF). By creating a cost effective and environmentally sound alternative to current dredge material disposal practices for Great Lakes ports, this innovative Plan will save local taxpayers the millions of dollars it would have cost to develop a new CDF.

Duluth-Superior Port Land Use Plan was undertaken with the understanding that the working waterfront functions as a single harbor although it is located in two states. The plan inventories existing facilities, identifies future development opportunities and areas for ecological preservation, suggests ways to harmonize governmental regulations, and puts forth guidelines about compatible land uses. Many recommendations were incorporated into both cities' Comprehensive Plans.



◆ Freight Planning

The MIC's Freight Planning initiatives aim to maximize the effectiveness of intermodal transportation systems to support economic productivity and competitiveness by moving freight efficiently throughout the region.

Northern Minnesota—Northwest Wisconsin Regional Freight Plan was designed to increase interregional freight activities across all modes of transportation (truck, rail, air and water). A wide range of business stakeholders were consulted to identify their needs. The final plan advocates for harmonization of national and state regulations (e.g., weight limits, ballast water regulations, etc.) and assists jurisdictions in finding ways to incentivize new freight business ventures.

Landside Port Access Study/Helberg Drive: The study was used to educate the public and policy makers about the land-based access needs of the Port and laid the foundation for funding a new roadway project (Helberg Drive) to improve access and safety.



◆ Corridor Planning

The MIC's Corridor Planning initiatives seek to be proactive, by identifying and addressing problems along local roadways before they arise. They balance mobility needs with adjoining land uses and environmental and community interests.

North 28th Street Plan identified and made recommendations to alleviate critical transportation issues on North 28th Street, in Superior, in advance of planned road reconstruction. Significant safety concerns needed to be addressed due to several conflicting land uses, including the construction of three new schools, a skate park, a recreational trail, housing units and a newly-developed commercial area.

The study served as a planning and management tool to ensure that North 28th Street continued to serve its appropriate function at various points along the corridor as it was reconstructed.

Duluth Heights Traffic Circulation Study/Joshua Avenue: This study was undertaken at the request of neighbors and local elected officials to address the issue of residential streets being used as an unwelcome and unintended thoroughfare to a commercial district. Using an extensive public participation process, MIC staff worked closely with residents to document the level of cut-through traffic, and identify options to reduce impacts and improve flow in and around the neighborhood.

The study set the groundwork for the City to pursue funding for a new roadway connection (Joshua Avenue) between the Miller Hill commercial district and the east side of Duluth.

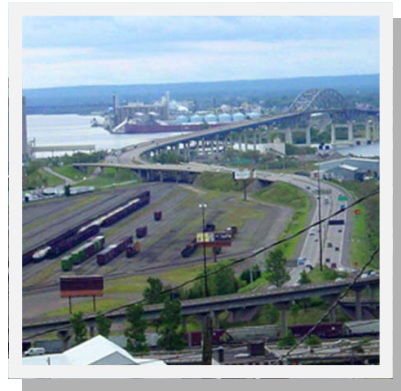


◆ Long Range Planning

The MIC's Long Range Planning initiatives provide policy guidance, goals and coordinated strategies for jurisdictions within the greater metropolitan area of Duluth, MN and Superior, WI.

Directions 2035 is our Long Range Transportation Plan, setting forth a vision for the area-wide transportation network for the next 25 years. The LRTP provides a framework for working cooperatively to provide a well-maintained, integrated, accessible and multi-modal transportation system to safely and efficiently move people and freight, within the constraints of funding the region can reasonably expect to receive.

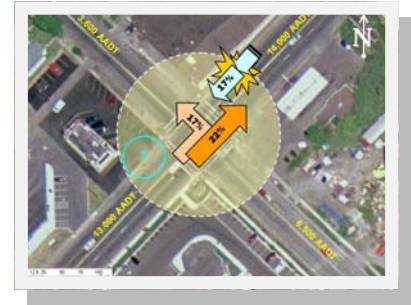
Duluth Urban Area Growth Impact Study examines how best to accommodate growth in areas outside the urban services boundary while ensuring taxpayer protection from the consequences of inefficient patterns of development. Future land use information from each jurisdiction was used as part of a regional planning process to examine growth impacts and to identify the specific areas best suited for development.



◆ Transportation Systems Management (TSM) Plans

The MIC's TSM Plans aim to optimize the safety and efficiency of our existing transportation system with lower-cost, yet effective solutions in lieu of more expensive capital improvements.

Superior TSM Study / Duluth TSM Studies put forward site-specific recommendations to reduce the number of vehicle crashes and to improve the operational efficiency of area intersections.



◆ Bike, Pedestrian and Transit Planning

The MIC's planning initiatives for non-vehicular modes of travel, which account annually for about 20% of our work program and budget, aim to improve access, mobility and quality of life for all people in our area, regardless of age or physical ability, whether they travel by car, bike, bus or on foot.

Duluth Sidewalk Study provides technical and policy guidance to assist local elected officials in working with neighborhoods during roadway reconstruction projects. The GIS-based interactive map is a powerful tool for decision makers to apply data to the sometimes-contentious discussions about locating sidewalks on local streets.

Bicycle and Pedestrian Advisory Committee (BPAC) engages local stakeholders to provide sound planning recommendations and to provide public outreach and education about bike- and pedestrian-related plans and projects.



Duluth-Superior Area Bike Map is our most popular product, an award-winning guide to the best on- and off-street bike routes in and through this region.

Safe Routes to School (SRTS) Plans: The MIC was an early proponent of SRTS planning, working closely with many community stakeholders collecting data, conducting field observations and identifying safety issues around schools. The MIC's recommendations have been incorporated into many funded projects to improve bike and pedestrian access to schools in the cities of Duluth, Superior and Proctor.

Transit Vision is a strategic plan assessing needs and promoting transit use. The MIC provides ongoing input and technical assistance on local transit initiatives including planning and securing funding for a future downtown multimodal facility. Results from a recent ridership survey will be utilized by MnDOT to determine the potential for utilizing transit service to mitigate the effects of major construction projects statewide.

