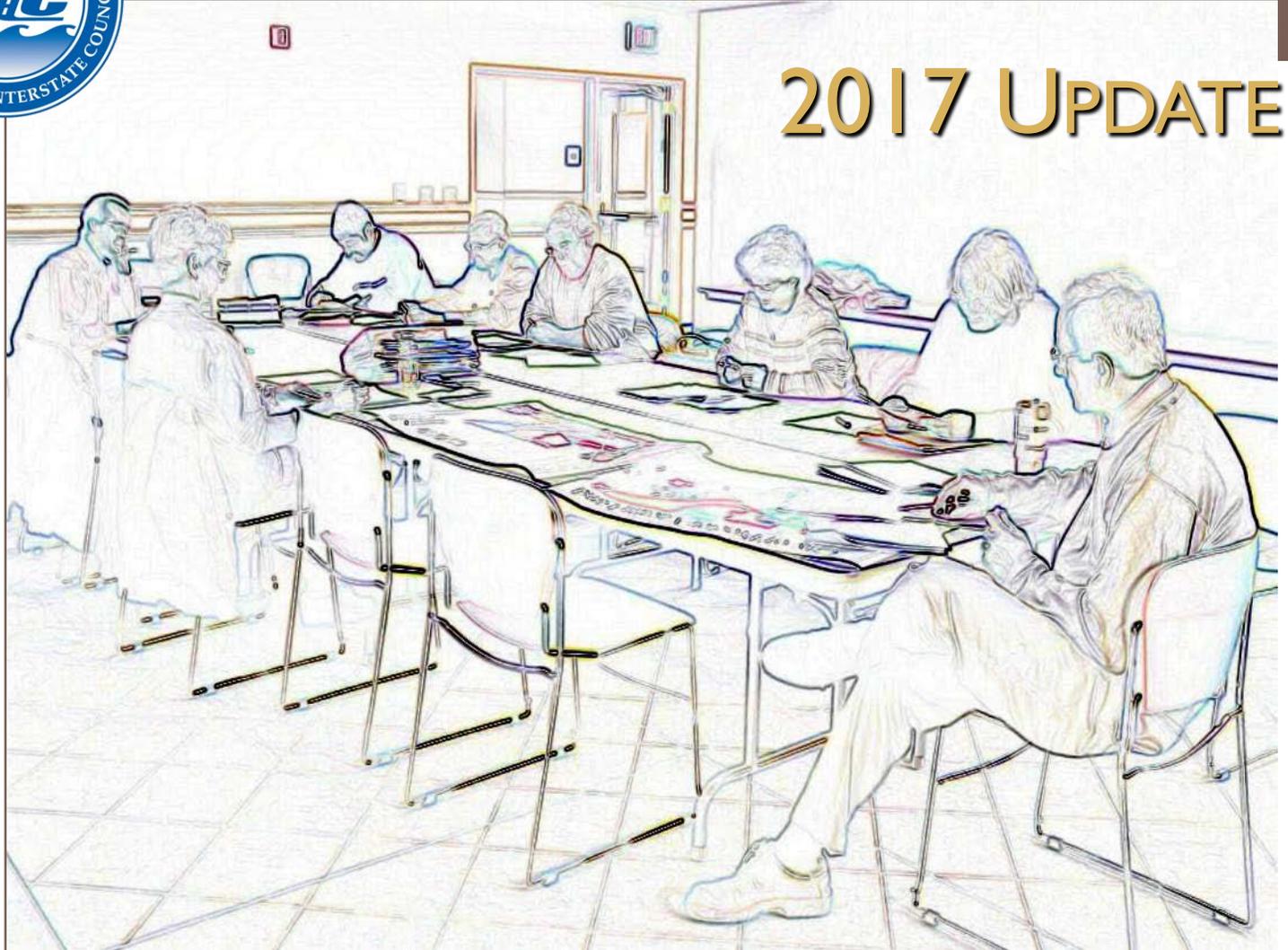




PUBLIC INVOLVEMENT PLAN

2017 UPDATE

- **Draft Plan**
- Open for comment through 1/16/17



The MIC is one of 435 federally-designated Metropolitan Planning Organizations (MPOs)

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Federal entity (authorized in transportation bills from 1961 to present)

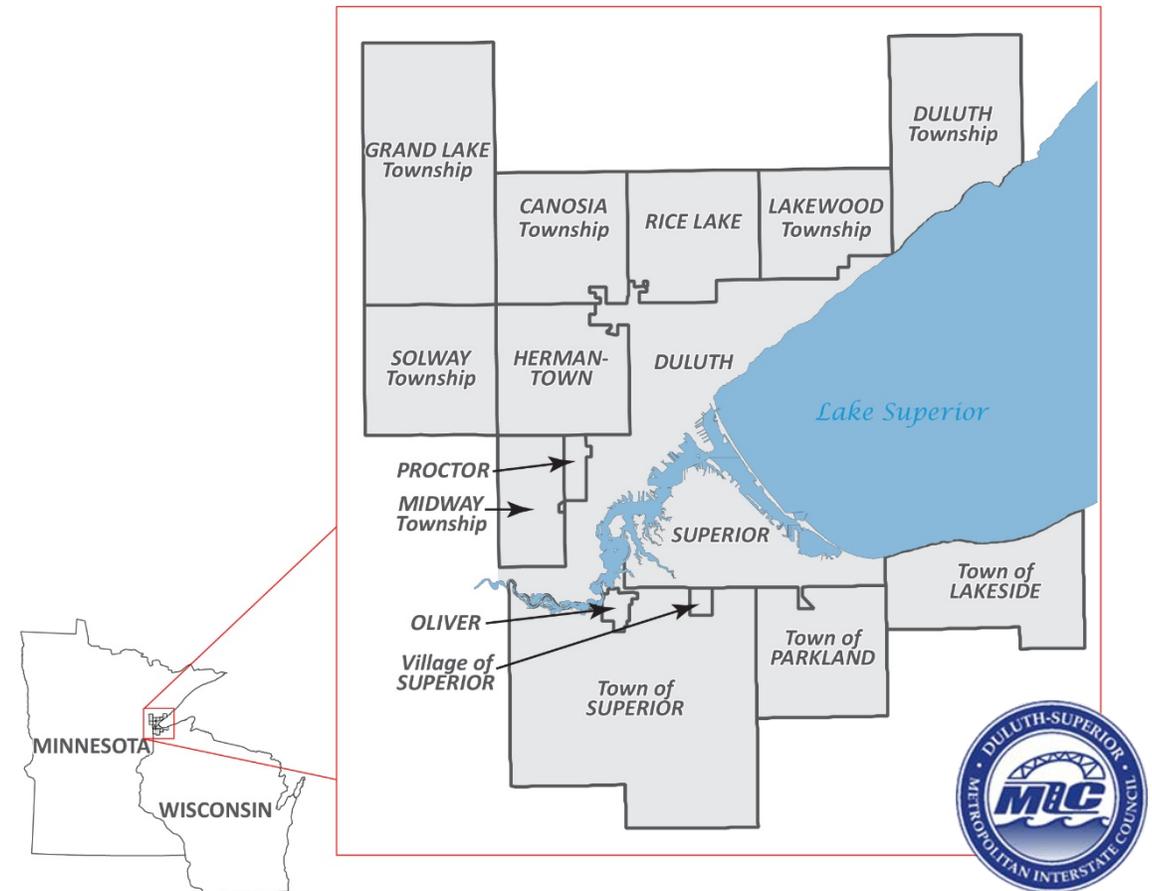


- ✓ All metropolitan areas with population >50,000 (e.g., Duluth + Superior)
- ✓ Plan and prioritize transportation infrastructure investments with local input
- ✓ Multimodal perspective (cars, freight, rail, air, water, transit, bikes, pedestrians)

The MIC is one of 435 federally-designated Metropolitan Planning Organizations (MPOs)

DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

MIC Planning Area



FAST ACT

DEVELOP AND USE A PUBLIC PARTICIPATION PLAN...THAT PROVIDES ALL INTERESTED PARTIES WITH REASONABLE OPPORTUNITIES TO BE INVOLVED IN THE METROPOLITAN TRANSPORTATION PLANNING PROCESS.

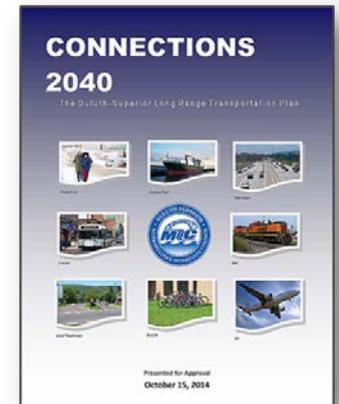
– 23 CFR 450.316

“Interested Parties, Participation, and Consultation”

FIXING AMERICA'S SURFACE TRANSPORTATION ACT (2015)

Why Update Now?

- ✓ Comply with 2015 FAST Act language and requirements
- ✓ Precede the 2045 Update of the MIC's Long Range Transportation Plan



OBJECTIVE

To facilitate an **effective** public involvement process that **actively** seeks input early in the planning process, **before key decisions are made** and while there is ample opportunity to influence decisions.



THE MIC'S PUBLIC PARTICIPATION REQUIREMENTS

1

Use a Defined
Process

2

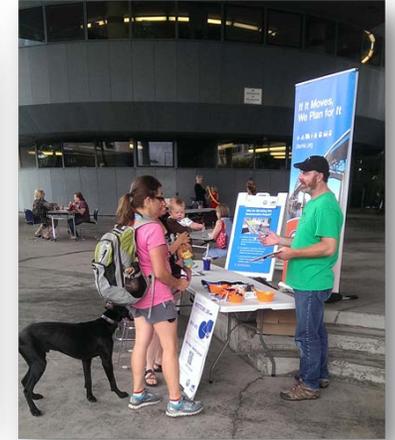
Involve a wide
range of
Stakeholders

3

Fully consider
and document
public input
received

REQUIREMENTS

I. Use a Defined Process



- ✓ Determine project-specific process and tools
- ✓ Use a variety of engagement strategies
- ✓ Provide timely notice and reasonable access to:
 - Meetings (times and locations)
 - Online information
- ✓ Employ visualization techniques

REQUIREMENTS

I. Use a Defined Process

Public Involvement/ Stakeholder Outreach Strategy

Plan/Study: _____

Start Date: _____

	Meetings		Tools Development		Media / Content Development	
MONTH	1. Kick-Off meeting <ul style="list-style-type: none"> • Date: • Project scope & timeline • ID stakeholders • Meeting notification(s) 		1. Stakeholder Identification <ul style="list-style-type: none"> • Contact list (#_____) • Review, complete S/H ID list • Email identified stakeholders and ask them to pass it along 		1. Stakeholder outreach materials <ul style="list-style-type: none"> • One-page overview of plan • Plan-specific Newsletter • Focus on Transportation article 	
	2. Study Committee meeting #1 <ul style="list-style-type: none"> • Date: • Project scope & timeline • 		2. Web page <ul style="list-style-type: none"> • Project overview/updates • Interactive Calendar • Interactive Map • Public Comment feature 		2. Web page content <ul style="list-style-type: none"> • Intro text/Purpose & Need • Link to scope • Interactive Map & Calendar • Link to Survey 	
	3. Jurisdiction meeting <ul style="list-style-type: none"> • Date: • ID issues • ID objectives • Identify stakeholders • Meeting notification(s) • 		3. Interactive Map <ul style="list-style-type: none"> • Allows users to draw and comment on map. 4. Interactive Calendar <ul style="list-style-type: none"> • Key events • Dates, times, locations • Links meeting agendas and summaries 		3. OpenMIC Blog <ul style="list-style-type: none"> • Overview of plan • Review of survey results 4. Facebook Post(s) <ul style="list-style-type: none"> • Link to public survey • Link to blog post about survey results • Publicize public meeting(s) 	
	4. TAC & MIC meetings <ul style="list-style-type: none"> • Date: • PowerPoint presentations 		5. Public survey <ul style="list-style-type: none"> • Objectives • Questions • Online/printed versions • Distribution 		5. Press release <ul style="list-style-type: none"> • Overview of plan • Review of major issues • Publicize public meeting(s) 	

REQUIREMENTS

2. Involve a wide range of Stakeholders

What is a “Stakeholder”?

- ✓ People or organizations that could be affected by the recommendations in a plan or study or could be involved in its implementation.



- ✓ See Stakeholder Identification Tool (handout)

Suggestions for specific groups or individuals to add?

HWY 23/GRAND AVE CORRIDOR STUDY STAKEHOLDER IDENTIFICATION

Highway 23 / Grand Avenue Corridor Study

Analysis & Recommendations for STH 23 in Duluth, Minnesota



Prepared by the Duluth-Superior Metropolitan Interstate Council
December 2013



Stakeholder	Jurisdiction	Neighborhood	Business	Special Interest
· MnDOT District 1	✓			
· City of Duluth (Planning, Engineering, Parks)	✓			
· DTA	✓			
· DNR	✓			
· Smithville Neighborhood		✓		
· Morgan Park Neighborhood		✓		
· Riverside Neighborhood		✓		
· Norton Park Neighborhood		✓		
· Irving Park Neighborhood		✓		
· West Duluth CDC			✓	
· Lake Superior Zoo			✓	
· Munger Inn			✓	
· Spirit Mountain			✓	
· Spirit Lake Marina			✓	
· St. Louis River Alliance				✓
· St. Louis River Corridor Vision				✓
· COGGS				✓

REQUIREMENTS

3. Fully consider and document public input received

Stakeholder Input

INP

Highway 23 corridor. Meetings were held at City Center West (east end of corridor), Morgan Park Community Center (west end of corridor), and the new Spirit Mountain Chalet (central corridor). The dates, locations, and times of these meetings were advertised to local media as well as with flyers that were displayed in neighborhood businesses and public facilities in West Duluth (Figure 2.5, page 13).

From the information collected at those meetings, as well

as comments received through the website and other correspondence, it became apparent that the prevailing concerns centered around the challenges faced by non-motorized users of the corridor. Figure 2.6 below shows percentage of total comments received (pro vs. con) regarding various aspects of the highway or of MnDOT's coming project. Together, these comments indicate a general desire to see the highway corridor become more supportive of multiple

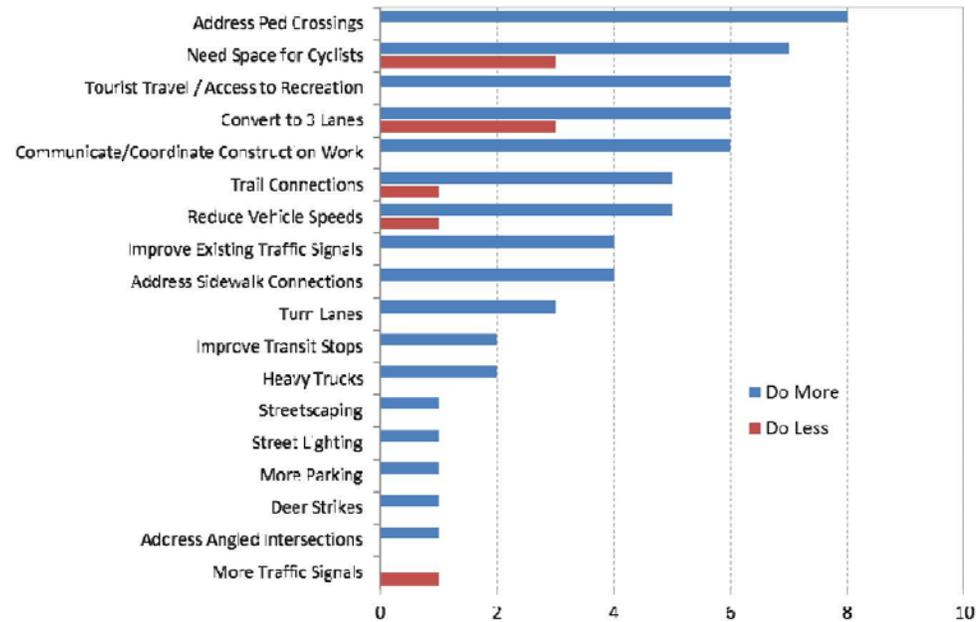


Figure 2.6 | General comments
The majority of comments received throughout the study period were related to improving the corridor for non-motorized users and improving connections to recreational amenities in the area.

HWY 23/GRAND AVE CORRIDOR STUDY — MIC RECOMMENDATIONS (CH. 4)

Implementation Timeframe	Recommended Improvements	Map Symbol	Cost Estimate	Implementation Agency
Short Range (2015—2020)	4-a Install/replace sidewalk		\$150,000	MnDOT
	4-b Paint crossing blocks at 77th Ave W and 72nd Ave W		\$1,000	MnDOT
	4-c Install a set of pedestrian-activated, high-visibility, flashing crossing signs at 77th Ave W		\$12,000	MnDOT
	4-d Relocate traffic signal to 72nd Ave W; install new signal equipment, and reprogram for longer crossing times.		\$250,000	MnDOT
Mid Range (2020—2025)	4-e Expand existing public parking lot; design for bus turnaround; enhance existing trailhead.		\$300,000 to \$500,000	City of Duluth / DTA
	4-f Create paved trail links to the Munger Trail		\$50,000	City of Duluth
	4-g Create a well-defined trail connection to the DWP trail; design for snowmobile use; install way-finding signage		NA	City of Duluth/ Private Partner

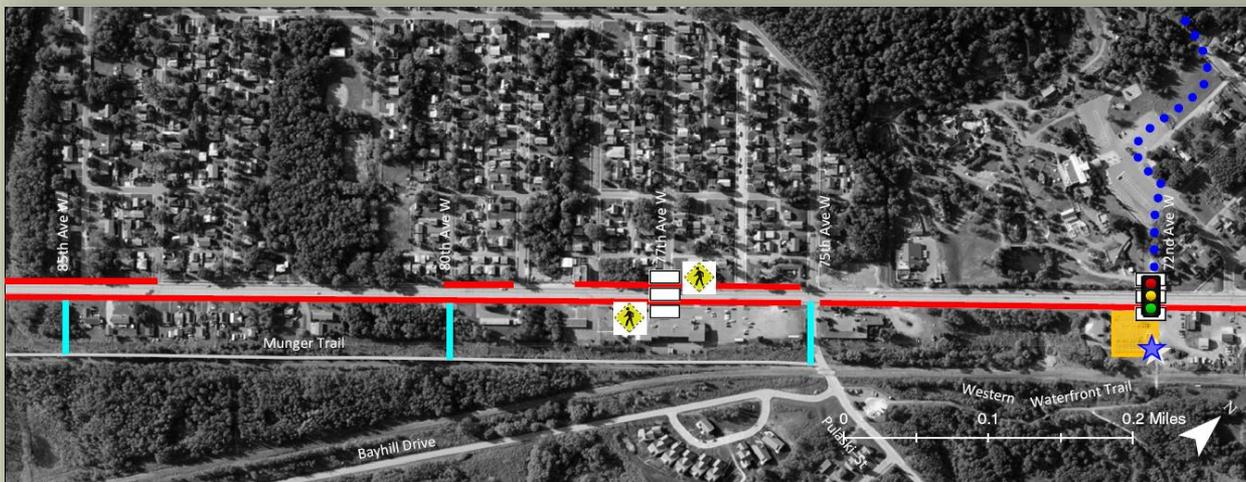


TABLE 1: MASTER LIST	Improvement	Cost Per Unit	Number of Units	TOTAL	Notes
1. Excavate for Sidewalk Installation	Installing sidewalks on both sides of Hwy 23 to Morgan Park beyond what MnDOT will be covering with their resurfacing project - see note 1 * Soil excavation (cubic yards) * Retaining wall (sq ft)	\$15 \$100	500 1500	\$7,500 \$150,000 <u>\$157,500</u>	1) Includes cost of excavation and retaining wall in select locations. Will extend sidewalk connection to Pleasant View mobile home park.
2. Trail Connections	Construct on/off connections to existing Munger Trail bridges			<u>\$134,600</u>	(see Table 2, page 2)
3. New Zoo Entrance	* Land acquisition * Demo buildings * Expansion of entrance road (with space for bus pull out near highway) * Relocate Bus Shelter at 71st Ave to Zoo Entrance * Relocate 71st Ave W traffic signal to 72nd Ave W - see note 2 * Upgrade trail head to Western Waterfront/Munger Trail	\$130,000 \$16,000 \$120,000 \$5,000 NA	1 1 1 1 NA	\$130,000 \$16,000 \$120,000 \$5,000 NA <u>\$271,000</u>	2) The traffic signal will be moved from 71st Ave W to 72nd Ave W as part of MnDOT's original project (no cost to CIMS grant).
4. Tourism Parking Lot (across from Zoo Entrance)	* Land Acquisition for ROW * Construction of pervious parking surface (sq ft)	\$100,000 \$6	1 51,000	\$100,000 \$306,000 <u>\$406,000</u>	
5. Bike/Ped Bridge & Multimodal Node at Spirit Mtn Entrance	Bike/pedestrian/Snowmobile Bridge (includes bike racks) - see note 3 Bus pull outs (pairs) Covered Bike Parking Station * Concrete pad (280 Sq ft) * Awning or roof structure(s) (200 Sq ft) * Bike racks (2 racks, holding multiple bikes) Spur Connections to Munger Trail, sidewalks, and parking lot (10 ft wide x 1 ft) Excavation Tree Removal	\$1,500,000 \$50,000 \$4,000 \$5,000 \$1,000 \$70 \$10	1 2 1 1 2 1,000 500	\$1,500,000 \$100,000 \$4,000 \$5,000 \$2,000 \$70,000 \$5,000 \$10,000 <u>\$1,696,000</u>	3) Bridge connection to Munger Trail, but will also be tied in with sidewalk and bus pull outs along Hwy 23.
6. Additional Transit Improvements	Install Bus Pull Outs (pairs) * Two locations to be determined	\$100,000	2	<u>\$200,000</u>	
7. Enhanced Intersection Crossings	Enhanced Pedestrian Crossing Package	\$12,000	5	<u>\$60,000</u>	(see Table 3, page 2)
8. Closures, Realignment, and Signal Relocation	Close Intersections (includes work to utility connections and drainage)			<u>\$653,000</u>	(see Table 4, page 2)
9. Streetscaping Features	* Pedestrian Scale Street Lights (intersection sets) - see note 4 * Trees (every 35 ft)	\$7,000 \$350	30 1000	\$210,000 \$350,000 <u>\$560,000</u>	4) Sets of pedestrian-scale lights at each bus stop from Morgan Park Entrance (88th Ave W) to I-35.

SUBTOTAL \$4,138,100
 20% DESIGN & CONST. \$827,620
PROJECT TOTAL \$4,965,720

CIMS GRANTS AWARDS

Corridor Investment Management Strategy Pilot Solicitation

2013 Project Scores

See <http://www.dot.state.mn.us/cims/solicitation.html> for a description of evaluation criteria

Greater MN:	8 Awards	\$16,500,000	55%	Goal = no more than 60% of \$ in Greater MN or Metro
Metro:	2 Awards	\$13,500,000	45%	Note: 70% of TED \$ going to Metro Projects



Greater Minnesota Projects	Location	Year	CIMS Request	Other MnDOT Funding	Local+Fed Leverage	Total Project Cost	Benefit-Cost/ROI Analysis (60 Points)	Other Factors (30 Points)	Financial Match (10 Points)	Total Score (100 Points)	Funding Award
Mainstreet TH 61 Downtown Improvements	Red Wing	2015	\$ 2,445,000	\$ 1,100,000	\$ 1,845,000	\$ 5,390,000	60	25	6	91	\$2,445,000
Multimodal for TH 23 (without Pedestrian Bridge)	Duluth	2015	\$ 3,035,000	\$ -	\$ 430,720	\$ 3,465,720	60	30	0	90	\$3,035,000
TH 10/TH 75 Safety/Operational Improvements	Moorhead	2015	\$ 3,404,000	\$ -	\$ 1,554,500	\$ 4,958,500	60	24	6	90	\$3,404,000
TH 25-CSAH 75 Intersection Improvements	Monticello	2015	\$ 506,000	\$ -	\$ 2,658,000	\$ 3,164,000	60	16	10	86	\$506,000
US 52-CSAH 9 Interchange - <i>Revised</i>	Goodhue County	2014	\$ 250,000	\$ 6,870,000	\$ 1,780,000	\$ 8,900,000	60	19	4	83	\$250,000
TH 23 J-Turn & Ped Overpass	Marshall	2015	\$ 4,500,170	\$ -	\$ 1,197,186	\$ 5,697,356	50	18	4	71	\$3,500,000
TH 25 Improvements (Phase 1)	Buffalo	2015	\$ 2,100,000	\$ 1,400,000	\$ 1,700,000	\$ 5,200,000	36	28	6	70	\$2,100,000
Hwy 71 Complete Streets	Jackson	2015	\$ 1,260,000	\$ -	\$ 1,470,000	\$ 2,730,000	31	23	8	63	\$1,260,000
Gateway Corridor Improvements	International Falls	2014	\$ 776,180	\$ -	\$ 707,720	\$ 1,483,900	34	19	8	61	
TH 29 Reconstruction	Parkers Prairie	2015	\$ 1,800,000	\$ 425,000	\$ 1,115,000	\$ 3,340,000	30	23	6	59	
Veterans Memorial Bridge	Mankato	2015	\$ 565,000	\$ 316,650	\$ 263,350	\$ 1,145,000	32	22	4	59	
Broadway Streetscaping & Pedestrian Improvements	Albert Lea	2015	\$ 794,089	\$ -	\$ 391,570	\$ 1,185,659	33	17	6	56	
TH 220 Reconstruction	East Grand Forks	2015	\$ 2,318,070	\$ -	\$ 469,564	\$ 2,787,637	33	15	4	52	
TH10/59 Trail	Detroit Lakes	2015	\$ 200,000	\$ -	\$ 20,000	\$ 220,000	30	16	0	47	
18th Ave. S	Waite Park	2014	\$ 1,067,000	\$ -	\$ 5,371,000	\$ 6,438,000	10	25	10	45	
Old Hwy 61 Trail	Dresbach	2014	\$ 450,000	\$ -	\$ 301,000	\$ 751,000	1	22	7	30	
TH 55 Flood Mitigation	Grant County	2015	\$ 717,308	\$ -	\$ 201,926	\$ 919,234	12	9	4	25	
Hwy 75 North	Luverne	2013	\$ 680,130	\$ -	\$ 173,870	\$ 854,000	1	20	4	25	
Hwy 61 Trail and Stormwater Project	Two Harbors	2015	\$ 556,250	\$ -	\$ 175,000	\$ 731,250	1	19	5	25	
TH 61 Trail	Lake City	2015	\$ 363,677	\$ -	\$ 87,153	\$ 450,830	1	20	4	25	
US 14 Traffic Signal	New Ulm	2014	\$ 200,000	\$ -	\$ 180,000	\$ 380,000	2	14	8	24	
Heartland Trail Acorn Lake Extension	Becker County	2014	\$ 896,081	\$ -	\$ 302,919	\$ 1,199,000	1	19	5	24	
Cashtown/Hilltop Bike/Ped Path	Ortonville	2015	\$ 180,000	\$ -	\$ 20,000	\$ 200,000	1	23	0	24	
Barnesville Multiuse Path	Barnesville	2015	\$ 568,200	\$ -	\$ 63,600	\$ 631,800	4	19	0	23	
TH 71 Reconstruction	Wadena	2015	\$ 1,552,131	\$ -	\$ 162,459	\$ 1,624,590	15	7	0	22	
Hwy 75 Walking/Biking Path	Breckenridge	2014	\$ 592,200	\$ -	\$ 65,800	\$ 658,000	1	21	0	22	
Hwy 212 Reconstruction	Sacred Heart	2014	\$ 472,034	\$ -	\$ 15,223,966	\$ 15,696,000	0	11	10	21	
Avon I-94 Noise Barrier	Avon	2015	\$ 1,215,000	\$ 270,000	\$ 135,000	\$ 1,620,000	12	8	0	20	

THE MIC'S PUBLIC PARTICIPATION REQUIREMENTS

1

Use a Defined
Process

2

Involve a wide
range of
Stakeholders

3

Fully consider
and document
public input
received

COMMENTS? QUESTIONS?

DSMIC.ORG/STUDY/PIP

