Appendix A
Federal Planning Factors and LRTP Objectives

This Appendix summarizes how *Sustainable Choices 2045* considers and addresses the federally-required planning factors of 23 CFR 450.306(b).

Federal Planning Factors

The following are the federally-required planning factors of 23 CFR 450.306(b):

1) Support the economic vitality of the MIC area, especially by enabling global competitiveness, productivity, and efficiency.

2) Increase the safety of the transportation system for motorized and non-motorized users.

3) Increase the security of the transportation system for motorized and non-motorized users.

4) Increase accessibility and mobility of people and freight.

5) Protect and enhance the environment, promote energy conversation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

7) Promote efficient system management and operation.

8) Emphasize the preservation of the existing transportation system.

9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

10) Enhance travel and tourism.

Which Federal Planning Factor(s) Does Each Objective of *Sustainable Choices 2045* Address?

The following tables represent an index of 23 CFR 450.306(b) federal planning factors each plan objective addresses:

Goal 1 ***Promote public health and energy conservation, and protect and enhance the environment through responsible Duluth-Superior area transportation system policies and design.***

	Objectives	**Planning Factor(s) Addressed**
1	Design and maintain infrastructure across the Duluth-Superior area transportation system in a manner that supports and encourages a physically active everyday transportation routine	2, 4, 5, 6, 9
2	Improve energy conservation related to the use and operation of the local and regional transportation system, for both environmental and public health benefits	5
3	Through innovative design, improved infrastructure, land use planning, use of sustainable approaches, higher fuel efficiency, and other options, avoid, minimize, and/or mitigate the negative environmental impacts of the Duluth-Superior area transportation system, such as stormwater runoff, flooding, air emissions, toxic pollution, noise and light pollution, and the spread of invasive species	2, 5, 7, 8, 9

Goal 2 ***Ensure the Duluth-Superior area transportation system supports the development and maintenance of a safe, healthy, and connected community that provides legitimate opportunities and choices for people of all ages, incomes, and abilities.***

	Objectives	Planning Factor(s) Addressed
1	Provide legitimate choices for all people of all ages, incomes, and abilities across the entire Duluth-Superior area transportation system	4, 5, 6, 9, 10
2	Ensure legitimate opportunities for the public to engage in discussion about, and to share their needs and desires regarding the Duluth-Superior area transportation system	
3	Build and maintain infrastructure that fits the neighborhood character	2, 5, 6, 7, 10
4	Appropriately scale transportation-related projects across the Duluth-Superior area transportation system	2, 5, 7, 8
5	Ensure investments in the Duluth-Superior area transportation system lead to a diversification of transportation options for people across all modes	2, 4, 5, 6, 7, 9, 10
6	Make information about the Duluth-Superior area transportation system available to the public in a variety of ways	

Goal 3 ***Ensure the safety and security of the Duluth-Superior area transportation system for all users and modes, including being prepared to handle emergencies and disasters.***

	Objectives	Planning Factor(s) Addressed
1	Ensure acceptable security, emergency response, disaster preparedness, and risk mitigation is maintained across the entire Duluth-Superior area transportation system	1, 2, 3, 5, 7, 9, 10
2	Ensure evidence-based, data-supported design integrating acceptable levels of risk is emphasized in transportation-related project development and selection	2, 3, 5, 7, 9
3	Prioritize safety and acceptable levels of risk for vulnerable users of the Duluth-Superior area transportation system	2, 3, 4, 5
4	Meet all required safety-related federal, state, and local performance measures	2, 5
5	Maintain Duluth-Superior area transportation system infrastructure to ensure an acceptable level of risk for all users, both people and goods	1, 2, 3, 8
6	Use technology to improve the safety and security of the Duluth-Superior area transportation system	2, 3, 7

Goal 4 ***Ensure the Duluth-Superior area transportation system is an integrated multimodal network that supports people and goods getting to where they need to go in an efficient manner.***

	Objectives	Planning Factor(s) Addressed
1	Provide viable and efficient travel options for the movement of people and goods across the entire Duluth-Superior area transportation system	1, 4, 6, 7, 10
2	Address inefficiencies in the Duluth-Superior area transportation system for all modes	1, 4, 6, 7, 10
3	Improve real-time travel across the Duluth-Superior area transportation system by maintaining the current critical infrastructure to increase longevity of local transportation facilities for all modes	7, 8
4	Improve real-time travel across the Duluth-Superior area transportation system through the adoption and use of technology	7, 8
5	Ensure direct travel connections between modes of transportation for people exist and are maintained across the Duluth-Superior area transportation system	4, 5, 6, 7, 9, 10
6	Ensure direct travel connections between modes of transportation for goods and services exist and are maintained across the Duluth-Superior area transportation system	1, 4, 5, 6, 7, 9
7	Meet all required federal, state, and local performance measures and targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).	1, 2, 4, 5, 6, 7, 9, 10

Goal 5 ***Develop and maintain the Duluth-Superior area transportation system to support economic productivity and competitiveness, including tourism.***

	Objectives	Planning Factor(s) Addressed
1	Ensure the Duluth-Superior area transportation system provides access to and connection of key population and employment centers	1, 4, 5, 6
2	Improve access and mobility across the Duluth-Superior area transportation system for the movement of freight	1, 4, 5, 6
3	Promote Duluth-Superior area transportation system decisions and investments that enhance the regional and global competitiveness of the Duluth-Superior Port	1, 5, 10
4	Promote Duluth-Superior area transportation system decisions and investments that stimulate neighborhood and regional economic activity, such as those that support core investment areas in local jurisdictions	1, 5, 6, 10
5	Make it easier to travel to tourist destinations and events	1, 4, 6, 10
6	Integrate existing economic development plan recommendations when making decisions about Duluth-Superior area transportation system projects	1, 5

Appendix B

MetroQuest Phase 1 Survey Summary & Results

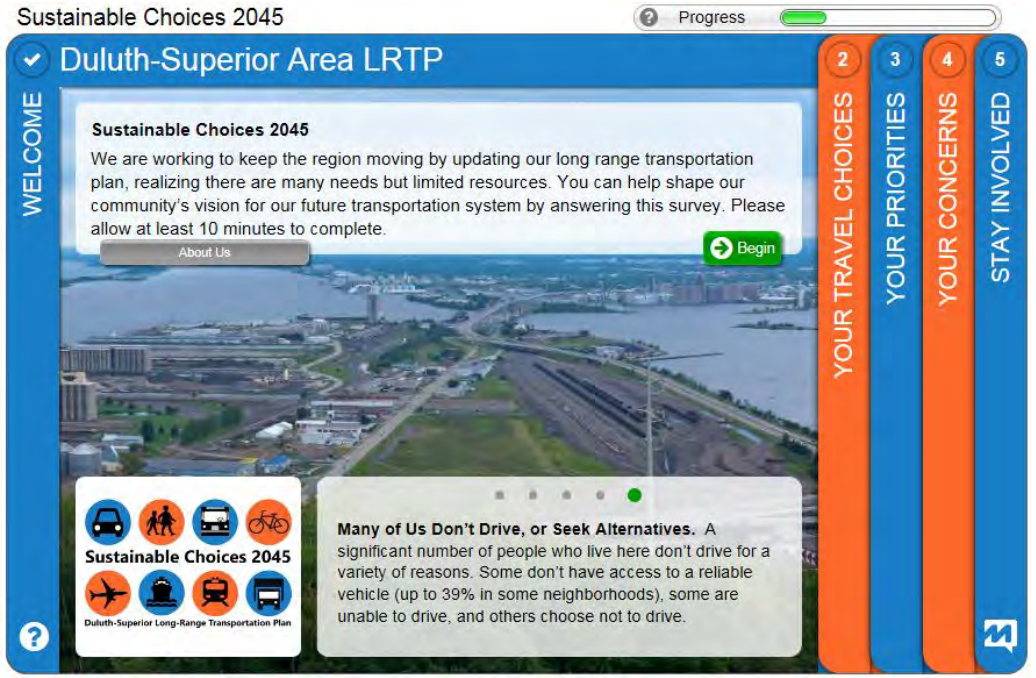
A summary of the first (of two) online public surveys was prepared by AECOM for the Metropolitan Interstate Council (MIC). This is the edited version which includes revisions made by MIC staff.

Duluth-Superior LRTP

Sustainable Choices 2045

MetroQuest Phase 1 Survey Summary

July 31, 2018



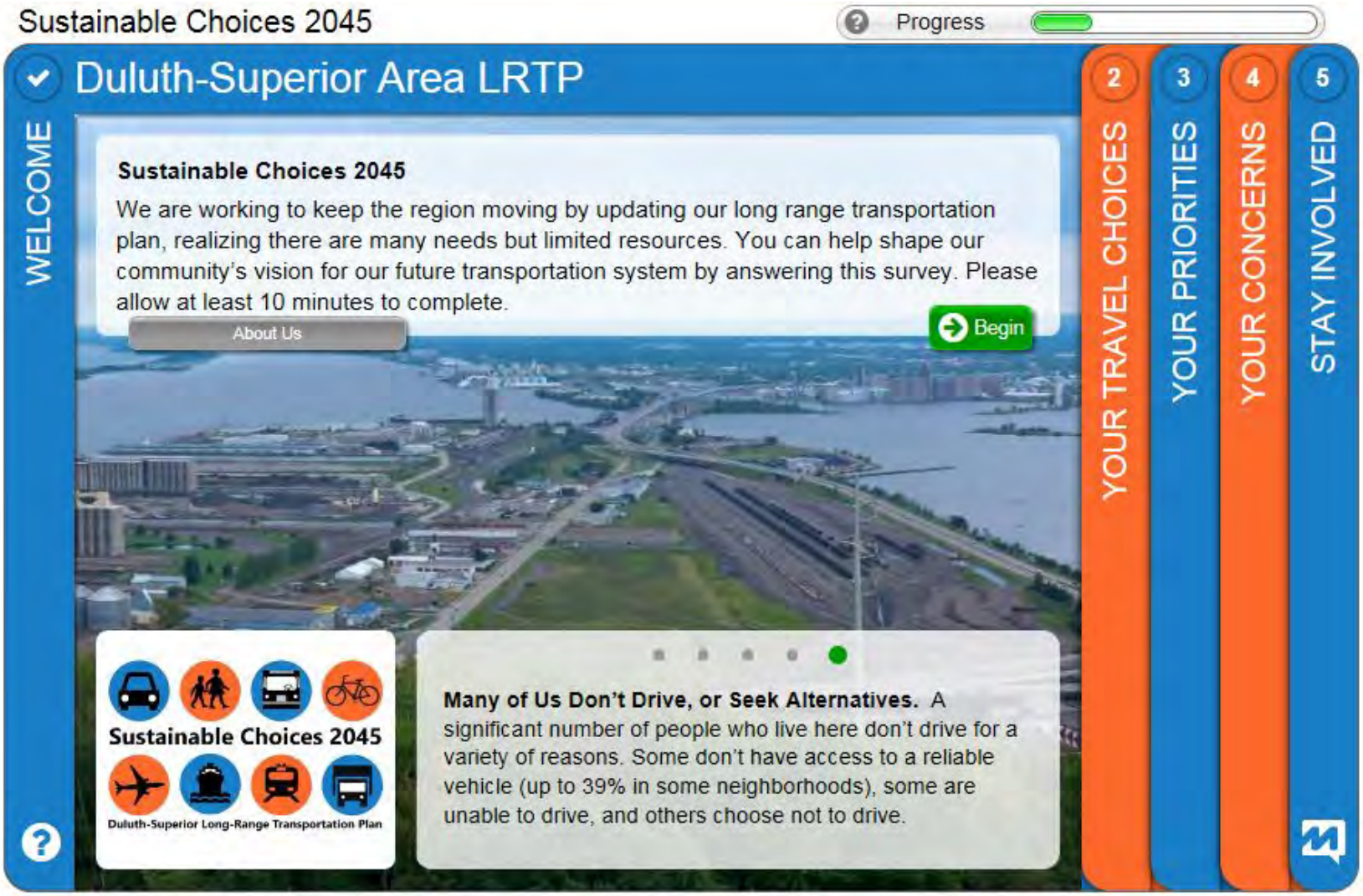
Phase 1 Survey Overview

- **Demo Link:** https://sustainable2045-demo.metroquest.com
- **Run time**
  - April 29, 2018 to July 23, 2018 (85 days)
- **Completion rate**
  - 542 participants (40%)
  - 809 visitors
  - 1,351 total impressions
- **Device usage**
  - 449 computer/tablet
  - 93 mobile

NOTE

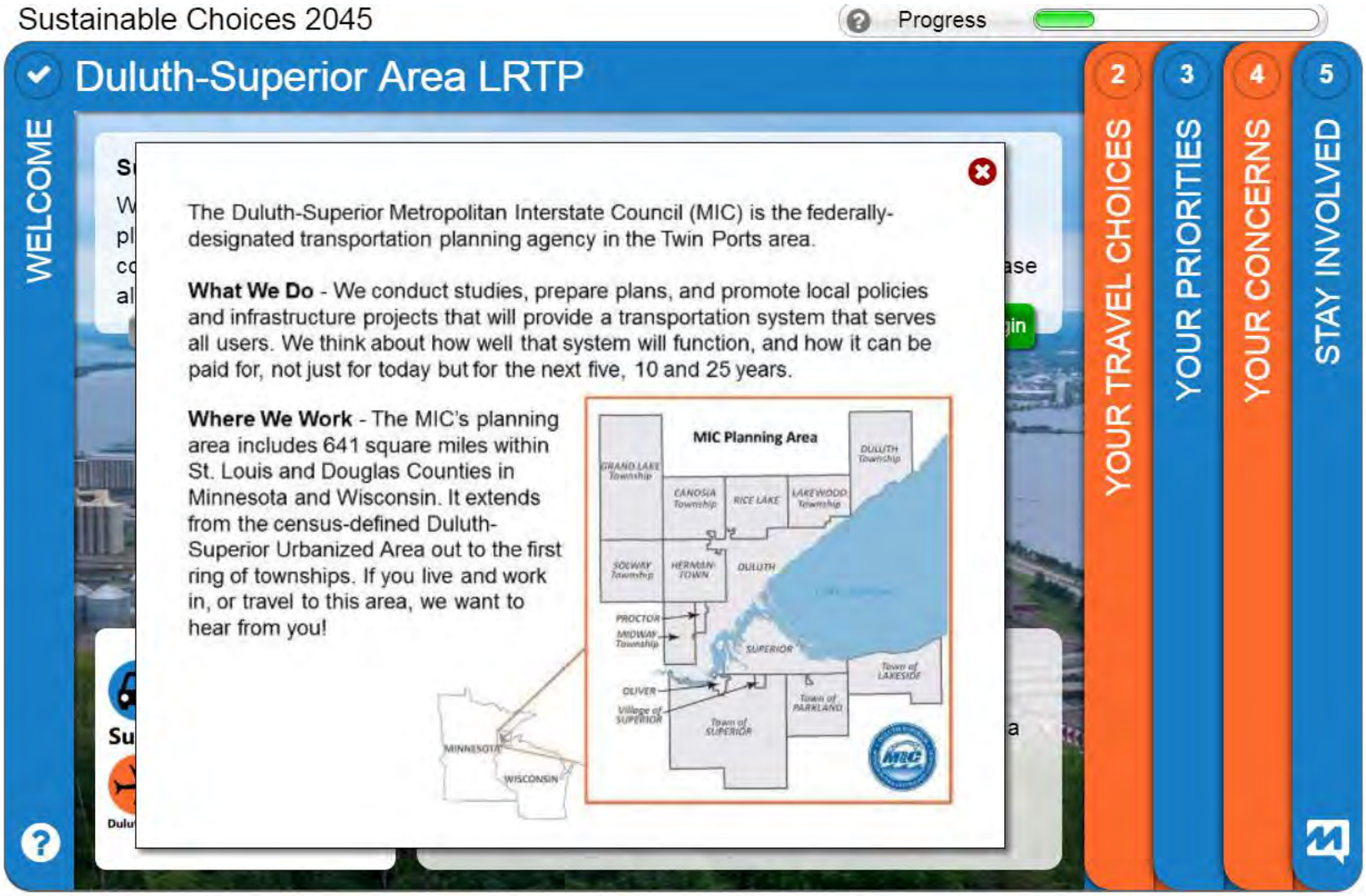
- ***Participants*** *are the people who open the site and enter some data.*
- ***Visitors*** *are the people who open the site but don't provide any input.*

Screen 1 - Welcome



Screen 1 - Welcome

"About Us" Pop-up Box



Screen 1 - Welcome

Welcome Screen Facts

Fact 1

There's a Lot of Infrastructure! Our transportation system includes roads, sidewalks, bikeways, railroads, transit facilities, bridges, traffic signals and signs, airports, and shipping channels and ports, as well as regular maintenance to support the movement of people and goods.

Fact 2

Its Getting More Expensive to Maintain. The costs of building and maintaining transportation infrastructure are rising every year. Between 2003 and 2016 construction costs increased nationally by 68%.

Fact 3

Our Population is Not Growing. The number of people who live in the Duluth-Superior area has not significantly increased for 40 years—which means the per-person tax burden to pay for our infrastructure is increasing.

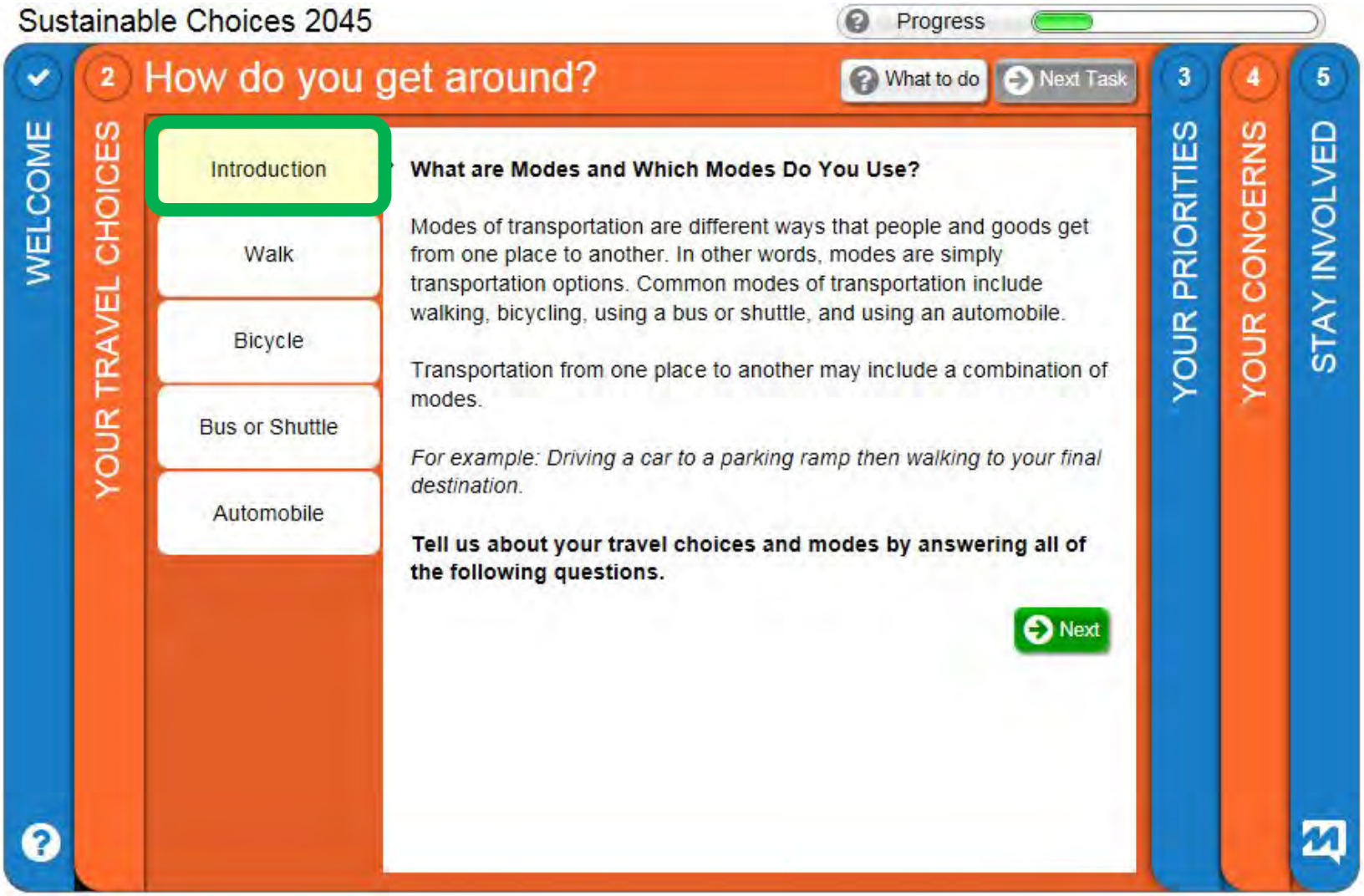
Fact 4

We're Getting Older. In 2010, over 25% of people living in Duluth, Superior and the surrounding townships was age 55 or older. This is projected to increase to 37% of the population by the year 2040, with significant impacts on tax revenues and transportation needs.

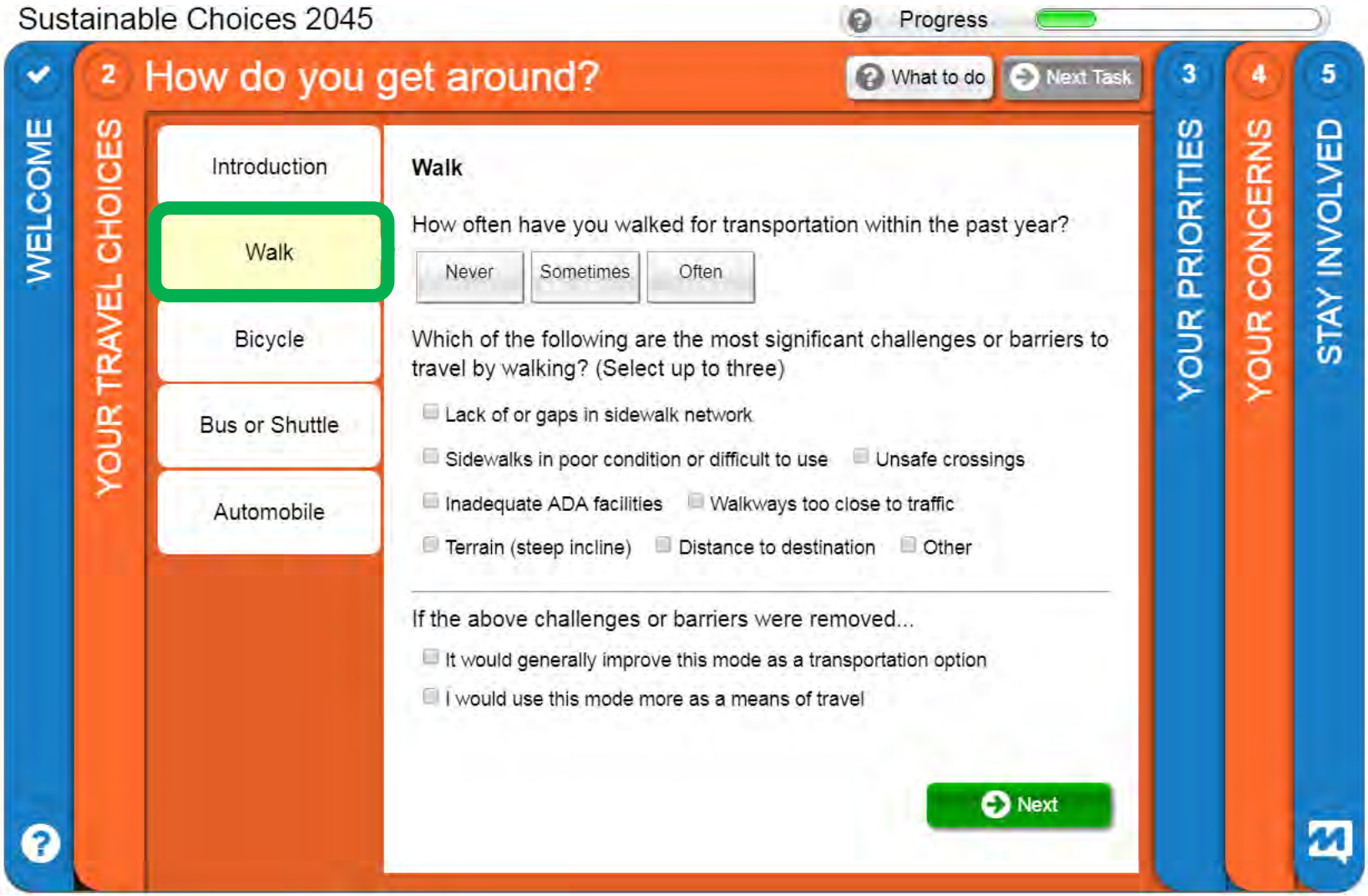
Fact 5

Many of Us Don't Drive, or Seek Alternatives. A significant number of people who live here don't drive for a variety of reasons. Some don't have access to a reliable vehicle (up to 39% in some neighborhoods), some are unable to drive, and others choose not to drive.

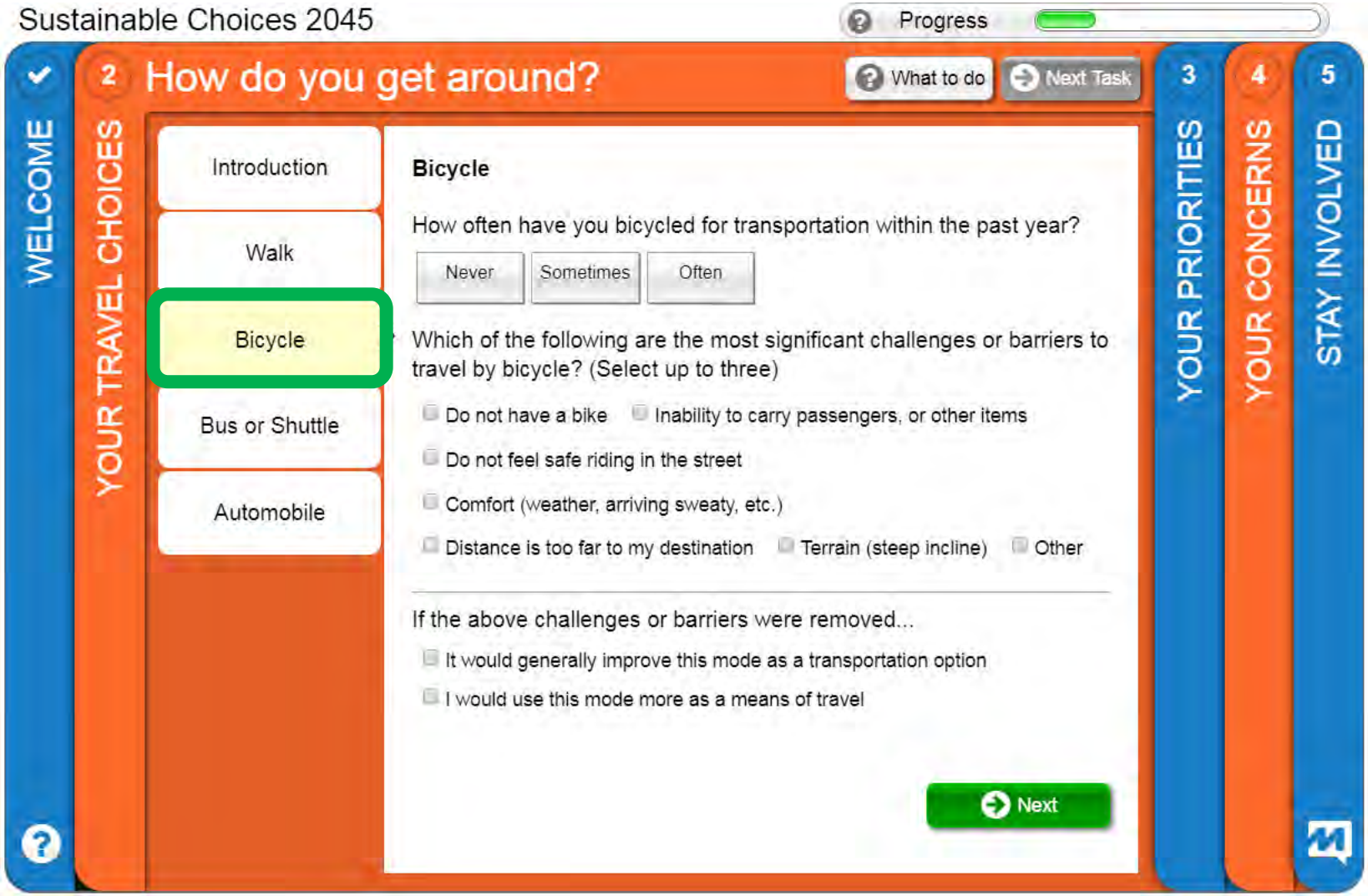
Screen 2 – Travel Choices



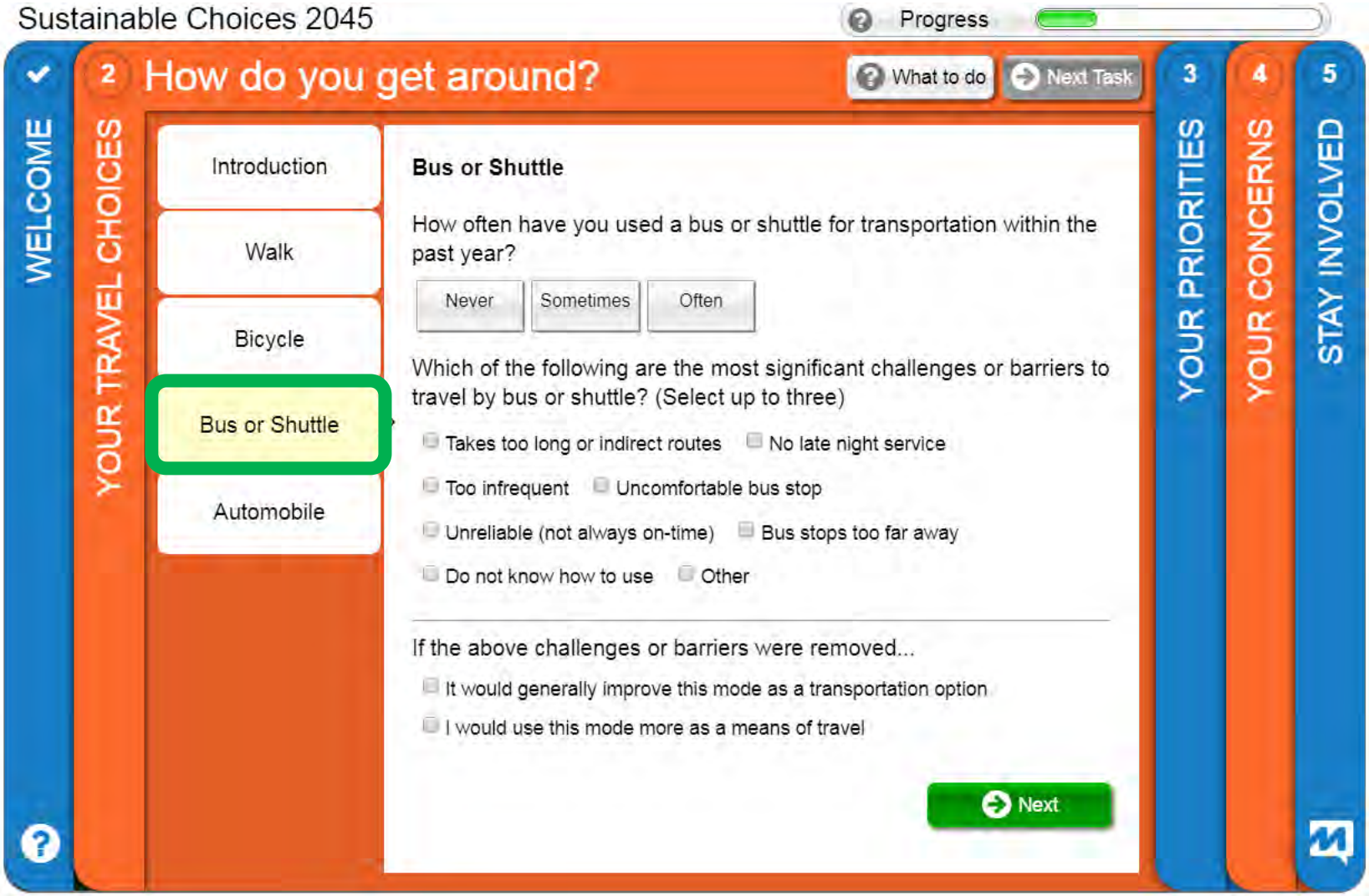
Screen 2 – Travel Choices



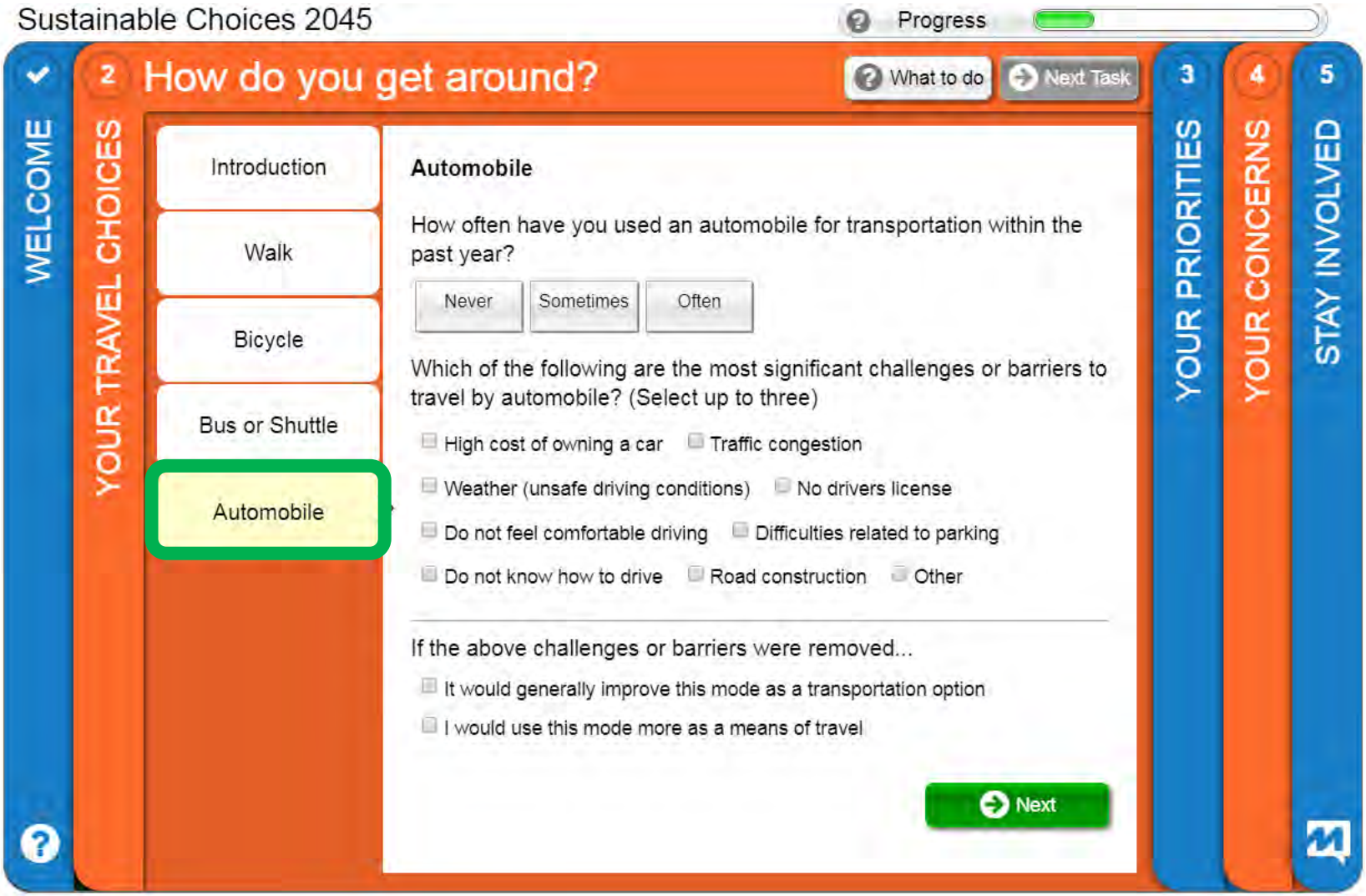
Screen 2 – Travel Choices



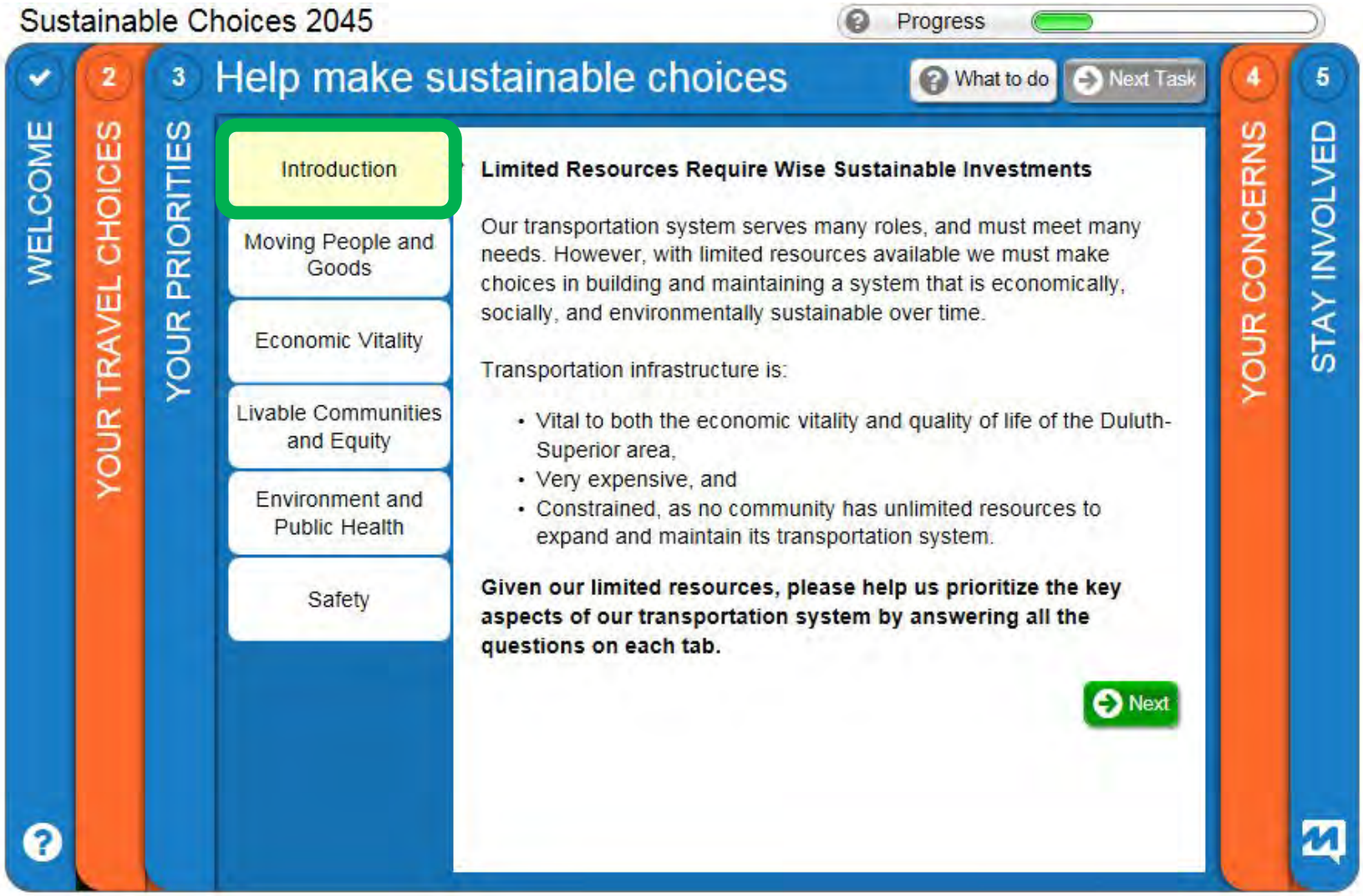
Screen 2 – Travel Choices



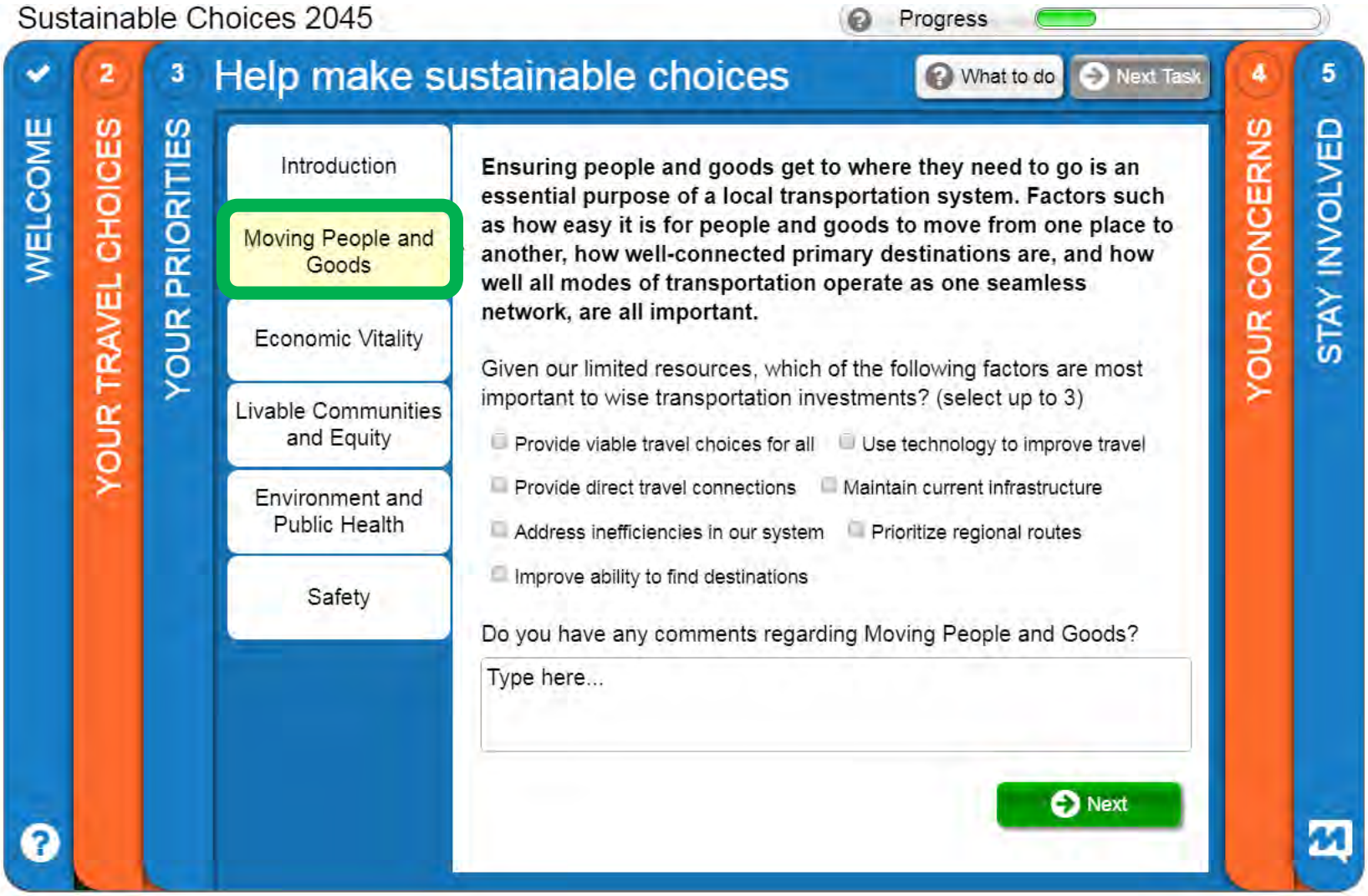
Screen 2 – Travel Choices



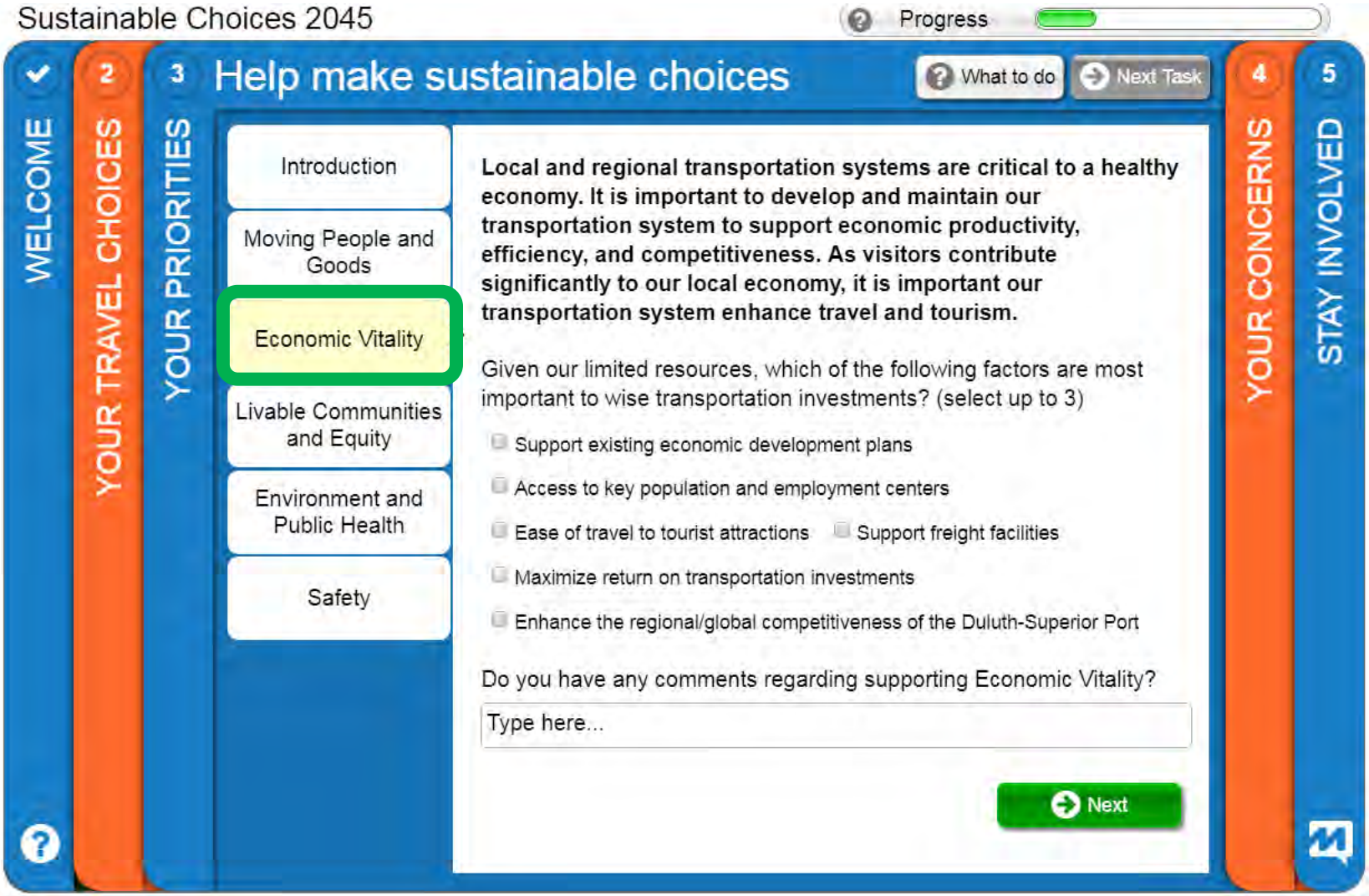
Screen 3 - Priorities



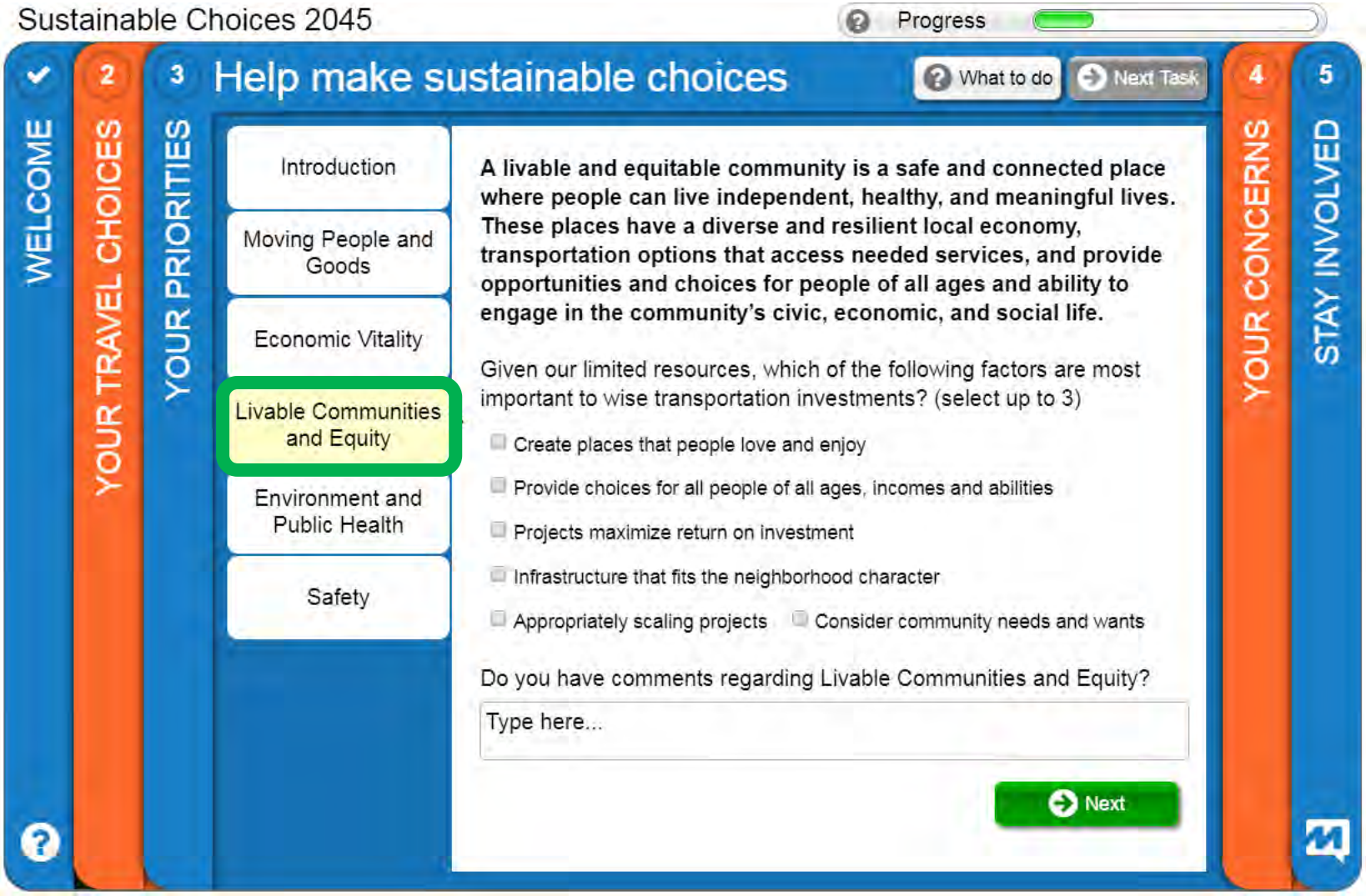
Screen 3 - Priorities



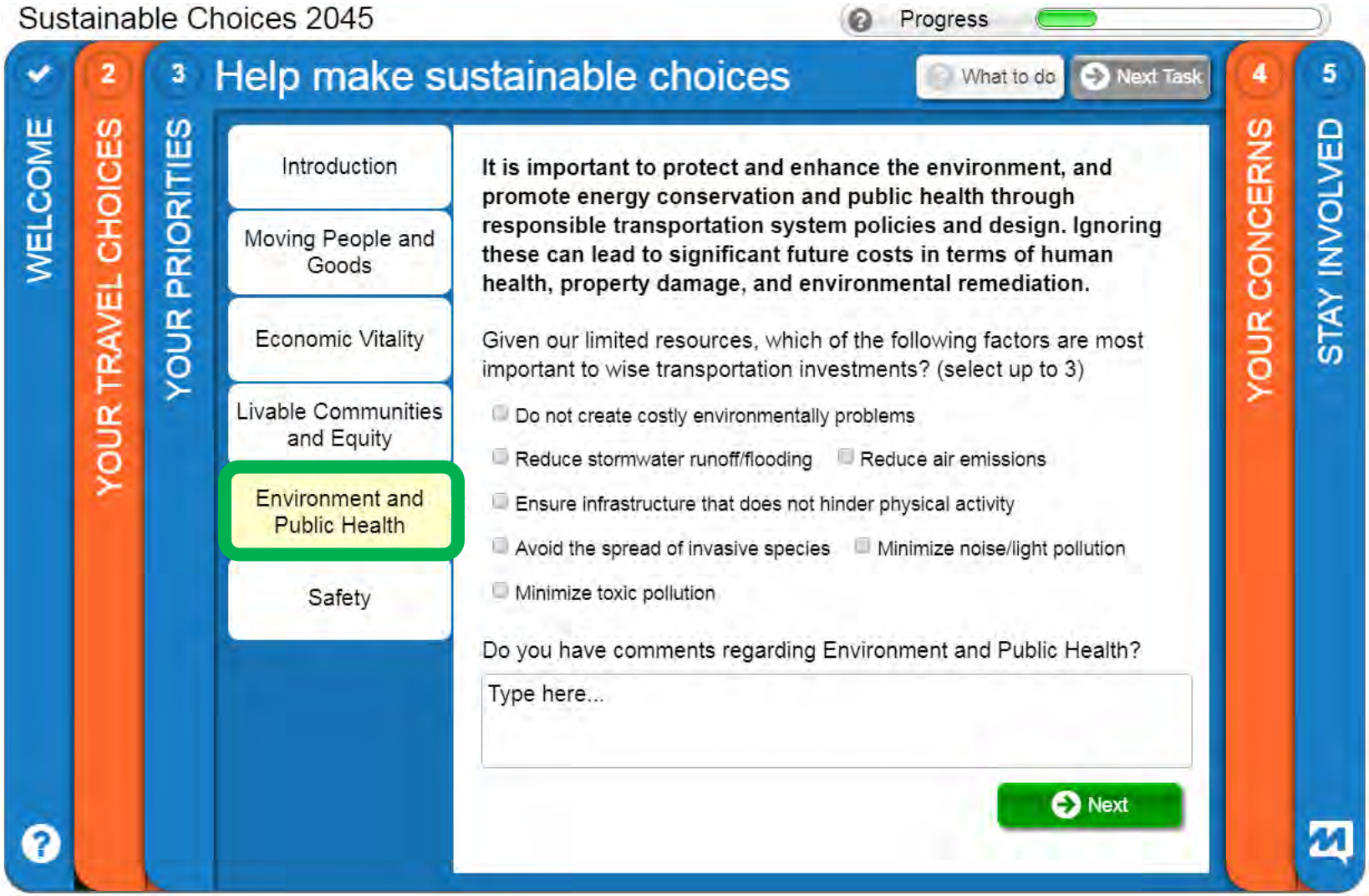
Screen 3 - Priorities



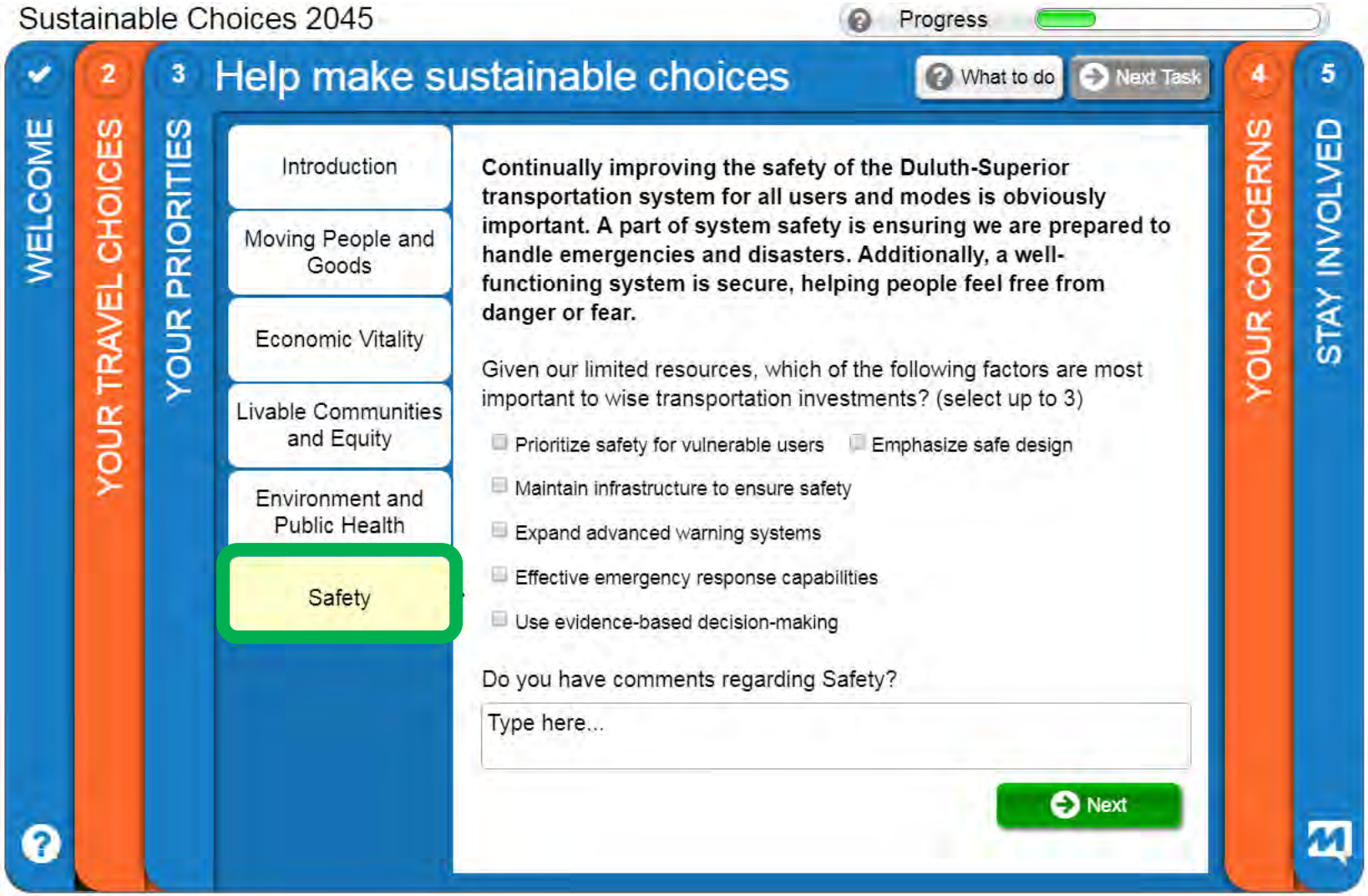
Screen 3 - Priorities



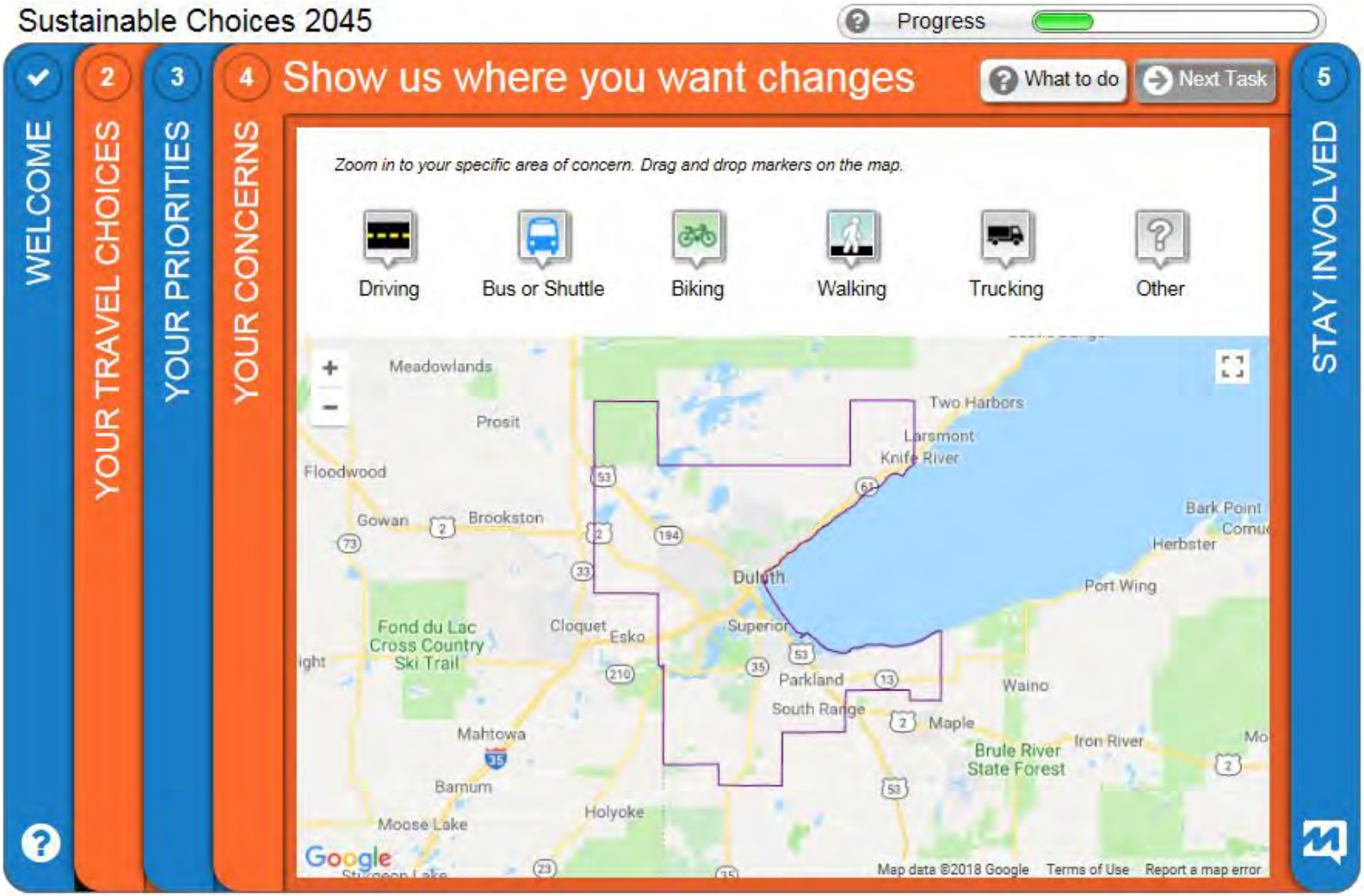
Screen 3 - Priorities



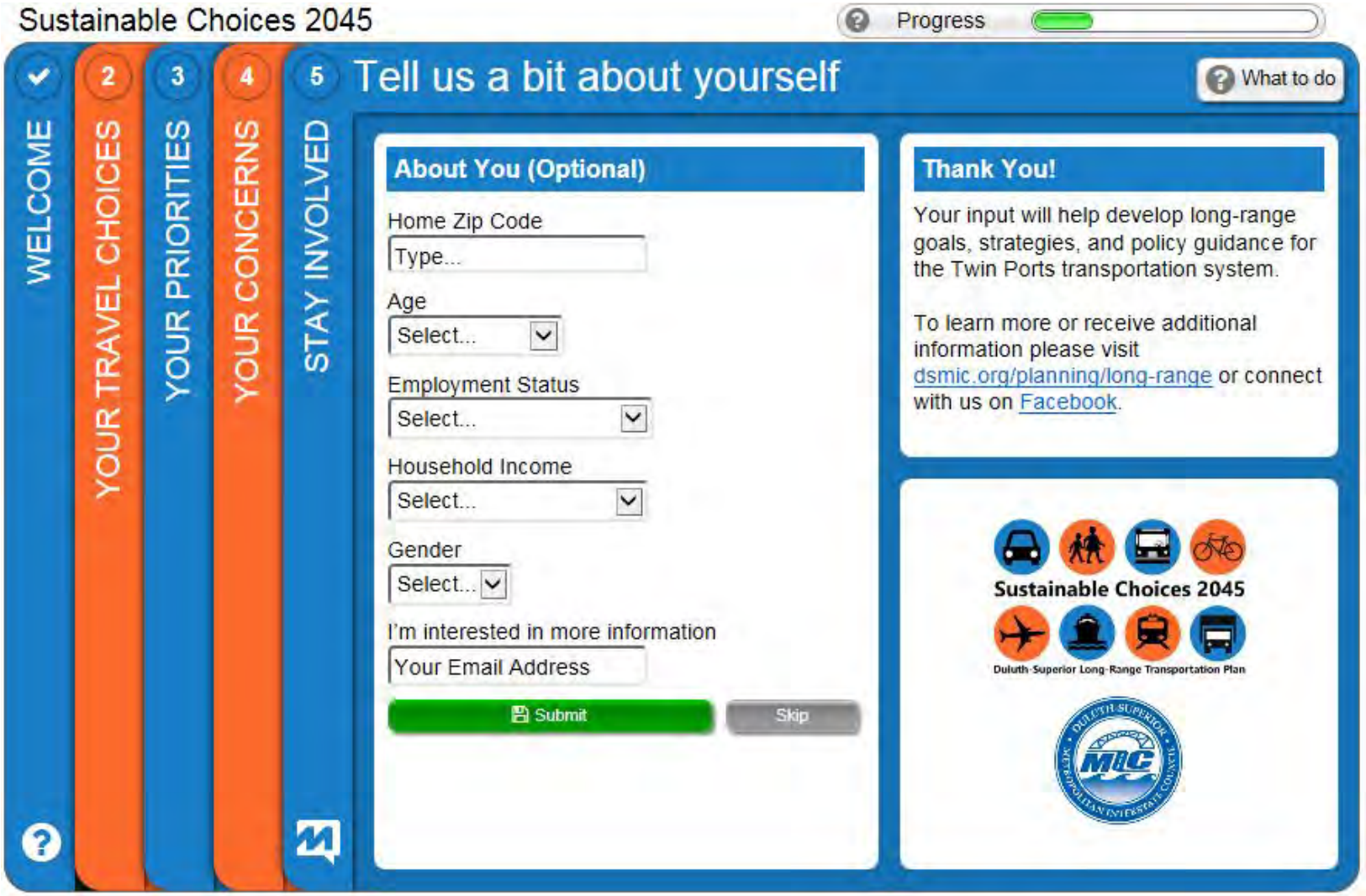
Screen 3 - Priorities



Screen 4 – Mapping

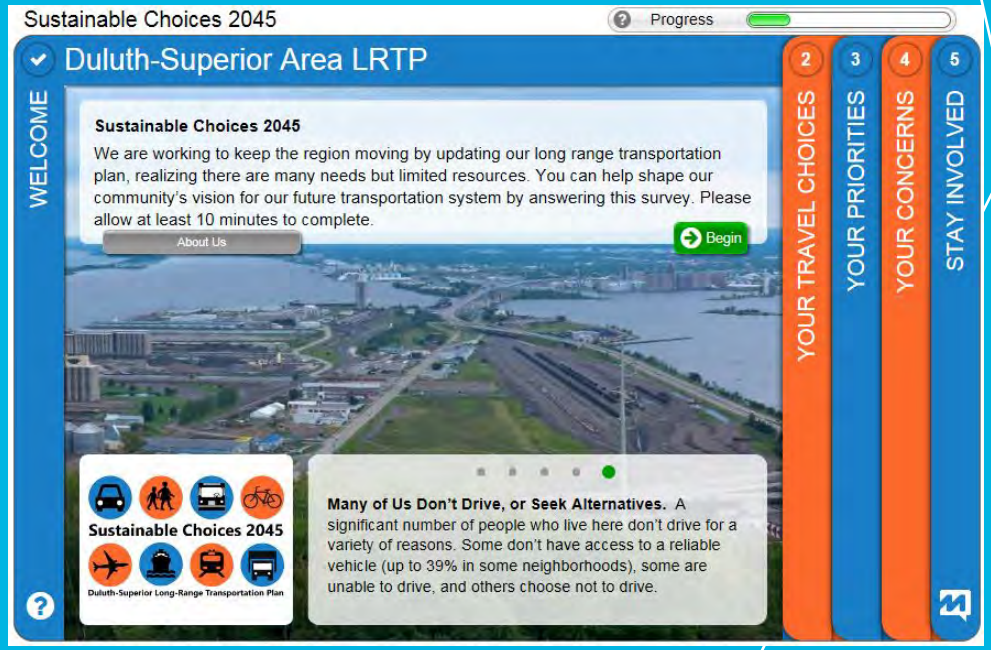


Screen 5 – Stay Involved



Results

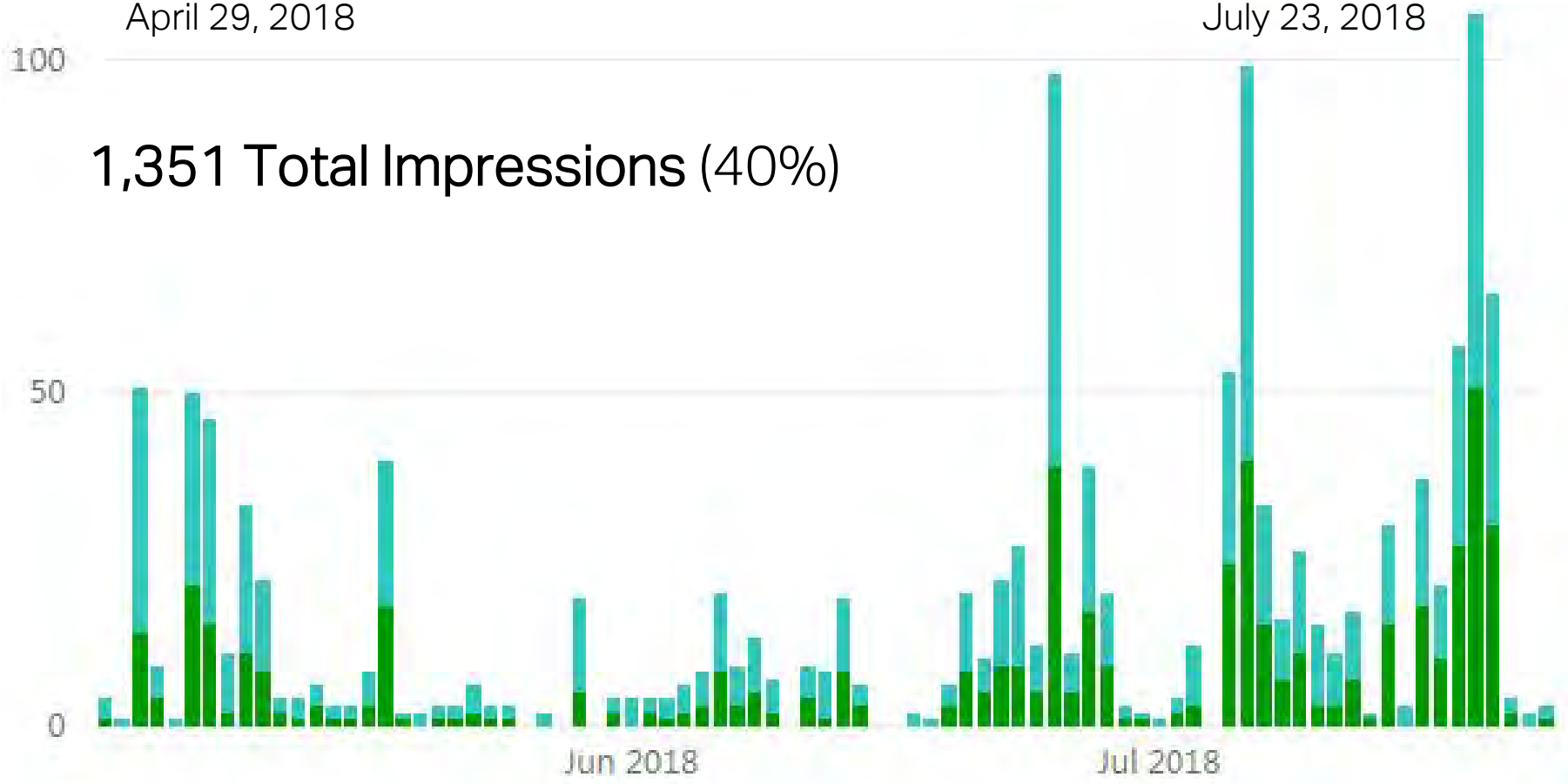
Overview



Survey Overview

Start Date
April 29, 2018

End Date
July 23, 2018



1,351 Total Impressions (40%)

542 Participants

809 Visits

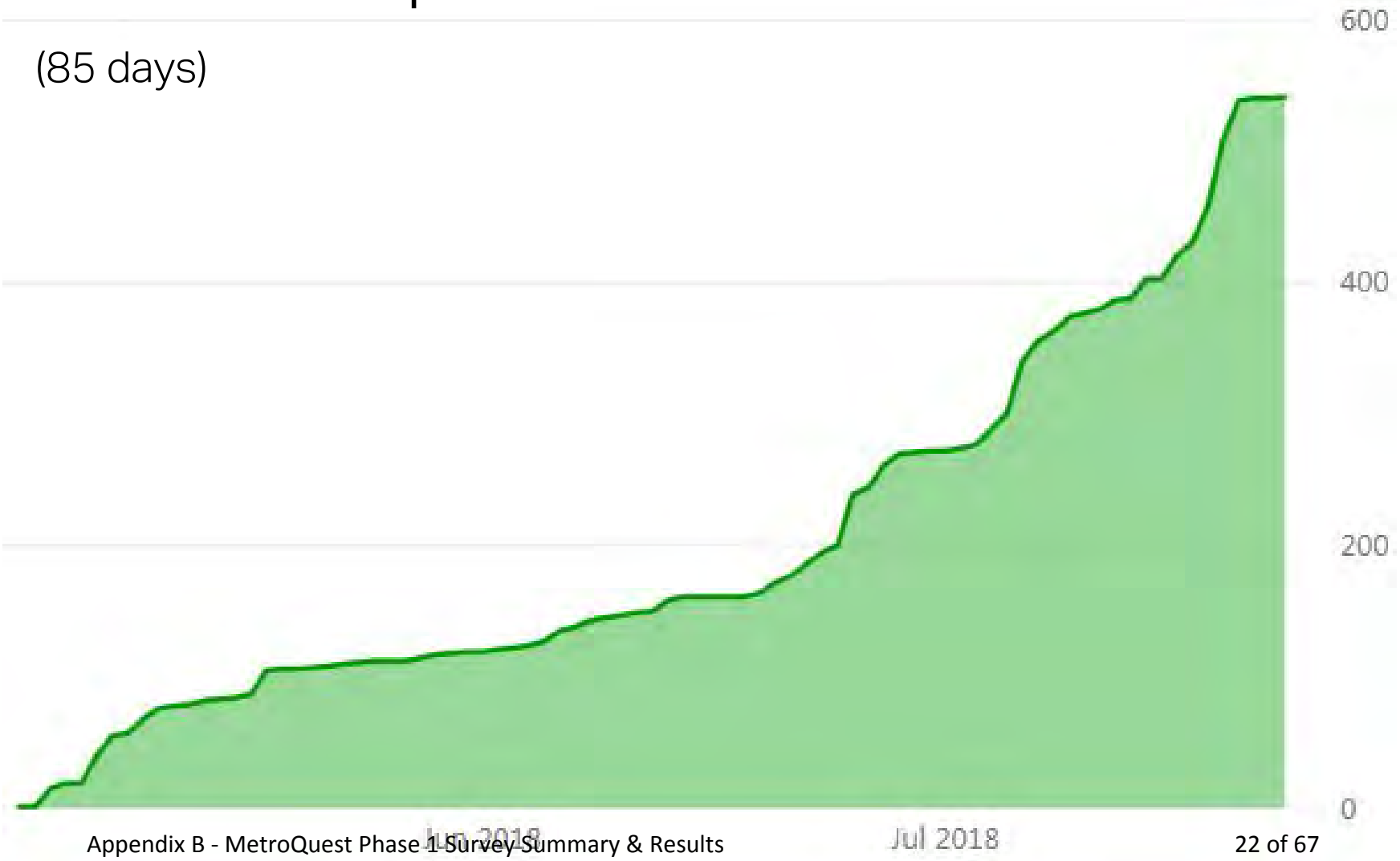
NOTE

- ***Participants*** *are the people who open the site and enter some data.*
- ***Visitors*** *are the people who open the site but don't provide any input.*

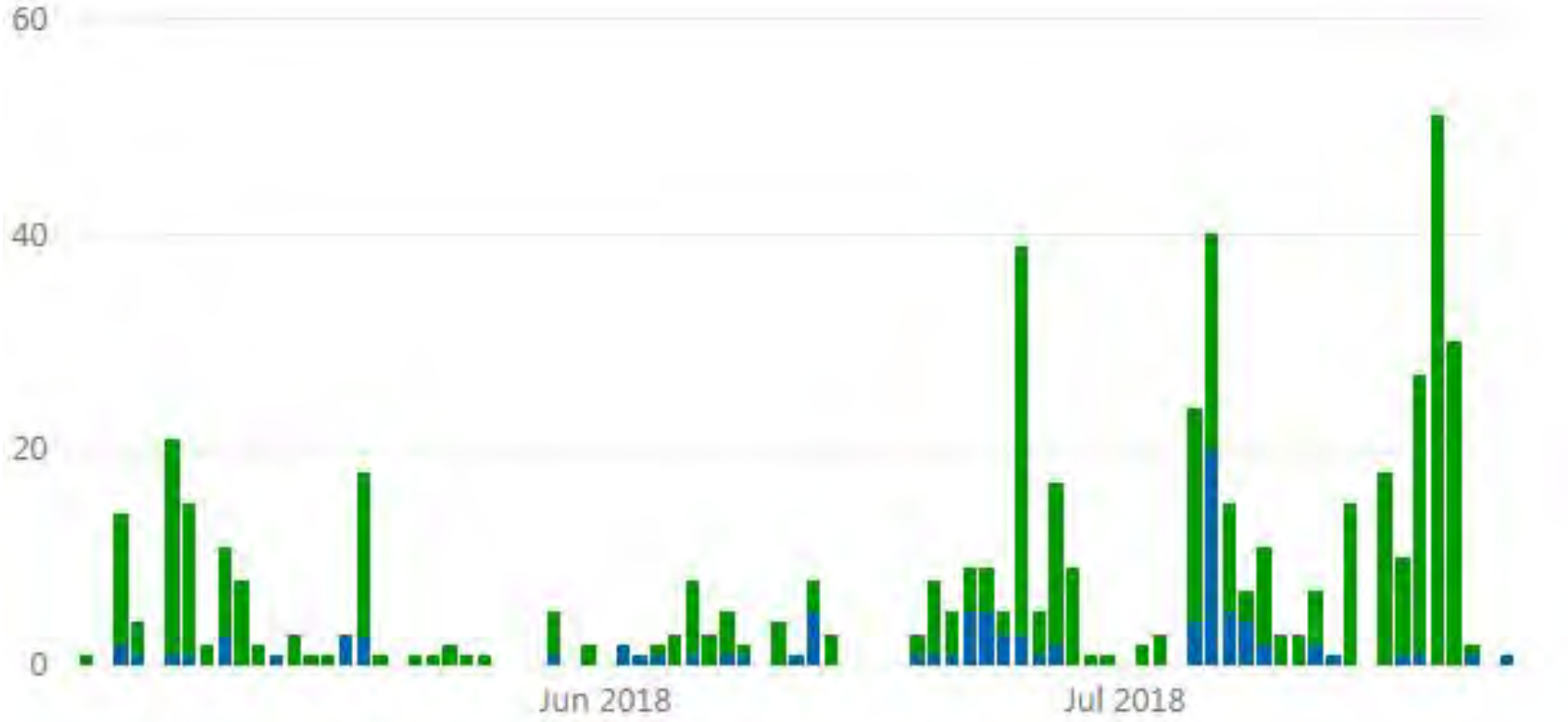
Survey Participants

542 Total Participants

(85 days)

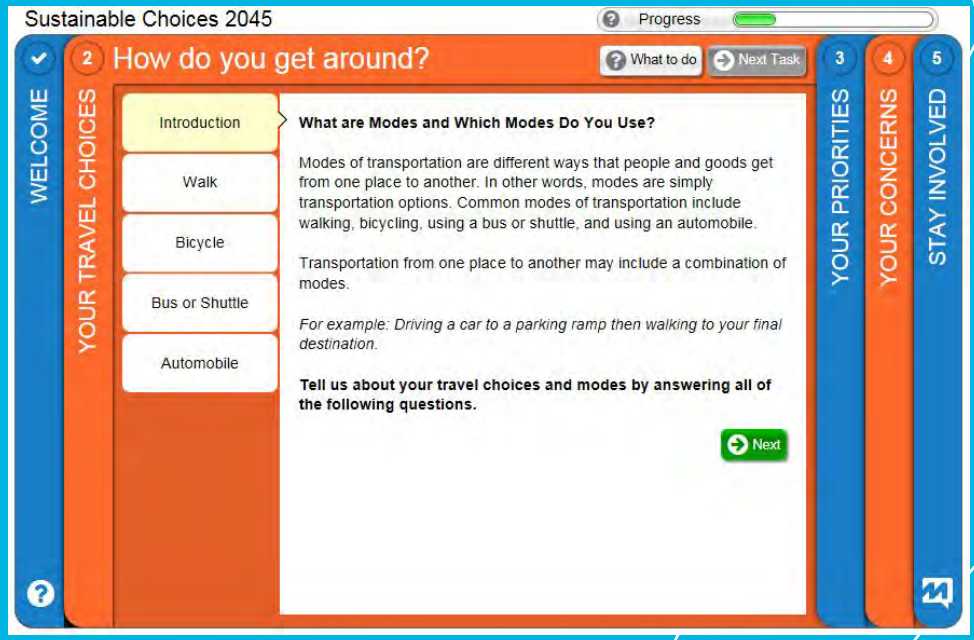


Participants by Platform



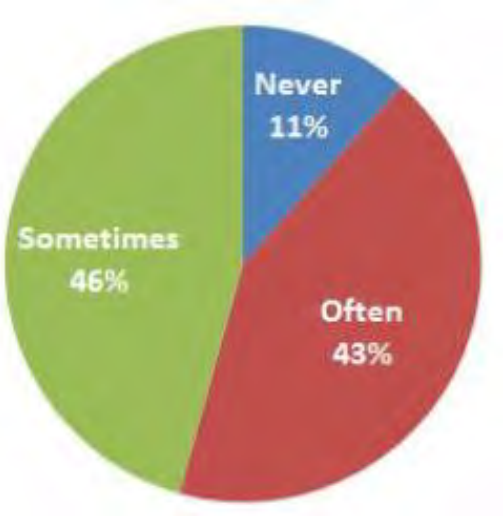
Results

Travel Choices (screen 2)



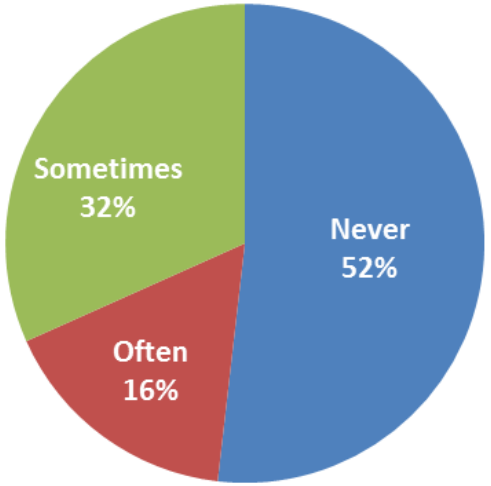
How often have you used the following transportation modes within the past year?

WALK



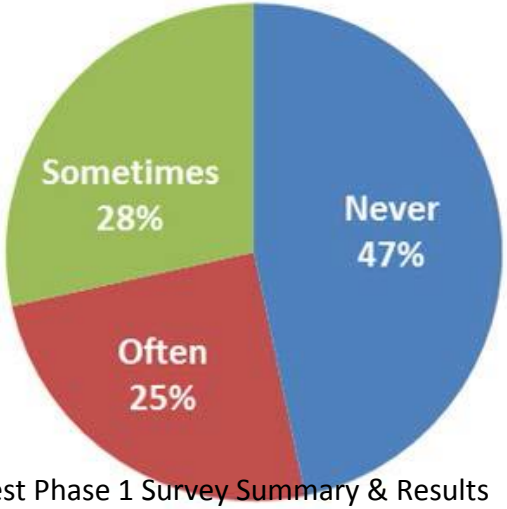
n = 475

BIKE



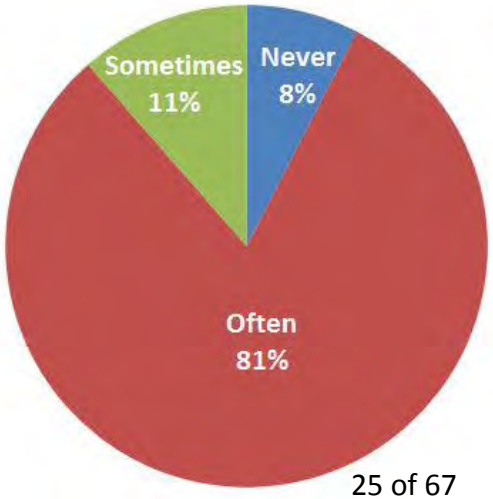
n = 467

BUS OR SHUTTLE



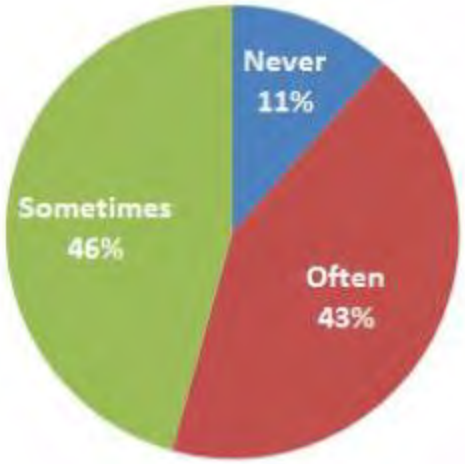
n = 467

AUTOMOBILE



n = 516

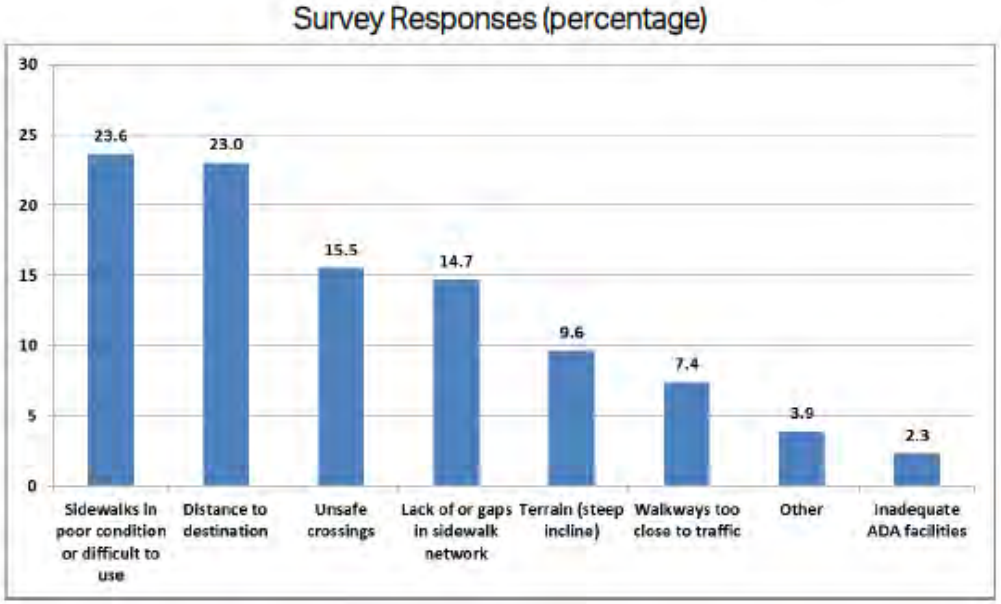
WALK



n = 475

- Which of the following are the most significant challenges or barriers to travel by walking?

Challenges or Barriers	Count	Percentage
Sidewalks in poor condition or difficult to use	228	23.6
Distance to destination	222	23.0
Unsafe crossings	150	15.5
Lack of or gaps in sidewalk network	142	14.7
Terrain (steep incline)	93	9.6
Walkways too close to traffic	72	7.4
Other	38	3.9
Inadequate ADA facilities	22	2.3
Total	967	100.0

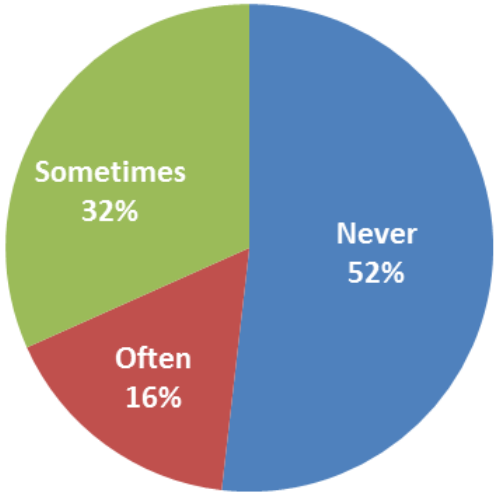


If these barriers were removed:

309 people (of a maximum of 542) said it would generally improve this mode of travel.

173 people (of a maximum of 542) said they would personally walk more often for travel.

BIKE

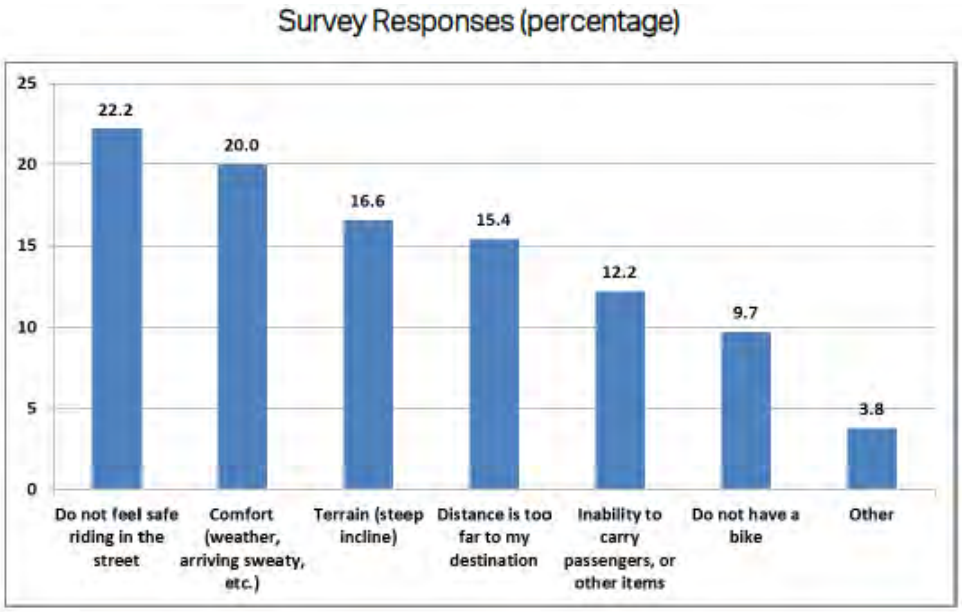


n = 467

- Which of the following are the most significant challenges or barriers to travel by bicycle?

Challenges or Barriers	Count	Percentage
Do not feel safe riding in the street	192	22.2
Comfort (weather, arriving sweaty, etc.)	173	20.0
Terrain (steep incline)	143	16.6
Distance is too far to my destination	133	15.4
Inability to carry passengers, or other items	105	12.2
Do not have a bike	84	9.7
Other	33	3.8
Total	863	99.9

NOTE: Total percentages may not equal 100.0 due to rounding.

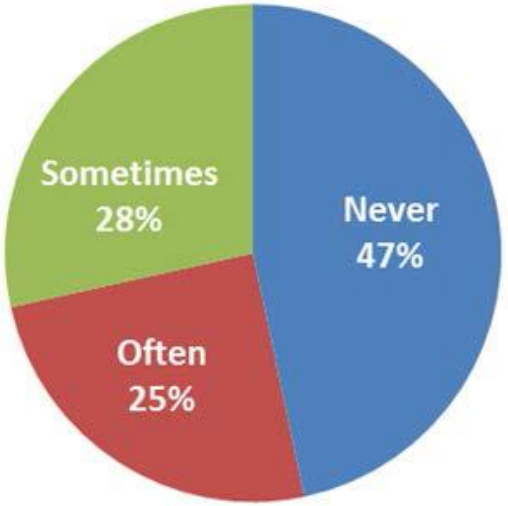


If these barriers were removed:

228 people (of a maximum of 542) said it would generally improve this mode of travel.

191 people (of a maximum of 542) said they would personally bike more often for travel.

BUS OR SHUTTLE

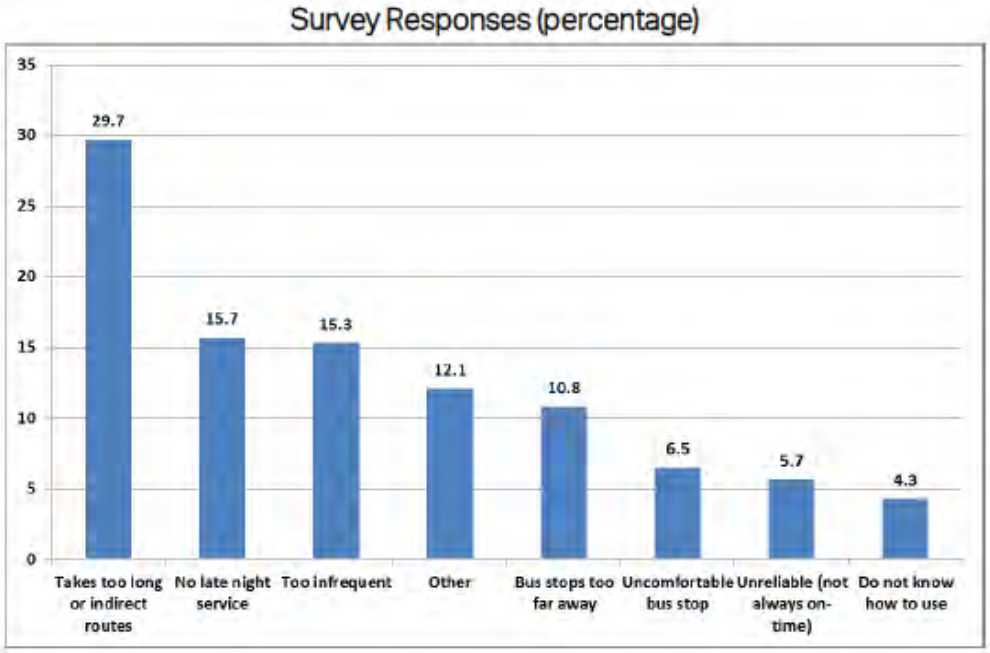


n = 467

- Which of the following are the most significant challenges or barriers to travel by bus or shuttle?

Challenges or Barriers	Count	Percentage
Takes too long or indirect routes	214	29.7
No late night service	113	15.7
Too infrequent	110	15.3
Other	87	12.1
Bus stops too far away	78	10.8
Uncomfortable bus stop	47	6.5
Unreliable (not always on-time)	41	5.7
Do not know how to use	31	4.3
Total	721	100.1

NOTE: Total percentages may not equal 100.0 due to rounding.

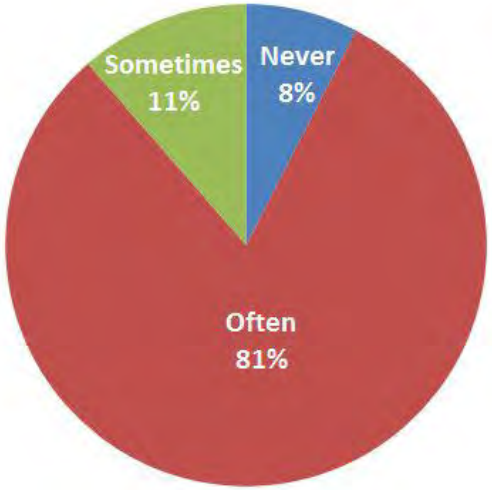


If these barriers were removed:

247 people (of a maximum of 542) said it would generally improve this mode of travel.

156 people (of a maximum of 542) said they would personally use a bus or shuttle more often for travel.

AUTOMOBILE

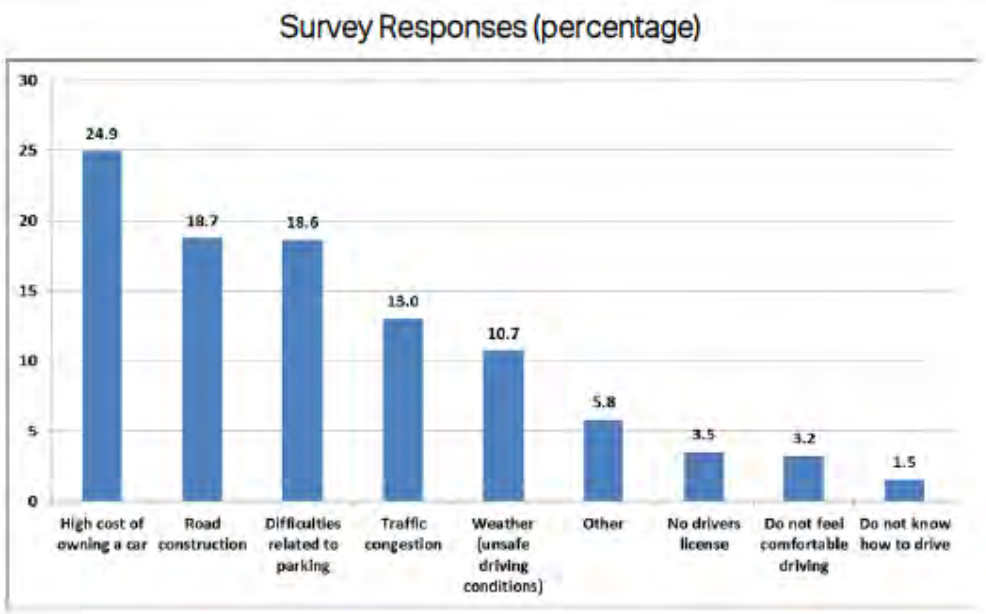


n = 516

- Which of the following are the most significant challenges or barriers to travel by automobile?

Challenges or Barriers	Count	Percentage
High cost of owning a car	197	24.9
Road construction	148	18.7
Difficulties related to parking	147	18.6
Traffic congestion	103	13.0
Weather (unsafe driving conditions)	85	10.7
Other	46	5.8
No drivers license	28	3.5
Do not feel comfortable driving	25	3.2
Do not know how to drive	12	1.5
Total	791	99.9

NOTE: Total percentages may not equal 100.0 due to rounding.



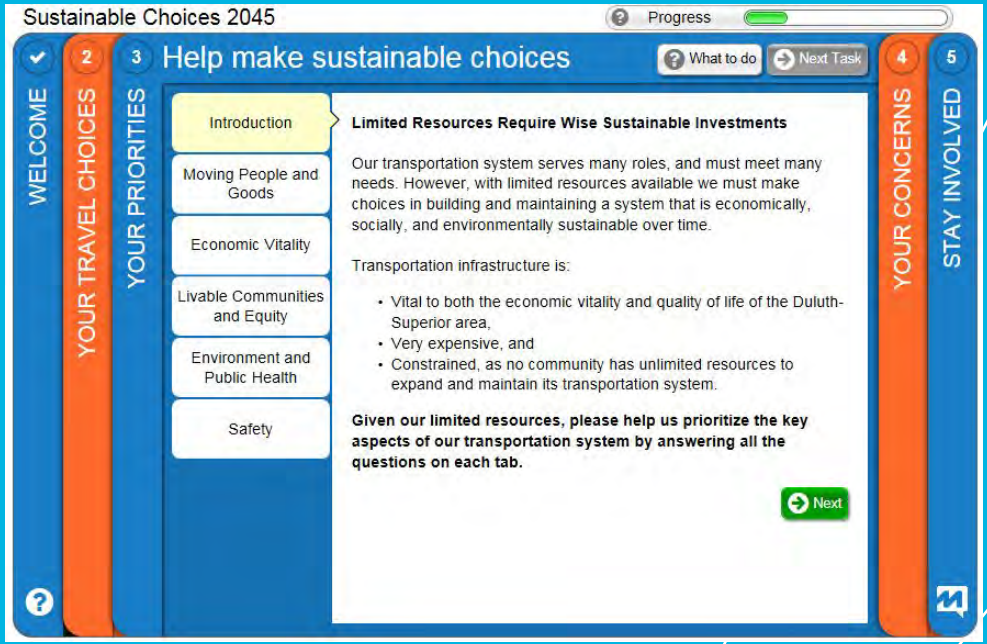
If these barriers were removed:

269 people (of a maximum of 542) said it would generally improve this mode of travel.

113 people (of a maximum of 542) said they would personally use an automobile more often for travel.

Results

Priorities (screen 3)



Introduction

- To help prioritize sustainable choice, participants were provided with the following introduction:

Limited Resources Require Wise Sustainable Investments

Our transportation system serves many roles, and must meet many needs. However, with limited resources available we must make choices in building and maintaining a system that is economically, socially, and environmentally sustainable over time.

Transportation infrastructure is:

- Vital to both the economic vitality and quality of life of the Duluth-Superior area,
- Very expensive, and
- Constrained, as no community has unlimited resources to expand and maintain its transportation system.

Given our limited resources, please help us prioritize the key aspects of our transportation system by answering all the questions on each tab.

Moving People and Goods

Ensuring people and goods get to where they need to go is an essential purpose of a local transportation system. Factors such as how easy it is for people and goods to move from one place to another, how well-connected primary destinations are, and how well all modes of transportation operate as one seamless network, are all important.

Economic Vitality

Local and regional transportation systems are critical to a healthy economy. It is important to develop and maintain our transportation system to support economic productivity, efficiency, and competitiveness. As visitors contribute significantly to our local economy, it is important our transportation system enhance travel and tourism.

Livable Communities and Equity

A livable and equitable community is a safe and connected place where people can live independent, healthy, and meaningful lives. These places have a diverse and resilient local economy, transportation options that access needed services, and provide opportunities and choices for people of all ages and ability to engage in the community's civic, economic, and social life.

Environmental and Public Health

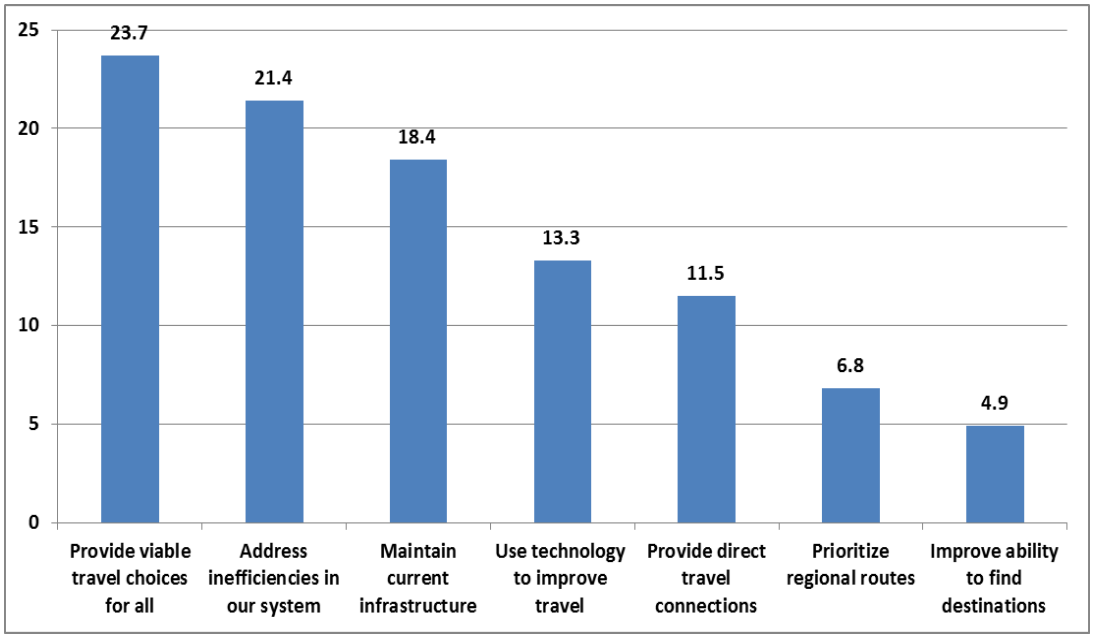
It is important to protect and enhance the environment, and promote energy conservation and public health through responsible transportation system policies and design. Ignoring these can lead to significant future costs in terms of human health, property damage, and environmental remediation.

Safety

Continually improving the safety of the Duluth-Superior transportation system for all users and modes is obviously important. A part of system safety is ensuring we are prepared to handle emergencies and disasters. Additionally, a well-functioning system is secure, helping people feel free from danger or fear.

Moving People and Goods

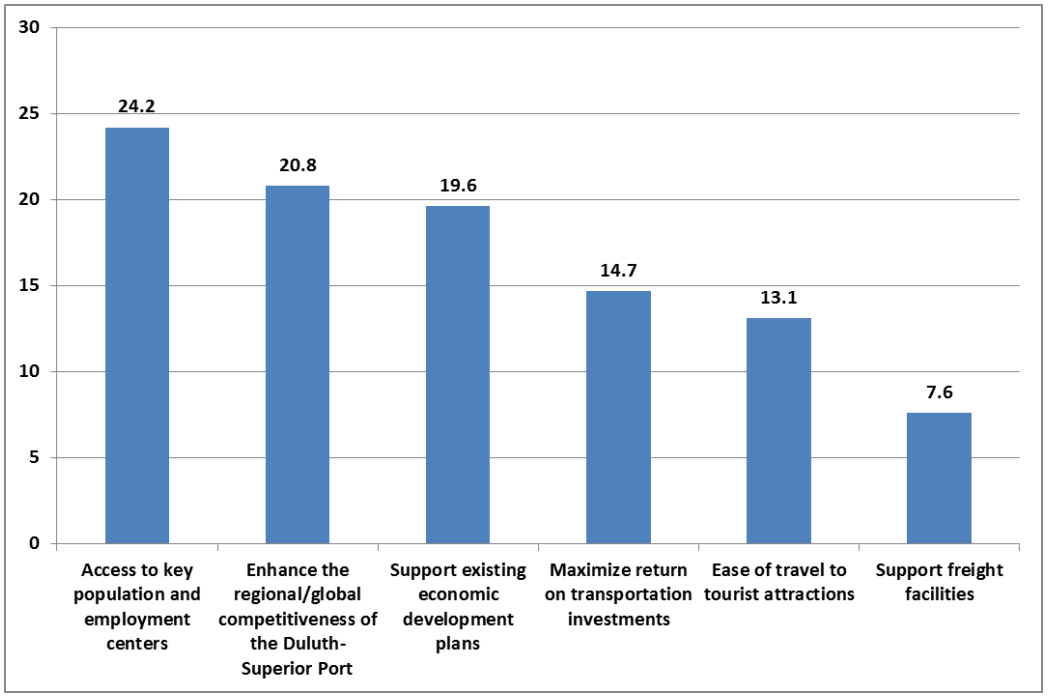
- 277 (24%) of participants identified 'Provide viable travel choices for all' as their top selection



Selected Option	Count	Percentage
Provide viable travel choices for all	277	23.7
Address inefficiencies in our system	250	21.4
Maintain current infrastructure	215	18.4
Use technology to improve travel	155	13.3
Provide direct travel connections	135	11.5
Prioritize regional routes	80	6.8
Improve ability to find destinations	57	4.9
Total	1169	100.0

Economic Vitality

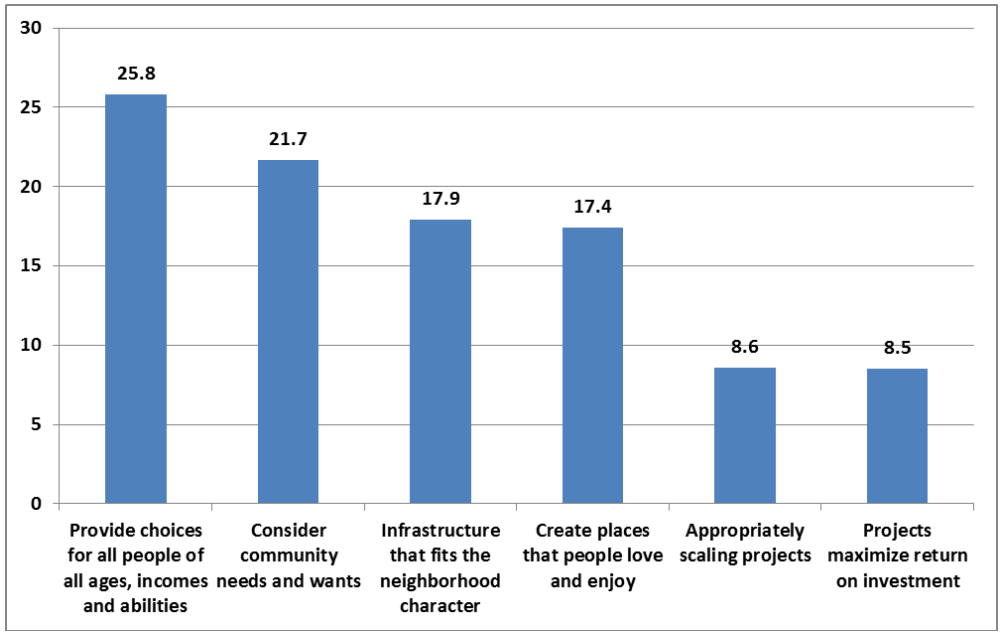
- 264 (24%) of participants identified 'Access to key population and employment centers' as their top selection



Selected Option	Count	Percentage
Access to key population and employment centers	264	24.2
Enhance the regional/global competitiveness of the Duluth-Superior Port	227	20.8
Support existing economic development plans	214	19.6
Maximize return on transportation investments	161	14.7
Ease of travel to tourist attractions	143	13.1
Support freight facilities	83	7.6
Total	1,092	100.0

Livable Communities and Equity

- 302 (26%) of participants identified 'Provide choices for all people of all ages, incomes and abilities' as their top selection

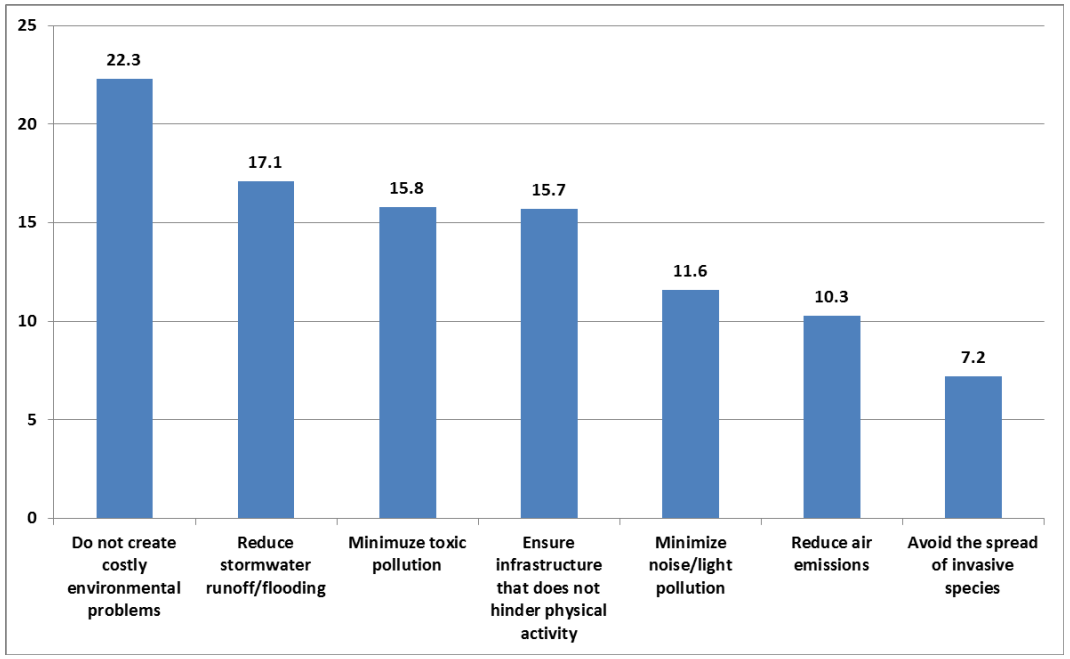


Selected Option	Count	Percentage
Provide choices for all people of all ages, incomes and abilities	302	25.8
Consider community needs and wants	254	21.7
Infrastructure that fits the neighborhood character	210	17.9
Create places that people love and enjoy	204	17.4
Appropriately scaling projects	101	8.6
Projects maximize return on investment	99	8.5
Total	1,170	99.9

NOTE: Total percentages may not equal 100.0 due to rounding.

Environmental and Public Health

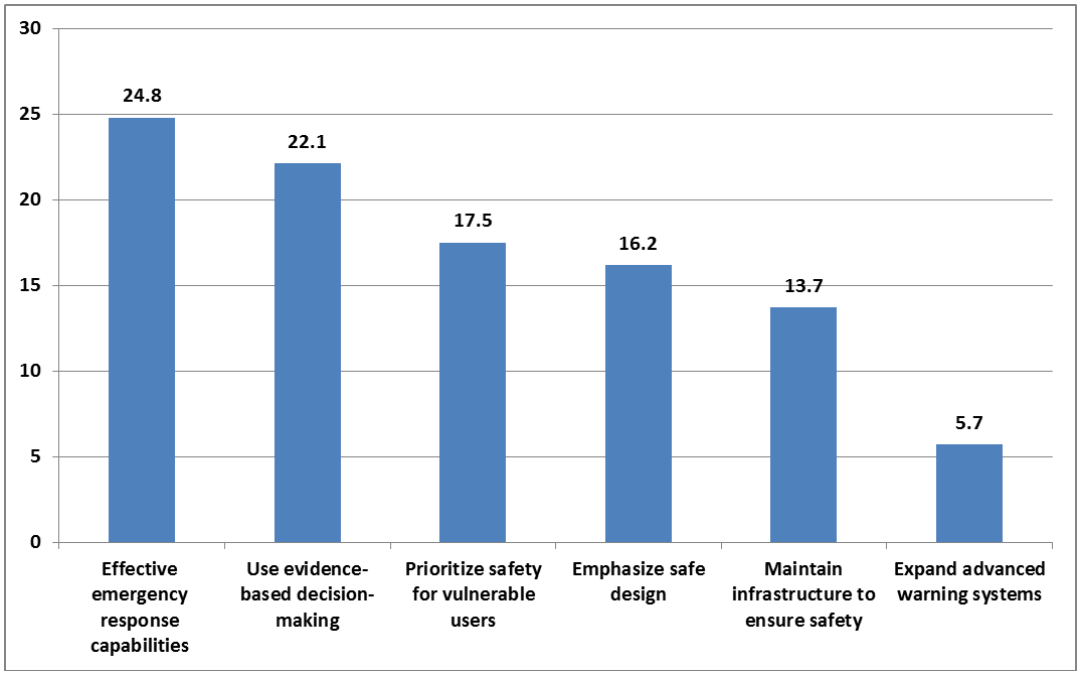
- 262 (22%) of participants identified 'Do not create costly environmental problems' as their top selection



Selected Option	Count	Percentage
Do not create costly environmental problems	262	22.3
Reduce stormwater runoff/flooding	200	17.1
Minimize toxic pollution	185	15.8
Ensure infrastructure that does not hinder physical activity	184	15.7
Minimize noise/light pollution	136	11.6
Reduce air emissions	121	10.3
Avoid the spread of invasive species	85	7.2
Total	1173	100.0

Safety

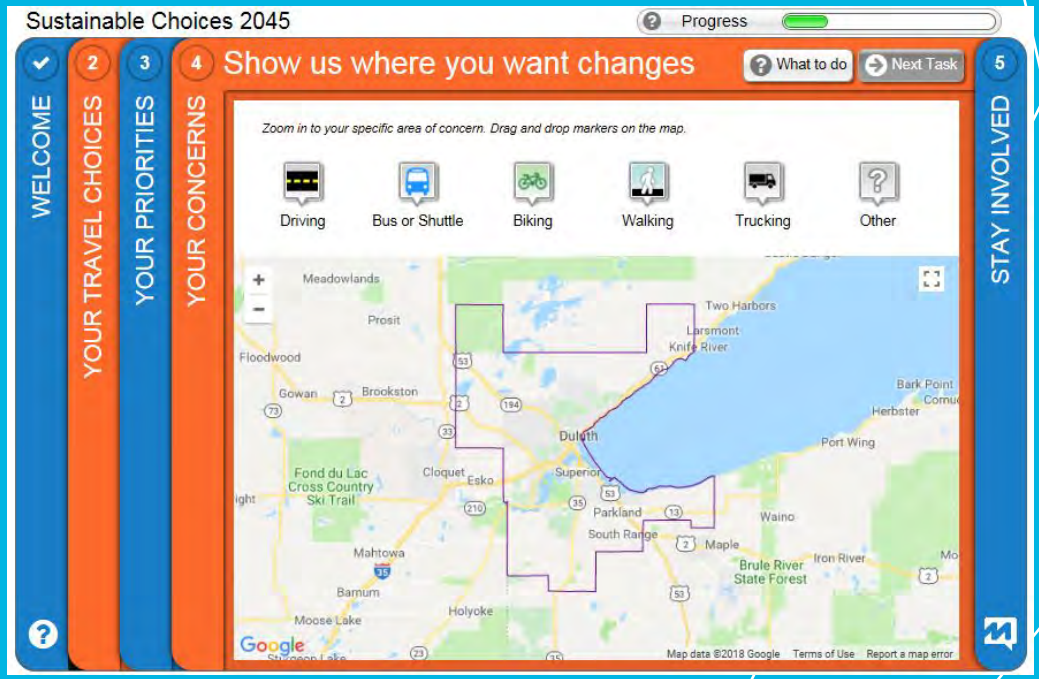
- 282 (25%) of participants identified 'Effective emergency response capabilities' as their top selection



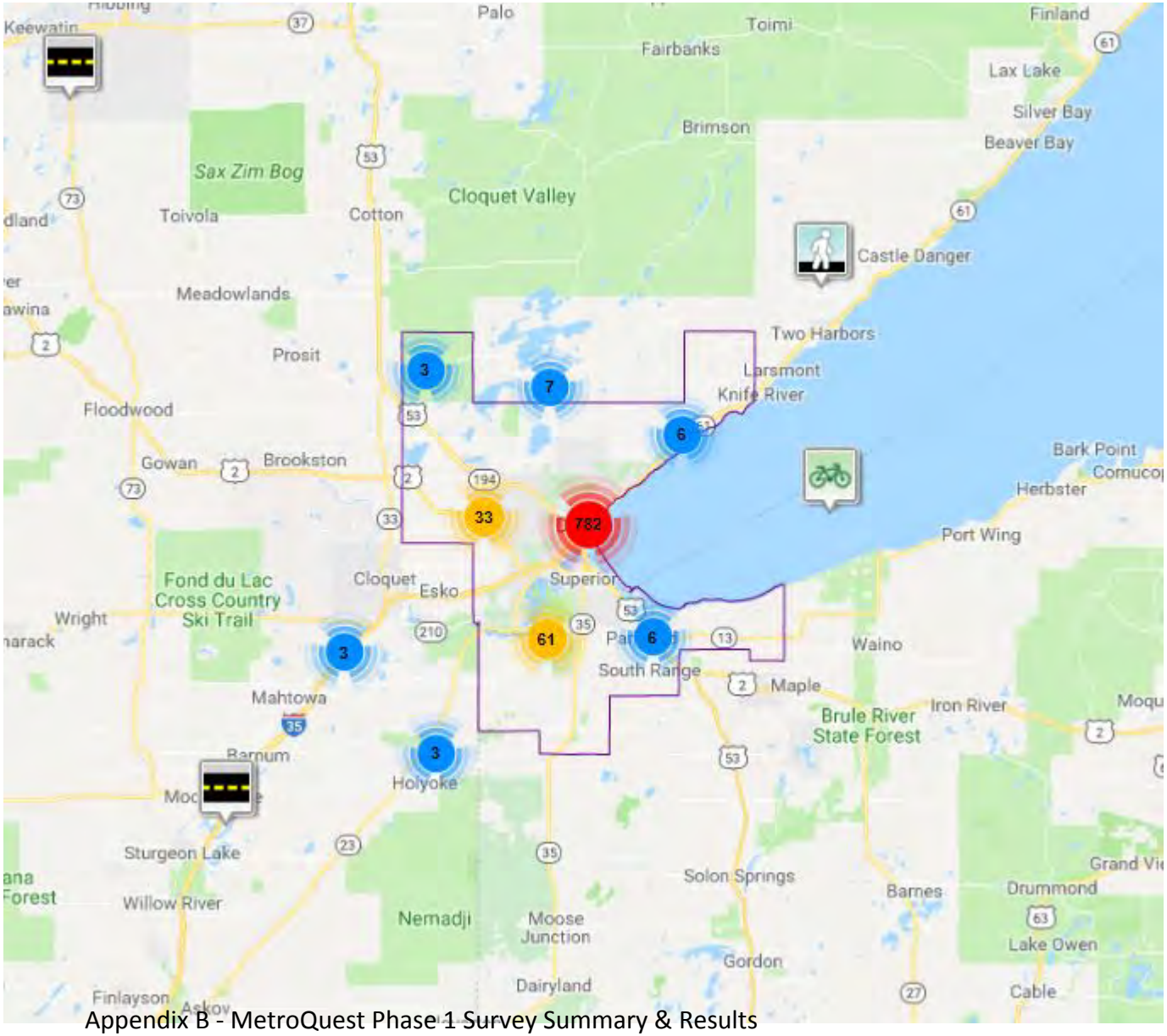
Selected Option	Count	Percentage
Effective emergency response capabilities	282	24.8
Use evidence-based decision-making	252	22.1
Prioritize safety for vulnerable users	199	17.5
Emphasize safe design	185	16.2
Maintain infrastructure to ensure safety	156	13.7
Expand advanced warning systems	65	5.7
Total	1139	100.0

Results

Mapping (screen 4)



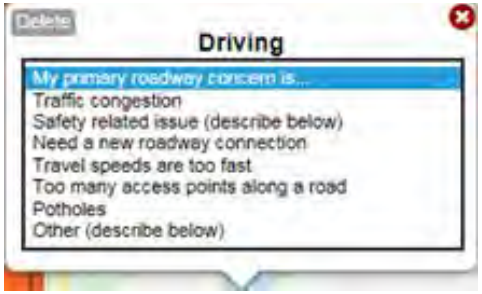
Map Summary



909 Markers

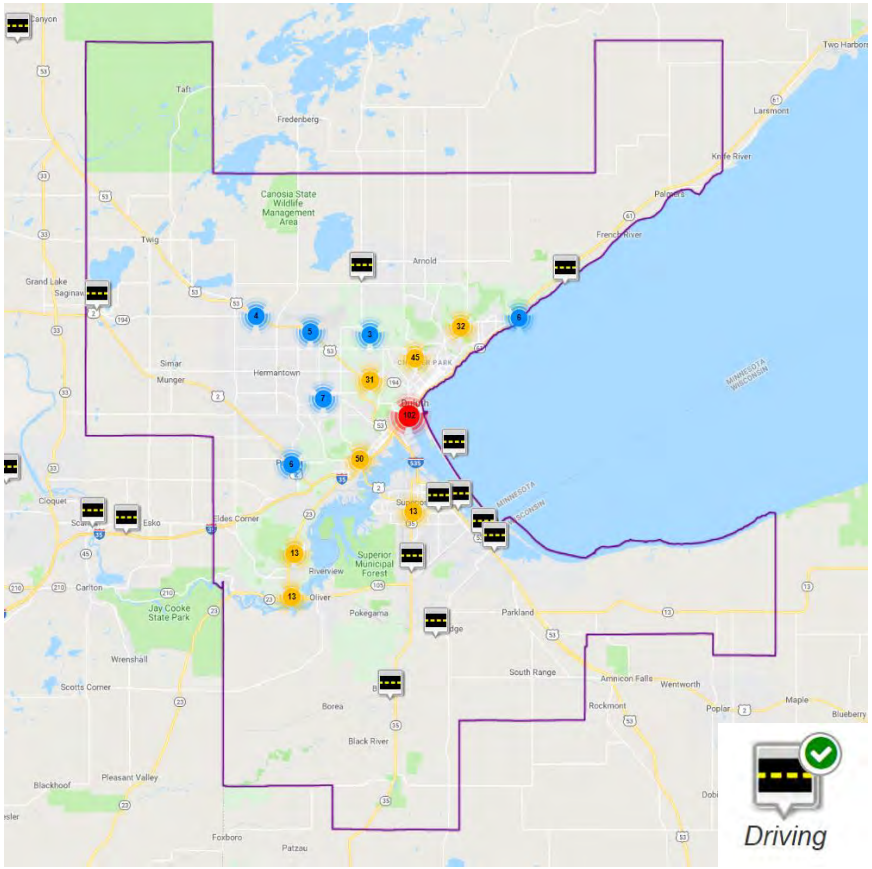
623 Comments

Driving Concerns

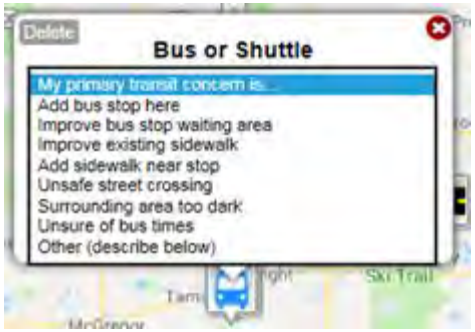


Driving Concern	Count	Percentage
Potholes	77	34.8
Traffic congestion	52	23.5
Safety related issue describe below	37	16.7
Travel speeds are too fast	26	11.8
Other describe below	19	8.6
Too many access points along a road	7	3.2
Need a new roadway connection	3	1.4
Total	221	100.0

Markers placed on map:	347
Additional comments:	205



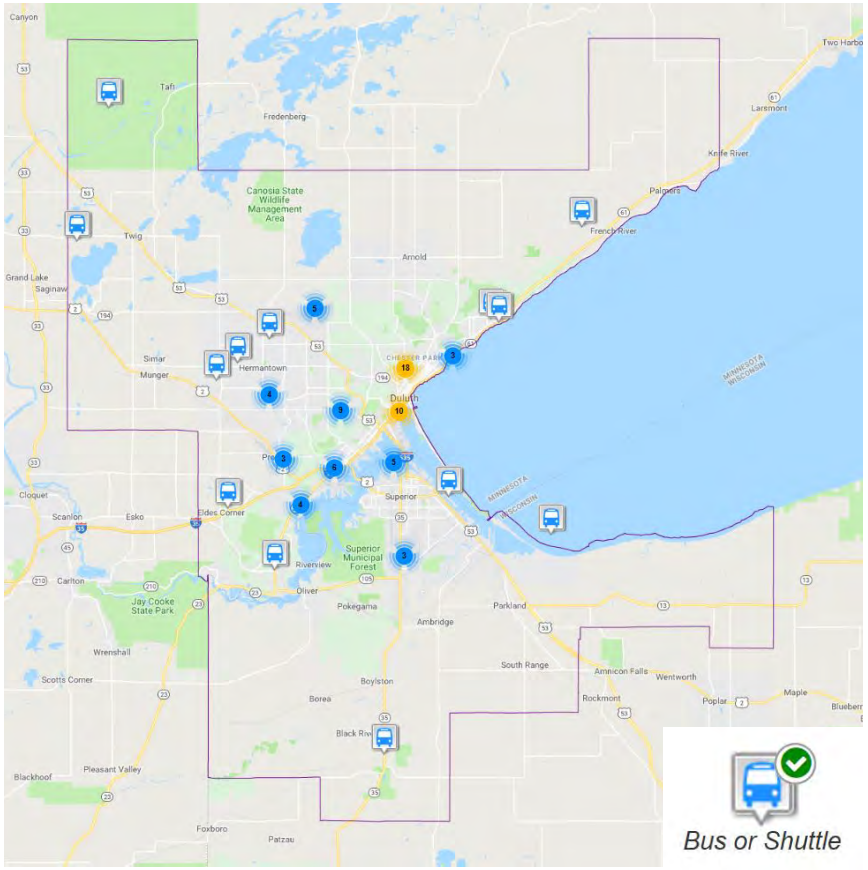
Bus or Shuttle Concerns



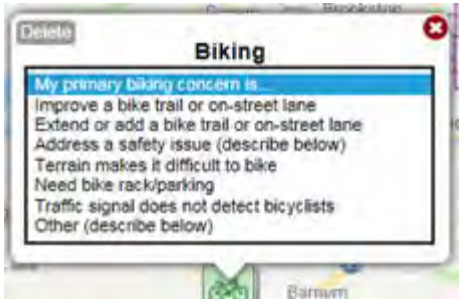
Bus or Shuttle Concern	Count	Percentage
Other describe below	12	28.6
Add bus stop here	11	26.2
Improve bus stop waiting area	7	16.7
Unsafe street crossing	5	11.9
Add sidewalk near stop	5	11.9
Unsure of bus times	2	4.8
Total	42	100.1

Markers placed on map:	84
Additional comments:	51

NOTE: Total percentages may not equal 100.0 due to rounding.

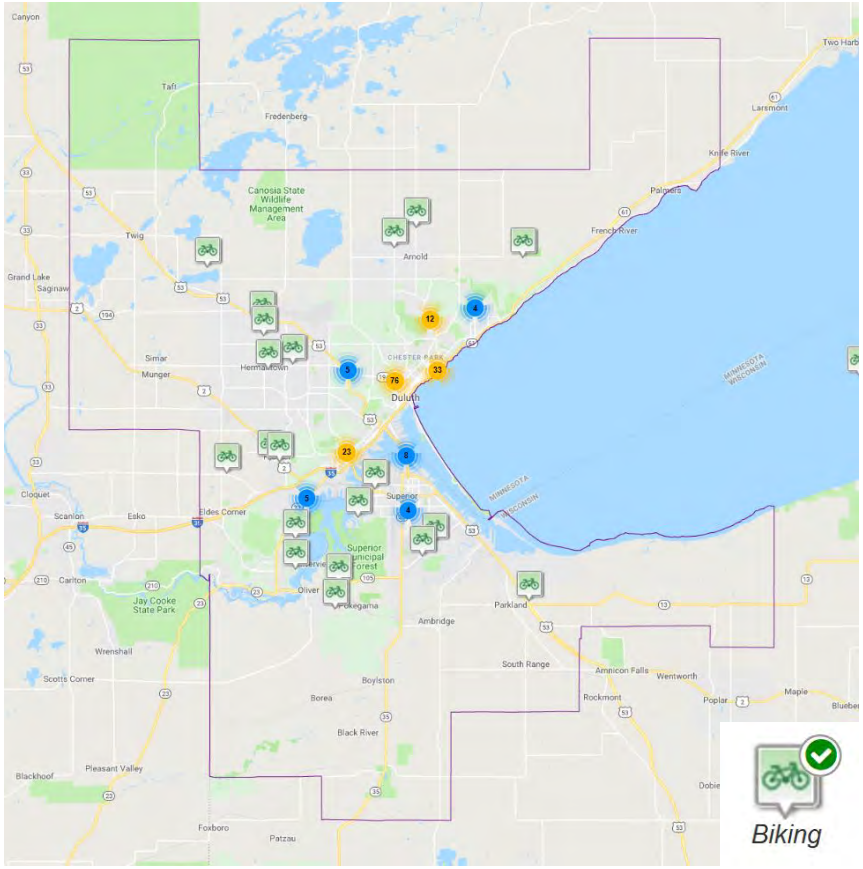


Biking Concerns

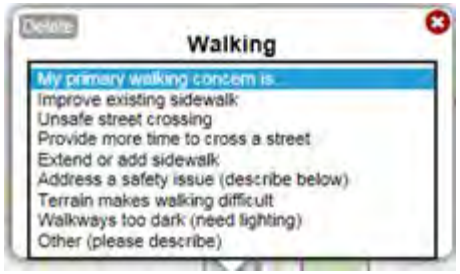


Biking Concern	Count	Percentage
Extend or add a bike trail or onstreet lane	43	56.6
Improve a bike trail or onstreet lane	18	23.7
Address a safety issue describe below	5	6.6
Terrain makes it difficult to bike	4	5.3
Other describe below	3	3.9
Traffic signal does not detect bicyclists	2	2.6
Need bike rack parking	1	1.3
Total	76	100.0

Markers placed on map:	191
Additional comments:	152



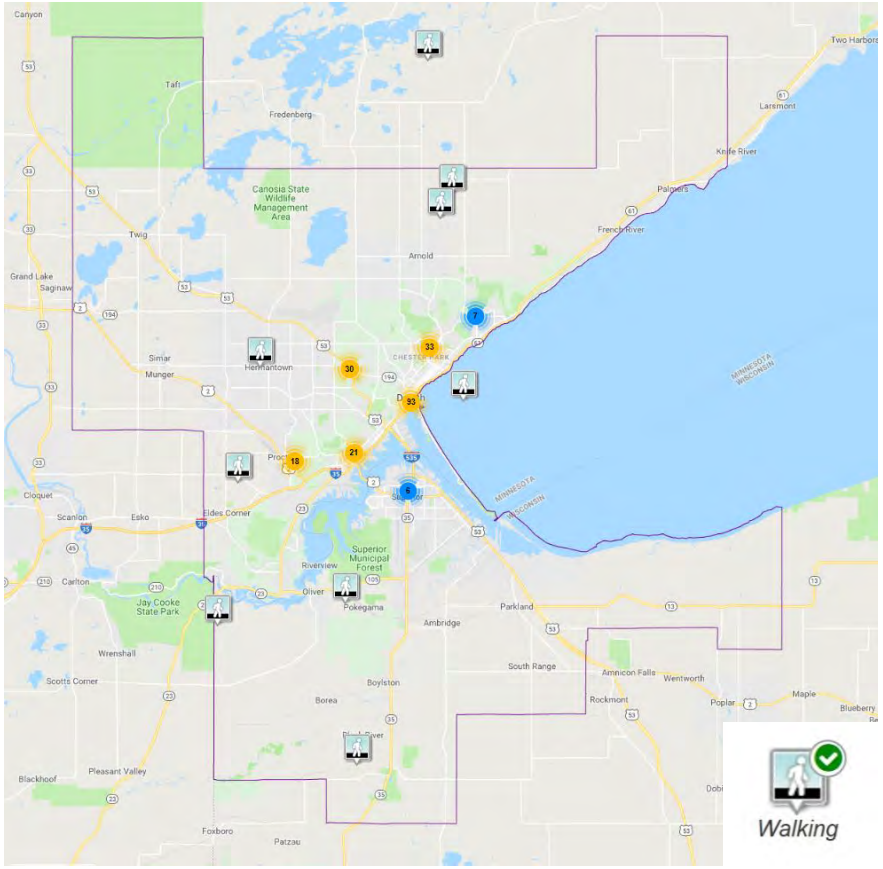
Walking Concerns



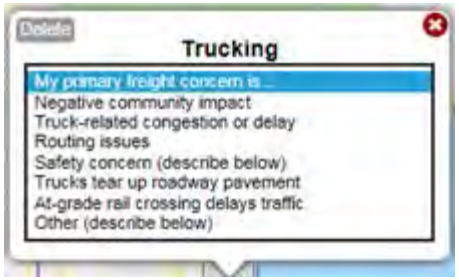
Walking Concern	Count	Percentage
Unsafe street crossing	55	47.0
Extend or add sidewalk	21	17.9
Improve existing sidewalk	18	15.4
Address a safety issue describe below	8	6.8
Walkways too dark need lighting	6	5.1
Other please describe	6	5.1
Terrain makes walking difficult	2	1.7
Provide more time to cross a street	1	0.9
Total	117	99.9

Markers placed on map: 218
Additional comments: 156

NOTE: Total percentages may not equal 100.0 due to rounding.



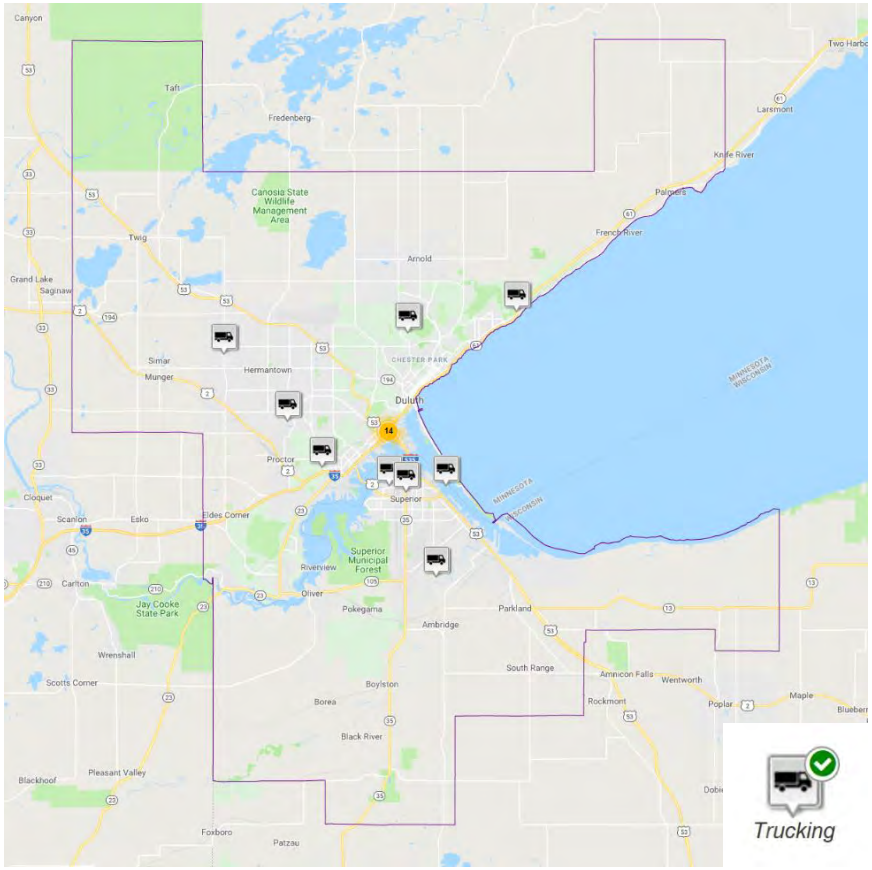
Trucking Concerns



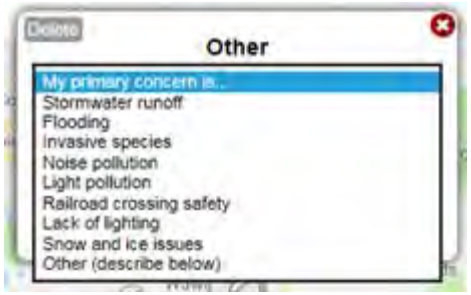
Trucking Concern	Count	Percentage
Routing issues	3	50.0
Trucks tear up roadway pavement	1	16.7
Truckrelated congestion or delay	1	16.7
Safety concern describe below	1	16.7
Total	6	100.1

Markers placed on map:	24
Additional comments:	18

NOTE: Total percentages may not equal 100.0 due to rounding.

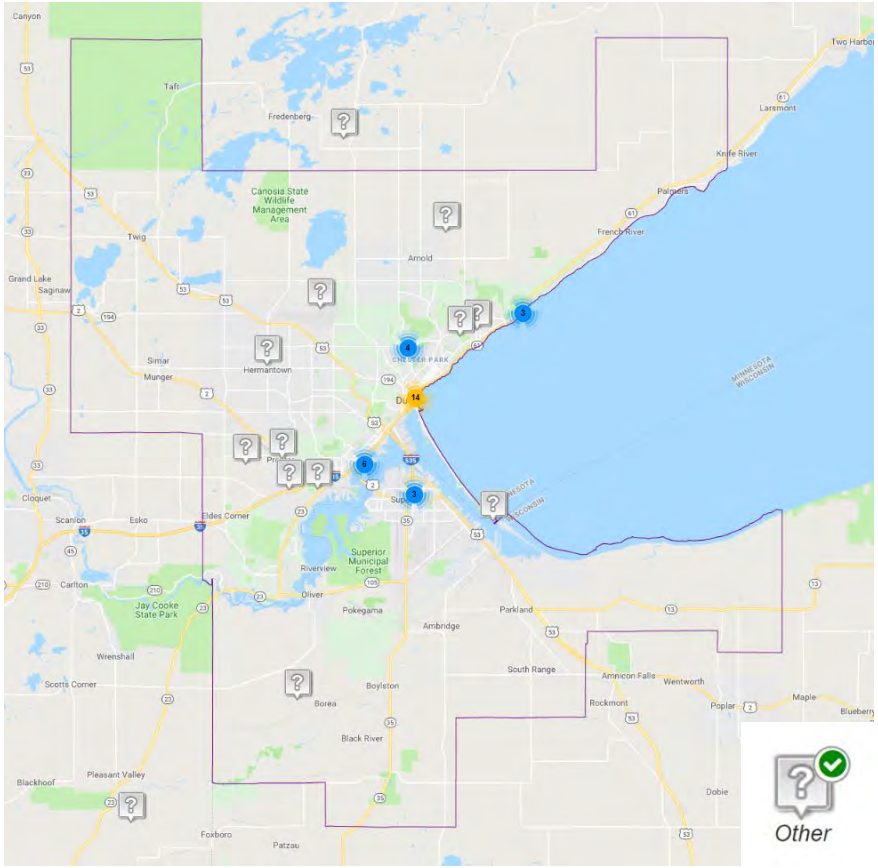


Other Concerns



Other Concern	Count	Percentage
Other describe below	20	80.0
Stormwater runoff	2	8.0
Lack of lighting	2	8.0
Flooding	1	4.0
Total	25	100.0

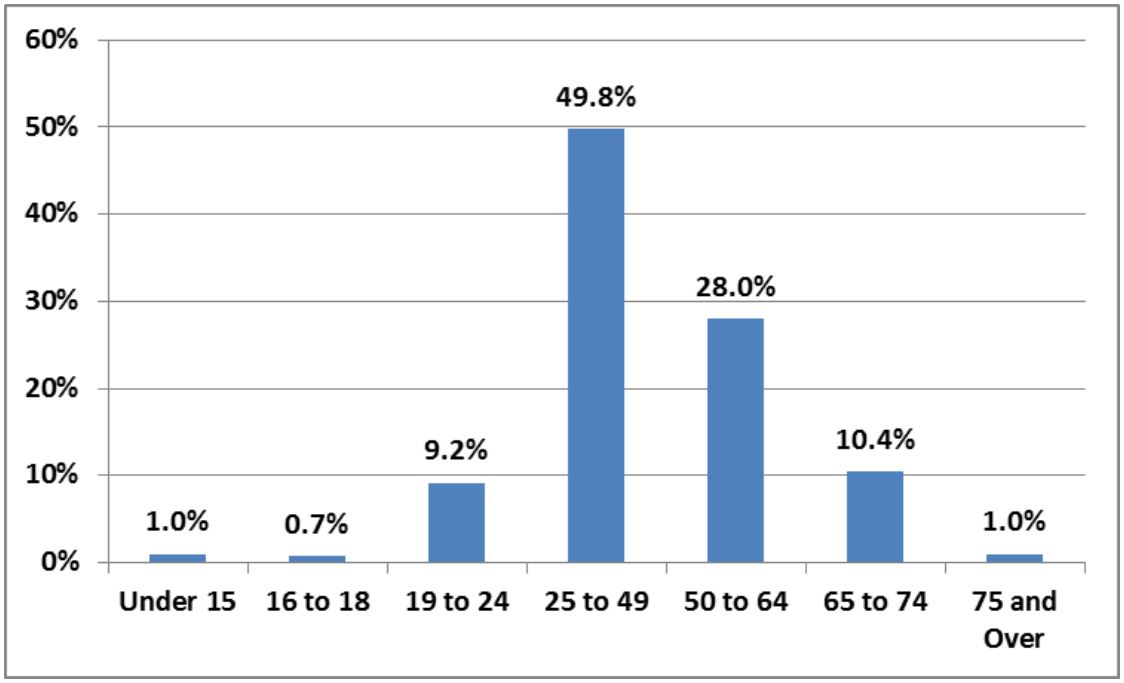
Markers placed on map:	44
Additional comments:	40



Results

Stay Involved (screen 5)

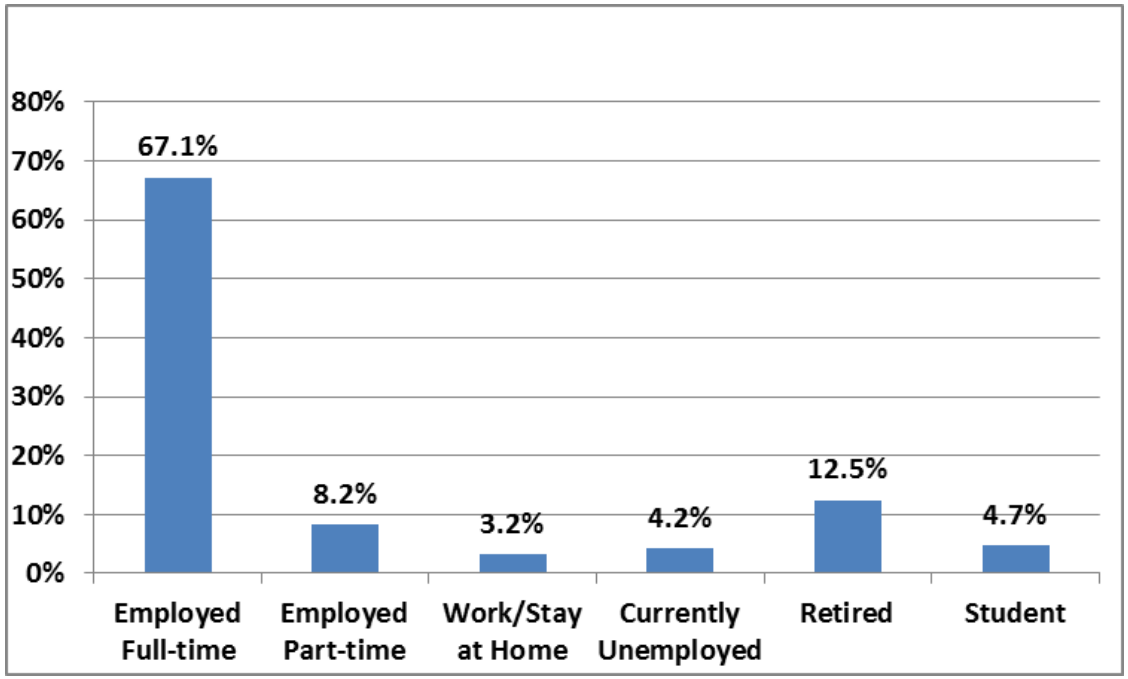
Age



	Count	Percentage
Under 15	4	1.0
16 to 18	3	0.7
19 to 24	37	9.2
25 to 49	201	49.8
50 to 64	113	28.0
65 to 74	42	10.4
75 and Over	4	1.0
Total	404	100.1

NOTE: Total percentages may not equal 100.0 due to rounding.

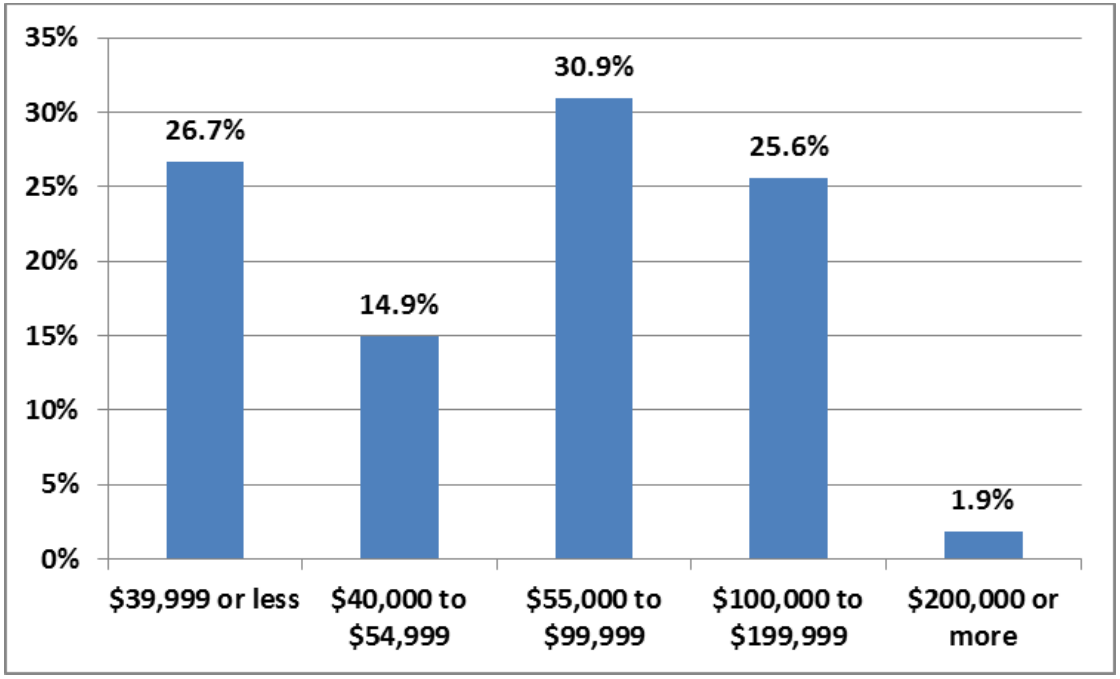
Employment Status



	Count	Percentage
Employed Full-time	269	67.1
Employed Part-time	33	8.2
Work/Stay at Home	13	3.2
Currently Unemployed	17	4.2
Retired	50	12.5
Student	19	4.7
Total	401	99.9

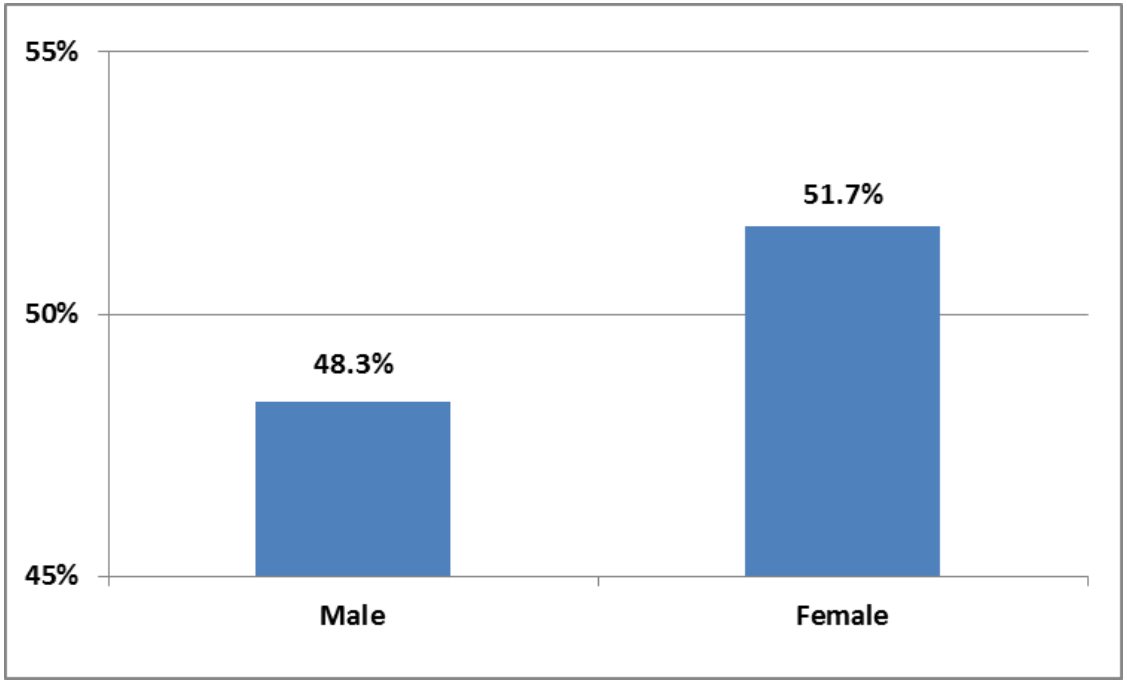
NOTE: Total percentages may not equal 100.0 due to rounding.

Household Income



	Count	Percentage
$39,999 or less	100	26.7
$40,000 to $54,999	56	14.9
$55,000 to $99,999	116	30.9
$100,000 to $199,999	96	25.6
$200,000 or more	7	1.9
Total	375	100.0

Gender



	Count	Percentage
Male	187	48.3
Female	200	51.7
Total	387	100.0

Comments

MetroQuest Screen 3 – Help make sustainable choices

Moving People and Goods

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

1. A challenge and barrier to using the bus is that they are timed too close together. Used to be at least 10 minutes apart which was nice if you missed one you knew one would be coming shortly.
2. A focus on sustainability and protecting our fragile climate - and natural resources needs to be forefront in all of our infrastructure decisions. Things such as more bicycle & pedestrian paths, revisit rail transit (especially a commuter train from Duluth to the Twin Cities), as well as electric car charging stations.
3. A large portion of the Duluth population cannot afford or otherwise cannot access a vehicle. Improvements in public transit would help greatly.
4. A rail system would be nice to quickly move around the City (along the lake and up and down the hill).
5. Add railings for walking. Bad roads are a challenge or barrier for biking. Other bus riders and drivers taking off early are challenges and barriers to using the bus.
6. Airplane with wheelchair 4 tie downs, and Metro trains. A challenge and barrier to walking is not plowing the sidewalks properly.
7. Allow people to have leashed animals on buses.
8. Alternative mobility is necessary for Duluth's future. Automobiles take up space and create pollution - cities are for people, not cars.
9. Better maintenance of roads
10. Better public transportation options would reduce congestion and improve safety.
11. Better Timing of Road construction ex. Having Superior St. and masabbe ave being worked on at the same time
12. Big gaps in areas the bus goes.
13. Bike lanes were a big expense and not used. Dirty and weird people on buses are a barrier to using a bus.
14. Buchanan Street is the best in Duluth, hyper functional and vital to local infrastructure.
15. Build efficient transportation web to support intermodal trucking and rail service.
16. Build more trains. Mature, efficient, inexpensive technology that is proven to work. More trains, less cars.
17. Bus service in Northeastern MN should be expanded to include scheduled commuter bus or Bus Rapid Transit (BRT) service between the range cities and the cities of Duluth and Hermantown; bus service to the city of Superior should also be expanded. If needed to accomplish this, a Regional Tranportation Authority to cover the affected counties in MN and WI should be established and given the ability to issue transportation bonds to fund transit projects.
18. Buses should start earlier.
19. Carrying things so hard.
20. City not shoveling public sidewalks. Buses do not have good connections on weekends - especially Sundays.
21. Consider how people want to be and how goods will be moved in the future rather than how they have been addressed in the past when creating new infrastructure.
22. Create less distance between people and where they want to go by increasing density and reducing

sprawl.

23 Create more and safer bike and pedestrian routes, crossings, and storage. Employ more options for moving bikes and people up the hill instead of city buses.

24 Do a better job of distributing funds more equitably to support a variety of transportation options. Too much emphasis is on driving alone, and not promoting and creating better or more options for other types of transportation.

25 Do better road construction timing. Speed up road construction and repair.

26 Duluth has seemed to have good bus transportation. Price recommends it.

27 Eliminate or prevent additional driveways on London Road in East Duluth, MN

28 Ensure these choices are strictly driven by their benefits - not driven by political bullshit, and not by parties that will profit from them (like oil or tire companies).

29 Existing bus routes should have earlier and later schedules.

30 Fast and as safe as possible, remove the politics.
Intelligent signal timing.
Get those bicycles off the roads.

31 Fast, rail service to the twin cities

32 figure out most efficient means of transport of goods. Is it more sustainable and efficient to use more rail than long haul over the road trucking?

33 Fix road pavement, bring sidewalks into ADA compliance, improve sightlines at busy intersections.

34 Fix streets!

35 Fix the potholes in the roads.

36 Focus on maintaining the deteriorating infrastructure we have in place. In Duluth specifically, I believe the City is conducive to a vehicle travel with the terrain and distance to common destinations. Bike lanes and trails are great but are great, but should not be a priority as a means of travel. They are used minimally and are very expensive when compared to the usage.

37 Free rides for poor on the bus.

38 Have pamphlets on how to use bus system/etiquette (maybe put on the map routes).

39 Having {Using} true assessments, rider info, etc. Bus drivers at times don't stop to let on and off. Unfriendly mean drivers not following federal rules (fares, etc.). Teamsters even specially retrained??

40 having rail transportation between duluth and the cities is my number 1 priority. as i age my ability to drive this distance limits my connection w/family & friends if we make duluth more accessible everyone benefits.

41 I do not agree with bike riders in the street.

42 I love being able to bike, but there are many routes I can't bike on due to poor terrain.

43 I realize that people want to make bike lanes as a means of travel, however, many people are physically unable to use bikes as a means of travel. Sidewalks and walkability should be a priority over bike lanes. Furthermore, people in lower income brackets have a difficult time buying a bike (especially a winter bike) and being able to store the bike. Sidewalks and bus routes would help them more.

44 I would like any transportation method to be cost effective. My taxes already support too much transportation in the metro area.

45 I'm in a wheelchair & there is no/very limited affordable & accessible transportation in the evening & on weekends.

46 I'd like to see improved bike infrastructure that is comfortable, accessible, and complete. It's awful to be biking on London and to have the bike lanes just end. Additionally, using technology to find a

solution for getting people and bikes easily up the hill would encourage me to bike much more than I do.

47 Improve current infrastructure- fix roads and sidewalks to make the travel available better.

48 Improving mobility options for people helps strengthen and grow the economy of the region, because with improved mobility options, people and employers are more able to find employment and employees. Improving mobility options also helps local and regional companies compete on an ever-growing global marketplace. Improving on existing options also improves the economy by offering more reliable, frequent service to more areas not now covered with transportation options.

49 Improving street surface condition is not a priority, bumps and potholes are no big deal.

50 In general very disappointed that the tax increase to fix our streets was not approved. There are some serious potholes and rough street in my neighborhood. I understand need to prioritize main thoroughfares, but we really just need more money for street maintenance and repair.

51 Invest in heavy haul routes for commodities

52 It seems like parking isn't taken into consideration as much as it should be, or access in/out of highly popular areas. There is always congestion, lights aren't coordinated to allow people through & prevent backups & due to the layout of the city, one must go up/down the hill to get to places that could be more efficient to get to given different & straighter routes.

53 It seems that improving pedestrian and bike infrastructure could lead to spending efficiencies. If more folks feel comfortable walking and biking safely, we may have less pressure on other systems and modes.

54 It would be nice to have a more reliable way to get to the cities without a car. Skyline moved so I can/t do concerts in MPLS (arrive too late).

55 It would be nice to have more options for reliable transportation around the twin ports, including all the communities near Duluth

56 Light rail addition to connect East and West Duluth, a streetcar may also be a nice alternative to connect downtown to Canal Park, Miller Hill area, etc.

57 Lite rail - high speed trains on same grid as power lines.

58 Making it easy to connect using multiple modes of transport in a safe and convenient manner

59 many healthcare workers in our region rely on public transportation or rides from friends and family d/t parking issues and high cost of owning a care

60 More bike lanes. Two problems with driving are it leads to a lack of exercise, and it is not environmentally friendly.

61 More bussing for grocery stores.

62 More maintenance on the roads we have

63 More people would bike if there were separate bike lanes- women and kids don't feel safe biking on street even when there is a stripe "bike lane". More people biking= less traffic and less wear on roads so they need less upkeep.

64 More transit needed.

65 Moving Goods - Anything with heavy weight should be floated if at all possible - preserve the roadways; moving people - high speed rail -BUT we should see the Great Lakes as a REGION and not limit the thought process to one particular state - POOL resources.

66 Moving people in my area does not currently allow for save travel by bike. When roads are being rebuilt the City does not take bike infrastructure seriously but they go out of their way for on street diagonal parking.

67 Need much better mass transit
Such as light rail in Mpls

68 Need to keep marketing and engaging the public re: moving people.

69 Need to maintain what we currently have
70 no through highway connections across Duluth. I35 dumps into residential system....freight is dangerous mix with dangerous cargos.
71 Offer citizens alternatives to driving. Improve roads and educate those about the benefits of walking, biking and busing to make Duluth and Superior more livable cities.
72 Potholes
73 Re: moving people -- BIKE LANES! Safe, protected bike lanes. Especially within neighborhoods, and a few good routes connecting neighborhood to neighborhood.
74 Repair roads. Keep bicycles off roads they do not pay license fees or taxes to use.
75 Road construction is a challenge.
76 Roads need to fixed...You have to stop catering to the small amount of bikers in the Northland.
77 Safety on the bus - I feel nervous about people.
78 Sidewalks often not plowed during winter. Improve parking options in downtown Duluth.
79 Some bus routes are too infrequent. The bus costs as much as a gallon of milk. I like horses.
80 STRIDE is inefficient, and access is sometimes limited by cost.Curbs are an issue for those in wheelchairs. There are only 3 automatic doors in the entire skywalk - very lacking for handicapped people. Difficult when there are multiple wheelchairs on the bus at the same time.
81 Support intercity passenger rail service between Duluth and Minneapolis to improve safety, provide more travel options and relieve congestion. Train travel has a much lower carbon footprint that buses and cars.
82 System maintenance, not expansion. Use ITS to improve understanding of system.
83 Terrain is a challenge and barrier to walking.
84 Terrain is a challenge and barrier to walking. Bus are unreliable (not always on time).
85 Terrain is a challenge or barrier to biking.
86 Terrain is a challenge or barrier to walking and riding a bike.
87 The city needs to fix the roads, they are pursuing political agendas outside their job descriptions. Total failure! New leadership is needed
88 The DTA does an outstanding job
89 The main traffic routes - collector and arterial streets need to be maintained for the majority of users.
90 The quantity and quality of automobile transportation infrastructure is great. We need lots of improvement of non-motorized transit, particularly walking and biking. For example, there is a crosswalk at London Road and 60th Ave E that suggests to pedestrians that it is safe to cross there to get to the lake. Hardly. Vehicle drivers have limited lines of sight coming around the corner or over the Lester River bridge. It's an obvious spot for a rectangular rapid flashing beacon. Not just for increased pedestrian safety at that location, but because 1) for out-of-town drivers entering Duluth from up the shore, an RRFB says "Slow down and pay attention! You are entering a community where people live. This is not your private highway to speed thru" and 2) for drivers leaving Duluth headed up the shore it alerts them to the next 1/4 mile of area where people are stopping at the side of the road to see the lake. The area is a "gateway" to Duluth and the traffic calming infrastructure there (or lack thereof) sets the tone for what is expected of drivers as they enter and exit town.
91 The roads in Duluth are horrible and the added cost of maintenance of my vehicle is frustrating.
92 The Twin Ports should have the buses run at least until bar close.
93 There are no simple answers. Cars enable people to cause harm. Insurance backs them up.
94 There needs to be a better balance between building infrastructure servicing the movement of

people and building infrastructure servicing the movement of goods in the Duluth-Superior metro area. It seems the default for infrastructure building is for large freight to get through, but that's not the priority mode of transportation on every single street, road, or highway. It seems any public input given toward transportation planning in our region is dismissed, refuted, or simply ignored by the public works departments on the city, county, and state levels. Why do public works departments never truly engage or ask for input from the public? Why do "public input" meetings have engineers taking questions but never asking them?

95 Traffic congestion and road construction are challenges to driving.

96 Trains! Direct routes up the hill (gondola, lifts, inclines)

97 Up the speed limit.

98 viable options for those with limited mobility or disability to enable greater independence and timeliness.

99 Want more sheltered bus stops - more benches. Place a bench or shelter on lower side of 39th and Grand.

100 We can better utilize existing infrastructure by improving way-finding and general education. Given the topographical challenges we face, we should focus infrastructure investment on the downtown/waterfront area and provide some means of getting from the waterfront up the hill (ex: from the DECC/Bayfront to 4th street).

101 We continue to wallow in an outdated, unsafe transportation network. A painful example, suffered by anyone entering Duluth from the east is the dangerous chokepoint beginning at the confluence of the Two Harbors Freeway, Scenic 61 and the Railroad. The majority of the traffic is then funneled into the poorly drained gutter of London Road. Some thirty years ago the MIC briefly considered the problem .

102 We don't need more, what we have is in disparate need of maintenance or replacement for infrastructure which as met or exceeds its life span.

103 We have a great bus service

104 We need a functional and safe network for non-car forms of transportation that are maintained YEAR-ROUND. It is not enough to provide transportation options that cannot be safely used in the winter (i.e., sidewalks that snowplows move snow into, road construction that closes sidewalks without providing a safe and direct detour, bike lanes that don't become parking lanes because of how snow is managed, etc.)

105 We need a lightrail system around here!

106 We need a transition to a viable collective system--bus, train

107 We need better accessibility to major economic, commerce, and cultural hubs, such as the Twin Cities.

108 Weather and other unknowns can affect bus schedules, a real time app for the bus system would allow folks not to miss the bus and stay warm inside the in winter until the bus arrives

109 Wise investment strategies,i.e., using available federal, state, local monies to benefit long-range goals that move Duluth forward by getting feedback from local neighborhoods prior to projects.

110 Would prefer not to drive.

MetroQuest Screen 3 – Help make sustainable choices

Economic Vitality

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

1. economic vitality requires human vitality- education, health and human oriented development
2. All good.
3. Anything involving biking, shopping, family activities will enhance our economy.
4. Bringing more jobs to the City.
5. Collective transport is the only way we can achieve here.
6. Companies that get public money should be mandated to have additional transportation connections at shift times from the end of the bus routes to their facilities (Cirrus, etc.).
7. Continuing Investment in transportation options is key to growing and stabilizing the regional economy, and one way to do that is to establish a regional transportation authority that has the ability to seek and maintain funding of transit, so that the transit infrastructure can be improved to meet demand. If investment in regional transit is tied to political whim and changes in state or regional government, ridership will suffer. Stable investment in transit is essential to maintaining a strong economy.
8. Ease of travel to tourist attractions if it means more money can be raised to invest in transportation access for all.
9. Far east hillside to Airpark - 2 hour bus ride each way! Not feasible!
10. Fix corruption at Port. Once corruption is fixed in government and area the port will be more acceptable globally.
11. Fix the roads, the challenge of this region for business is the Duluth leadership is anti-business, they are creating a culture of poverty and drug abuse. Business would come if changes were made!
12. Following ADA guidelines.
13. Freight is scheduled to double....but we are already at capacity in NMN
14. Get rid of bike lanes
15. Good work underway.
16. I am concerned with the Superior Street reconstruction & access specifically to The Depot. As a local, it took me almost 20 minutes to find my way in there one evening for a show. If I were a tourist, I probably would have given up & they would have lost my investment to support their building & activities. Better signage is key to resolving travel & tourism issues.
17. I appreciate the dollars tourism brings to Duluth but I find myself avoiding the touristy areas, Canal Park, during high tourist times. I feel blocked to visit some of the areas that are the reason I live here because there are just too many people!
18. I still think this is a positive sum game.
19. I think implementing a light rail from the Twin Ports to the cities will help increase the young professional population. As a young professional, having a safe, easy, and direct route to the twin cities from Duluth would be a huge reason I'd stay in Duluth.
20. I try to support the economic vitality of each region I go to. I will buy local products and visit area small businesses. Maybe a new look at current economic development plans and make sure they will lead us into the future.
21. Improving transit options improves the mobility options of region residents, improves the ability of employers to get employees to work, and in conjunction with Transit Oriented Development,

improves the economic viability of the region.

22 Less car-centric development

23 Like it or not, our city is oriented toward Lake Superior, and that is where the bulk of traffic occurs, both tourist and industrial. If we do not work to improve the user experience in this high-traffic area, both the tourism and shipping/manufacturing industries suffer; these are significant contributors to our local and regional economies. Yes, the Canal has received more investment than other parts of the City; if it hadn't, would so many people visit Duluth and spend money here? Probably not. We must recognize our strengths/assets and continue to invest in them lest they depreciate to such an extent that people no longer care to come here.

24 Maintain what we have and tourist routes

25 Need to transition from fossil fuels

26 not aware of land-based deficiencies in Duluth-Superior Port

27 Planning for the future involves seeing the twin ports as a major global shipping hub in the distant future. Turn Duluth into a major city.

28 Prevent additional driveways on London Road in East Duluth, MN

29 Priorities. Support trains and semis to transport vital commodities . Duluth does not and cannot support a train to move a few people around. Poor, poor use of transportation dollars.

30 Provide options attractive to

31 Providing better information on how to get around town would help in regards to non car methods. We can do better getting folks around without creating more on street parking by providing safer more pedestrian friendly routes around the tourist areas.

32 rail transportation will enhance each area i mentioned if we only rely on cars etc we create more congestion and problems one way rail can help is provide auto & special gear kayaks etc to folks buying tickets on the train

33 Reduce bus rates.

34 ROI & environmental sustainability must always be guiding north stars for these decisions. Follow the numbers and the environment.

35 See District 1 freight plan work.

36 Since most Cities are more forward thinking than Duluth, by not moving forward with the times, we are losing our viability as a place for tourists.

37 Support shipping and rail travel of important materials

38 Tax money should not be spent without consulting tax payers directly.

39 The economic vitality of transportation is related to effective land use practices, but the City governments in the Duluth-Superior area advocate for suburban development practices which require extensive transportation costs as well as the development and maintenance of roadways sometimes serving only one business. The Duluth-Superior area needs to factor in a City's land use policies when selecting projects to fund. Otherwise, transportation dollars become subsidies for private businesses, not benefits for the public good.

40 Thoes are all good initiatives. Make Duluth an intermodal hub!

41 Too many of our roads are in a bad state. Full of potholes or just falling apart. Until this is fixed, all other concerns (ex. bike lanes) should be secondary.

42 Transportation for all ages & abilities will enhance economy.

43 Transportation investments must include fair and equitable transportation for everyone - including those who do not drive. Our investment in transportation networks could be maximized by incorporating things like green infrastructure and community art to manage stormwater and make these spaces more inviting for more people to use. Our focus should be on moving people and

goods, not on moving vehicles specifically.

44 Transportation is a barrier to access to employment for many in our community. This needs to be addressed.

45 We need a train to the twin cities, and eventually, the connections beyond there.

46 We need to connect the Duluth-Superior area to other regions with better access for all, not just those with vehicles. A trail route to the cities will open connections to major cities, but also allow residents to remain in this area.

47 We should also enhance the regional and global competitiveness of the port, and support freight facilities. Ease travel to tourist attractions.

48 Why are there not any manufacturing of cars, trucks, etc. The seaway is not utilized and the economy and population would improve a lot.

49 Worry more about the citizens that live here 12 months of the year.

MetroQuest Screen 3 – Help make sustainable choices

Livable Communities and Equity

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

1. A huge factor in choosing to commute by bike for me is being able to use the lakewalk. Even small sections of beautiful payjways are an incentive.
2. Affordable for all .
3. Affordable housing is key.
4. All people, regardless of age, ability or income level, deserve equal opportunity for transportation.
5. Also, Infrastructure that fits the neighborhood character. Neighborhoods should look different and provide for the needs of all people that live their, not just those that have the most amount of money. Business owners seem to have more 'rights and power' than a homeowner.
6. Appropiating land use according to have gardens and safe places for kids to play and services that are accessible and easy to get to.
7. Bricks in downtown Duluth and uneven/broken sidewalks in Duluth make it difficult to walk with walkers and canoes.
8. Canal park and downtown would benefit from some car free areas- I know the local businesses are against it but every city I've ever been to that has an area like this is a magnet for shoppers. It pays off economically as it's a place people feel comfortable and enjoy hanging out- buying snacks and doing shopping.
9. Cars destroy cities, replacing human spaces with vehicle space — endless parking, high speed, dangeous, intimidating traffic, etc.
10. Community needs and wants are important, but cannot be used as excuse to prevent advancing smart choices for our region.
11. Different neighborhoods have different needs/priorities. I like the idea of walkable neighborhoods, a local grocery, and other shops within the neighborhood. I also understand the benefits of a business district. Each have differing needs. I think the plan should allow plans that suit the different areas.
12. Duluth is a great place to raise a family-- however, lack of safe bike and ped infrastructure means it's difficult to feel comfortable having our children participate in these activities as often as we'd like them to (ie having them walk/bike to school and events).
13. enhance and highlight alternative transportation, there are social and economic long term benefits of shared transport and non-vehicle transport.
14. Even wolves take care of their weakest/injured.
15. Fix the roads, create an anti-drug culture,
16. Fix the Roads...they are a disgrace to all visitors and tourists.
17. Focus on building what works, without the flash, extra costs, forget sculpture rocks, beautification projects,
18. Honestly, this is a silly question. It isn't like a large section of Duluth will be razed or a large easily develop-able area exists to allow for a do-over.. We have what we have. The city nor MIC can create places, that is for developers based on market demands. We already have loads of choices of travel for all people. Infrastructure that fits the neighborhood character? Build it well and economical and don't spend extra money on un needed amenities that will require more maintenance. Considering community needs and wants is a development killer, NIMBY rules.
19. I agree that community needs and wants are important, but sometimes they are misguided (i.e., NIMBY-ism) and want to keep the status quo that doesn't work for those who do not drive. Also,

what does maximizing our return on investment mean? Is that referencing just financial outcomes? Or community outcomes? Or environmental outcomes? Getting people out of cars and moving around in their communities will strengthen our community and improve the health and finances of our area.

20 I live in east duluth with a middle class income. It's easy for me to find multiple transportation options. I used to live in Superior as a college student with little income, and I felt the only realistic option was driving or biking. Things are far apart and the bus takes an incredibly long time to get to Duluth. I don't feel like there are enough transportation options for all the varying SES populations and communities within the Twin Ports area. That would be #1 goal I'd like to see - equitable transportation options.

21 I'd like reduced fare for disabled people.

22 Improve parking options in downtown Duluth.

23 in duluth provide more speciality access for disabled and plan a rail system that will meet the disabled's needs

24 In neighborhoods where there is little car ownership, there should be investment in the types of transportation residents are using. This might look like improved sidewalks and cross walks, maybe bike lanes, or more frequent bus routes. I think it's key to listen to the needs of community members and work with them to create equitable, and well loved transportation options.

25 Incorporate public art!

26 It seems elected officials and transportation professionals in the Duluth-Superior area don't understand that building livable communities serves a public health benefit. If decision-makers truly cared about the ROI of transportation projects, they would, for example, consider the indirect societal costs of healthcare and build sidewalks, trails, and downtown areas which promote the social, mental, and physical well-being of all residents. Instead, we have sidewalks adjacent to the curb on a high-speed road? Instead, we have governments building bigger, wider roads that promote the use of private vehicles? Instead, we all but lock youths and senior citizens who can no longer drive indoors?

27 keep ban on panhandling.

28 Keep working together!

29 Light rail would be more reliable, better connected community, and cheaper alternative

30 Lincoln Park is really developing well

31 More bicycle friendly (i.e add bicycle lane on new Blatnik Bridge).

32 Neighborhood character is never restrictive. That's the opposite of character.

33 One big co-op!

34 Poor and unsafe interstate and northshore linkages

35 Providing existing residents meaningful assets is key, but remember that this is the sort of thing that draws new residents into our tax base. I moved to the Denfield neighborhood (from 2 hours south of here) 1.5 years ago because of the trails (mountain bike, hiking, and xc ski).

36 Stop apartment buildings, condimidiums and senior housing buildings on London Road in east Duluth, MN

37 Stop narrow focus on special interest groups

38 The region currently has a huge disparity between those who have automobile and those who do not, causing significantly reduced employment opportunities for those who are mobility impaired.

39 This area needs to do a better job of keeping the amount of transportation infrastructure at a level that is necessary for the population level. We have too much, and seem to continue to build more than we need.

Again, stop building transportation infrastructure focused so overwhelmingly in favor of cars.

40 Transit Oriented Development near transit corridors helps strengthen the economy and improves ridership. Providing transit to economic and employment centers in the region promotes diversity of employment and housing options, and improves access to potential employees to a greater range of employment options.

41 Transportation for the 30% working poor to promote a means to get to work is top priority. Quit catering to the elite sliver of the population who want bike lanes. Just like the train, Duluth wants to create an image instead of dealing in reality.

42 Value engineering road projects to the detriment of neighboring residential areas and the safety of cyclists and walkers does not show progress on how we create/redesign infrastructure.

43 Walkable neighborhoods make livable communities.

44 We can't do it all. I'd like emphasis on work environment - people and businesses able to get to and from work.

45 We should also create places that people love and enjoy, using infrastructure that fits the neighborhood character.

46 When we start a project the first thing that SHOULD happen is asking the comunity what it wants way before an agency starts the palnning process. Not just govenment agencies but community citizens that will be using the infrastructure

47 Work with Duluth City Planning Dept and Parks and Rec Dept to improve walking and biking routes from neighborhood areas to parks.

MetroQuest Screen 3 – Help make sustainable choices

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

Environment and Public Health

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

1 All good things!!
2 Also reduce air emissions.
3 Also reduce stormwater runoff and flooding.
4 An once of
5 Appropiating land use according to have gardens and safe places for kids to play and services that are accessible and easy to get to.
6 As long as projects comply with MEPA and NEPA, I would support them. Buses must be less reliant on fossil fuels and more reliant on green technologies.
7 Cars need to be phased out as soon as possible. They are a massive environmental hazard.
8 Clean water is vital to Duluth !
9 Consider climate impacts on infrastructure - high rainfall events and system resiliency. Also, minimize toxic pollution and reduce air emissions.
10 Developing mass transit alternatives that are more user friendly than Jefferson Bus Lines and less cramped than the Skyline Shuttle will further reduce emissions and provide a comfortable and affordable alternative to highway travel. TRAINS!
11 Encourage citizens to take
12 Encourage redevelopment of Brownfields properties.
13 First box isn't a coherent sentence.
In general, I think public transportation should be improved and promoted to reduce pollution and serve all socioeconomic groups. Lake Superior is a great asset/resource, so reducing the chemicals/pollutants that runoff into the lake, pollution from boats and businesses on the lake, and preventing invasive species should be a priority.
14 Fix the Lake Ave exit from south bound 35...it fluids every time it slightly rains, for God's sake!!!!
15 Fix the roads
16 Freight moving in tunnels and through neighborhoods is a bad idea and an accident will happen eventually. Does something horrible have to happen before we address this issue?
17 I am an advocate for clean air.
18 I feel the public would be healthier if we were more active. Create multi-modal forms of transportation. Focus on biking, walking/running, bussing. These forms of transportation cut down on emissions, traffic congestion, use of streets and bridges, and give us free Vitamin D and exercise, cutting down on medical/health issues and perpetuating a cycle of healthy living.
19 I was limited to 3, I would have selected them all.
20 If we can, we should reduce all these factors.
21 Improve street lighting, Duluth is too dark at night with too many blocks without working street lights or only 1 per block.
22 In Duluth it is difficult to bike for transportation because roads are not set up to accommodate cares and bikes. It's a car city now.
23 Keep the environment healthy by recycling and making smart choices.
24 Love Earth.
25 Must stop using fossil fuels

26 No only do we need infrastructure that doesn't hinder physical activity- we need infrastructure that ENCOURAGES it. Additionally, this infrastructure should not just be placed in tourist destinations or for recreational use, but in neighborhoods to be used daily.

27 rail transportation is a wise way to ensure max use w/o costly environmental problems

28 Regarding environmental problems, we should also reduce stormwater runoff and flooding, avoid the spread of invasive species, and minimize toxic pollution.

29 Skip the shit fix the roads

30 Smart and sustainable environmental choices are essential in the city where everything flows into the lake or lingers in the valley of air surrounding the lake. We live here because we prize the clean water, air and environment. The more we can do to be green the better.

31 Sometimes there's a weird stench over Lincoln Park.

32 Stop corruption on all levels and our community will flourish.

33 Stop dumping millions of tons of salt on roads.
Stop light pollution from street lights.

34 Stop speeding and loud cars and trucks w/o mufflers and noisy freight & grain trucks

35 Stop using salt on level roads!

36 Stormwater management is the highest priority here given our changing climate.

37 Taking shortcuts and ignoring environmental impact may seem cheaper, but is much more costly in the long run.

38 The choices for this question are a bit redundant. These are all environmental problems. The use of green infrastructure and creating bike and walking networks that are properly designed, built, and maintained would also assist in supporting great socio-economic and environmental outcomes.

39 The more we walk, bike, ride transit, the healthier the environment.

40 There are enough guidelines / restrictions on placealready!

41 There are no common sense answers on here as these all indicate

42 Think through plans in terms of long-term potential environmental impacts, and make choices that avoid and minimize those impacts because they are very costly. These costs (short and long term) should be estimated and REQUIRED to be included in any project proposals.
Only regional species should be included in projects (such as landscaping and erosion control). Roadside mowing should be cognizant of threatened and endangered local species. Transportation by all modes (tires, shoes, boats, ships, other watercraft) should be modified to reduce threat of spreading invasive species.

43 This is a ridiculous tab. Answers are way too similar and are pointedly slanted. Any answer here will be misconstrued to promote biking or the train.In fact there is no question here, only an obvious opinion.

44 Train routes are better for the environment as the reduce the number of individual vehicles going to the same destination.

45 Walkability needs #1.

46 We really need to stop building shops, condos and parking lots next to the lake! I Duluth/Superior were really on top of the game, we'd have a park running the length of the Lake Walk and along the waterfront in Superior.

47 We should also avoid the spread of invasive species.

48 We should look closer at maintaining what we have, provide alternat modes of transportation with less impact to our environment. Create less on street parking to allow for more room for bikes and pedestrians and mass tarnsit options.

49 Where to begin ...

MetroQuest Screen 3 – Help make sustainable choices

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

Safety

NOTE: Comments appear as they were provided by survey respondents and have not been edited.

1. A balanced design recognizes that it may not be practical to provide roadways for every mode on every road and/or street, but the transportation network as a whole should serve the demands for all modes effectively and conveniently. Not every street needs bicycle facilities, but planning should provide a continuous and connected network of bike facilities to serve current and anticipated bike flows.
2. Adding lighting around bike and pedestrian paths. Teaching children and adults how to be safe on our streets using bikes, walking, and bussing. Having a police force that represents our communities, including people of different races and genders in all roles. Police engaging with and being visable in the community.
3. Already a key DOT goal, no greater emphasis needed.
4. Already working on [emergency response]. [In regard to using evidence-based decision making] : Really? Last ones didn't work.
5. Also emphasize safe design.
6. Also use evidence-based decision making and emphasizing safe design.
7. An enlarged police patrol presence would make those of us living downtown who are dependent upon assistive devices for walking or transportation feel more secure. It can be very sketchy at night or even during the day. Parking lots, such as behind the Greysolon Plaza, are a hotbed of drug use and sales.
8. Bike lanes and roads closed to cars
9. Consider pedestrian and bicycle safety in roadway design (in addition to vehicle safety)
10. Construction projects rarely consider how pedestrians and disabled individuals will negotiate affected sidewalks and crossings. It's pretty disgraceful.
11. Crosswalk buttons on every corner.
12. Designers of our infrastructure should be people who actually use these systems. For example, sidewalks should follow desire lines, not right angles and orderly prescriptive routes.
13. During periods of extreme emergency, such as the recent Husky explosion, or the flooding 2 weeks ago, it would be nice if some of our radio stations would broadcast constant alerts/news regarding the situation. TV stations did this nicely during both events, but driving around I heard virtually nothing on my car's radio.
14. EMPHASIZE UNIVERSAL DESIGN
15. Fix the roads
16. How about building something that will last more than 3 years
17. I have witnessed several instances of folks with disabilities being disadvantaged along Central Entrance in Duluth while trying to board or get off of a DTA bus. I have seen this with folks with walkers and in wheel chairs. The City/County/MnDOT whomever is responsible should feel shame for the lack of care given to snow removal and the lack of sidewalks on the uphill side of Central Entrance. This is a terrible thing for all users, but especially so for folks with disabilities. Please pass this along.
18. I think having designated, separate bike lanes - especially downtown - would be advantageous.

19 I would like to see running and bike/ wheelchair lanes created on roadways

20 Inforcement is key for pedestian crossings and biking. Inforce the rules for bike related issue for cars AND bikers. Help create a culture change in the UDluth area for pedestrian crossings where cars will stop at crosswalks and ped crossings...culture change wil come faster if it effects the persons wallet.

21 Make bicycle paths wide enough for passing (i.e. Bong Bridge sidewalk is a tight ride when passing oncoming bicyclists).

22 make duluth safer for walkers by providing visible barriers at crosswalks to alert drivers i saw several in cities and think they'd be great for superior street at key intersections many times i've had close calls because driver isn't paying attention to walkers

23 Make sure all stipoplights, especially pedestrian signals, are consistent enough that they engender faith in the system.

24 Mixing Trucks and dangerous cargos with domestic traffic and neighborhoods is a recipe for disaster...it is also unsightly and inconvenient at the best of times. Poor choices were made in the past and they need to be addressed before a major accident occurs.

25 More focus on non-motorized safety, particularly for pedestrians and bikes. For example, there is a crosswalk at London Road and 60th Ave E that suggests to pedestrians that it is safe to cross there to get to the lake. Hardly. Vehicle drivers have limited lines of sight coming around the corner or over the Lester River bridge. It's an obvious spot for a rectangular rapid flashing beacon. Not just for increased pedestrian safety at that location, but because 1) for out-of-town drivers entering Duluth from up the shore, an RRFB says "Slow down and pay attention! You are entering a community where people live. This is not your private highway to speed thru" and 2) for drivers leaving Duluth headed up the shore it alerts them to the next 1/4 mile of area where people are stopping at the side of the road to see the lake. The area is a "gateway" to Duluth and the traffic calming infrastructure there (or lack thereof) sets the tone for what is expected of drivers as they enter and exit town.

26 More roundabouts and clear crosswalks.

27 Need consistent design and construction of ADA ramps and sidewalk crossings. Use better color at crosswalks and curb ramps.

28 Our current system is very unsafe for those who are vulnerable, including those with disability, children, the elderly, all pedestrians, and all bicyclists. Our current system seems to have been created by able-bodied people who all have access to personal vehicles.

29 Part of safety is providing a safe space for storm water to go and reducing the pollution in water. Duluth is built on a hill that drains into a Great Lake. That fact is forgotten during planning only to our own detriment.

30 Prevent additional driveways on London Road in east Duluth, MN

31 Proving effective emergency response capabilities, and expanding advanced warning systems are also important.

32 Road improvements should include safer sidewalks for walking and bike lanes that make sense. Be more transparent about plans to improve city streets.

33 Safety for all will mean readical change on our auto emphasis.

34 Safety for bicyclists and pedestrians should be part of the design of transportation projects.

35 Safety is A MUST HAVE.

36 Shelters that are appropriately placed, so that they do not face into prevailing winds, are well lit, easily accessible for disabled people, and have places for people to sit while waiting on buses assist in creating safe environments for transit riders. Provide more frequent transit police riding on buses to enhance security.

37 Smoother roads :)

38 Stop making knee-jerk decisions, and spend precious money wisely. When we do a project, make

sure to do all we can at that time, instead of starting it off as a maintenance project to just make bandaid repairs, and making costly adds that show up during construction actually end up to be out of date safety improvements, when better planning could have spent the same money and gotten a much better product.

39 Stop wasting businesses money on earned leave sick time.
Abolish unfair property taxes.

40 Streets are atrocious - embarrassing. Need to be improved.

41 Study successful markets that have succeeded in all avenues

42 The easier it is to drive, the less safe we all are.

43 The maintenance of systems for cyclist and walker safety (maintained lighting, snow removal, condition and availability of walkways) is as important as the creation of same. If systems are not maintained, the goals of providing for all are negated.

44 Which transportation system? DTA? Roadways?

All comments from MetroQuest Phase 1 Screen 3 are sorted & presented in Appendix D

Appendix C

MetroQuest Phase 2 Survey Summary & Results

A summary of the second (of two) online public surveys was prepared by AECOM for the Metropolitan Interstate Council (MIC). This is the edited version which includes revisions made by MIC staff.

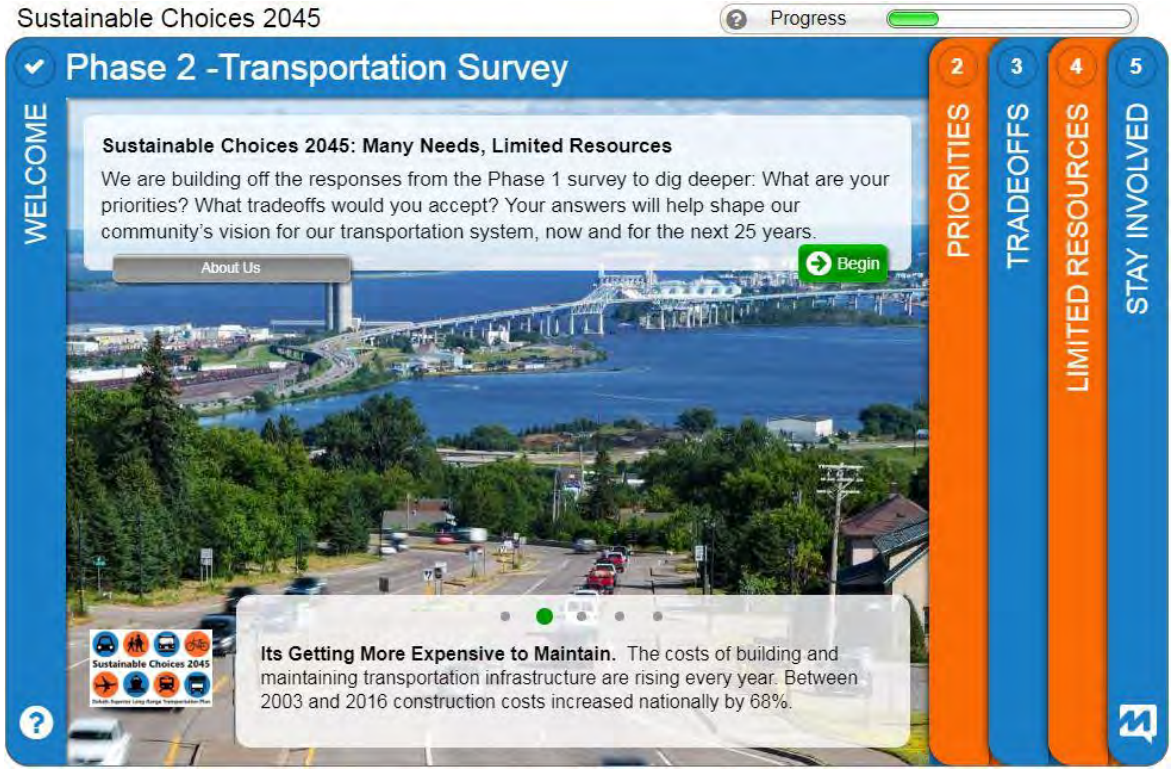
Duluth LRTP

Duluth-Superior Metropolitan Interstate Council

MetroQuest Survey Results

January 2019

DRAFT



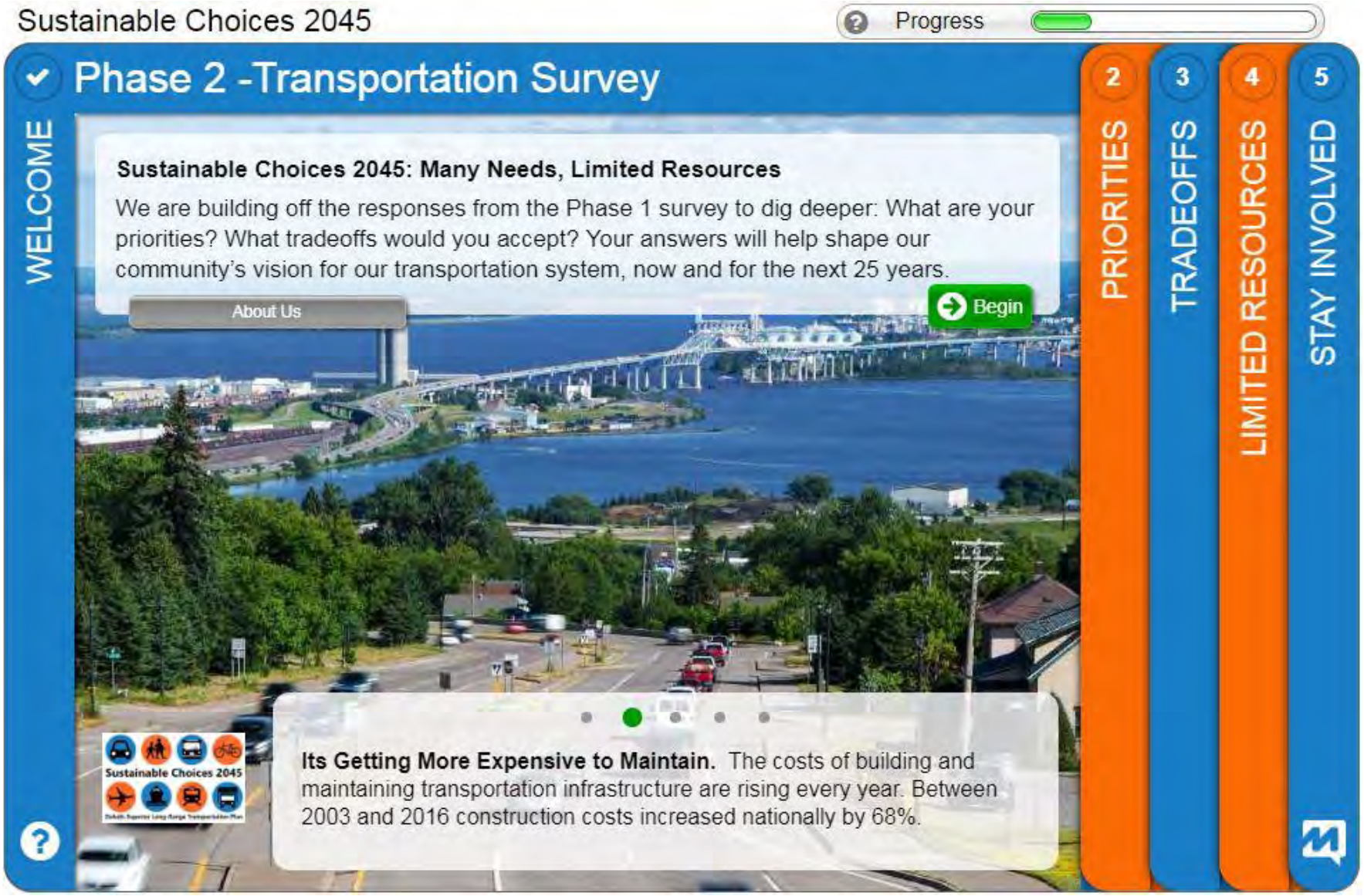
Phase 2 Survey Overview

- **Demo Link:** https://sustainable2045-demo.metroquest.com
- **Run time**
  - November 8, 2018 to January 2, 2018 (56 days)
- **Survey Participants / Visitors**
  - 275 participants (40%)
  - 411 visitors
  - 686 total impressions
- **Platform**
  - 244 web
  - 31 mobile

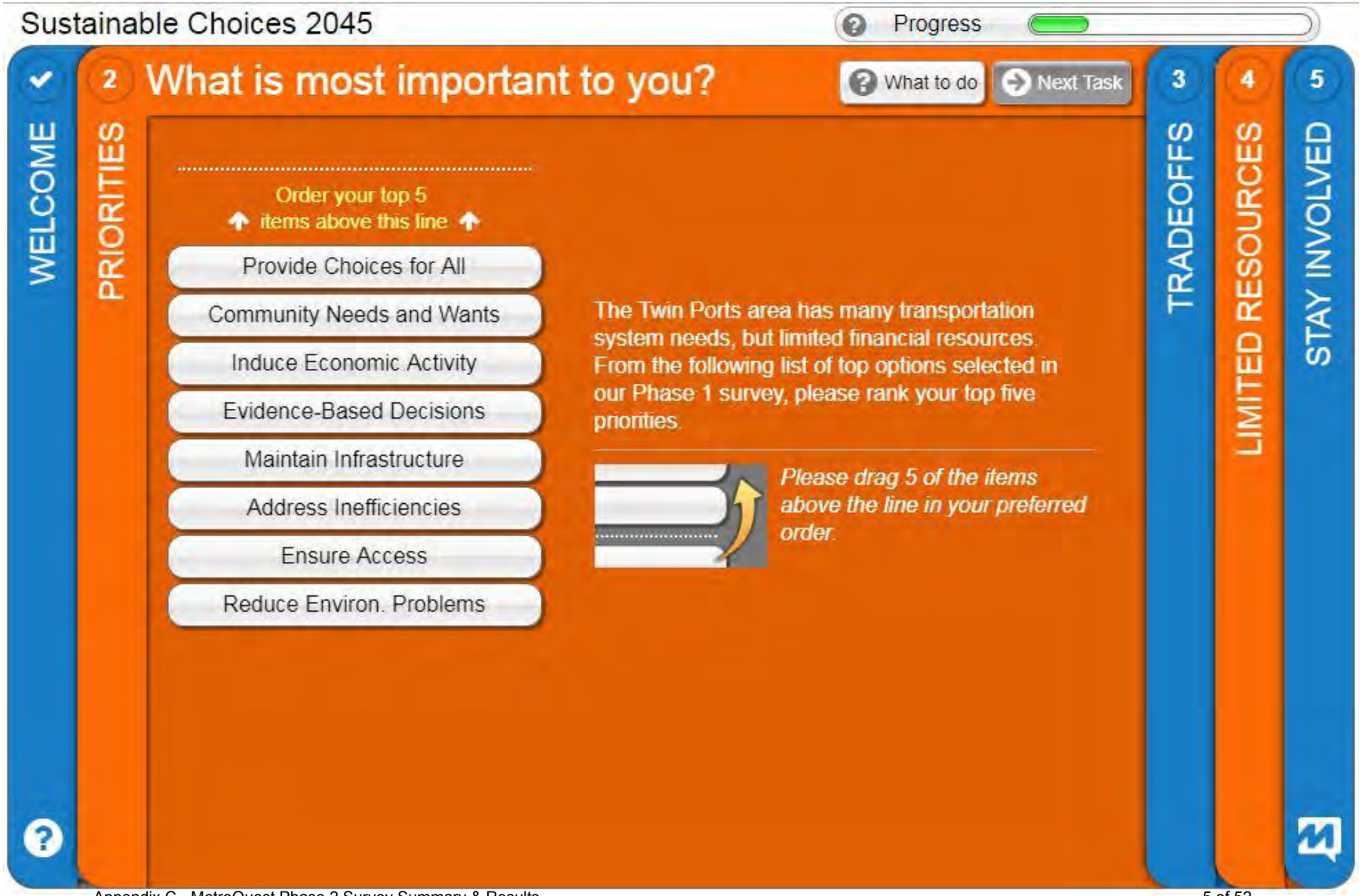
NOTE

- ***Participants** are the people who open the site and enter some data.*
- ***Visitors** are the people who open the site but don't provide any input.*

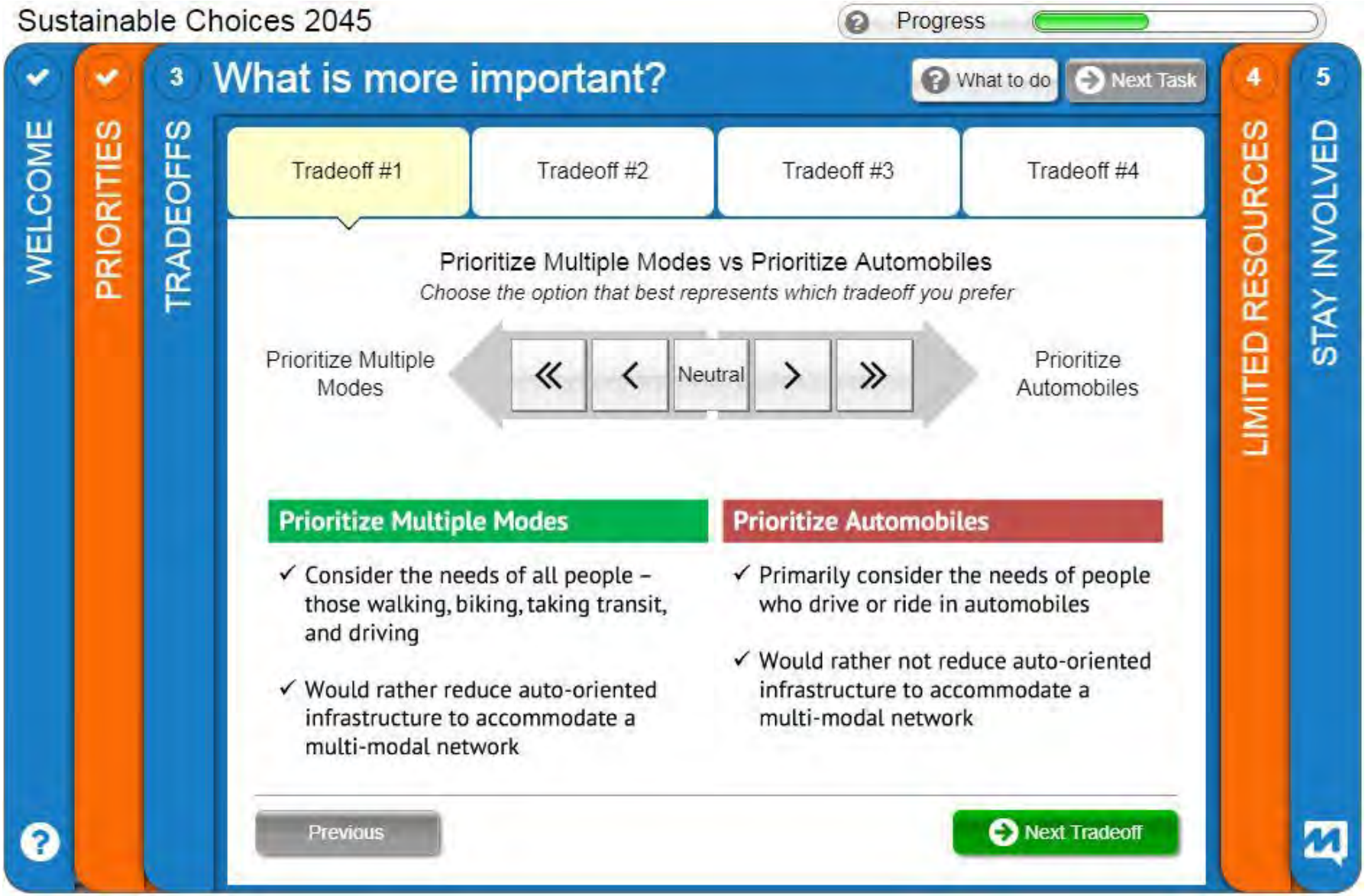
Screen 1 – Welcome



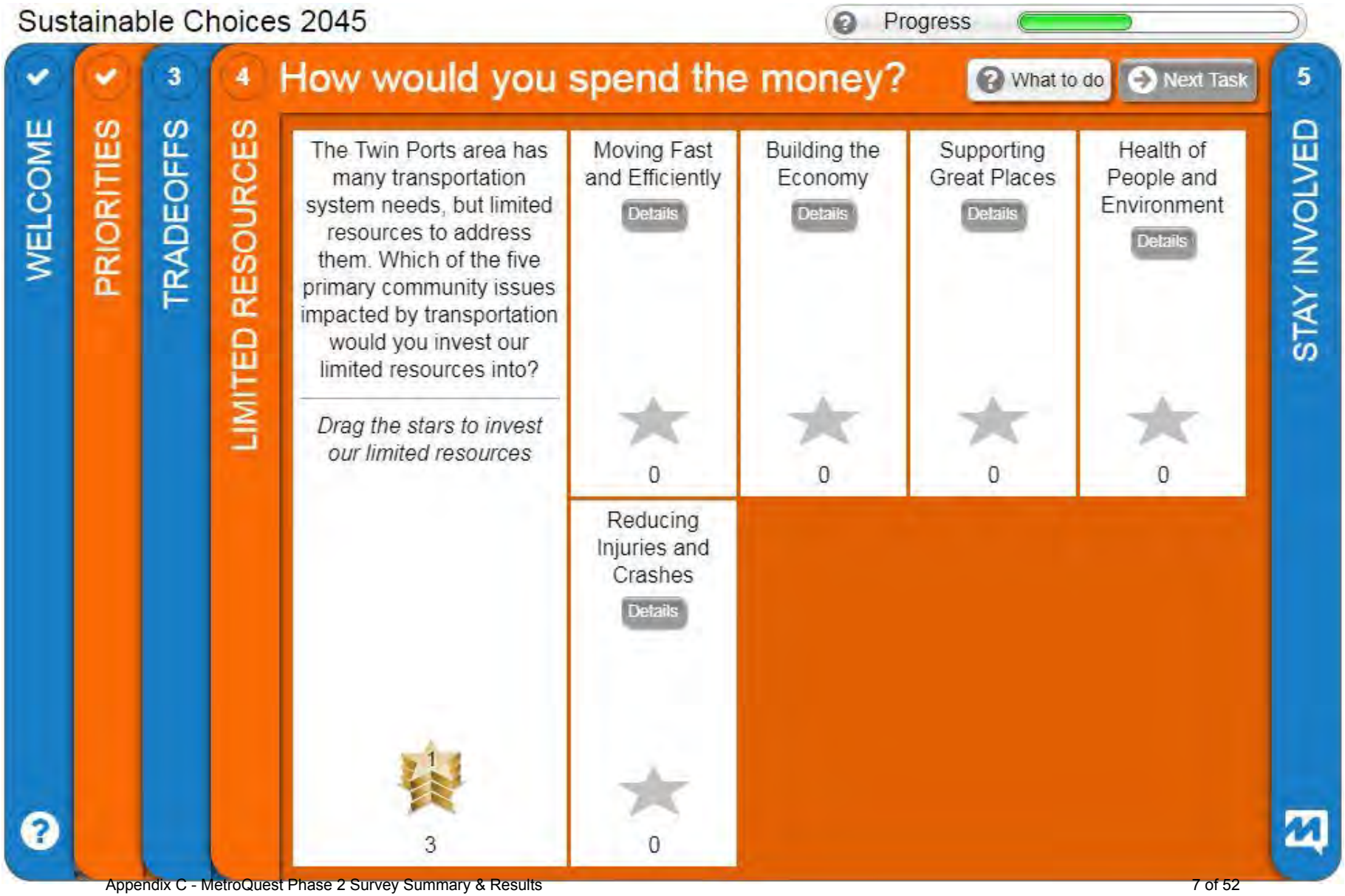
Screen 2 – Priorities



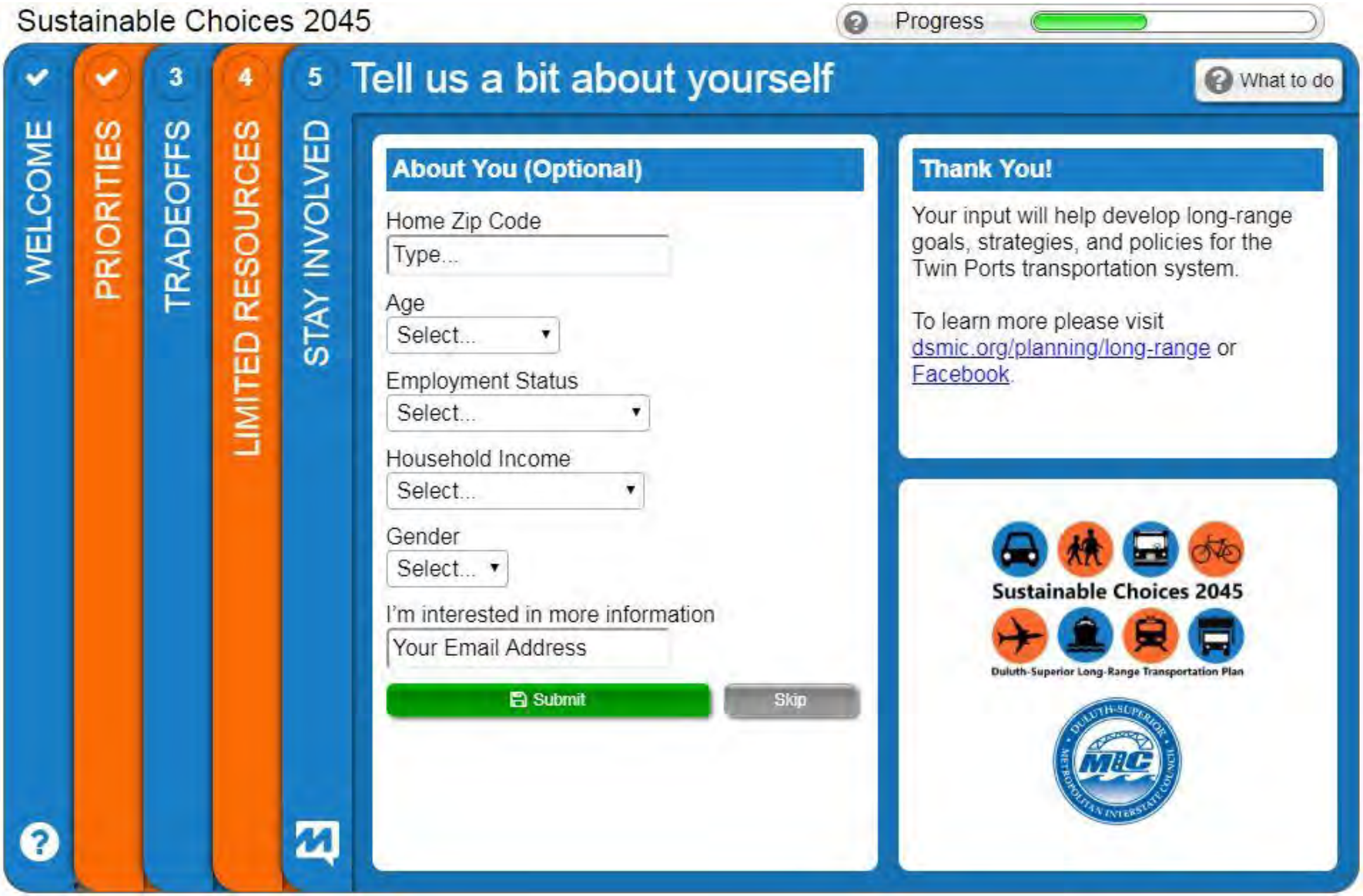
Screen 3 – Tradeoffs



Screen 4 – Limited Resources

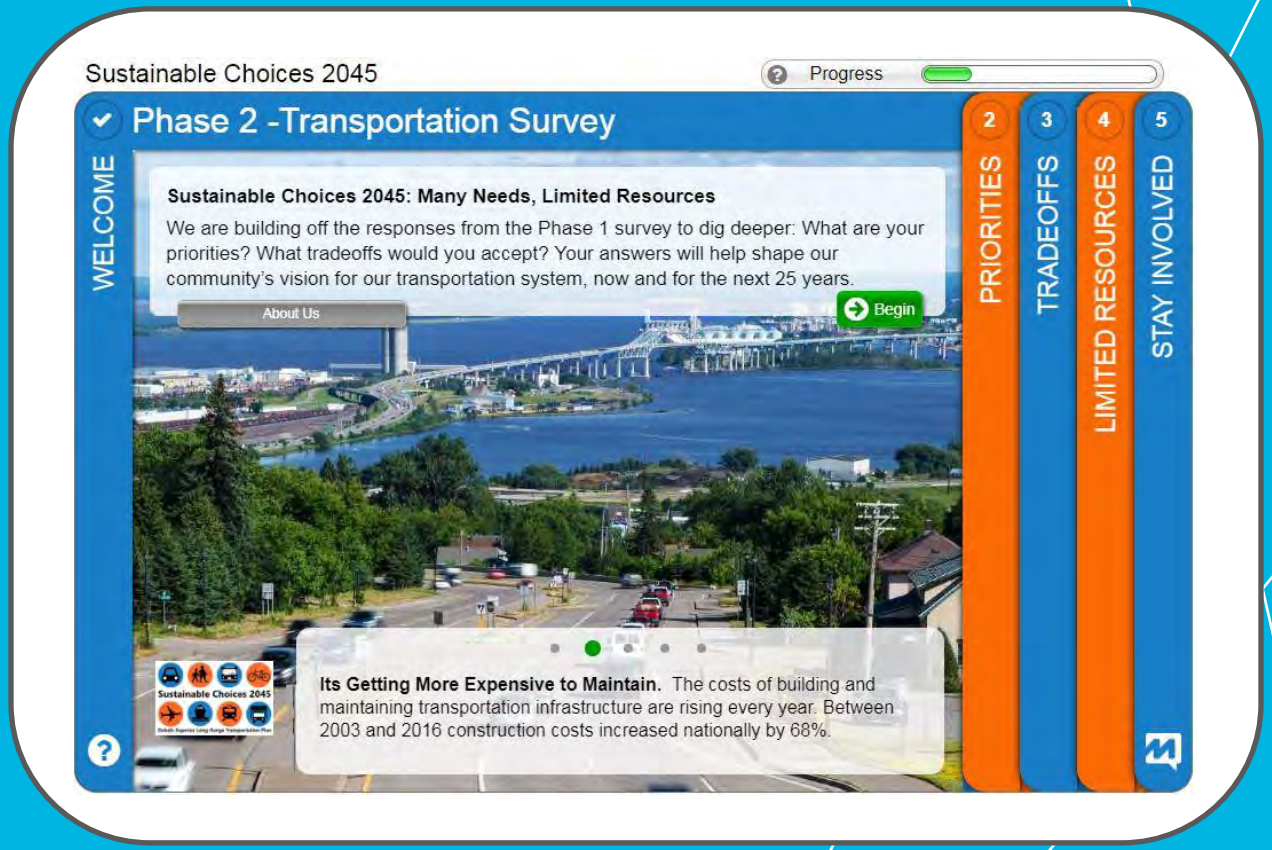


Screen 5 – Stay Involved



Results

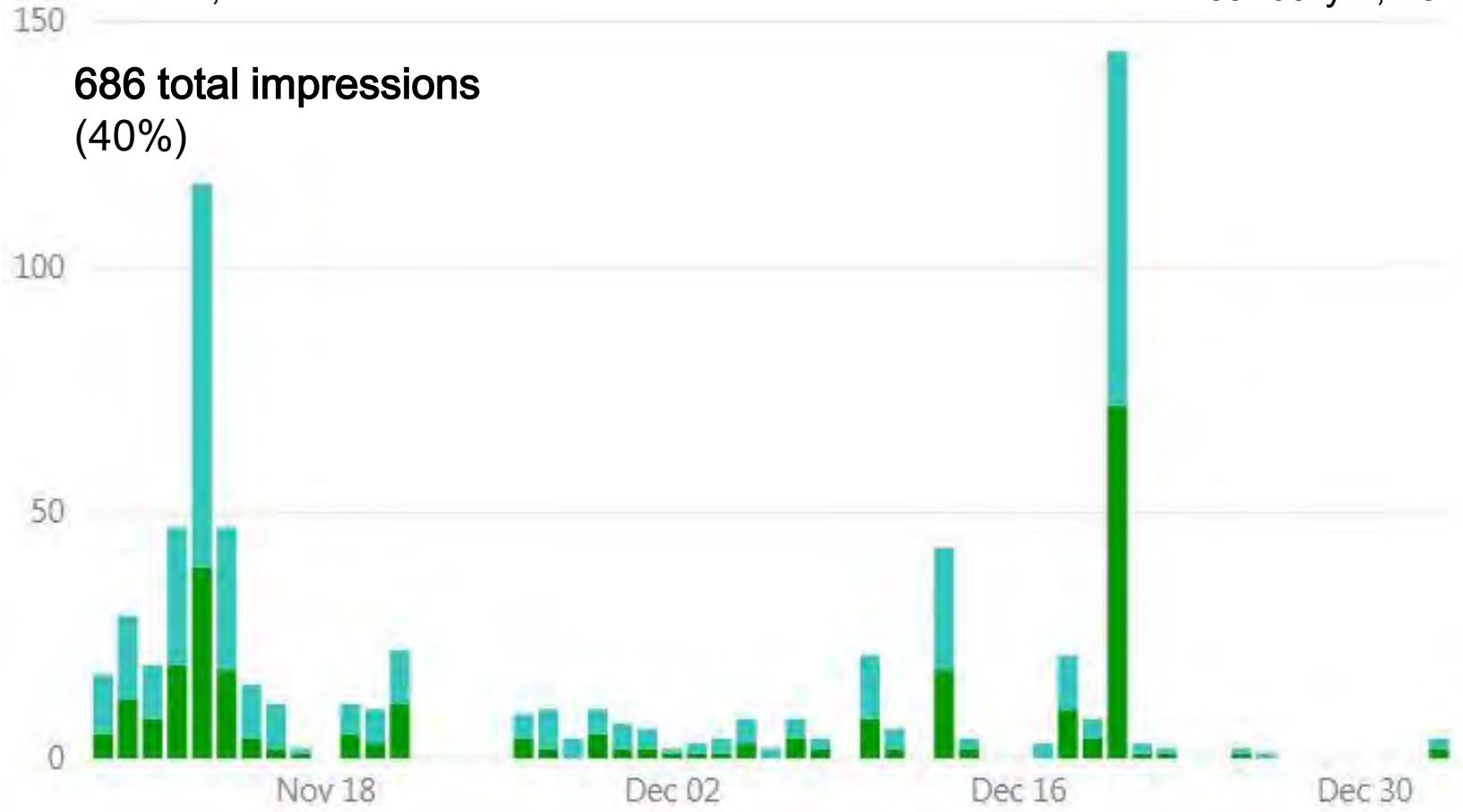
Overview



Survey Overview

Start Date ⇢ **End Date**

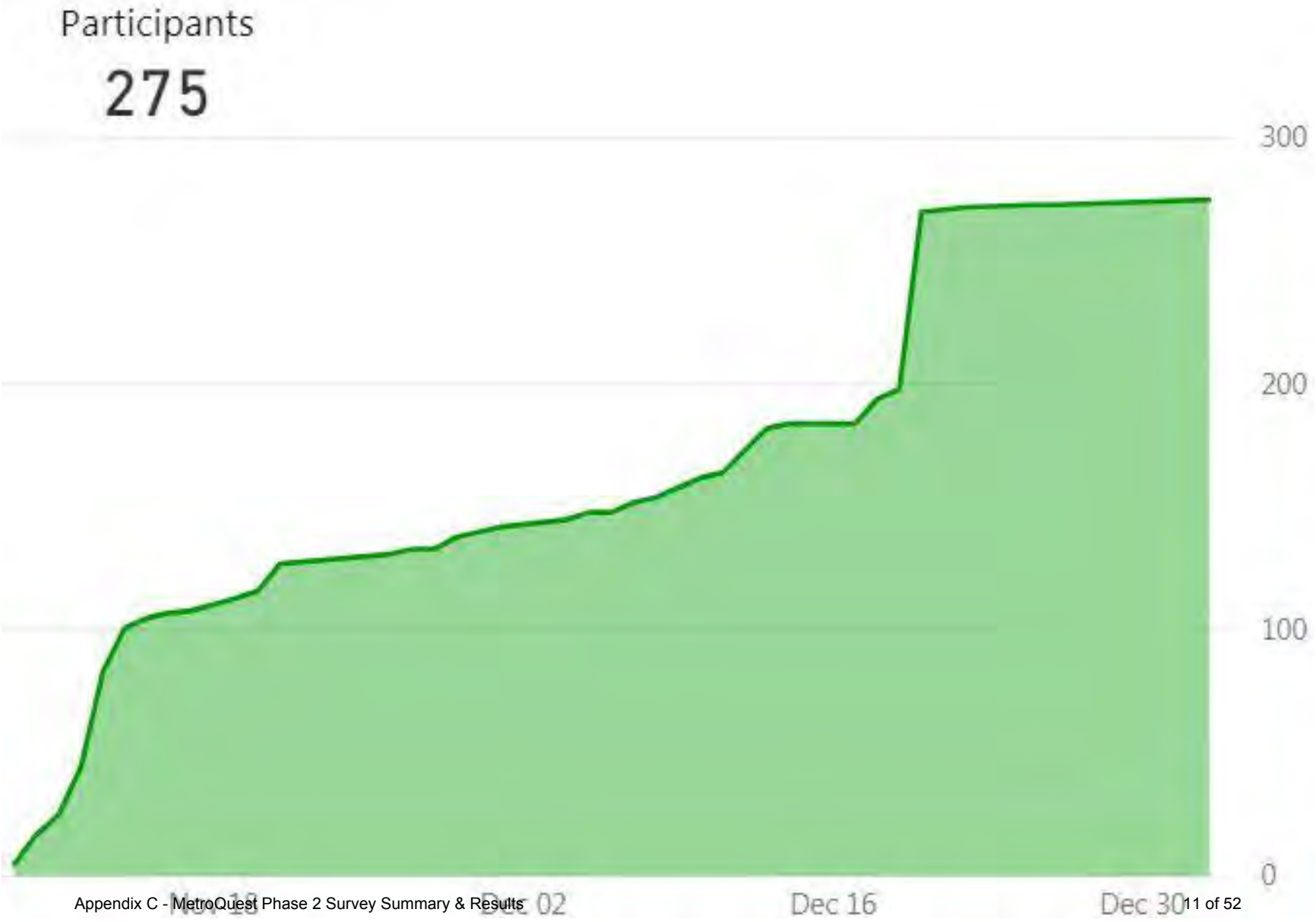
November 8, 2018 — January 2, 2019



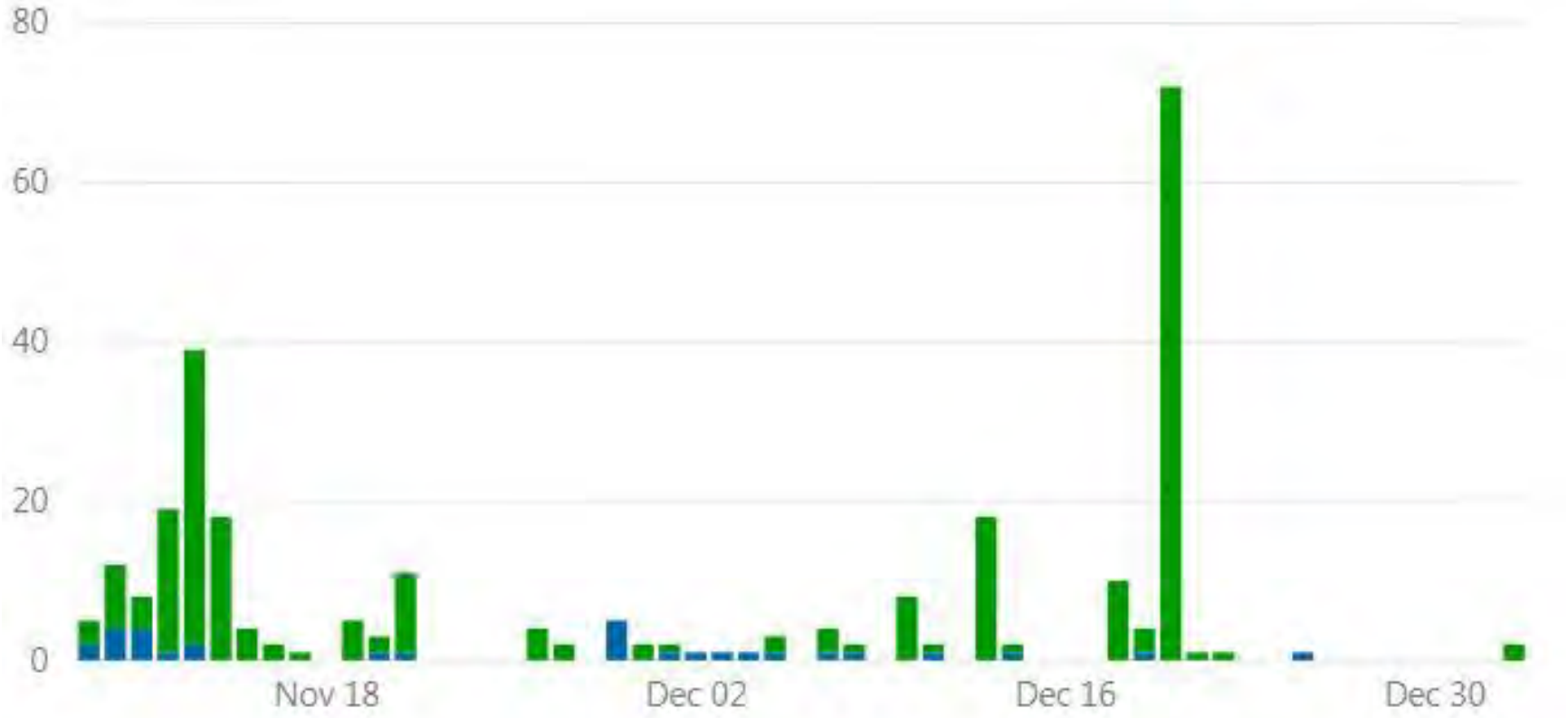
NOTE

- ***Participants*** *are the people who open the site and enter some data.*
- ***Visitors*** *are the people who open the site but don't provide any input.*

Survey Participants

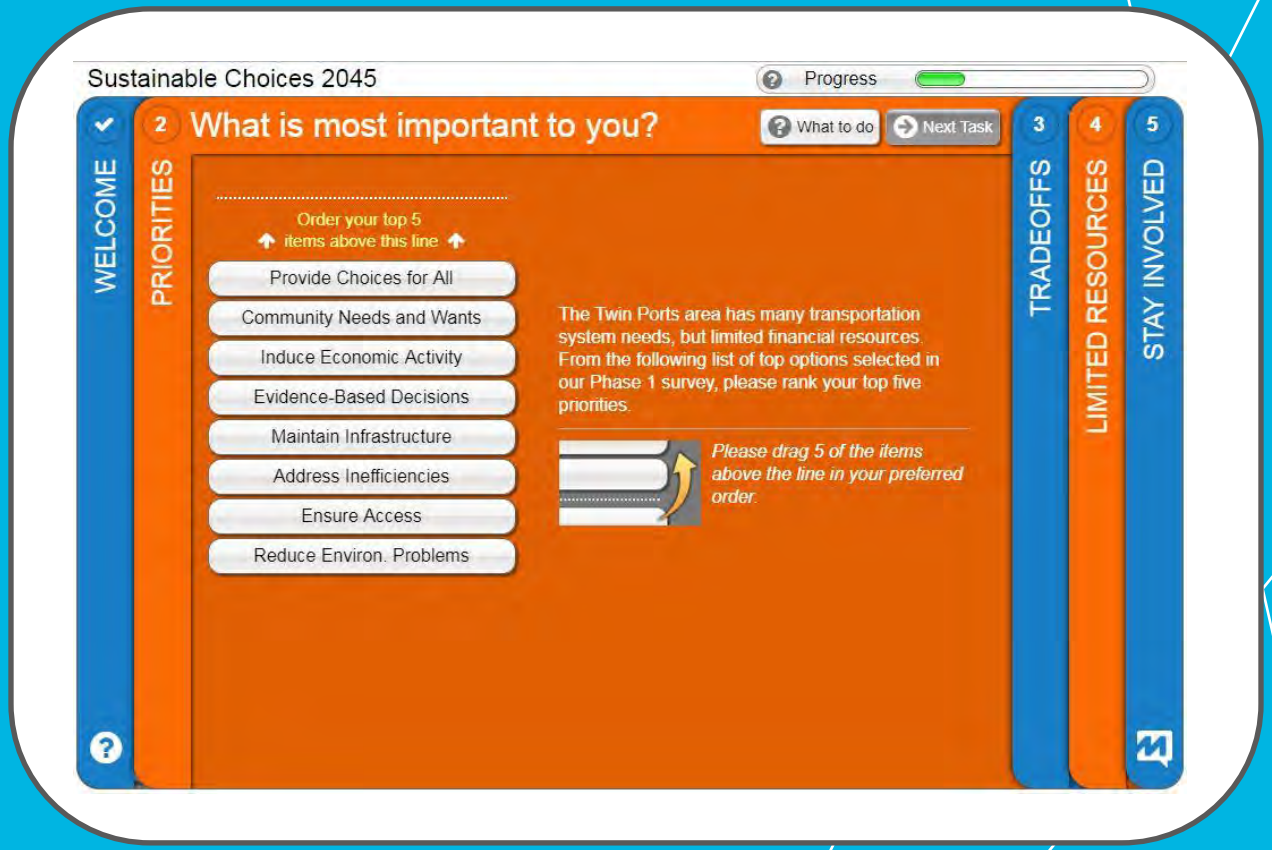


Participants by Platform

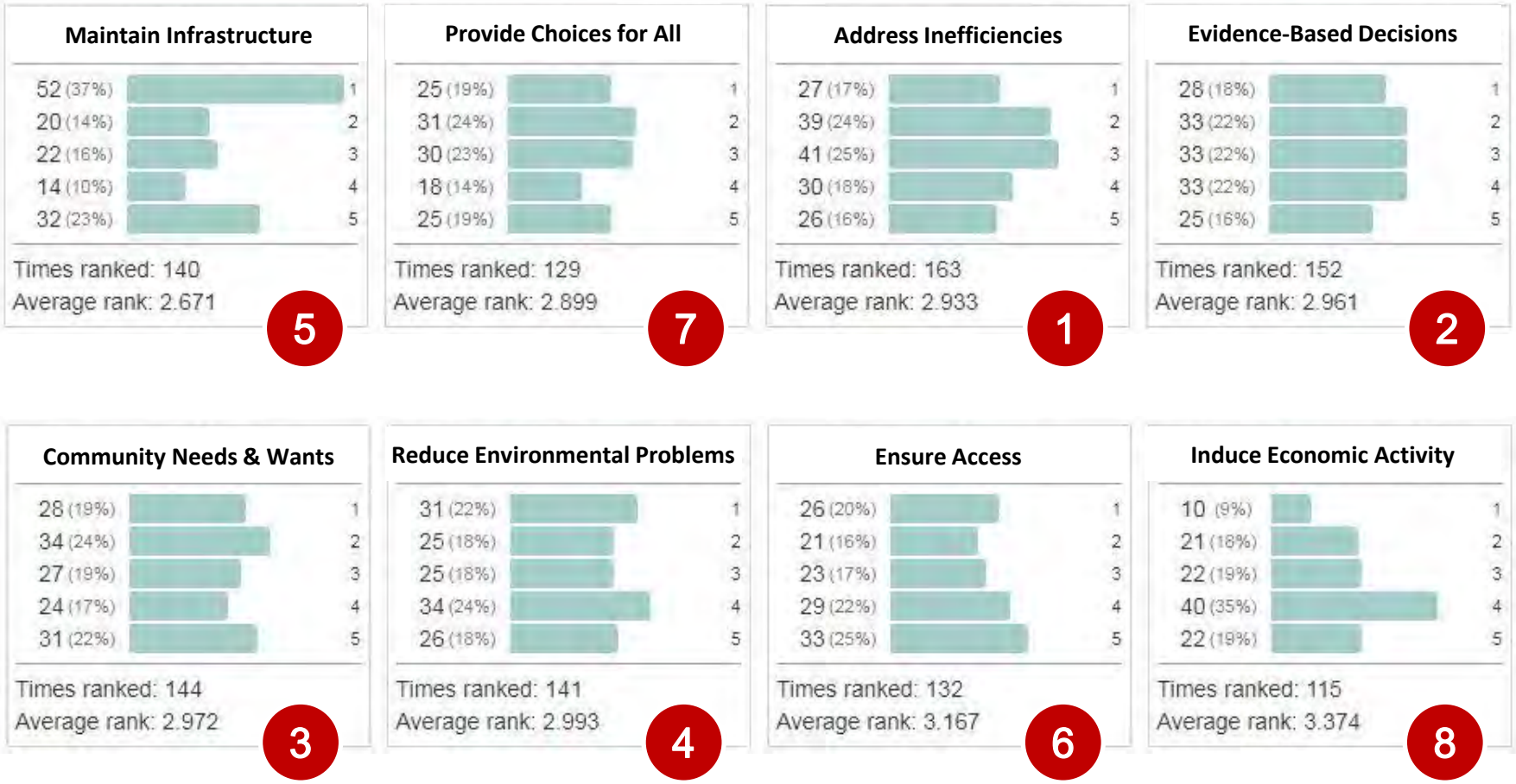


Results

Priorities
(screen 2)

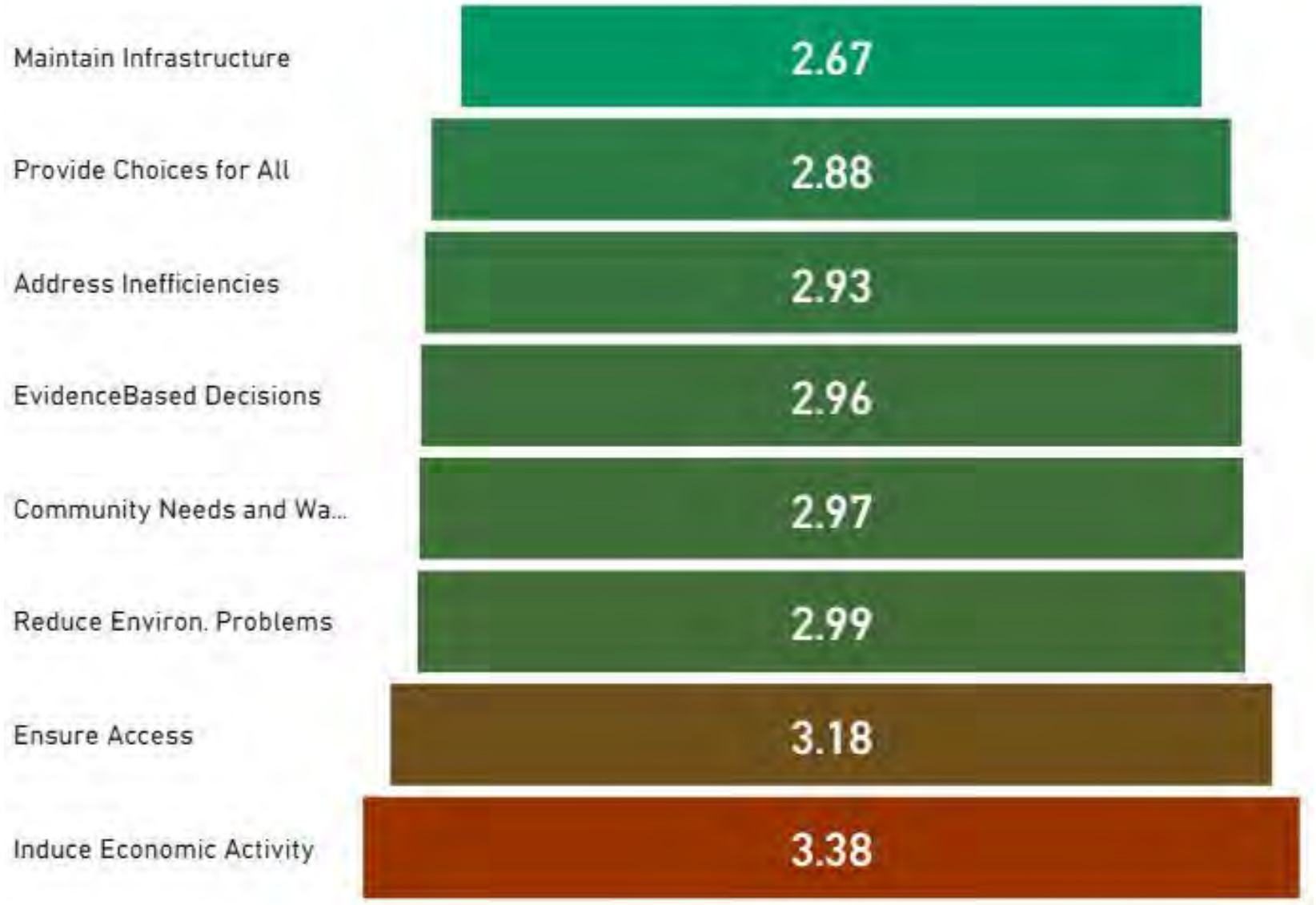


Priorities (Summary of Rankings)



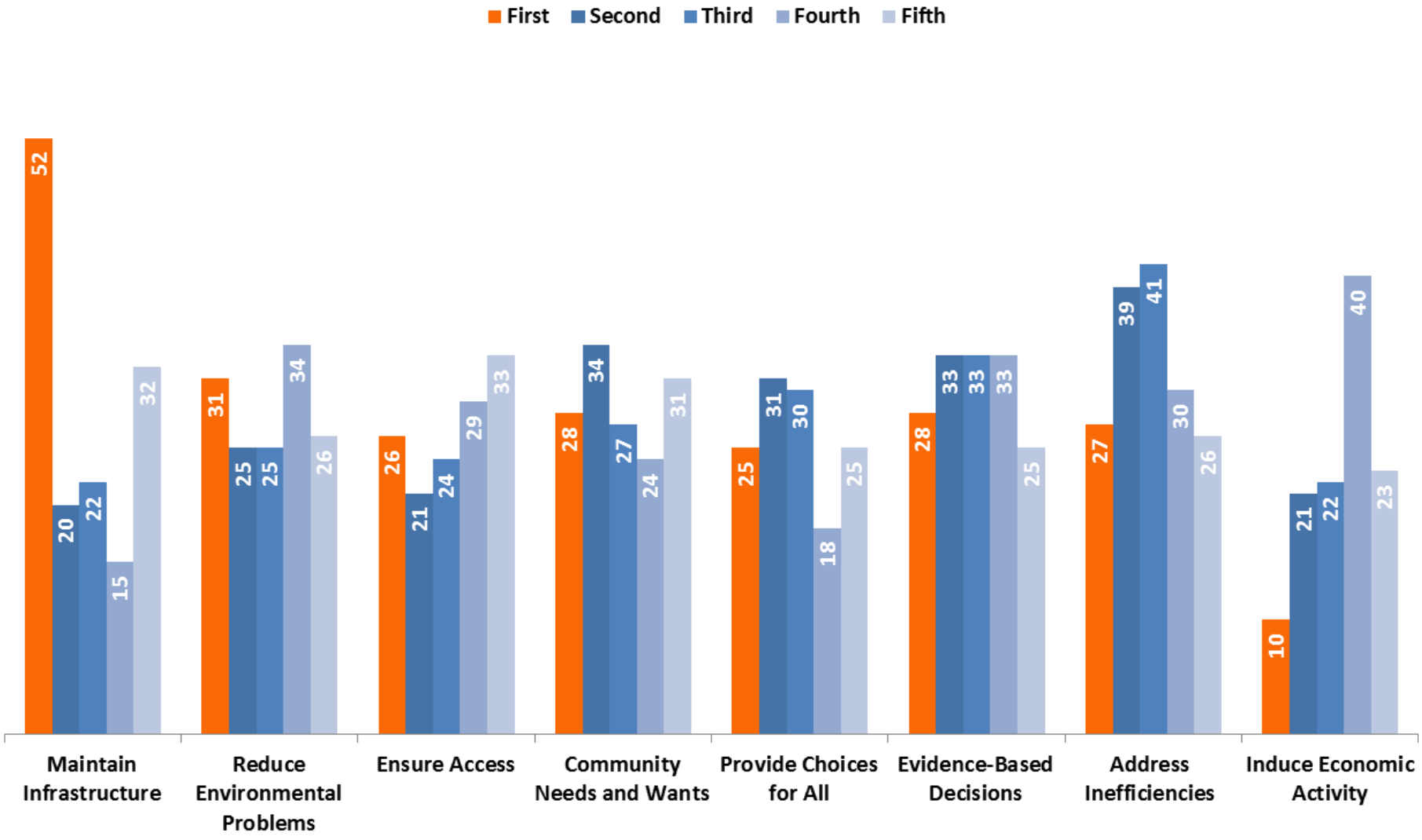
X Rank, by total count.

Priorities (Average Rank)



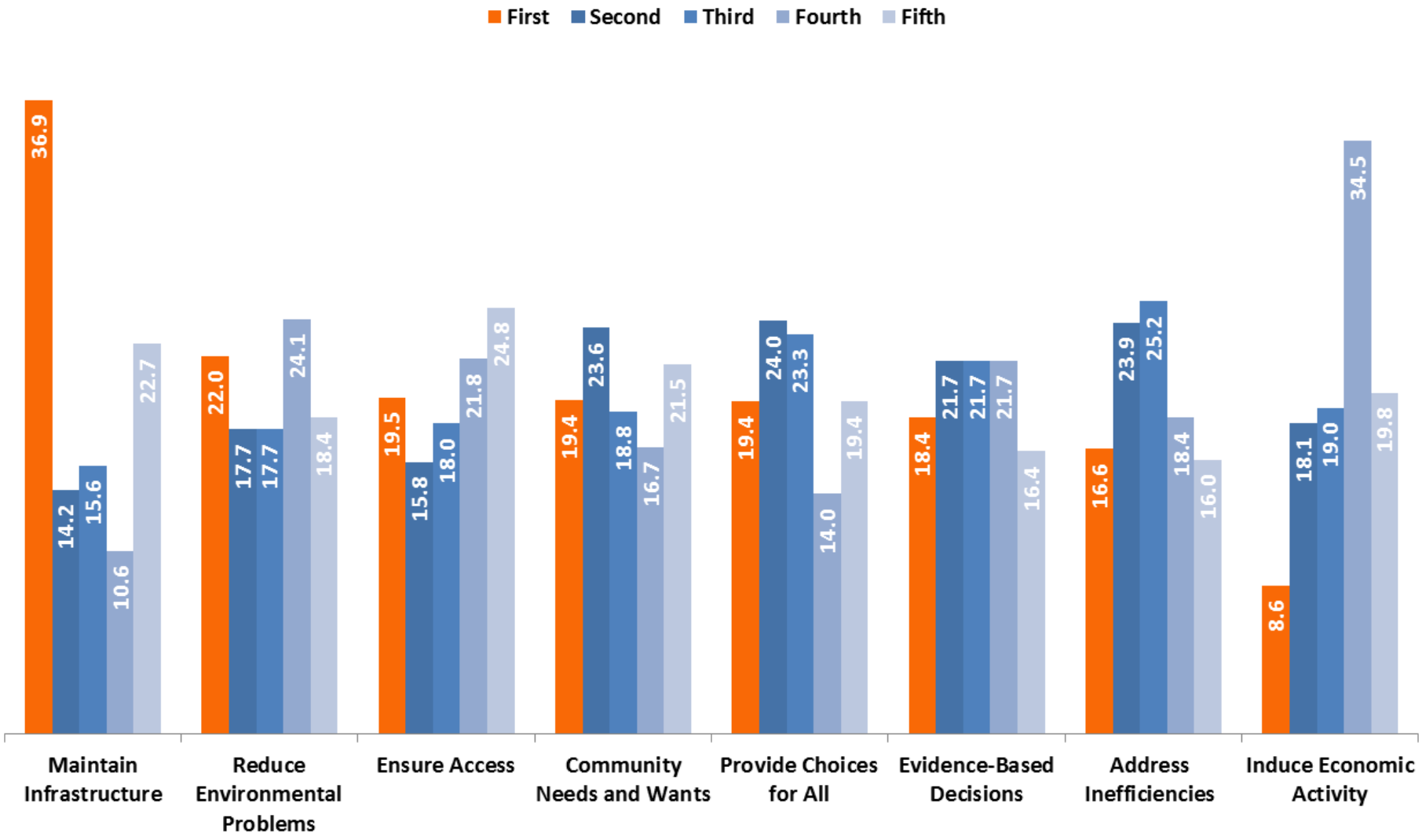
* Note that the highest priorities are the smallest rankings and averages are better than high ones.

Top-Ranked Priorities (# all participants)



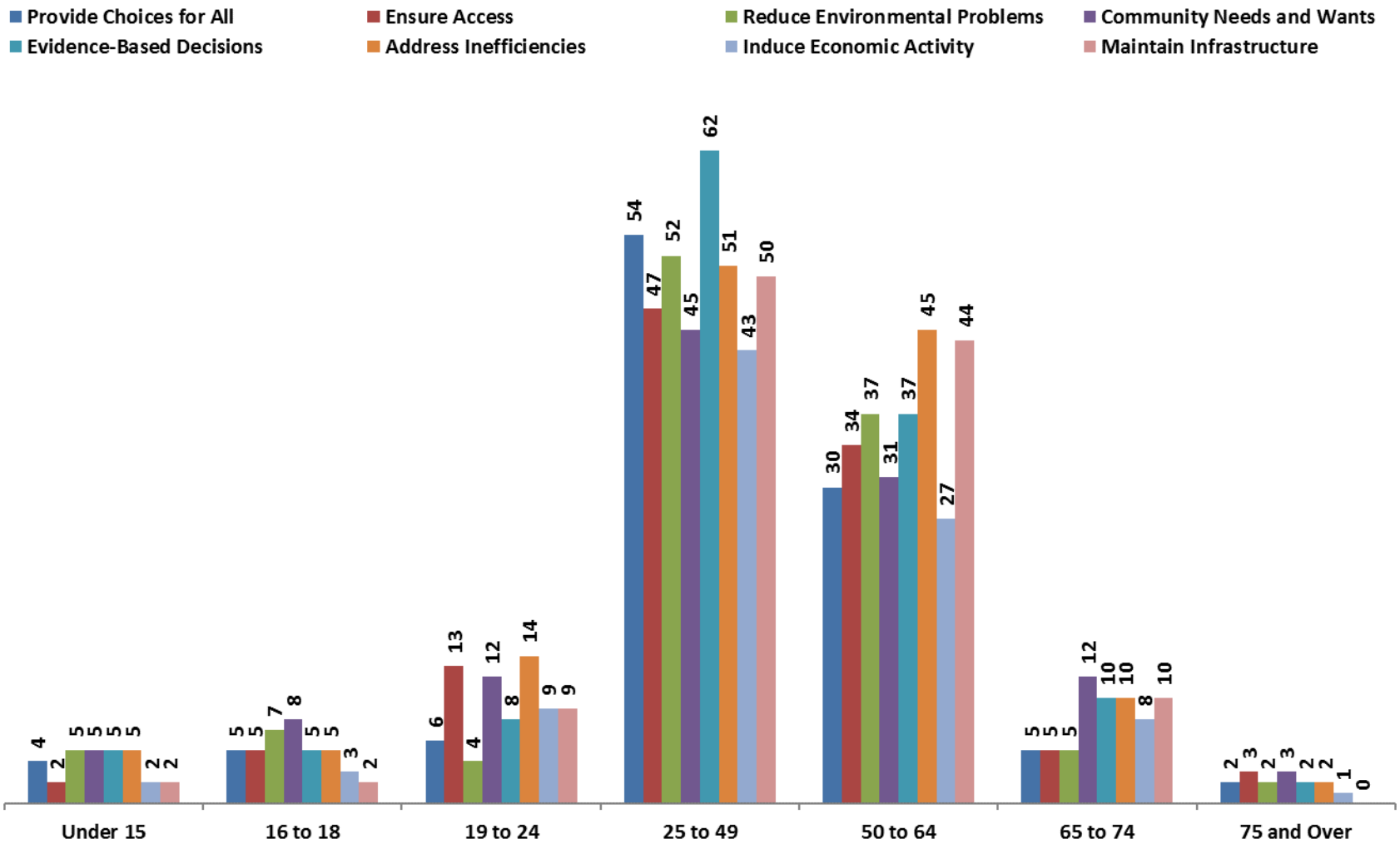
* Ordered based on priorities ranked first

Top-Ranked Priorities (% all participants)



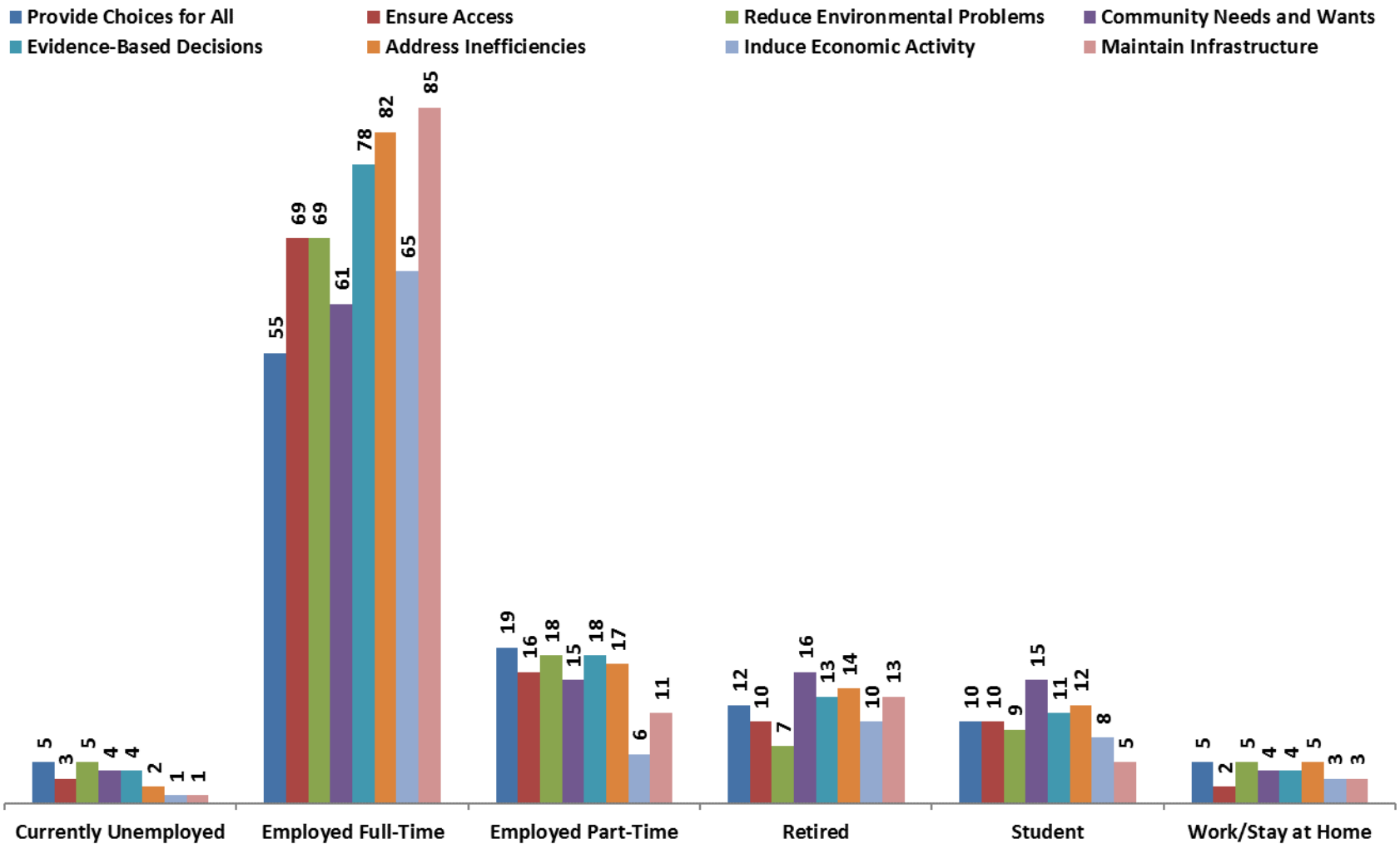
* Ordered based on priorities ranked first

Ranked Priorities (# by Age)



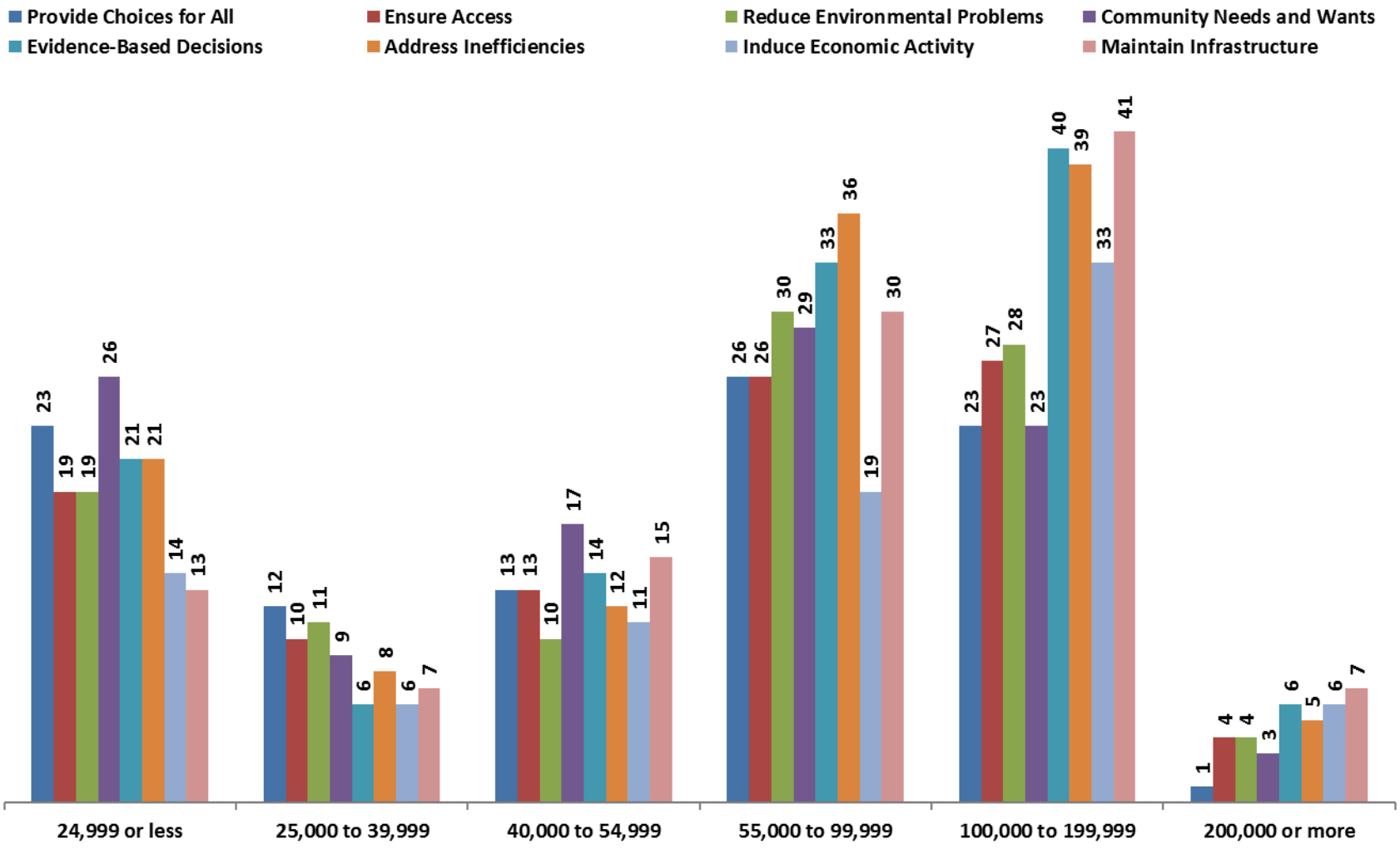
* Top 5 votes by each participant and their age group.

Ranked Priorities (# by Employment Status)



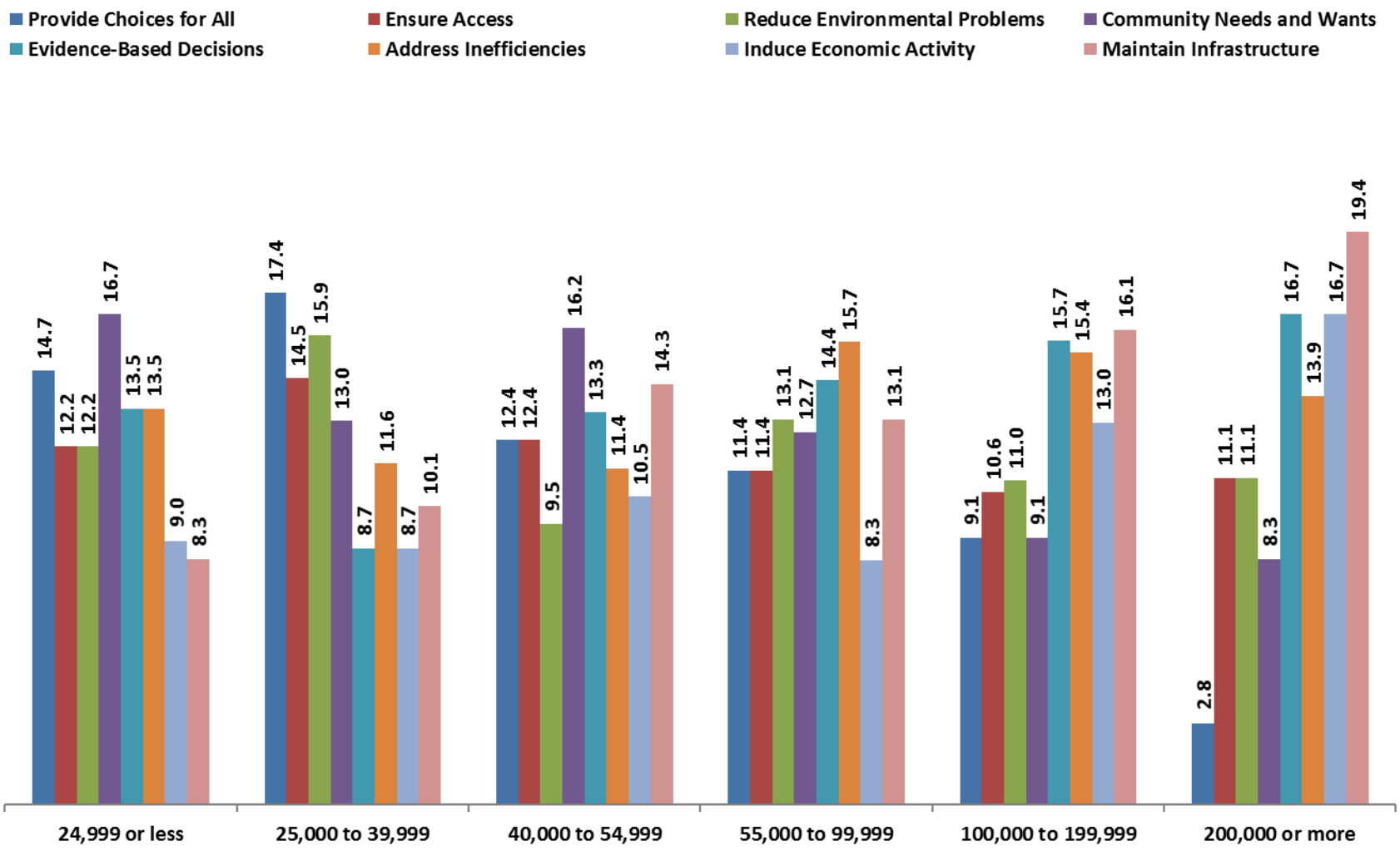
* Top 5 votes by each participant and their employment status.

Ranked Priorities (# by Income)



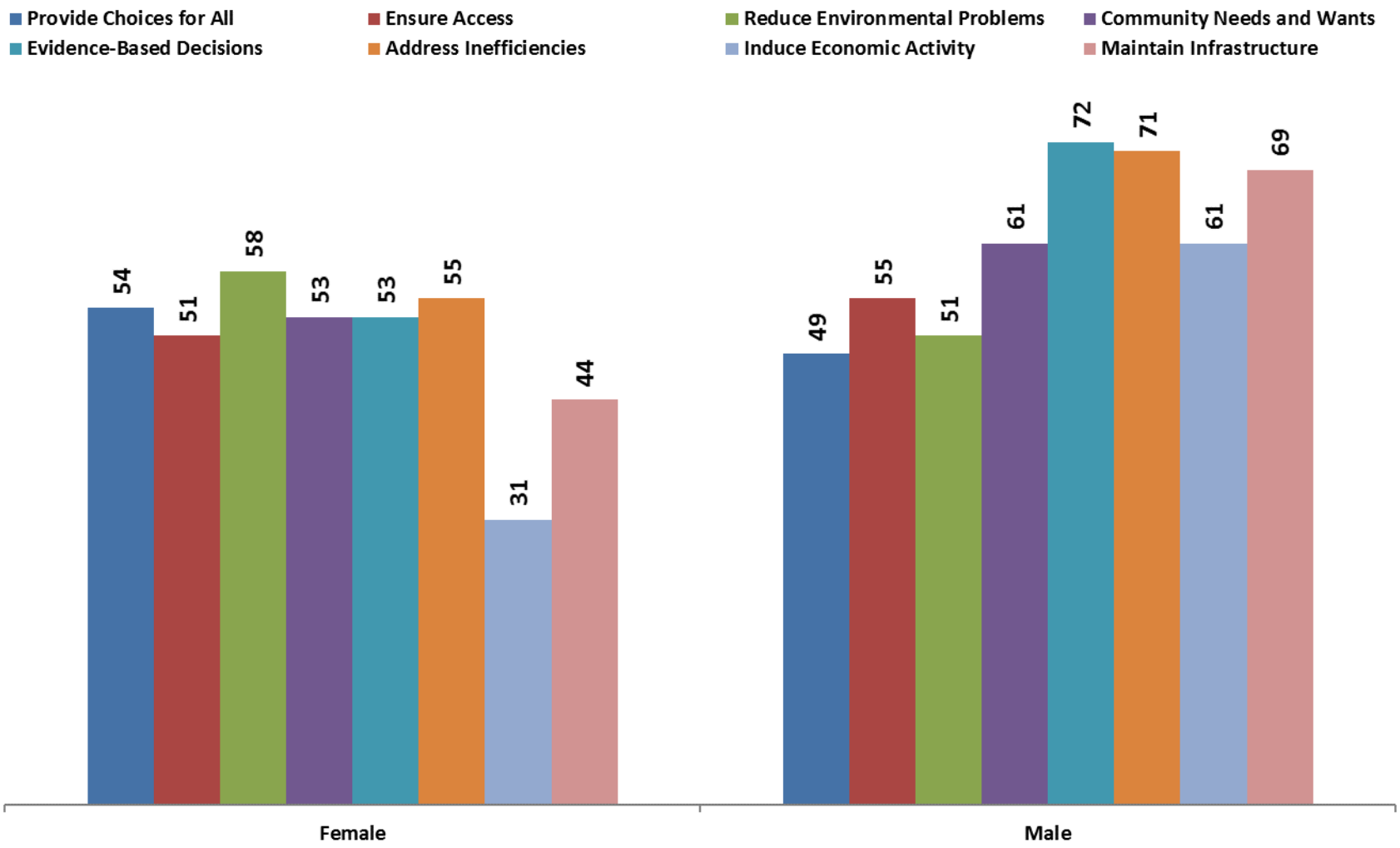
* Top 5 votes by each participant and their income group.

Ranked Priorities (% by Income)



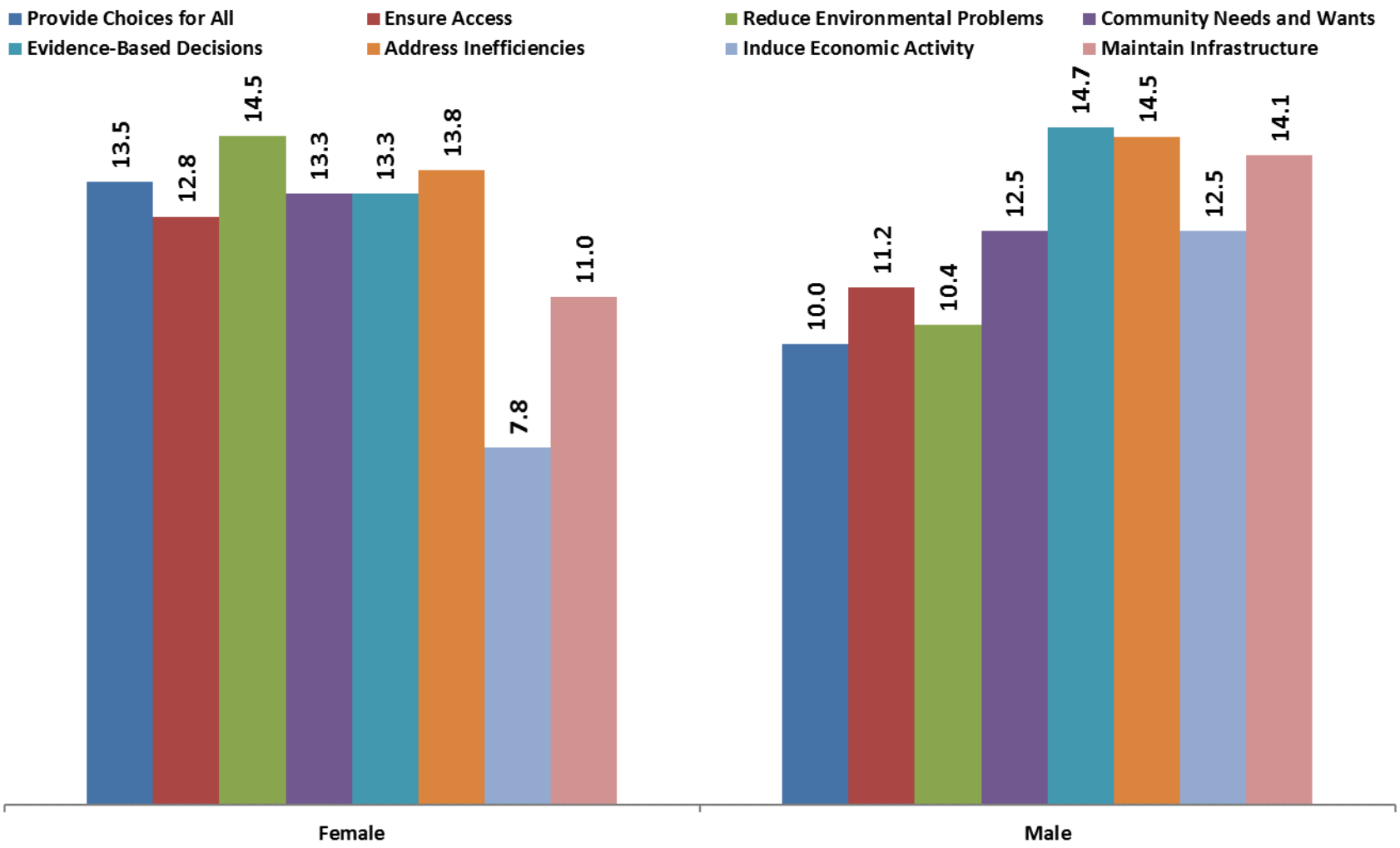
* Top 5 votes by each participant and their income group.

Ranked Priorities (# by Gender)



* Top 5 votes by each participant and their gender.

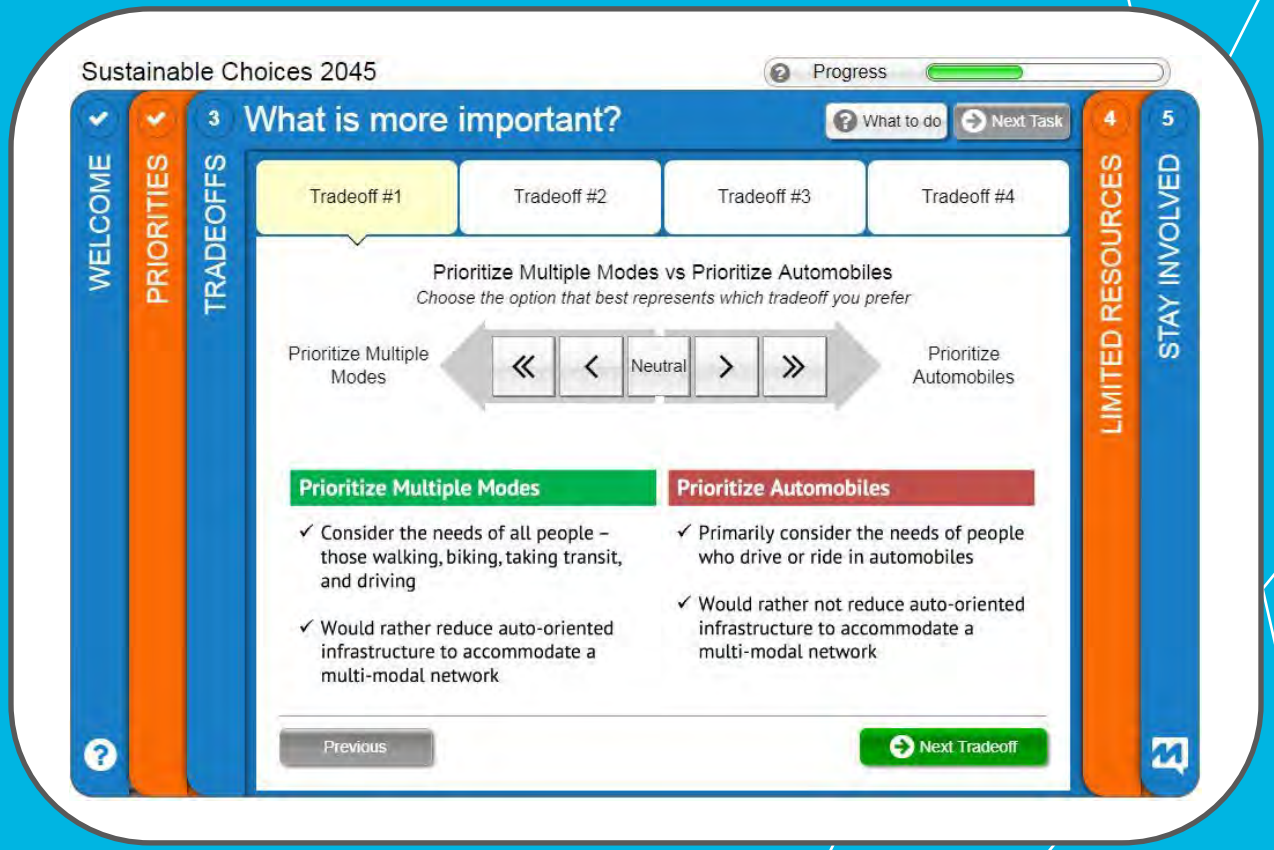
Ranked Priorities (% by Gender)



* Top 5 votes by each participant and their gender.

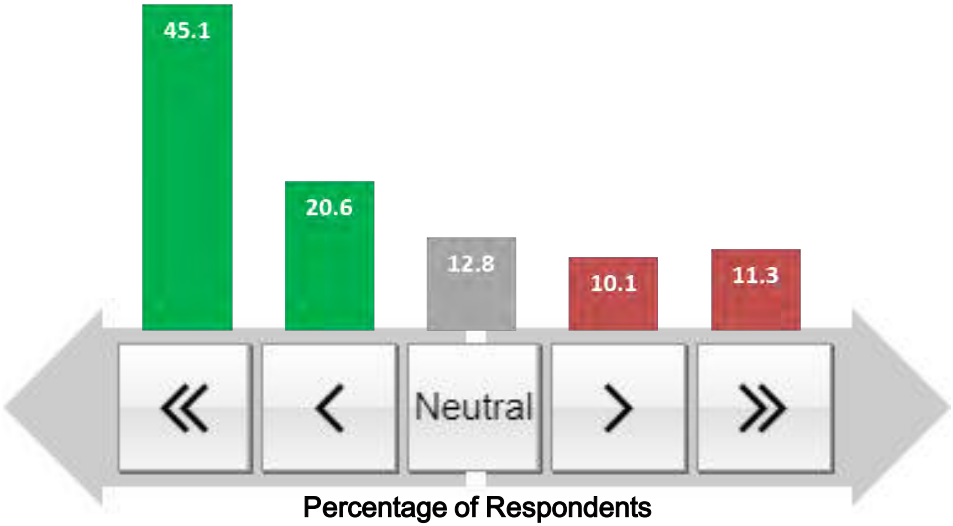
Results

Tradeoffs (screen 3)



Tradeoff #1:
Prioritize Multiple Modes vs Prioritize Automobiles

- Choose the option that best represents which tradeoff you prefer...



Prioritize Multiple Modes

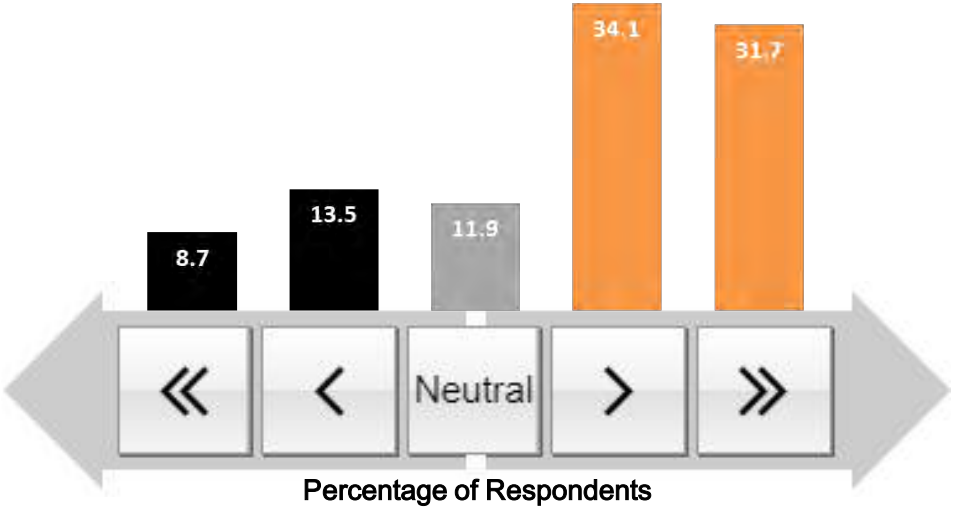
- ✓ Consider the needs of all people – those walking, biking, taking transit, and driving
- ✓ Would rather reduce auto-oriented infrastructure to accommodate a multi-modal network

Prioritize Automobiles

- ✓ Primarily consider the needs of people who drive or ride in automobiles
- ✓ Would rather not reduce auto-oriented infrastructure to accommodate a multi-modal network

Tradeoff #2:
Maintain All Infrastructure vs Maintain Critical Infrastructure

- Choose the option that best represents which tradeoff you prefer...



Maintain All Infrastructure

- ✓ Maintain the entire system as is
- ✓ Maintain all portions of the system regardless of level of use

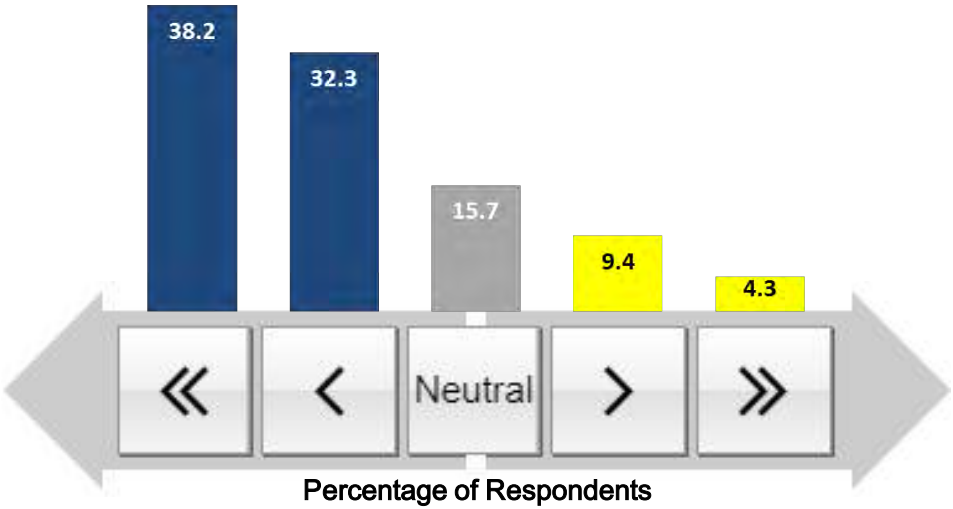
NOTE
This does not imply being completed all at once, which is financially impossible. It would be completed over many years.

Maintain Critical Infrastructure

- ✓ Maintain the system to what is anticipated or needed
- ✓ Focus maintenance on critical, higher priority portions of the system

Tradeoff #3:
Data, Analysis, & Research vs Political & Societal Factors

- Choose the option that best represents which tradeoff you prefer...



Data Driven Decisions

Base Decisions More on:

Data, Analysis, & Research

✓ More objective

Decisions Consider Other Factors

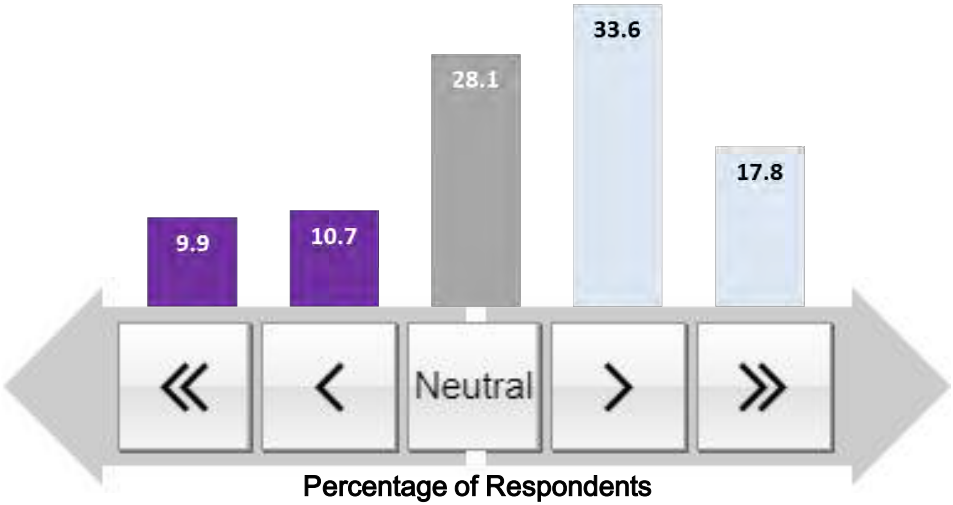
Base Decisions More on:

Political & Societal Factors

✓ More subjective

Tradeoff #4:
Few Large-scale Projects vs Many Small-scale Projects

- Choose the option that best represents which tradeoff you prefer...



Focus On Few Large-scale Projects

- ✓ Each project is more expensive to build and maintain
- ✓ Meets regional mobility needs

Examples
Big projects, such as bridges, interchanges, highways, and tunnels

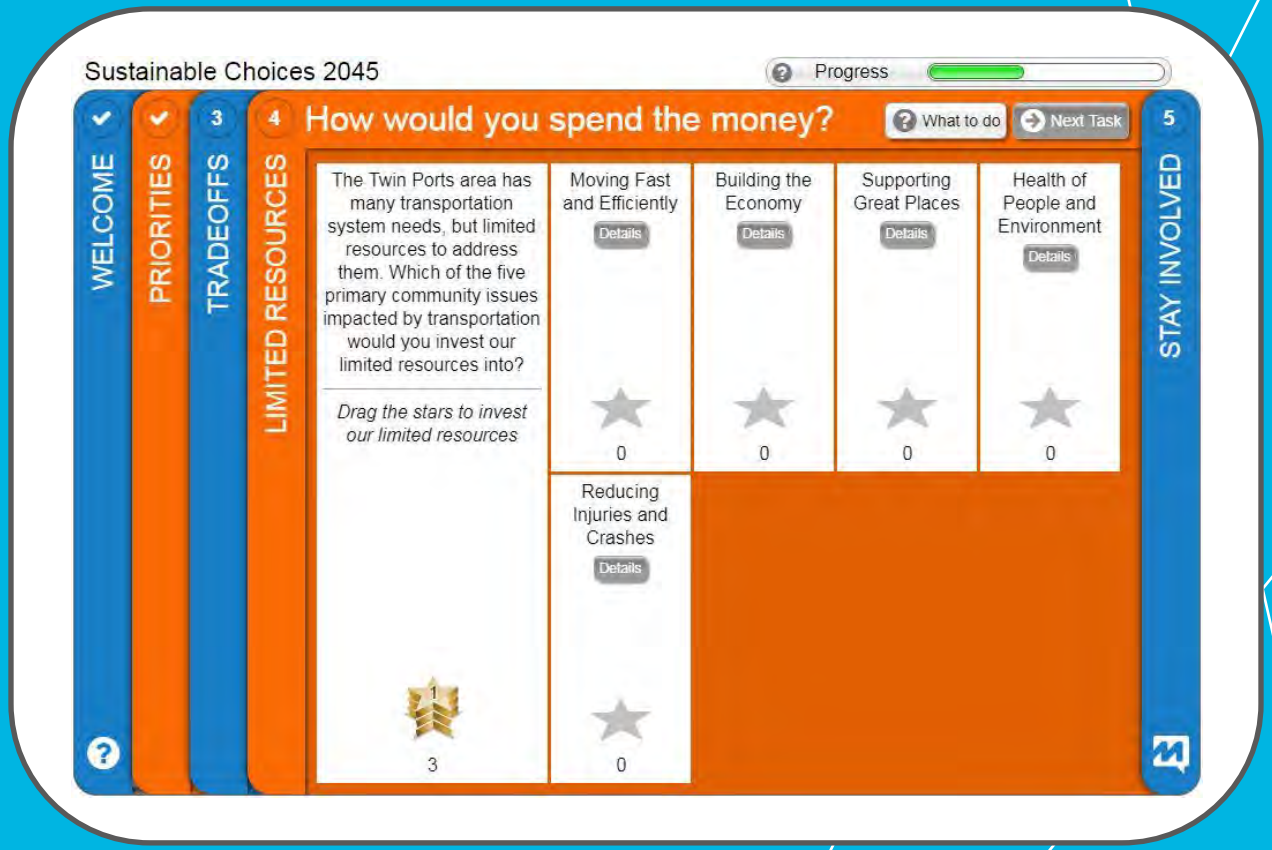
Focus On Many Small-scale Projects

- ✓ Each project is less expensive to build and maintain
- ✓ Meets local neighborhood mobility needs

Examples
Small projects, such as street resurfacing, crosswalks, sidewalks, protected bike lanes, and street trees

Results

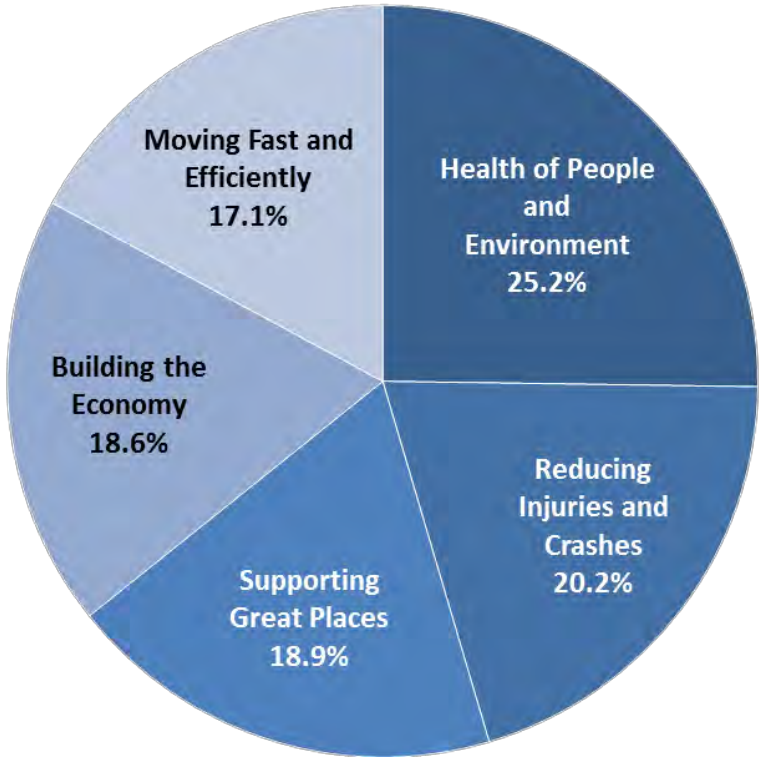
Limited Resources (screen 4)



Limited Resources

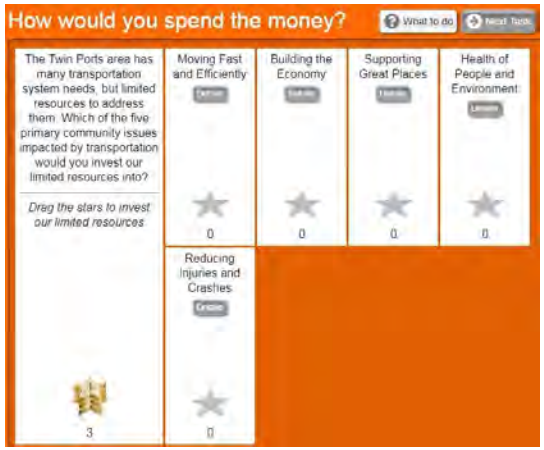
- The Twin Ports area has many transportation system needs, but limited resources to address them. Which of the five primary community issues impacted by transportation would you invest our limited resources into?

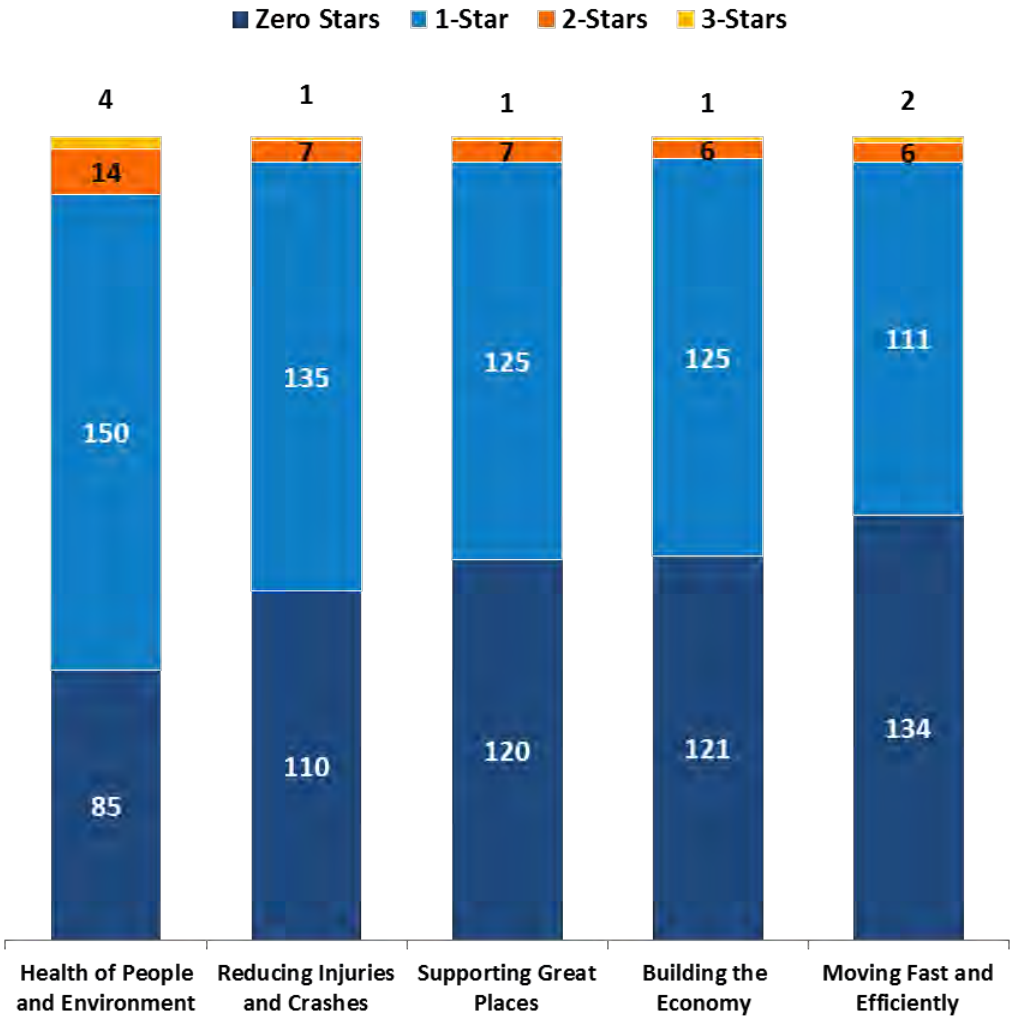
Community Investment Opportunites	Count	Percent
Health of People and Environment	190	25.2%
Reducing Injuries and Crashes	152	20.2%
Supporting Great Places	142	18.9%
Building the Economy	140	18.6%
Moving Fast and Efficiently	129	17.1%
Total	**753**	**100.0%**



Limited Resources – Vote Allocation

- The following provides an overview of each survey participant's allocation of stars among each of the five primary community issues:

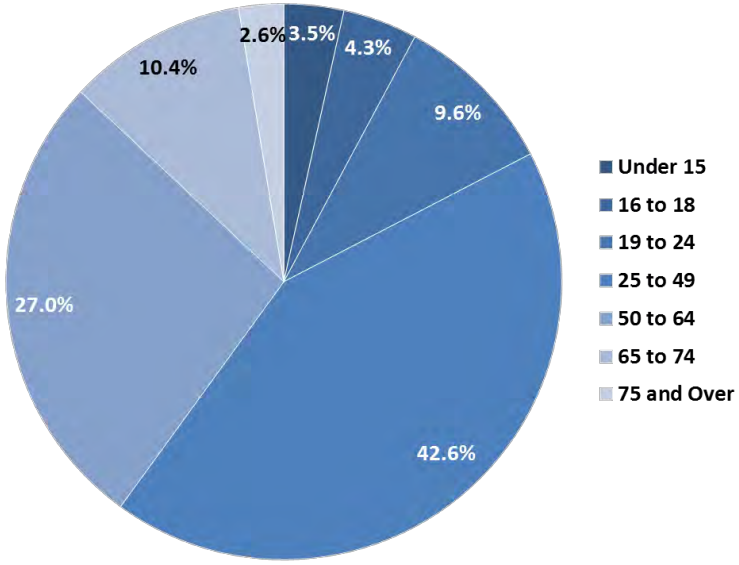


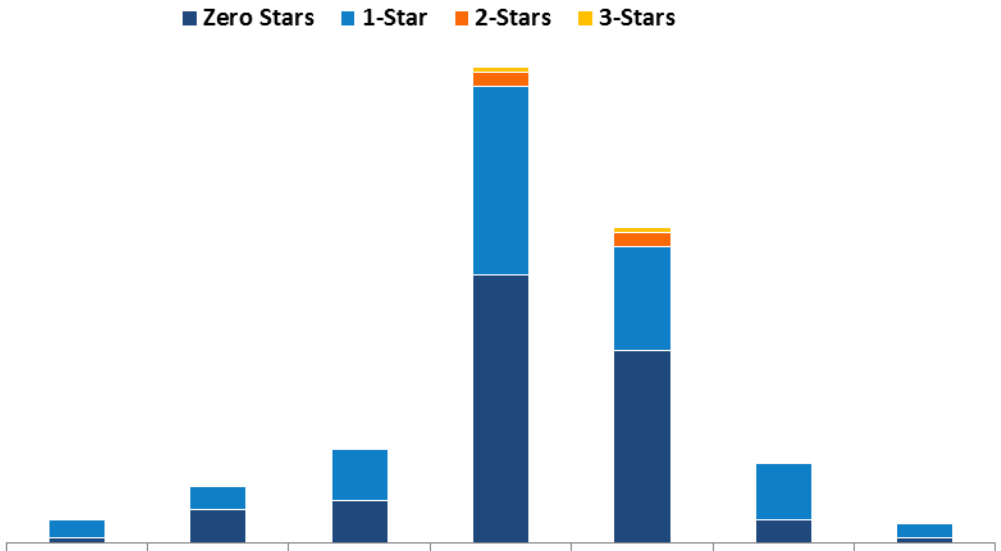


* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Moving Fast and Efficiently (by Age)

Total Stars Allocated by each Age Group...



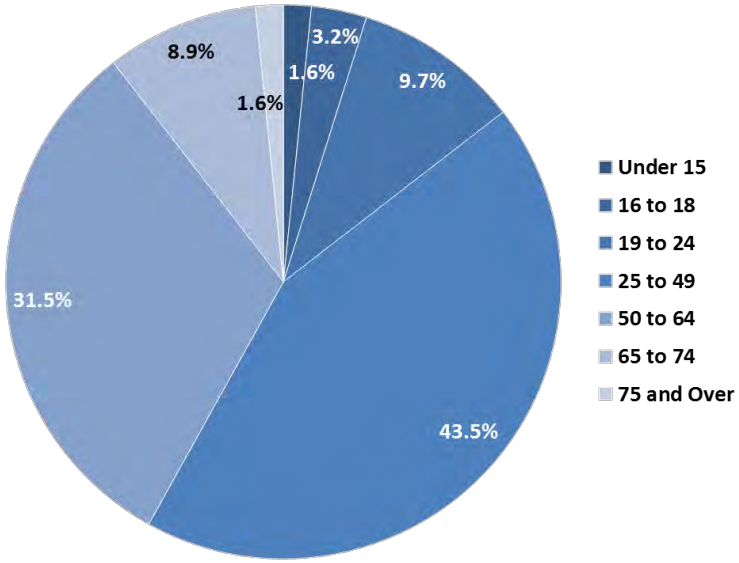


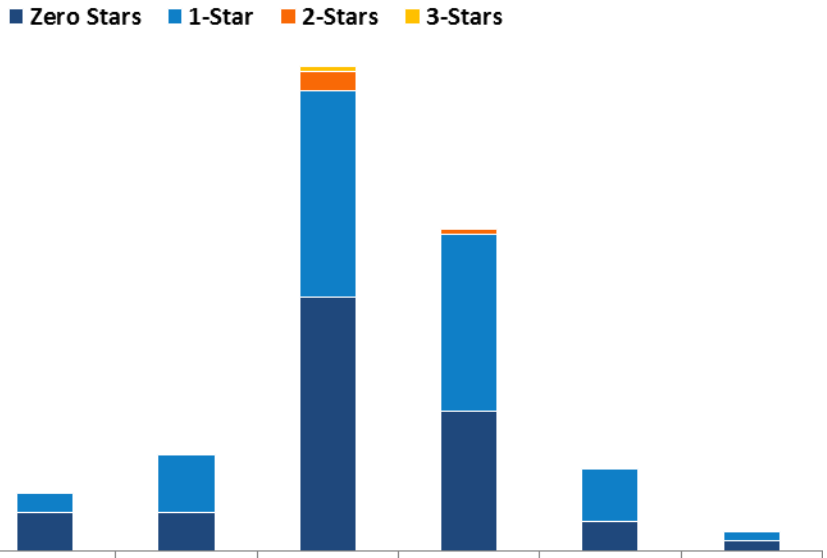
	Under 15	16 to 18	19 to 24	25 to 49	50 to 64	65 to 74	75 and Over
3-Stars	0	0	0	1	1	0	0
2-Stars	0	0	0	3	3	0	0
1-Star	4	5	11	40	22	12	3
Zero Stars	1	7	9	57	41	5	1

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Building the Economy (by Age)

Total Stars Allocated by each Age Group...



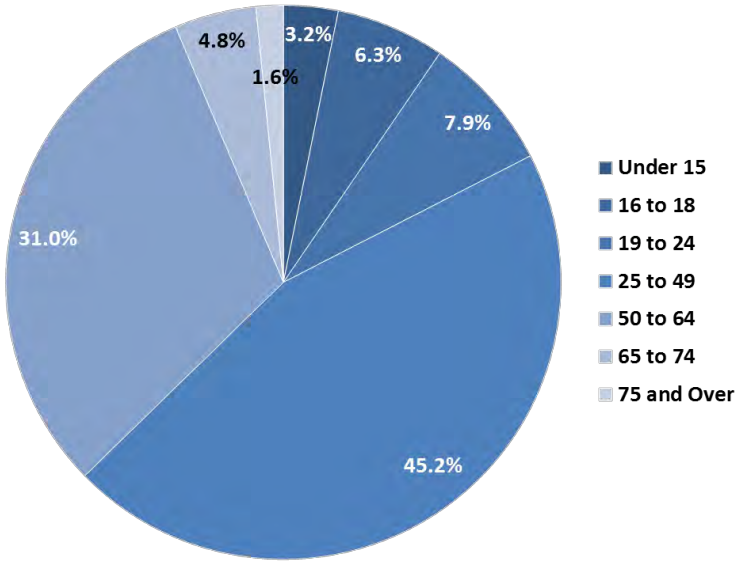


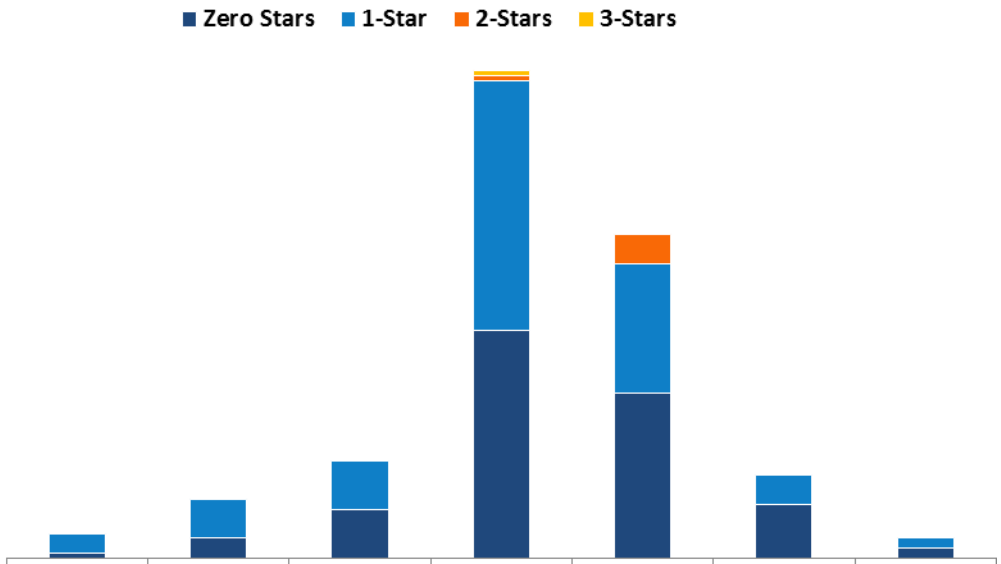
	Under 15	16 to 18	19 to 24	25 to 49	50 to 64	65 to 74	75 and Over
3-Stars	0	0	0	1	0	0	0
2-Stars	0	0	0	4	1	0	0
1-Star	2	4	12	43	37	11	2
Zero Stars	3	8	8	53	29	6	2

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Supporting Great Places (by Age)

Total Stars Allocated by each Age Group...



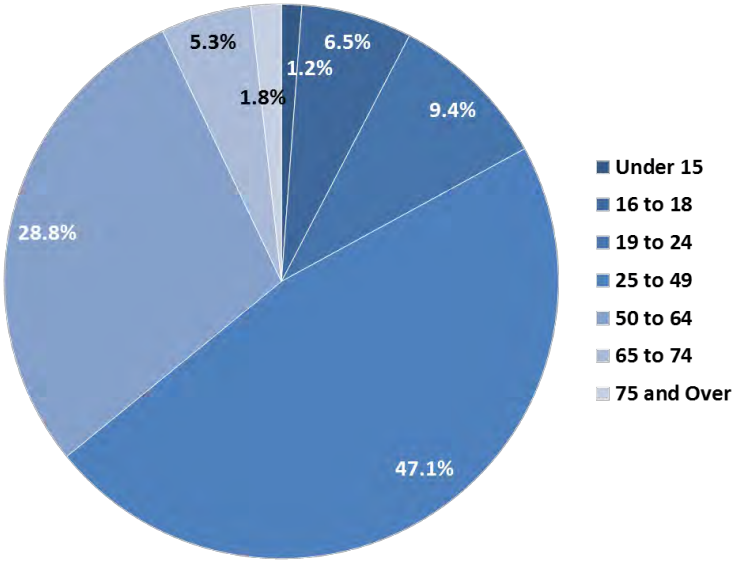


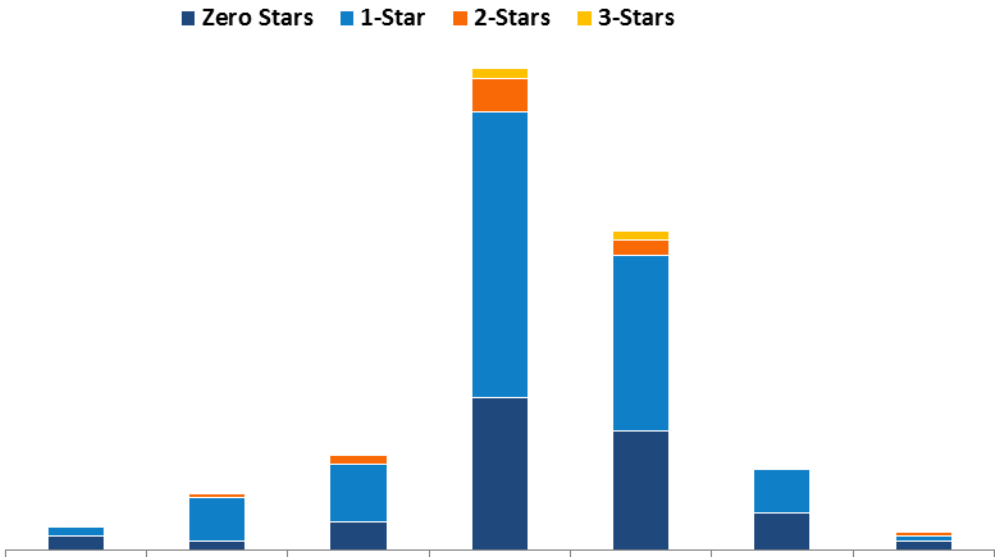
	Under 15	16 to 18	19 to 24	25 to 49	50 to 64	65 to 74	75 and Over
3-Stars	0	0	0	1	0	0	0
2-Stars	0	0	0	1	6	0	0
1-Star	4	8	10	52	27	6	2
Zero Stars	1	4	10	47	34	11	2

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Health of People and Environment (by Age)

Total Stars Allocated by each Age Group...



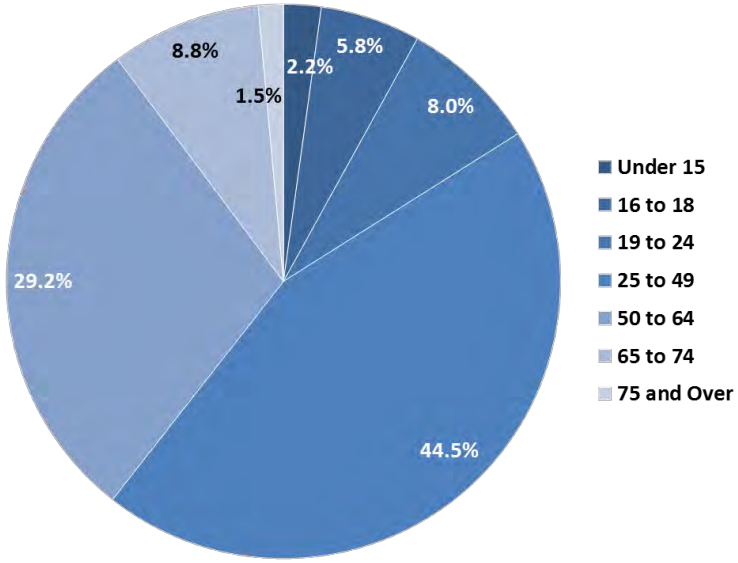


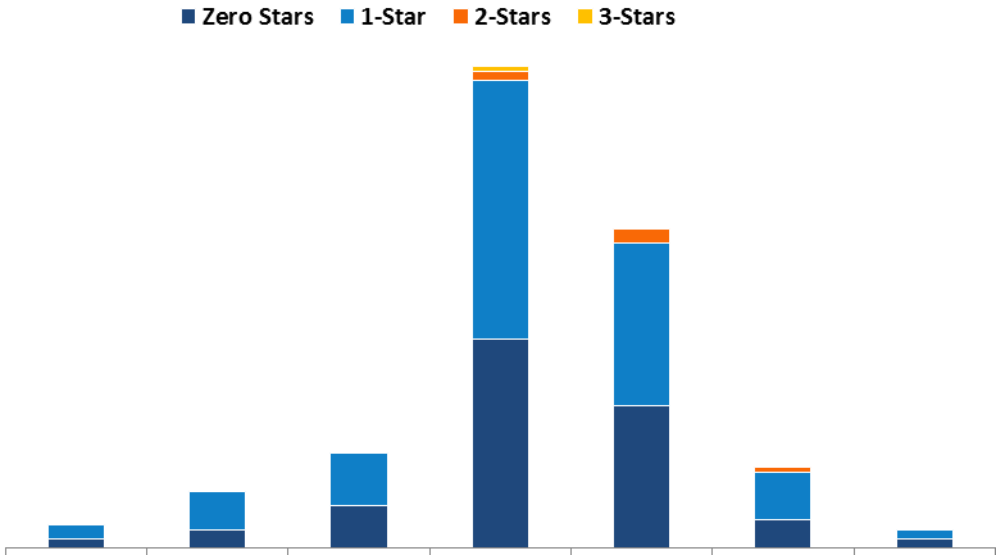
	Under 15	16 to 18	19 to 24	25 to 49	50 to 64	65 to 74	75 and Over
3-Stars	0	0	0	2	2	0	0
2-Stars	0	1	2	7	3	0	1
1-Star	2	9	12	60	37	9	1
Zero Stars	3	2	6	32	25	8	2

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Reducing Injuries and Crashes (by Age)

Total Stars Allocated by each Age Group...



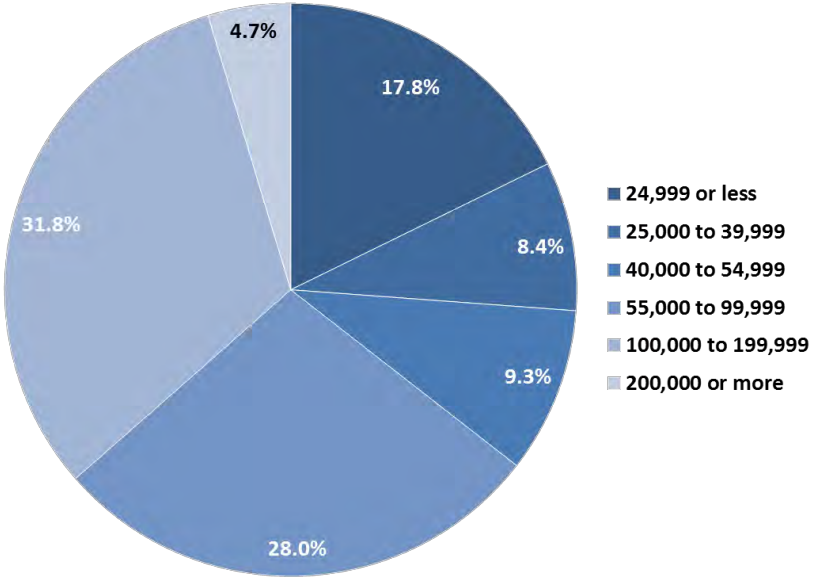


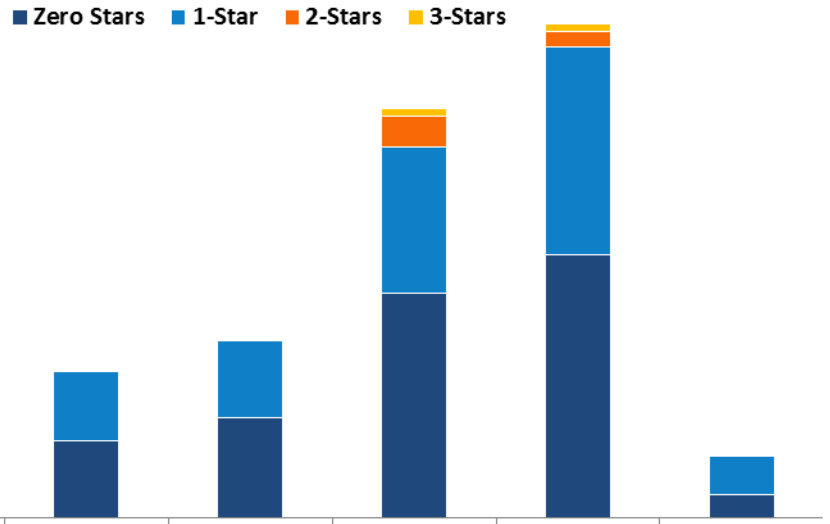
	Under 15	16 to 18	19 to 24	25 to 49	50 to 64	65 to 74	75 and Over
3-Stars	0	0	0	1	0	0	0
2-Stars	0	0	0	2	3	1	0
1-Star	3	8	11	54	34	10	2
Zero Stars	2	4	9	44	30	6	2

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Moving Fast and Efficiently (by Income)

Total Stars Allocated by each Income Group...



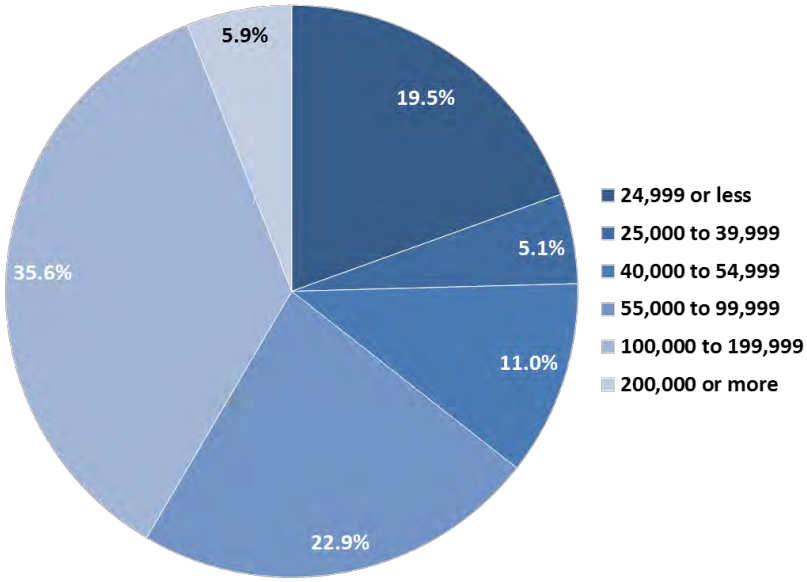


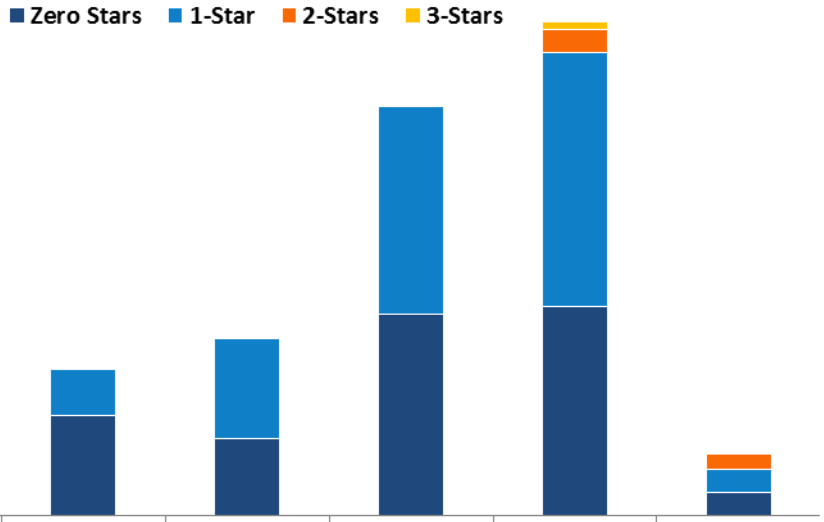
	24,999 or less	25,000 to 39,999	40,000 to 54,999	55,000 to 99,999	100,000 to 199,999	200,000 or more
3-Stars	0	0	0	1	1	0
2-Stars	0	0	0	4	2	0
1-Star	19	9	10	19	27	5
Zero Stars	24	10	13	29	34	3

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Building the Economy (by Income)

Total Stars Allocated by each Income Group...



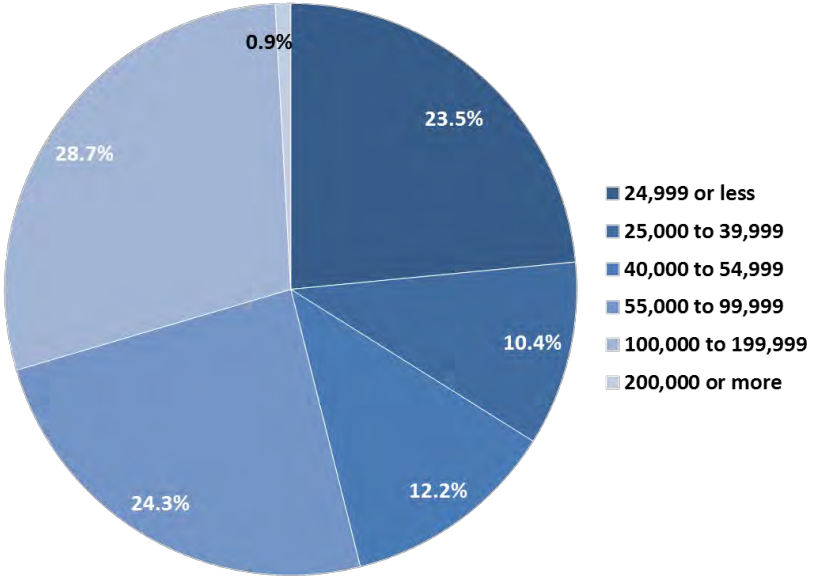


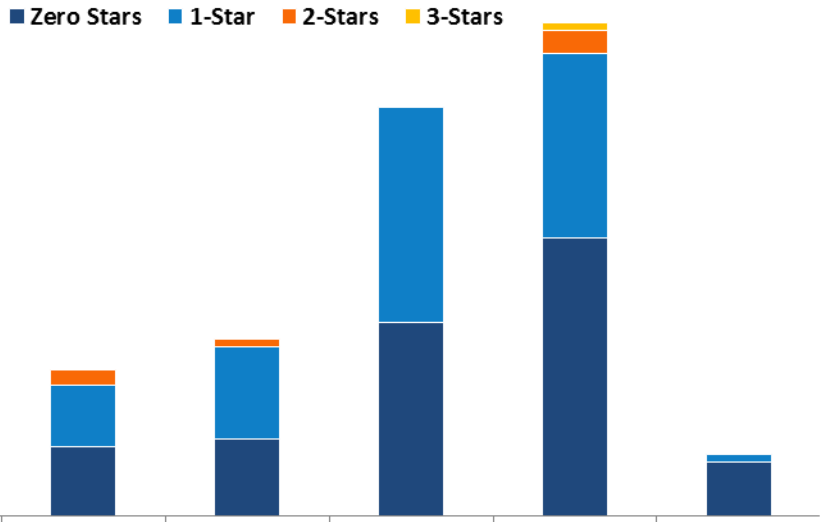
	24,999 or less	25,000 to 39,999	40,000 to 54,999	55,000 to 99,999	100,000 to 199,999	200,000 or more
3-Stars	0	0	0	0	1	0
2-Stars	0	0	0	0	3	2
1-Star	23	6	13	27	33	3
Zero Stars	20	13	10	26	27	3

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Supporting Great Places (by Income)

Total Stars Allocated by each Income Group...



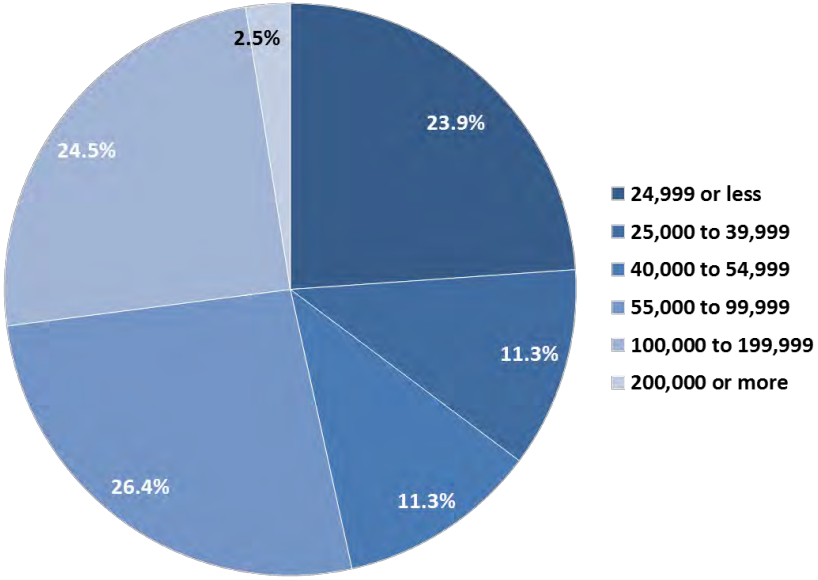


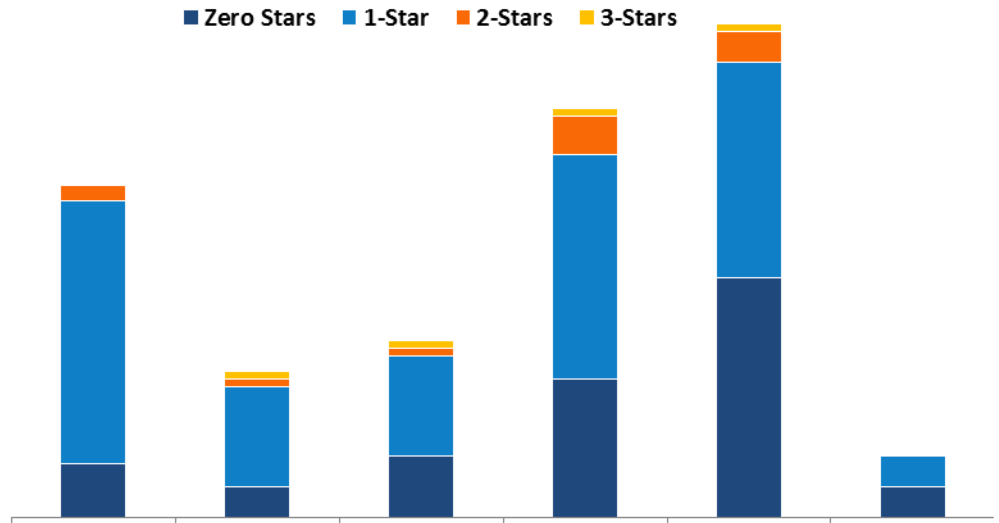
	24,999 or less	25,000 to 39,999	40,000 to 54,999	55,000 to 99,999	100,000 to 199,999	200,000 or more
3-Stars	0	0	0	0	1	0
2-Stars	0	2	1	0	3	0
1-Star	27	8	12	28	24	1
Zero Stars	16	9	10	25	36	7

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Health of People and Environment (by Income)

Total Stars Allocated by each Income Group...



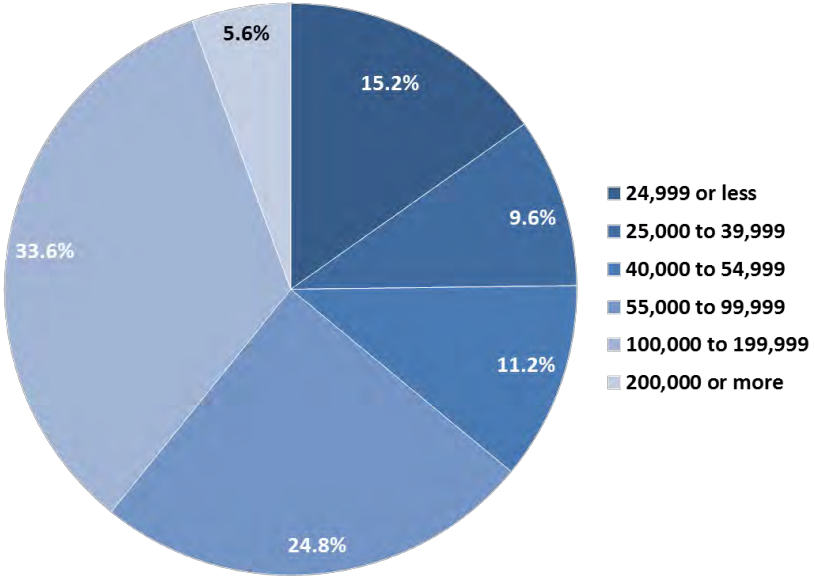


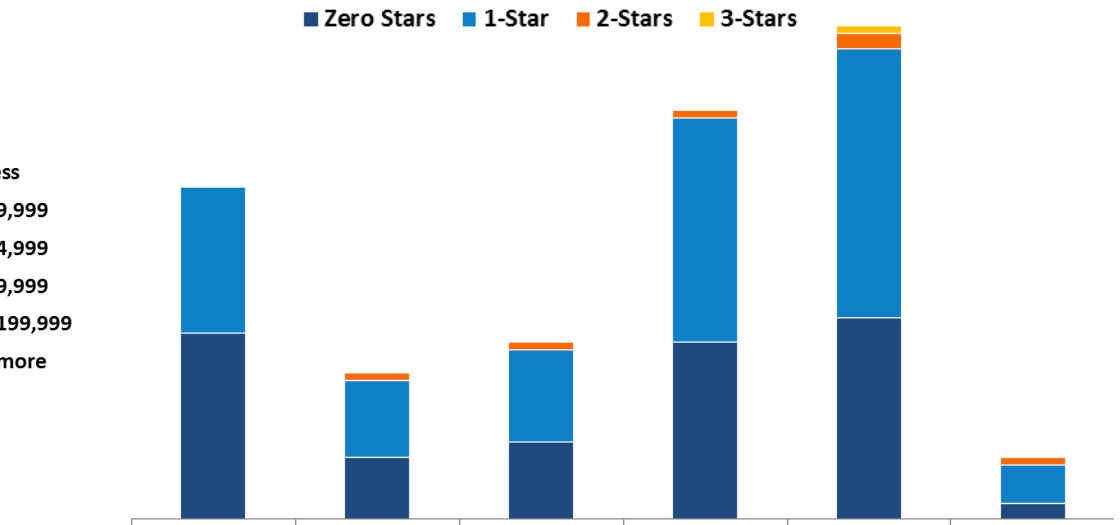
	24,999 or less	25,000 to 39,999	40,000 to 54,999	55,000 to 99,999	100,000 to 199,999	200,000 or more
3-Stars	0	1	1	1	1	0
2-Stars	2	1	1	5	4	0
1-Star	34	13	13	29	28	4
Zero Stars	7	4	8	18	31	4

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Reducing Injuries and Crashes (by Income)

Total Stars Allocated by each Income Group...



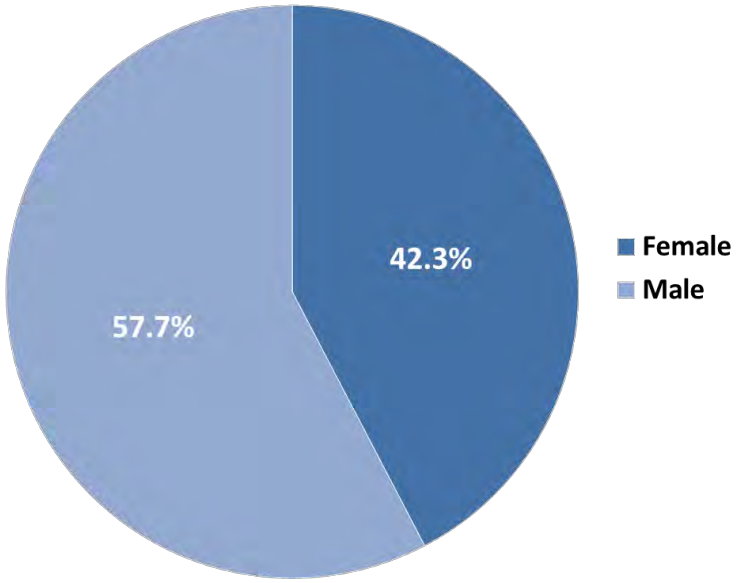


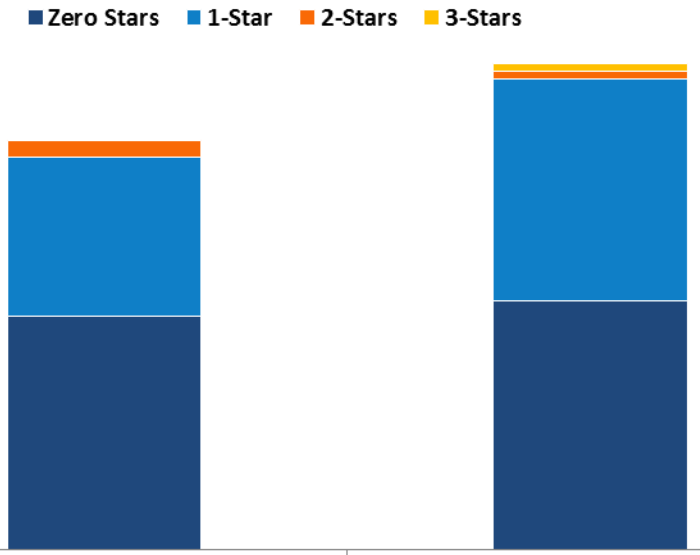
	24,999 or less	25,000 to 39,999	40,000 to 54,999	55,000 to 99,999	100,000 to 199,999	200,000 or more
3-Stars	0	0	0	0	1	0
2-Stars	0	1	1	1	2	1
1-Star	19	10	12	29	35	5
Zero Stars	24	8	10	23	26	2

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Moving Fast and Efficiently (by Gender)

Total Stars Allocated by Gender...



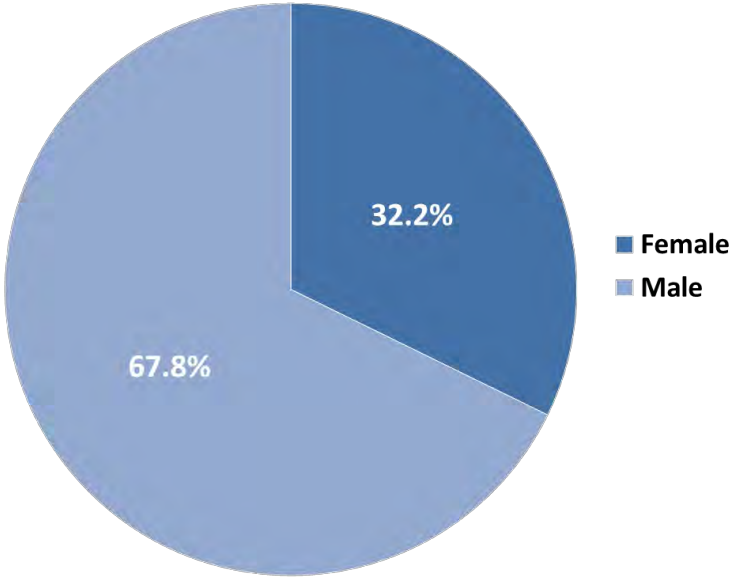


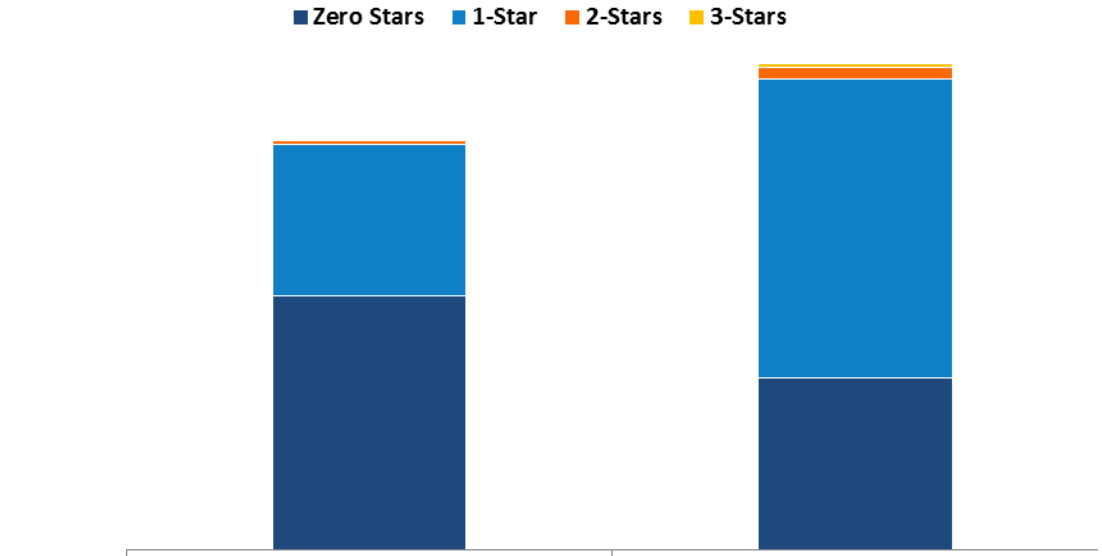
	Female	Male
3-Stars	0	2
2-Stars	4	2
1-Star	39	54
Zero Stars	57	61

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Building the Economy (by Gender)

Total Stars Allocated by Gender...



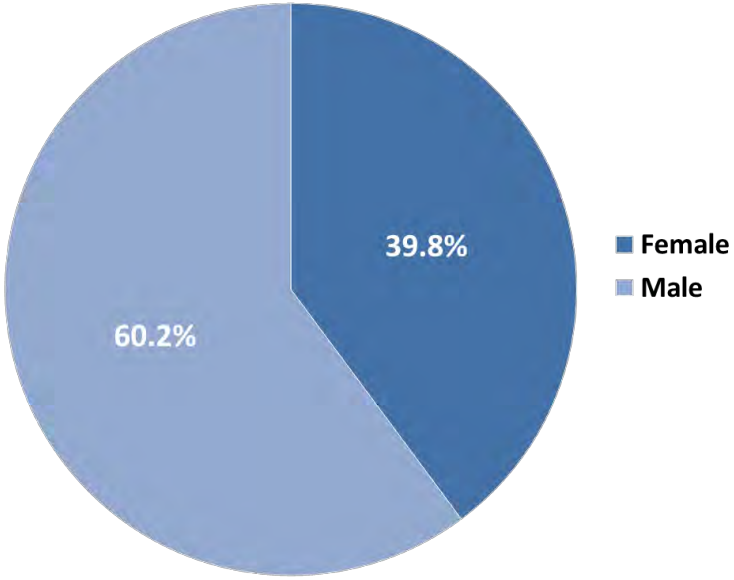


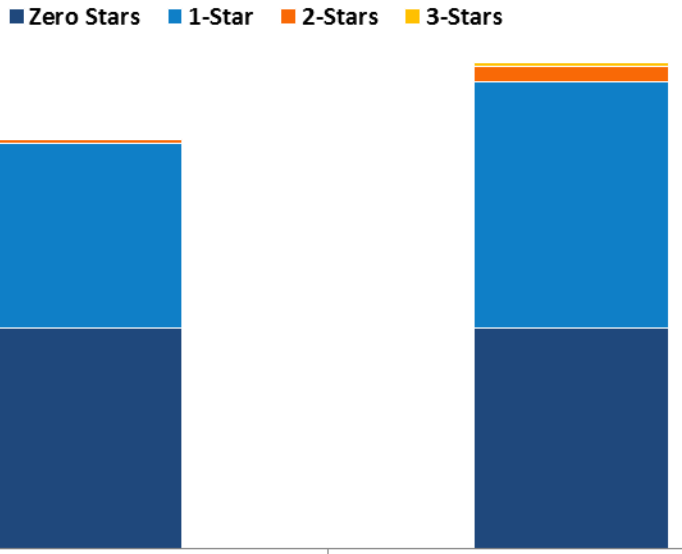
	Female	Male
3-Stars	0	1
2-Stars	1	3
1-Star	37	73
Zero Stars	62	42

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Supporting Great Places (by Gender)

Total Stars Allocated by Gender...



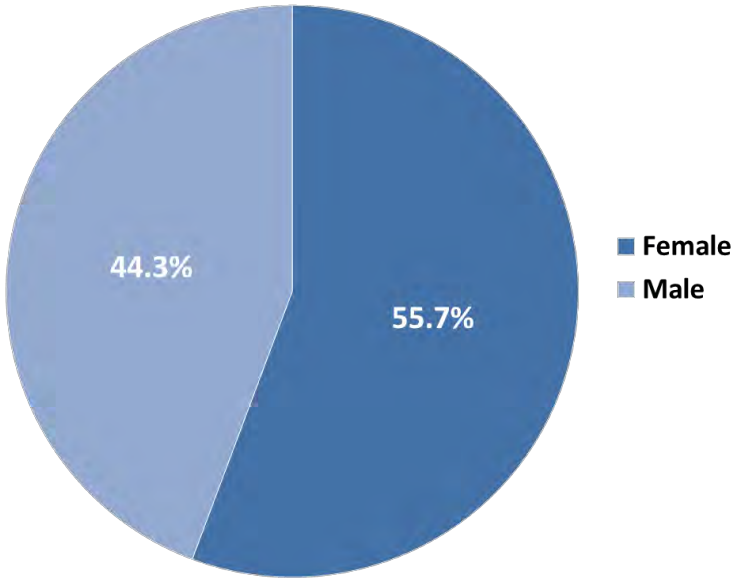


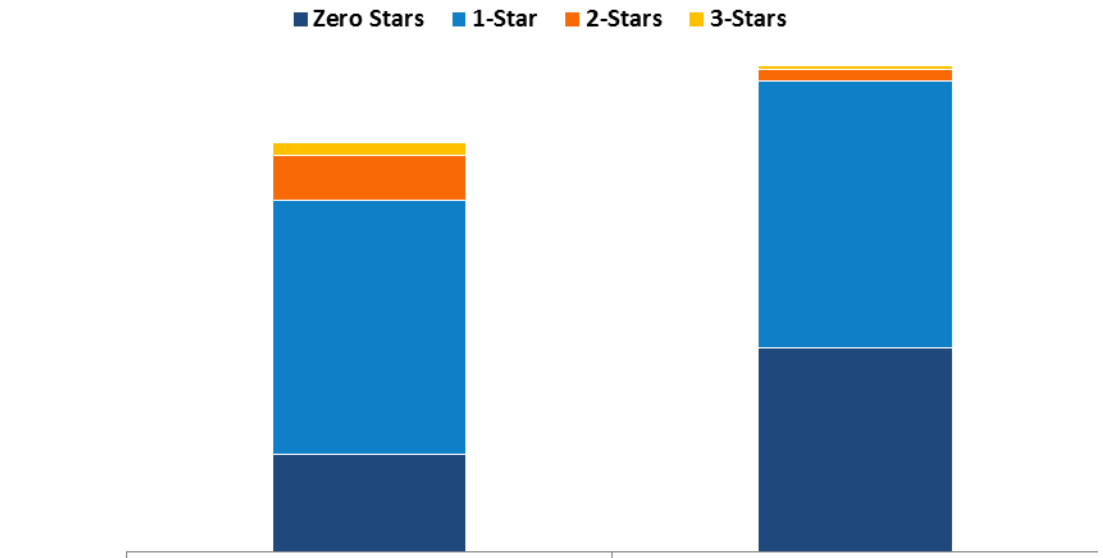
	Female	Male
3-Stars	0	1
2-Stars	1	4
1-Star	45	60
Zero Stars	54	54

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Health of People and Environment (by Gender)

Total Stars Allocated by Gender...



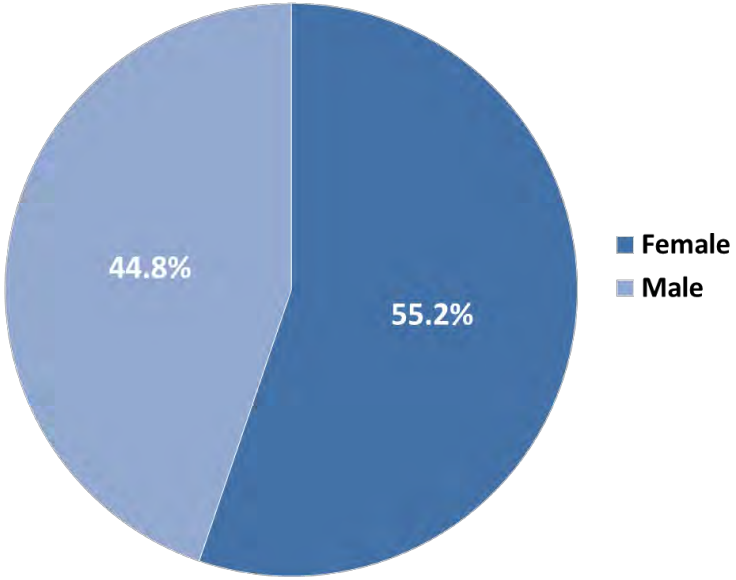


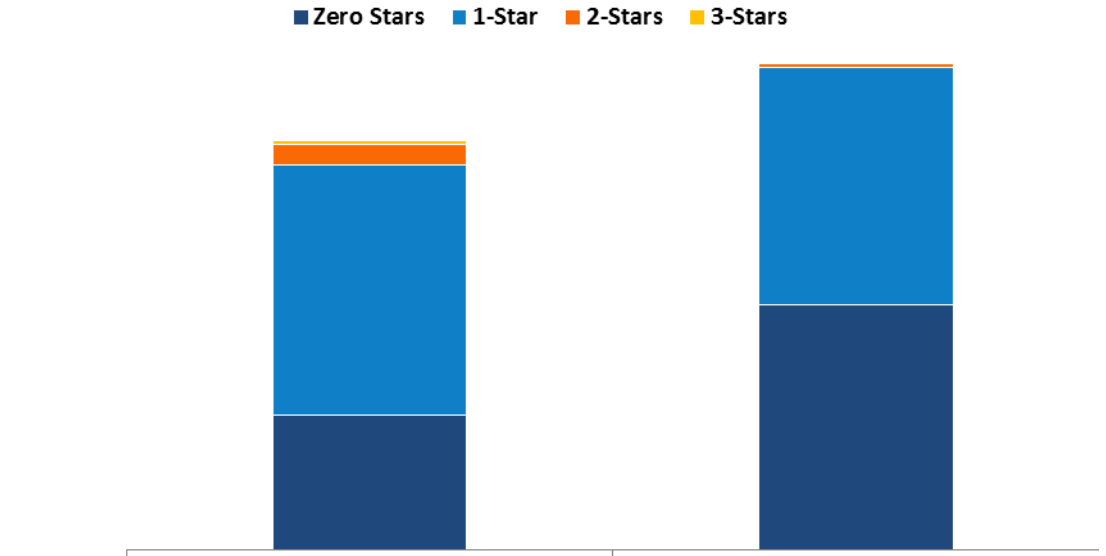
	Female	Male
3-Stars	3	1
2-Stars	11	3
1-Star	62	65
Zero Stars	24	50

* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Reducing Injuries and Crashes (by Gender)

Total Stars Allocated by Gender...



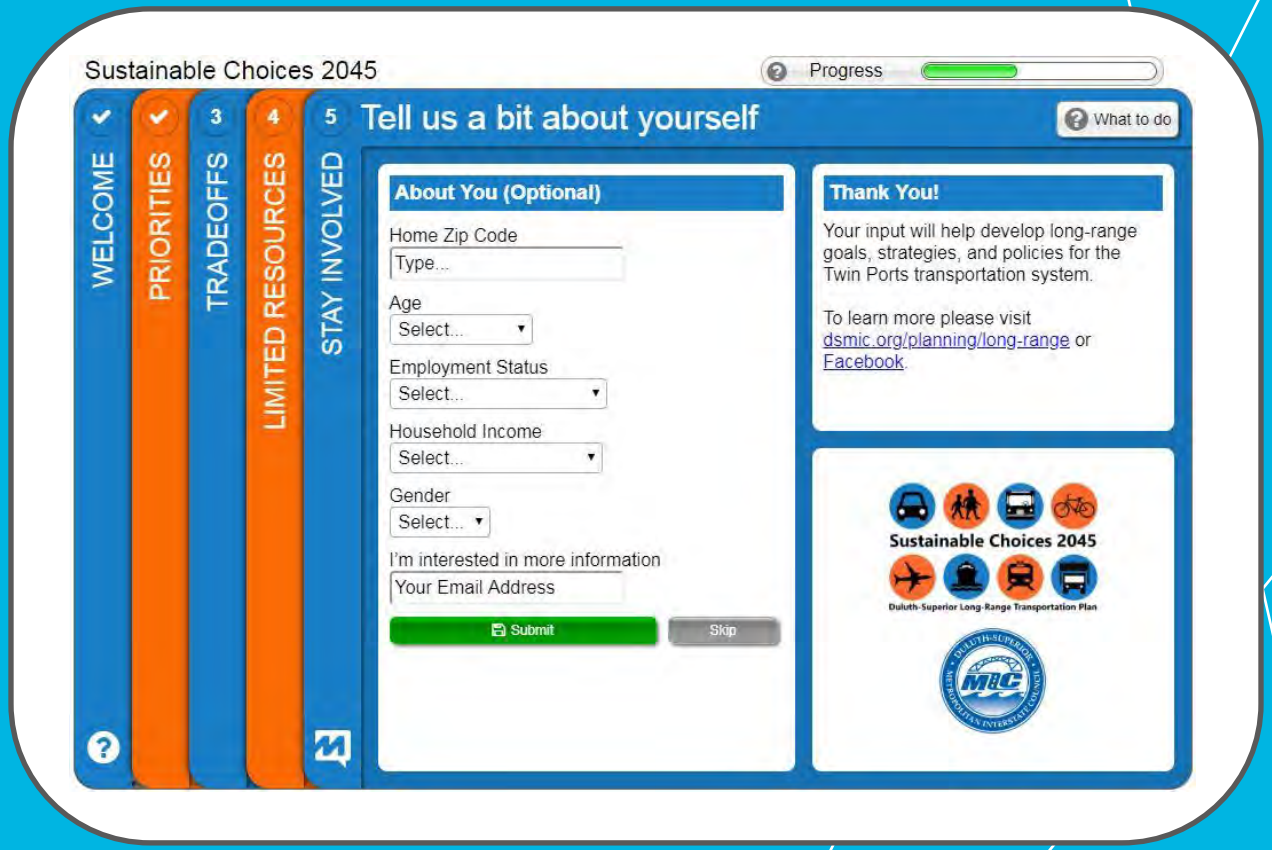


	Female	Male
3-Stars	1	0
2-Stars	5	1
1-Star	61	58
Zero Stars	33	60

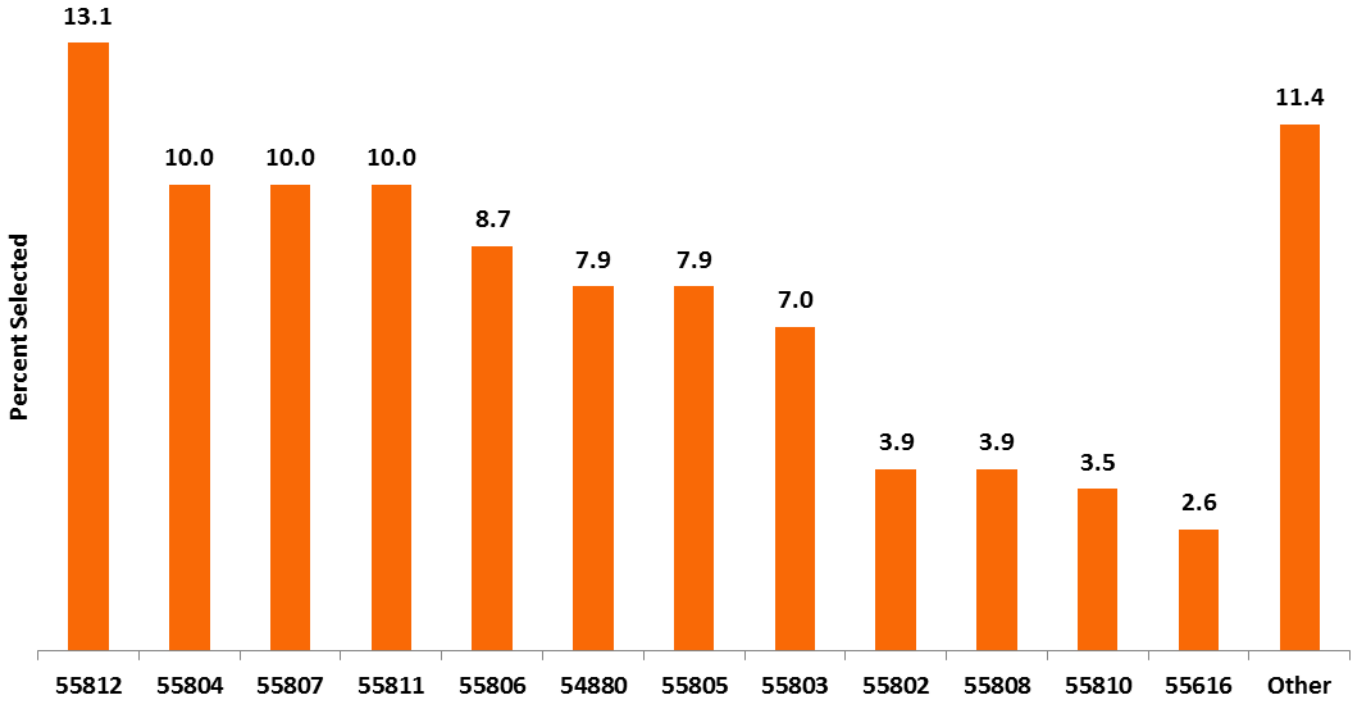
* Each survey participant had three votes to distribute among five primary community issues impacted by transportation . Participants could allocate their votes (stars) to multiple categories, or they could allocate all three stars to just one category.

Results

Stay Involved (screen 5)

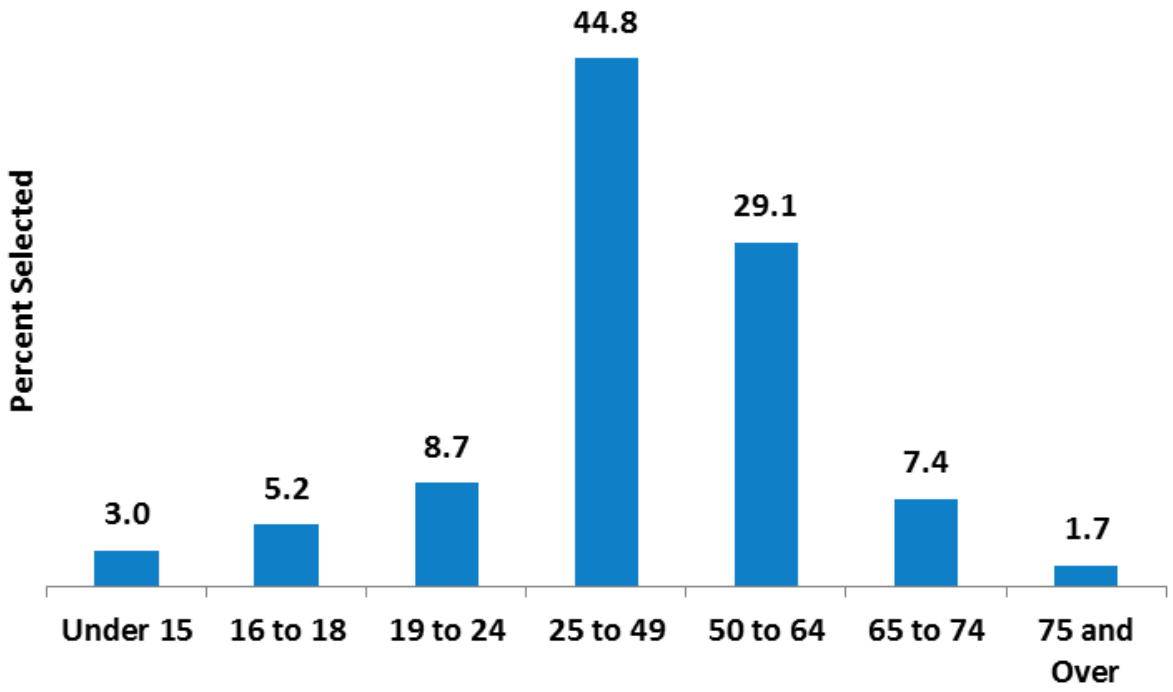


Home Zip Code



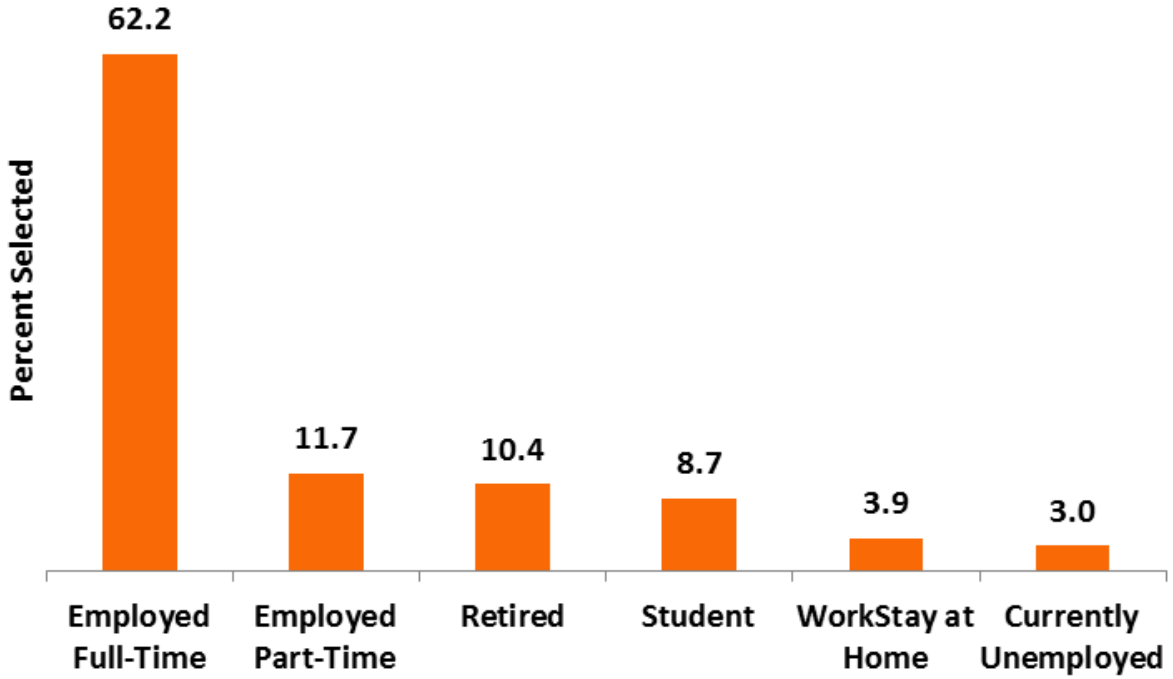
Home Zip Code	55812	55804	55807	55811	55806	54880	55805	55803	55802	55808	55810	55616	Other	Total
Count	30	23	23	23	20	18	18	16	9	9	8	6	26	**229**
Percentage	13.1	10.0	10.0	10.0	8.7	7.9	7.9	7.0	3.9	3.9	3.5	2.6	11.4	**100.0**

Age Group



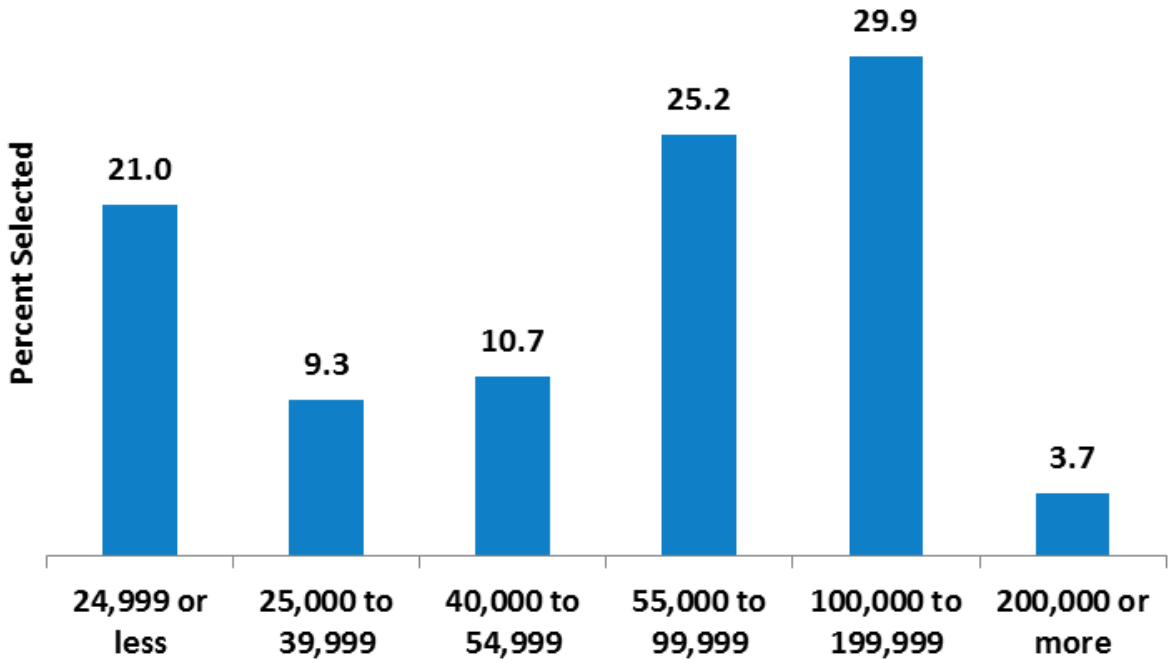
	Count	Percentage
Under 15	7	3.0
16 to 18	12	5.2
19 to 24	20	8.7
25 to 49	103	44.8
50 to 64	67	29.1
65 to 74	17	7.4
75 and Over	4	1.7
Total	**230**	**100.0**

Employment Status



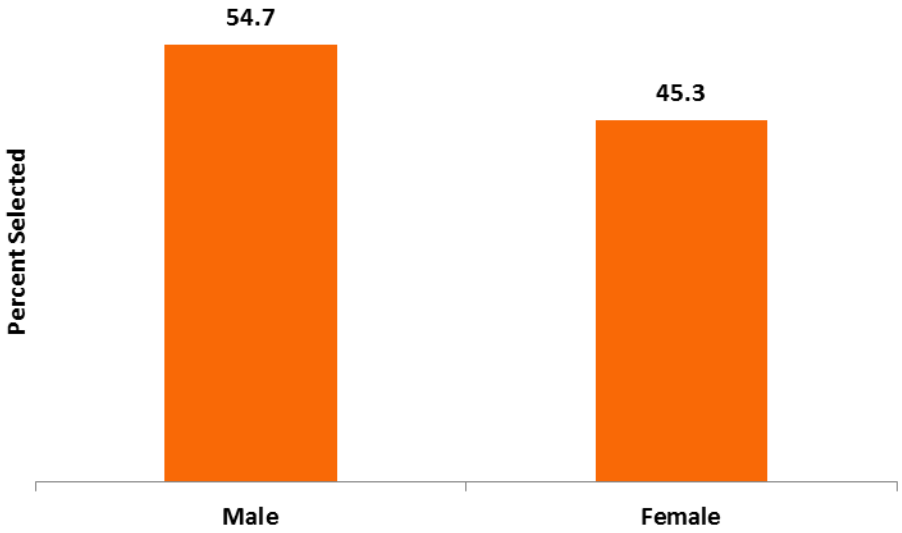
	Count	Percentage
Employed Full-Time	143	62.2
Employed Part-Time	27	11.7
Retired	24	10.4
Student	20	8.7
WorkStay at Home	9	3.9
Currently Unemployed	7	3.0
Total	**230**	**100.0**

Income



	Count	Percentage
24,999 or less	45	21.0
25,000 to 39,999	20	9.3
40,000 to 54,999	23	10.7
55,000 to 99,999	54	25.2
100,000 to 199,999	64	29.9
200,000 or more	8	3.7
Total	**214**	**100.0**

Gender



	Count	Percentage
Male	122	54.7
Female	101	45.3
Total	**223**	**100.0**

Appendix D

MetroQuest Phase 1 Survey Comments by Planning Perspective

with key sort words

Planning Perspective Abbreviations:

MPG = Moving People and Goods
EV = Economic Vitality
LCE = Livable Communities and Equity
EPH = Environment and Public Health (Health of People and the Environment)
S = Safety

Key Sort Word	Comment ID Numbers Associated with each Key Sort Word
Accessibility	12, 45, 46, 107, 126, 152
Air Travel	6, 119
Biking	2, 23, 30, 41, 42, 46, 53, 60, 63, 66, 73, 85, 86, 90, 113, 124, 160, 171, 190, 206, 228, 257, 263, 264, 273, 274, 275, 276, 280, 287, 289
Congestion	10, 33, 52, 95, 133, 250
Connectivity	12, 17, 20, 22, 61, 70, 155, 156, 170, 193, 202, 251, 256
Cost or Funding	13, 37, 44, 45, 79, 80, 143, 180, 293
Driving	91, 95, 97, 132, 167, 168, 228, 239, 240, 241, 263, 281, 288, 297
Economic Vitality	14, 111, 130, 149, 150, 167
Education	38, 71, 82, 141, 296
Efficiency	4, 15, 16, 32, 54, 55, 58, 80, 108, 176, 286
Employment	48, 131, 154, 197, 199, 200, 203
Environment	2, 8, 60, 84, 135, 144, 208, 209, 212, 213, 214, 215, 216, 219, 223, 229, 231, 234, 236, 239, 240, 241, 242, 243, 244, 245, 248, 250, 253, 254, 284
Equity	24, 45, 118, 153, 163
Exercise and Health	60, 185, 224
Freight	15, 32, 51, 65, 70, 94, 123, 139, 145, 147, 157, 158, 222, 279
Harbor	65, 120, 136, 137, 147, 157, 158
Hours and Timeliness	1, 18, 29, 79, 84, 92, 98, 108, 119
Infrastructure	9, 11, 14, 21, 25, 27, 33, 34, 35, 36, 46, 47, 50, 51, 53, 62, 66, 74, 76, 94, 102, 121, 151, 153, 164, 166, 171, 174, 175, 188, 195, 198, 199, 201, 204, 205, 209, 215, 220, 221, 228, 232, 235, 244, 252, 263, 267, 270, 271, 273, 274, 276, 281, 282, 292, 293, 295
Land Use	136, 165, 177, 211
Maintenance	5, 6, 9, 11, 20, 25, 33, 34, 35, 36, 42, 43, 47, 49, 50, 62, 69, 71, 72, 74, 75, 76, 78, 82, 87, 89, 91, 95, 100, 102, 117, 121, 126, 134, 151, 166, 174, 175, 201, 218, 220, 221, 235, 254, 270, 287, 292, 295, 298
Multimodal	8, 15, 132, 150, 172, 183, 200, 254
Options	10, 24, 48, 54, 61, 68, 71, 81, 98, 104, 107, 110, 117, 118, 131, 170, 172, 179, 183, 200, 203, 216, 219, 224, 245
Other	7, 13, 39, 83, 85, 86, 88, 93, 99, 103, 110, 112, 113, 114, 120, 125, 128, 140, 146, 148, 159, 161, 162, 164, 165, 169, 173, 177, 178, 184, 186, 187, 189, 191, 192, 194, 195, 196, 204, 207, 208, 209, 210, 214, 217, 223, 225, 226, 227, 229, 230, 234, 236, 237, 238, 239, 241, 242, 243, 244, 246, 247, 248, 249, 253, 255, 258, 259, 268, 269, 271, 284, 290, 294, 299

Key Sort Word	Comment ID Numbers Associated with each Key Sort Word
Parking	52, 59, 78, 181
Planning	21, 22, 28, 30, 109, 130, 132, 133, 137, 138, 148, 168, 176, 185, 199, 205, 206, 218, 256, 264, 265, 267, 269, 271, 282, 293, 296
Policy or Politics	2, 27, 28, 30, 50, 87, 109, 116, 138, 148, 159, 185, 196, 212, 238, 246, 285, 294
Railroad	4, 16, 31, 40, 56, 57, 67, 96, 105, 129, 139, 142, 147, 155, 182, 188, 233, 250
Resiliency	215
Safety	5, 6, 23, 58, 63, 66, 73, 77, 81, 93, 99, 101, 104, 168, 171, 190, 193, 222, 257, 260, 261, 262, 264, 266, 268, 275, 277, 278, 279, 280, 283, 284, 288, 289, 290, 291, 297, 298
Special Needs	19, 80, 98, 122, 152, 180, 182, 197, 262, 265, 272, 274, 283, 291
Sustainability	8, 32, 135, 144, 213, 214, 223, 229, 231, 234, 236
Tourism	118, 127, 134, 146, 157, 232
Transit	1, 3, 4, 7, 10, 12, 17, 18, 26, 29, 31, 37, 38, 39, 40, 55, 56, 57, 59, 61, 64, 67, 68, 79, 81, 92, 96, 101, 103, 104, 105, 106, 107, 108, 115, 116, 117, 119, 129, 131, 142, 143, 149, 152, 153, 154, 155, 156, 163, 172, 178, 179, 182, 183, 197, 201, 203, 212, 216, 219, 224, 233, 245, 256, 272, 291
Wayfinding	100

MetroQuest Phase 1 Comments by Planning Perspective (April 29 - July 23, 2018)

A challenge and barrier to using the bus is that they are timed too close together. Used to be at least 10 minutes apart which was nice if you missed one you knew one would be coming shortly.

ID: 1 Planning Perspective: MPG

Key Sort Word(s): Transit | Hours and Timeliness |

A focus on sustainability and protecting our fragile climate - and natural resources needs to be forefront in all of our infrastructure decisions. Things such as more bicycle & pedestrian paths, revisit rail transit (especially a commuter train from Dulu

ID: 2 Planning Perspective: MPG

Key Sort Word(s): Policy or Politics | Biking | Environment

A large portion of the Duluth population cannot afford or otherwise cannot access a vehicle. Improvements in public transit would help greatly.

ID: 3 Planning Perspective: MPG

Key Sort Word(s): Transit | | |

A rail system would be nice to quickly move around the City (along the lake and up and down the hill).

ID: 4 Planning Perspective: MPG

Key Sort Word(s): Efficiency | Railroad | Transit

Add railings for walking. Bad roads are a challenge or barrier for biking. Other bus riders and drivers taking off early are challenges and barriers to using the bus.

ID: 5 Planning Perspective: MPG

Key Sort Word(s): Safety | Maintenance |

Airplane with wheelchair 4 tie downs, and Metro trains. A challenge and barrier to walking is not plowing the sidewalks properly.

ID: 6 Planning Perspective: MPG

Key Sort Word(s): Safety | Air Travel | Maintenance

Allow people to have leashed animals on buses.

ID: 7 Planning Perspective: MPG

Key Sort Word(s): Other | Transit |

Alternative mobility is necessary for Duluth's future. Automobiles take up space and create pollution - cities are for people, not cars.

ID: 8 Planning Perspective: MPG

Key Sort Word(s): Multimodal | Environment | Sustainability

Better maintenance of roads

ID: 9 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

Better public transportation options would reduce congestion and improve safety.

ID: 10 Planning Perspective: MPG

Key Sort Word(s): Options | Transit | Congestion

Better Timing of Road construction ex. Having Superior St. and masabbe ave being worked on at the same time

ID: 11 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

Big gaps in areas the bus goes.

ID: 12 Planning Perspective: MPG

Key Sort Word(s): Connectivity | Transit | Accessibility

Bike lanes were a big expense and not used. Dirty and weird people on buses are a barrier to using a bus.

ID: 13 Planning Perspective: MPG

Key Sort Word(s): Cost or Funding | Other |

Buchanan Street is the best in Duluth, hyper functional and vital to local infrastructure.

ID: 14 Planning Perspective: MPG

Key Sort Word(s): Economic Vitality | Infrastructure |

Build efficient transportation web to support intermodal trucking and rail service.

ID: 15 Planning Perspective: MPG

Key Sort Word(s): Efficiency | Multimodal | Freight

Build more trains. Mature, efficient, inexpensive technology that is proven to work. More trains, less cars.

ID: 16 Planning Perspective: MPG

Key Sort Word(s): Railroad | Efficiency |

Bus service in Northeastern MN should be expanded to include scheduled commuter bus or Bus Rapid Transit (BRT) service between the range cities and the cities of Duluth and Hermantown; bus service to the city of Superior should also be expanded. If neede

ID: 17 Planning Perspective: MPG

Key Sort Word(s): Transit | Connectivity |

Buses should start earlier.

ID: 18 Planning Perspective: MPG

Key Sort Word(s): Hours and Timeliness | Transit |

Carrying things so hard.

ID: 19 Planning Perspective: MPG

Key Sort Word(s): Special Needs | | |

City not shoveling public sidewalks. Buses do not have good connections on weekends - especially Sundays.

ID: 20 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Connectivity | |

Consider how people want to be and how goods will be moved in the future rather than how they have been addressed in the past when creating new infrastructure.

ID: 21 Planning Perspective: MPG

Key Sort Word(s): Infrastructure | Planning | |

Create less distance between people and where they want to go by increasing density and reducing sprawl.

ID: 22 Planning Perspective: MPG

Key Sort Word(s): Connectivity | Planning | |

Create more and safer bike and pedestrian routes, crossings, and storage. Employ more options for moving bikes and people up the hill instead of city buses.

ID: 23 Planning Perspective: MPG

Key Sort Word(s): Biking | Safety | |

Do a better job of distributing funds more equitably to support a variety of transportation options. Too much emphasis is on driving alone, and not promoting and creating better or more options for other types of transportation.

ID: 24 Planning Perspective: MPG

Key Sort Word(s): Equity | Options | |

Do better road construction timing. Speed up road construction and repair.

ID: 25 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure | |

Duluth has seemed to have good bus transportation. Price recommends it.

ID: 26 Planning Perspective: MPG

Key Sort Word(s): Transit

Eliminate or prevent additional driveways on London Road in East Duluth, MN

ID: 27 Planning Perspective: MPG

Key Sort Word(s): Policy or Politics | Infrastructure

Ensure these choices are strictly driven by their benefits - not driven by political bullshit, and not by parties that will profit from them (like oil or tire companies).

ID: 28 Planning Perspective: MPG

Key Sort Word(s): Policy or Politics | Planning

Existing bus routes should have earlier and later schedules.

ID: 29 Planning Perspective: MPG

Key Sort Word(s): Hours and Timeliness | Transit

Fast and as safe as possible, remove the politics.Intelligent signal timing.Get those bicycles off the roads.

ID: 30 Planning Perspective: MPG

Key Sort Word(s): Policy or Politics | Planning | Biking

Fast, rail service to the twin cities

ID: 31 Planning Perspective: MPG

Key Sort Word(s): Railroad | Transit

figure out most efficient means of transport of goods. Is it more sustainable and efficient to use more rail than long haul over the road trucking?

ID: 32 Planning Perspective: MPG

Key Sort Word(s): Sustainability | Freight | Efficiency

Fix road pavement, bring sidewalks into ADA compliance, improve sightlines at busy intersections.

ID: 33 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure | Congestion

Fix streets!

ID: 34 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure

Fix the potholes in the roads.

ID: 35 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

Focus on maintaining the deteriorating infrastructure we have in place. In Duluth specifically, I believe the City is conducive to a vehicle travel with the terrain and distance to common destinations. Bike lanes and trails are great but are great, but

ID: 36 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

Free rides for poor on the bus.

ID: 37 Planning Perspective: MPG

Key Sort Word(s): Transit | Cost or Funding |

Have pamphlets on how to use bus system/etiquette (maybe put on the map routes).

ID: 38 Planning Perspective: MPG

Key Sort Word(s): Education | Transit |

Having {Using} true assessments, rider info, etc. Bus drivers at times don't stop to let on and off. Unfriendly mean drivers not following federal rules (fares, etc.). Teamsters even specially retrained??

ID: 39 Planning Perspective: MPG

Key Sort Word(s): Transit | Other |

having rail transportation between duluth and the cities is my number 1 priority. as i age my ability to drive this distance limits my connection w/family & friends if we make duluth more accessible everyone benefits.

ID: 40 Planning Perspective: MPG

Key Sort Word(s): Railroad | Transit |

I do not agree with bike riders in the street.

ID: 41 Planning Perspective: MPG

Key Sort Word(s): Biking | |

I love being able to bike, but there are many routes I can't bike on due to poor terrain.

ID: 42 Planning Perspective: MPG

Key Sort Word(s): Biking | Maintenance |

I realize that people want to make bike lanes as a means of travel, however, many people are physically unable to use bikes as a means of travel. Sidewalks and walkability should be a priority over bike lanes. Furthermore, people in lower income brackets

ID: 43 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Pedestrian |

I would like any transportation method to be cost effective. My taxes already support too much transportation in the metro area.

ID: 44 Planning Perspective: MPG

Key Sort Word(s): Cost or Funding | | |

I'm in a wheelchair & there is no/very limited affordable & accessible transportation in the evening & on weekends.

ID: 45 Planning Perspective: MPG

Key Sort Word(s): Accessibility | Cost or Funding | Equity

I'd like to see improved bike infrastructure that is comfortable, accessible, and complete. It's awful to be biking on London and to have the bike lanes just end. Additionally, using technology to find a solution for getting people and bikes easily up th

ID: 46 Planning Perspective: MPG

Key Sort Word(s): Infrastructure | Biking | Accessibility

Improve current infrastructure- fix roads and sidewalks to make the travel available better.

ID: 47 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

Improving mobility options for people helps strengthen and grow the economy of the region, because with improved mobility options, people and employers are more able to find employment and employees. Improving mobility options also helps local and region

ID: 48 Planning Perspective: MPG

Key Sort Word(s): Options | Employment |

Improving street surface condition is not a priority, bumps and potholes are no big deal.

ID: 49 Planning Perspective: MPG

Key Sort Word(s): Maintenance | | |

In general very disappointed that the tax increase to fix our streets was not approved. There are some serious potholes and rough street in my neighborhood. I understand need to prioritize main thoroughfares, but we really just need more money for street

ID: 50 Planning Perspective: MPG

Key Sort Word(s): Policy or Politics | Maintenance | Infrastructure

Invest in heavy haul routes for commodities

ID: 51 Planning Perspective: MPG

Key Sort Word(s): Freight | Infrastructure |

It seems like parking isn't taken into consideration as much as it should be, or access in/out of highly popular areas. There is always congestion, lights aren't coordinated to allow people through & prevent backups & due to the layout of the city, one mu

ID: 52 Planning Perspective: MPG

Key Sort Word(s): Parking | Congestion |

It seems that improving pedestrian and bike infrastructure could lead to spending efficiencies. If more folks feel comfortable walking and biking safely, we may have less pressure on other systems and modes.

ID: 53 Planning Perspective: MPG

Key Sort Word(s): Biking | Pedestrian | Infrastructure

It would be nice to have a more reliable way to get to the cities without a car. Skyline moved so I can/t do concerts in MPLS (arrive too late).

ID: 54 Planning Perspective: MPG

Key Sort Word(s): Efficiency | Options |

It would be nice to have more options for reliable transportation around the twin ports, including all the communities near Duluth

ID: 55 Planning Perspective: MPG

Key Sort Word(s): Efficiency | Transit |

Light rail addition to connect East and West Duluth, a streetcar may also be a nice alternative to connect downtown to Canal Park, Miller Hill area, etc.

ID: 56 Planning Perspective: MPG

Key Sort Word(s): Railroad | Transit |

Lite rail - high speed trains on same grid as power lines.

ID: 57 Planning Perspective: MPG

Key Sort Word(s): Railroad | Transit |

Making it easy to connect using multiple modes of transport in a safe and convenient manner

ID: 58 Planning Perspective: MPG

Key Sort Word(s): Safety | Efficiency |

many healthcare workers in our region rely on public transportation or rides from friends and family d/t parking issues and high cost of owning a care

ID: 59 Planning Perspective: MPG

Key Sort Word(s): Transit | Parking |

More bike lanes. Two problems with driving are it leads to a lack of exercise, and it is not environmentally friendly.

ID: 60 Planning Perspective: MPG

Key Sort Word(s): Biking | Exercise and Health | Environment

More bussing for grocery stores.

ID: 61 Planning Perspective: MPG

Key Sort Word(s): Transit | Connectivity | Options

More maintenance on the roads we have

ID: 62 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

More people would bike if there were separate bike lanes- women and kids don't feel safe biking on street even when there is a stripe "bike lane". More people biking= less traffic and less wear on roads so they need less upkeep.

ID: 63 Planning Perspective: MPG

Key Sort Word(s): Safety | Biking |

More transit needed.

ID: 64 Planning Perspective: MPG

Key Sort Word(s): Transit | | |

Moving Goods - Anything with heavy weight should be floated if at all possible - preserve the roadways; moving people - high speed rail -BUT we should see the Great Lakes as a REGION and not limit the thought process to one particular state - POOL resour

ID: 65 Planning Perspective: MPG

Key Sort Word(s): Freight | Harbor |

Moving people in my area does not currently allow for save travel by bike. When roads are being rebuilt the City does not take bike infrastructure seriously but they go out of their way for on street diagonal parking.

ID: 66 Planning Perspective: MPG

Key Sort Word(s): Safety | Infrastructure | Biking

Need much better mass transit Such as light rail in Mpls

ID: 67 Planning Perspective: MPG

Key Sort Word(s): Railroad | Transit |

Need to keep marketing and engaging the public re: moving people.

ID: 68 Planning Perspective: MPG

Key Sort Word(s): Options | Transit |

Need to maintain what we currently have

ID: 69 Planning Perspective: MPG

Key Sort Word(s): Maintenance | | |

no through highway connections across Duluth. I35 dumps into residential system....freight is dangerous mix with dangerous cargos.

ID: 70 Planning Perspective: MPG

Key Sort Word(s): Freight | Connectivity |

Offer citizens alternatives to driving. Improve roads and educate those about the benefits of walking, biking and busing to make Duluth and Superior more livable cities.

ID: 71 Planning Perspective: MPG

Key Sort Word(s): Options | Education | Maintenance

Potholes

ID: 72 Planning Perspective: MPG

Key Sort Word(s): Maintenance | | |

Re: moving people -- BIKE LANES! Safe, protected bike lanes. Especially within neighborhoods, and a few good routes connecting neighborhood to neighborhood.

ID: 73 Planning Perspective: MPG

Key Sort Word(s): Biking | Safety |

Repair roads. Keep bicycles off roads they do not pay license fees or taxes to use.

ID: 74 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

Road construction is a challenge.

ID: 75 Planning Perspective: MPG

Key Sort Word(s): Maintenance

Roads need to fixed...You have to stop catering to the small amount of bikers in the Northland.

ID: 76 Planning Perspective: MPG

Key Sort Word(s): Maintenance Infrastructure

Safety on the bus - I feel nervous about people.

ID: 77 Planning Perspective: MPG

Key Sort Word(s): Safety

Sidewalks often not plowed during winter. Improve parking options in downtown Duluth.

ID: 78 Planning Perspective: MPG

Key Sort Word(s): Maintenance Parking

Some bus routes are too infrequent. The bus costs as much as a gallon of milk. I like horses.

ID: 79 Planning Perspective: MPG

Key Sort Word(s): Cost or Funding Transit Hours and Timeliness

STRIDE is inefficient, and access is sometimes limited by cost.Curbs are an issue for those in wheelchairs. There are only 3 automatic doors in the entire skywalk - very lacking for handicapped people. Difficult when there are multiple wheelchairs on th

ID: 80 Planning Perspective: MPG

Key Sort Word(s): Efficiency Cost or Funding Special Needs

Support intercity passenger rail service between Duluth and Minneapolis to improve safety, provide more travel options and relieve congestion. Train travel has a much lower carbon footprint that buses and cars.

ID: 81 Planning Perspective: MPG

Key Sort Word(s): Safety Options Transit

System maintenance, not expansion. Use ITS to improve understanding of system.

ID: 82 Planning Perspective: MPG

Key Sort Word(s): Maintenance Education

Terrain is a challenge and barrier to walking.

ID: 83 Planning Perspective: MPG

Key Sort Word(s): Other | Pedestrian |

Terrain is a challenge and barrier to walking. Bus are unreliable (not always on time).

ID: 84 Planning Perspective: MPG

Key Sort Word(s): Environment | Hours and Timeliness | Pedestrian

Terrain is a challenge or barrier to biking.

ID: 85 Planning Perspective: MPG

Key Sort Word(s): Other | Biking |

Terrain is a challenge or barrier to walking and riding a bike.

ID: 86 Planning Perspective: MPG

Key Sort Word(s): Other | Pedestrian | Biking

The city needs to fix the roads, they are pursuing political agendas outside their job descriptions. Total failure! New leadership is needed

ID: 87 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Policy or Politics |

The DTA does an outstanding job

ID: 88 Planning Perspective: MPG

Key Sort Word(s): Other | | |

The main traffic routes - collector and arterial streets need to be maintained for the majority of users.

ID: 89 Planning Perspective: MPG

Key Sort Word(s): Maintenance | | |

The quantity and quality of automobile transportation infrastructure is great. We need lots of improvement of non-motorized transit, particularly walking and biking. For example, there is a crosswalk at London Road and 60th Ave E that suggests to pedestri

ID: 90 Planning Perspective: MPG

Key Sort Word(s): Biking | Pedestrian |

The roads in Duluth are horrible and the added cost of maintenance of my vehicle is frustrating.

ID: 91 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Driving |

The Twin Ports should have the buses run at least until bar close.

ID: 92 Planning Perspective: MPG

Key Sort Word(s): Hours and Timeliness | Transit |

There are no simple answers. Cars enable people to cause harm. Insurance backs them up.

ID: 93 Planning Perspective: MPG

Key Sort Word(s): Safety | Other |

There needs to be a better balance between building infrastructure servicing the movement of people and building infrastructure servicing the movement of goods in the Duluth-Superior metro area. It seems the default for infrastructure building is for larg

ID: 94 Planning Perspective: MPG

Key Sort Word(s): Infrastructure | Freight |

Traffic congestion and road construction are challenges to driving.

ID: 95 Planning Perspective: MPG

Key Sort Word(s): Congestion | Maintenance | Driving

Trains! Direct routes up the hill (gondola, lifts, inclines)

ID: 96 Planning Perspective: MPG

Key Sort Word(s): Railroad | Transit |

Up the speed limit.

ID: 97 Planning Perspective: MPG

Key Sort Word(s): Driving | |

viable options for those with limited mobility or disability to enable greater independence and timeliness.

ID: 98 Planning Perspective: MPG

Key Sort Word(s): Hours and Timeliness | Special Needs | Options

Want more sheltered bus stops - more benches. Place a bench or shelter on lower side of 39th and Grand.

ID: 99 Planning Perspective: MPG

Key Sort Word(s): Safety | Other |

We can better utilize existing infrastructure by improving way-finding and general education. Given the topographical challenges we face, we should focus infrastructure investment on the downtown/waterfront area and provide some means of getting from the

ID: 100 Planning Perspective: MPG

Key Sort Word(s): Wayfinding | Maintenance |

We continue to wallow in an outdated, unsafe transportation network. A painful example, suffered by anyone entering Duluth from the east is the dangerous chokepoint beginning at the confluence of the Two Harbors Freeway, Scenic 61 and the Railroad. The ma

ID: 101 Planning Perspective: MPG

Key Sort Word(s): Safety | Transit |

We don't need more, what we have is in disparate need of maintenance or replacement for infrastructure which as met or exceeds its life span.

ID: 102 Planning Perspective: MPG

Key Sort Word(s): Maintenance | Infrastructure |

We have a great bus service

ID: 103 Planning Perspective: MPG

Key Sort Word(s): Transit | Other |

We need a functional and safe network for non-car forms of transportation that are maintained YEAR-ROUND. It is not enough to provide transportation options that cannot be safely used in the winter (i.e., sidewalks that snowplows move snow into, road cons

ID: 104 Planning Perspective: MPG

Key Sort Word(s): Safety | Options | Transit

We need a lightrail system around here!

ID: 105 Planning Perspective: MPG

Key Sort Word(s): Railroad | Transit |

We need a transition to a viable collective system--bus, train

ID: 106 Planning Perspective: MPG

Key Sort Word(s): Transit | |

We need better accessibility to major economic, commerce, and cultural hubs, such as the Twin Cities.

ID: 107 Planning Perspective: MPG

Key Sort Word(s): Accessibility | Transit | Options

Weather and other unknowns can affect bus schedules, a real time app for the bus system would allow folks not to miss the bus and stay warm inside the in winter until the bus arrives

ID: 108 Planning Perspective: MPG

Key Sort Word(s): Hours and Timeliness | Efficiency | Transit

Wise investment strategies,i.e., using available federal, state, local monies to benefit long-range goals that move Duluth forward by getting feedback from local neighborhoods prior to projects.

ID: 109 Planning Perspective: MPG

Key Sort Word(s): Policy or Politics | Planning |

Would prefer not to drive.

ID: 110 Planning Perspective: MPG

Key Sort Word(s): Other | Options |

economic vitality requires human vitality- education, health and human oriented development

ID: 111 Planning Perspective: EV

Key Sort Word(s): Economic Vitality | |

All good.

ID: 112 Planning Perspective: EV

Key Sort Word(s): Other | |

Anything involving biking, shopping, family activities will enhance our economy.

ID: 113 Planning Perspective: EV

Key Sort Word(s): Other | Biking |

Bringing more jobs to the City.

ID: 114 Planning Perspective: EV

Key Sort Word(s): Other | |

Collective transport is the only way we can achieve here.

ID: 115 Planning Perspective: EV

Key Sort Word(s): Transit | |

Companies that get public money should be mandated to have additional transportation connections at shift times from the end of the bus routes to their facilities (Cirrus, etc.).

ID: 116 Planning Perspective: EV

Key Sort Word(s): Policy or Politics | Transit |

Continuing Investment in transportation options is key to growing and stabilizing the regional economy, and one way to do that is to establish a regional transportation authority that has the ability to seek and maintain funding of transit, so that the tr

ID: 117 Planning Perspective: EV

Key Sort Word(s): Transit | Options | Maintenance

Ease of travel to tourist attractions if it means more money can be raised to invest in transportation access for all.

ID: 118 Planning Perspective: EV

Key Sort Word(s): Equity | Tourism | Options

Far east hillside to Airpark - 2 hour bus ride each way! Not feasible!

ID: 119 Planning Perspective: EV

Key Sort Word(s): Transit | Air Travel | Hours and Timeliness

Fix corruption at Port. Once corruption is fixed in government and area the port will be more acceptable globally.

ID: 120 Planning Perspective: EV

Key Sort Word(s): Harbor | Other |

Fix the roads, the challenge of this region for business is the Duluth leadership is anti-business, they are creating a culture of poverty and drug abuse. Business would come if changes were made!

ID: 121 Planning Perspective: EV

Key Sort Word(s): Maintenance | Infrastructure |

Following ADA guidelines.

ID: 122 Planning Perspective: EV

Key Sort Word(s): Special Needs | |

Freight is scheduled to double....but we are already at capacity in NMN

ID: 123 Planning Perspective: EV

Key Sort Word(s): Freight | |

Get rid of bike lanes

ID: 124 Planning Perspective: EV

Key Sort Word(s): Biking

Good work underway.

ID: 125 Planning Perspective: EV

Key Sort Word(s): Other

I am concerned with the Superior Street reconstruction & access specifically to The Depot. As a local, it took me almost 20 minutes to find my way in there one evening for a show. If I were a tourist, I probably would have given up & they would have lost

ID: 126 Planning Perspective: EV

Key Sort Word(s): Accessibility Maintenance

I appreciate the dollars tourism brings to Duluth but I find myself avoiding the touristy areas, Canal Park, during high tourist times. I feel blocked to visit some of the areas that are the reason I live here because there are just too many people!

ID: 127 Planning Perspective: EV

Key Sort Word(s): Tourism

I still think this is a positive sum game.

ID: 128 Planning Perspective: EV

Key Sort Word(s): Other

I think implementing a light rail from the Twin Ports to the cities will help increase the young professional population. As a young professional, having a safe, easy, and direct route to the twin cities from Duluth would be a huge reason I'd stay in Dulu

ID: 129 Planning Perspective: EV

Key Sort Word(s): Railroad Transit

I try to support the economic vitality of each region I go to. I will buy local products and visit area small businesses. Maybe a new look at current economic development plans and make sure they will lead us into the future.

ID: 130 Planning Perspective: EV

Key Sort Word(s): Economic Vitality Planning

Improving transit options improves the mobility options of region residents, improves the ability of employers to get employees to work, and in conjunction with Transit Oriented Development, improves the economic viability of the region.

ID: 131 Planning Perspective: EV

Key Sort Word(s): Transit Options Employment

Less car-centric development

ID: 132 Planning Perspective: EV

Key Sort Word(s): Multimodal | Driving | Planning

Like it or not, our city is oriented toward Lake Superior, and that is where the bulk of traffic occurs, both tourist and industrial. If we do not work to improve the user experience in this high-traffic area, both the tourism and shipping/manufacturing i

ID: 133 Planning Perspective: EV

Key Sort Word(s): Congestion | Planning |

Maintain what we have and tourist routes

ID: 134 Planning Perspective: EV

Key Sort Word(s): Maintenance | Tourism |

Need to transition from fossil fuels

ID: 135 Planning Perspective: EV

Key Sort Word(s): Environment | Sustainability |

not aware of land-based deficiencies in Duluth-Superior Port

ID: 136 Planning Perspective: EV

Key Sort Word(s): Harbor | Land Use |

Planning for the future involves seeing the twin ports as a major global shipping hub in the distant future. Turn Duluth into a major city.

ID: 137 Planning Perspective: EV

Key Sort Word(s): Harbor | Planning |

Prevent additional driveways on London Road in East Duluth, MN

ID: 138 Planning Perspective: EV

Key Sort Word(s): Planning | Policy or Politics |

Priorities. Support trains and semis to transport vital commodities . Duluth does not and cannot support a train to move a few people around. Poor, poor use of transportation dollars.

ID: 139 Planning Perspective: EV

Key Sort Word(s): Railroad | Freight |

Provide options attractive to

ID: 140 Planning Perspective: EV

Key Sort Word(s): Other

Providing better information on how to get around town would help in regards to non car methods. We can do better getting folks around without creating more on street parking by providing safer more pedestrian friendly routes around the tourist areas.

ID: 141 Planning Perspective: EV

Key Sort Word(s): Education Pedestrian

rail transportation will enhance each area i mentioned if we only rely on cars etc we create more congestion and problems one way rail can help is provide auto & special gear kayaks etc to folks buying tickets on the train

ID: 142 Planning Perspective: EV

Key Sort Word(s): Railroad Transit

Reduce bus rates.

ID: 143 Planning Perspective: EV

Key Sort Word(s): Cost or Funding Transit

ROI & environmental sustainability must always be guiding north stars for these decisions. Follow the numbers and the environment.

ID: 144 Planning Perspective: EV

Key Sort Word(s): Environment Sustainability

See District 1 freight plan work.

ID: 145 Planning Perspective: EV

Key Sort Word(s): Freight

Since most Cities are more forward thinking than Duluth, by not moving forward with the times, we are losing our viability as a place for tourists.

ID: 146 Planning Perspective: EV

Key Sort Word(s): Tourism Other

Support shipping and rail travel of important materials

ID: 147 Planning Perspective: EV

Key Sort Word(s): Railroad Harbor Freight

Tax money should not be spent without consulting tax payers directly.

ID: 148 Planning Perspective: EV

Key Sort Word(s): Policy or Politics | Planning | Other

The economic vitality of transportation is related to effective land use practices, but the City governments in the Duluth-Superior area advocate for suburban development practices which require extensive transportation costs as well as the development an

ID: 149 Planning Perspective: EV

Key Sort Word(s): Economic Vitality | Transit |

Thoes are all good initiatives. Make Duluth an intermodal hub!

ID: 150 Planning Perspective: EV

Key Sort Word(s): Multimodal | Economic Vitality |

Too many of our roads are in a bad state. Full of potholes or just falling apart. Until this is fixed, all other concerns (ex. bike lanes) should be secondary.

ID: 151 Planning Perspective: EV

Key Sort Word(s): Maintenance | Infrastructure |

Transportation for all ages & abilities will enhance economy.

ID: 152 Planning Perspective: EV

Key Sort Word(s): Transit | Special Needs | Accessibility

Transportation investments must include fair and equitable transportation for everyone - including those who do not drive. Our investment in transportation networks could be maximized by incorporating things like green infrastructure and community art to

ID: 153 Planning Perspective: EV

Key Sort Word(s): Equity | Transit | Infrastructure

Transportation is a barrier to access to employment for many in our community. This needs to be addressed.

ID: 154 Planning Perspective: EV

Key Sort Word(s): Transit | Employment |

We need a train to the twin cities, and eventually, the connections beyond there.

ID: 155 Planning Perspective: EV

Key Sort Word(s): Railroad | Transit | Connectivity

We need to connect the Duluth-Superior area to other regions with better access for all, not just those with vehicles. A trail route to the cities will open connections to major cities, but also allow residents to remain in this area.

ID: 156 Planning Perspective: EV

Key Sort Word(s): Connectivity | Transit |

We should also enhance the regional and global competitiveness of the port, and support freight facilities. Ease travel to tourist attractions.

ID: 157 Planning Perspective: EV

Key Sort Word(s): Harbor | Freight | Tourism

Why are there not any manufacturing of cars, trucks, etc. The seaway is not utilized and the economy and population would improve a lot.

ID: 158 Planning Perspective: EV

Key Sort Word(s): Harbor | Freight |

Worry more about the citizens that live here 12 months of the year.

ID: 159 Planning Perspective: EV

Key Sort Word(s): Other | Policy or Politics |

A huge factor in choosing to commute by bike for me is being able to use the lakewalk. Even small sections of beautiful payjways are an incentive.

ID: 160 Planning Perspective: LCE

Key Sort Word(s): Biking | |

Affordable for all .

ID: 161 Planning Perspective: LCE

Key Sort Word(s): Other | |

Affordable housing is key.

ID: 162 Planning Perspective: LCE

Key Sort Word(s): Other | |

All people, regardless of age, ability or income level, deserve equal opportunity for transportation.

ID: 163 Planning Perspective: LCE

Key Sort Word(s): Equity | Transit |

Also, Infrastructure that fits the neighborhood character. Neighborhoods should look different and provide for the needs of all people that live their, not just those that have the most amount of money. Business owners seem to have more 'rights and power

ID: 164 Planning Perspective: LCE

Key Sort Word(s): Other | Infrastructure |

Appropiating land use according to have gardens and safe places for kids to play and services that are accessible and easy to get to.

ID: 165 Planning Perspective: LCE

Key Sort Word(s): Land Use | Other |

Bricks in downtown Duluth and uneven/broken sidewalks in Duluth make it difficult to walk with walkers and canoes.

ID: 166 Planning Perspective: LCE

Key Sort Word(s): Maintenance | Infrastructure | Pedestrian

Canal park and downtown would benefit from some car free areas- I know the local businesses are against it but every city I've ever been to that has an area like this is a magnet for shoppers. It pays off economically as it's a place people feel comfortab

ID: 167 Planning Perspective: LCE

Key Sort Word(s): Driving | Economic Vitality |

Cars destroy cities, replacing human spaces with vehicle space — endless parking, high speed, dangeous, intimidating traffic, etc.

ID: 168 Planning Perspective: LCE

Key Sort Word(s): Safety | Planning | Driving

Community needs and wants are important, but cannot be used as excuse to prevent advancing smart choices for our region.

ID: 169 Planning Perspective: LCE

Key Sort Word(s): Other | |

Different neighborhoods have different needs/priorities. I like the idea of walkable neighborhoods, a local grocery, and other shops within the neighborhood. I also understand the benefits of a business district. Each have differing needs. I think the pla

ID: 170 Planning Perspective: LCE

Key Sort Word(s): Connectivity | Pedestrian | Options

Duluth is a great place to raise a family-- however, lack of safe bike and ped infrastructure means it's difficult to feel comfortable having our children participate in these activities as often as we'd like them to (ie having them walk/bike to school an

ID: 171 Planning Perspective: LCE

Key Sort Word(s): Safety | Biking | Infrastructure

enhance and highlight alternative transportation, there are social and economic long term benefits of shared transport and non-vehicle transport.

ID: 172 Planning Perspective: LCE

Key Sort Word(s): Multimodal | Options | Transit

Even wolves take care of their weakest/injured.

ID: 173 Planning Perspective: LCE

Key Sort Word(s): Other

Fix the roads, create an anti-drug culture,

ID: 174 Planning Perspective: LCE

Key Sort Word(s): Maintenance | Infrastructure

Fix the Roads...they are a disgrace to all visitors and tourists.

ID: 175 Planning Perspective: LCE

Key Sort Word(s): Maintenance | Infrastructure

Focus on building what works, without the flash, extra costs, forget sculpture rocks, beautification projects,

ID: 176 Planning Perspective: LCE

Key Sort Word(s): Efficiency | Planning

Honestly, this is a silly question. It isn't like a large section of Duluth will be razed or a large easily develop-able area exists to allow for a do-over.. We have what we have. The city nor MIC can create places, that is for developers based on mark

ID: 177 Planning Perspective: LCE

Key Sort Word(s): Land Use | Other

I agree that community needs and wants are important, but sometimes they are misguided (i.e., NIMBY-ism) and want to keep the status quo that doesn't work for those who do not drive. Also, what does maximizing our return on investment mean? Is that refere

ID: 178 Planning Perspective: LCE

Key Sort Word(s): Other | Transit

I live in east duluth with a middle class income. It's easy for me to find multiple transportation options. I used to live in Superior as a college student with little income, and I felt the only realistic option was driving or biking. Things are far apar

ID: 179 Planning Perspective: LCE

Key Sort Word(s): Transit | Options |

I'd like reduced fare for disabled people.

ID: 180 Planning Perspective: LCE

Key Sort Word(s): Cost or Funding | Special Needs |

Improve parking options in downtown Duluth.

ID: 181 Planning Perspective: LCE

Key Sort Word(s): Parking | | |

in duluth provide more speciality access for disabled and plan a rail system that will meet the disabled's needs

ID: 182 Planning Perspective: LCE

Key Sort Word(s): Railroad | Transit | Special Needs

In neighborhoods where there is little car ownership, there should be investment in the types of transportation residents are using. This might look like improved sidewalks and cross walks, maybe bike lanes, or more frequent bus routes. I think it's key t

ID: 183 Planning Perspective: LCE

Key Sort Word(s): Multimodal | Options | Transit

Incorporate public art!

ID: 184 Planning Perspective: LCE

Key Sort Word(s): Other | | |

It seems elected officials and transportation professionals in the Duluth-Superior area don't understand that building livable communities serves a public health benefit. If decision-makers truly cared about the ROI of transportation projects, they would,

ID: 185 Planning Perspective: LCE

Key Sort Word(s): Exercise and Health | Planning | Policy or Politics

keep ban on panhandling.

ID: 186 Planning Perspective: LCE

Key Sort Word(s): Other | | |

Keep working together!

ID: 187 Planning Perspective: LCE

Key Sort Word(s): Other

Light rail would be more reliable, better connected community, and cheaper alternative

ID: 188 Planning Perspective: LCE

Key Sort Word(s): Railroad Infrastructure

Lincoln Park is really developing well

ID: 189 Planning Perspective: LCE

Key Sort Word(s): Other

More bicycle friendly (i.e add bicycle lane on new Blatnik Bridge).

ID: 190 Planning Perspective: LCE

Key Sort Word(s): Biking Safety

Neighborhood character is never restrictive. That's the opposite of character.

ID: 191 Planning Perspective: LCE

Key Sort Word(s): Other

One big co-op!

ID: 192 Planning Perspective: LCE

Key Sort Word(s): Other

Poor and unsafe interstate and northshore linkages

ID: 193 Planning Perspective: LCE

Key Sort Word(s): Connectivity Safety

Providing existing residents meaningful assets is key, but remember that this is the sort of thing that draws new residents into our tax base. I moved to the Denfield neighborhood (from 2 hours south of here) 1.5 years ago because of the trails (mountain

ID: 194 Planning Perspective: LCE

Key Sort Word(s): Other

Stop apartment buildings, condimidiums and senior housing buildings on London Road in east Duluth, MN

ID: 195 Planning Perspective: LCE

Key Sort Word(s): Infrastructure Other

Stop narrow focus on special interest groups

ID: 196 Planning Perspective: LCE

Key Sort Word(s): Other | Policy or Politics |

The region currently has a huge disparity between those who have automobile and those who do not, causing significantly reduced employment opportunities for those who are mobility impaired.

ID: 197 Planning Perspective: LCE

Key Sort Word(s): Employment | Special Needs | Transit

This area needs to do a better job of keeping the amount of transportation infrastructure at a level that is necessary for the population level. We have too much, and seem to continue to build more than we need.Again, stop building transportation infra

ID: 198 Planning Perspective: LCE

Key Sort Word(s): Infrastructure | |

Transit Oriented Development near transit corridors helps strengthen the economy and improves ridership. Providing transit to economic and employment centers in the region promotes diversity of employment and housing options, and improves access to poten

ID: 199 Planning Perspective: LCE

Key Sort Word(s): Planning | Infrastructure | Employment

Transportation for the 30% working poor to promote a means to get to work is top priority. Quit catering to the elite sliver of the population who want bike lanes. Just like the train, Duluth wants to create an image instead of dealing in reality.

ID: 200 Planning Perspective: LCE

Key Sort Word(s): Multimodal | Options | Employment

Value engineering road projects to the detriment of neighboring residential areas and the safety of cyclists and walkers does not show progress on how we create/redesign infrastructure.

ID: 201 Planning Perspective: LCE

Key Sort Word(s): Maintenance | Transit | Infrastructure

Walkable neighborhoods make livable communities.

ID: 202 Planning Perspective: LCE

Key Sort Word(s): Connectivity | Pedestrian |

We can't do it all. I'd like emphasis on work environment - people and businesses able to get to and from work.

ID: 203 Planning Perspective: LCE

Key Sort Word(s): Employment | Transit | Options

We should also create places that people love and enjoy, using infrastructure that fits the neighborhood character.

ID: 204 Planning Perspective: LCE

Key Sort Word(s): Infrastructure | Other |

When we start a project the first thing that SHOULD happen is asking the comunity what it wants way before an agency starts the palnning process. Not just govenment agencies but community citizens that will be using the infrastructure

ID: 205 Planning Perspective: LCE

Key Sort Word(s): Planning | Infrastructure |

Work with Duluth City Planning Dept and Parks and Rec Dept to improve walking and biking routes from neighborhood areas to parks.

ID: 206 Planning Perspective: LCE

Key Sort Word(s): Planning | Pedestrian | Biking

All good things!!

ID: 207 Planning Perspective: EPH

Key Sort Word(s): Other |

Also reduce air emissions.

ID: 208 Planning Perspective: EPH

Key Sort Word(s): Environment | Other |

Also reduce stormwater runoff and flooding.

ID: 209 Planning Perspective: EPH

Key Sort Word(s): Environment | Other | Infrastructure

An once of

ID: 210 Planning Perspective: EPH

Key Sort Word(s): Other |

Appropiating land use according to have gardens and safe places for kids to play and services that are accessible and easy to get to.

ID: 211 Planning Perspective: EPH

Key Sort Word(s): Land Use |

As long as projects comply with MEPA and NEPA, I would support them. Buses must be less reliant on fossil fuels and more reliant on green technologies.

ID: 212 Planning Perspective: EPH

Key Sort Word(s): Environment | Transit | Policy or Politics

Cars need to be phased out as soon as possible. They are a massive environmental hazard.

ID: 213 Planning Perspective: EPH

Key Sort Word(s): Environment | Sustainability |

Clean water is vital to Duluth !

ID: 214 Planning Perspective: EPH

Key Sort Word(s): Environment | Other | Sustainability

Consider climate impacts on infrastructure - high rainfall events and system resiliency. Also, minimize toxic pollution and reduce air emissions.

ID: 215 Planning Perspective: EPH

Key Sort Word(s): Environment | Resiliency | Infrastructure

Developing mass transit alternatives that are more user friendly than Jefferson Bus Lines and less cramped than the Skyline Shuttle will further reduce emissions and provide a comfortable and affordable alternative to highway travel. TRAINS!

ID: 216 Planning Perspective: EPH

Key Sort Word(s): Transit | Options | Environment

Encourage citizens to take

ID: 217 Planning Perspective: EPH

Key Sort Word(s): Other | |

Encourage redevelopment of Brownfields properties.

ID: 218 Planning Perspective: EPH

Key Sort Word(s): Planning | Maintenance |

First box isn't a coherent sentence. In general, I think public transportation should be improved and promoted to reduce pollution and serve all socioeconomic groups. Lake Superior is a great asset/resource, so reducing the chemicals/pollutants that runo

ID: 219 Planning Perspective: EPH

Key Sort Word(s): Transit | Options | Environment

Fix the Lake Ave exit from south bound 35...it fluids every time it slightly rains, for God's sake!!!!

ID: 220 Planning Perspective: EPH

Key Sort Word(s): Maintenance | Infrastructure |

Fix the roads

ID: 221 Planning Perspective: EPH

Key Sort Word(s): Maintenance | Infrastructure |

Freight moving in tunnels and through neighborhoods is a bad idea and an accident will happen eventually. Does something horrible have to happen before we address this issue?

ID: 222 Planning Perspective: EPH

Key Sort Word(s): Freight | Safety |

I am an advocate for clean air.

ID: 223 Planning Perspective: EPH

Key Sort Word(s): Environment | Sustainability | Other

I feel the public would be healthier if we were more active. Create multi-modal forms of transportation. Focus on biking, walking/running, bussing. These forms of transportation cut down on emissions, traffic congestion, use of streets and bridges, and

ID: 224 Planning Perspective: EPH

Key Sort Word(s): Exercise and Health | Options | Transit

I was limited to 3, I would have selected them all.

ID: 225 Planning Perspective: EPH

Key Sort Word(s): Other |

If we can, we should reduce all these factors.

ID: 226 Planning Perspective: EPH

Key Sort Word(s): Other |

Improve street lighting, Duluth is too dark at night with too many blocks without working street lights or only 1 per block.

ID: 227 Planning Perspective: EPH

Key Sort Word(s): Other |

In Duluth it is difficult to bike for transportation because roads are not set up to accommodate cares and bikes. It's a car city now.

ID: 228 Planning Perspective: EPH

Key Sort Word(s): Infrastructure | Driving | Biking

Keep the environment healthy by recycling and making smart choices.

ID: 229 Planning Perspective: EPH

Key Sort Word(s): Environment | Sustainability | Other

Love Earth.

ID: 230 Planning Perspective: EPH

Key Sort Word(s): Other

Must stop using fossil fuels

ID: 231 Planning Perspective: EPH

Key Sort Word(s): Environment | Sustainability

No only do we need infrastructure that doesn't hinder physical activity- we need infrastructure that ENCOURAGES it. Additionally, this infrastructure should not just be placed in tourist destinations or for recreational use, but in neighborhoods to be use

ID: 232 Planning Perspective: EPH

Key Sort Word(s): Infrastructure | Tourism

rail transportation is a wise way to ensure max use w/o costly environmental problems

ID: 233 Planning Perspective: EPH

Key Sort Word(s): Railroad | Transit

Regarding environmental problems, we should also reduce stormwater runoff and flooding, avoid the spread of invasive species, and minimize toxic pollution.

ID: 234 Planning Perspective: EPH

Key Sort Word(s): Environment | Sustainability | Other

Skip the shit fix the roads

ID: 235 Planning Perspective: EPH

Key Sort Word(s): Maintenance | Infrastructure

Smart and sustainable environmental choices are essential in the city where everything flows into the lake or lingers in the valley of air surrounding the lake. We live here because we prize the clean water, air and environment. The more we can do to be g

ID: 236 Planning Perspective: EPH

Key Sort Word(s): Sustainability | Environment | Other

Sometimes there's a weird stench over Lincoln Park.

ID: 237 Planning Perspective: EPH

Key Sort Word(s): Other

Stop corruption on all levels and our community will flourish.

ID: 238 Planning Perspective: EPH

Key Sort Word(s): Policy or Politics | Other

Stop dumping millions of tons of salt on roads.Stop light pollution from street lights.

ID: 239 Planning Perspective: EPH

Key Sort Word(s): Driving | Environment | Other

Stop speeding and loud cars and trucks w/o mufflers and noisy freight & grain trucks

ID: 240 Planning Perspective: EPH

Key Sort Word(s): Driving | Environment

Stop using salt on level roads!

ID: 241 Planning Perspective: EPH

Key Sort Word(s): Driving | Environment | Other

Stormwater management is the highest priority here given our changing climate.

ID: 242 Planning Perspective: EPH

Key Sort Word(s): Environment | Other

Taking shortcuts and ignoring environmental impact may seem cheaper, but is much more costly in the long run.

ID: 243 Planning Perspective: EPH

Key Sort Word(s): Environment | Other

The choices for this question are a bit redundant. These are all environmental problems. The use of green infrastructure and creating bike and walking networks that are properly designed, built, and maintained would also assist in supporting great socio-e

ID: 244 Planning Perspective: EPH

Key Sort Word(s): Environment | Infrastructure | Other

The more we walk, bike, ride transit, the healthier the environment.

ID: 245 Planning Perspective: EPH

Key Sort Word(s): Transit | Environment | Options

There are enough guidelines / restrictions on placealready!

ID: 246 Planning Perspective: EPH

Key Sort Word(s): Policy or Politics | Other

There are no common sense answers on here as these all indicate

ID: 247 Planning Perspective: EPH

Key Sort Word(s): Other

Think through plans in terms of long-term potential environmental impacts, and make choices that avoid and minimize those impacts because they are very costly. These costs (short and long term) should be estimated and REQUIRED to be included in any proje

ID: 248 Planning Perspective: EPH

Key Sort Word(s): Environment | Other

This is a ridiculous tab. Answers are way too similar and are pointedly slanted. Any answer here will be misconstrued to promote biking or the train.In fact there is no question here, only an obvious opinion.

ID: 249 Planning Perspective: EPH

Key Sort Word(s): Other

Train routes are better for the environment as the reduce the number of individual vehicles going to the same destination.

ID: 250 Planning Perspective: EPH

Key Sort Word(s): Railroad | Environment | Congestion

Walkability needs #1.

ID: 251 Planning Perspective: EPH

Key Sort Word(s): Connectivity | Pedestrian

We really need to stop building shops, condos and parking lots next to the lake! I Duluth/Superior were really on top of the game, we'd have a park running the length of the Lake Walk and along the waterfront in Superior.

ID: 252 Planning Perspective: EPH

Key Sort Word(s): Infrastructure

We should also avoid the spread of invasive species.

ID: 253 Planning Perspective: EPH

Key Sort Word(s): Environment | Other

We should look closer at maintaining what we have, provide alternat modes of transportation with less impact to our environment. Create less on street parking to allow for more room for bikes and pedestrians and mass tarnsit options.

ID: 254 Planning Perspective: EPH

Key Sort Word(s): Maintenance | Multimodal | Environment

Where to begin ...

ID: 255 Planning Perspective: EPH

Key Sort Word(s): Other

A balanced design recognizes that it may not be practical to provide roadways for every mode on every road and/or street, but the transportation network as a whole should serve the demands for all modes effectively and conveniently. Not every street need

ID: 256 Planning Perspective: S

Key Sort Word(s): Planning | Transit | Connectivity

Adding lighting around bike and pedestrian paths. Teaching children and adults how to be safe on our streets using bikes, walking, and bussing. Having a police force that represents our communities, including people of different races and genders in all

ID: 257 Planning Perspective: S

Key Sort Word(s): Safety | Biking

Already a key DOT goal, no greater emphasis needed.

ID: 258 Planning Perspective: S

Key Sort Word(s): Other

Already working on [emergency response]. [In regard to using evidence-based decision making] : Really? Last ones didn't work.

ID: 259 Planning Perspective: S

Key Sort Word(s): Other

Also emphasize safe design.

ID: 260 Planning Perspective: S

Key Sort Word(s): Safety

Also use evidence-based decision making and emphasizing safe design.

ID: 261 Planning Perspective: S

Key Sort Word(s): Safety

An enlarged police patrol presence would make those of us living downtown who are dependent upon assistive devices for walking or transportation feel more secure. It can be very sketchy at night or even during the day. Parking lots, such as behind the Gre

ID: 262 Planning Perspective: S

Key Sort Word(s): Safety Special Needs

Bike lanes and roads closed to cars

ID: 263 Planning Perspective: S

Key Sort Word(s): Biking Infrastructure Driving

Consider pedestrian and bicycle safety in roadway design (in addition to vehicle safety)

ID: 264 Planning Perspective: S

Key Sort Word(s): Planning Biking Safety

Construction projects rarely consider how pedestrians and disabled individuals will negotiate affected sidewalks and crossings. It's pretty disgraceful.

ID: 265 Planning Perspective: S

Key Sort Word(s): Planning Pedestrian Special Needs

Crosswalk buttons on every corner.

ID: 266 Planning Perspective: S

Key Sort Word(s): Safety Pedestrian

Designers of our infrastructure should be people who actually use these systems. For example, sidewalks should follow desire lines, not right angles and orderly prescriptive routes.

ID: 267 Planning Perspective: S

Key Sort Word(s): Infrastructure Planning

During periods of extreme emergency, such as the recent Husky explosion, or the flooding 2 weeks ago, it would be nice if some of our radio stations would broadcast constant alerts/news regarding the situation. TV stations did this nicely during both eve

ID: 268 Planning Perspective: S

Key Sort Word(s): Safety | Other |

EMPHASIZE UNIVERSAL DESIGN

ID: 269 Planning Perspective: S

Key Sort Word(s): Planning | Other |

Fix the roads

ID: 270 Planning Perspective: S

Key Sort Word(s): Maintenance | Infrastructure |

How about building something that will last more than 3 years

ID: 271 Planning Perspective: S

Key Sort Word(s): Infrastructure | Planning | Other

I have witnessed several instances of folks with disabilities being disadvantaged along Central Entrance in Duluth while trying to board or get off of a DTA bus. I have seen this with folks with walkers and in wheel chairs. The City/County/MnDOT whomever

ID: 272 Planning Perspective: S

Key Sort Word(s): Special Needs | Transit |

I think having designated, separate bike lanes - especially downtown - would be advantageous.

ID: 273 Planning Perspective: S

Key Sort Word(s): Biking | Infrastructure |

I would like to see running and bike/ wheelchair lanes created on roadways

ID: 274 Planning Perspective: S

Key Sort Word(s): Biking | Infrastructure | Special Needs

Inforcement is key for pedestian crossings and biking. Inforce the rules for bike related issue for cars AND bikers. Help create a culture change in the UDluth area for pedestrian crossings where cars will stop at crosswalks and ped crossings...culture

ID: 275 Planning Perspective: S

Key Sort Word(s): Safety | Biking | Pedestrian

Make bicycle paths wide enough for passing (i.e. Bong Bridge sidewalk is a tight ride when passing oncoming bicyclists).

ID: 276 Planning Perspective: S

Key Sort Word(s): Biking | Infrastructure |

make duluth safer for walkers by providing visible barriers at crosswalks to alert drivers i saw several in cities and think they'd be great for superior street at key intersections many times i've had close calls because driver isn't paying attention to

ID: 277 Planning Perspective: S

Key Sort Word(s): Safety | Pedestrian |

Make sure all stipoplights, especially pedestrian signals, are consistent enough that they engender faith in the system.

ID: 278 Planning Perspective: S

Key Sort Word(s): Safety | Pedestrian |

Mixing Trucks and dangerous cargos with domestic traffic and neighborhoods is a recipe for disaster...it is also unsightly and inconvenient at the best of times. Poor choices were made in the past and they need to be addressed before a major accident occ

ID: 279 Planning Perspective: S

Key Sort Word(s): Freight | Safety |

More focus on non-motorized safety, particularly for pedestrians and bikes. For example, there is a crosswalk at London Road and 60th Ave E that suggests to pedestrians that it is safe to cross there to get to the lake. Hardly. Vehicle drivers have limite

ID: 280 Planning Perspective: S

Key Sort Word(s): Safety | Biking | Pedestrian

More roundabouts and clear crosswalks.

ID: 281 Planning Perspective: S

Key Sort Word(s): Infrastructure | Driving | Pedestrian

Need consistent design and construction of ADA ramps and sidewalk crossings. Use better color at crosswalks and curb ramps.

ID: 282 Planning Perspective: S

Key Sort Word(s): Infrastructure | Planning |

Our current system is very unsafe for those who are vulnerable, including those with disability, children, the elderly, all pedestrians, and all bicyclists. Our current system seems to have been created by able-bodied people who all have access to persona

ID: 283 Planning Perspective: S

Key Sort Word(s): Special Needs | Safety |

Part of safety is providing a safe space for storm water to go and reducing the pollution in water. Duluth is built on a hill that drains into a Great Lake. That fact is forgotten during planning only to our own detriment.

ID: 284 Planning Perspective: S

Key Sort Word(s): Safety | Environment | Other

Prevent additional driveways on London Road in east Duluth, MN

ID: 285 Planning Perspective: S

Key Sort Word(s): Policy or Politics | | |

Proving effective emergency response capabilities, and expanding advanced warning systems are also important.

ID: 286 Planning Perspective: S

Key Sort Word(s): Efficiency | | |

Road improvements should include safer sidewalks for walking and bike lanes that make sense. Be more transparent about plans to improve city streets.

ID: 287 Planning Perspective: S

Key Sort Word(s): Maintenance | Pedestrian | Biking

Safety for all will mean readical change on our auto emphasis.

ID: 288 Planning Perspective: S

Key Sort Word(s): Safety | Driving |

Safety for bicyclists and pedestrians should be part of the design of transportation projects.

ID: 289 Planning Perspective: S

Key Sort Word(s): Safety | Biking | Pedestrian

Safety is A MUST HAVE.

ID: 290 Planning Perspective: S

Key Sort Word(s): Safety | Other |

Shelters that are appropriately placed, so that they do not face into prevailing winds, are well lit, easily accessible for disabled people, and have places for people to sit while waiting on buses assist in creating safe environments for transit riders.

ID: 291 Planning Perspective: S

Key Sort Word(s): Special Needs | Safety | Transit

Smoother roads :)

ID: 292 Planning Perspective: S

Key Sort Word(s): Maintenance | Infrastructure |

Stop making knee-jerk decisions, and spend precious money wisely. When we do a project, make sure to do all we can at that time, instead of starting it off as a maintenance project to just make bandaid repairs, and making costly adds that show up during

ID: 293 Planning Perspective: S

Key Sort Word(s): Planning | Cost or Funding | Infrastructure

Stop wasting businesses money on earned leave sick time.Abolish unfair property taxes.

ID: 294 Planning Perspective: S

Key Sort Word(s): Policy or Politics | Other |

Streets are atrocious - embarrassing. Need to be improved.

ID: 295 Planning Perspective: S

Key Sort Word(s): Maintenance | Infrastructure |

Study successful markets that have succeeded in all avenues

ID: 296 Planning Perspective: S

Key Sort Word(s): Education | Planning |

The easier it is to drive, the less safe we all are.

ID: 297 Planning Perspective: S

Key Sort Word(s): Safety | Driving |

The maintenance of systems for cyclist and walker safety (maintained lighting, snow removal, condition and availability of walkways) is as important as the creation of same. If systems are not maintained, the goals of providing for all are negated.

ID: 298 Planning Perspective: S

Key Sort Word(s): Maintenance | Safety | Pedestrian

Which transportation system? DTA? Roadways?

ID: 299 Planning Perspective: S

Key Sort Word(s): Other | | |

Appendix E

Demographic Trends and Projections

This update of demographic trends and projections for the Duluth-Superior metropolitan area was prepared by AECOM for the Metropolitan Interstate Council (MIC).

Trends & Projections Update

Introduction

An assessment of the current and future transportation needs in the Duluth-Superior metropolitan area begins with a look at trends in population growth, demographics, employment, land use, and travel behavior. The size, makeup, and characteristics of the population exhibit a wide range of demands throughout the transportation system. Together, these characteristics influence travel patterns, future growth, and subsequent decisions in transportation investment.

Geographic Definitions

Trends regarding population, demographics, economics, and other characteristics are tracked using data published by the U.S. Census Bureau and other agencies. For metropolitan areas like Duluth- Superior, such data is collected and delivered according to at least one of three geographic levels: the metropolitan statistical area (MSA), the urbanized area (UZA), or the individual municipalities that comprise the metropolitan planning organization (MPO).

Metropolitan Planning Organization (MPO)

The Duluth-Superior Metropolitan Interstate Council (MIC) is the federally designated MPO for the area. It is a bi-state MPO comprised of three cities and seven townships on the Minnesota side of the harbor and one city, two villages, and three towns on the Wisconsin side. Census data regarding population, demographics, and jobs can be assessed in terms of this boundary, but some economic and transportation-related data cannot. Throughout *Sustainable Choices 2045*, this geographical unit will be referred to as the "metropolitan area," "metro area," "MIC area," or "MPO."

Urbanized Area Boundary (UZA)

The Duluth-Superior UZA boundary delineates the portion of the MPO considered to be "urban" based on the population density. This is the smallest unit with which some employment and transportation-related data are delivered.

Metropolitan Statistical Area (MSA)

The Duluth-Superior MSA is a much larger geography that contains the MPO. It includes counties with close economic ties to the metropolitan area. Trends in population, workforce, and transportation are all available for this geographic area and can be easily compared.

Population & Demographics

Historical Population Trends

According to US census data, the population of the Duluth-Superior area has remained relatively stable. After a significant drop in population between 1980 and 1990, modest population gains occurred between 1990 and 2010. In the inter-decennial period 2010-2015, American Community Survey five-year estimates show no significant change for the MIC area (147,541 in 2015 and 147,628 in 2010, as summarized in Table 1).

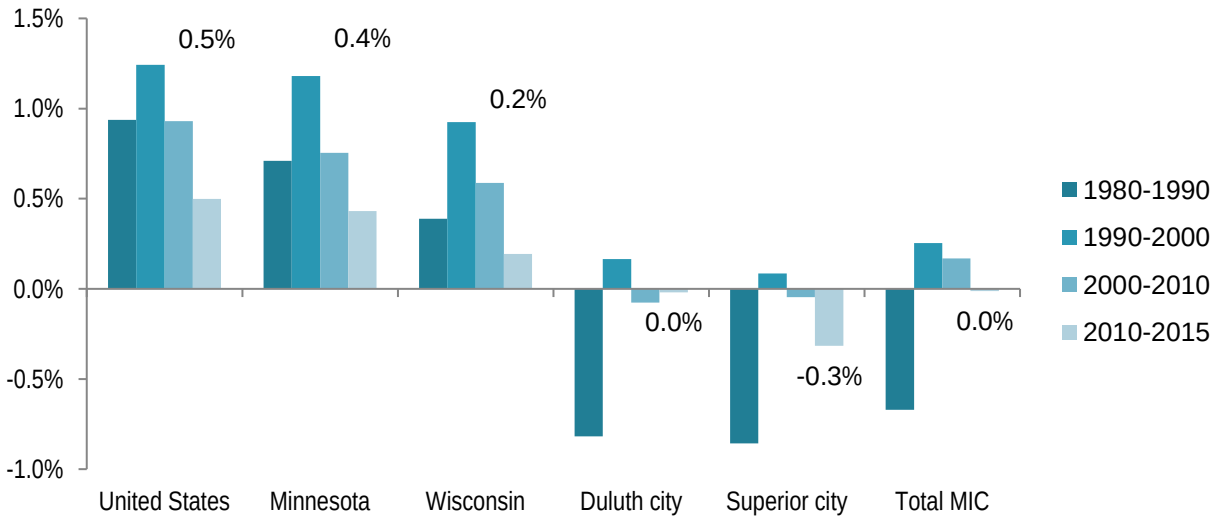
Much of the area's growth has continued to occur outside of the urban centers of Duluth and Superior, which both lost population between 2010 and 2015. In the past five years, Lakewood Township and the City of Hermantown experienced the most growth, adding over 200 people each. However, this is a much slower rate of growth for Hermantown than it experienced previously (i.e., over 2,000 new residents between 2000 and 2010). A representation of annualized growth rates over time is displayed in Figure 1 and Figure 2.

Table 1: Population History

	1980	1990	2000	2010	2015	2010-15 Growth
United States	226,545,805	248,709,873	281,421,906	308,745,538	316,515,021	7,769,483
Minnesota	4,075,970	4,375,099	4,919,479	5,303,925	5,419,171	115,246
Wisconsin	4,705,767	4,891,769	5,363,675	5,686,986	5,742,117	55,131
St. Louis County, MN	222,229	198,213	200,528	200,226	200,506	280
Douglas County, WI	44,421	41,758	43,287	44,159	43,799	-360
MIC (MN)	116,944	109,841	113,033	115,242	115,719	477
Duluth city	*92,811*	*85,493*	*86,918*	*86,265*	*86,178*	*-87*
Hermantown city	*6,759*	*6,761*	*7,448*	*9,414*	*9,627*	*213*
Proctor city	*3,180*	*2,974*	*2,852*	*3,057*	*3,060*	*3*
Rice Lake township	*3,861*	*3,883*	*4,139*	*4,095*	*4,119*	*24*
Grand Lake township	*2,166*	*2,355*	*2,621*	*2,779*	*2,789*	*10*
Lakewood township	*1,680*	*1,799*	*2,013*	*2,190*	*2,449*	*259*
Canosia township	*1,562*	*1,743*	*1,998*	*2,158*	*2,213*	*55*
Solway township	*1,665*	*1,772*	*1,842*	*1,944*	*1,919*	*-25*
Duluth township	*1,604*	*1,561*	*1,723*	*1,941*	*1,872*	*-69*
Midway township	*1,656*	*1,500*	*1,479*	*1,399*	*1,493*	*94*
MIC (WI)	34,437	31,686	32,133	32,386	31,822	-564
Superior city	*29,571*	*27,134*	*27,368*	*27,244*	*26,817*	*-427*
Superior town	*2,065*	*1,911*	*2,058*	*2,166*	*2,035*	*-131*
Parkland town	*1,496*	*1,326*	*1,240*	*1,220*	*1,330*	*110*
Lakeside town	*572*	*569*	*609*	*693*	*581*	*-112*
Superior village	*480*	*481*	*500*	*664*	*700*	*36*
Oliver village	*253*	*265*	*358*	*399*	*359*	*-40*
Total MIC	151,381	141,527	145,166	147,628	147,541	-87

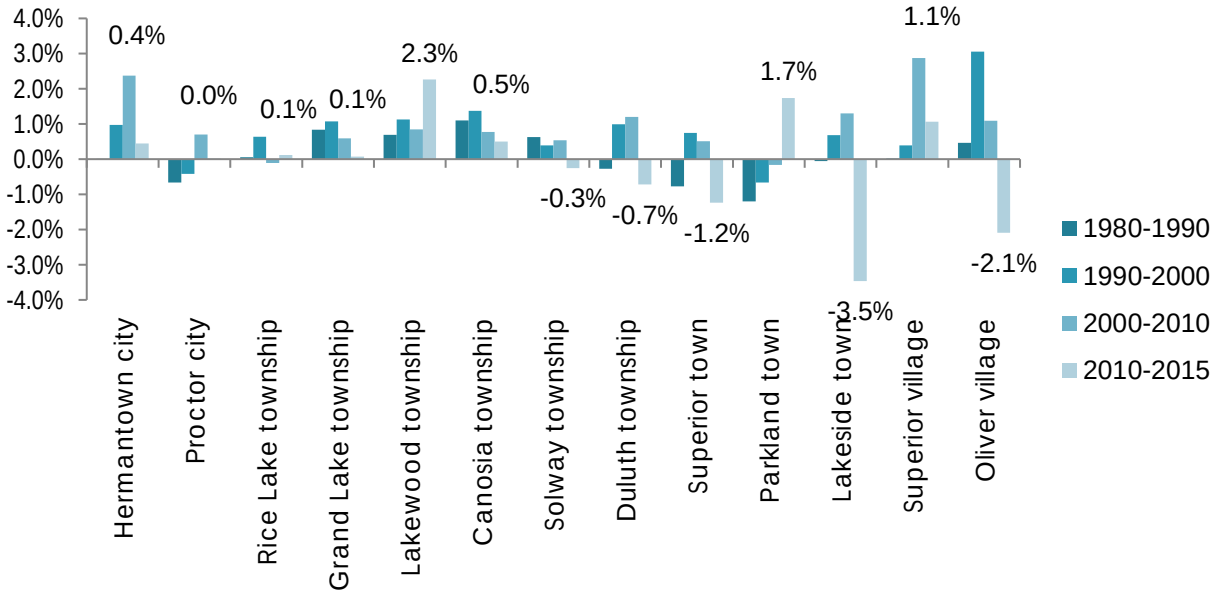
Source: Census (2000, 2010), ACS (2015).

Figure 1: Annualized Population Growth in Major Population Centers & Benchmark Regions



Source: Census (2000, 2010), ACS (2015).

Figure 2: Annualized Population Growth in MIC Cities, Towns, and Villages



Source: Census (2000, 2010), ACS (2015).

While population in the metro area appears to be decentralizing from the core cities of Duluth and Superior, the changes have not been large enough to bring about a substantial change in population density over the past five years (Table 2). MIC population density remains around 230 people per square mile. The largest change has been in the City of Superior, which dropped from 490 to 481 people per square mile over the 5-year period. The densest areas remain the Cities of Proctor, Duluth, Superior, and the Village of Superior.

Table 2: Population Density

Geography	Sq. Mile	Population (2015)	People per sq. mile (2015)	People per sq. mile (2010)	People per sq. mile (2000)	Change 2010-2015
United States	3,797,000	316,515,021	83	81	74	2
Minnesota	86,943	5,419,171	62	61	57	1
Wisconsin	65,498.0	5,742,117	88	87	82	1
St. Louis County, MN	6,860	200,506	29	13	13	17
Douglas County, WI	1,480.0	43,799	30	6	5	23
MIC (MN only)	398.8	115,719	290	289	283	1
Duluth city	*87.4*	*86,178*	*986*	*987*	*994*	*-1*
Hermantown city	*34.4*	*9,627*	*280*	*274*	*217*	*6*
Proctor city	*3.0*	*3,060*	*1,020*	*1,019*	*951*	*1*
Rice Lake township	*33.5*	*4,119*	*123*	*122*	*124*	*1*
Grand Lake township	*71.5*	*2,789*	*39*	*39*	*37*	*0*
Lakewood township	*27.8*	*2,449*	*88*	*79*	*72*	*9*
Canosia township	*35.7*	*2,213*	*62*	*60*	*56*	*2*
Solway township	*35.7*	*1,919*	*54*	*54*	*52*	*0*
Duluth township	*51.8*	*1,872*	*36*	*37*	*33*	*-1*
Midway township	*18.0*	*1,493*	*83*	*78*	*82*	*5*
MIC (WI only)	242.2	31,822	131	134	133	-3
Superior city	*55.7*	*26,817*	*481*	*490*	*492*	*-9*
Superior town	*107.8*	*2,035*	*19*	*20*	*19*	*-1*
Parkland town	*35.5*	*1,330*	*37*	*34*	*35*	*3*
Lakeside town	*39.9*	*581*	*15*	*17*	*15*	*-2*
Superior village	*1.2*	*700*	*561*	*535*	*403*	*26*
Oliver village	*2.1*	*359*	*173*	*192*	*172*	*-19*
Total MIC	641.0	147,541	230	230	226	0.2

Source: Census (2000, 2010), ACS (2015).

Population Projections (2045)

The historical population trends, as displayed in US Census data in Table 1, serve as the basis for developing the 2045 population projections that were used to model future year conditions for the LRTP scenarios. According to the American Community Survey five-year estimates the 2015 population for the MIC area is 147,541. Table 13, which appears later in this document, shows the number of households located within the MIC area at 60,219, and an average household size of 2.30. The table also shows the average household size by geographic subarea. When the subarea households are multiplied by the subarea average household size the result is a population estimate of 138,565, or close to 9,000 fewer than the population presented in Table 1. This approximately 9,000 difference between the two U.S. Census datasets represents individuals living in group quarters, not in housing units.

For the purpose of the LRTP travel demand model and for planning purposes, the only factor used to generate trips is households so it was assumed that the number of individuals living in

group quarters would be counted as households. The model is also intended to reflect as current conditions as reasonably possible and the total calculated households are 70,439 – slightly higher than the 9,000 difference observed when using the 2015 household data. Furthermore, in preparing for the 2045 LRTP update, MIC staff reviewed and updated select TAZs to better reflect changes since the last model update.

Table 3 presents the projected 2045 future year population calculated based on projected households and average household size. The 70,439 model households represent a current population of approximately 147,600. In 2045, it is estimated that there will be 72,868 households which equals an approximate population of 152,700, a 5,100 (3.5%) increase from current year to 2045. While not a significant level of growth, this is consistent with historical population trends that show a 2.6% increase in population between 1990 and 2000, and a 1.7% increase in population between 2000 and 2010.

Table 3: Projected 2045 Population

	Population			
Geography	2015 US Census	2045 Projected	Change	Percent Change
MIC (MN)	**115,719**	**120,053**	**4,334**	**3.7%**
Duluth city	86,178	89,126	2,948	3.4%
Hermantown city	9,627	10,672	1,045	10.9%
Proctor city	3,060	3,400	340	11.1%
Rice Lake township	4,119	4,119	-	-
Grand Lake township	2,789	2,789	-	-
Lakewood township	2,449	2,449	-	-
Canosia township	2,213	2,213	-	-
Solway township	1,919	1,919	-	-
Duluth township	1,872	1,872	-	-
Midway township	1,493	1,493	-	-
MIC (WI)	**31,822**	**32,534**	**712**	**2.2%**
Superior city	26,817	27,529	712	2.7%
Superior town	2,035	2,035	-	-
Parkland town	1,330	1,330	-	-
Lakeside town	581	581	-	-
Superior village	700	700	-	-
Oliver village	359	359	-	-
Total MIC	**147,541**	**152,587**	**5,046**	**3.4%**

Source: ACS (2015); MIC Travel Model Socioeconomic data.

Population Diversity

Similar to size and density of Duluth-Superior, the age, race, and income profiles also have important implications for transportation planning decisions. Different subsets of a population tend to have different needs when it comes to the provision of transportation services or the design of transportation infrastructure. Changes in these demographic profiles may signal needed shifts in transportation policy and investments. The following is a summary of trends regarding these socioeconomic metrics in the Duluth-Superior area.

The MSA has slightly more Millennials (ages 20-34) than the nationwide average for an area this size.

Retirement risk is high in the Duluth-Superior MSA. There are 18% more people 55 or older than the U.S. average for an area this size.

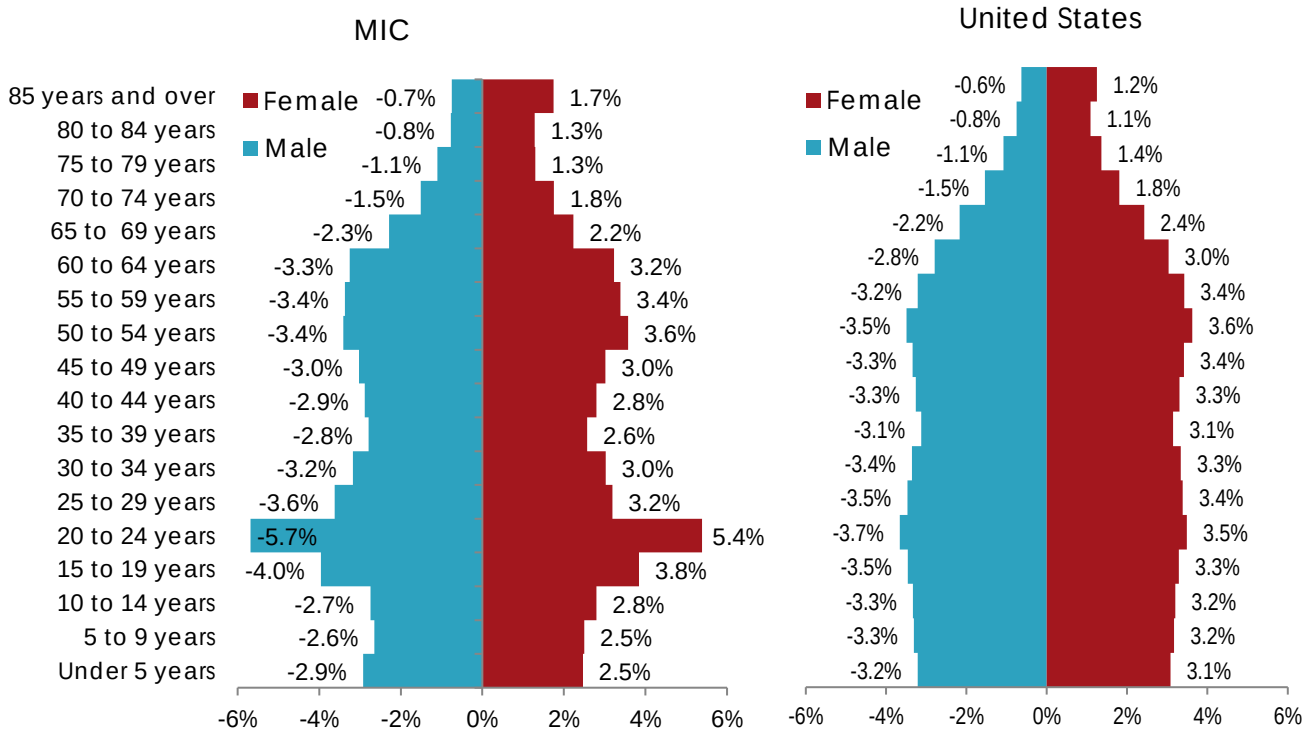
Racial diversity is very low—less than a quarter of the national average for an area this size.

Source: Emsi (2018).

Age

The population of the Duluth-Superior area is characterized by its Baby Boomer and college-aged populations, which can be seen in Figure 3 below. MIC's population pyramid illustrates there is a concentration of people in the 20 to 24 age range – primarily due to a large population of young adults in Duluth – as well as typically larger shares of individuals in the older cohorts, starting at age 55. In the MIC, 28.0% of the population is at least 55 years or older, compared to 26.5% across the U.S. In contrast, the U.S. share of population that is 25 to 54 (i.e., prime working age adults) is 40.3%, compared to 37.1% in the MIC. This can have implications for the economy, the finances of local administrative agencies, and demand for services.

Figure 3: Population Pyramids (2015)



Source: ACS (2015).

In the future, the large Baby Boomer population will be entering their senior years while the size of college-aged population is expected to remain relatively constant. According to American Public Transportation Association's (APTA) Millennials & Mobility: Understanding the Millennial Mindset report, the age group identified as "Millennials" (born between 1982 and 2000) are showing increasing demand for ride-sharing, public transit, and non-motorized options. The increasing number of seniors may also translate into increased demand for more accessible environments and increased transit service. Given age population trends, an increasing percentage of the area's population will likely be needing transportation assistance in coming years. Projections from the Minnesota State Demographer's Office indicate that statewide, the proportion of population aged 55 or older will rise from 30% to 36% between 2020 and 2045 and will top out at 40% in 2070; those figures are 11%--18%--19% for the population aged 70 or older. In contrast, St. Louis County projects an earlier peak and decline in the share of people 55 and older: 36% in 2020, 38% in 2035, and 34% by 2050 (Table 4).

Table 4: Projections of Population 55 years and over

	2020	2025	2030	2035	2040	2045	2050
Minnesota	30%	32%	33%	34%	35%	36%	36%
St. Louis County	36%	38%	38%	38%	37%	36%	34%

Source: Minnesota State Demographer's Office (December 2017).

Historical and projected population data from the economic modeling firm Emsi for the Duluth-Superior MSA is provided in Table 5 and Table 6.[1] These tables illustrate how the concentration of people in their late teens and early twenties is a constant figure over time, due to the presence of University of Minnesota Duluth, as well as University of Wisconsin-Superior, Lake Superior College, The College of St. Scholastica, and other educational institutions. Meanwhile, one can observe other age clusters (i.e., the Baby Boomers) moving through the age cohorts over time. By 2028, the Boomers are expected to be well into retirement (denoted by the 65-year line). Map E-1 depicts the distribution of the population older than 65 across the MIC area.

The Location Quotient data show how, compared to nationwide figures, the MSA has historically had above average proportions aged 15-24 from 2001 through projected 2028, but that it has slowly been losing its comparative concentration of older populations. In 2001, the MSA had an above average concentration of all age cohorts over 40; this dropped to cohorts over 50, and so on down the line. By 2028, the MSA is expected to have below average concentrations of ages roughly 25 to 59.

Table 5: Historical and Projected MSA Population by Age Cohort

Demographic	2001 Population	2010 Population	2017 Population	2028 Population
Under 5 years	14,785	15,717	14,532	14,800
5 to 9 years	16,436	15,631	15,326	15,588
10 to 14 years	18,781	15,659	15,912	15,355
15 to 19 years	23,322	20,034	18,074	17,884
20 to 24 years	20,278	22,532	22,865	20,484
25 to 29 years	13,767	17,391	16,479	14,175
30 to 34 years	15,929	15,787	16,774	16,548
35 to 39 years	19,092	15,040	16,694	17,318
40 to 44 years	22,449	16,361	14,911	17,286
45 to 49 years	22,926	20,237	15,743	17,162
50 to 54 years	20,189	22,359	18,219	15,290
55 to 59 years	14,139	21,799	21,183	15,075
60 to 64 years	11,636	17,638	20,975	16,566
65 to 69 years	10,292	12,412	18,150	18,446
70 to 74 years	10,074	9,562	11,946	17,500
75 to 79 years	8,952	7,893	8,359	14,112
80 to 84 years	7,329	6,616	6,133	8,255
85 years and over	6,571	7,065	6,886	6,659

Source: Emsi(2018).

[1] These projections are based on data from the US Census Bureau, birth and mortality rates from the US Health Department, as well as state-level data from the MN Department of Employment & Economic Development; Wisconsin Department of Workforce Development, and Bureau of Workforce Information.

Map **E-1**: Duluth-Superior Population Age 65+

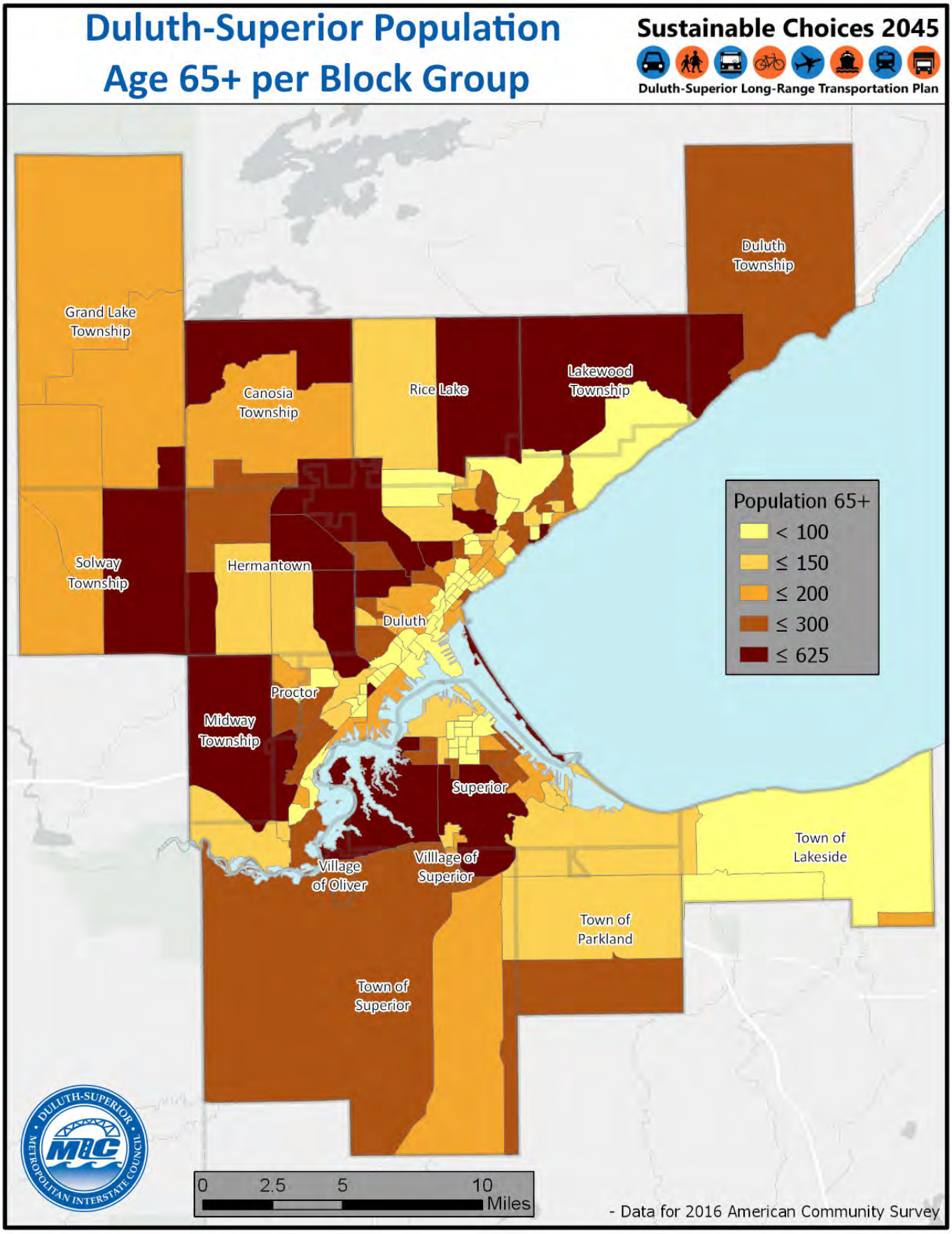


Table 6: Historical and Projected MSA Population Location Quotient by Age Cohort

Demographic	2001 Location Quotient	2010 Location Quotient	2017 Location Quotient	2028 Location Quotient
Under 5 years	0.79	0.86	0.84	0.84
5 to 9 years	0.84	0.85	0.87	0.89
10 to 14 years	0.92	0.84	0.90	0.91
15 to 19 years	1.17	1.01	1.00	1.05
20 to 24 years	1.06	1.15	1.20	1.17
25 to 29 years	0.75	0.91	0.83	0.80
30 to 34 years	0.79	0.87	0.88	0.90
35 to 39 years	0.88	0.83	0.93	0.91
40 to 44 years	1.01	0.87	0.88	0.96
45 to 49 years	1.14	0.99	0.89	1.02
50 to 54 years	1.11	1.11	0.98	0.98
55 to 59 years	1.04	1.22	1.12	0.96
60 to 64 years	1.08	1.15	1.23	1.02
65 to 69 years	1.11	1.10	1.22	1.13
70 to 74 years	1.18	1.13	1.12	1.24
75 to 79 years	1.24	1.19	1.13	1.26
80 to 84 years	1.47	1.27	1.20	1.17
85 years and over	1.57	1.41	1.27	1.15

Source: Emsi(2018).

As shown in Table 7, the median age across the MIC is 36.4, which is lower than State and U.S. medians (37.6 to 39.0). This is driven primarily by the much younger population in the City of Duluth (median age 33.6). Other cities and townships typically range in median age from about 40 to 50—well above surrounding municipalities.

Table 7: Median Age

Geography	Median Age
United States	37.6
Minnesota	37.7
Wisconsin	39.0
St. Louis County, MN	40.9
Douglas County, WI	40.6
Total MIC	36.4

Source: ACS (2015).

Geography	Median Age
MIC (MN)	36.1
Duluth city	*33.6*
Hermantown city	*41.8*
Proctor city	*44.9*
Rice Lake township	*44.2*
Grand Lake township	*45.6*
Lakewood township	*39.9*
Canosia township	*44.3*
Solway township	*44.0*
Duluth township	*49.0*
Midway township	*42.9*
MIC (WI)	37.5
Superior city	*36.2*
Superior town	*45.6*
Parkland town	*40.1*
Lakeside town	*43.1*
Superior village	*50.6*
Oliver village	*41.8*

Source: ACS (2015).

Migration

The U.S. Census publishes, as part of its Population Estimates Program, the components of population change at the county level (Table 8). This data indicates the largest component of change has been net domestic emigration from Douglas County, Wisconsin. In the case of St. Louis County, Minnesota, the net domestic emigration is similar in absolute size (though not proportion), but it is offset entirely by net international immigration to yield positive net migration figure of 267, compared to -958 for Douglas County. Natural increase, however, is negative for St. Louis County, as there are 316 more deaths than births.

Table 8: Components of Population Change (2010-2017)

	July 1, 2017 Population	Population Change since 2010	Natural Increase	Births	Deaths	Total Net Migration	Net International Migration	Net Domestic Migration
St. Louis County, MN	200,000	(226)	(316)	14,688	15,004	267	1,279	(1,012)
Douglas County, WI	43,284	(875)	107	3,144	3,037	(958)	188	(1,146)

Source: U.S. Census Population Estimates.

Provided in Table 9 is a history of migration over the previous year as of 2015. ACS data indicates 81% of people within the MIC area remained in their home over the previous year – lower than US and state averages. The largest share of population who did move, moved within the same county, followed by those who moved from a different county but within the same state. Duluth City residents appear to account for the largest share of migration, followed by the Township of Parkland and City of Superior.

Table 9: Migration over the Previous Year (2015)

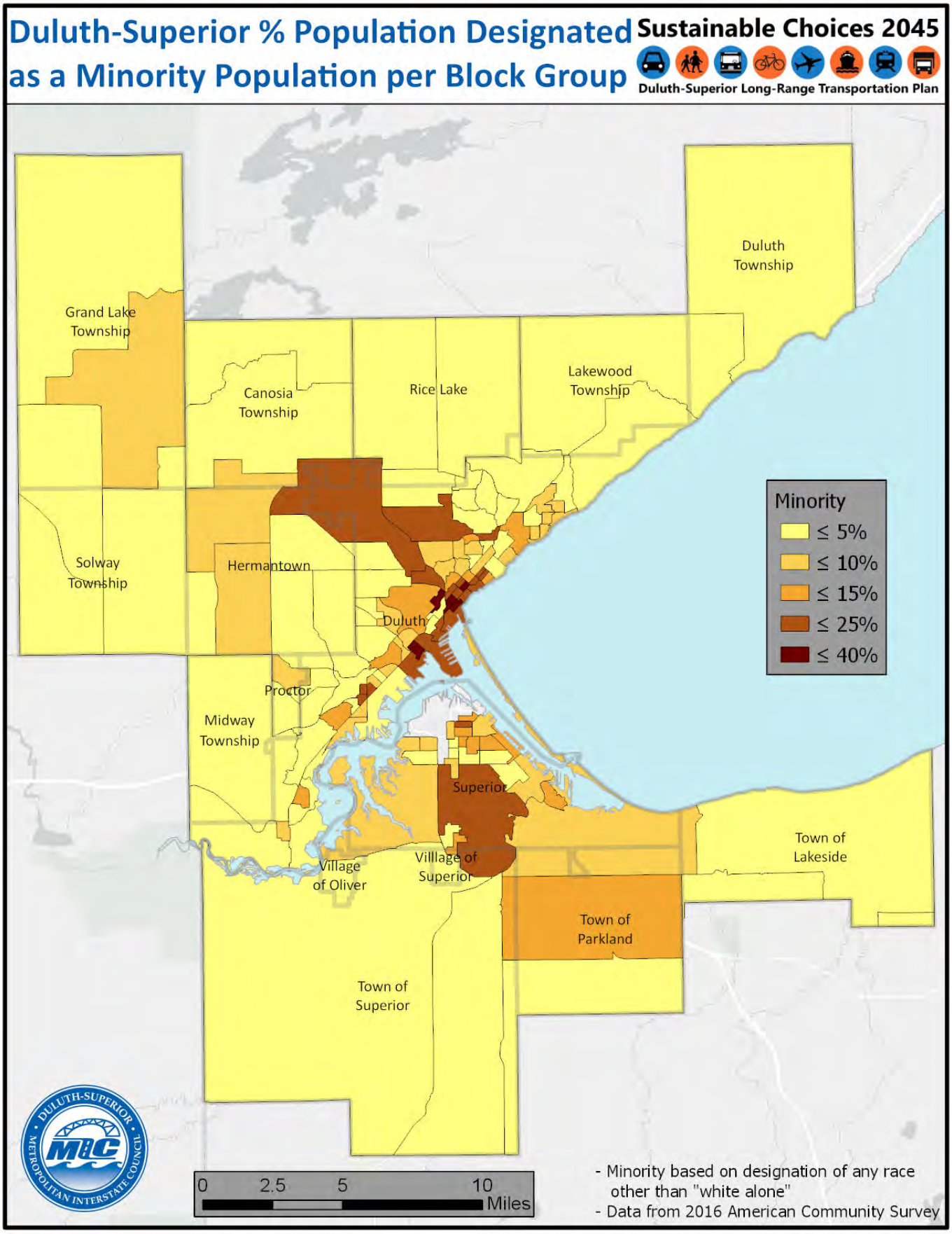
Geography	Did not move in past year	Moved within County	Moved from different County	Moved from different State	Moved from Abroad
United States	85%	9%	3%	2%	1%
Minnesota	86%	7%	5%	2%	1%
Wisconsin	86%	9%	3%	2%	0%
St. Louis County, MN	84%	10%	4%	2%	0%
Douglas County, WI	85%	8%	2%	5%	0%
MIC (MN only)	80%	12%	5%	2%	0%
Duluth city	*78%*	*14%*	*6%*	*2%*	*0%*
Hermantown city	*81%*	*9%*	*6%*	*3%*	*1%*
Proctor city	*87%*	*9%*	*2%*	*0%*	*0%*
Rice Lake township	*91%*	*7%*	*2%*	*0%*	*0%*
Grand Lake township	*93%*	*4%*	*1%*	*1%*	*0%*
Lakewood township	*92%*	*5%*	*1%*	*2%*	*0%*
Canosia township	*96%*	*3%*	*1%*	*0%*	*0%*
Solway township	*94%*	*4%*	*1%*	*1%*	*1%*
Duluth township	*91%*	*4%*	*4%*	*1%*	*0%*
Midway township	*95%*	*3%*	*0%*	*1%*	*1%*
MIC (WI only)	83%	10%	2%	5%	0%
Superior city	*81%*	*10%*	*2%*	*6%*	*0%*
Superior town	*90%*	*5%*	*1%*	*4%*	*0%*
Parkland town	*86%*	*12%*	*0%*	*2%*	*0%*
Lakeside town	*93%*	*6%*	*0%*	*1%*	*0%*
Superior village	*91%*	*9%*	*0%*	*0%*	*0%*
Oliver village	*81%*	*9%*	*0%*	*11%*	*0%*
Total MIC	81%	11%	4%	3%	0%

Source: ACS (2015).

Race

The Duluth-Superior metropolitan area is not racially diverse compared to other metro areas nationwide. The area's population is predominately White (MAP E-3 and Table 10). There are signs, however, that the Duluth-Superior metro is slowly becoming more racially diverse. For instance, in 2010 and 2015, Whites represented 92% of the population, as opposed to 94% in 2000. Those identified as Hispanic or Latino represent only 2% of total population in 2015 (Table 11), but this is a slight increase from 2010, when the Hispanic or Latino population was 1%. Map E-2 depicts the distribution of minority population across the MIC area. It has been reported that 2% of the area's population speaks English less than "very well" (Table 11), which is lower than the 3%-4% statewide figures for Minnesota and Wisconsin, and much lower than the 9% seen nationwide. Thus the MIC is more English monolingual than average. Map E-3 depicts the distribution of the population that speaks English "less than very well" across the MIC area.

Map E-2: Duluth-Superior Minority Population



Map **E-3**: Duluth-Superior Population that Speaks English "Less than Very Well"

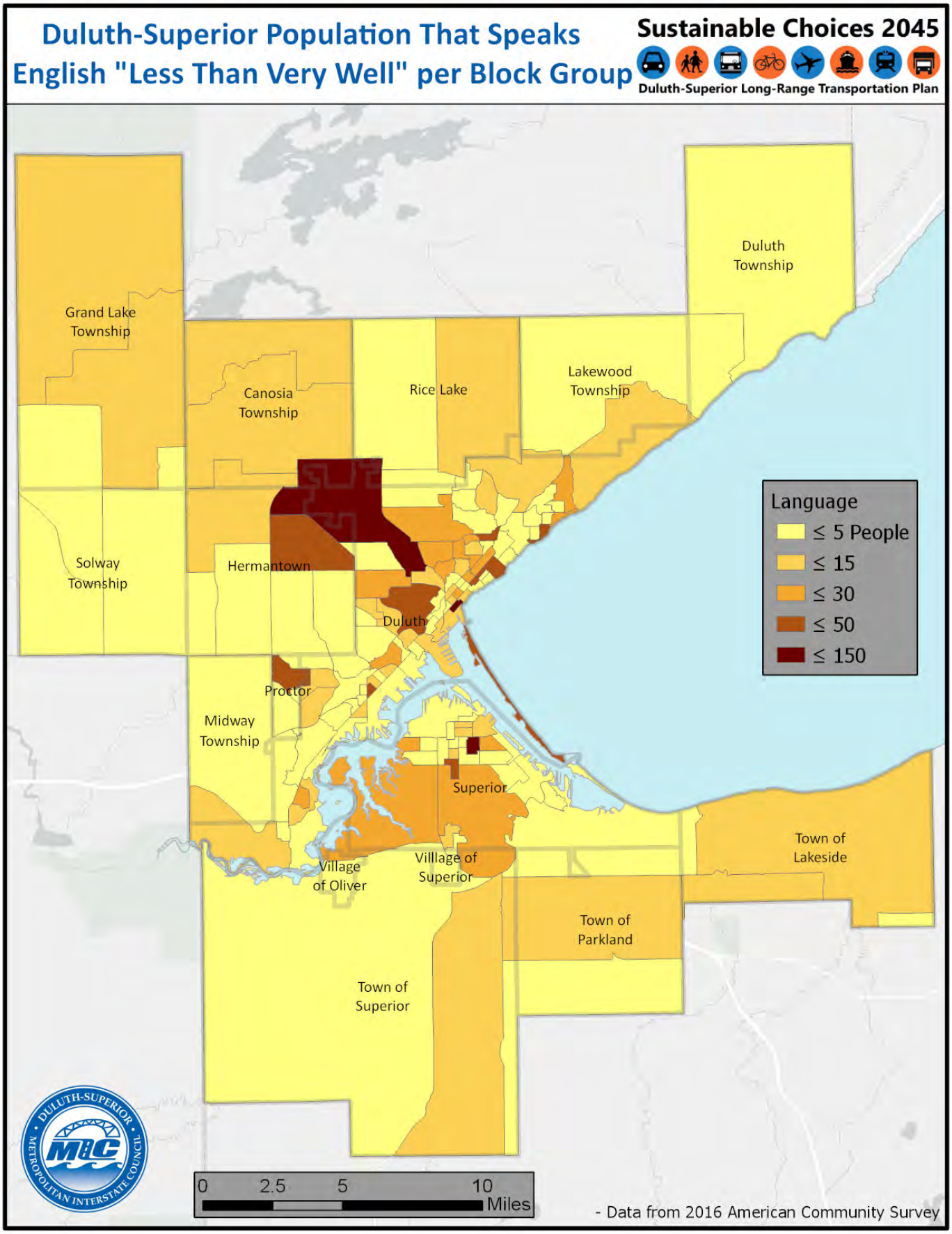


Table 10: Population by Race (2015)

Geography	Total	White	Black or African American	American Indian & Alaska Native	Asian	Native Hawaiian & Pacific Islander	Some other race	Two or more races:
United States	316,515,021	232,943,055	39,908,095	2,569,170	16,235,305	546,255	14,865,258	9,447,883
		74%	13%	1%	5%	0%	5%	3%
Minnesota	5,419,171	4,594,367	299,176	56,561	240,786	1,970	82,085	144,226
		85%	6%	1%	4%	0%	2%	3%
Wisconsin	5,742,117	4,967,124	360,792	50,449	143,732	1,233	96,057	122,730
		87%	6%	1%	3%	0%	2%	2%
St. Louis County, MN	200,506	185,808	3,101	3,831	2,066	81	429	5,190
		93%	2%	2%	1%	0%	0%	3%
Douglas County, WI	43,799	40,710	483	709	498	2	116	1,281
		93%	1%	2%	1%	0%	0%	3%
MIC (MN)	115,719	106,208	2,735	1,709	1,536	57	302	3,172
		92%	2%	1%	1%	0%	0%	3%
Duluth city	*86,178*	*78,034*	*2,321*	*1,465*	*1,376*	*47*	*159*	*2,776*
		91%	*3%*	*2%*	*2%*	*0%*	*0%*	*3%*
Hermantown city	*9,627*	*8,920*	*331*	*136*	*18*	*0*	*116*	*106*
		93%	*3%*	*1%*	*0%*	*0%*	*1%*	*1%*
Proctor city	*3,060*	*2,958*	*8*	*0*	*69*	*10*	*0*	*15*
		97%	*0%*	*0%*	*2%*	*0%*	*0%*	*0%*
Rice Lake township	*4,119*	*3,982*	*15*	*49*	*19*	*0*	*0*	*54*
		97%	*0%*	*1%*	*0%*	*0%*	*0%*	*1%*
Grand Lake township	*2,789*	*2,673*	*22*	*10*	*16*	*0*	*8*	*60*
		96%	*1%*	*0%*	*1%*	*0%*	*0%*	*2%*
Lakewood township	*2,449*	*2,360*	*0*	*22*	*30*	*0*	*5*	*32*
		96%	*0%*	*1%*	*1%*	*0%*	*0%*	*1%*
Canosia township	*2,213*	*2,129*	*16*	*4*	*0*	*0*	*10*	*54*
		96%	*1%*	*0%*	*0%*	*0%*	*0%*	*2%*
Solway township	*1,919*	*1,882*	*0*	*11*	*8*	*0*	*0*	*18*
		98%	*0%*	*1%*	*0%*	*0%*	*0%*	*1%*
Duluth township	*1,872*	*1,818*	*22*	*0*	*0*	*0*	*4*	*28*
		97%	*1%*	*0%*	*0%*	*0%*	*0%*	*1%*
Midway township	*1,493*	*1,452*	*0*	*12*	*0*	*0*	*0*	*29*
		97%	*0%*	*1%*	*0%*	*0%*	*0%*	*2%*
MIC (WI)	31,822	29,402	441	508	452	0	94	925
		92%	1%	2%	1%	0%	0%	3%
Superior city	*26,817*	*24,653*	*409*	*379*	*436*	*0*	*85*	*855*
		92%	*2%*	*1%*	*2%*	*0%*	*0%*	*3%*
Superior town	*2,035*	*1,959*	*0*	*59*	*0*	*0*	*5*	*12*
		96%	*0%*	*3%*	*0%*	*0%*	*0%*	*1%*
Parkland town	*1,330*	*1,237*	*28*	*54*	*8*	*0*	*0*	*3*
		93%	*2%*	*4%*	*1%*	*0%*	*0%*	*0%*
Lakeside town	*581*	*557*	*2*	*6*	*0*	*0*	*0*	*16*
		96%	*0%*	*1%*	*0%*	*0%*	*0%*	*3%*
Superior village	*700*	*678*	*2*	*10*	*4*	*0*	*4*	*2*
		97%	*0%*	*1%*	*1%*	*0%*	*1%*	*0%*
Oliver village	*359*	*318*	*0*	*0*	*4*	*0*	*0*	*37*
		89%	*0%*	*0%*	*1%*	*0%*	*0%*	*10%*
Total MIC	147,541	135,610	3,176	2,217	1,988	57	396	4,097
		92%	2%	2%	1%	0%	0%	3%

Source: ACS (2015).

Table 11: Hispanic or Latino Origin; Other Languages Spoken at Home (2015)

Geography	Total	Hispanic or Latino		Population speaking English **less than "very well"**
United States	316,515,021	54,232,205	*17%*	*9%*
Minnesota	5,419,171	270,984	*5%*	*4%*
Wisconsin	5,742,117	364,558	*6%*	*3%*
St. Louis County, MN	200,506	2,851	*1%*	*1%*
Douglas County, WI	43,799	588	*1%*	*1%*
Total MIC	147,541	2,493	*2%*	*2%*

Source: ACS (2015).

Considerations of race, ethnicity, and language are important in the planning and provision of transportation services. These populations have historically been underserved by public transportation policy and have had limited or no input into major transportation decisions that significantly impact neighborhoods.

These considerations fall under "Environmental Justice" (EJ), which is the public policy goal of ensuring that low-income or minority populations do not bear disproportionately high or negative impacts as a result of government activities – which includes publicly funded transportation projects.

Poverty

The most recent estimates from the U.S. Census Bureau show that 18% of the MIC area's 2015 population is living below the national poverty line (Table 12). This represents no change from the 2010 Census, which exhibited a four percent increase from the 2000 Census. During that 2000-2010 change, the City of Duluth experienced the largest increase in population living in poverty.

People living in poverty face transportation challenges. They often lack the means to transport themselves to and from work and other destinations and have difficulty accessing jobs and services. Often they are reliant on public transit or other services that do not always provide the flexibility they need to effectively chain different trips together (work, daycare, medical, shopping, etc.).[2] Areas of concentrated poverty are important to consider in the planning and provision of transportation services. Efforts should be made to tailor transportation projects in ways that improve access and mobility for low-income individuals and families.

[2] Further information on the transportation means used by the working population living in poverty is provided in the "Land Use and Transportation Patterns" section below.

Table 12: Population by Poverty Level (2015)

Geography	Population With Income Data	Below Poverty Level	% Below Poverty (2015)
United States	308,619,550	47,749,043	15%
Minnesota	5,295,613	596,662	11%
Wisconsin	5,589,889	724,348	13%
St. Louis County, MN	192,546	30,869	16%
Douglas County, WI	42,376	6,713	16%
MIC (MN)	109,103	19,201	18%
Duluth city	*80,675*	*17,331*	*21%*
Hermantown city	*8,799*	*643*	*7%*
Proctor city	*2,950*	*267*	*9%*
Rice Lake township	*4,110*	*324*	*8%*
Grand Lake township	*2,656*	*122*	*5%*
Lakewood township	*2,431*	*224*	*9%*
Canosia township	*2,213*	*44*	*2%*
Solway township	*1,917*	*65*	*3%*
Duluth township	*1,866*	*146*	*8%*
Midway township	*1,486*	*35*	*2%*
MIC (WI)	30,633	5,760	19%
Superior city	*25,636*	*5,320*	*21%*
Superior town	*2,035*	*99*	*5%*
Parkland town	*1,330*	*168*	*13%*
Lakeside town	*578*	*41*	*7%*
Superior village	*695*	*61*	*9%*
Oliver village	*359*	*71*	*20%*
Total MIC	139,736	24,961	18%

Source: ACS 2015.

Households

Data from ACS shows that average household size is lower in the MIC (2.30) than state and national averages of 2.43 to 2.64, respectively. Over the past five years since the 2010 Census, average household size across the MIC (weighted by household counts) has not changed, while the national and state averages have risen slightly (Table 13). Map E-4 depicts both the number of households and household growth across the MIC area.

Map **E-**4: Duluth-Superior Model Inputs - Households

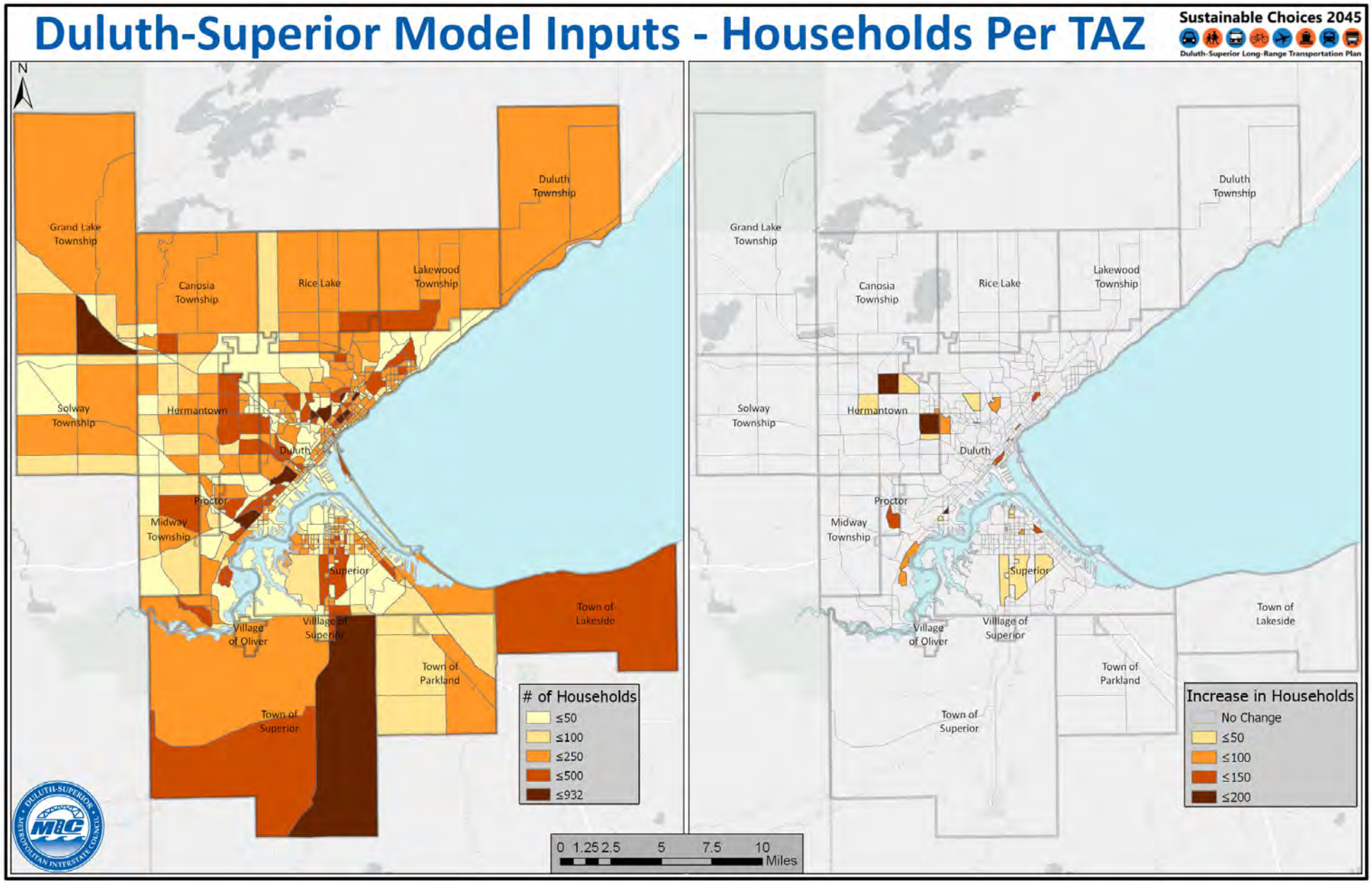


Table 13: Total Households and Average Households Size (2015)

Geography	Households (2015)	Average HH Size (2015)	Average HH Size (2010)	Average HH Size (2000)
United States	116,926,305	2.64	2.59	2.59
Minnesota	2,124,745	2.49	2.45	2.52
Wisconsin	2,299,107	2.43	2.41	2.50
St. Louis County, MN	84,545	2.26	2.25	2.32
Douglas County, WI	18,581	2.28	2.31	2.36
MIC (MN)	46,686	2.31	2.30	
Duluth city	*35,410*	*2.25*	*2.23*	*2.26*
Hermantown city	*3,497*	*2.49*	*2.55*	*2.67*
Proctor city	*1,241*	*2.36*	*2.34*	*2.38*
Rice Lake township	*1,668*	*2.46*	*2.54*	*2.77*
Grand Lake township	*1,077*	*2.44*	*2.52*	*2.66*
Lakewood township	*819*	*2.99*	*2.74*	*2.84*
Canosia township	*863*	*2.53*	*2.58*	*2.66*
Solway township	*777*	*2.47*	*2.57*	*2.74*
Duluth township	*745*	*2.51*	*2.59*	*2.58*
Midway township	*589*	*2.51*	*2.53*	*2.66*
MIC (WI)	13,533	2.27	2.27	
Superior city	*11,506*	*2.23*	*2.23*	*2.26*
Superior town	*809*	*2.52*	*2.54*	*2.69*
Parkland town	*547*	*2.43*	*2.44*	*2.68*
Lakeside town	*244*	*2.38*	*2.68*	*2.69*
Superior village	*289*	*2.42*	*2.22*	*2.39*
Oliver village	*138*	*2.60*	*2.51*	*2.82*
Total MIC	60,219	2.30	2.30	

Source: Census 2000, 2010, ACS 2015.

Household Income

Median household income in the Duluth-Superior area rose by an annualized rate of 1.4% between 2010 and 2015, as shown in Table 14. The median household income (weighted by 2015 household counts) was $45,367 in 2010 and $48,690 in 2015. Median income levels varied from roughly $40,000 to $80,000 across municipalities in 2015.[3] Household income in the MIC remains below the state and national benchmarks, though they are growing more rapidly than US averages. Map E-5 depicts the distribution of low-income concentrations across the MIC area.

[3] However, due to the small size of many of these municipalities, these values have a large margin of error and should be treated with caution.

Map **E-**5: Duluth-Superior Low-Income Concentrations

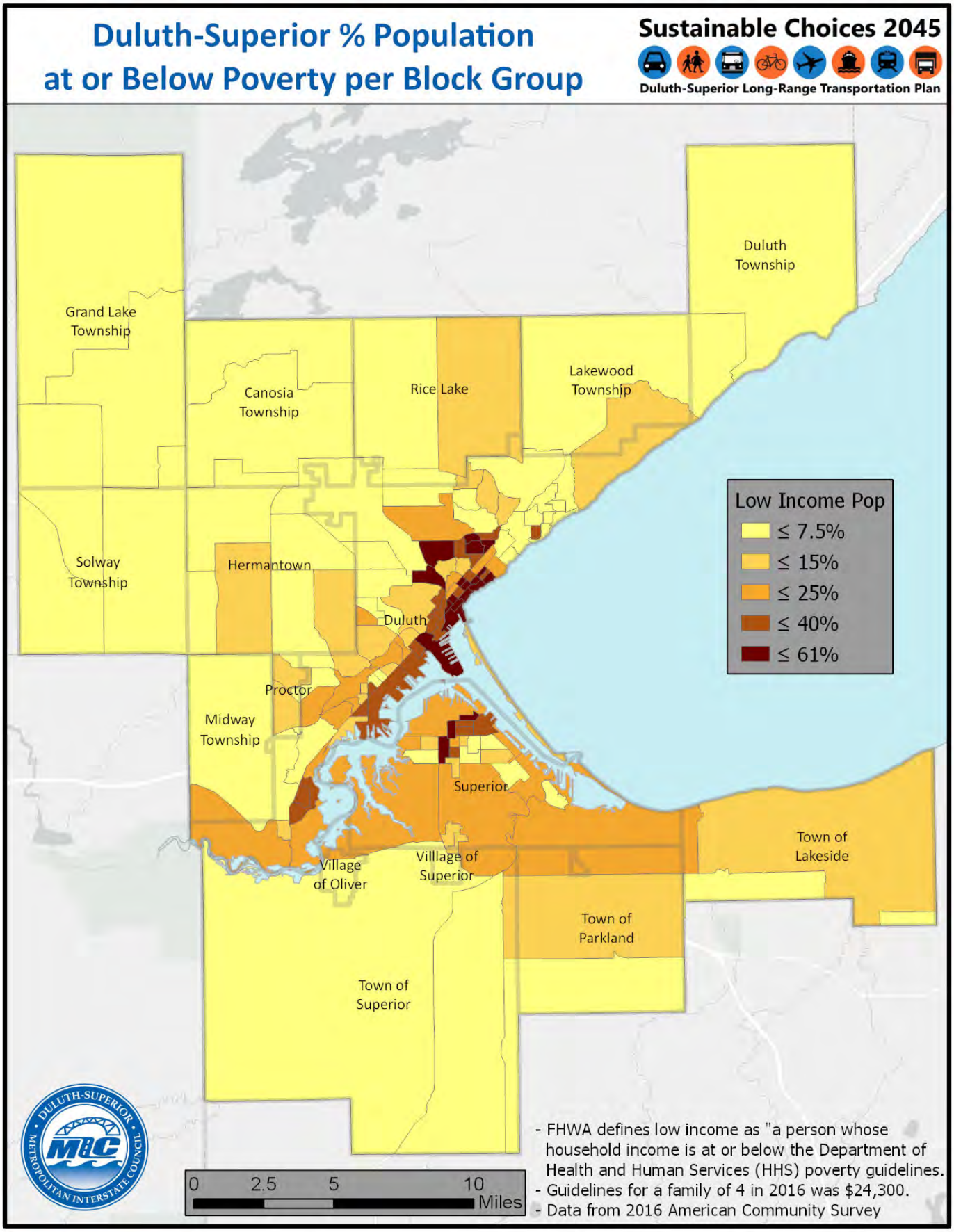


Table 14: Median Household Income (2010, 2015 Inflation Adjusted Dollars)

Geography	2010	2015	Annualized Growth
United States	$51,914	$53,889	0.7%
Minnesota	$57,243	$61,492	1.4%
Wisconsin	$51,598	$53,357	0.7%
St. Louis County, MN	$44,941	$48,331	1.5%
Douglas County, WI	$43,127	$47,095	1.8%
MIC (MN)	$46,447	$50,344	1.6%
Duluth city	$41,092	$45,034	1.8%
Hermantown city	$64,330	$65,662	0.4%
Proctor city	$52,665	$54,871	0.8%
Rice Lake township	$66,086	$66,250	0.0%
Grand Lake township	$65,817	$67,569	0.5%
Lakewood township	$71,125	$79,219	2.2%
Canosia township	$61,957	$81,402	5.6%
Solway township	$60,028	$63,542	1.1%
Duluth township	$59,632	$65,791	2.0%
Midway township	$66,480	$69,934	1.0%
MIC (WI)	$41,639	$42,987	0.6%
Superior city	$39,171	$40,198	0.5%
Superior town	$55,938	$66,354	3.5%
Parkland town	$47,143	$48,750	0.7%
Lakeside town	$53,977	$61,786	2.7%
Superior village	$71,042	$56,875	-4.4%
Oliver village	$58,393	$53,333	-1.8%
Total MIC	$45,367	$48,690	1.4%

Source: ACS 2010, 2015.

Ambulatory Difficulty

The U.S. Census Bureau defines ambulatory difficulty as those who have "serious difficulty walking or climbing stairs." This subset of the population is important to consider in transportation planning as they represent those with potentially greater mobility needs both in terms of services and infrastructure design.

It is estimated that 6.4% of the MIC area's population age 5 and up have ambulatory difficulty. This is lower than the national average of 7.0%. Some municipalities, however, have estimates above the national average (see Table 15, which provides total figures as well as for older age cohorts, who are more likely to be hampered by ambulatory difficulty). As people age, their ambulatory abilities begin to decline. As would be expected, those over age 65 represent a greater percentage of those facing ambulatory difficulty, as the table shows. Map E-6 depicts the distribution of the population with ambulatory difficulties across the MIC area.

Map **E-**6: Duluth-Superior Ambulatory Difficulties

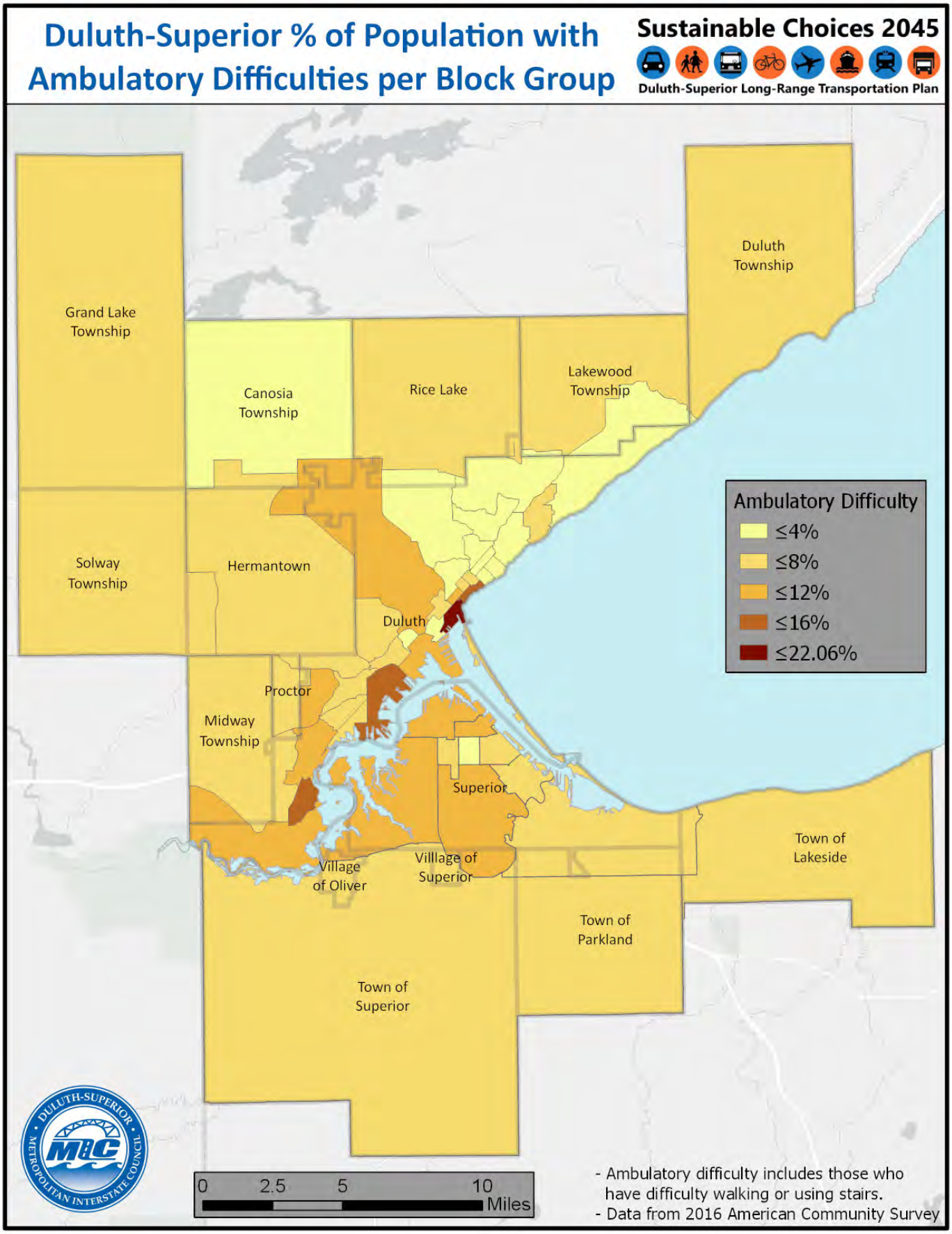


Table 15: 2015 Population with Ambulatory Difficulty

Geography	Total Age 5 and over	*% with Amb. Difficulty*	Age 35 to 64	*% with Amb. Difficulty*	Age 65 to 74	*% with Amb. Difficulty*	Age 75 and over	*% with Amb. Difficulty*
United States	20.4M	*7.0%*	9.0M	*7.4%*	3.9M	*15.7%*	6.1M	*33.0%*
Minnesota	253,113	*5.1%*	104,122	*4.9%*	45,662	*11.2%*	85,492	*27.0%*
Wisconsin	322,059	*6.0%*	141,366	*6.2%*	55,187	*12.1%*	103,639	*28.6%*
St. Louis County	12,939	*6.9%*	5,690	*7.3%*	2,293	*12.9%*	4,237	*29.2%*
Douglas County	2,721	*6.7%*	1,389	*7.8%*	432	*11.2%*	745	*27.6%*
MIC (MN)	6,655	*6.2%*	2,735	*6.5%*	1,270	*14.4%*	2,283	*31.0%*
Duluth city	5,275	*6.6%*	2,194	*7.6%*	976	*15.8%*	1,796	*32.0%*
Hermantown city	593	*7.2%*	121	*3.4%*	175	*21.5%*	297	*39.9%*
Proctor city	170	*6.0%*	105	*7.8%*	26	*11.2%*	13	*5.9%*
Rice Lake T	168	*4.3%*	90	*4.5%*	27	*8.0%*	51	*23.6%*
Grand Lake T	87	*3.4%*	42	*3.5%*	9	*3.1%*	32	*23.9%*
Lakewood T	56	*2.4%*	40	*3.4%*	6	*4.0%*	10	*12.0%*
Canosia T	56	*2.6%*	19	*1.7%*	17	*7.1%*	8	*14.5%*
Solway T	89	*4.9%*	46	*5.1%*	10	*5.0%*	20	*24.7%*
Duluth T	70	*4.0%*	26	*3.2%*	16	*5.7%*	25	*23.6%*
Midway T	91	*6.3%*	52	*7.7%*	8	*6.3%*	31	*25.2%*
MIC (WI)	2,055	*6.9%*	1,029	*8.4%*	324	*13.0%*	575	*30.5%*
Superior city	1,776	*7.1%*	874	*8.7%*	281	*14.3%*	496	*30.7%*
Superior town	93	*4.9%*	56	*6.2%*	21	*7.4%*	16	*18.4%*
Parkland town	93	*7.3%*	56	*9.2%*	13	*13.8%*	24	*45.3%*
Lakeside town	18	*3.4%*	10	*3.4%*	2	*4.5%*	6	*24.0%*
Superior V	57	*8.5%*	21	*6.8%*	7	*8.0%*	27	*31.4%*
Oliver V	18	*5.3%*	12	*7.0%*	-	*0.0%*	6	*37.5%*
Total MIC	8,710	*6.4%*	3,764	*7.0%*	1,594	*14.1%*	2,858	*30.9%*

Source: ACS (2015).

Economy & Employment

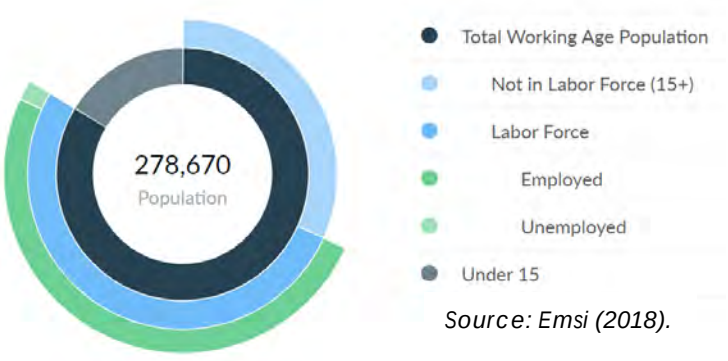
The Regional Economy

The Duluth-Superior metropolitan area is the regional trade center (RTC) for Northeast Minnesota and Northwest Wisconsin. It offers a wealth of opportunities for employment, shopping, tourism, trade, education, healthcare, and other services. It is also a major transportation hub for the movement of commodities and other freight throughout the region, nation, and internationally—especially because of its port facilities. Because of the concentration of economic activities and transport, the Duluth-Superior metro drives regional productivity.

Overview of Duluth-Superior MSA and Peer MSAs

From 2013 to 2018, jobs increased by 1.4% in the Duluth-Superior MSA from 138,633 to 140,553. This change fell well short of the national growth rate of 7.4%. As the number of jobs increased, the labor force participation rate increased from 61.5% to 62.1% between 2013 and 2018. The Duluth-Superior MSA is currently experiencing full employment, as seen in Figure 4.

Figure 4: Duluth-Superior MSA Labor Force and Employment



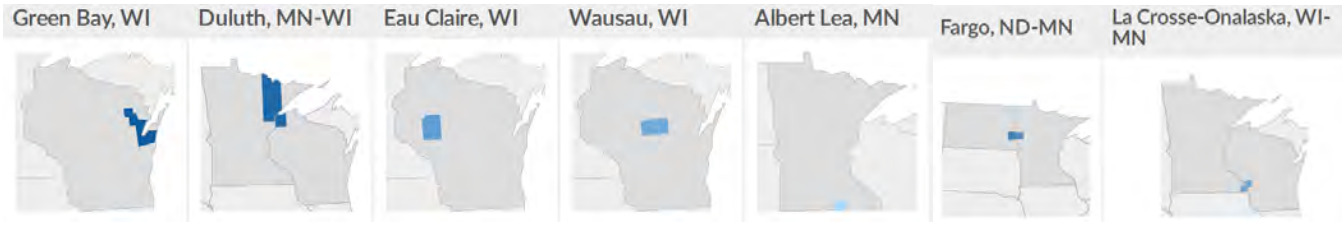
Source: Emsi (2018).

Concerning educational attainment, 17.4% of MSA residents possess a Bachelor's Degree (1.2% below the national average), and 12.0% hold an Associate's Degree (4.1% above the national average).

The top three industries in 2018 are General Medical and Surgical Hospitals, Local Government (Excluding Education and Hospitals), and Restaurants and Other Eating Places. Industries will be discussed in more detail below.

A selection of comparable MSAs in the region were analyzed as peers to the Duluth-Superior MSA to better gauge its relative performance outside of the typical state and national benchmarks. A snapshot of this comparison is provided in Table 16, and the geographic location of the peer MSAs is depicted in Figure 5. Duluth-Superior's negative population growth rate since 2010 (-0.4%) is below that of peers with over 100,000 population, and much lower than that of the two other comparably large MSAs, Green Bay and Fargo (5% and 17%, respectively). Duluth-Superior's employment growth rate (2.9% since 2010) also lags all but one peer MSA, and its unemployment rate (3.6%) is the highest—though it should be noted that the MSA is experiencing full employment. Duluth-Superior's cost of living index is lower that the other large MSAs, Green Bay and Fargo, and the median household income is also lower.

Figure 5: Peer MSAs



Source: Emsi (2018).

Table 16: MSA Regional Comparison

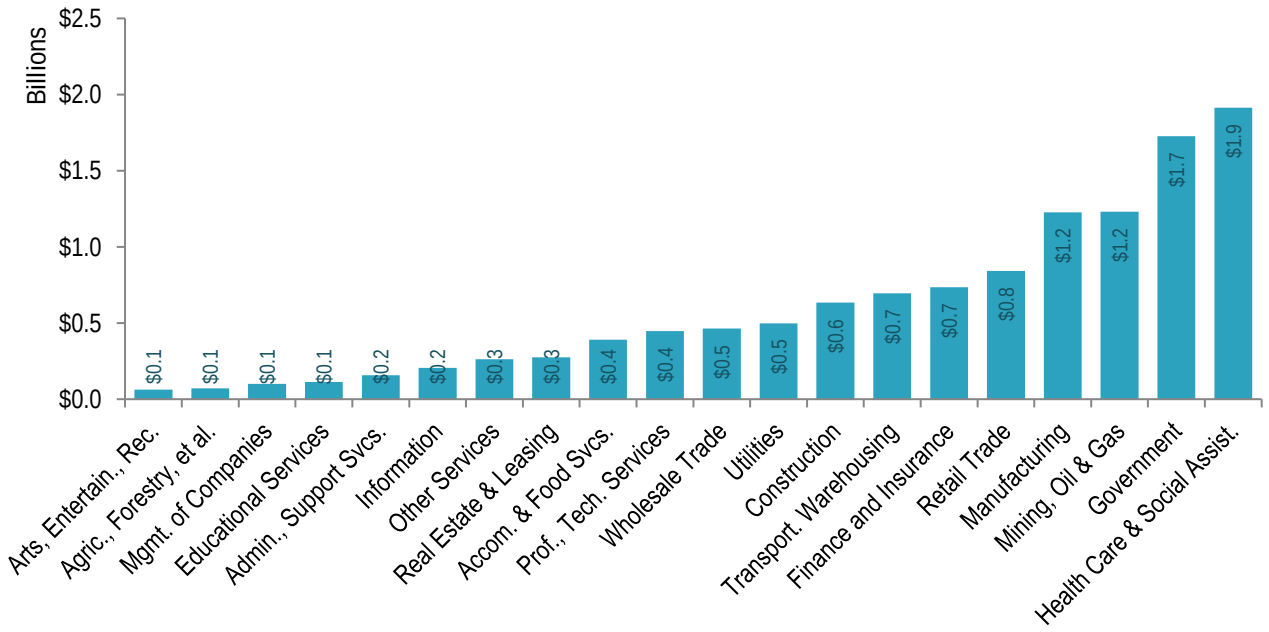
	Duluth-Superior	Green Bay	Fargo	Eau Claire	Wausau	La Crosse	Albert Lea
Population (2018)	278,670	321,811	245,714	168,214	135,923	137,286	30,377
% Change 2010-18	*-0.4%*	*4.9%*	*17.4%*	4.1%	*1.4%*	*2.5%*	*-2.7%*
Jobs (2018)	140,553	187,809	151,701	90,157	77,194	81,491	13,340
% Change 2010-18	*2.9%*	*7.5%*	*14.8%*	7.9%	*7.9%*	*5.5%*	*-2.9%*
Unemployment (2018)	3.6%	2.9%	2.2%	2.8%	2.8%	2.7%	2.9%
Cost-of-Living Index	96.8	99.9	101.9	98.1	99.3	102.2	99.2
Median HH Income	$50,078	$54,361	$55,941	$51,376	$54,227	$52,004	$48,827
Higher Education (%)	25.7%	25.2%	36.3%	25.6%	23.2%	31.1%	16.2%
Gross Regional Product	$13.1B	$19.1B	$15.2B	$8.1B	$7.6B	$7.2B	$1.2B
GRP per Worker	*$93.2K*	*$101.6K*	*$100.4K*	*$89.7K*	*$98.5K*	*$88.8K*	*$88.6K*
Exports	$15.2B	$21.9B	$15.9B	$9.0B	$9.4B	$8.0B	$1.8B
Imports	$14.8B	$20.1B	$13.9B	$9.0B	$9.0B	$8.2B	$2.1B

Source: Emsi (2018). Higher Education defined as completion of a Bachelor's degree or higher. Median household income is from the year 2016.

Industries

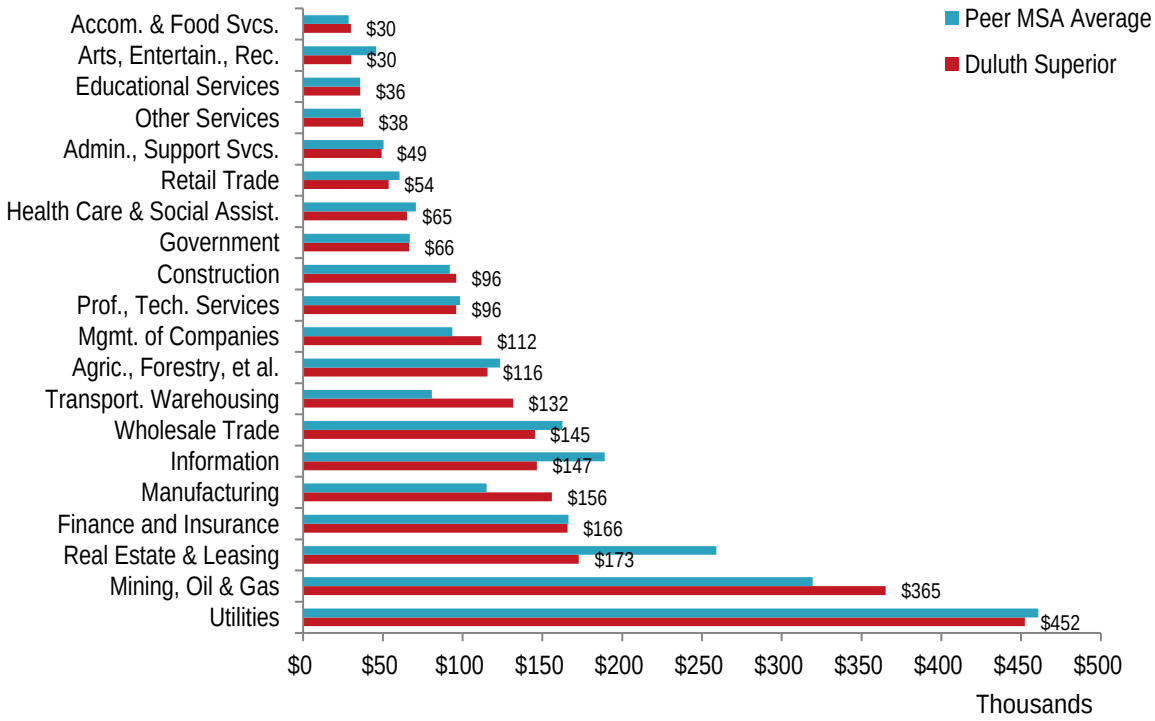
As shown in Figure 6, Health Care and Social Assistance, Government, Manufacturing, and Natural Resource Extraction are the four largest contributors to Duluth-Superior's Gross Regional Product (GRP) of $13.1 billion. Two of these are goods-producing industries with output available for export, while the others are primarily services for MSA residents. The GRP per worker by industry is provided in Figure 7, which is a useful point of comparison with the Duluth-Superior MSA average of $93,200 GRP per worker.

Figure 6: Duluth Gross Region Product (GRP) by Industry



Source: Emsi (2018).

Figure 7: Duluth-Superior MSA GRP per Worker by NAICS 2-Digit Industry



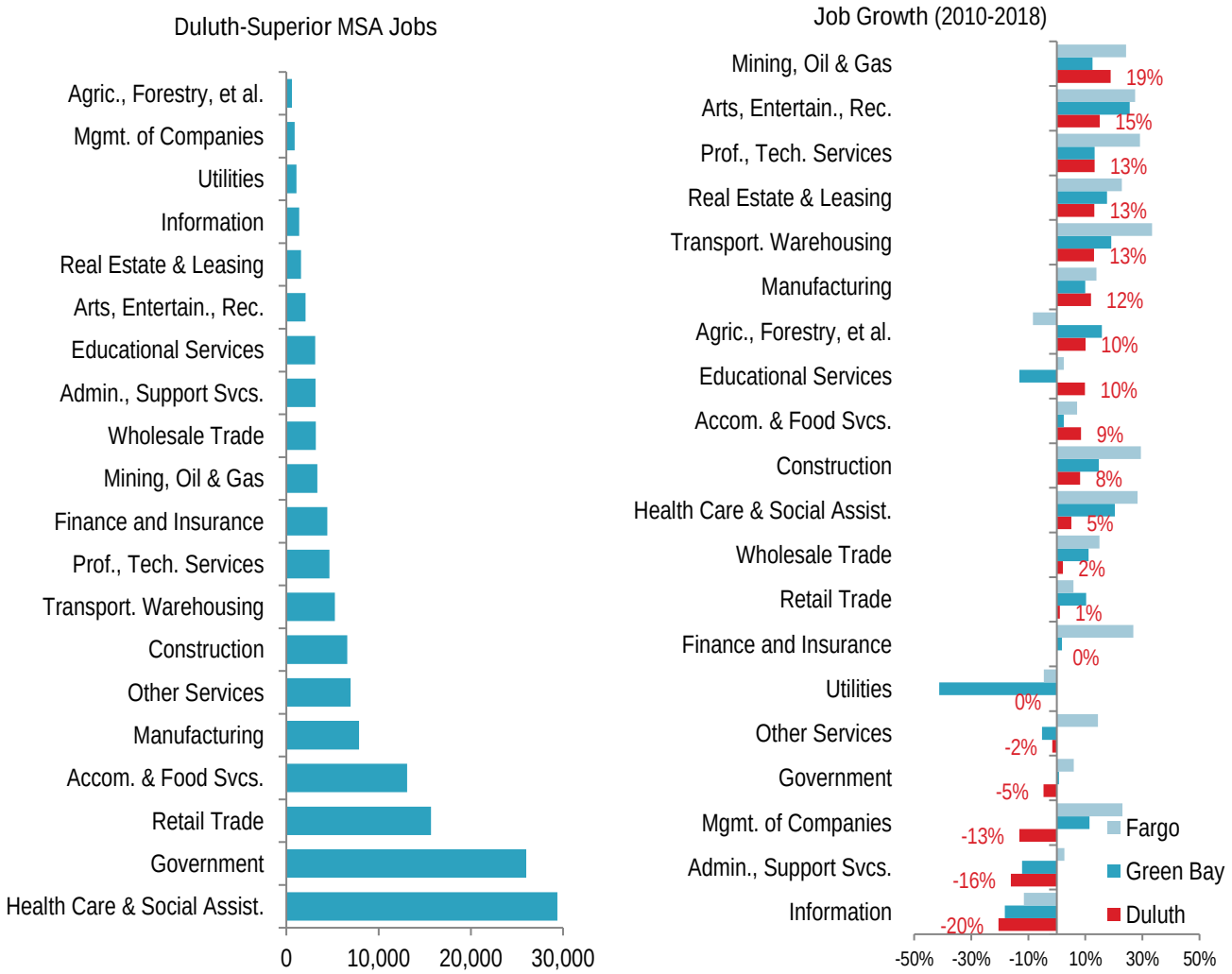
Source: Emsi (2018). The North American Industry Classification System (NAICS) is the standard used by Federal statistical agencies in classifying business establishments for the purpose of statistical data gathering and analysis.

Employment Trends

Job Growth

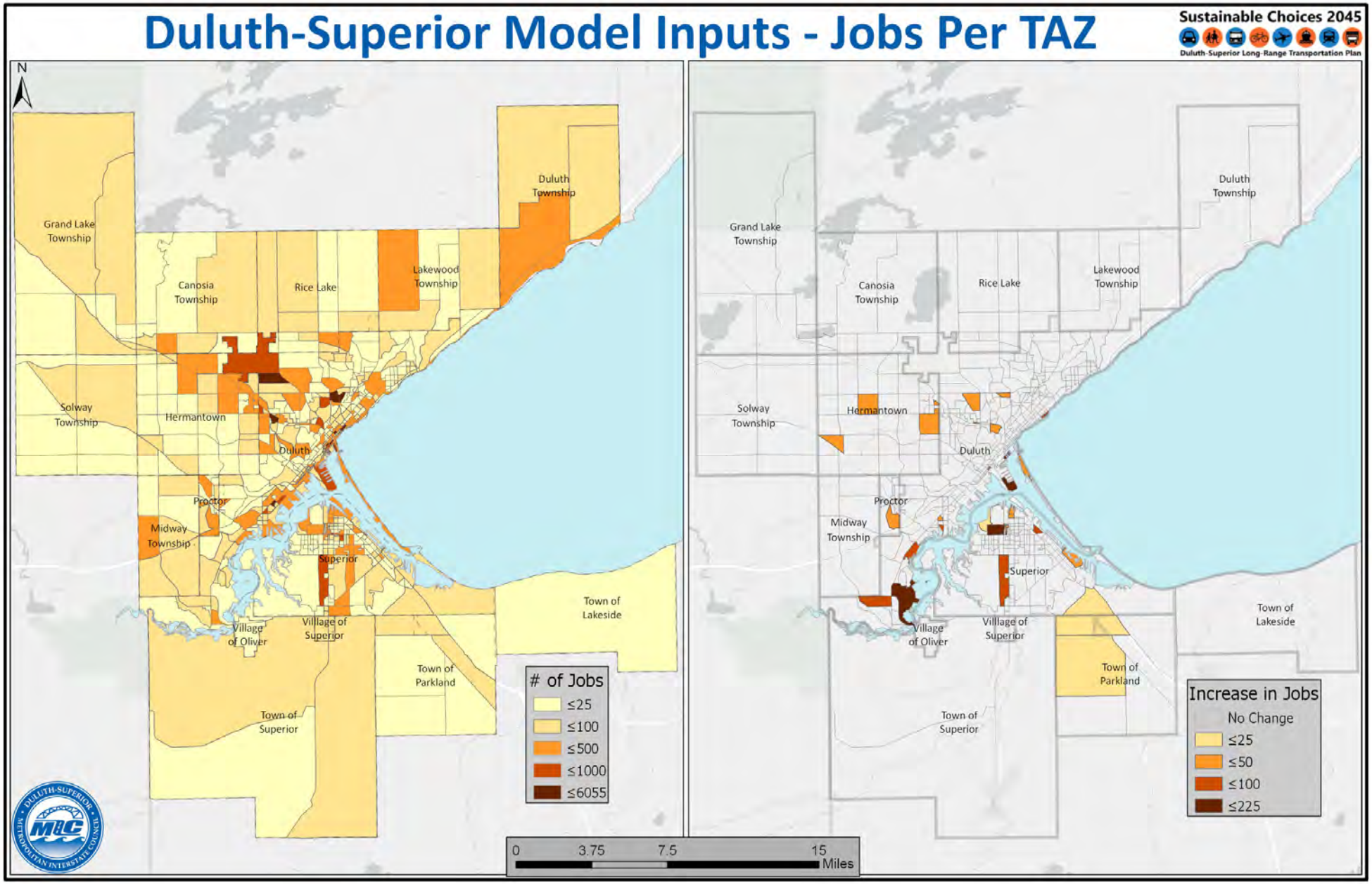
Map E-7 depicts the distribution of both job and job growth locations across the MIC area. Total MSA jobs by industry are provided in Figure 8, along with the growth rate since 2010 for Duluth-Superior MSA compared to comparably populous peer MSAs. The two largest contributors to the GRP (Health Care & Social Assistance & Government) are also the two largest employers, each employing over 25,000 workers. Each industry differs in trajectory as Government is losing jobs (-5% since 2010) and Health Care and Social Assistance is growing (+5%). Manufacturing is also a major industry (nearly 7,900 workers), and has grown by 12% since 2010, similar to peers. Mining, Oil & Gas is growing the fastest in proportional terms, but it is a smaller industry overall (3,370 workers), despite its outsize contribution to GRP (note above it had the second highest GRP per worker at $365,000 versus the MSA average of $93,200).

Figure 8: Total Jobs and Job Growth by Industry



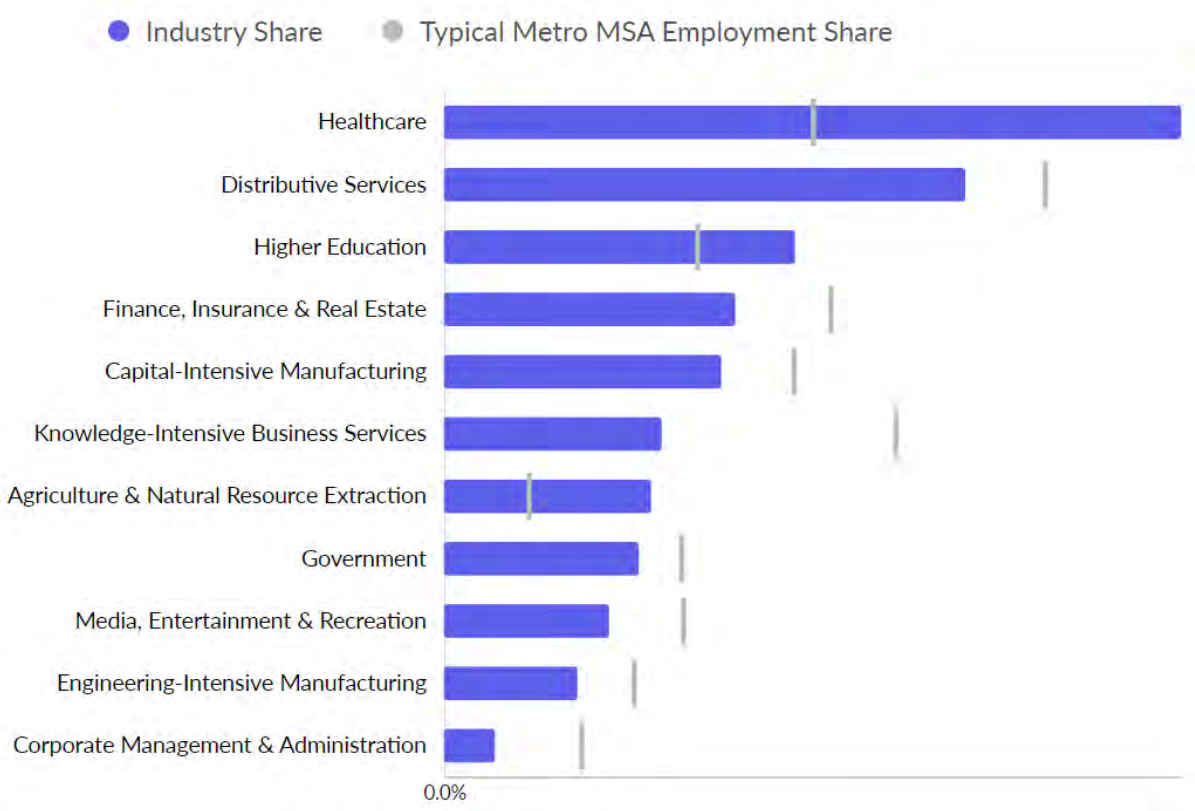
Source: Emsi (2018).

Map E-7: Duluth-Superior Model Inputs - Jobs



Comparing Duluth-Superior MSA's employment with MSAs nationwide, it ranks high (59 of 382) in terms of industry diversity—i.e., employment is distributed more evenly between industries compared to the typical MSA (Emsi 2018). A region with high diversity experience economic stability and more easily withstand economic pressures. Looking at the breakdown of industry clusters in Figure 9, we can see that it has above average proportions of Healthcare, Higher Education, and Agriculture and Natural Resource Extraction. On the other hand, it has significantly below average Knowledge-Intensive Business Services and Corporate Management and Administration. The location quotient[4] (LQ) breakdown by the NAICS 2-digit industries compared to a national benchmark is provided in Figure 10—reinforcing many of the trends already discussed. Similarly, the high performing industries in terms of earnings per worker (Figure 11) largely corroborate the above findings of GRP per worker by industry.

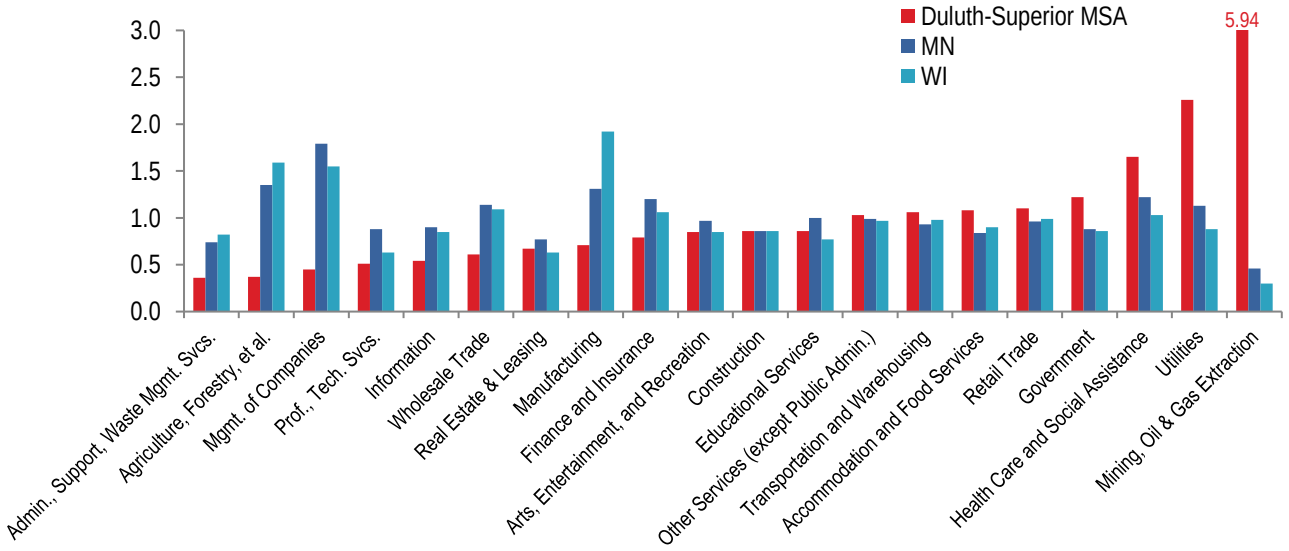
Figure 9: Industry Share of MSA Employment



Source: Emsi (2018).

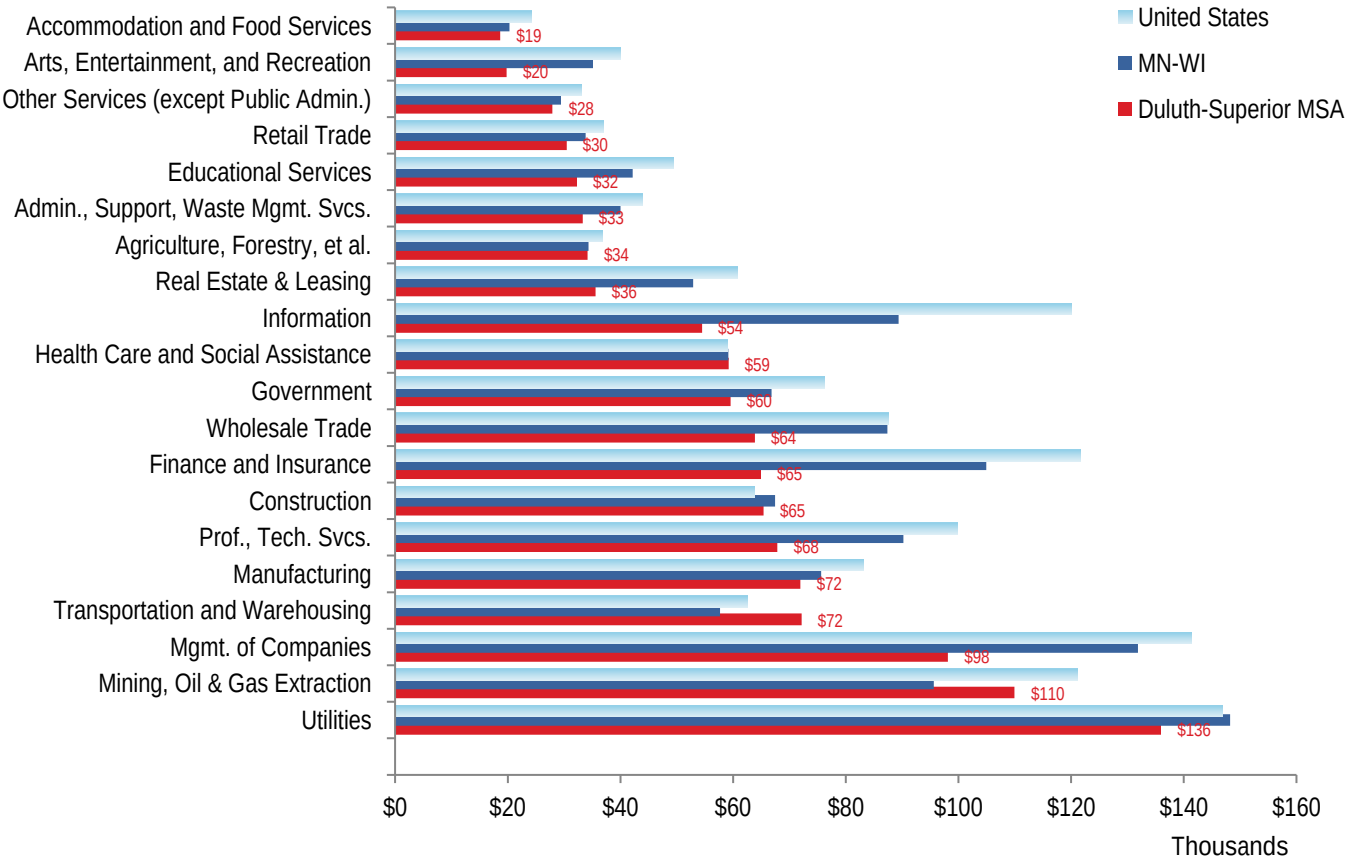
[4] Location quotient is an approach to quantifying how concentrated a particular industry, cluster, occupation, or demographic group is in a region as compared to a benchmark region. An LQ above 1.0 is considered a concentration.

Figure 10: Industry LQ



Source: Emsi (2018). LQ values over 1.00 signify a local concentration.

Figure 11: Earnings per Worker by Industry



Source: Emsi (2018).

Employment Projections (2045)

Employment was estimated using the travel demand model socioeconomic data which showed a current year jobs total of approximately 78,100. MIC staff reviewed the model and primary growth areas and allocated an additional 2,100 jobs throughout the MIC area, bringing the 2045 jobs total to approximately 80,200. Table 17 displays a summary of the project employment growth.

Table 17: Employment Projections (2018 – 2045)

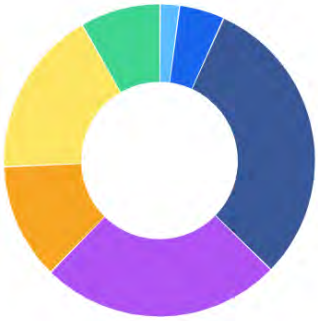
Geography	Estimated Jobs (2018)	Estimated Jobs (2045)
MIC (MN)	67,424	68,893
Duluth city	59,203	60,443
Hermantown city	4,837	5,016
Proctor city	1,069	1,119
Rice Lake township	579	579
Grand Lake township	330	330
Lakewood township	211	211
Canosia township	373	373
Solway township	134	134
Duluth township	312	312
Midway township	376	376
MIC (WI)	**10,651**	**11,315**
Superior city	10,257	10,871
Superior town	133	133
Parkland town	114	164
Lakeside town	15	15
Superior village	102	102
Oliver village	30	30
Total MIC	**78,075**	**80,208**

SOURCE: MIC Travel Demand Model Socioeconomic Data.

Education

The Duluth-Superior MSA has typical levels of higher education compared with peer MSAs (i.e., roughly a quarter of the population has a bachelor degree or higher). The share of population whose highest educational attainment is a Bachelor's degree is 1.2% lower than the national average. The complete educational breakdown for the MSA is provided in Figure 12.

Figure 12: Duluth-Superior MSA Educational Attainment



	% of Population	Population
Less Than 9th Grade	2.0%	3,864
9th Grade to 12th Grade	4.7%	9,060
High School Diploma	30.5%	58,817
Some College	25.0%	48,171
Associate's Degree	12.0%	23,195
Bachelor's Degree	17.4%	33,475
Graduate Degree and Higher	8.3%	16,059

Source: Emsi (2018).

In terms of the pipeline of college-educated local talent, there were roughly 6,600 graduates in the MSA in 2017, with the highest share coming from Liberal Arts and Sciences and Registered Nursing programs. This pipeline has shrunk by 4% over the last 5 years, primarily due to a declining trend at University of Minnesota-Duluth (Figure 13).

Figure 13: Enrollment & Graduates by Postsecondary School

School	Total Enrollment (2017)	Total Graduates (2017)	Graduate Trend (2013 - 2017)
University of Minnesota-Duluth	11,144	2,243	
The College of Saint Scholastica	4,263	1,439	
Lake Superior College	5,049	1,178	
University of Wisconsin-Superior	2,590	582	
Hibbing Community College	1,207	392	
Mesabi Range College	1,248	303	
Wisconsin Indianhead Technical College	380	280	
Fond du Lac Tribal and Community College	1,941	248	
Vermilion Community College	721	166	
Duluth Business University	42	36	
Cosmetology Careers Unlimited College of Hair Skin and Nails	26	13	

Certificate Associate's Bachelor's Master's or Higher

Source: Minnesota Office of Higher Education, University of Wisconsin-Superior, Emsi (2018).

Land Use & Transportation Demand Patterns

Previous analysis presented information regarding trends in the numbers, types, and densities of people and jobs within the Duluth-Superior metropolitan planning area. These are important considerations for transportation planning, but trends in land use and travel behavior are also important to consider. Land use and transportation are inextricably linked as trends occurring in one generally influence patterns of the other. The demand for different modes of transportation can similarly influence the provision of transportation services and patterns of land development. This dynamic relationship makes it necessary to coordinate the planning of transportation improvements in the metro area with land use planning of the individual municipalities and vice versa. The following pages describe these trends in the Duluth-Superior area.

Land Use Patterns

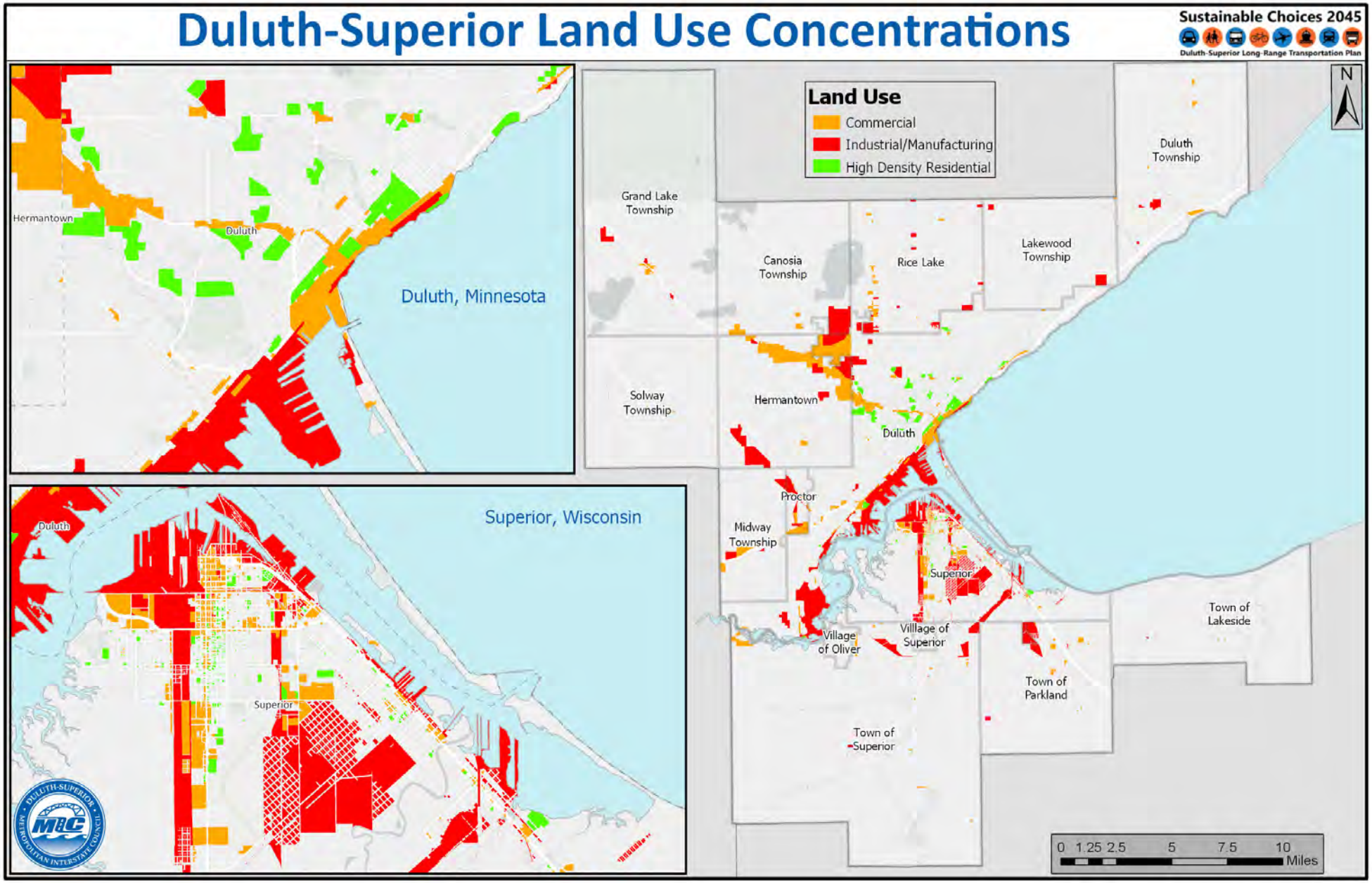
The shape and size of the Duluth-Superior area and its land uses are the result of the economic and industrial activities that have gathered around its harbors over time. Map E-8 depicts concentrations of land use types across the MIC area. The area's patterns of land use today largely remain that way: industrial activities are still concentrated near the ports, and employment and services are still concentrated in nearby central business districts. Over the past several decades, however, more of the area's population and commercial activities have migrated further from the central cities. As the urban boundary has expanded, large concentrations of commercial activity—such as the Miller Hill Mall—have developed further away from the largest concentrations of people.

Development in the Duluth-Superior metro continues to expand beyond the urbanized area. Signs of this can be seen in the population and employment estimates from the U.S. Census Bureau as changes in the number of jobs and employees in core cities versus the surrounding communities suggest the metropolitan area is growing in population but becoming less dense.

While the trend of spreading outward is typical of many metropolitan areas, the pattern seems more noteworthy for the Duluth-Superior area when comparing its population density to those of U.S. metro areas of similar size. Further, the U.S. Department of Transportation has compiled statistics in support of the Transportation and Health Tool, and this data shows that the MSA has a below-average land use mix (31 on a scale of 0 to 100).

Being a metro area with lower-than-average density implies accompanying trends of higher-than-average consumption of energy and resources. As the distances between population, commercial centers, jobs, and services become greater, they require greater extensions of infrastructure and service networks, and result in longer travel times.

Map E-8: Duluth-Superior Land Use Concentrations

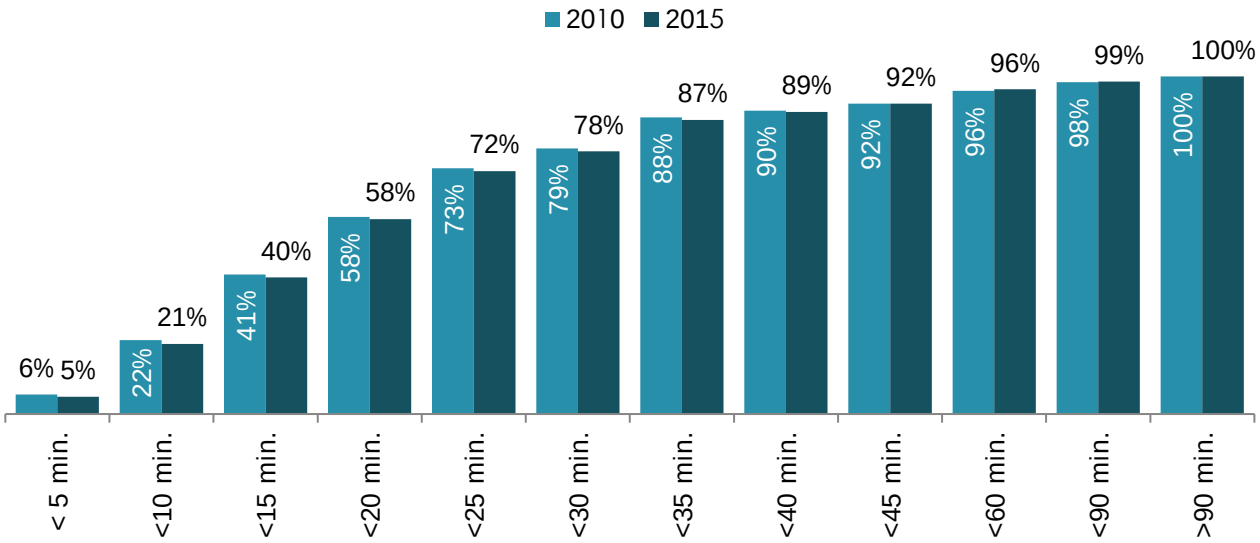


Local Travel Patterns and Modes

Travel Times

Continuing the trend seen from 2010 to 2015, travel times have been growing in the Duluth-Superior area. This is proven in the Travel-Time-to-Work data provided by the Census Bureau. While the majority of working residents have commute times under 20 minutes (Figure 14), commute times have been growing overall. This is driven primarily by a drop in the number of people with a very short commute (under 10 minutes), falling from 22% to 21%. Overall 78% of the population has a commute of less than 30 minutes (versus the MN-WI average of 73%), and 96% have a commute of less than one hour (versus MN-WI average of 95%).

Figure 14: Share of Duluth-Superior MSA by Commute Length (2010, 2015)

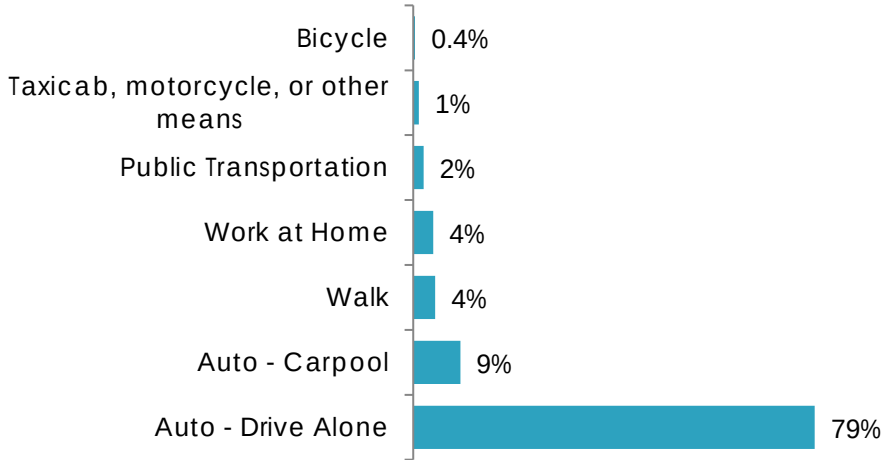


Source: ACS 2010, 2015.

Means of Travel

According to American Community Survey (ACS) Journey to Work data it is estimated that 79% of the working population in the Duluth-Superior MSA drives to work alone, while 9% carpool, 4% walk, 4% work at home, 2% take public transportation, and the remainder take some other means of travel to work (Figure 15). These mode shares are nearly identical to those seen at the MN-WI state average—no more than 1% difference in any given mode group. Since 2010, there has been a slight increase in the share of walkers (0.8%), but no substantive change (greater than half a percent) in other mode groups.

Figure15: Duluth-Superior MSA Commute Mode Share (2015)



Source: ACS 2015.

Between 2010 and 2015 there was a slight shift in commuter travel choice as the percentage of those traveling to work by automobile decreased by 2%, while those working from home or traveling by "other means" each increased by 1%. This shift was consistent with trends occurring throughout the country as telecommuting and bike commuting have increased. The economic recovery in recent years appears to have halted the decline of the automobile commute since 2010. During this period, only pedestrian commutes grew while bicycle commuting fell and telecommuting remained stable.

There are notable differences in means of travel to work across different income groups. For example, those below the poverty level comprise 9% of the MSA working population, but 8% of the solo driver commuters, 12% of the taxi, bike, or other commuters, 21% of the pedestrian commuters, and 35% of the public transportation commuters. The share of low-income workers using public transportation in the MSA is significantly higher than U.S. and state averages, ranging from 18% to 23%. Low-income population comprises 6% to 7% of the total working population.

In a MetroQuest Phase 1 survey conducted as part of the preparation of *Sustainable Choices 2045,* people were asked 'How often have you used the following modes (walk, bike, bus or shuttle, automobile) for transportation within the past year?" As a follow-up, people were asked, if identified barriers were removed would you personally use the mode more as a means of transportation? Results of these survey questions are listed in Table 18. It is important to note the number of people who said they would use a given mode more often if identified barriers to use of that mode were removed.

Table 18: How do you get around? Mode use responses to MetroQuest survey questions (2018)

		How often have you used each mode for transportation in the past year? (% of total)			# of people who would use this mode more often if identified barriers were removed
Mode	n	Often	Sometimes	Never	
Walk	475	43 %	46 %	11 %	173
Bike	467	16 %	32 %	52 %	191
Bus or Shuttle	467	25 %	28 %	47 %	156
Automobile	516	81 %	11 %	8 %	113

The responses gathered in the local MetroQuest survey are significantly higher than the corresponding mode values from ACS. This is not surprising for three reasons. One, the ACS values consider the entire MSA which includes a vast majority of very rural areas, not representative of the MIC area. Two, the ACS values represent the "primary" mode of travel, which very much differs from the MetroQuest survey question. Three, the ACS values are specific to travel to work, whereas the MetroQuest survey question was broader in regard to transportation or travel to any place. See Chapter 4 and Appendix G for additional information.

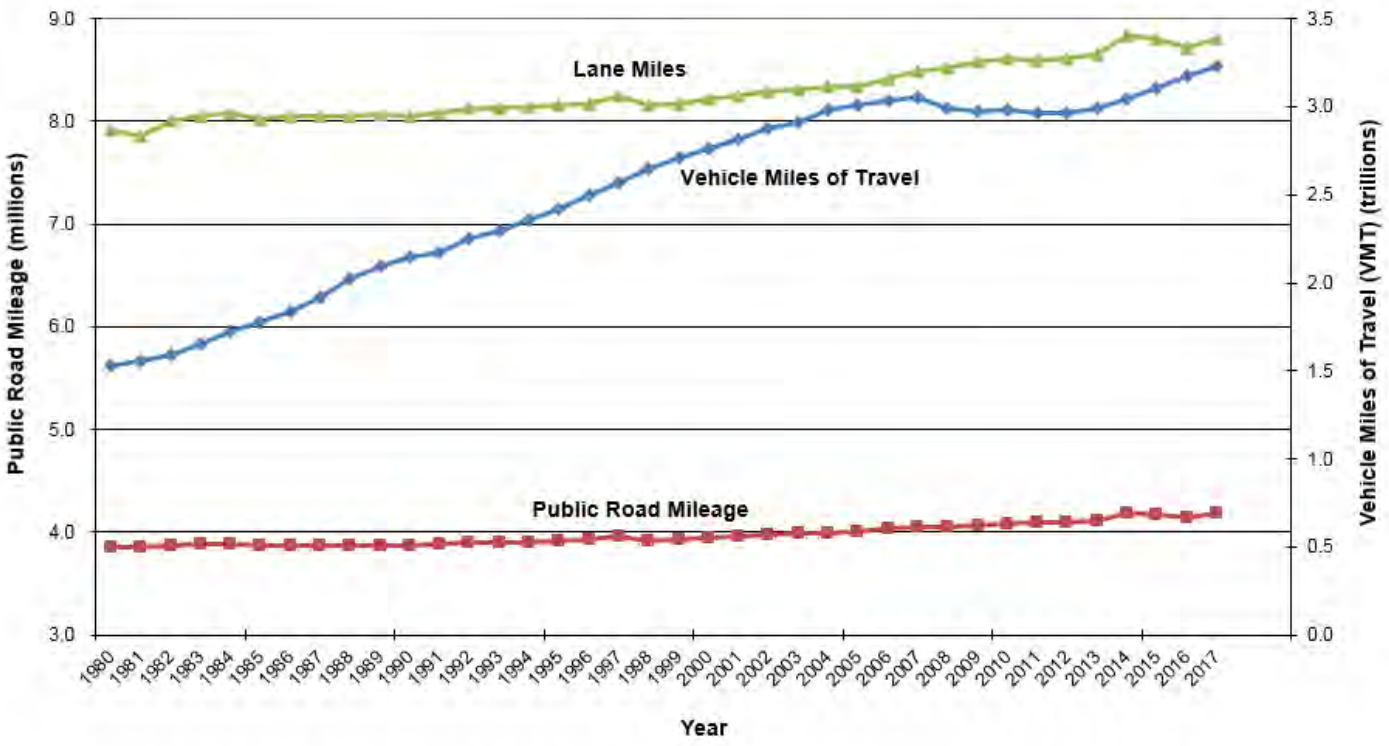
Overall, the majority of travel in the area still occurs in the form of automobile trips, and it is understood that this travel is occurring primarily within AM and PM commute periods. These are times when the area's transportation system is most congested and the efficiency of traffic operations at various locations throughout the network are most challenged.

VMT

As shown in Figure 16, after a post-recession period of decline and stabilization in vehicle miles traveled (VMT), miles of travel figures are on the rise nationwide despite number of lane miles falling. This trend suggests greater congestion facing the nation's road users translating to more time and money lost sitting in traffic. According to the United States Department of Transportation (USDOT), cost of delay (or travel time savings) in the US equals $14.80 per person-hour for all travel purposes in 2017.[5]

[5] USDOT: Benefit-Cost Analysis Guidance for Discretionary Grant Programs (June 2018).

Figure 16: Road Mileage and VMT (1980-2017)



Source: FHWA 2018. Public road mileage is the length of public roadway facilities based on the centerline length, and lane mileage is the centerline length multiplied by the number of lanes.

The overall amount of automobile travel in the area, however, appears to be holding steady. The number of total miles traveled by vehicles on an average day, or vehicle-miles- traveled (VMT), has remained roughly the same over the past decade for both the tri-county MSA and the Duluth-Superior urbanized area. This is consistent with VMT trends observed at both the state and national levels over the same period.

When looking more closely at VMT in the urbanized area versus the larger MSA, however, some differences are noticed in trend lines. Despite being relatively flat, the VMT for both geographies has been increasing slightly. For the MSA, daily travel has been trending upward by 0.1% every year, while VMT for the urban area has been averaging a 0.3% increase per year. VMT in the urbanized area has been decreasing consecutively, year after year, since 2008.

Other Modes

According to ridership figures from the Federal Transit Administration (FTA), the use of public transit grew by 20% serving 547,000 more riders in 2013 than in 2004. However, ridership totals have since declined by 12.5% from 2013 to 2017. Passenger miles traveled (PMT), or the total number of miles traveled by passengers, has also declined with a loss of 21.3% since 2013.

There are signs that bicycle use in the Duluth-Superior area is on the rise. Each Duluth Transit Authority (DTA) bus is equipped with front-end bike racks year-round and, as with passengers, the DTA also counts the numbers of bikes it transports. This data can be considered as somewhat of a proxy measure for non-motorized transportation demand in the area. Data collected by DTA shows that between the first year of data collection in 2006 and 2012, the annual number of bikes on buses increased by more than 14,000 trips – an average annual increase of 14%. This trend was reversed in 2013, which staff at the DTA has speculated was the result of a combination of a longer-than-average winter, more inclement weather days, and new housing opportunities opening up near college campuses in the area.

While the demand for walking and biking in the Duluth-Superior area is not something that can presently be measured system wide, there is anecdotal evidence of increasing demand. For instance, cyclists appear to be more present—especially in non- summer months—in and around downtown Duluth and Superior.

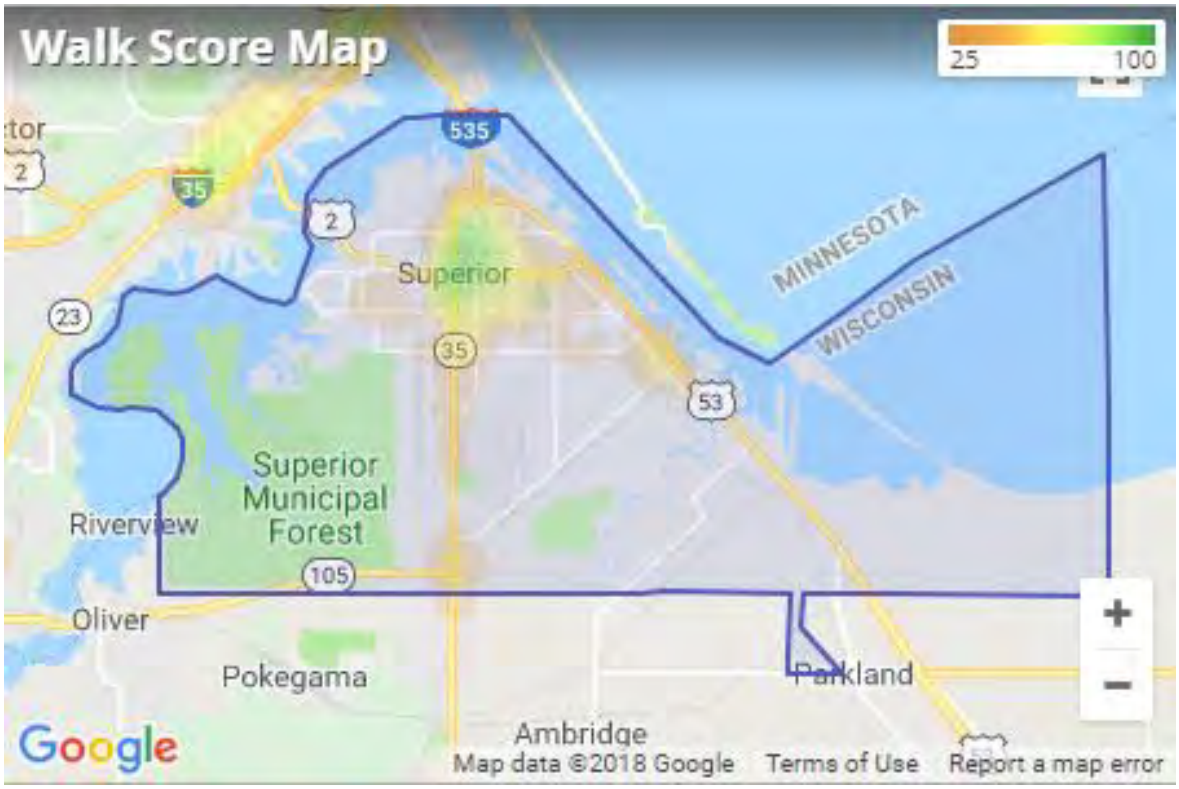
Walkability

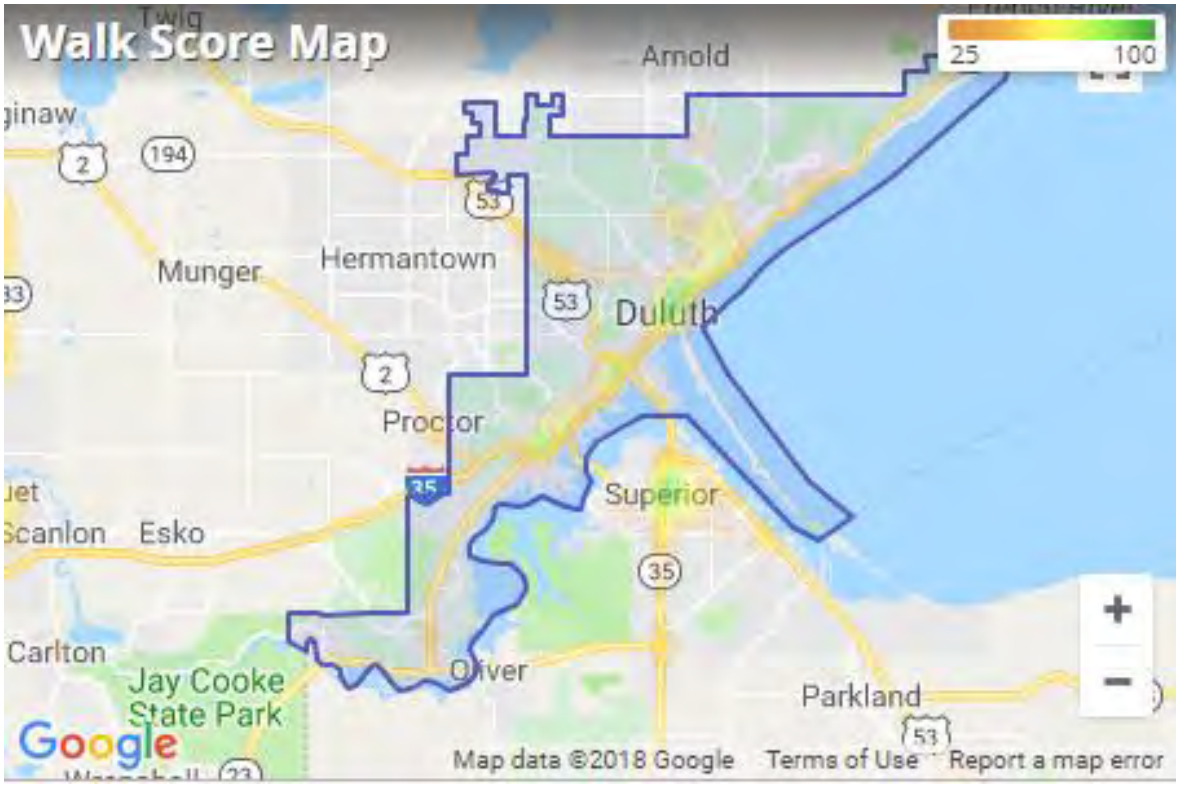
The most popular public measure of walkability is commonly the Walk Score provided by walkscore.com. This index ranges from 0 to 100, with 100 being a most desirable in terms of pedestrian infrastructure, amenities, and the range and quantity of destinations accessible on foot.

Both Duluth and Superior fall into the category of car-dependent cities with Walk Scores of 34 and 41, respectively, indicating most errands require a car. This is comparable with other cities in the area with similar population levels, such as Rochester (30), Bloomington (28), and Beloit (43). Larger metropolitan areas such as Minneapolis and St. Paul have Walk Scores of 69 and 59, respectively, which the site classifies as "Somewhat Walkable."

Of course, there is a significant amount of variation across neighborhoods, as seen Figure17. For example, in Duluth, Downtown has a Walk Score of 69, versus 55 in East End, 46 in West End, 38 in Chester Park, and 32 in Congdon.

Figure17: Walkability Maps (Duluth and Superior)



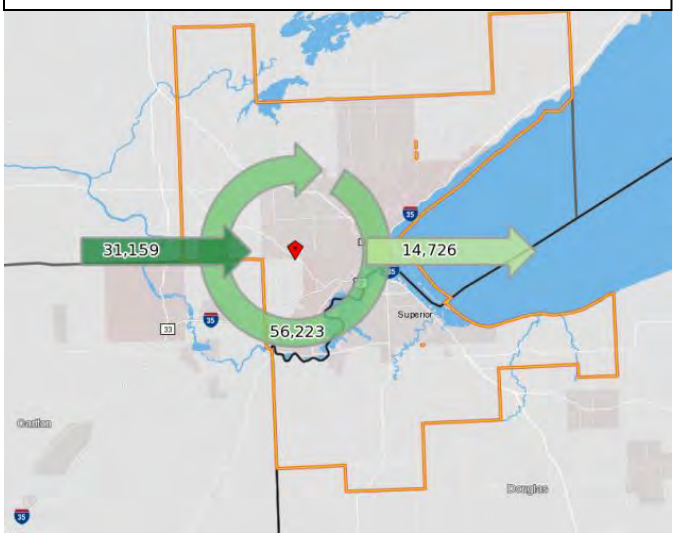


Source: Walk Score (www.walkscore.com).

Regional Travel Patterns

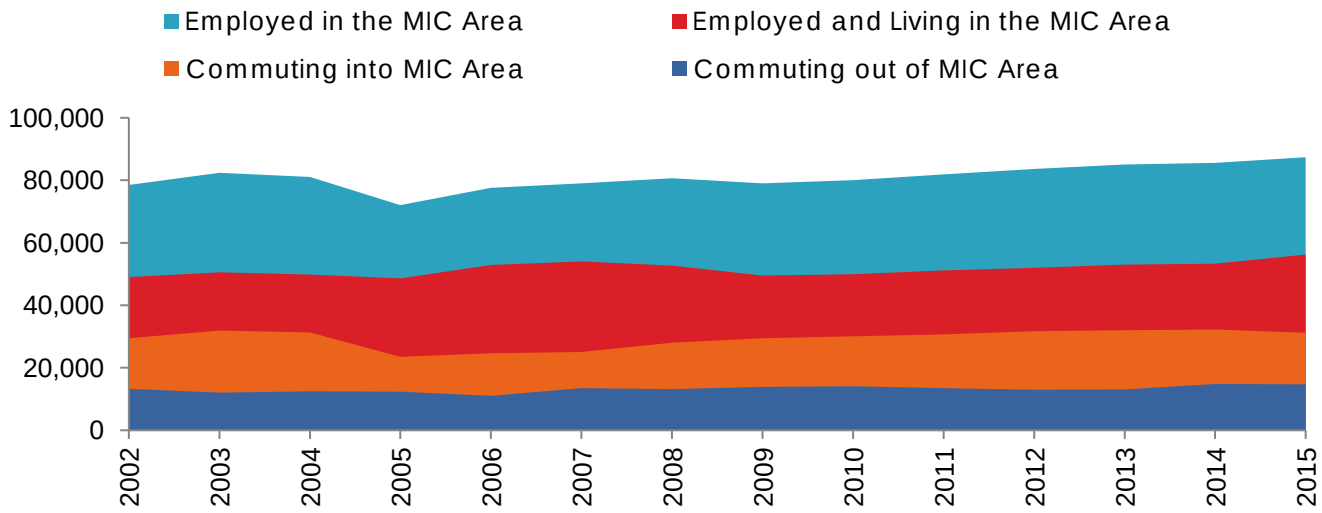
As the regional trade center (RTC) of Northeast Minnesota and Northwest Wisconsin, the Duluth-Superior area attracts regional traffic related commerce, both in terms of freight transfers and worker commutes who live beyond area boundaries. Data regarding freight movements is generally proprietary and difficult to track, but data regarding the location of workers' homes and jobs generally indicates stability in the numbers and distances of people commuting in and out of the area, which is reflected in Figure19.

Figure18: Commuting Into and Out Of the MIC Area



The Census Bureau's Longitudinal Employment-Household Dynamics (LEHD) data is one of the most comprehensive datasets available regarding employment and worker flow. The data is drawn from state unemployment insurance (UI) earnings records that provide a link between home location and job location. In some cases, the UI records may link employees to a payroll location they do not actually commute to. For these reasons, MIC planning staff previously estimated the LEHD employee count for the Duluth- Superior area is overrepresented by 12%. Once this is adjusted for, the 2015 data shows that 27,420 people are potentially commuting into the area for work on a daily basis, while 12,959 people are commuting outside the area (see Table 19 and Figure 18).

Figure19: Historical Commuter Inflow and Outflow



Source: LEHD 2015.

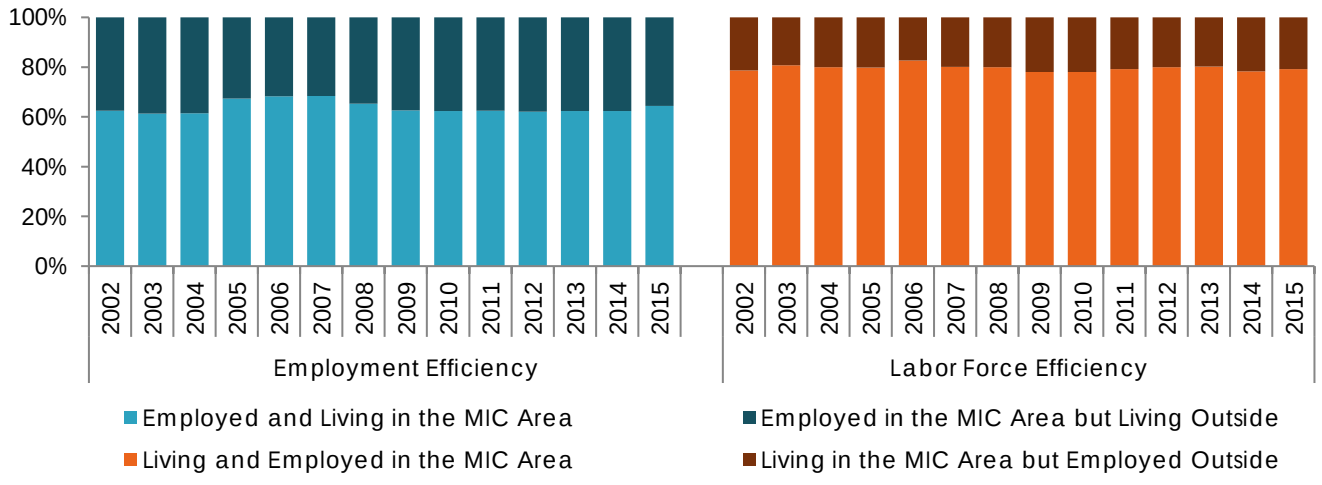
Table 19: MIC Area Commuter Inflow and Outflow (2002 – 2015)

	Employed in the MIC Area		Employed and Living in the MIC Area		Employed in the MIC Area but Living Outside		Living in the MIC Area but Employed Outside	
	LEHD	12% Adjustment	LEHD	12% Adjustment	LEHD	12% Adjustment	LEHD	12% Adjustment
2002	78,488	69,069	48,998	43,118	29,490	25,951	13,252	11,662
2003	82,423	72,532	50,551	44,485	31,872	28,047	12,076	10,627
2004	81,108	71,375	49,846	43,864	31,262	27,511	12,446	10,952
2005	72,078	63,429	48,584	42,754	23,494	20,675	12,321	10,842
2006	77,574	68,265	52,901	46,553	24,673	21,712	11,062	9,735
2007	79,016	69,534	54,009	47,528	25,007	22,006	13,478	11,861
2008	80,705	71,020	52,716	46,390	27,989	24,630	13,159	11,580
2009	78,988	69,509	49,491	43,552	29,497	25,957	13,885	12,219
2010	80,026	70,423	49,937	43,945	30,089	26,478	14,060	12,373
2011	81,901	72,073	51,192	45,049	30,709	27,024	13,444	11,831
2012	83,635	73,599	51,938	45,705	31,697	27,893	12,998	11,438
2013	85,071	74,862	53,041	46,676	32,030	28,186	13,073	11,504
2014	85,613	75,339	53,357	46,954	32,256	28,385	14,811	13,034
2015	87,382	76,896	56,223	49,476	31,159	27,420	14,726	12,959

Source: LEHD 2015.

LEHD data finds employment in the area grew by 9% during the post-recession period between 2010 and 2015 with rapid growth (13%) occurring among those living and working in the MIC area. Those crossing the metropolitan boundary for work grew by just 4-5% over the same period. This ratio of new resident to non- resident workers is slightly higher than in 2010, but it is lower than the pre-recession levels (2005-2008). This is depicted in Figure 20, which also shows how the labor force efficiency (i.e., the share of metro area workers who live in the area also work in there) has remained relatively constant.

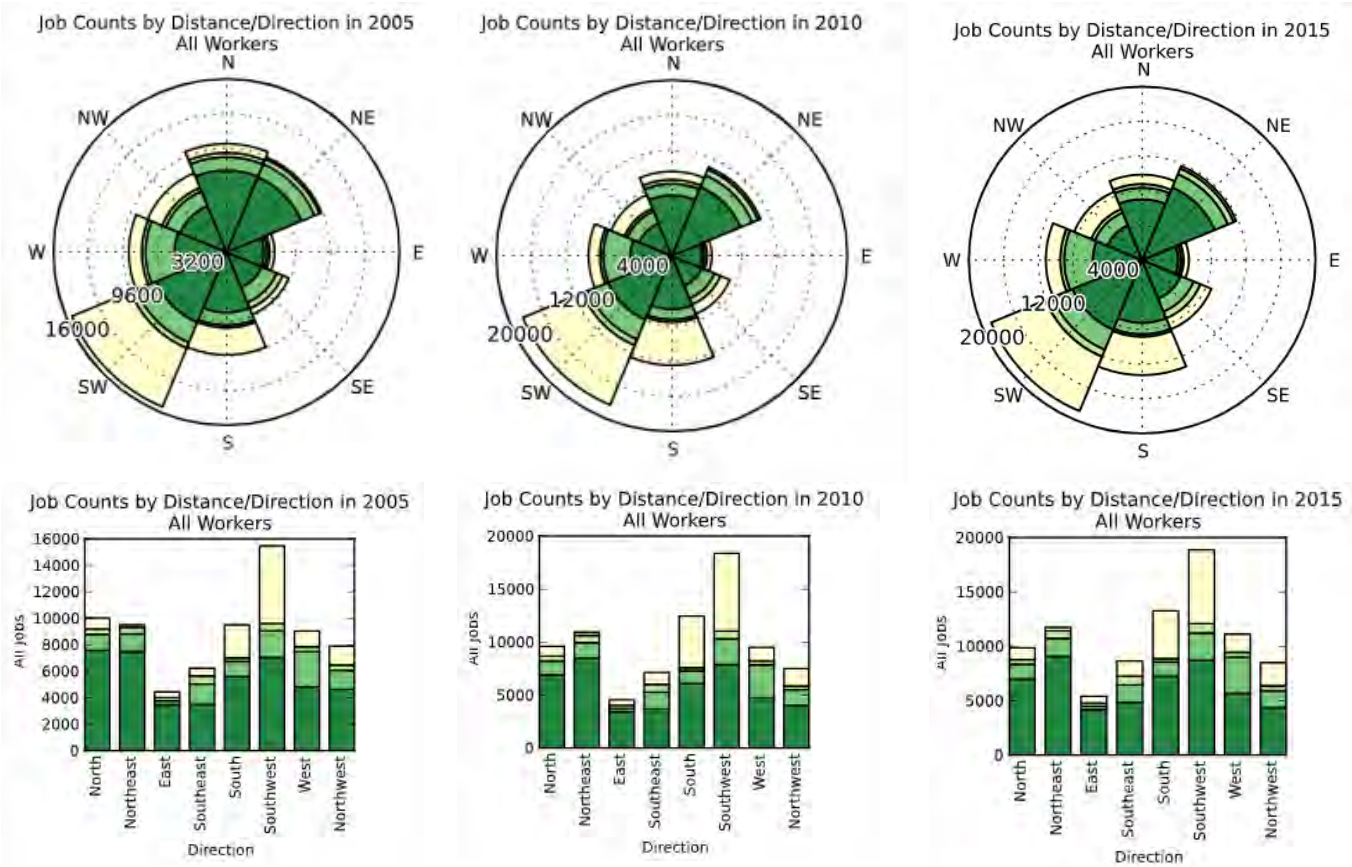
Figure 20: Historical Employment and Labor Force Efficiency



Source: LEHD 2015.

LEHD On the Map web application shows the proportion of employment-based commuter traffic by distance and direction. From this information, the overall pattern of regional traffic to and from the Duluth-Superior MIC area can be seen and concludes much of the long-distance commuting to and from Duluth–Superior is moving along the I-35 corridor, followed by travel to and from Wisconsin (Figure 21).

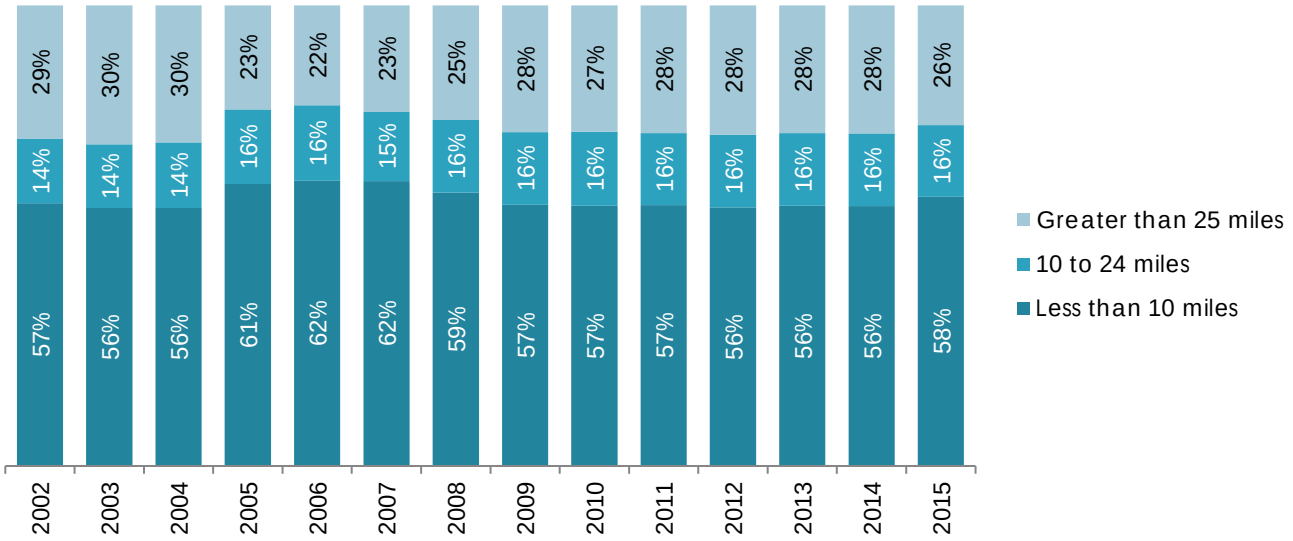
Figure 21: Historical Distance-Direction of Commuter Travel (MIC Area)



Source: LEHD 2015.

As indicated in Figure 22, as of 2015 there has been a slight reversal in the trend of longer distance commutes. Pre-recession, 62% of residents lived within 10 miles of their workplace. This figure fell to 56% in 2012, but rose to 58% in 2015. After many years above 28%, the number of people traveling more than 25 miles fell to 26% in 2015.

Figure 22: Historical Shares of Distance Traveled by Commuters



Source: LEHD 2015.

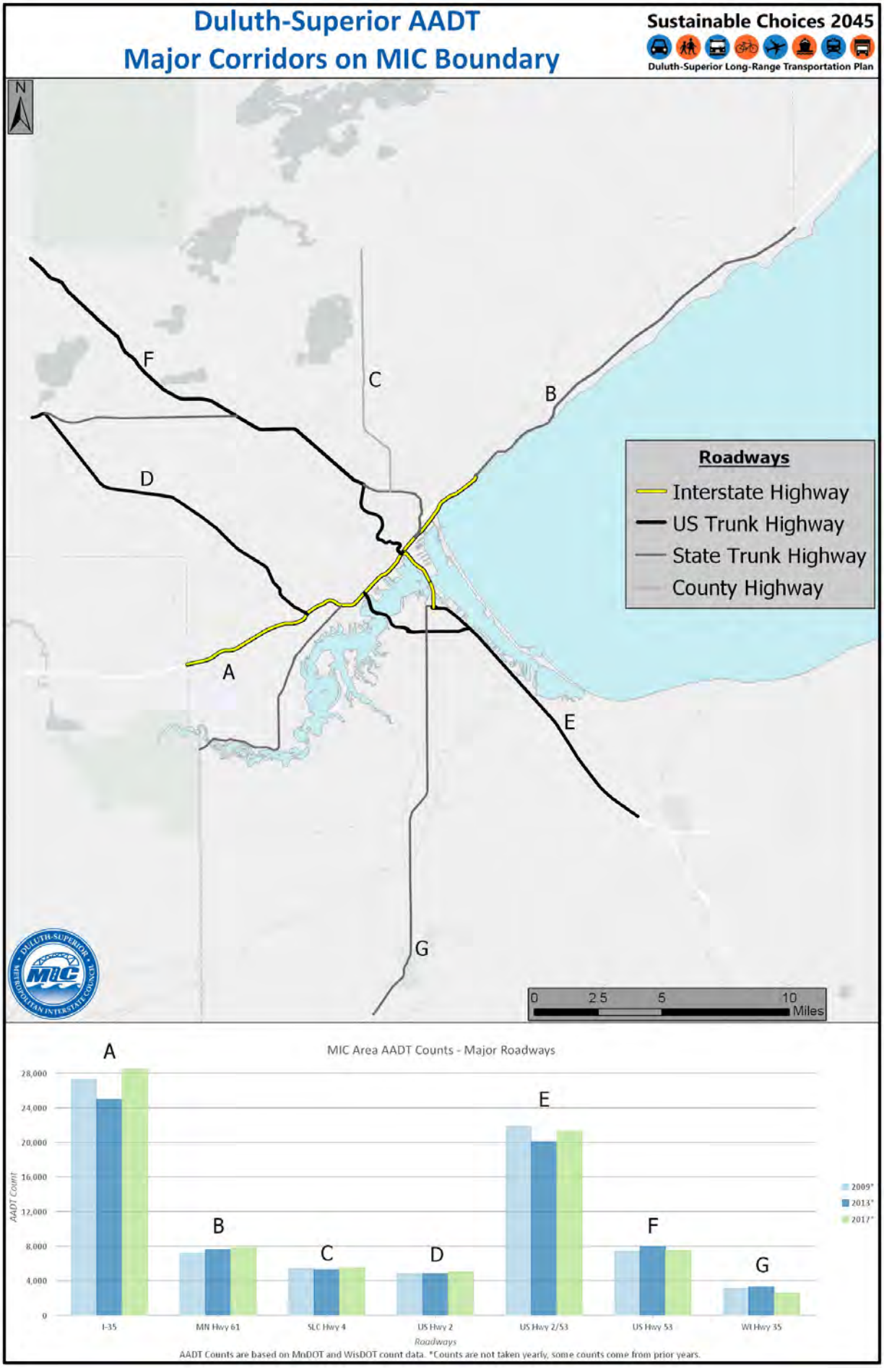
As seen in Table 20 below, the average annual daily traffic (AADT) on regional corridors at the MIC area's boundary has fluctuated between 2009 and 2017. Map E-9 depicts the geographic locations and AADTs of the seven corridors considered (2009-2017). There has been a general slight increase in traffic at these locations between 2009 and 2017, with much of the increase coming between 2013 and 2017. There was a very significant rebound in traffic along Interstate 35, especially between 2013 and 2017. The increase in traffic along Interstate 35 and MN Trunk Highway 61 is likely a result of the rebound of the economy from 2007-08. The exception to all of this is a significant decrease (-19.2%) in traffic along WI Trunk Highway 35, especially between 2013-2017 (-26.9%). The reason for this decrease is unclear.

Table 20: Daily Traffic at MIC Boundaries (2009, 2013, 2017)

		2009*	2013*	2017*	% change 2009-2013	% change 2013-2017	% change 2009-2017
A	Interstate 35	27,300	25,000	28,500	-9.2	12.3	4.2
B	MN Trunk Hwy 61	7,200	7,600	7,800	5.3	2.6	7.7
C	St. Louis County Hwy 4	5,400	5,300	5,500	-1.9	3.6	1.8
D	US Trunk Hwy 2	4,850	4,850	5,000	0.0	3.0	3.0
E	US Trunk Hwy 2/53	21,900	20,100	21,300	-9.0	5.6	-2.8
F	US Trunk Hwy 53	7,400	8,000	7,500	7.5	-6.7	1.3
G	WI Trunk Hwy 35	3,100	3,300	2,600	6.1	-26.9	-19.2

AADT Counts are based on MnDOT and WisDOT count data.
**Counts are not taken yearly, some counts come from prior years.*

Map **E-**9: Duluth-Superior AADT – Major Corridors on MIC Boundary



Air, Rail, and Water

In addition to the regional traffic facilitated by the area's network of highways and roads, Duluth-Superior is also home to major transportation facilities that serve interregional air, rail, and waterborne transportation.

Air

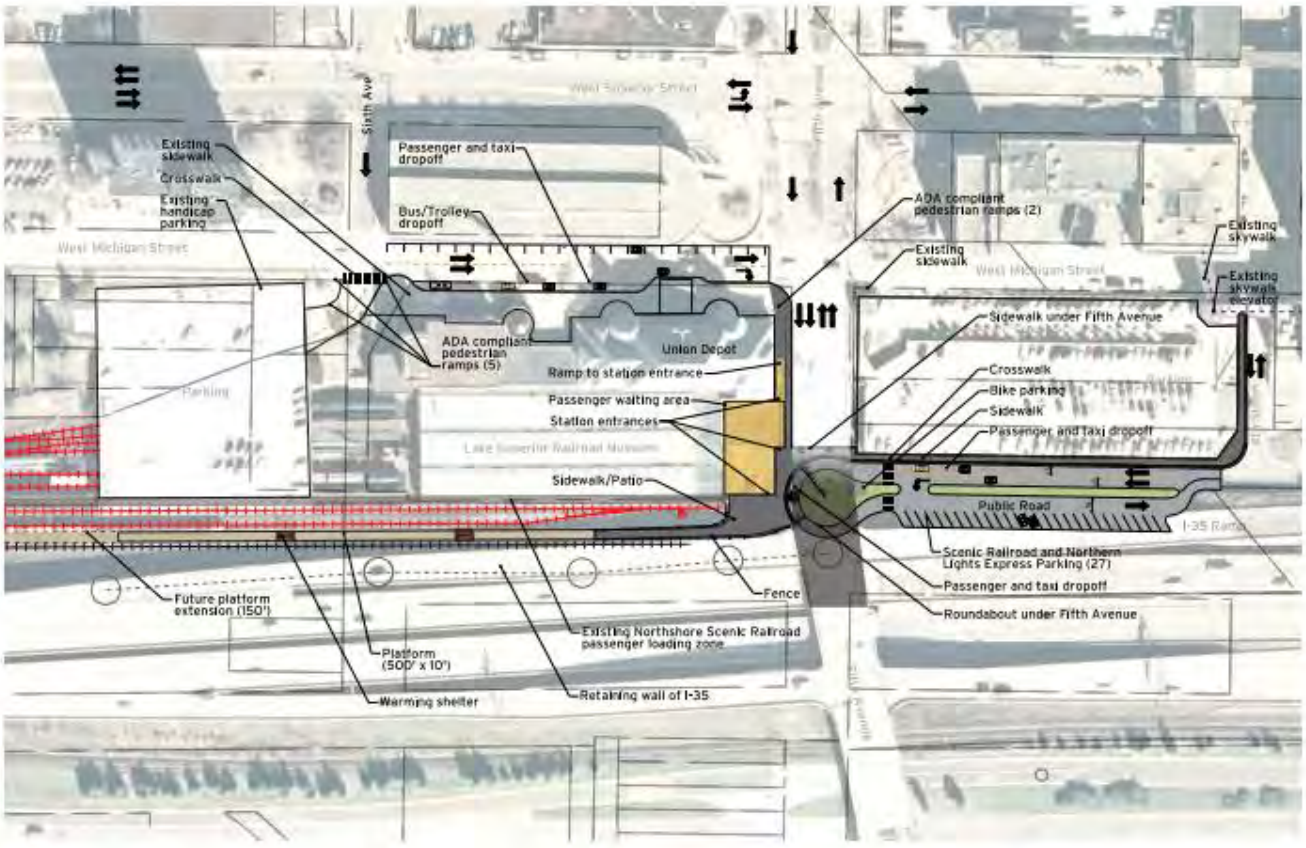
The area has three major airports of regional significance for passenger service, freight movements, and recreational flying: the Duluth International Airport (DLH), the Richard I. Bong Municipal Airport (SUW), and Duluth's Sky Harbor Airport (DYT). DLH generally experienced a rising trend in passenger volumes from 2000 to 2013, trending at an average 0.8% annual increase over that period. However, passenger volumes fell from 2014 to 2017 from about 302,000 to about 237,000, according to the Bureau of Transportation Statistics (BTS). As of fall 2018, there are nearly 250,000 passengers at DLH, indicating that the declining trend has been reversed—at least for the current year. Most flights are destined for either Minneapolis (MSP) or Chicago (ORD).

Freight and Passenger Rail

An extensive network of railways including four class 1 railroads exists in and around Duluth-Superior. At present, all railroad movements are exclusively freight trips, as passenger rail service to the area ended in 1980. There has, however, been increasing efforts in recent years to study the feasibility and demand potential for creating a higher-speed rail connection (Northern Lights Express) between Duluth-Superior and St. Paul, Minnesota. As of 2018, the Federal Railroad Administration (FRA) issued a Finding of No Significant Impact (FONSI) on the Tier 2 Project Level Environmental Assessment (EA), which means the project will not have a significant environmental impact. Further, Minnesota Department of Transportation (MnDOT) has issued the Findings of Fact and Conclusions indicating that a state Environmental Impact Statement (EIS) is not required.

Next steps include assembling funds for construction, completing final design work, and completing negotiations with BNSF and other property owners regarding right-of-way and land acquisition. The project website states the first construction projects will likely be grade crossing improvements. Conceptual layouts for the Duluth and Superior stations have been created, as shown in Figure 23 and Figure 24. The project timeline indicates a potential service start date in mid-2020.

Figure 23: Northern Lights Express Duluth Station Conceptual Layout



Source: MnDOT Station Spotlights.

Figure **24**: Northern Lights Express Superior Station Conceptual Layout

Source: MnDOT Station Spotlights.

Water

The Duluth-Superior harbor is the largest Great Lakes' port for bulk commodities shipping. According to the Duluth Seaway Port Authority the harbor averages 35 million short tons of cargo via approximately 900 vessel visits annually. Primary outbound cargo includes iron ore, coal, and grain. Primary inbound cargo includes limestone, cement, salt, and energy-related project cargo. Historically, the principal cargoes have been iron ore (40%), coal (40%), grain (5-10%), and others including wind power equipment (5-10%).

The highest tonnage totals on record from the Duluth-Superior harbor were from the decades of the 1920's, 1940's, and 1950's (decade averages of 49,113,832 tons, 64,214,093 tons, and 58,011,747 tons respectively), largely driven by significantly higher iron ore exports than today. By comparison, total decade average tonnages for the 2000's and 2010's were 42,685,623 tons and 35,759,548 tons, respectively. Table 21 shows tonnages and percent changes of principal cargoes since 2000. The past two years have been the highest tonnages for iron ore in 10 years. Coal tonnages have been steadily declining over the past 10 years, being less than half of what they were in 2008. Overall, coal tonnages are significantly less than in the

2000's. This is attributed to the change in electric power plant fuels away from coal and towards natural gas. This trend is expected to continue. Grain tonnages have been relatively consistent for the past 10 years, with one exception – the very high year of 2010. Overall grain tonnages are significantly less than they were in the early 2000's. The tonnages of "other" cargoes have been relatively consistent for the past 20 years. The number of vessel visits to the harbor over the past 4 years has been approximately 150-200 visits less than all other years back to 2000. However, despite less vessel visits, the overall total tonnage in the harbor has increased 16.2 % over the past 2 years, largely due to a significant increase in iron ore exports year over year.

Table 21: Tonnages and Percent Changes of Principal Cargoes in the Duluth-Superior Harbor (2000-2018)

Year	Total *	Ore *	Coal *	Grain *	Other *	Vessels
2000	41.2	16.2	16.6	4.9	3.6	1,107
2004	45.4	19.7	18.4	2.8	4.4	1,089
2008	45.8	18.4	22.1	1.2	3.966	1,127
2010	39.8	14.6	18.5	2.7	3.971	991
2014	37.6	17.8	14.1	1.3	4.3	901
2018	35.9	21.5	9.2	1.2	3.971	822

* = Millions of Net Tons (2,000 lbs)

Sources: U.S. Army Corps of Engineers, Lake Carrier's Association, Duluth Seaway Port Authority

Cruise ships carrying passengers have visited the area at times in the past, and interest has grown recently to facilitate higher passenger cruise ship volumes at the port while also meeting federal security requirements. This will require the construction of a cruise terminal where customs agents can clear passengers coming from a foreign port.

Appendix

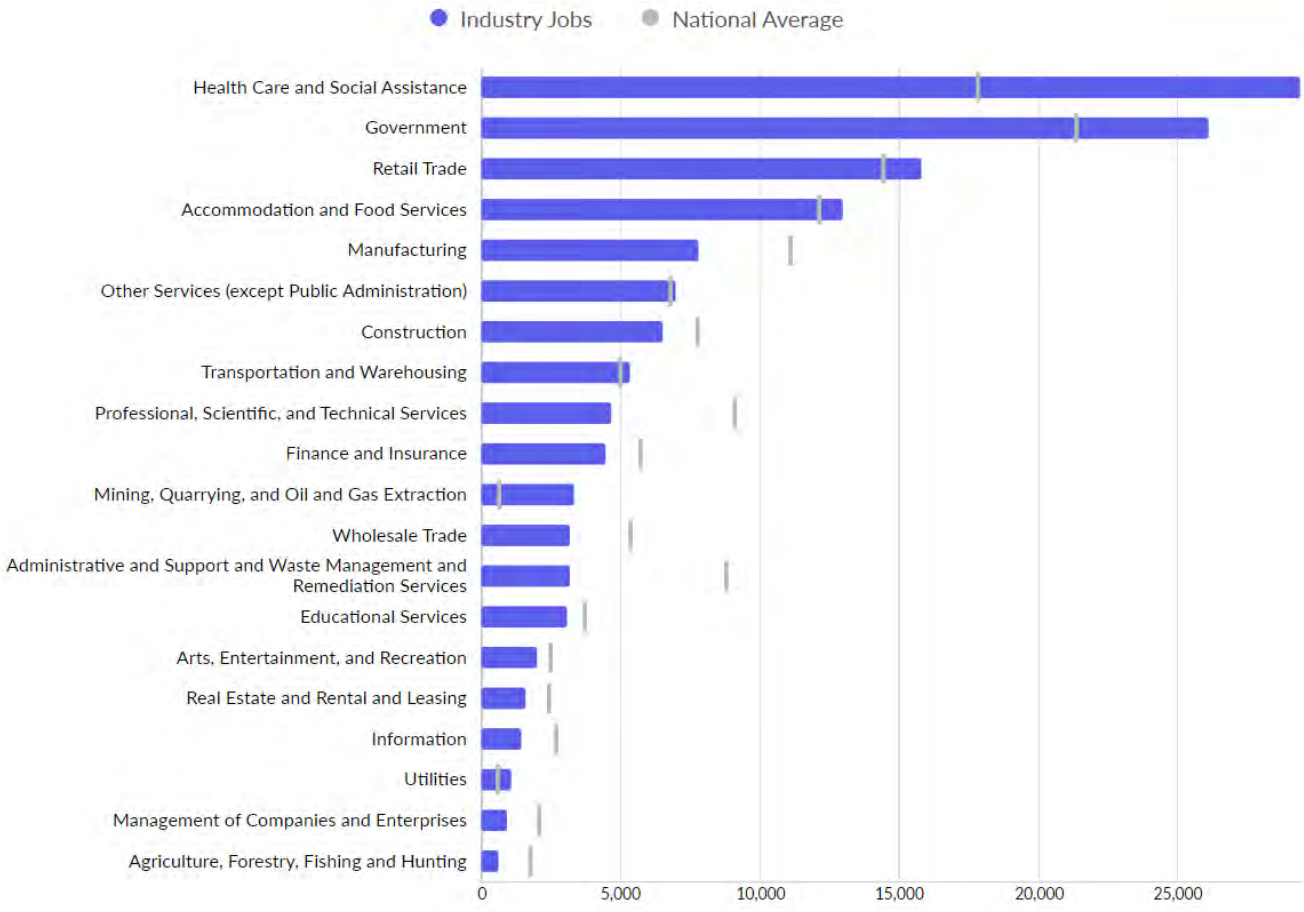
Table 22: Key GRP Indicators in Peer MSAs

Industry	Metrics	Duluth-Superior	Green Bay	Fargo	Eau Claire	Wausau	La Crosse	Albert Lea
Agriculture, Forestry, Fishing and Hunting	Gross Regional Product	$72M	$348M	$136M	$190M	$194M	$86M	$62M
	% Total GRP	*1%*	*2%*	*1%*	*2%*	*3%*	*1%*	*5%*
	% Demand met in-region	26%	28%	38%	45%	51%	25%	32%
	by imports	74%	72%	62%	55%	49%	75%	68%
Mining, Quarrying, and Oil and Gas Extraction	Gross Regional Product	$1,230M	$38M	$15M	$62M	$31M	$7M	$4M
	% Total GRP	*9%*	*0%*	*0%*	*1%*	*0%*	*0%*	*0%*
	% Demand met in-region	15%	8%	9%	30%	13%	9%	4%
	by imports	85%	92%	91%	70%	87%	91%	96%
Utilities	Gross Regional Product	$498M	$440M	$84M	$43M	$120M	$185M	$1M
	% Total GRP	*4%*	*2%*	*1%*	*1%*	*2%*	*3%*	*3%*
	% Demand met in-region	67%	57%	33%	32%	22%	47%	45%
	by imports	33%	43%	67%	68%	78%	53%	55%
Construction	Gross Regional Product	$633M	$877M	$965M	$409M	$291M	$317M	$51M
	% Total GRP	*5%*	*5%*	*6%*	*5%*	*4%*	*4%*	*4%*
	% Demand met in-region	62%	78%	88%	68%	66%	66%	53%
	by imports	38%	22%	12%	32%	34%	34%	47%
Manufacturing	Gross Regional Product	$1,228M	$3,711M	$1,326M	$1,198M	$1,773M	$950M	$277M
	% Total GRP	*9%*	*19%*	*9%*	*15%*	*23%*	*13%*	*23%*
	% Demand met in-region	14%	29%	16%	13%	23%	15%	19%
	by imports	86%	71%	84%	87%	77%	85%	81%
Wholesale Trade	Gross Regional Product	$464M	$1,410M	$1,590M	$518M	$586M	$583M	$69M
	% Total GRP	*4%*	*7%*	*10%*	*6%*	*8%*	*8%*	*6%*
	% Demand met in-region	21%	40%	51%	31%	28%	35%	13%
	by imports	79%	60%	49%	69%	72%	65%	87%
Retail Trade	Gross Regional Product	$843M	$1,056M	$1,062M	$677M	$482M	$496M	$120M
	% Total GRP	*6%*	*6%*	*7%*	*8%*	*6%*	*7%*	*10%*
	% Demand met in-region	34%	41%	45%	35%	34%	36%	27%
	by imports	66%	59%	55%	65%	66%	64%	73%
Transport. and Warehousing	Gross Regional Product	$695M	$630M	$531M	$273M	$173M	$309M	$31M
	% Total GRP	*5%*	*3%*	*3%*	*3%*	*2%*	*4%*	*3%*
	% Demand met in-region	52%	50%	58%	54%	47%	54%	32%
	by imports	48%	50%	42%	46%	53%	46%	68%
Information	Gross Regional Product	$205M	$375M	$733M	$163M	$79M	$217M	$14M
	% Total GRP	*2%*	*2%*	*5%*	*2%*	*1%*	*3%*	*1%*
	% Demand met in-region	22%	29%	50%	21%	15%	40%	11%
	by imports	78%	71%	50%	79%	85%	60%	89%
Finance and Insurance	Gross Regional Product	$736M	$2,206M	$1,597M	$614M	$1,060M	$480M	$67M
	% Total GRP	*6%*	*12%*	*10%*	*8%*	*14%*	*7%*	*6%*
	% Demand met in-region	40%	57%	68%	49%	51%	35%	36%
	by imports	60%	43%	32%	51%	49%	65%	64%
Real Estate and Rental and Leasing	Gross Regional Product	$274M	$418M	$702M	$223M	$146M	$213M	$25M
	% Total GRP	*2%*	*2%*	*5%*	*3%*	*2%*	*3%*	*2%*
	% Demand met in-region	52%	57%	83%	62%	54%	63%	40%
	by imports	48%	43%	17%	38%	46%	37%	60%

Industry	Metrics	Duluth-Superior	Green Bay	Fargo	Eau Claire	Wausau	La Crosse	Albert Lea
Professional, Scientific, and Tech. Services	Gross Regional Product	$447M	$840M	$744M	$271M	$225M	$240M	$15M
	% Total GRP	*3%*	*4%*	*5%*	*3%*	*3%*	*3%*	*1%*
	% Demand met in-region	39%	52%	63%	37%	37%	30%	13%
	by imports	61%	48%	37%	63%	63%	70%	87%
Management of Companies and Enterprises	Gross Regional Product	$101M	$572M	$373M	$276M	$194M	$123M	$0.0
	% Total GRP	*1%*	*3%*	*2%*	*3%*	*3%*	*2%*	*0%*
	% Demand met in-region	5%	27%	20%	12%	10%	12%	0%
	by imports	95%	73%	80%	88%	90%	88%	100%
Admin. & Support & Waste Mgmt. Svc.	Gross Regional Product	$156M	$353M	$292M	$187M	$109M	$131M	$17M
	% Total GRP	*1%*	*2%*	*2%*	*2%*	*1%*	*2%*	*1%*
	% Demand met in-region	38%	57%	52%	64%	46%	46%	36%
	by imports	62%	43%	48%	36%	54%	54%	64%
Educational Services	Gross Regional Product	$112M	$96M	$115M	$42M	$14M	$80M	$1M
	% Total GRP	*1%*	*1%*	*1%*	*1%*	*0%*	*1%*	*0%*
	% Demand met in-region	62%	42%	54%	23%	13%	58%	4%
	by imports	38%	58%	46%	77%	87%	42%	96%
Health Care and Social Assistance	Gross Regional Product	$1,913M	$1,727M	$1,490M	$1,094M	$746M	$1,162M	$137M
	% Total GRP	*15%*	*9%*	*10%*	*14%*	*10%*	*16%*	*12%*
	% Demand met in-region	79%	82%	85%	83%	87%	81%	62%
	by imports	21%	18%	15%	17%	13%	19%	38%
Arts, Entertainment, and Recreation	Gross Regional Product	$63M	$408M	$77M	$36M	$29M	$37M	$5M
	% Total GRP	*0%*	*2%*	*1%*	*0%*	*0%*	*1%*	*0%*
	% Demand met in-region	42%	55%	47%	36%	38%	37%	28%
	by imports	58%	45%	53%	64%	62%	63%	72%
Accom. and Food Services	Gross Regional Product	$391M	$383M	$416M	$212M	$138M	$188M	$27M
	% Total GRP	*3%*	*2%*	*3%*	*3%*	*2%*	*3%*	*2%*
	% Demand met in-region	81%	67%	86%	78%	59%	82%	57%
	by imports	19%	33%	14%	22%	41%	18%	43%
Other Services (except Public Admin.)	Gross Regional Product	$262M	$255M	$294M	$136M	$111M	$152M	$22M
	% Total GRP	*2%*	*1%*	*2%*	*2%*	*1%*	*2%*	*2%*
	% Demand met in-region	73%	64%	84%	73%	73%	75%	60%
	by imports	27%	36%	16%	27%	27%	25%	40%
Government	Gross Regional Product	$1,727M	$1,478M	$1,481M	$767M	$501M	$672M	$101M
	% Total GRP	*13%*	*8%*	*10%*	*9%*	*7%*	*9%*	*9%*
	% Demand met in-region	38%	33%	25%	36%	28%	30%	24%
	by imports	62%	67%	75%	64%	72%	70%	76%

Source: Emsi (2018).

Figure 25: Comparison of Employment Levels by NAICS 2-digit Industry with US Average



Source: Emsi (2018).

Appendix F

Duluth-Superior Metropolitan Area Travel Demand Model

2018 Model Validation Update

Report Version 1.0

Duluth-Superior Metropolitan Interstate Council

Prepared by:

February 2019

SRF No. 10152

Introduction

This report documents the update and validation of the Duluth-Superior Area travel demand mode developed in support the Metropolitan Interstate Council planning activities, specifically the Duluth-Superior Metropolitan Area Long Range Transportation Plan. The travel demand model was updated and validated for existing year conditions and travel demand is forecasted for the year 2045.

This is an update that follows the model update done in August 2014. This memorandum focuses on changes to the model and assumptions occurring since 2014; the memorandum from 2014 is attached as Appendix A for additional reference on the model and its parameters.

Zone Structure and Inputs

Transportation Analysis Zones

The model contains 640 Transportation Analysis Zones (TAZs) used to summarize the geographic areas within the model area, and an additional 19 TAZs representing the "external stations" entering the modeled region.

No changes were made to the TAZ structure as part of the 2018 update.

The model area, shown in Figure 1, includes the cities of Duluth, Superior, Proctor, Hermantown, the Village of Superior and several adjacent towns/townships).

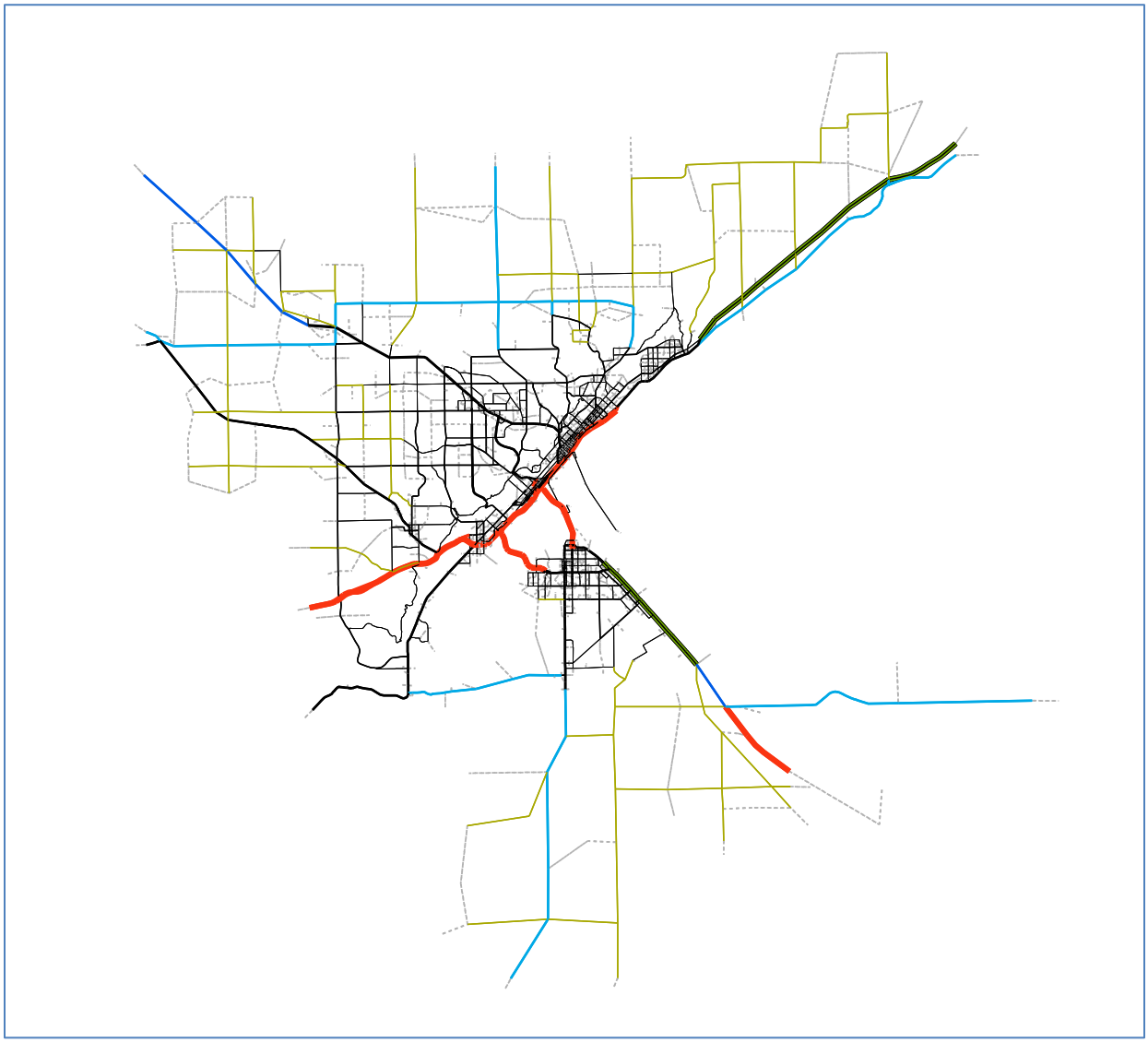
Input Socioeconomic Data (2018 and 2045)

Previous baseline data (2010) was updated by MIC staff along with updated forecasts for the horizon year of 2045. Table 1 summarizes the year 2018 estimated and forecast 2045 key demographic variable, which reflect a slight growth in the overall region households and employment. No growth in student enrollment is anticipated.

Table 1. Travel Demand Model Demographic Summary

	2018	2045	Change	Pct. Change
Households	70,439	72,868	2,429	3.4%
Service Employment	53,987	55,322	1,335	2.5%
Retail Employment	9,229	9,719	490	5.3%
Office Employment	14,859	15,167	308	2.1%
Total Jobs	78,075	80,208	2,133	2.7%
College Enrollment	20,855	20,855	-	0.0%
High School	5,776	5,776	-	0.0%
Middle School	2,842	2,842	-	0.0%
Elementary	10,876	10,876	-	0.0%

Figure 1 MIC Travel Demand Model Network



External station average daily traffic (ADT) volumes and forecast 2045 ADTs were reviewed and updated based on most recent counts and 20-year trends. In general, traffic entering, exiting or passing through the study area is stable, consistent with the overall regional growth (Table 2).

Table 2. External Station Traffic Volumes (ADT)

TAZ	Location	Estimated/Assumed ADT
640	CSAH 61 / Scenic Highway	1,450
641	STH 61	7,800
642	CSAH 37 / Jean Duluth Road	840
643	CSAH 34 / Howard Gnesen Road	1,900
644	CSAH 4 / Rice Lake Road	5,500
645	CSAH 48 / Lavaque Road	2,100
646	US 53 / Miller Trunk Highway	7,800
647	CSAH 46	240
648	US 2	5,000
649	CSAH 45	2,150
650	I-35	28,500
651	STH 23	1,550
652	CTH B	460
653	STH 35	1,500
654	CTH A	1,100
655	CTH K	840
656	Anderson Hill Road	300
657	CTH E	760
658	US 53 / US 2 (WI)	13,100
659	STH 13	1,300

Network Data (2018 and 2045)

The travel demand model roadway network information was updated to reflect projects constructed between through 2018 based on information provided by MIC staff (Tables 3 and 4). The model includes major roadways in the region, and many minor arterial and collector roadways plus several supporting roadways (Table 5).

Table 3. Roadway/Lane Configuration Changes

Street	Segment	Change
Glenwood Ave	43rd Ave E to Ridge Rd/Skyline Pkwy	Reduce lanes from 4 to 2 lanes, with westbound truck climbing lane.
Glenwood Ave	Ridge Rd/Skyline Pkwy to Jean Duluth Rd	Reduce lanes from 4 to 2.
Haines Rd	8th St to Skyline Pkwy	Add truck climbing lane
Kirkus St	Ugstad Rd to Boundary Ave	New 2-lane road
College St	Kenwood Ave to 19th Ave E/Junction Ave	Reduce lanes from 4 to 2, add trail
Mall Dr	Westberg Rd to Loberg Dr	New 2-lane road
London Rd	12th Ave E to 21st Ave E	Reduce lanes from 4 to 3, add bike lanes
Belknap St	Tower Ave to Hill Ave	Add continuous left turn lane
Tower Ave	52nd St to 69th St	Reduce lanes from 4 to 3

Table 4. Intersection Reconfigurations

North/South Leg	East/West Leg	Changes
1st St	1st Ave W	Removed signal, installed 4-way stop.
1st St	2nd Ave W	Removed signal, installed 2-way stop on 2nd Ave W.
1st St	3rd Ave W	Removed signal, installed 4-way stop.
3rd St	2nd Ave W	Removed signal, installed 2-way stop on 2nd Ave W.
Kenwood Ave	Lyons St	Converted Lyons St to right in-right out.
Kenwood Ave	Cleveland St	Added signal, removed 2-way stop on Cleveland St.
Kenwood Ave	Arrowhead Rd	Reconfigured lanes on Arrowhead Rd, now one thru lane in each direction with a dedicated left turn lane.
Rice Lake Rd	Airport Rd	Added signal and extended northland passing lane and physically separated with curb with left turn lane.
Highland St	Vinland Rd/Skyline Pkwy	Removed all-way stop, now only Vinland Rd/Skyline Pkwy has stop sign.
Broadway St	Hammond Ave	Removed signal, added 2-way stop on Broadway St.
Broadway St	Tower Ave	Removed signal, added 2-way stop on Broadway St.
Winter St	Hammond Ave	Added signal, removed 2-way stop on Winter St.
Winter St	Tower Ave	Added signal, removed 2-way stop on Winter St.
US Hwy 2	Belknap St	Replaced signal with roundabout

The defined relationships between roadway geometry (functional class, area type, lanes, and intersection configuration) as defined in Appendix A were not modified from the 2014 model.

An additional roadway attribute as included to provide a direct attribute link to available Minnesota Department of Transportation (MnDOT) counts. (Wisconsin's roadway network count/GIS system is currently limited to fewer roadways,but point-data traffic count locations were included).

The model includes over 6,400 links representing 11 different facility types and zone centroid connectors, which are schematic representations of connections between zones and the actual roadway system.

Table 5. MIC Model Roadway Network

Facility Type	Number of Links	Miles Included in Model (Directional)	Percent of Modeled Miles
Urban/Rural Freeway	106	46.3	2.5%
Urban/Rural Freeway Ramps	99	14.5	0.8%
Urban/Rural Expressway	60	34.2	1.9%
Urban Principal Arterial (Other)	510	119.6	6.6%
Urban Minor Arterial	1,157	231.4	12.7%
Urban Collector	1,419	215.6	11.8%
Urban Local	197	40.2	2.2%
Rural Principal Arterial	19	20.4	1.1%
Rural Minor Arterial	120	137.5	7.5%
Rural Major Collector	286	307.4	16.9%
Rural Minor Collector	42	41.6	2.3%
Zone Centroid Connectors	2,398	614.2	33.7%
	6,413	1822.9	100.0%

Trip Generation

Trip generation rates/parameters for various trip purposes were not adjusted during this model validation. However, total trip generation was broadly assessed in a screen line analysis of trip volumes, which reflects the relative adequacy of trip generation and distribution.

The MIC model includes six trip purposes. Nominally the trip generation step for five of the purposes is for person trips (trips made by individuals) with trips to/from areas outside the model estimated as vehicle trips. "Home-based" trips are those that either begin or end at a person's home,and considered the production end of a trip regardless of whether the trip begins or ends at

home. These trips are attracted to the school, employment, or shopping activities. Non-homed based trips neither begin nor end at home. The purposes are:

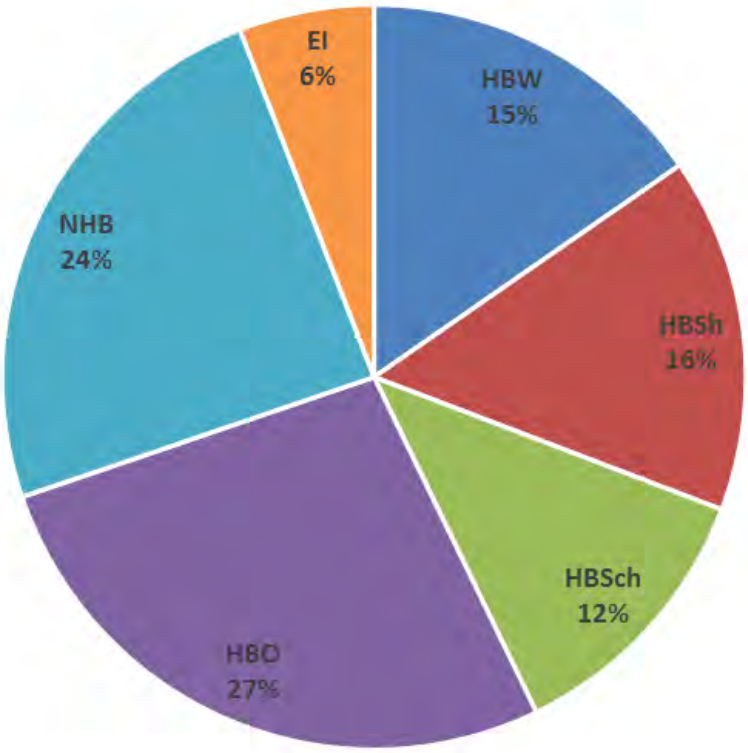
- Home-based Work (HBW)
- Home-based Shopping (HBSh)
- Home-based School (HBSch), which includes K-12 and vehicle trip generation reflects mode choice and vehicle occupancy as well However, some zone-level
- Home-based Other (HBO)
- Non-home based (NHB)

The Duluth-Superior area generates over 650,000 daily trips, with a slight increase expected by 2045 (Table 6). About half of those trips are non-home based and home-based other. Home-based work trips are a relatively low 15 percent of the trips (Figure 2).

Table 6. Trip Generation Results (Estimated Person Trips)

	2018	2045	Change	Pct. Change
HBW	99,837	102,816	2,979	3.0%
HBSh	100,248	103,335	3,087	3.1%
HBSch	78,146	78,146	0	0.0%
HBO	175,266	180,580	5,314	3.0%
NHB	158,198	162,989	4,791	3.0%
EI	38,181	38,181	0	0.0%
	651,894	668,092	16,198	2.5%

Figure 2. Distribution of Trips by Purpose



Trip Distribution

Trip distribution is the step of the travel demand model where people are linked to/from the activities to which they are engaging end. In the model, as described above, it is the link between home-based or non-home-based productions and the attractions for each purpose. The result of the process is zone-to-zone trips among each pair of zones in the model. Key metrics include average trip lengths by purpose (Table 7)

Table 7. MIC Model Average Trip Lengths (Minutes)

Purpose	2018	2045	Change	% Change
HBW	15.68	15.67	-0.01	-0.1%
HBSH	13.87	13.79	-0.08	-0.6%
HBSC	14.39	14.37	-0.02	-0.1%
HBO	12.63	12.62	-0.01	-0.1%
NHB	13.63	13.63	0	0.0%
E-I/I-E	21.97	21.97	0	0.0%

Mode Choice

The MIC model does not currently have a mode choice model to estimate transit trips and vehicle occupancies. The model uses information from the National Household Travel; Survey to convert person trips generated and distributed to vehicle trips for highway assignment.

Table 8. MIC Model Assumed Vehicle Occupancies (Persons per Vehicle)

Purpose	2018
HBW	1.12
HBSH	1.90
HBSC	1.95
HBO	2.20
NHB	2.04
EI	1.00

Traffic Assignment/Assignment Validation

The traffic assignment component of the MIC model is an equilibrium based daily assignment model, meaning that an origin-destination table of zone-to-zone daily trips is routed on the roadway network, and speeds and routes are iteratively adjusted based on an assumed daily capacity. Traffic counts are from Wisconsin and Minnesota departments of transportation published data sources. In the case of Minnesota, data is provided at both a spot location and a segment location. For validation, single spot locations are used to avoid over-representing the effects of a single model characteristics on a link. However, MnDOT identifies its volume segments based on similarity on adjacent roadway segments, so counts for the full segment are provided within the model database and used for model adjustments where appropriate.

The validation stage of the forecast process compares the traffic volumes predicted by the model for an existing scenario (current land use, current roadway system) to actual roadway count data. While a model needs to replicate counts to a reasonable standard a perfect match is not expected – in part because traffic counts also contain variability and error. For a planning model, the standard is generally whether the model is reliable enough to estimate the number of lanes required for a future scenario.

Commonly used standards have been developed by the Federal Highway Administration and Michigan Department of Transportation (Table 9) based on roadway functional classification. The results of the MIC model against this standard are shown in Table 10. The MIC model is slightly above the FHWA target for average deviation from count for freeways and within the threshold for other roadways. The model falls near or just over of the more stringent MDOT guidance. For freeways, it is observed that there are many weaving sections that making adequately comparing

counts difficult. In addition, the MIC model has several lower volume rural roadways. In addition, the very detailed grid system in the downtown area is affected by loadings of parking areas, which are difficult to model.

Table 9. Link Validation Targets: Average Overall Deviation from Count

Facility Type	FHWA Target	MDOT (M)
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

Table 10. MIC Model Validation Performance: Predicted versus Actual Average AADT by Facility Type

	Segments with Unique Counts	Predicted (Model)	Actual (Count)	Model/Count %
Freeway & Expressway	38	24,280	26,787	-9.4%
Principal Arterial	116	10,659	11,500	-7.3%
Urban Minor Arterial	231	4,924	5,704	-13.7%
Urban Collectors	216	2,235	2,960	-24.5%
Rural Minor Arterial	26	3,836	3,405	12.7%

A second level of validation is to compare the model performance by volume ranges (Table 11. A larger percent over-prediction or under-prediction for a lower volume roadway is generally acceptable, since the difference would not result in a. mis-estimate of roadway sizing.

Table 11. MIC Model Validation Performance: Predicted versus Actual Average ADT by Volume Range

Traffic Volume Range (ADT)	Number of Existing Counts	Predicted ADT (Modeled)	Actual ADT (Count)	Difference	Percent Difference
0 - 1,000	77	1,165	596	(569)	-48.9%
1001 - 2,500	159	1,873	1,767	(106)	-5.7%
2,501 - 5,000	194	3,018	3,497	478	15.8%
5,001 - 10,000	168	6,002	7,046	1,043	17.4%
10,001 - 20,000	82	12,587	13,959	1,372	10.9%
20,001 - 30,000	25	20,083	23,224	3,141	15.6%
30,001+	16	39,850	45,344	5,494	13.8%

Finally, a stricter level of validation includes calculating the root mean squared error (RMSE). This measure considers the magnitude of the error whether it is positive (over-predicting) or negative (under-predicting) to be equally onerous. This measure also has accepted industry standards. As shown in Table 12 the MIC model meets the target error thresholds for all but the lowest volume category, and over 80 percent of links with counts above 2,500 ADT.

Table 12. MIC Model Validation Performance: Predicted versus Actual Average ADT by Root Mean Squared Error (RMSE)

Traffic Volume Range (ADT)	Number of Existing Counts	Percent RMSE	Maximum Acceptable RMSE	Percent of Links Meeting Target
0001 - 2,500	236	65.4%	55	58%
2,501 - 5,000	194	41.2%	55	82%
5,001 - 10,000	168	28.5%	45	84%
10,001 - 20,000	82	23.7%	35	86%
20,001 - 30,000	25	15.3%	27	92%
30,001+	16	12.9%	24	100%
Overall	721	31.4%		76%

2040 Forecasts

The validated MIC travel demand model has used in conjunction with the previously discussed 2045 demographic assumptions to create roadway forecasts for the year 2045 no build condition. The forecasts are provided in a geodata file in a separate submission, with a data dictionary included in the following section.

Table 13 summarizes the amount of travel and change projected between 2018 and 2045. While the number of trips in the region is expected to increase by 2.5 percent (Table 6) these trips are expected have slightly longer lengths overall with total vehicle miles (VMT) increasing by 5.0 percent, with a similar increase in vehicle hours (VHT). A five percent increase in traffic over approximately twenty years is approximately one-quarter percent per year, a low level of growth.

Table 13. MIC Model Vehicle Miles (VMT) and Vehicle Hours Change 2018 to 2040

	Vehicle Miles Traveled (VMT)			Vehicle Hours Traveled (VHT)		
	2018	2045	% Chg.	2018	2045	% Chg.
Freeway & Expressway	909,281	982,962	8.1%	19,128	20,640	7.9%
Principal Arterial	740,917	774,702	4.6%	17,628	18,628	5.7%
Urban Minor Arterial	747,662	767,325	2.6%	19,397	20,018	3.2%
Urban Collectors	225,390	234,367	4.0%	6,771	7,061	4.3%
Rural Minor Arterial	247,004	252,155	2.1%	4,714	4,816	2.1%
Other (Local)	326,828	339,453	3.9%	7,015	7,301	4.1%
Zone Centroids	282,395	295,813	4.8%	10,896	11,361	0.3%
Total	3,479,477	3,646,776	4.8%	85,550	89,825	5.0%

Data Dictionary

The following provides a description of key variables included in the processed GIS dataset for the model. Additional detail for selected attributes can be found in Appendix A

Field	Description
A	"A" (beginning) node of travel demand model network link (directional)
B	"B" (end) node of travel demand model network link (directional)
LINK_ID	Unique directional ID in network (for future joining)
DISTANCE	Travel distance (miles)
TIME_M	Modeled free-flow travel time on link
F_TYPE	Functional type
A_TYPE	Area type
PSPEED	Posted speed
MSPEED	Modeled speed
LANES	through lanes
ONE_WAY	One-way roadway segment (1=True)
Divided	Two-way roadway segment divided into directional links
DIRCAP18	Directional capacity, 2018
DIRCAP45	Directional capacity, 2045
SEGCAP18	Total capacity (both directions), 2018
SEGCAP45	Total capacity (both directions), 2045
DOTSEQ	MnDOT sequence number or WisDOT site number (for counts)
SEGCOUNT	Current total (two-way or one-way count (AADT))
DIRCOUNT	Current directional AADT on segment
SCREEN	Model screenline identifier
POST	Model (CUBE) posting direction flag
M18_DIR	Model output 2018 daily volume, link direction
M18_SEG	Model output 2018 daily volume, link total
M45_DIR	Model output 2045 daily volume, link directionb
M45_SEG	Model output 2045 daily volume, link total
ADJSEG_18	Adjusted 2018 daily volume where count available (=count in 2018)
ADJSEG_45	Adjusted 2045 daily volume where count available (=count in 2018)
VC_ADJ18	2018 volume-to-capacity ratio segments (where 2018 count available)
VC_ADJ45	2045 volume-to-capacity ratio segments (where 2045 count available)
VC_MOD18	Model 2018 volume-to-capacity ratio
VC_MOD45	Model 2045 volume-to-capacity ratio
LOC_ID	Unique model ID for segment tracking

Appendix A

2014 Model Validation Report

Appendix A to Appendix F

Duluth-Superior Metropolitan Area Travel Demand Model Update

Prepared for:

Duluth-Superior Metropolitan Interstate Council

Prepared by

URS

August 2014

Introduction

The purpose of this report is to document the development of the Duluth-Superior area travel demand model, developed in support of the Metropolitan Interstate Council (MIC) and the Duluth-Superior Metropolitan Area Long Range Transportation Plan. The travel demand model was updated and validated for existing year conditions and travel demand is forecasted for the year 2040. This is an update that follows the model update done in January 2009.

The model was developed based on 2010 socio-economic data and roadway inventory and which is considered as the most recent existing year conditions available. The demographic data was forecasted for the forecast year 2040. This report discusses about the three major steps that were involved in the 2010 model update:

- ***Model Development Summary***
- ***Base Year Model Validation (2010)***
- ***2040 Travel Demand Model Forecast Results***

MODEL DEVELOPMENT SUMMARY

What is a travel demand model?

The practice of travel demand forecasting is roughly 35 years old and was mainly used to provide and objective tool for evaluating major infrastructure investments and preparing long-range, regional transportation plans. These travel forecasts were produced with mainframe software programs. Eventually improved micro-computerized model procedures emerged out that could predict travel changes in response to changes in development patterns, transportation systems, and demographics given certain assumptions about travel behavior based on existing conditions. The region's demographic characteristics such as population, size of households, vehicles available and employment are the inputs used to estimate the number of trips made. These trips are then distributed and "loaded" onto a computerized network representing the street system to determine traffic volumes on individual roadway segments.

Most travel demand models use what is often referred to as the "four-step process." The four-steps include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Trip Assignment.

The Duluth-Superior Area has a relatively low percentage of daily trips made using public transit. Because of this, and due to the time and cost restraints, the Duluth-Superior model does not include a mode split element in the sense of separating transit and auto trips. However, the model does generate "person trips", which are converted to auto trips using an auto occupancy factor for various trip purposes.

Forecasting traffic volumes on alternative proposed freeway and street alignments is a common model application. However, it must be remembered that transportation models are only a part of a larger set of engineering analysis tools, and in-and-of-itself provides limited insight into the "right" decision. The main advantage of a validated model is that it provides a systematic analysis process so that alternatives can be evaluated in an even-handed manner.

The remainder of this report documents the development of the Duluth-Superior travel demand-forecasting model to incorporate current transportation, socioeconomic, and land use characteristics. It also documents the results of the model validation process, the projection of future social and economic conditions, and the development of future traffic forecasts for the 2040 Long-Range Transportation Plan.

The following documentation describes the methodology used in developing the Duluth-Superior Travel Demand Model. The model was developed using the travel demand modeling software CUBE Voyager by Citilabs.

Transportation Analysis Zones (TAZs)

Transportation Analysis Zones (TAZs) are sub areas of the region that are used to geographically summarize land use, demographical, and travel data. TAZs are developed based on Census blocks and block groups as defined by the US Census Bureau. In urban areas, blocks are typically much smaller than TAZs, while blocks in rural areas are usually too large to be used directly for modeling purposes.

Table 1: New TAZ numbering by MCD

	TAZ Numbering		
Duluth C	1	to	353
Superior C	354	to	497
Hermantown C	498	to	546
Proctor C	547	to	565
Oliver V	566	to	567
Superior V	568	to	569
Duluth T	570	to	573
Lakewood T	574	to	578
Rice Lake T	579	to	591
Canosia T	592	to	602
Grand Lake T	603	to	612
Solway T	613	to	621
Midway T	622	to	628
Superior T	629	to	632
Parkland T	633	to	638
Lakeside T	639	to	639
External TAZs	640	to	659

A comprehensive review of TAZ system in 2005 model update as an effort to improve model accuracy and detail resulted in increasing the number of area TAZs from 336 to 639. The increase in TAZs was not due to an increase in the coverage area, but rather the splitting of larger TAZs into smaller ones. The near doubling of the TAZ system provided the increased detail needed to improve "traffic loading points" within the model network to better replicate existing travel patterns. The TAZ numbering system that was updated in 2005 as shown in **Table 1** was used for the 2010 model update.

External TAZs – In order to account for the vehicular trips that do not originate within or travel through the study area, "External TAZs" are identified on the study area perimeter at major road crossings. The 2005 model included 20 external TAZs. The same external stations were assumed to hold good for the 2009 model update. **Table 2** shown below lists the external station locations in the Duluth-Superior region.

Table 2: External TAZs

640	CSAH 61 / Scenic Highway
641	STH 61
642	CSAH 37 / Jean Duluth Road
643	CSAH 34 / Howard Gnesen Road
644	CSAH 4 / Rice Lake Road
645	CSAH 48 / Lavaque Road
646	US 53 / Miller Trunk Highway
647	CSAH 46
648	US 2
649	CSAH 45
650	I-35
651	STH 23
652	CTH B
653	STH 35
654	CTH A
655	CTH K
656	Anderson Hill Road
657	CTH E
658	US 53 / US 2 (WI)
659	STH 13

Network Development

The model network refers to the computerized representation of the study area's transportation system. The model network includes all roads functionally classified as a collector or higher. The model network also includes some key local roads where they added unique access between the Traffic Analysis Zones (TAZ) and the regional roadway system.

Links – The models network is made up of road segments called links. Each link is a line between two points or nodes. Nodes generally represent intersections where two or more roads connect.

Centroids and Connectors – Centroids refer to Nodes that represent TAZs. TAZ trip data is assigned to a corresponding centroid and loaded to the road network by centroid connector links, which represent the local road networks or drive access to the larger road system. Centroid placement within the TAZ boundary is important to accurately reflect the center of trip activity and distance to the road system to ensure trips load onto the network similar to actual traffic patterns.

Network Data
The following roadway network data was gathered, reviewed and updated where necessary:

- Distance
- Facility type (functional classification)
- 2010 Annual Average Daily Traffic
- Number of through-lanes
- Area type
- Lane capacity
- Travel time
- Posted speed limit
- Model speed
- One-way or two-way
- Cross section type
- Turn lanes
- Capacity (estimated from generalized standards extrapolated from the Highway Capacity Manual and approved by the MIC and assigned according to facility type, area type, and number of lanes)

A description of each link attribute is explained in **Appendix A** attached to this report.

Tables 3 – 6 list the capacity assumptions for freeways, arterials, and collector/local streets provided by MnDOT. Total Daily Capacity was set at Level of Service (LOS) D, which is highlighted in bold text. The column number corresponding to the identified LOS (A-F) indicates the upper limit for that LOS classification. **Figure 1** provides LOS descriptions. These capacities are based on conditions and assumptions, which are identified below the tables.

Table 3: Urban/Rural Freeway Total Daily Traffic Capacity

Lanes	A	B	C	D	E	F
Volume/Capacity	0.28	0.45	0.65	**0.85**	1.0	> 1.0
4-lane AADT (vpd)	< 25,000	40,000	60,000	**77,500**	90,000	> 90,000
6-lane AADT (vpd)	< 37,500	62,500	90,000	**115,000**	135,000	> 135,000
8-lane AADT (vpd)	< 50,000	80,000	118,000	**155,000**	180,000	> 180,000

Typical Conditions and Assumptions:

- Free-flow speed: 55 mph to 60 mph
- Portion of AADT in Peak Hour: 0.092

Source: MnDOT

Table 4: Suburban/Urbanizing Arterial Total Daily Traffic Capacity

Lanes	A	B	C	D	E	F
Volume/Capacity		0.50	0.70	**0.90**	1.0	> 1.0
2-lane AADT (vpd)		< 8,500	12,000	**15,000**	17,000	> 17,000
4-lane AADT (vpd)		< 17,000	24,000	**30,000**	34,000	> 34,000

Typical Conditions and Assumptions:

- Signal Spacing: ¼ mile to ½ mile
- Free-flow speed: 35 mph to 40 mph
- Signal Cycle Length: 80s to 90s
- Portion of AADT in Peak Hour: 0.09
- Effective Green Ration (g/C): 0.50
- Left-turn lanes: Yes

Source: MnDOT

Table 5: Urban/Urban Core Arterial Total Daily Traffic Capacity

Lanes	A	B	C	D	E	F
Volume/Capacity		0.50	0.70	**0.90**	1.0	> 1.0
2-lane AADT (vpd)		< 8,000	11,000	**14,500**	16,000	> 16,000
4-lane AADT (vpd)		< 16,000	22,000	**29,000**	32,000	> 32,000

Typical Conditions and Assumptions:

- Signal Spacing: 500 ft to 1/8 mile.
- Free-flow speed: 30 mph
- Signal Cycle Length: 70 seconds
- Portion of AADT in Peak Hour: 0.09
- Effective Green Ration (g/C): 0.50
- Left-turn lanes: Usually

Source: MnDOT

Table 6: Collector/Local Street by Area Type Daily Total Daily Traffic Capacity

	Lanes	B	C	D	E
Rural	2	9,444	10,222	**11,222**	12,556
	4	19,000	20,556	**22,444**	25,333
Suburban	2	N/A	7,444	**9,333**	9,778
	4	N/A	16,333	**18,778**	19,667
Urban	2	N/A	5,333	**8,667**	9,333
	4	N/A	11,333	**17,444**	18,000
Dense Urban	2	N/A	N/A	**8,667**	8,889
	4	N/A	N/A	**17,444**	18,000

N/A = Not achievable given assumptions below

Typical Conditions and Assumptions:	Rural	Suburban	Urban	Dense Urban
▪ Signal Density per mile	0.08	3	5	10
▪ Free-flow speed	50	40	35	30
▪ Signal Cycle Length	110	90	80	70
▪ Effective green ratio	0.45	0.45	0.45	0.45
▪ Adj. sat. flow rate	1,850	1,800	1,750	1,700
▪ Portion of AADT in Peak Hour	0.09	0.09	0.09	0.09
▪ % lefts, % rights	10	10	10	10
▪ Left-turn bay	Yes	Yes	Yes	Yes

Source: Highway Capacity Manual, URS Corp.

Figure 1: Levels of Service Descriptions

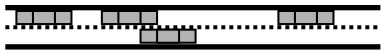
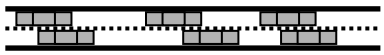
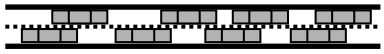
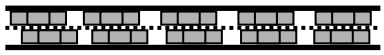
Level of Service		Description
A		**FREE FLOW.** Low volumes and no delays.
B		**STABLE FLOW.** Speeds restricted by travel conditions, minor delays.
C		**STABLE FLOW.** Speeds and maneuverability closely controlled due to traffic volumes.
D		**STABLE FLOW.** Speeds considerably affected by change in operating conditions. High-density traffic restricts
E		**UNSTABLE FLOW.** Low speeds, considerable delay, volume slightly over capacity.
F		**FORCED FLOW.** Very low speeds, volumes exceed capacity, long delays with stop-and-go traffic.

Figure 1 attempts to describe what a driver would experience at each LOS. LOS A represents the least amount of traffic on a roadway, which provides drivers with free flow vehicle maneuverability and no traffic related delays. In contrast, LOS F represents very restricted vehicle maneuverability, slower speeds and longer delays due to the amount of traffic on the roadway.

Trip Generation

The trip generation model estimates the number of trips produced by and/or attracted to a transportation analysis zone (TAZ). The number of trips generated within a zone is a function of the demographic, socioeconomic, and land use characteristics of the zone. Trip generation models have three parts: trip production, trip attraction, and trip balancing which involves normalizing or scaling process that "matches" the total number of production and attraction trip ends.

Trip generation models are designed to produce estimates of either person trips or vehicle trips, depending on the derivation of the trip rates or equations. A model that produces estimates of vehicle trips in the trip generation step of the process precludes the application of a separate mode choice model because the mode has been predetermined to be auto (or vehicle) for all of the trips generated. The MIC area trip generation model rates and equations calculate person trips. Vehicle occupancy rates are applied to derive vehicle trips.

Two different levels of trip generation were developed within the MIC travel model:

- *Internal Trip Generation*: Internal trip generation was based on the procedures outlined in *Travel Estimation Techniques for Urban Planning*, NCHRP Report 365, Transportation Research Board, 1998. The MIC model utilized trip generation rates and production equations that were derived from the 2000 National Household Transportation Survey (NHTS) data and add-on data for Wisconsin. While these trip rates are specific to Wisconsin, they include survey data from Superior and are based on communities similar in size and characteristics as that of the MIC metropolitan planning area.

- *External Trip Generation (Including Internal-to-External Trips)*: Trip generation for internal-to-external and external-to-internal (I-E) traffic was based on traffic counts available from MnDOT and WisDOT.

Trip Purposes

By utilizing the National Household Transportation Survey (NHTS) data and add-on data for Wisconsin and WisDOT's assistance, two additional trip purposes were added by subdividing Home-based-other trips into home-based-shopping, home-based-school, and home-based-other.

The more trip purposes that the model accounts for, the more sensitive the model will be to changes in the projected demographics of the area. A balance between the number of trip purposes, the statistical relevance of the purposes, and the effort involved in modeling the trip purposes must be found. Using the NHTS data, five trip purposes have been defined for use in the model.

There are five trip purposes that were used for the MIC model trip purposes. They are listed below:

- Home-based work (HBW),
- Home-based Shopping (HBSh),
- Home-based school (HBSc),
- Home-based other (HBO), and
- Non-home based (NHB) trips.

As a general rule, the greater the number of trip purposes that can be successfully modeled, the more sensitive the model will be to changes in future socioeconomic conditions. The trip characteristics of each trip purpose are unique to that trip purpose and the question becomes how fine a distinction can be made among home-based non-work trip purposes.

The HB-Shopping, HB-Other, and HB-School trip purposes are subdivisions of the HB-Non-Work trip purpose. Each of these trip purposes has different characteristics in terms of average trip length and trip frequency. HB-Other trips include all trips from home that are not for any of the other HB trip purposes. Examples of such trips include a trip from home to the doctor's office for a medical appointment or a trip on personal business.

It is possible not to differentiate among these types of trips and assume that all HB-Non Work trips are governed by the same determinants and people behave in a similar manner when taking different types of non-work trips. This would imply that differences in average travel times and average trip frequencies between, say, HB-School and HB-Shopping trips would not be distinguished, and a single set of variables would be used to model both trip purposes. Intuitively we know that there are differences between these types of travel, and aggregation of the two purposes would represent a weakness in a model.

The discussion of internal trip generation parameters is divided into trip production and trip attraction sections.

Trip Productions

The trip generation model estimates the number of motorized person trips to and from each TAZ by purpose in the study area. In this step socioeconomic data are used to estimate the number of daily-motorized person trips within the study area (i.e. internal-internal) and with origins or destinations outside the study area (i.e. external-internal or internal-external).

Production Trip Generation Rates – URS will work with the Wisconsin Department of Transportation (WisDOT) to develop and apply new trip rates based on the National Household Transportation Survey results.

WisDOT purchased "add-on" surveys for Wisconsin communities from which trip rates by purpose were developed. Trip rates solely from Superior, WI survey data was not created. However, Superior survey data was combined with other MPO survey data to create trip rates. These trip rates were averaged with trip generation rates of similar sized Wisconsin communities for use in the Duluth-Superior Trip Generation Model. It is reasonable to assume that travel behavior data from

similar sized Wisconsin communities would not differ dramatically from travel behavior in Duluth and thus it is reasonable to apply such rates to the Duluth-Superior trip generation model. Trip Production rates in the travel demand model are listed below in **Table 7**.

Table 7: Trip Generations Rates - Productions

Home Base Work					
		WORKERS/HH			
AUTOS		0	1	2	3+
	0	0.0236	0.834	2.533	2.816
	1	0.026	1.148	2.835	4.004
	2+	0.069	1.617	3.022	5.309

Home Base Shopping					
		HH SIZE			
AUTOS		1	2	3	4+
	0	0.480	1.449	1.397	1.747
	1	0.733	1.887	1.751	1.892
	2+	0.770	1.934	2.302	2.941

Home Base School					
		HH SIZE			
AUTOS		1	2	3	4+
	0	0.064	0.368	0.556	2.256
	1	0.062	0.334	1.388	2.741
	2+	0.089	0.246	1.205	3.256

Home Base Other					
		HH SIZE			
AUTOS		1	2	3	4+
	0	0.605	2.626	2.038	5.628
	1	1.171	3.555	5.526	5.992
	2+	1.184	3.192	5.178	7.640

Non Home Based					
		HH SIZE			
AUTOS		1	2	3	4+
	0	0.670	2.150	2.139	2.831
	1	1.164	2.455	3.081	4.188
	2+	1.391	3.060	4.525	5.550

TAZ socioeconomic data **–** As the above trip rates indicate, the demographic data required for calculating productions included the number of households by the number of workers per household and the number of vehicles available and the number of households by household size and the number of vehicles available. This information was pulled from the Census Transportation Planning Package (CTPP) for year 2010.

Trip Productions Summary **–** Applying the trip generation rates for productions to the demographic data from the 2010 US Census and CTPP, the following trip productions were estimated for the MIC Planning Area for the base year 2010 and for the forecast year 2040. **Table 8** below lists the Trip Productions Summary for 2010 and 2040.

Table 8: Trip Productions Summary

Type	2010		2040 Conservative Scenario		2040 Aggressive Scenario	
	Trip ends	% Trips	Trip ends	% Trips	Trip ends	% Trips
HBW	89,599	16%	97,389	16%	106,212	16%
HBshop	90,130	16%	98,133	16%	107,072	16%
HBSch	89,412	16%	86,496	14%	93,014	14%
HBO	157,681	28%	171,693	28%	187,277	28%
NHB	142,217	25%	154,958	25%	169,082	26%
Total	**569,039**	**100%**	**608,669**	**100%**	**662,657**	**100%**

Trip Attractions

Trip attraction relates the trips attracted to a TAZ by the type and intensity of employment in that zone. Trip attraction models are linear regression models that quantify the relationship between different types of employment and the attractiveness of a TAZ for corresponding trip purposes.

Attraction Trip Generation Rates **–** Attraction trip generation rates shown below in **Table 9** were developed from the WI NHTS add-on sample and used the following variables to estimate trip attractions for each trip purpose. These rates are applied to the household and vehicle availability data provided by MIC to obtain trips.

- Households
- Total Employment
- Retail Employment
- Service Employment
- Other Employment
- School Enrollment

Table 9: Trip Generations Rates - Attractions

Trip Purpose	Variable	Attraction Rate Estimate
Home-Based Work Attractions	Total Employment	1.18
Home-Based Shopping Attractions	Retail Employment	8.42
Home-Based Other Attractions	Households	1.13
	Retail Employment	0.86
	Service Employment	0.51
Non Home-Based Attractions	Households	0.68
	Retail Employment	6.99
	Service Employment	0.97
	Other Employment	0.01
Home-Based School Attractions*	High School Enrollment	1.71
	Middle School Enrollment	1.62
	Elementary School Enrollment	1.29
	Junior College Enrollment	1.20
	University/College Enrollment	2.38

* School trip attraction rates are based on Trip Generation: 7th Edition; Institute of Transportation Engineers; 2003 in order to better reflect trip differences between school grade levels and student travel behaviors. University and college enrollment figures were adjusted to reflect students living on-campus.

TAZ socioeconomic data – Employment data by sector is available through the 2010 CTPP except only at the old TAZ boundaries. The CTPP data was then assigned to the new TAZ system based proportionately on the locations and employment from the businesses database.

Trip Attractions Summary – Applying the trip generation rates for attractions to the socioeconomic data, the following trip attractions were estimated for the MIC Planning Area for the base and forecast years in the 2009 model update. **Table 10** provides trip attraction summary for base and forecast years for the 2009 MIC model update. **Table 11** lists the Employment Summary for 2010 as well as projections for 2040 forecast year.

Table 10: Trip Attractions Summary

Type	2010		2040 Conservative Scenario		2040 Aggressive Scenario	
	Trip ends	% Trips	Trip ends	% Trips	Trip ends	% Trips
HBW	85,264	17%	94,611	18%	101,380	18%
HBshop	70,054	14%	75,064	14%	79,914	14%
HBSch	89,412	18%	86,496	16%	93,014	16%
HBO	104,618	21%	113,315	21%	122,658	22%
NHB	149,938	30%	161,905	30%	173,324	30%
Total	**499,287**	**100%**	**531,391**	**100%**	**570,290**	**100%**

Table 11: Employment Summary and Projection

	Households	Service Employment	Retail Employment	Other Employment	Total Employment
2010	63,792	49,761	8,320	13,471	71,552
2040 Conservative	69,095	54,061	8,915	16,490	79,466
2040 Aggressive	75,530	57,150	9,491	18,573	85,214

Special Generators **–** During the validation process, large trip attractors were identified and reviewed as candidates for special generators. Because model volume estimates were consistent with observed traffic volumes, and trips to these TAZs appeared reasonable, special generators were not used. As noted earlier however, the daily trip generation rates for primary and secondary schools, junior college, and university school trips are based on the ITE's *Trip Generation*, 7th Edition.

Though no special generator zones are there in this model, it is to be noted that the home base work (HBW) trips from and to the TAZ 509 that has the airport were adjusted in the model to reflect the airport trips.

Trip Balancing

Balancing Productions and Attractions **–** Because each trip consists of a productions/origin and an attraction/destination, the number of trip productions and trip attractions for each trip purpose need to be the same. Attraction trips are generally balanced to production trips since there tends to be more confidence in census household data and trips per household tend be more consistent than trips based on employment data. The MIC model balanced attraction trips to production

trips except for home-based school trips. These trips were balanced to attraction trips, which were based on actual school enrollment data at individual school locations.

External Trips

External trips relate to trips that have either the origin or destination outside the Model Study area (external to internal, internal to external; i.e. E-I trips) or are through-trips that have both their origin and destination outside the study area (external to external; i.e. E-E trips). External trips are counted as vehicle trips corresponding to the Annual Average Daily Traffic (AADT) volume at the external station along the study area perimeter.

Ideally, external trip pattern data would come from an origin-destination survey conducted at each external station site. An Origin-Destination (O-D) survey was completed in 2003 by WisDOT on the Wisconsin side of the MPO study area. However, an O-D survey was not conducted for the Minnesota side. The Wisconsin data was used to allocate E-E and E-I trips for Wisconsin external stations. The Transportation Research Board's NCHRP Report 365: *Travel Estimation Techniques for Urban Planning* provided guidance for estimating E-E trip percentages and distribution for external stations in Minnesota.

The percent of E-E trips for the base year 2010 for this model update, were determined as mentioned above using the NCHRP 365 procedures. The initial 2010 E-E trip matrix was then balanced using a series of iteration processes. The final balanced 2010 E-E trip table was then used as an input into a FRATAR model with appropriate ADT growth rates to get the 2040 E-E balanced trip table. MIC provided URS with the projected ADT counts for the base and forecast year's external stations.

Trip Distribution

The trip distribution model links trip productions in the region with trip attractions to create matrices of interzonal and intrazonal travel, called trip tables. The critical output of trip distribution is trip length and travel orientation (suburb to CBD, CBD to suburb, etc.), and the resulting magnitude of traffic volumes. The most common form of model used for trip distribution is the gravity model. The gravity model theory states that the number of trip interchanges between two transportation analysis zones will be directly proportional to the number of productions and attractions in the zones, and inversely proportional to the spatial separation between the zones. The gravity model requires three data inputs:

1. *Travel Impedance* – URS updated the travel times and checked for reasonableness for the 2005 model update. The same data has been assumed to hold good as the zone structure has not changed between 2005 and 2008.

2. *Terminal Times* – URS updated the terminal times for the 2005 model update. The same data has been assumed to hold good as the zone structure has not changed between 2005 and 2008.

3. *Gravity Model & Friction Factors* – Friction factors developed for 2005 model update were assumed to be valid for the current model update as 2000 Census data is still the latest data available.

An iterative process of the gravity model brings attraction estimates by zone in-line with trip generation estimates. The first model iteration overestimates trips to highly accessible areas and underestimates trips to inaccessible areas. The program computes a balancing factor by dividing estimated attractions into input attractions. The resulting factor is applied to estimate attractions in the next cycle. **Table 12** shows the number of trips distributed in the MIC area model for 2010 and 2040 by trip purpose. The same trip lengths are used for the 2009 MIC model update.

Table 12: 2010 & 2040 Average Trip Lengths

Trip Purpose	2010	2040 Conservative Scenario	2040 Aggressive Scenario
HBW	15.8	16.0	16.1
HBshop	14.1	14.1	14.1
HBsch	14.2	14.4	14.5
HBO	12.9	12.9	12.9
NHB	14.0	14.0	13.6
E-I	22.3	22.3	22.2

Note: Average Trip Lengths are in minutes.

Mode Choice

A mode choice model was not developed as part of this or past travel demand models, which is common for small MPO's, where transit trips tend to make up a relatively small proportion of trips and the costs of developing mode choice models are prohibitive.

Auto Occupancy – Auto occupancy rates are used for converting person trips to vehicle trips. Auto occupancy rates by trip purpose for similar communities generated from the 2000 National Household add-on data for Wisconsin were provided by WisDOT and applied to the MIC model.

Traffic Assignment

The traffic assignment is the last step of the traditional 4-step process, which is the process of loading vehicle trips between zones onto specific segments of the roadway network. The resulting traffic forecasts and related data are some of the most commonly used outputs from the entire modeling process. Therefore, a great deal of effort is spent to make these forecasts as accurate as possible. Inevitably, even after model validation, estimated link volumes will differ from ground counts.

Vehicle trips loading onto the highway network use a range of path-building algorithms, and typically iterate each assignment to account for congestion on the system. The equilibrium method used in the MIC model is an iterative process that searches for the best combination of the current and previous iterations. Equilibrium is achieved when no trip can reduce travel impedance by changing paths.

The equilibrium model adjusts the travel time for each path based on congestion as defined by the volume-to-capacity ratio. This is known as a capacity restrained assignment. These adjustments are made through volume-delay equations that estimate the delay associated with traffic volumes for each segment in the system. Speed/delay curves serve to adjust the operating speed of a facility downward as volume-to-capacity ratios increase and the facility reaches capacity. Therefore, in an equilibrium assignment model, traffic will be diverted to alternative routes as traffic and congestion increase on parallel facilities.

Based on the premise that different facilities respond differently to congestion, three different speed/delay curves were used for the traffic assignment element of the MIC area model. Separate speed/delay curves were used for the freeways as well as the higher speed multi-lane arterials. A single curve was used for the remainder of the system.

Model Calibration & Validation

Model calibration and validation are terms often used interchangeably. While linked with calibration, validation refers to checking model results against observed data. Once the model results fall within an acceptable range of error, the model is considered valid. The assumption is that if the model can replicate existing conditions, it can reliably forecast future conditions. Calibration, in contrast, is the process of adjusting model parameter values until the model volumes reach the validation criteria. Validation typically occurs through an iterative process with calibration.

Highway assignment models are calibrated and validated based primarily on the comparison of estimated model volumes to traffic counts and achieving an acceptable level of error. At the very minimum, the model should include traffic counts on ten percent of the area-wide highway segments being analyzed plus on all screenline links. This ten percent goal also applies to the distribution of counts in each functional classification. **Table 13** shows the percentage of links having counts in the MIC model. Thirty-four percent of all the links in the network have counts.

Table 13: Links with Counts by Functional Class

Functional Class	Number of Links	Links with Counts	% Links with Counts
Freeway & Expressway	94	71	76%
Principal Arterial	403	280	69%
Urban Minor Arterial	1,062	695	65%
Urban Collectors	1,256	527	42%
Rural Minor Arterial	118	72	61%

A validated model is one that can accurately replicate existing traffic patterns and trip-making characteristics for a given area. Validation ensures that the model provides a firm foundation for forecasting future traffic conditions. Comparing traffic volumes from the highway assignment model with observed traffic counts provides one of the best opportunities to check the accuracy of model outputs.

It is important to recognize that traffic counts are themselves only estimates of traffic volume. Base ground counts should be thought of as approximations of existing traffic, just as the base model estimate is an approximation to existing traffic. Counts could have errors caused by variation in the mix of vehicles or may not be appropriately adjusted for season or day-of-the-week variations. Errors could also be due to mechanical counter failure, field personnel mistakes, or improper count location.

Validation

Model validation is usually performed at different levels. First, system-wide performance is reviewed to determine if regional inputs or parameters should be changed. Second, assigned volumes on different facility types are reviewed to check if speed and capacity assumption need to be changed. Third, specific corridors and links are checked for network coding errors or trip loading errors.

Absolute criteria for assessing the validity of all model systems are not precisely defined. However, a number of target values have been developed. These commonly used values provide guidance for evaluating the relative performance of particular models. The Federal Highway Administration (FHWA) and the Michigan Department of Transportation defines targets for daily volumes by facility type as shown below in **Table 14**.

Table 14: Percent Difference Targets for Daily Traffic Volumes by Facility Type

Facility Type	FHWA Targets	MDOT (MI)
Freeway	+/- 7%	+/- 6%
Major Arterial	10%	7%
Minor Arterial	15%	10%
Collector	25%	20%

Source: *Model Validation and Reasonableness Checking Manual*, Travel Model Improvement Program, US Department of Transportation June 2001.

The MIC model validation results system-wide and by facility type are indicated in **Table 15**. The table shows that the model is under-estimating traffic volumes by less than four percent on the entire transportation network, which is within an acceptable percentage of error. All model volumes by functional class are also well within the percent of acceptable error. The model is slightly over-assigning traffic volume on Freeway and Expressway links. The model under-estimates traffic volumes on the urban minor arterials, and over-assigns traffic slightly on rural minor arterials. The model under-assigns urban collector traffic, although the results from the model overall are still well within the acceptable percentage of error.

Table 15: MIC Model Volumes vs. Traffic Counts by Functional Class

Functional Class	Model ADT	Count ADT	Model/Count %
Freeway & Expressway	1,082,957	1,035,280	4.6%
Principal Arterial	1,811,298	1,882,911	-3.8%
Urban Minor Arterial	2,304,211	2,559,207	-10.0%
Urban Collectors	705,994	875,798	-19.4%
Rural Minor Arterial	126,136	136,655	-7.7%
Total	6,030,597	6,489,851	-7.1%

Another system validation check is to look at model volumes compared to traffic counts according to the total volume of traffic the roadway carries as shown in **Table 16**. The model tends to over-estimate the lowest volume roads and the highest volume roads. Links with the middle ranges tend to be slightly under-estimated. However, all ranges of traffic volumes fall within acceptable percentage of error.

Table 16: Model volumes vs. traffic counts by Range of Traffic Volumes

Traffic Volume Range	Links	Model ADT	Count ADT	Model/Count %
0 - 1,000	419	255,722	238,011	7%
1001 - 2,500	647	1,068,949	1,125,519	-5%
2,501 - 5,000	409	1,274,466	1,510,771	-16%
5,001 - 10,000	335	2,196,421	2,348,769	-6%
10,001 - 20,000	74	928,728	950,008	-2%
20,001 - 30,000	18	435,999	450,000	-3%
Total	1902	6,160,285	6,623,078	-7%

A more stringent measure of model accuracy is provided by the root mean square error (RMSE) between estimated and observed link volumes. This measure summarizes the error in individual link volumes and eliminates the tendency of VMT summaries to obscure results due to compensating errors.

The RMSE output for the MIC area model along with an acceptable percent RMSE by ADT count range is shown in **Table 17**. As shown in this table, the MIC model is well within the limits of RMSE acceptability for links with volume ranges greater than 2,500. The amount of error for low volume links is not within the percent acceptable range. Because the MIC model includes numerous low volume links, the typical range of acceptability category of 0-5,000 was subdivided between 0-2,500 and 2,500-5,000. By doing this, it becomes apparent that the high number of low volume links (<2,500) explains why the total RMSE is outside the acceptable desired RMSE percentage.

Table 17: RMSE by ADT Count Ranges

Volume Range	Links with Counts	Model RMSE %	Acceptable %
0 - 2,500	1,066	71%	45% - 55%
2,501 - 5,000	409	51%	45% - 55%
5,001 - 10,000	335	29%	35% - 45%
10,001 - 20,000	76	21%	27% - 35%
20,001 - 30,000	18	16%	24% - 27%
0 - 30,000	**1,904**	44%	**32% - 39%**

2040 Traffic forecasts

Following the calibration and validation of the base year model, the next step in the process was to use the calibrated base year model to test future year socioeconomic and roadway system improvement assumptions, and to ultimately determine future year traffic forecasts. For the MIC area, the future forecast year for the 2010 Model Update is 2040. It is assumed that all of the

socioeconomic growth and roadway system improvements in the model will occur by 2040. The 2040 estimated volume presented in this section of the report is directly related to the socioeconomic and roadway system changes expected to occur in the area over the next 30 years.

The level of future roadway system improvements and capacity expansions represent the final piece of information necessary for projecting future traffic volumes.

The 2040 Model forecasts are based on 2040 population and employment forecasts, from which trips are calculated. Production and Attraction Trips summaries are indicated in the trip generation section of this report.

Because travel demand models have some range of error, particularly at the individual link level, 2040 model volumes are adjusted to account for those individual link errors. For links with traffic counts, the absolute difference and the percentage difference between the base year model volumes and the base year traffic counts are averaged and applied to the 2040 model volumes. Since a traffic count is needed, only some links are adjusted.

Table 18 lists system-wide vehicle miles traveled (VMT) and vehicle hours traveled (VHT) for the 2010 base year model and the 2040 conservative scenario and 2040 aggressive scenario models. Given the 2040 growth assumptions, the model estimates an increase in the vehicle miles of travel to increase by 36 percent. The amount of time spent in traveling on the system is estimated to increase by 46 percent. The percentage increase in traffic and travel times is estimated to outpace the 6 percent population growth that is forecast. This is reasonable considering that most of the areas planned to accommodate growth will likely occur on the urban fringe resulting in greater distances between home, jobs, and commercial areas.

Table 18: 2040 Forecast Summary Data

	VHT	VMT
2010	67,894	3,010,946
2040 Conservative	89,766	3,755,722
2040 Aggressive	98,962	4,103,340
% Change	46%	36%

As with all models, the MIC area model was developed with the most current information available. As new information become available, it should be incorporated to the extent possible to further improve and refine the model.

APPENDIX A – Field Definitions

Segment Distance – Segment distance is the length of each link (in miles). This attribute is automatically read by TP+ from the geographic network file, so accuracy in network development is critical in attaining realistic segment distances and reliable travel time calculations. Distance was recalculated in GIS (i.e. ArcMap) to ensure accuracy.

Facility Type (Functional Classification) – This is the type of highway facility that each link represents. The following facility types were used:

- Facility Type 01 = Urban/Rural Interstate
- Facility Type 02 = Urban/Rural Freeway
- Facility Type 03 = Urban/Rural Freeway Ramps
- Facility Type 04 = Urban/Rural Expressway
- Facility Type 11 = Urban Principal Arterial (Other)
- Facility Type 12 = Urban Minor Arterial
- Facility Type 13 = Urban Collector
- Facility Type 14 = Urban Local
- Facility Type 21 = Rural Principal Arterial
- Facility Type 22 = Rural Minor Arterial
- Facility Type 23 = Rural Major Collector
- Facility Type 24 = Rural Minor Collector
- Facility Type 25 = Rural Local
- Facility Type 99 = Zone Centroid Connector

Annual Average Daily Traffic (AADT) – The observed average daily traffic volumes were collected from MnDOT, WisDOT coverage count programs. These traffic counts define the actual traffic conditions to which the traffic modeling results will be compared.

Number of Lanes – The number of through lanes for each link in each direction. Note that this does not include turning lanes at intersections for the purposes of travel demand modeling.

Surrounding Area Type – Area Type indicates the generalized land use surrounding a given link within the network. Table 5.4, from the WisDOT's *Model Inputs Standards Guide*, provides guidance for determining TAZ area types. The Four area type codes used in this model are:

- Area Type 10 = Rural
- Area Type 20 = Suburban
- Area Type 30 = Urban
- Area Type 40 = Dense Urban

Table 5.4: Area Type Definitions

Population (density) by Area Type		Employment (density) by Area Type	
0-500	Rural	0-500	Rural
500-1,000	Suburban	0-5,000	Suburban
1,000-5,000	Urban	5,000-10,000	Urban
5,000+	Dense Urban	10,000+	Dense Urban

- If Employment Type = Dense Urban then Area Type is Dense Urban
- If Employment Type = Urban then Area Type is Urban
- If Employment Type = Suburban AND Population Type = Dense Urban OR Urban then Area Type is Urban
- If Employment Type = Suburban AND Population Type = Suburban OR Rural then Area Type is Suburban
- If Employment Type = Rural AND Population Type = Rural then Area Type is Rural

Lane Capacity – The hourly capacity per lane assigned based on WisDOT's *Model Inputs Standards Guide*. Lane capacity was not used in calculating total daily link capacities, which were provided by MIC staff and MnDOT.

Travel Time – Travel time is calculated along each network roadway link as a function of the segment's distance and model speeds. This refers to non-congested travel time.

Posted Speed Limit – This is the actual speed limit posted on a road by the respective state transportation departments.

Model Speed – This is the speed used in the network to determine travel time on the roadway link. This value is based on a lookup table and may vary from the posted speed limit.

The model speed lookup table used in the MIC model is from WisDOT's *Model Inputs Standards Guide* and is listed below (see Table 5.5). In some situations, these values may have been adjusted within a reasonable range based on specific known roadway characteristics and/or as part of the model calibration process.

Table 5.5: Model Speed Look-up Table

Functional Classification Group	Speed (MPH)			
	Dense Urban	Urban	Suburban	Rural
Interstate	55	65	65	70
Freeway	55	60	60	65
Expressway	40	45	55	65
Principal Arterial	35	40	50	55
Minor Arterial	30	35	45	50
Major Collector	NA	NA	40	45
Minor Collector	NA	NA	40	45
Collector	25	30	35	NA
Local	25	25	25	25
Ramps	35	35	35	35
Centroid	15	15	25	35

Source: WisDOT, STN and Wisconsin Statewide Model

Cross Section Type – The type of roadway cross-section for each link in the network.

- Cross Section 1 = Undivided
- Cross Section 2 = Divided
- Cross Section 3 = Center Turn Lane

Screenline – Screenlines are used to validate models by verifying that major regional traffic flows estimated by the model are consistent with observed regional traffic flows.

Turn Lane Geometry – Turn lane geometry were assigned as follows

- Geo_ID 0 = No Turn Lane
- Geo_ID 1 = Single Left Turn Lane
- Geo_ID 2 = Double Left Turn Lanes
- Geo_ID 3 = Single Right Turn Lane
- Geo_ID 4 = Double Right Turn Lanes
- Geo_ID 5 = Single Left and Right Turn Lanes
- Geo_ID 6 = Double Left and Single Right Turn Lanes
- Geo_ID 7 = Single Left and Double Right Turn Lanes
- Geo_ID 8 = Double Left and Right Turn Lanes

G/C Ratio – Estimated green time to Cycle length.

- Low Signal Priority – GC = .45
- Medium Signal Priority – GC = .50
- High Signal Priority – GC = .55

Intersection Control – The type of Intersection control corresponding to the link approach.

- Control 0 = Freeway Link
- Control 1 = Signalized Intersection
- Control 2 = All Way Stop
- Control 3 = Two Way Stop
- Control 4 = Yield
- Control 5 = No Intersection Control Listed
- Control 6 = Centroid Connector

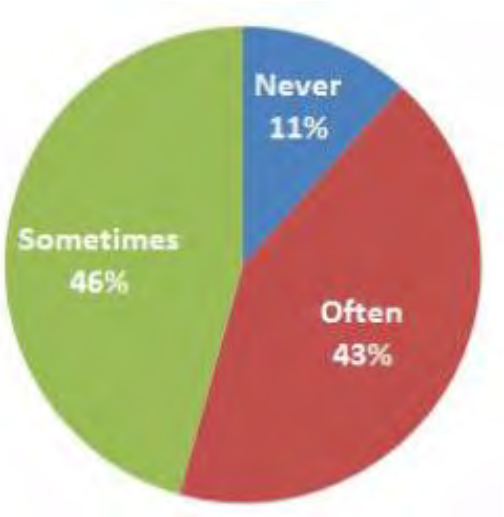
One-way Indicator – An indicator for a one-way or two-way link included in the network. A "0" indicates that a link is two-way, while a "1" indicates the link is a one-way facility.

Appendix G

MetroQuest Phase 1 Survey Travel Mode Questions — Summary of Responses

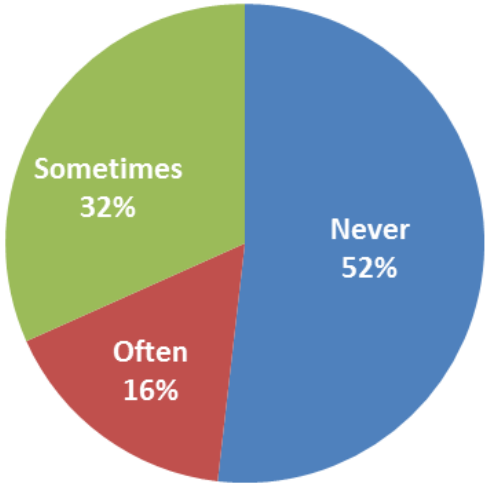
How often have you used the following transportation modes within the past year?

WALK



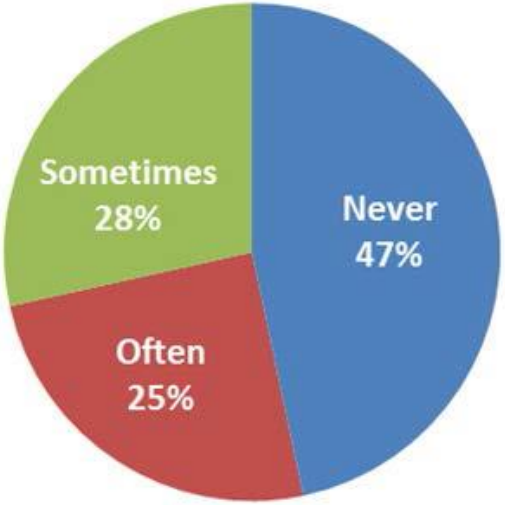
n = 475

BIKE



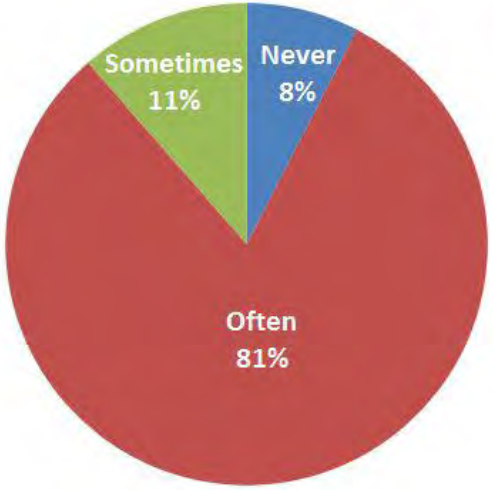
n = 467

BUS OR SHUTTLE



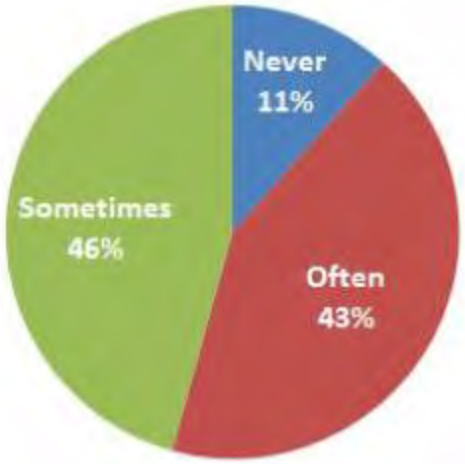
n = 467

AUTOMOBILE



n = 516

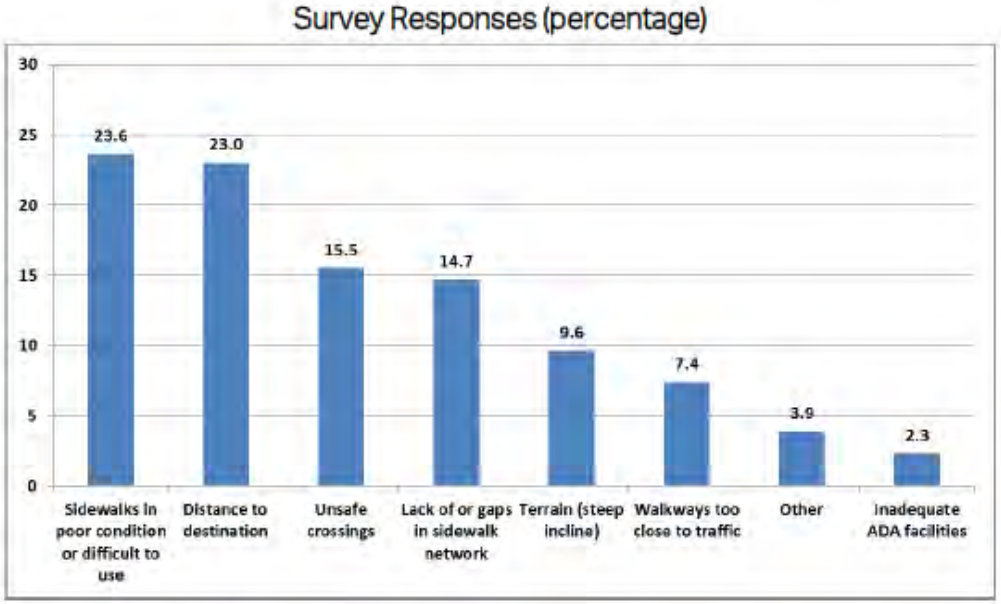
WALK



n = 475

- Which of the following are the most significant challenges or barriers to travel by walking?

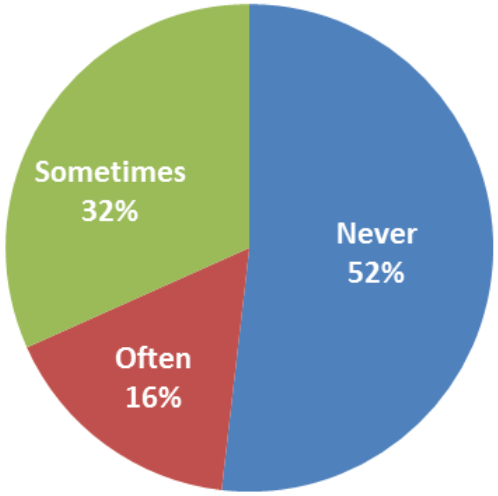
Challenges or Barriers	Count	Percentage
Sidewalks in poor condition or difficult to use	228	23.6
Distance to destination	222	23.0
Unsafe crossings	150	15.5
Lack of or gaps in sidewalk network	142	14.7
Terrain (steep incline)	93	9.6
Walkways too close to traffic	72	7.4
Other	38	3.9
Inadequate ADA facilities	22	2.3
Total	967	100.0



If these barriers were removed:

309 people (of a maximum of 542) said it would generally improve this mode of travel.
173 people (of a maximum of 542) said they would personally walk more often for travel.

BIKE

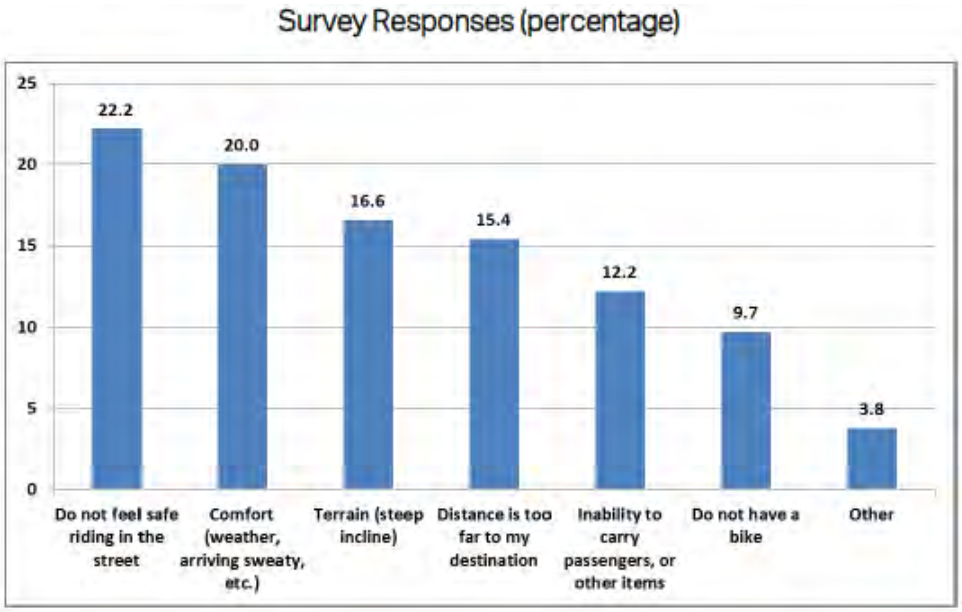


n = 467

- Which of the following are the most significant challenges or barriers to travel by bicycle?

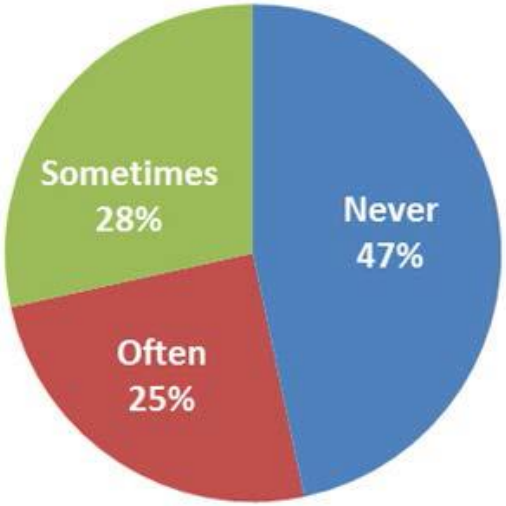
Challenges or Barriers	Count	Percentage
Do not feel safe riding in the street	192	22.2
Comfort (weather, arriving sweaty, etc.)	173	20.0
Terrain (steep incline)	143	16.6
Distance is too far to my destination	133	15.4
Inability to carry passengers, or other items	105	12.2
Do not have a bike	84	9.7
Other	33	3.8
Total	863	99.9

NOTE: Total percentages may not equal 100.0 due to rounding.



If these barriers were removed:
228 people (of a maximum of 542) said it would generally improve this mode of travel.
191 people (of a maximum of 542) said they would personally bike more often for travel.

BUS OR SHUTTLE

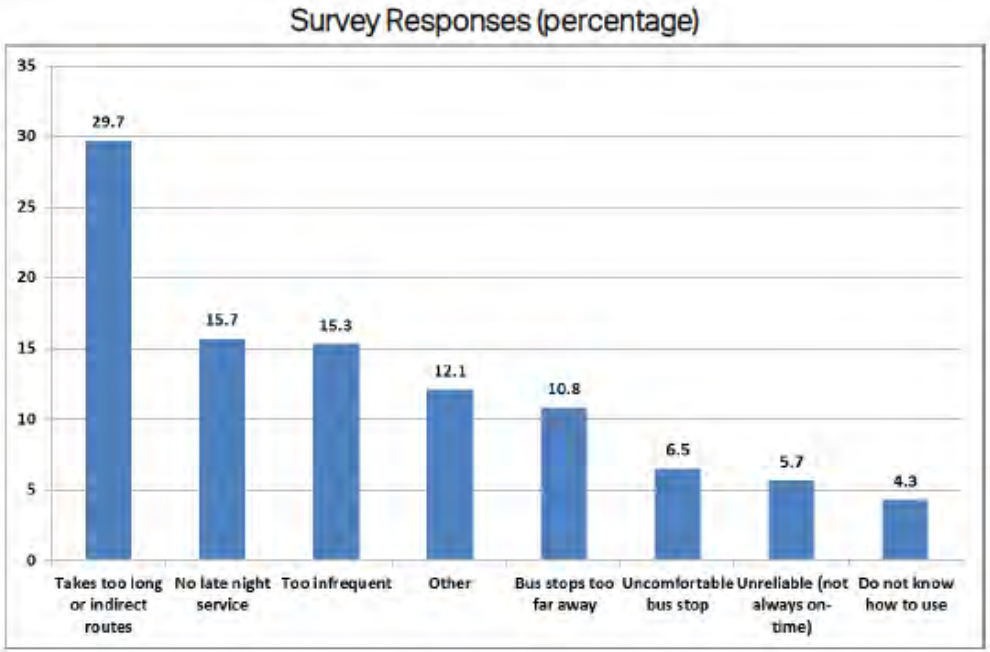


n = 467

- Which of the following are the most significant challenges or barriers to travel by bus or shuttle?

Challenges or Barriers	Count	Percentage
Takes too long or indirect routes	214	29.7
No late night service	113	15.7
Too infrequent	110	15.3
Other	87	12.1
Bus stops too far away	78	10.8
Uncomfortable bus stop	47	6.5
Unreliable (not always on-time)	41	5.7
Do not know how to use	31	4.3
Total	721	100.1

NOTE: Total percentages may not equal 100.0 due to rounding.

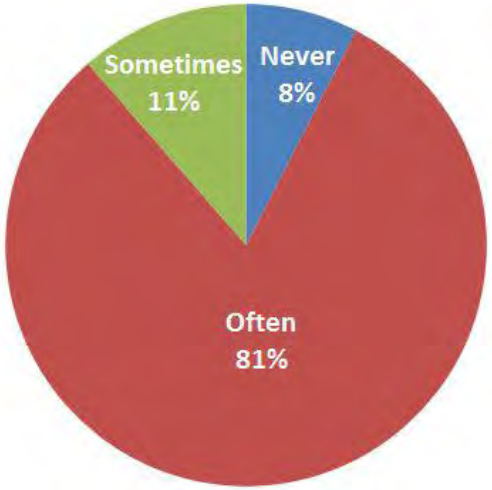


If these barriers were removed:

247 people (of a maximum of 542) said it would generally improve this mode of travel.

156 people (of a maximum of 542) said they would personally use a bus or shuttle more often for travel.

AUTOMOBILE

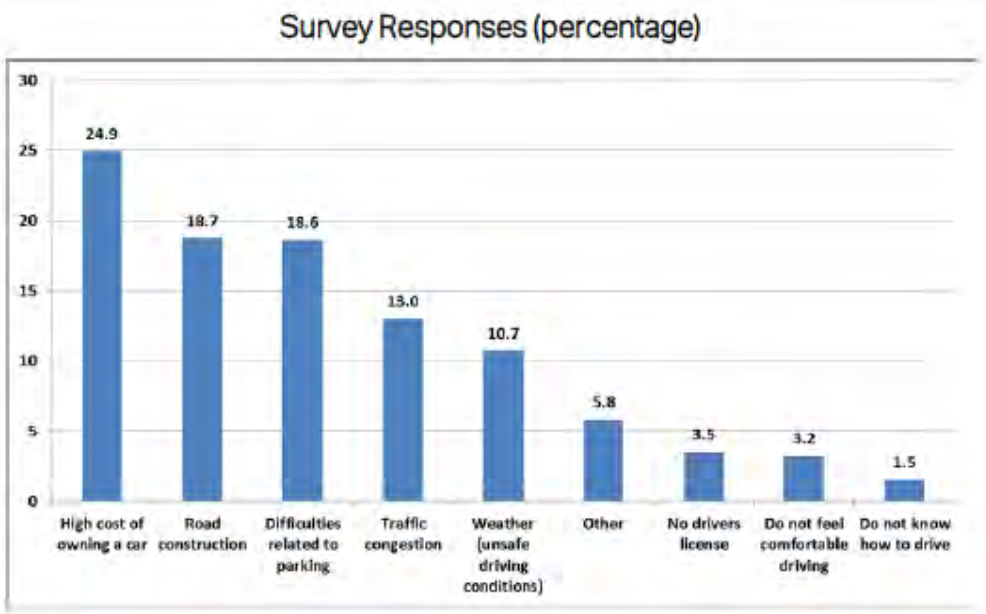


n = 516

- Which of the following are the most significant challenges or barriers to travel by automobile?

Challenges or Barriers	Count	Percentage
High cost of owning a car	197	24.9
Road construction	148	18.7
Difficulties related to parking	147	18.6
Traffic congestion	103	13.0
Weather (unsafe driving conditions)	85	10.7
Other	46	5.8
No drivers license	28	3.5
Do not feel comfortable driving	25	3.2
Do not know how to drive	12	1.5
Total	791	99.9

NOTE: Total percentages may not equal 100.0 due to rounding.



If these barriers were removed:
269 people (of a maximum of 542) said it would generally improve this mode of travel.
113 people (of a maximum of 542) said they would personally use an automobile more often for travel.

Appendix H

Public Participation Initiatives

(Supplement to Chapter 7)

–Advisory Committee and Board Meetings
–Stakeholder & Jurisdictional Consultations
–Public Events and Open Houses
–Promotions, Publicity and Social Media
–Legal Notices

ID	Date	Jurisdiction, Stakeholder, or Event	# of People	Description
1	11/20/2017	City of Hermantown	2	Mike Wenholz met with Eric Johnson and Josh Bergstad to review current and forecasted TAZ housing, employment, and student information in the City of Hermantown.
2	12/5/2017	City of Duluth	1	Mike Wenholz, Ron Chicka, and James Gittemeier met with Adam Fulton to review current and forecasted TAZ housing, employment, and student information in the City of Duluth.
3	12/6/2017	City of Superior	2	Mike Wenholz and Ron Chicka met with Todd Janigo and Jason Serck to review current and forecasted TAZ housing, employment, and student information in the City of Superior.
4	1/16/2018	LRTP Study Committee		Mike Wenholz facilitated the first meeting of the LRTP Study Committee.
5	2/20/2018	LRTP Study Committee		Mike Wenholz facilitated the second meeting of the LRTP Study Committee.
6	4/17/2018	LRTP Study Committee		Mike Wenholz facilitated the third meeting of the LRTP Study Committee.
7	4/19/2018	ARDC Commission		Ron Chicka, Mike Wenholz, Chris Belden, and James Gittemeier gave a presentation on Sustainable Choices 2045 to the Commission.
8	5/11/2018	7th Annual Mayor's Bike Luncheon	100	Chris Belden and Mike Wenholz manned a Sustainable Choices 2045 promotional table, handed out flyers and asked people to take the Phase 1 survey, and answered questions. Assisted several people in taking the survey.
9	5/15/2018	TAC	13	Mike Wenholz, Chris Belden, and James Gittemeier gave a presentation on Sustainable Choices 2045 to the TAC.
10	5/16/2018	City of Duluth Public Arts Commission	1	James Gittemeier met with Jason Hale (a business developer, and a Duluth Economic Development Authority and Public Arts Liaison) to discuss transportation issues and get input into the LRTP.
11	5/16/2018	MIC Board	10	Mike Wenholz, Chris Belden, and James Gittemeier gave a presentation on Sustainable Choices 2045 to the MIC Board.
12	5/18/2018	Bike to Work Day		Chris Belden and Mike Wenholz manned a Sustainable Choices 2045 promotional table, handed out flyers and asked people to take the Phase 1 survey, and answered questions.
13	5/22/2018	Ecolibrium 3	1	James Gittemeier met with Shannon Laing (Director of Partnership Development) to discuss transportation issues and get input into the LRTP.
14	5/30/2018	DTA Board Meeting		Chris Belden led a Sustainable Choices 2045 Intro Session.
15	6/5/2018	One Roof Housing		James Gittemeier met to discuss Hillside transportation issues.
16	6/6/2018	Stakeholder Meeting with HTAC	42	Mike Wenholz led a Sustainable Choices 2045 Intro Session, including getting answers and explanations to two Port-related transportation questions.
17	6/6/2018	Stakeholder Meeting with City of Duluth Commission on Disabilities	7	Mike Wenholz led a Sustainable Choices 2045 Intro Session, including getting answers and explanations to two transportation questions related to people with disabilities.
18	6/7/2018	Community Action Duluth	26	Jenny Van Sickle and Mike Wenholz summarized Sustainable Choices 2045, handed out fliers, and asked everyone to take the Phase 1 survey.

19	6/9/2018	Monarch Butterfly Community Festival		James Gittemeier tabled at the annual Monarch Butterfly Festival, and participated in a session on MNDOT Roadside Vegetation Management/Environmental Stewardship discussing the I35 Monarch Highway Project.
20	6/11/2018	Stakeholder Meeting with ARC Northland	11	Mike Wenholz led a Sustainable Choices 2045 Intro Session, including getting answers and explanations to two transportation questions related to people with disabilities.
21	6/20/2018	Stakeholder Meeting with SOAR Career Solutions	12	Mike Wenholz led a Sustainable Choices 2045 Intro Session, including getting answers and explanations to two transportation questions related to career development & sustainable employment.
22	6/20/2018	AAAA and ARDC		Mike Wenholz gave a brief intro to Sustainable Choices 2045 and the survey.
23	6/21/2018	Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior	1	Mike Wenholz met with Taylor Pedersen (CEO) as an intro to the MIC and Sustainable Choices 2045 and the survey.
24	6/22/2018	Lincoln Park Solstice Street Party	60	Chris Belden, James Gittemeier, and Mike Wenholz staffed a Sustainable Choices 2045 promotional table, handed out flyers and asked people to take the Phase 1 survey, and answered questions. Several people added comments on a paper response sheet.
25	6/27/2018	Stakeholder Meeting with Duluth Community School Collaborative	7	Mike Wenholz gave a brief intro to Sustainable Choices 2045 and the survey. Handed out two basic questions that they will answer and submit.
26	7/11/2018	Downtown Duluth Sidewalk Days	79	MIC staff members staffed a Sustainable Choices 2045 promotional table, handed out flyers and asked people to take the Phase 1 survey, and answered questions. Received 29 surveys and 138 responses to a 5-option Transportation Priorities dot survey.
27	7/12/2018	Downtown Duluth Sidewalk Days	147	MIC staff members staffed a Sustainable Choices 2045 promotional table, handed out flyers and asked people to take the Phase 1 survey, and answered questions. Received 52 surveys 248 responses to a 5-option Transportation Priorities dot survey.
28	7/13/2018	Downtown Duluth Sidewalk Days	98	MIC staff members staffed a Sustainable Choices 2045 promotional table, handed out flyers and asked people to take the Phase 1 survey, and answered questions. Received 28 surveys 216 responses to a 5-option Transportation Priorities dot survey.
29	7/5/2018	General Public - Duluth News Tribune		Brief article published online at https://www.duluthnewstribune.com/news/traffic-and-construction/4468799-transportation-survey-open-public
30	7/6/2018	General Public - Almanac North		Mike Wenholz was interviewed on live weekly program on local PBS station to explain the LRTP survey.
31	7/11/2018	Stakeholder Meeting with Duluth LISC Local Advisory Board	13	Wenholz led a Sustainable Choices 2045 Intro Session, including getting answers and explanations to two transportation questions related to forging a resilient and inclusive community of opportunity.
32	7/15/2018	Lincoln Park Meet on the Street	61	James Gittemeier staffed a Sustainable Choices 2045 promotional table, handed out flyers and asked people to take the Phase 1 survey, and answered questions. Received 29 surveys.
33	8/14/2018	LRTP Study Committee		Mike Wenholz facilitated the fourth meeting of the LRTP Study Committee.
34	8/15/2018	MIC Board		Mike Wenholz gave a presentation to summarize the first rounds of public involvement, and a basic demographic-

				based summary of the MetroQuest Phase 1 survey results.
35	10/11/2018	DTA Customer Appreciation Day	40	Mike Wenholz and Rondi Watson staffed a Sustainable Choices 2045 promotional table, displayed mode results from the Phase 1 survey, and answered questions. Received 118 responses to a 5-option Transportation Priorities dot survey.
36	10/16/2018	LRTP Study Committee/TAC Meeting		Mike Wenholz gave a presentation to share an overview of the proposed MetroQuest Phase 2 survey, and a summary of our participation at the DTA Customer Appreciation Day.
37	10/17/2018	MIC Board		Mike Wenholz gave a presentation to share an overview of the proposed MetroQuest Phase 2 survey, and a summary of our participation at the DTA Customer Appreciation Day.
38	12/11/2018	LRTP Study Committee/TAC Meeting		Mike Wenholz gave a presentation to provide an update on the status of the live MetroQuest Phase 2 survey.
39	12/12/2018	MIC Board		Mike Wenholz gave a presentation to provide an update on the status of the live MetroQuest Phase 2 survey.
40	12/19/2018	General Public - table at the DTC	100	Mike Wenholz and James Gittemeier staffed a Sustainable Choices 2045 promotional table, and answered questions. Received 73 completed paper copies of the survey.
41	1/15/2019	LRTP Study Committee/TAC Meeting		Mike Wenholz gave a presentation to share a summary of the MetroQuest Phase 2 survey results, and a timeline for the completion of the LRTP.
42	1/16/2019	MIC Board		Mike Wenholz gave a presentation to share a summary of the MetroQuest Phase 2 survey results, and a timeline for the completion of the LRTP.
43	2/19/2019	LRTP Committee		Mike Wenholz facilitated the fifth meeting of the LRTP Committee (formerly LRTP Study Committee).
44	3/19/2019	LRTP Committee		Mike Wenholz facilitated the sixth meeting of the LRTP Committee (formerly LRTP Study Committee).
45	3/20/2019	MIC Board		Mike Wenholz gave a presentation and facilitated a discussion about what the dot survey results taught us.
46	4/22/2019	LRTP Consultation with City of Rice Lake	2	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
47	4/23/2019	LRTP Consultation with MnDOT	3	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
48	4/24/2019	joint LRTP Consultation with WisDOT and Douglas County	6	Mike Wenholz and James Gittemeier facilitated a joint LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
49	4/25/2019	LRTP Consultation with St Louis County	4	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
50	4/25/2019	LRTP Consultation with City of Hermantown	4	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
51	4/29/2019	LRTP Consultation with City of Proctor	1	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.

52	4/16/2019	LRTP Committee		Mike Wenholz facilitated the sixth meeting of the LRTP Committee (formerly LRTP Study Committee).
53	4/17/2019	MIC Board		Mike Wenholz presented highlights of draft Chapter 3 and the latest updates and timeline. Ricky Sarran gave a short presentation on the Level of Service maps (2018 and 2045).
54	5/1/2019	LRTP Consultation with Duluth Transit Authority	3	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
55	5/1/2019	LRTP Consultation with City of Superior	3	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
56	5/2/2019	Stakeholder Meeting with BPAC	14	Mike Wenholz presented on Sustainable Choices 2045, shared relevant data, and facilitated getting answers and explanations to two transportation questions related to the BPAC mission.
57	5/6/2019	LRTP Consultation with City of Duluth	3	Mike Wenholz and James Gittemeier facilitated a LRTP jurisdictional consultation, starting with a quick overview of the vision and goals of the LRTP, and a summary of the dot surveys.
58	5/14/2019	LRTP Committee		Mike Wenholz facilitated the seventh meeting of the LRTP Committee (formerly LRTP Study Committee).
59	5/15/2019	MIC Board		Mike Wenholz presented draft project lists and discussed highlights from jurisdictional consultations, and the latest updates and timeline.
60	5/16/2019	LRTP Consultation with Duluth Area Townships	23	Mike Wenholz facilitated a LRTP jurisdictional consultation, starting with a quick overview of the MIC and the LRTP, and a summary of the vision and goals of the LRTP, key data and information, and results of the dot surveys.
61	5/29/2019	LRTP Presentation to the DTA Board	22	James Gittemeier gave an LRTP update presentation to the DTA Board and provided transit-related comments received during partner group meetings and from MetroQuest Phase 1 Page 3 responses.
62	6/5/2019	Stakeholder Consultation with HTAC	34	Mike Wenholz led a Sustainable Choices 2045 Update, including getting answers and explanations to two Port-related transportation questions.
63	6/18/2019	LRTP Committee		Mike Wenholz shared the status of draft LRTP chapters, need for all final revisions to the LRTP project list, and jurisdictional consultations. Need for a July LRTP Committee meeting and Jim Foldesi April comments were discussed.
64	6/20/2019	Natural & Historic Resources/Human Services Consultation	5	Mike Wenholz and James Gittemeier facilitated a LRTP consultation, starting with a quick overview of the goals and some key points of the LRTP and discussed the draft project list. Participants were asked to share concerns, comments, and ask questions.
65	6/25/2019	MIC Board		Mike Wenholz provided a brief status summary of the LRTP work to date, and asked for approval to release the LRTP for a 30-day Public Comment Period starting July 29.
66	6/26/2019	Natural & Historic Resources/Human Services Consultation	1	Mike Wenholz and James Gittemeier facilitated a LRTP consultation, starting with a quick overview of the goals and some key points of the LRTP and discussed the draft project list. Participants were asked to share concerns, comments, and ask questions.

67	7/23/2019	LRTP Committee		Mike Wenholz facilitated a final discussion of the draft LRTP chapters and appendices prior to releasing the draft for the 30-day Public Comment Period.
68	8/1/2019	Stakeholder Meeting with BPAC	11	Mike Wenholz presented on the status of Sustainable Choices 2045. It is in draft and out for public review and comment. Mike highlighted a few key aspects of the plan and answered several questions.
69	8/8/2019	Public Comment Period Open House - Duluth	10	MIC staff facilitated the Open House of the Draft LRTP. Pertinent details and key takeaways of the plan were shared via scrolling slide show, placards, interactive maps, handouts, and discussion with participants. Comment forms were made available.
70	8/20/2019	LRTP Committee		Mike Wenholz shared a status update of the LRTP Public Comment Period and Open Houses.
71	8/21/2019	MIC Board		Mike Wenholz shared a status update of the LRTP Public Comment Period and Open Houses.
72	8/22/2019	Public Comment Period Open House - Superior	2	MIC staff facilitated the Open House of the Draft LRTP. Pertinent details and key takeaways of the plan were shared via scrolling slide show, placards, interactive maps, handouts, and discussion with participants. Comment forms were made available.
73	8/28/2019	LRTP consultation discussion with MnDOT and FHWA	3	Mike Wenholz, Ron Chicka, Bobby Retzlaf, Bryan Anderson, and Andrew Emanuele discussed the drat LRTP project list (especially regarding the Blatnik Bridge), fiscal constraint, and need to show baseline values for the performance measures.
74	8/30/2019	LRTP consultation discussion with WisDOT	2	Mike Wenholz, James Gittemeier, Ricky Sarran, Diane Paoni, and Dena Ryan discussed the draft LRTP project list (regarding the Blatnik Bridge) and fiscal constraint, and how to revise and move forward.
75	9/10/2019	LRTP consultation discussion with WisDOT	1	Mike Wenholz and Dena Ryan discussed the draft LRTP project list (regarding the Blatnik Bridge) and fiscal constraint, and how to revise and move forward.
76	9/11/2019	LRTP consultation discussion with WisDOT	1	Mike Wenholz, Ron Chicka, and Diane Paoni discussed the draft LRTP project list (regarding the Blatnik Bridge) and fiscal constraint, and how to revise and move forward.
77	9/17/2019	LRTP Committee		Mike Wenholz gave a final summary and update of the LRTP (before asking for approval), including key takeaways and approaches, primary differences from past LRTPs, significant comments received during the public comment period, and last steps.
78	9/18/2019	MIC Board		Mike Wenholz gave a final summary and update of the LRTP (before asking for approval), including key takeaways and approaches, primary differences from past LRTPs, significant comments received during the public comment period, and last steps.

Interagency Consultations

A good-faith effort was made to meet with every MIC-area jurisdiction. Interagency Consultations were held with the following jurisdictions in April and May, 2019:

Jurisdiction	Date
City of Rice Lake	4/22/2019
Minnesota DOT	4/23/2019
Wisconsin DOT and Douglas County	4/24/2019
St. Louis County	4/25/2019
City of Hermantown	4/25/2019
City of Proctor	4/29/2019
Duluth Transit Authority (DTA)	5/1/2019
City of Superior and Area Townships & Villages	5/1/2019
City of Duluth	5/6/2019
Duluth Area Townships	5/16/2019

The purpose of the consultations was for each jurisdiction to learn about the vision and goals of the Long Range Transportation Plan (LRTP), and several key take-aways found in Chapter 4. It also served as an opportunity for the jurisdiction to share its transportation needs, desires, and plans to be considered for inclusion within the LRTP. The jurisdiction was asked to share any known project ideas or suggestions for future additional study within the next 25 years. Finally, the jurisdiction was asked to state which of the five planning perspectives/goals of *Sustainable Choices 2045* would be key drivers of each project idea or suggested study.

MIC staff also met with staff of the City of Hermantown (11/20/2017), the City of Duluth (12/5/2017), and the City of Superior (12/6/2017) to discuss anticipated changes in residential, commercial, and education land uses and numbers, in order to revise traffic analysis zone (TAZ) values for use in updating the MIC's traffic demand model (TDM).

MIC staff also met with MnDOT and FHWA (8/28/2019) and WisDOT (8/30/2019, 9/10/2019, and 9/11/2019) as follow-up consultation discussions primarily to discuss necessary revisions in regard to fiscal constraint concerns in the draft plan.

Stakeholder Meetings and Consultations

A good-faith effort was made to meet with as many pertinent stakeholders as possible. Offers were extended to a wide variety of groups and organizations to discuss how transportation issues impact their mission. The following stakeholders accepted those invites and participated in meetings or consultations with MIC staff in 2018 and 2019:

Stakeholder	Date	# of Participants
City of Duluth Public Arts Commission	5/16/2018	1
Ecolibrium 3	5/22/2018	1
Duluth Transit Authority (DTA) Board	5/30/2018	
One Roof Housing	6/5/2018	
Harbor Technical Advisory Committee (HTAC)	6/6/2018	42
City of Duluth Commission on Disabilities	6/6/2018	7
ARC Northland	6/11/2018	11
SOAR Career Solutions	6/20/2018	12
Superior-Douglas County Area Chamber of Commerce and Travel Superior	6/21/2018	1
Duluth Community School Collaborative	6/27/2018	7
Duluth LISC Local Advisory Board	7/11/2018	13
Bicycle Pedestrian Advisory Committee (BPAC) Consultation	5/2/2019	14
Duluth Transit Authority (DTA) Board	5/29/2019	22
Harbor Technical Advisory Committee (HTAC) Consultation	6/5/2019	34
Natural & Historic Resources/Human Services Consultation	6/20/2019	5
Natural & Historic Resources/Human Services Consultation	6/26/2019	1
Stakeholder Meeting with BPAC	8/1/2019	11

Stakeholder Meetings in 2018

The purpose of the stakeholder meetings held in 2018 was to share the vision and an overview of the LRTP and some key perspectives, and to receive feedback to two questions:

1. How well does the existing Duluth-Superior area transportation system [help your organization meet its mission or goals – the question was tailored to each specific organization]?
2. Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to [help your organization meet its mission or goals – the question was tailored to each specific organization]?

Stakeholder Consultations and Meetings in 2019

The purpose of the stakeholder meetings held in 2019 was to share the vision and goals of the LRTP, provide an overview of the LRTP being drafted, and highlight the key take-aways from data collected and feedback received. Stakeholders were given the opportunity to ask questions and provide feedback. Additionally, participants at the June 2019 HTAC meeting were asked to respond to the following two questions:

1. Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function?
2. What additional port-related transportation projects should be considered?

LRTP Committee & MIC Board Meetings

The purpose of the LRTP Committee meetings was to share the vision and goals of the LRTP, provide an overview of each LRTP chapter drafted, highlight the key take-aways from data collected and feedback received, and to ask for feedback and desired revisions for all aspects of the LRTP being developed. The LRTP Committee was generally given drafts of chapters, appendices, and other materials to review outside of meetings. The MIC Board was provided much the same information as the LRTP Committee, but in a much more condensed and summarized form. The Board was appraised of primary comments and suggestions of the LRTP Committee. Both the LRTP Committee and MIC Board were kept abreast of the status and timelines of the entire LRTP development process. The following were LRTP Committee and MIC Board meetings at which the development of the LRTP was discussed:

Meeting	Date	Meeting	Date
LRTP Study Committee	1/16/2018	LRTP Committee	3/19/2019
LRTP Study Committee	2/20/2018	MIC Board	3/20/2019
LRTP Study Committee	4/17/2018	LRTP Committee	4/16/2019
TAC	5/15/2018	MIC Board	4/17/2019
MIC Board	5/16/2018	LRTP Committee	5/14/2019
LRTP Study Committee	8/14/2018	MIC Board	5/15/2019
MIC Board	8/15/2018	LRTP Committee	6/18/2019
LRTP Study Committee	10/16/2018	MIC Board	6/25/2019
MIC Board	10/17/2018	LRTP Committee	7/23/2019
LRTP Study Committee	12/11/2018	LRTP Committee	8/20/2019
MIC Board	12/12/2018	MIC Board	8/21/2019
LRTP Study Committee	1/15/2019	LRTP Committee	9/17/2019
MIC Board	1/16/2019	MIC Board	9/18/2019
LRTP Committee	2/19/2019		

The Sustainable Choices 2045 (LRTP) Committee is the Transportation Advisory Committee (TAC), and meets as a segment of regular TAC meetings. The purpose of these LRTP Committee meetings is to share the most relevant and pertinent details of draft chapters of the LRTP to help prepare the TAC members to best be able to review them. It is also a time for MIC staff to receive input to assist in developing the LRTP. Time will be built into the meetings to allow for input and discussion, as well as potentially an occasional interactive activity, as appropriate.

Month	Topics & Overview
February	Vision, Goals, Objectives, & Strategies (basis of what will be Chapter 2) • Which to include - discussion • Explain role of Strategies and Tactics – input and discussion • Explain proposed Implementation Strategy – input and discussion Release and Review of Draft Chapters (process moving forward) • Explain • Provide comments by a deadline • Call or ask for a meeting to discuss
March	Overview of Basic Draft Chapters • Chapters 1 (Welcome) and 3 (Planning & Policy) Share Summary of Most Important Trends, Projections, Etc. • Chapter 4 • Explain relevance to vision, goals, and objectives Start to Share Survey Results • Appendices B, C, D, and what will be in Chapter 6
April	Share Summary of Most Important Survey Results • Approximately Chapter 6 of LRTP, and Appendices B, C, D • Explain relevance to vision, goals, and objectives • Traffic Demand Model (TDM) results – see Appendix F for TDM documentation • Integrate Survey Results with Key Trends & Socioeconomic Projections and TDM results
May	Summary of Multimodal Transportation Network • Chapter 5 • Movement of People & Freight – by Mode • Identify Strengths, Weaknesses/Barriers, Future Needs & Opportunities, Future Threats Projects and Funding • Chapter 7 • Explain highlights and summarize – especially changes, why the changes, how the changes help meet vision, goals, etc., and an overview of how all this works together • Input and discussion

June	Projects and Funding (Chapter 7) • Continued input and discussion, if needed Public Engagement Summary • Chapter 8 and Appendix E • Provide an overview and share highlights, Meeting the Public Involvement Plan (PIP)
July (no mtg)	Draft Plan for Public Review and Comment • Open Month-long Public Review & Comment Period Mid-Late July
August	Summary of Public Comments and Public Outreach Event • Discuss final revisions and last steps towards completion and approval
September	Final Sustainable Choices 2045 • Share details about major changes made from Draft to Final version • Request MIC Board to Approve/Adopt the Plan

Public Events

MIC staff promoted the LRTP at numerous public events, both large and small. The purpose of participating in these events was to share the vision and an overview of the LRTP, share and explain and some key perspectives, ask people to participate in the planning perspective priority dot survey, promote the online surveys, and/or receive any general feedback and comments people wanted to provide.

Stakeholder	Date	# of Participants
7th Annual Mayor's Bike Luncheon	5/11/2018	100
Bike to Work Day	5/18/2018	
Lincoln Park Solstice Street Party	6/22/2018	60
Downtown Duluth Sidewalk Days	7/11/2018	79
Downtown Duluth Sidewalk Days	7/12/2018	147
Downtown Duluth Sidewalk Days	7/13/2018	98
General Public - Duluth News Tribune	7/5/2018	
General Public - Almanac North	7/6/2018	
Lincoln Park Meet on the Street	7/15/2018	61
DTA Customer Appreciation Day	10/11/2018	40
General Public - table at the DTC	12/19/2018	100
Public Comment Period Open House - Duluth	8/8/2019	10
Public Comment Period Open House - Superior	8/22/2019	2

Transportation survey open to public

duluthnewstribune.com/news/traffic-and-construction/4468799-transportation-survey-open-public

July 5, 2018

The first of two surveys allowing the public to weigh in on the future of transportation in the Northland is available online now through July 15, said the Duluth-Superior Metropolitan Interstate Council in a news release this week.

The survey is part of Sustainable Choices 2045, the council's long-range transportation plan. It can be found online at sustainable2045.metroquest.com and takes about 15 minutes to complete.

"We are working to keep the region moving, realizing there are many needs but limited resources," said Mike Wenholz, senior transportation planner. "We will need to make wise choices in how we build and maintain a transportation system so that it is economically, socially and environmentally sustainable over time. (Citizens) can help shape those choices by answering the survey."

The MIC is a federally designated planning organization for the Twin Ports and one of 50,000 nationwide working with local governments to identify transportation needs and solutions. MIC members locally includes elected officials and citizen representatives from Duluth, Superior, Proctor, Hermantown, Rice Lake and surrounding townships.

LRTP Consultation Request Emails Sent 4/9/19 (Follow-Up Emails sent 4/15/19)

Sustainable Choices 2045

Duluth-Superior Long-Range Transportation Plan

The Duluth-Superior Metropolitan Interstate Council (MIC) is updating its Long Range Transportation Plan (LRTP) to provide a planning foundation for a multi-modal transportation system that safely and efficiently moves people and freight, within the constraints of funding the region can reasonably expect to receive. This is a federally required planning document with a twenty five-year planning horizon, and is updated every five years.

We are contacting you to schedule a consultation to discuss the transportation projects to be implemented by your jurisdiction from 2020-2045. In addition to developing the required project list, we welcome the opportunity to discuss the direction and goals of the LRTP relative to your planned projects.

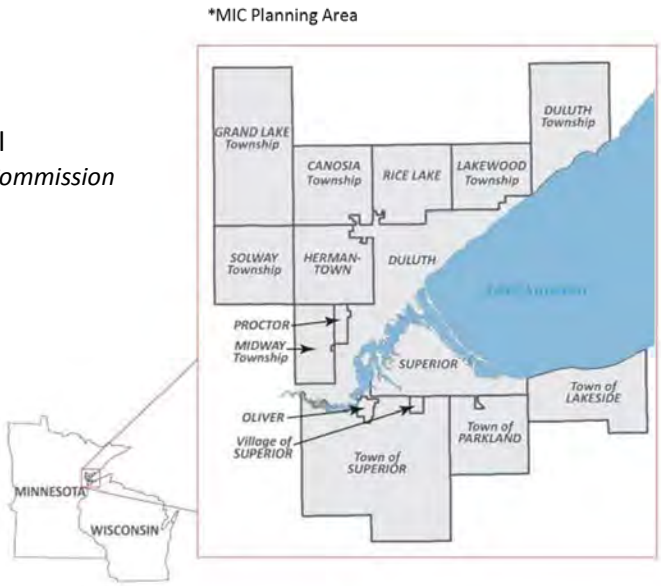
Please use this link to indicate your availability for a one-hour meeting in late April or early May:
URL to Doodle date poll

Please also let me know if you would like to make any changes to the people in your organization that we meet with, i.e., those included in this email. We are primarily working with our contacts from the Transportation Advisory Committee, but recognize there may be other individuals who should be included in this consultation.

Thank you,

Rondi Watson
Planning Communications Coordinator
Duluth-Superior Metropolitan Interstate Council
A division of the Arrowhead Regional Development Commission

221 West First Street, Duluth MN 55802
218-529-7511 / rwatson@ardc.org
www.dsmic.org



LRTP 2045 Consultation Schedule

Jurisdictions: April 22 – May 3, 2019

Participants: Engineer(s) + City Administrator + City Planner / 90" each

1. City of Duluth
2. City of Superior
3. City of Hermantown
4. City of Proctor
5. City of Rice Lake
6. St. Louis County
7. Duluth Area Townships
8. Douglas County and Superior Area Townships and Villages
9. MnDOT
10. WisDOT
11. Duluth Transit Authority

Other Required Stakeholders: May 29 – June 7, 2019

1. Natural Resources – MN and WI DNR
2. Tribal and Federal Lands
3. Historical Preservation
4. Non-motorized (active) Transportation
5. Business and Economic Development Interests; Tourism
6. Education Interests (Colleges and K-12)
7. Multimodal Freight
8. Private Transportation Providers
9. Human Services: Low-Income / Minority Communities
10. Human Services: Disabled/Elderly Communities

MIC Advisory Committees:

1. BPAC – May 2nd
2. HTAC – June 5th

Metropolitan Interstate Council
Long Rang Transportation Plan (*Sustainable Choices 2045*) Jurisdictional Consultations
April 2019

OVERVIEW

As the Duluth-Superior area Metropolitan Planning Organization, the Metropolitan Interstate Council (MIC) is federally mandated to facilitate transportation policy-making that includes area representatives from local government and transportation authorities. The MIC prepares a long range transportation plan (LRTP) that guides the area-wide transportation system for the next 25 years in an integrated manner. The MIC must update the LRTP at least once every five years. As a part of the process of updating the LRTP, the MIC meets with the area's jurisdictions to discuss and learn about current and future transportation needs and plans within the jurisdictions. This consultation is an opportunity to learn the vision and goals of the LRTP, and to share your jurisdiction's transportation needs, desires, and plans for inclusion within *Sustainable Choices 2045*.

AGENDA

Overview (10 minutes)

- Why are we here? – an overview of this jurisdictional consultation
- Summary of vision, goals, and objectives of *Sustainable Choices 2045*
- Must meet 10 federally-required factors

Discussion (45 minutes)

- Jurisdiction shares proposed or needed regionally-significant transportation projects
- How does each project meet the following planning perspectives the goals of *Sustainable Choices 2045* are based on:
    - Health of people and the environment
    - Livable communities and equity
    - Safety
    - Moving people and goods
    - Economic vitality
- Are any future studies needed?
- How can transportation investments in your jurisdiction be maximized?

Wrap Up (5 minutes)

Jurisdiction: _____

Proposed or needed regionally-significant transportation projects:

1.

2.

3.

4.

5.

Which planning perspectives the goals of *Sustainable Choices 2045* are based on are the focus of each project:

Project	Health of People & the Environment	Livable Communities & Equity	Safety	Moving People & Goods	Economic Vitality

Are any future studies needed? If so, where?

LRTP 2045 – Human Services / Resources Preservation Consultations
Request Email sent 5/23/19

TO: Lists 773 / 774
FROM: Rondi Watson

Consultation Request: Review of Proposed Transportation Projects in the Greater Duluth-Superior Area

Sustainable Choices 2045
Duluth-Superior Long-Range Transportation Plan

Hello, I'm contacting you as a stakeholder for an agency, group or organization with a mission related to human services, transportation equity and/or people with mobility challenges in our community.

The Duluth-Superior Metropolitan Interstate Council (MIC) is updating its Long Range Transportation Plan to establish the vision and goals for a well-maintained, accessible, multi-modal transportation system that safely and efficiently moves people and freight for the next 25 years.

The heart of the Plan is a listing of the federally-funded transportation projects proposed by the state DOTs, counties, cities and townships within the greater metropolitan area of Duluth and Superior, to be implemented from 2020-2045. **You are being contacted to make your agency aware of these projects, and to encourage you to review and discuss them with us:**

- We are particularly interested in understanding any possible environmental, social, and/or economic impacts of these proposed projects, from the perspective of your agency and its mission.
- We are also interested in knowing if the transportation issues and goals we've identified reflect the issues and goals identified by your agency and its constituents.

You have several options to get this information, including:

1. **Visit our Sustainable Transportation 2045 web page** at https://dsmic.org/planning/long-range/ to view the interactive map of proposed projects (Click on the "Map" tab).
   You can use the "layers" tab in the upper right corner to toggle on and off views of information about environmentally sensitive areas, low-income and minority populations, etc.
2. **Attend one of our Long Range Transportation Plan consultation meetings, scheduled for:**
   Thursday, June 20, 2019
   2:30 -3:30 pm
   Arrowhead Regional Development Commission – 1st Floor Conference Room
   221 West First Street, downtown Duluth

Arrowhead Regional Development Commission – 1st Floor Conference Room
221 West First Street, downtown Duluth
and
Wednesday, June 26, 2019
2:30 -3:30 pm
Arrowhead Regional Development Commission – 1st Floor Conference Room
221 West First Street, downtown Duluth

3. **Contact MIC Senior Planner Wenholz** by phone at (218) 529-7573 or by email at mwenholz@ardc.org.

MORE INFORMATION

What is the MIC?

- The MIC, a division of the Arrowhead Regional Development Commission (ARDC) is a federally-designated Metropolitan Planning Organization. MPOs have the responsibility to ensure that transportation infrastructure investments are coordinated, prioritized and analyzed from a metropolitan-wide perspective.

What is a Metropolitan Planning Organization (MPO)?

- Exist in all regions with an urban population over 50,000
- Purpose is to ensure that their regions work together to solve transportation system issues/problems
- Largely funded by federal gas tax revenues

Long-Range Transportation Project List

- Looks out 25 years (2020-2045)
- Includes all federally funded transportation projects
- Includes regionally significant projects (even non-federally funded)

Why Consultation?

- To give agencies, groups or organizations with interests in environmental and historic preservation, and low-income, minority, aging and disabled populations a meaningful opportunity for input into the transportation needs for the Duluth-Superior area for the next 25 years.

- The National Environmental Policy Act (NEPA) requires federally-funded agencies to consider environmental effects that include, among others, impacts on social, cultural, and economic resources, as well as natural resources. Citizens often have valuable information about places and resources that they value and the potential environmental, social, and economic effects that proposed federal actions may have on those places and resources, as well as a discussion of any potential environmental mitigation activities.


Sustainable Choices 2045
Duluth-Superior Long-Range Transportation Plan
Draft plan open for public comment through August 30
View the draft document online:
bit.ly/LRTP2045draft
Stop by an open house meeting:
Thurs, Aug. 8, 3:30-6:00 pm
Duluth Folk School, 1917 W Superior St
Thurs, Aug. 22, 3:30-6:00 pm
Superior Public Library, 1530 Tower Ave

Client:

DULUTH-SUPERIOR METROPOLITAN INTERSTATE

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Fax:

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DULUTH, MN 55802

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NOTICE OF 30-DAY PUBLIC COMMENT PERIOD

The Duluth-Superior Metropolitan Interstate Council (MIC), located at the Arrowhead Regional Development Commission in Duluth, has prepared a Draft Long Range Transportation Plan (LRTP) for the Duluth-Superior Metropolitan Area. The Draft LRTP establishes long-term planning goals and objectives for transportation in the area. The plan also includes a list of transportation improvement projects planned to occur within the metropolitan area over the next twenty five years. Public comments are being taken from July 29 through August 30, 2019 on the plan's content and the proposed projects. To view the Draft LRTP, "Sustainable Choices 2045," visit www.dsmic.org/planning/long-range. The plan can also be accessed at the main Duluth and Superior public libraries, and accommodations can be made for the visually impaired upon request. To comment, contact Mike Wenholz, who is taking all public comments on the document, at 218-529-7573. (Free TTY services are available through Minnesota Relay at 800-627-3529). Comments and questions are also welcomed at either of two public information sessions being held Thursday, August 8, from 3:30 p.m. to 6:30 p.m. at the Duluth Folk School (1917 W Superior St) and Thursday, August 22 from 3:30 p.m. to 6:30 p.m. at the Superior Public Library (1530 Tower Ave). Upon its final approval, projected to occur at the MIC Policy Board meeting on October 16, 2019, the final LRTP will be available to view at www.dsmic.org/planning/long-range. If a major change to the draft Plan occurs, or if an amendment is needed prior to the 2050 Plan update, another formal public review process will be conducted.

Public comment is solicited for the draft LRTP for a 30-day period in accordance with the MIC's Public Involvement Plan. The MIC's public participation process satisfies the Duluth Transit Authority's public participation requirements for its program of projects.

D.N.T. July 28, 2019

2778991

Client:

DULUTH-SUPERIOR METROPOLITAN INTERSTATE

Account # 310207 Ad # 2779021

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Public comment is solicited for the draft LRTP for a 30-day period in accordance with the MIC's Public Involvement Plan. The MIC's public participation process satisfies the Duluth Transit Authority's public participation requirements for its program of projects.

S.T.: July 30, 2019 wnaxlp #22604

Date: August 5, 2019

Contact: Rondi Watson, Planning Communications Coordinator
rwatson@ardc.org / (218) 529-7511

Subject: **Draft Long Range Transportation Plan Now Open for Public Input**

Open House Public Meetings Set for August 8 and August 22nd in Duluth and Superior

[Duluth, MN] – Each year tens of millions of dollars in federal funds are invested into the transportation system in our area. *Sustainable Choices 2045*, the newly-released draft plan by the Duluth-Superior Metropolitan Interstate Council (MIC), serves as a blueprint for these investments over the next 25 years.

In order for area jurisdictions to obtain federal transportation funding, the MIC, this area's federally-designated Metropolitan Planning Organization, must update its long range transportation plan every five years and make it available for public review. Comments are being taken on the draft plan, available online at bit.ly/LRTP2045draft, through August 30.

Members of the public are also invited and encouraged to drop in at one or both of the planned public meetings for more information and to review and comment on the document. The open house-style meetings are scheduled for **Thursday, August 8,** 2019 from 3:30 – 6:30 p.m. at the Duluth Folk School, 1917 W Superior St, Duluth, MN and **Thursday, August 22**, 2019 from 3:30 – 6:30 p.m. at the Superior Public Library, 1530 Tower Ave, Superior, WI.

The Plan builds off responses gathered in public surveys throughout 2018 to delve deeper into the Duluth-Superior area's travel choices, priorities and concerns. "One key message we heard is that the public wants our future transportation investments to accomplish multiple goals," said Mike Wenholz, Senior Transportation Planner. "Our community is calling for transportation projects to consider not only the safe and efficient movement of automobiles, but also to achieve a balance of other factors such as supporting and maintaining health of people and the environment, livable and equitable communities, and economic vitality."

And as the name, *Sustainable Choices 2045*, implies, a greater emphasis is being placed in this plan than in the past on the importance of incorporating a sustainable mindset and approach to the development and maintenance of our transportation system. This includes more emphasis on fiscal constraint than in previous plans.

(continued)

“The main theme of this plan is that there are many needs but limited resources,” said Wenholz. “We will need to make wise choices in how we build and maintain a transportation system so that it is economically, socially, and environmentally sustainable over time.” The draft plan can be viewed online at bit.ly/LRTP2045draft.

The MIC is the federally designated Metropolitan Planning Organization (MPO) for the Duluth-Superior urbanized area. MPOs exist across the United States for urbanized areas over 50,000 with the mission of bringing together people from across jurisdictions to solve to transportation issues locally. MIC members include elected officials and citizen representatives from Duluth, Superior, Hermantown, Proctor, Rice Lake and the surrounding townships.

The MIC is a division of the Arrowhead Regional Development Commission. ARDC serves the people of the Arrowhead Region by providing local units of government and citizens groups a means to work cooperatively in identifying needs, solving problems and fostering local leadership.

# # #

Facebook Posts – LRTP Promotions
Boosted (PAID) posts to promote the Phase 2 Survey (Nov 2018) and the Draft Plan (Aug 2019)

LRTP Events Text – Web Page and Facebook

Long Range Plan Open House #1
August 8, 2018, 3:30 pm – 6:30 pm
Duluth Folk School, 1917 W Superior Street, Duluth MN 55806

Long Range Plan Open House #2
August 22, 2018, 3:30 pm – 6:30 pm
Superior Public Library, 1530 Tower Avenue, Superior WI 54880

You are invited and encouraged to drop by to review and comment on the draft version of Sustainable Choices 2045, the Duluth-Superior Area's Long Range Plan.

Sustainable Choices 2045 is a long-term plan for a transportation system that supports the many needs of people and commerce in our area and Is economically, socially and environmentally viable over the next 25 years.

You can view the document at http://bit.ly/LRTP2045draft

A second open house will be held at the Superior Library on Thursday, August 22.

FOR IMMEDIATE RELEASE
Duluth-Superior Metropolitan Interstate Council

221 West First Street, Duluth MN 55802
www.dsmic.org/long-range | (218) 529-7573 | mwenholz@ardc.org
A division of the Arrowhead Regional Development Commission

Date: August 20, 2019

Subject: **Draft Long Range Transportation Plan Now Open for Public Input**

Open House Meetings Set for August 22nd in Superior

[Superior, WI] – How do you and your family get around the Twin Ports area? Will you have different needs within the next 25 years? What can the region do to improve transportation for all users? These are some of the questions the Duluth-Superior Metropolitan Interstate Council (MIC) addresses in *Sustainable Choices 2045*, its long range transportation plan, which can be viewed online at dsmic.org/planning/long-range/.

Members of the public are invited and encouraged to attend the open house-style meetings for more information and to review and comment on the Draft Plan, scheduled for Thursday, August 22, 2019 from 3:30 – 6:30 p.m. at the Superior Public Library, 1530 Tower Ave, Superior, WI.

"The main theme of this plan is that there are many needs but limited resources," said Mike Wenholz, Senior Transportation Planner. "We will need to make wise choices in how we build and maintain a transportation system so that it is economically, socially, and environmentally sustainable over time."

Each year tens of millions of dollars in federal funds are invested into the transportation system in the Duluth-Superior area. Metropolitan Planning Organizations like the MIC must update their long range transportation plans every five years in order to obtain and invest federal transportation funding. The transportation plan serves as a blueprint for these investments over the next 25 years.

The Plan builds off responses gathered in public surveys throughout 2018 to delve deeper into the Duluth-Superior area's travel choices, priorities and concerns, including an interest in balanced infrastructure that serves multiple goals of safety, access and quality of life.

The MIC is the federally designated Metropolitan Planning Organization (MPO) for the Duluth-Superior urbanized area. MPOs exist across the United States for urbanized areas over 50,000 with the mission of bringing together people from across jurisdictions to solve to transportation issues locally. MIC members include elected officials and citizen representatives from Duluth, Superior, Hermantown, Proctor, Rice Lake and the surrounding townships.

The MIC is a division of the Arrowhead Regional Development Commission. ARDC serves the people of the Arrowhead Region by providing local units of government and citizens groups a means to work cooperatively in identifying needs, solving problems and fostering local leadership.

For more information contact Mike Wenholz, Senior Transportation Planner, at mwenholz@ardc.org or (218) 529-7573.

# # #

Transportation Experts Look Ahead to the Future of Travel in the Twin Ports

Every 5 years, the Duluth-Superior Transportation Council makes new transportation plans for the region.

August 8, 2019

Viktoria Capek

DULUTH, Minn.- The ongoing conversation about how to improve transportation through the Twin Ports continued this afternoon in an open house at the Duluth Folk School.

The Duluth–Superior Metropolitan Interstate Council invited the public to comment on their draft for a new long–term transportation plan.

The plan looks at how to improve current infrastructure in a sustainable way without increasing taxes and asks how to address the needs of the people already living in the Twin Ports.

“This is one of those things in the community that but seems hidden behind, but everybody is affected by this every day. We all move from one place to another every day, most people in this community do,” Sr. transportation planner Mike Wenholz said.

The next open house will be August 22 at the Superior Public Library.

The council also encourages people to provide feedback on their plan through email which can be done until the end of the month.

Categories: News, News – Latest News

Comment Form

We welcome your comments and will include them as part of the public involvement component of this plan.

Sustainable Choices 2045

Duluth-Superior Long-Range Transportation Plan

dsmic.org/planning/long-range

Date:_____ **Your name:**_____

Organization (if applicable): _____

Email address (optional): _____

Your Comments:

- DUE by Friday August 30, 2019
- If referencing a specific project, please note its description

(continue on reverse if needed)

Comment Options:

1. **Leave this form** at today's meeting
2. **Email** the lead planner Mike Wenholz at mwenholz@ardc.org
3. **Mail** this form to the MIC office at 221 W. 1st St, Duluth MN 55806

**Free TTY services are available through Minnesota Relay at 800-627-3529*

If you include personally identifiable information on this form or by email, we will only use it to respond to your request or to address issues you identify. We may redirect your message to another agency that is in a better position to answer your question. Survey information is used for the purpose designated.

Note: The information that you provide is considered public data under Minnesota Statutes, Chapter 13. This means that if someone, including the news media, requests this information we are obligated to provide it to them under the Minnesota Government Data Practices Act.

Appendix I

Comments Received from Stakeholder Consultations

With key sort words

Stakeholder Consultation Meetings

A good-faith effort was made to meet with as many pertinent stakeholders as possible. Offers were extended to a wide variety of groups and organizations to discuss how transportation issues impact their mission. The following stakeholders accepted those invites and participated in meetings or consultations with MIC staff in 2018 and 2019:

Stakeholder	Date	# of Participants
City of Duluth Public Arts Commission	5/16/2018	1
Ecolibrium 3	5/22/2018	1
Duluth Transit Authority (DTA) Board	5/30/2018	
One Roof Housing	6/5/2018	
Harbor Technical Advisory Committee (HTAC)	6/6/2018	42
City of Duluth Commission on Disabilities	6/6/2018	7
ARC Northland	6/11/2018	11
SOAR Career Solutions	6/20/2018	12
Superior-Douglas County Area Chamber of Commerce and Travel Superior	6/21/2018	1
Duluth Community School Collaborative	6/27/2018	7
Duluth LISC Local Advisory Board	7/11/2018	13
Bicycle Pedestrian Advisory Committee (BPAC)	5/2/2019	14
Duluth Transit Authority (DTA) Board	5/29/2019	22
Harbor Technical Advisory Committee (HTAC)	6/5/2019	34
Natural & Historic Resources/Human Services Consultation	6/20/2019	5
Natural & Historic Resources/Human Services Consultation	6/26/2019	1

Stakeholder Consultations and Meetings in 2018

The purpose of the stakeholder meetings held in 2018 was to share the vision and an overview of the LRTP and some key perspectives, and to receive feedback to two questions:

1. How well does the existing Duluth-Superior area transportation system [help your organization meet its mission or goals – the question was tailored to each specific organization]?
2. Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to [help your organization meet its mission or goals – the question was tailored to each specific organization]?

Stakeholder Consultations and Meetings in 2019

The purpose of the stakeholder meetings held in 2019 was to share the vision and goals of the LRTP, provide an overview of the LRTP being drafted, and highlight the key take-aways from data collected and feedback received. Stakeholders were given the opportunity to ask questions and provide feedback. Additionally, participants at the June 2019 HTAC meeting were asked to respond to the following two questions:

1. Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function?
2. What additional port-related transportation projects should be considered?

Key Sort Word	Comment ID Numbers Associated with each Key Sort Word
Accessibility	20, 37, 44, 77, 83, 99, 101, 104, 106, 133, 196, 217, 252
Air Travel	200, 206, 211
Biking	10, 72, 85, 182, 184, 196, 214, 224, 225, 247, 250, 254
Congestion	5, 24, 27, 29, 30, 32, 40, 41, 155,185, 253
Connectivity	20, 31, 38, 39, 49, 58, 120, 134, 142, 150, 184, 250
Cost or Funding	53, 54, 63, 95, 97, 109, 114, 124, 169, 179, 200, 201, 206, 224, 237, 242, 251, 257
Driving	5, 29, 30, 135, 151, 179, 185, 188, 193, 219, 253
Economic Vitality	6, 7, 13, 14, 42, 46, 47, 66, 70, 81, 205, 206, 229, 232, 234, 235
Education	113, 115, 116, 117, 118, 129, 130, 135, 148, 151, 190
Efficiency	35, 110, 122, 143
Employment	157, 174, 191, 204, 219
Environment	52, 56, 65, 66, 67, 68, 69, 117, 118, 168, 244, 249, 260, 261, 262
Equity	173, 192
Expansion	4, 45, 177, 182, 210, 214
Freight	6, 7, 8, 14, 19, 26, 37, 41, 43, 46, 47, 48, 50, 51, 53, 54, 55, 57, 60, 73, 76, 77, 80, 81, 83, 86, 88, 89, 205, 220, 236
Harbor	1, 2, 3, 17, 18, 21, 22, 26, 28, 33, 43, 56, 57, 66, 67, 76, 80, 82, 84, 86, 88, 89, 90, 232, 234, 235, 236, 242, 245, 246, 249
Hours and Timeliness	52, 98, 108, 121, 143, 154, 164, 175, 187, 212, 248
Infrastructure	2, 3, 6, 7, 14, 15, 17, 18, 19, 22, 28, 33, 43, 45, 47, 48, 49, 58, 61, 62, 69, 70, 71, 72, 73, 77, 78, 82, 86, 87, 90, 92, 95, 127, 138, 156, 159, 160, 161, 162, 165, 166, 171, 176, 178, 197, 198, 199, 207, 208, 211, 215, 216, 222, 232, 233, 234, 235, 236, 237, 242, 245, 251, 252, 254, 261, 262
Land Use	4, 8, 42, 55, 57, 84, 92, 180, 231, 241, 252
Maintenance	2, 17, 22, 38, 70, 71, 72, 73, 74, 90, 92, 95, 99, 100, 131, 133, 156, 159, 161, 162, 165, 166, 171, 178, 197, 207, 215, 216, 222
Multimodal	9, 10, 12, 25, 64, 116, 199, 209, 226, 227, 228, 229, 230, 231, 254
Options	9, 31, 44, 96, 104, 107, 111, 119, 141, 147, 150, 157, 170, 174, 195, 198, 204, 208, 209, 210, 214, 224, 225, 227, 228, 229, 230, 231, 247, 253
Other	1, 23, 34, 113, 142, 145, 146, 153, 158, 172, 179, 180, 181, 189, 195, 217, 218, 230, 239, 240, 241, 243, 245, 246, 248, 255, 258, 259
Pedestrian	134, 139, 144, 161, 181, 183, 187, 188, 216, 225, 226, 243, 247
Planning	4, 9, 11, 12, 31, 39, 55, 60, 64, 65, 68, 79, 87, 152, 190, 193, 223, 240, 241
Policy or Politics	11, 13, 46, 51, 53, 54, 80, 81, 102, 103, 105, 115, 123, 125, 126, 128, 130, 136, 137, 138, 145, 146, 148, 151, 188, 191, 193, 213, 223, 239, 240, 246, 259, 262
Railroad	15, 16, 32, 59, 61, 194, 220, 221, 226, 227, 238, 248
Recreation	20, 21, 203, 209
Resiliency	18, 19, 39, 44, 62, 67, 69, 244, 249, 261
Safety	21, 49, 100, 101, 103, 131, 132, 134, 135, 136, 149, 166, 183, 186

Key Sort Word	Comment ID Numbers Associated with each Key Sort Word
Special Needs	94, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 111, 112, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 131, 136, 140, 141, 159, 160, 165, 176, 186, 195, 256, 257, 258, 259
Sustainability	36, 52, 56, 65, 114, 168
Tourism	3, 27, 28, 29, 30, 82, 197, 199, 200, 201, 202, 203, 233
Transit	16, 59, 75, 98, 102, 105, 107, 108, 109, 110, 111, 112, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 130, 132, 133, 140, 141, 142, 143, 149, 150, 154, 157, 163, 164, 167, 168, 169, 170, 174, 175, 177, 183, 191, 201, 202, 203, 210, 212, 213, 217, 218, 221, 238, 243, 256, 257
Wayfinding	139, 144

Comments Received During Stakeholder Meetings and Consultations (2018 - 2019)

Feedback ID: 1 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Very Well

Explanation: As a road and harbor user - both waterways and roads are very good.

Additional Comment:

Key Sort Word(s):			
	Other	Harbor	

Feedback ID: 2 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Very Well

Explanation: Some of the shipping infrastructure is old, but still functional. Not ideal, but working.

Additional Comment:

Key Sort Word(s):			
	Infrastructure	Harbor	Maintenance

Feedback ID: 3 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer:

Explanation: Need a cruise ship dock!

Additional Comment:

Key Sort Word(s):			
	Tourism	Harbor	Infrastructure

Feedback ID: 4 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Not a lot of room for growth because of limits due to transportation system currently in place (design/layout).

Additional Comment:

Key Sort Word(s):			
	Planning	Expansion	Land Use

Feedback ID: 5 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Bottlenecks.

Additional Comment:

Key Sort Word(s):			
	Congestion	Driving	

Feedback ID: 6 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: I535 load restrictions.

Additional Comment:

Key Sort Word(s): Freight | Infrastructure | Economic Vitality

Feedback ID: 7 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Garfield and "Can of Worms" load restrictions.

Additional Comment:

Key Sort Word(s): Freight | Infrastructure | Economic Vitality

Feedback ID: 8 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Mix of heavy/freight and residential-commercial along Belknap and East 2nd Street (Superior).

Additional Comment:

Key Sort Word(s): Freight | Land Use |

Feedback ID: 9 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: One size doesn't fit all (different parts are actually different).

Additional Comment:

Key Sort Word(s): Multimodal | Planning | Options

Feedback ID: 10 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Do we need bike path's along road ways (federal or state)? It's a four month value and older generation is not biking (older than ? age).

Additional Comment:

Key Sort Word(s): Biking | Multimodal |

Feedback ID: 11 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Don't plan for the exception (don't focus on exceptions).

Additional Comment:

Key Sort Word(s):	Planning	Policy or Politics	

Feedback ID: 12 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Focus on a multi-modal hub.

Additional Comment:

Key Sort Word(s):	Multimodal	Planning	

Feedback ID: 13 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Leverage tax free zones.

Additional Comment:

Key Sort Word(s):	Economic Vitality	Policy or Politics	

Feedback ID: 14 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Limitations for highway based high-wide-heavy cargoes.

Additional Comment:

Key Sort Word(s):	Freight	Infrastructure	Economic Vitality

Feedback ID: 15 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Rail bridges are old and limited.

Additional Comment:

Key Sort Word(s):	Railroad	Infrastructure	

Feedback ID: 16 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: No passenger rail.

Additional Comment:

Key Sort Word(s): Railroad | Transit | Transit

Feedback ID: 17 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Dock wall condition.

Additional Comment:

Key Sort Word(s): Infrastructure | Harbor | Maintenance

Feedback ID: 18 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Soo Locks - lack of resiliency.

Additional Comment:

Key Sort Word(s): Infrastructure | Harbor | Resiliency

Feedback ID: 19 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Cargo loads are shifted to residential/business streets.

Additional Comment:

Key Sort Word(s): Freight | Infrastructure | Resiliency

Feedback ID: 20 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Access challenges in Superior - connecting people to the waterfront (linkage to Barker's Island).

Additional Comment:

Key Sort Word(s): Connectivity | Accessibility | Recreation

Feedback ID: 21 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Recreational boaters - need to map out the needs of recreational water users, as well as safety. Need for safety program? Duluth is rapidly developing waterfront and recreational uses and safety concerns will only increase.

Additional Comment:

Key Sort Word(s):	Harbor	Safety	Recreation

Feedback ID: 22 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Dock wall maintenance.

Additional Comment:

Key Sort Word(s):	Infrastructure	Harbor	Maintenance

Feedback ID: 23 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Is adequate and improving.

Additional Comment:

Key Sort Word(s):	Other		

Feedback ID: 24 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: No major back-ups.

Additional Comment:

Key Sort Word(s):	Congestion		

Feedback ID: 25 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Multi-modal systems.

Additional Comment:

Key Sort Word(s):	Multimodal		

Feedback ID: 26 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Some hiccups last fall (lakers stuck waiting in the harbor).

Additional Comment:

Key Sort Word(s): Harbor | Freight |

Feedback ID: 27 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Events cause congestion in Canal Park area.

Additional Comment:

Key Sort Word(s): Congestion | Tourism |

Feedback ID: 28 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: No infrastructure to support cruise ship inductry and no customs facility to support it.

Additional Comment:

Key Sort Word(s): Tourism | Harbor | Infrastructure

Feedback ID: 29 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Summer Canal Park: bottleneck from aerial bridge and too many tourist autos causing back-ups on Hwy 35 south bound. Solution: tunnel under aerial bridge.

Additional Comment:

Key Sort Word(s): Congestion | Tourism | Driving

Feedback ID: 30 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Winter Canal Park: back-ups due to seasonal events at DECC causing back-ups to Lake Ave and Hwy 35 southbound.

Additional Comment:

Key Sort Word(s): Congestion | Tourism | Driving

Feedback ID: 31 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Need alternative roadways around and/or under the freeway to residential areas.

Additional Comment:

Key Sort Word(s): Connectivity | Planning | Options

Feedback ID: 32 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Poorly

Explanation: Railroad crossings - long wait times in Duluth and Superior.

Additional Comment:

Key Sort Word(s): Railroad | Congestion |

Feedback ID: 33 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: There is no current avenue to grow or expand ferry service between different areas of the port.

Additional Comment:

Key Sort Word(s): Harbor | Infrastructure |

Feedback ID: 34 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: For this period of time.

Additional Comment:

Key Sort Word(s): Other | |

Feedback ID: 35 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: May benefit from more efficiency.

Additional Comment:

Key Sort Word(s): Efficiency | |

Feedback ID: 36 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Not sustainable.

Additional Comment:

Key Sort Word(s): Sustainability

Feedback ID: 37 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Trucking access into Duluth Port is challenging.

Additional Comment:

Key Sort Word(s): Freight | Accessibility

Feedback ID: 38 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Getting from Duluth to Superior has been challenging over past three years due to multiple construction actions on bridges.

Additional Comment:

Key Sort Word(s): Connectivity | Maintenance

Feedback ID: 39 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Can't imagine a time where we ever had only one bridge between Duluth and Superior. If [we] lose one [it] will be [a] big challenge to truck or traffic movement.

Additional Comment:

Key Sort Word(s): Connectivity | Resiliency | Planning

Feedback ID: 40 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Very Well

Explanation: Duluth - No congestion to speak of.

Additional Comment:

Key Sort Word(s): Congestion

Feedback ID: 41 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Superior - Truck traffic backs up 53 a lot.

Additional Comment:

Key Sort Word(s): Congestion | Freight |

Feedback ID: 42 Group: Stakeholder Meeting with HTAC

Question: How well does the existing Duluth-Superior area transportation system and infrastructure serve the Port? Answer: Adequately

Explanation: Adequate room for market expansions.

Additional Comment:

Key Sort Word(s): Economic Vitality | Land Use |

Feedback ID: 43 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: As the needs of shipping industries increase within the port, existing infrastructure will need to be updated or changed to help facilitate growth.

Additional Comment:

Key Sort Word(s): Freight | Infrastructure | Harbor

Feedback ID: 44 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Better in and out on Garfield Ave. Only access is one interchange.

Additional Comment:

Key Sort Word(s): Accessibility | Resiliency | Options

Feedback ID: 45 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Expand Helberg Drive.

Additional Comment:

Key Sort Word(s): Expansion | Infrastructure |

Feedback ID: 46 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Flexibility for changes in types of freight passing through Duluth/Superior harbor.

Additional Comment:

Key Sort Word(s): Freight | Policy or Politics | Economic Vitality

Feedback ID: 47 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: No limits on I535 for loads (OSOW) - Garfield, "Can of Worms".

Additional Comment:

Key Sort Word(s): Freight | Infrastructure | Economic Vitality

Feedback ID: 48 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Extend climbing lane on I35 south.

Additional Comment:

Key Sort Word(s): Freight | Infrastructure |

Feedback ID: 49 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Clean up Blatnik connection to Wisconsin for better mobility and safety.

Additional Comment:

Key Sort Word(s): Connectivity | Safety | Infrastructure

Feedback ID: 50 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Cargoes continue to change.

Additional Comment:

Key Sort Word(s): Freight | |

Feedback ID: 51 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Jones Act may be revised.

Additional Comment:

Key Sort Word(s):	Freight	Policy or Politics	

Feedback ID: 52 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Environmental concerns will challenge "just in time delivery" costs.

Additional Comment:

Key Sort Word(s):	Environment	Sustainability	Hours and Timeliness

Feedback ID: 53 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Pilotage fees/Seaway Costs ("fees")/Access (locks)

Additional Comment:

Key Sort Word(s):	Cost or Funding	Freight	Policy or Politics

Feedback ID: 54 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: NAFTA to A-fta (commodity tariffs, product tariffs)

Additional Comment:

Key Sort Word(s):	Policy or Politics	Cost or Funding	Freight

Feedback ID: 55 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Shipping logistics will require more space, not less.

Additional Comment:

Key Sort Word(s):	Freight	Land Use	Planning

Feedback ID: 56 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Future productive uses and disposition of dredged materials.

Additional Comment:

Key Sort Word(s): Environment | Harbor | Sustainability

Feedback ID: 57 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Separation of cargo traffic from Bay front area.

Additional Comment:

Key Sort Word(s): Harbor | Land Use | Freight

Feedback ID: 58 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: New Blatnik Bridge and Can of Worms.

Additional Comment:

Key Sort Word(s): Infrastructure | Connectivity |

Feedback ID: 59 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Adequate passenger rail.

Additional Comment:

Key Sort Word(s): Railroad | Transit |

Feedback ID: 60 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Designated strategic master plan for highway cargo movement in and out of town.

Additional Comment:

Key Sort Word(s): Planning | Freight |

Feedback ID: 61 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: New rail bridges.

Additional Comment:

Key Sort Word(s): Railroad | Infrastructure |

Feedback ID: 62 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Need to build in resiliency of intrastructure now.

Additional Comment:

Key Sort Word(s): Resiliency | Infrastructure |

Feedback ID: 63 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Funding.

Additional Comment:

Key Sort Word(s): Cost or Funding | |

Feedback ID: 64 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Preparing for changes in private transportation (eg. More will be interested in non-motorized transportation, new tech (self driving), etc.)

Additional Comment:

Key Sort Word(s): Multimodal | Planning |

Feedback ID: 65 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Preparing for changes in the lake - Water level changes … are we prepared?

Additional Comment:

Key Sort Word(s): Environment | Planning | Sustainability

Feedback ID: 66 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Preparing for changes in the lake - How will water level changes impact how Port business happens and access?

Additional Comment:

Key Sort Word(s):	Environment	Economic Vitality	Harbor

Feedback ID: 67 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Preparing for changes in the lake - Resilient Port infrastructure in the face of climate change.

Additional Comment:

Key Sort Word(s):	Environment	Resiliency	Harbor

Feedback ID: 68 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Preparing for changes in the lake - If groundwater level rises … I/I.

Additional Comment:

Key Sort Word(s):	Environment	Planning	

Feedback ID: 69 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Preparing for changes in the lake - Lakewalk fix = expensive. How many more?

Additional Comment:

Key Sort Word(s):	Environment	Infrastructure	Resiliency

Feedback ID: 70 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Infrastructure challenges, upgrades - How to reconcile with economic trajectory?

Additional Comment:

Key Sort Word(s):	Infrastructure	Maintenance	Economic Vitality

Feedback ID: 71 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Currently maintenance is substandard - Roads in bad shape.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance |

Feedback ID: 72 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Currently maintenance is substandard - We don't plan for future maintenance of bike trails!

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance | Biking

Feedback ID: 73 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Currently maintenance is substandard - Planning for heavier loads.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance | Freight

Feedback ID: 74 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Fix current issues.

Additional Comment:

Key Sort Word(s): Maintenance | |

Feedback ID: 75 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Increase public transit.

Additional Comment:

Key Sort Word(s): Transit | |

Feedback ID: 76 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: No current containers onto vessel transfer opportunity yet.

Additional Comment:

Key Sort Word(s): Freight | Harbor |

Feedback ID: 77 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Easier access to interstate for large loads. This is part of what MNDOT is working on currently in can of worms project.

Additional Comment:

Key Sort Word(s): Accessibility | Freight | Infrastructure

Feedback ID: 78 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: We should consider tunnel system when looking to replace Bong or Interstate Bridges. Demo under the Aerial Bridge.

Additional Comment:

Key Sort Word(s): Infrastructure

Feedback ID: 79 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Assumption - population increase, [thus] higher demand for goods and services.

Additional Comment:

Key Sort Word(s): Planning

Feedback ID: 80 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Would mandate greater port use through containerization.

Additional Comment:

Key Sort Word(s): Policy or Politics | Freight | Harbor

Feedback ID: 81 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Promote H2O highway.

Additional Comment:

Key Sort Word(s): Policy or Politics | Freight | Economic Vitality

Feedback ID: 82 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Establish facility for passenger vessels to dock and customs.

Additional Comment:

Key Sort Word(s): Tourism | Harbor | Infrastructure

Feedback ID: 83 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Better highway access to and from Ports for outsized heavy weight cargo.

Additional Comment:

Key Sort Word(s): Accessibility | Freight |

Feedback ID: 84 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Retain industrial waterfront.

Additional Comment:

Key Sort Word(s): Land Use | Harbor |

Feedback ID: 85 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Less bike lanes!

Additional Comment:

Key Sort Word(s): Biking | | |

Feedback ID: 86 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Need better facilities from Port area to facilitate longer loads such as wind turbine parts.

Additional Comment:

Key Sort Word(s): Infrastructure | Harbor | Freight

Feedback ID: 87 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: See need for ??? Bridges between Duluth-Superior.

Additional Comment:

Key Sort Word(s): Infrastructure | Planning |

Feedback ID: 88 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Growth of bulk shipping in/out of port.

Additional Comment:

Key Sort Word(s): Freight | Harbor |

Feedback ID: 89 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Growth of container shipping in/out [of port].

Additional Comment:

Key Sort Word(s): Freight | Harbor |

Feedback ID: 90 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Maintaining docks and dock access.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance | Harbor

Feedback ID: 91 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: ??? [cannot read the writing]

Additional Comment:

Key Sort Word(s):

Feedback ID: 92 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Many vacant and unmanintained docks are present. Probably because of increased efficiency of what is needed and load/unload vessels. Does this mean we need fewer docks?

Additional Comment:

Key Sort Word(s): Land Use | Infrastructure | Maintenance

Feedback ID: 93 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: I don't know.

Additional Comment:

Key Sort Word(s):

Feedback ID: 94 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Need specialty transportation for elderly, [and] people without licenses.

Additional Comment:

Key Sort Word(s): Special Needs

Feedback ID: 95 Group: Stakeholder Meeting with HTAC

Question: Looking ahead 25 years, will the existing Duluth-Superior area transportation system meet the Port's needs? Answer: No

Explanation: Poor condition roads will be in need of repair and money will not be there. We're over extended with OMR now. Need new funding.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance | Cost or Funding

Feedback ID: 96 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Not enough services or providers.

Additional Comment:

Key Sort Word(s): Special Needs | Options |

Feedback ID: 97 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Lack of support - not just financial.

Additional Comment:

Key Sort Word(s): Special Needs | Cost or Funding |

Feedback ID: 98 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Lack of hours/flexibility.

Additional Comment:

Key Sort Word(s): Special Needs | Transit | Hours and Timeliness

Feedback ID: 99 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Roads, sidewalks do not support accessability - grade and condition.

Additional Comment:

Key Sort Word(s): Special Needs | Maintenance | Accessibility

Feedback ID: 100 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Snow removal on sidewalks.

Additional Comment:

Key Sort Word(s): Special Needs | Maintenance | Safety

Feedback ID: 101 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Construction blocks sidewalks.

Additional Comment:

Key Sort Word(s): Safety | Accessibility | Special Needs

Feedback ID: 102 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: [For the] blind or low vision - public transportation does not verbally announce stops.

Additional Comment:

Key Sort Word(s): Special Needs | Transit | Policy or Politics

Feedback ID: 103 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: City is taking away controlled traffic stops.

Additional Comment:

Key Sort Word(s): Safety | Special Needs | Policy or Politics

Feedback ID: 104 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Not enough vans and cabs for wheelchairs to pick-up/drop off for doctor appointments and shopping.

Additional Comment:

Key Sort Word(s): Special Needs | Options | Accessibility

Feedback ID: 105 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Stride system is broken.

Additional Comment:

Key Sort Word(s): Special Needs | Transit | Policy or Politics

Feedback ID: 106 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: 360 degree accessability.

Additional Comment:

Key Sort Word(s):	Special Needs	Accessibility	

Feedback ID: 107 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Multiple providers.

Additional Comment:

Key Sort Word(s):	Special Needs	Options	Transit

Feedback ID: 108 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: 24/7 operation or availability.

Additional Comment:

Key Sort Word(s):	Transit	Hours and Timeliness	

Feedback ID: 109 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Affordability.

Additional Comment:

Key Sort Word(s):	Transit	Cost or Funding	

Feedback ID: 110 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Efficient.

Additional Comment:

Key Sort Word(s):	Efficiency	Transit	

Feedback ID: 111 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Have more vans/cabs that can pick up/drop off people with wheelchairs that one can call and get the day of for shopping/doctor appointments.

Additional Comment:

Key Sort Word(s): Special Needs | Transit | Options

Feedback ID: 112 Group: Stakeholder Meeting with City of Duluth Commission on Disabilities

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Stride doesn't meet the needs of people with disabilities.

Additional Comment:

Key Sort Word(s): Special Needs | Transit |

Feedback ID: 113 Group: TAC

Question:

Answer:

Explanation:

Additional Comment: How will the first Metro Quest survey be promoted?

Key Sort Word(s): Other | Education |

Feedback ID: 114 Group: MIC Board

Question:

Answer:

Explanation:

Additional Comment: Local jurisdictions are taking on a lot of debt to pay for transportation projects.

Key Sort Word(s): Cost or Funding | Sustainability |

Feedback ID: 115 Group: MIC Board

Question:

Answer:

Explanation:

Additional Comment: How will the recommendations of this plan be implemented?

Key Sort Word(s): Policy or Politics | Education |

Feedback ID: 116 Group: Ecolibrium 3

Question: Answer:

Explanation:

Additional Comment: Suggested that we make it clear to prospective survey-takers that the transportation survey pertains to everyone, whether they drive, walk, bikor take the bus.

Key Sort Word(s): Multimodal | Education |

Feedback ID: 117 Group: Monarch Butterfly Community Festival

Question: Answer:

Explanation:

Additional Comment: Citizens asked about how to better engage jurisdictions/roadway authorities to have roadside plantings (more than grass) along our roadways, that also have environmental role as well as a beautification role.

Key Sort Word(s): Environment | Education |

Feedback ID: 118 Group: Monarch Butterfly Community Festival

Question: Answer:

Explanation:

Additional Comment: Citizens asked about how to better engage jurisdictions/roadway authorities to have roadside plantings (more than grass) along our roadways, that also have environmental role as well as a beautification role.

Key Sort Word(s): Environment | Education |

Feedback ID: 119 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Limited options of accessible transportation (STRIDE, Northern Access).

Additional Comment:

Key Sort Word(s): Special Needs | Transit | Options

Feedback ID: 120 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Lack of connectivity between cities (i.e. Duluth to Twin Cities, Hibbing, etc.).

Additional Comment:

Key Sort Word(s): Connectivity | Special Needs | Transit

Feedback ID: 121 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: STRIDE issue - poor scheduling, needing advance dates and time.

Additional Comment:

Key Sort Word(s): Transit | Hours and Timeliness | Special Needs

Feedback ID: 122 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: STRIDE issue - inefficient [routing].

Additional Comment:

Key Sort Word(s): Transit | Efficiency | Special Needs

Feedback ID: 123 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: STRIDE issue - need to meet needs of the people vs [the] schedule.

Additional Comment:

Key Sort Word(s): Transit | Special Needs | Policy or Politics

Feedback ID: 124 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: STRIDE issue - funding doesn't meet [the needs of the] population (i.e. not enough vehicles, routes).

Additional Comment:

Key Sort Word(s): Transit | Cost or Funding | Special Needs

Feedback ID: 125 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: STRIDE issue - not enough oversight [and transparency] of disability transit.

Additional Comment:

Key Sort Word(s): Transit | Policy or Politics | Special Needs

Feedback ID: 126 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: STRIDE issue - need assistance home to support vehicle. [Understand that]liability [is an issue with this].

Additional Comment:

Key Sort Word(s): Transit | Policy or Politics | Special Needs

Feedback ID: 127 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Sidewalks to get to /on transportation.

Additional Comment:

Key Sort Word(s): Infrastructure | Transit | Special Needs

Feedback ID: 128 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Company policies.

Additional Comment:

Key Sort Word(s): Policy or Politics | Transit | Special Needs

Feedback ID: 129 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Education and awareness.

Additional Comment:

Key Sort Word(s): Education | Special Needs |

Feedback ID: 130 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Misinformation of services - [services are not clearly explained to users].

Additional Comment:

Key Sort Word(s): Policy or Politics | Education | Transit

Feedback ID: 131 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Not clearing sidewalks and roads [of snow and ice].

Additional Comment:

Key Sort Word(s): Special Needs | Maintenance | Safety

Feedback ID: 132 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Safety at bus shelters - dark and cold, no way to call for help.

Additional Comment:

Key Sort Word(s): Safety | Transit |

Feedback ID: 133 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Maintenance of DTA stop curb cuts.

Additional Comment:

Key Sort Word(s): Maintenance | Transit | Accessibility

Feedback ID: 134 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: Lack of pedestrian connectivity - [fragmented sidewalk segments, lack of signals and other devices at every intersection, etc].

Additional Comment:

Key Sort Word(s): Connectivity | Pedestrian | Safety

Feedback ID: 135 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: [Lack of] driver awareness and [poor driving] behavior.

Additional Comment:

Key Sort Word(s): Education | Driving | Safety

Feedback ID: 136 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: [Lack of] lights that make sound, talk to you crossing the street.

Additional Comment:

Key Sort Word(s): Special Needs | Policy or Politics | Safety

Feedback ID: 137 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: [Lack of] political will to make changes.

Additional Comment:

Key Sort Word(s): Policy or Politics

Feedback ID: 138 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: No enforcement that [planned and designed project] infrastructure is done properly.

Additional Comment:

Key Sort Word(s): Policy or Politics | Infrastructure

Feedback ID: 139 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Poorly

Explanation: [Lack of pedestrian-based] signage - [including in the Skywalk].

Additional Comment:

Key Sort Word(s): Wayfinding | Pedestrian

Feedback ID: 140 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Adequately

Explanation: DTA [buses] can kneel for wheelchairs.

Additional Comment:

Key Sort Word(s): Transit | Special Needs

Feedback ID: 141 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Adequately

Explanation: DTA is an option for people with disabilities.

Additional Comment:

Key Sort Word(s): Transit | Special Needs | Options

Feedback ID: 142 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Adequately

Explanation: DTC [is a] multi-transportation center.

Additional Comment:

Key Sort Word(s): Other | Connectivity | Transit

Feedback ID: 143 Group: Stakeholder Meeting with ARC Northland

Question: How well does the existing Duluth-Superior area transportation system serve people with disabilities? Answer: Very Well

Explanation: added routes increase efficiency [and reduce] time to destination.

Additional Comment:

Key Sort Word(s): Transit | Efficiency | Hours and Timeliness

Feedback ID: 144 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities? Answer:

Explanation: [Have] good signage in the Skywalk system.

Additional Comment:

Key Sort Word(s): Wayfinding | Pedestrian |

Feedback ID: 145 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities? Answer:

Explanation: Data-driven to handle capacity - [make decisions based on data].

Additional Comment:

Key Sort Word(s): Policy or Politics | Other |

Feedback ID: 146 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: [Increased] transparency [in decision-making].

Additional Comment:

Key Sort Word(s):	Policy or Politics	Other	

Feedback ID: 147 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: additional options - Uber, Lyft, ride-sharing, self-driving cars.

Additional Comment:

Key Sort Word(s):	Options		

Feedback ID: 148 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Change the culture towards people with disabilities. [Instead of seeing steps taken as accomodations for the disabled, see and promote them as changes that] benefit all people.

Additional Comment:

Key Sort Word(s):	Education	Policy or Politics	

Feedback ID: 149 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Safe and clean bus stops.

Additional Comment:

Key Sort Word(s):	Safety	Transit	

Feedback ID: 150 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Better connectivity. Accessibility-specific transportation to [the] Twin Cities and surrounding towns and cities and Hermantown.

Additional Comment:

Key Sort Word(s):	Connectivity	Transit	Options

Feedback ID: 151 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: [Expecting it will be necessary to make it clear to decision-makers that there is an] increasing population that doesn't drive.

Additional Comment:

Key Sort Word(s):	Policy or Politics	Education	Driving

Feedback ID: 152 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Better planning by city and county government.

Additional Comment:

Key Sort Word(s):	Planning		

Feedback ID: 153 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: More involvement with community.

Additional Comment:

Key Sort Word(s):	Other		

Feedback ID: 154 Group: Stakeholder Meeting with ARC Northland

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the needs of people with disabilities?

Answer:

Explanation: Better bus schedules (i.e. more often [service]).

Additional Comment:

Key Sort Word(s): Transit | Hours and Timeliness |

Feedback ID: 155 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods?

Answer: Adequately

Explanation: Can move about freely without much congestion.

Additional Comment:

Key Sort Word(s): Congestion |

Feedback ID: 156 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods?

Answer: Adequately

Explanation: Rough streets with potholes, hills are interesting.

Additional Comment:

Key Sort Word(s): Maintenance | Infrastructure |

Feedback ID: 157 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods?

Answer: Adequately

Explanation: Buses do not always go to areas of business.

Additional Comment:

Key Sort Word(s): Transit | Options | Employment

Feedback ID: 158 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods?

Answer: Adequately

Explanation: Time consuming to get up to Miller Hill/LSC from East Duluth.

Additional Comment:

Key Sort Word(s): Other |

Feedback ID: 159 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Poorly

Explanation: Sidewalks not in good enough condition for handicap scooters. Often uses it on the street instead.

Additional Comment:

Key Sort Word(s): Special Needs | Infrastructure | Maintenance

Feedback ID: 160 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer:

Explanation: Much better for handicap scooters to be on blacktop (bike path or road) instead of concrete (sidewalks).

Additional Comment:

Key Sort Word(s): Special Needs | Infrastructure |

Feedback ID: 161 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Poorly

Explanation: Sidewalks not consistently shoveled. But uses the street instead.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance | Pedestrian

Feedback ID: 162 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Adequately

Explanation: Roads and streets need repair (potholes, etc.).

Additional Comment:

Key Sort Word(s): Maintenance | Infrastructure |

Feedback ID: 163 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Very Well

Explanation: Buses get me to where I need to go.

Additional Comment:

Key Sort Word(s): Transit | |

Feedback ID: 164 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Very Well

Explanation: Buses are on time.

Additional Comment:

Key Sort Word(s): Transit | Hours and Timeliness |

Feedback ID: 165 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Poorly

Explanation: Sidewalks are not in adequate condition for wheel chairs and scooters.

Additional Comment:

Key Sort Word(s): Special Needs | Infrastructure | Maintenance

Feedback ID: 166 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Poorly

Explanation: Shoveling of sidewalks - dangerous getting off buses.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance | Safety

Feedback ID: 167 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Very Well

Explanation: Yes, its [buses are] convenient and good for me, because I have no car.

Additional Comment:

Key Sort Word(s): Transit

Feedback ID: 168 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Very Well

Explanation: [Buses are] energy efficient.

Additional Comment:

Key Sort Word(s): Transit | Environment | Sustainability

Feedback ID: 169 Group: Lincoln Park Solstice Street Party

Question: How well does the Duluth-Superior area transportation system meet your needs to move yourself, other peopl, or goods? Answer: Adequately

Explanation: [Bus] prices are great!

Additional Comment:

Key Sort Word(s): Transit | Cost or Funding |

Feedback ID: 170 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Very Well

Explanation: Arrowhead Transit expansion is great!

Additional Comment:

Key Sort Word(s): Transit | Options |

Feedback ID: 171 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Very Well

Explanation: Highland and Haines improvements are great!

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance |

Feedback ID: 172 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Adequately

Explanation: Overall, generally adequate, but many poor aspects (see other responses).

Additional Comment:

Key Sort Word(s): Other

Feedback ID: 173 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: System not equitable for our cross-sections of "movers".

Additional Comment:

Key Sort Word(s): Equity

Feedback ID: 174 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: Buses don't go to all places of employment (e.g. AAR, Cirrus) if the person doesn't have a car.

Additional Comment:

Key Sort Word(s): Transit | Options | Employment

Feedback ID: 175 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: Buses stop running before work day ends (e.g. restaurants).

Additional Comment:

Key Sort Word(s): Transit | Hours and Timeliness |

Feedback ID: 176 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: Sidewalks difficult for disabled. [They are] heaved if they even exist.

Additional Comment:

Key Sort Word(s): Special Needs | Infrastructure |

Feedback ID: 177 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: Superior needs more bus routes.

Additional Comment:

Key Sort Word(s): Transit | Expansion |

Feedback ID: 178 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: Road conditions are bad in many poorer areas.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance |

Feedback ID: 179 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Adequately

Explanation: Parking limited for low-income drivers.

Additional Comment:

Key Sort Word(s): Other | Driving | Cost or Funding

Feedback ID: 180 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: St Luke's Hospital tore down houses for flat parking lots instead of multi-level lots. Lost affordable housing.

Additional Comment:

Key Sort Word(s): Other | Land Use |

Feedback ID: 181 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Adequately

Explanation: Many Duluth hills are too steep downtown for non-drivers.

Additional Comment:

Key Sort Word(s): Other | Pedestrian |

Feedback ID: 182 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Very Well

Explanation: Bike stuff is great! Keep expanding.

Additional Comment:

Key Sort Word(s): Biking | Expansion |

Feedback ID: 183 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: No buses past Wal-Mart - walking is dangerous.

Additional Comment:

Key Sort Word(s): Transit | Safety | Pedestrian

Feedback ID: 184 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: [Need better] bike path connectivity to outlying areas.

Additional Comment:

Key Sort Word(s): Biking | Connectivity |

Feedback ID: 185 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Adequately

Explanation: Big special events in Duluth reveals traffic flow problems that exist in an everyday sense.

Additional Comment:

Key Sort Word(s): Congestion | Driving |

Feedback ID: 186 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: Some intersections difficult for walkers with disabilities who need more time to cross - stop sign intersections in particular.

Additional Comment:

Key Sort Word(s): Special Needs | Safety |

Feedback ID: 187 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: [Better] timing on crosswalk technology - when you hit the buttons.

Additional Comment:

Key Sort Word(s): Pedestrian | Hours and Timeliness |

Feedback ID: 188 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment? Answer: Poorly

Explanation: People not adhering to traffic laws (pedestrians and drivers).

Additional Comment:

Key Sort Word(s): Policy or Politics | Pedestrian | Driving

Feedback ID: 189 Group: Stakeholder Meeting with SOAR Career Solutions

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet career development needs and foster sustainable employment?

Answer:

Explanation: Fix the issues listed in Question 1 responses.

Additional Comment:

Key Sort Word(s): Other

Feedback ID: 190 Group: Stakeholder Meeting with SOAR Career Solutions

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet career development needs and foster sustainable employment?

Answer:

Explanation: Model bigger city systems and what young people use and want.

Additional Comment:

Key Sort Word(s): Planning | Education

Feedback ID: 191 Group: Stakeholder Meeting with SOAR Career Solutions

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet career development needs and foster sustainable employment?

Answer:

Explanation: Largest employers need to push for transportation dollars to support and allow workers to get to their workplace. They have the power. People making $10/hour don't have the power to make the change.

Additional Comment:

Key Sort Word(s): Employment | Policy or Politics | Transit

Feedback ID: 192 Group: Stakeholder Meeting with SOAR Career Solutions

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet career development needs and foster sustainable employment?

Answer:

Explanation: Equitable investment in whole community, not just where tourists go.

Additional Comment:

Key Sort Word(s): Equity

Feedback ID: 193 Group: Stakeholder Meeting with SOAR Career Solutions

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet career development needs and foster sustainable employment?

Answer:

Explanation: Young people are not wanting cars, so plan for non-car population coming up.

Additional Comment:

Key Sort Word(s): Planning | Policy or Politics | Driving

Feedback ID: 194 Group: Stakeholder Meeting with SOAR Career Solutions

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet career development needs and foster sustainable employment?

Answer:

Explanation: Train to the cities.

Additional Comment:

Key Sort Word(s):	Railroad		

Feedback ID: 195 Group: Stakeholder Meeting with SOAR Career Solutions

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet career development needs and foster sustainable employment?

Answer:

Explanation: Gondolas needed to help elderly and disabled up the hill.

Additional Comment:

Key Sort Word(s):	Other	Options	Special Needs

Feedback ID: 196 Group: Stakeholder Meeting with SOAR Career Solutions

Question: How well does the existing Duluth-Superior area transportation system meet career development needs and foster sustainable employment?

Answer: Adequately

Explanation: Bike access programs would help increase use of the system.

Additional Comment:

Key Sort Word(s):	Biking	Accessibility	

Feedback ID: 197 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance travel and tourism to the Superior-Douglas County area?

Answer: Adequately

Explanation: Thinking about Travel and Tourism, we like to keep things simple … that's tough to do in the region. With a high ratio of roads per capita it's tough to keep things well maintained and we hear that as a tourism concern regularly.

Additional Comment:

Key Sort Word(s):	Tourism	Maintenance	Infrastructure

Feedback ID: 198 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance travel and tourism to the Superior-Douglas County area?

Answer: Adequately

Explanation: We build to fit all needs but all needs are different.

Additional Comment:

Key Sort Word(s):	Infrastructure	Options	

Feedback ID: 199 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance travel and tourism to the Superior-Douglas County area? Answer: Adequately

Explanation: The recent increase in roadways built to incorporate other modes of transportation (i.e. bikes, recreational vehicles) has been a step in the right direction and will aid in tourism.

Additional Comment:

Key Sort Word(s): Multimodal | Infrastructure | Tourism

Feedback ID: 200 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance travel and tourism to the Superior-Douglas County area? Answer: Adequately

Explanation: We have what I would consider above average air transportation systems but I also understand its tough to support these with the proper traffic/financial support.

Additional Comment:

Key Sort Word(s): Air Travel | Cost or Funding | Tourism

Feedback ID: 201 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance travel and tourism to the Superior-Douglas County area? Answer: Adequately

Explanation: One area we can improve on is mass public transportation, but once again funding and build for all needs is a concern with major projects.

Additional Comment:

Key Sort Word(s): Transit | Cost or Funding | Tourism

Feedback ID: 202 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to advance travel and trouism to the Superior-Douglas County area? Answer:

Explanation: Improve mass public transportation.

Additional Comment:

Key Sort Word(s): Transit | Tourism |

Feedback ID: 203 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to advance travel and trouism to the Superior-Douglas County area? Answer:

Explanation: I forsee increased boat traffic becoming more significant as well as an increased need for mass public transit.

Additional Comment:

Key Sort Word(s): Recreation | Tourism | Transit

Feedback ID: 204 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance the business interest and community growth of the Superior-Douglas County area? Answer: Adequately

Explanation: I estimate need will increase for public/private transportation partnerships based on demand during off peak times and non public routes for employee/employer transportation.

Additional Comment:

Key Sort Word(s): Employment | Options |

Feedback ID: 205 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance the business interest and community growth of the Superior-Douglas County area? Answer: Adequately

Explanation: Transportation systems directly foster transporting of goods and services for business. If we make it easy to transport goods it will promote business growth and allow us to be more attractive to economic development.

Additional Comment:

Key Sort Word(s): Economic Vitality | Freight |

Feedback ID: 206 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance the business interest and community growth of the Superior-Douglas County area? Answer: Adequately

Explanation: We have what I would consider above average air transportation systems but I also understand its tough to support these with the proper traffic/financial support.

Additional Comment:

Key Sort Word(s): Air Travel | Cost or Funding | Economic Vitality

Feedback ID: 207 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance the business interest and community growth of the Superior-Douglas County area? Answer: Adequately

Explanation: With a high ratio of roads per capita it's tough to keep things well maintained.

Additional Comment:

Key Sort Word(s): Maintenance | Infrastructure |

Feedback ID: 208 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: How well does the existing Duluth-Superior area transportation system help advance the business interest and community growth of the Superior-Douglas County area? Answer: Adequately

Explanation: We build to fit all needs but all needs are different.

Additional Comment:

Key Sort Word(s): Infrastructure | Options |

Feedback ID: 209 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the business interest and community growth of the Superior-Douglas County area? Answer:

Explanation: Increased alternative modes of transportation aid in quality of life for recreation and daily transportation of every day citizens. I would also encourage us to embrace recreation of all types for our transportation systems.

Additional Comment:

Key Sort Word(s): Multimodal | Options | Recreation

Feedback ID: 210 Group: Stakeholder Meeting with Superior-Douglas County Area Chamber of Commerce and Travel Superior

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to meet the business interest and community growth of the Superior-Douglas County area? Answer:

Explanation: I see opportunities for growth in mass transit alternatives.

Additional Comment:

Key Sort Word(s): Transit | Options | Expansion

Feedback ID: 211 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer: Very Well

Explanation: The airport is a good asset in good operation.

Additional Comment:

Key Sort Word(s): Air Travel | Infrastructure |

Feedback ID: 212 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer: Poorly

Explanation: Transit is woefully inadequate. The DTA does reasonably well, but geography is a problem affecting route options, and frequency is poor.

Additional Comment:

Key Sort Word(s): Transit | Hours and Timeliness |

Feedback ID: 213 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer: Poorly

Explanation: Suggest transit focus on certain key areas at the expense of other areas in order to build revenue. Then add to the system.

Additional Comment:

Key Sort Word(s): Transit | Policy or Politics |

Feedback ID: 214 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer: Adequately

Explanation: Bike options are getting better, but need better options in west portions of Duluth.

Additional Comment:

Key Sort Word(s): Biking | Options | Expansion

Feedback ID: 215 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer: Poorly

Explanation: Street quality is very poor.

Additional Comment:

Key Sort Word(s): Infrastructure | Maintenance |

Feedback ID: 216 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer: Poorly

Explanation: Pedestrian options and infrastructure in downtown and near-downtown is crumbling and not very good.

Additional Comment:

Key Sort Word(s): Pedestrian | Infrastructure | Maintenance

Feedback ID: 217 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer: Adequately

Explanation: Food access being considered by DTA is a good change.

Additional Comment:

Key Sort Word(s): Other | Transit | Accessibility

Feedback ID: 218 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer:

Explanation: Good DTA change to better serve Lincoln Park school.

Additional Comment:

Key Sort Word(s): Other | Transit |

Feedback ID: 219 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: How well does the existing Duluth-Superior area transportation system help forge a resilient and inclusive community of opportunity? Answer:

Explanation: Many low income families cannot afford driver's training. This has significant impact on their lives and opportunities, such as greater difficulty in getting and keeping a job, greater struggle in everyday family life, etc.

Additional Comment:

Key Sort Word(s): Driving | Employment |

Feedback ID: 220 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to forge a resilient and inclusive community of opportunity? Answer:

Explanation: Maintain our good commercial rail system.

Additional Comment:

Key Sort Word(s): Railroad | Freight |

Feedback ID: 221 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to forge a resilient and inclusive community of opportunity?

Answer:

Explanation: Would like to see passenger rail to the Twin Cities.

Additional Comment:

Key Sort Word(s):	Railroad	Transit	

Feedback ID: 222 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to forge a resilient and inclusive community of opportunity?

Answer:

Explanation: Fix the Twin Ports Interchange and 21 st W merge.

Additional Comment:

Key Sort Word(s):	Infrastructure	Maintenance	

Feedback ID: 223 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to forge a resilient and inclusive community of opportunity?

Answer:

Explanation: Make street network in downtown Duluth consistent (e.g. all one-way or all two-way). It is very confusing. Recent changes have been a good step in the right direction, but incomplete.

Additional Comment:

Key Sort Word(s):	Policy or Politics	Planning	

Feedback ID: 224 Group: Stakeholder Meeting with Duluth LISC Local Advisory Board

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to forge a resilient and inclusive community of opportunity?

Answer:

Explanation: Keep funding bike share and ride share options.

Additional Comment:

Key Sort Word(s):	Biking	Options	Cost or Funding

Feedback ID: 225 Group: Stakeholder Meeting with BPAC

Question: How well does the existing Duluth-Superior area transportation system encourage and promote the avilability of non-motorized (or active) transportation options to improve the health and safety of our?

Answer: Adequately

Explanation: While our system in ways meets our mission, activie transportation options in the Duluth-Superior area are not attractive, at least when compared to places like the Twin Cities where they are more fully developed and integrated within the system.

Additional Comment:

Key Sort Word(s): Pedestrian | Biking | Options

Feedback ID: 226 Group: Stakeholder Meeting with BPAC

Question: How well does the existing Duluth-Superior area transportation system encourage and promote the avilability of non-motorized (or active) transportation options to improve the health and safety of our?

Answer: Poorly

Explanation: The numerous railroad corridors in Superior a true barriers to a connected active transportation system. These railroad corridors segment the community.

Additional Comment:

Key Sort Word(s): Pedestrian | Multimodal | Railroad

Feedback ID: 227 Group: Stakeholder Meeting with BPAC

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to encourage and promote the avilability of non-motorized (or active) transportation options to improve th?

Answer:

Explanation: Find viable ways to remove the railroad corridor barriers in Superior that segment the community and prevent effective connected active transportation.

Additional Comment:

Key Sort Word(s): Multimodal | Railroad | Options

Feedback ID: 228 Group: Stakeholder Meeting with BPAC

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to encourage and promote the avilability of non-motorized (or active) transportation options to improve th?

Answer:

Explanation: Provide more multimodal options over a greater amount of the Duluth-Superior area, as well as greatly increase the ability of people to alternate between these options within a trip.

Additional Comment:

Key Sort Word(s): Multimodal | Options |

Feedback ID: 229 Group: Stakeholder Meeting with BPAC

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to encourage and promote the avilability of non-motorized (or active) transportation options to improve th?

Answer:

Explanation: Active transportation is important to both local economic vitality and providing transportation alternatives. However, active transportation is still not always considered within a transportation-related project.

Additional Comment:

Key Sort Word(s):	Multimodal	Economic Vitality	Options

Feedback ID: 230 Group: Stakeholder Meeting with BPAC

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to encourage and promote the avilability of non-motorized (or active) transportation options to improve th?

Answer:

Explanation: Allocating and maintaining space within transportation corridors is an important component of creating viable active transportation options.

Additional Comment:

Key Sort Word(s):	Multimodal	Options	Other

Feedback ID: 231 Group: Stakeholder Meeting with BPAC

Question: Looking ahead 25 years, what should the Duluth-Superior area transportation system look like to encourage and promote the avilability of non-motorized (or active) transportation options to improve th?

Answer:

Explanation: Coordinated land use and active transportation planning is integral to locating development in areas that can effectively utilize multi-modal options.

Additional Comment:

Key Sort Word(s):	Multimodal	Options	Land Use

Feedback ID: 232 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function?

Answer:

Explanation: During Blatnik Bridge construction: shipping channel impacts to CN taconite docks, grain docks, Hallett docks, and MWER docks.

Additional Comment:

Key Sort Word(s):	Infrastructure	Harbor	Economic Vitality

Feedback ID: 233 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Landside infrastructure needed for passenger cruise ships.

Additional Comment:

Key Sort Word(s): Infrastructure | Tourism |

Feedback ID: 234 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding repairs to the aerial lift bridge, concerned about the impacts of bridge closure on shipping.

Additional Comment:

Key Sort Word(s): Infrastructure | Harbor | Economic Vitality

Feedback ID: 235 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding repairs to Lake Avenue, concerned about the impacts of bridge closure on shipping.

Additional Comment:

Key Sort Word(s): Infrastructure | Harbor | Economic Vitality

Feedback ID: 236 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: During Blatnik Bridge construction: Port access during tear down and construction of new bridge (both in Duluth and Superior), and container cargo movement.

Additional Comment:

Key Sort Word(s): Infrastructure | Harbor | Freight

Feedback ID: 237 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding Kayak Bay Drive signal at 23rd: cost.

Additional Comment:

Key Sort Word(s): Infrastructure | Cost or Funding |

Feedback ID: 238 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding NLX Infrastructure: If available, favorable project.

Additional Comment:

Key Sort Word(s): Transit | Railroad |

Feedback ID: 239 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding all projects: Lack of concern for potential future growth.

Additional Comment:

Key Sort Word(s): Other | Policy or Politics |

Feedback ID: 240 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding all projects: more aggressive long term plan is needed.

Additional Comment:

Key Sort Word(s): Planning | Other | Policy or Politics

Feedback ID: 241 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding Grand Avenue/West Duluth and East Duluth: Long term projects should follow development projections. With renovations and new development, people and traffic will follow.

Additional Comment:

Key Sort Word(s): Land Use | Planning | Other

Feedback ID: 242 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding Blatnik Bridge: Potential conflicts with shipping. At cost may want to consider tunne for less long term maintenance and less conflict with shipping.

Additional Comment:

Key Sort Word(s): Infrastructure | Harbor | Cost or Funding

Feedback ID: 243 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding projects located within poverty boundaries: Care taken to be conscious of public transportation as well as foot and bike traffic across construction zones.

Additional Comment:

Key Sort Word(s):	Transit	Pedestrian	Other

Feedback ID: 244 Group: Stakeholder Consultation with HTAC

Question: Are there any concerns to consider regarding the proposed transportation projects related to port access, mobility, & function? Answer:

Explanation: Regarding Superior Street reconstruction: Future lake level and erosion concerns addressed assuming the rise in Superior long term.

Additional Comment:

Key Sort Word(s):	Environment	Resiliency	

Feedback ID: 245 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: Howards Pocket Shipyard

Additional Comment: Why?: Remove old bridge abutement east side of shipyard ship.

Key Sort Word(s):	Harbor	Other	Infrastructure

Feedback ID: 246 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: Incentivise transportation of material off Erie Pier to other sites for beneficial use.

Additional Comment:

Key Sort Word(s):	Harbor	Policy or Politics	Other

Feedback ID: 247 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: General lack of bike/ped infrastructure projects and intent in this plan.

Additional Comment: Why?: Critical for populations who cannot and will not drive.

Key Sort Word(s):	Biking	Pedestrian	Options

Feedback ID: 248 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: Rail crossing delay (ex: City of Superior during commuter hours). Main drags. Better timing/coordination.

Additional Comment:

Key Sort Word(s): Railroad | Hours and Timeliness | Other

Feedback ID: 249 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: Park Point integrity is at risk.

Additional Comment: Why? It needs annual replenishment.

Key Sort Word(s): Environment | Harbor | Resiliency

Feedback ID: 250 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: Bike trails - efforts to connect trails/bike lanes to each other.

Additional Comment: Why?: Consider including in MIC area map, especially with Blatnik Bridge and Can of Worms/TPI Interchange projects.

Key Sort Word(s): Biking | Connectivity |

Feedback ID: 251 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: Garfield - 535 ramps

Additional Comment: Why?: Not currently funded in the TPI. Need to keep on radar somewhere.

Key Sort Word(s): Infrastructure | Cost or Funding |

Feedback ID: 252 Group: Stakeholder Consultation with HTAC

Question: What additional port-related transportation projects should be considered? Answer:

Explanation: Where are major industrial sites located for development?

Additional Comment: Why?: Transportation access improvements are key to service such locations.

Key Sort Word(s): Land Use | Accessibility | Infrastructure

Feedback ID: 253 Group: Stakeholder Consultation with HTAC

Question: What additional transportation projects should be considered? Answer:

Explanation: London Road - 40th Avenue East: 4 lanes at intersection.

Additional Comment: Why?: Congestion during peak traffic. Allowing 4 lanes to cross at green light would help.

Key Sort Word(s): Congestion | Driving | Options

Feedback ID: 254 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of Ecolibrium 3

Additional Comment: Please make sure there is a useable, maintained, non-afterthought bike lane on the Blatnik Bridge.

Key Sort Word(s): Biking | Infrastructure | Multimodal

Feedback ID: 255 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of AAAA

Additional Comment: Thanks for the information about survey results.

Key Sort Word(s): Other

Feedback ID: 256 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of AAAA

Additional Comment: I liked Karen Herman's idea to offer navigators on public transportation systems to help people on and off the buses, to conduct rider training and mentoring, help veterans, elderly, and new parents with strollers and groceries.

Key Sort Word(s): Transit | Special Needs

Feedback ID: 257 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of AAAA

Additional Comment: Older American's Act (OAA) Title III Assisted Transportation dollars could be used to offer navigators on public transportation, from your AAAA (in MN).

Key Sort Word(s): Transit | Cost or Funding | Special Needs

Feedback ID: 258 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of the Fond du Lac Reservation

Additional Comment: Native American cultural artifacts are found ubiquitously throughout the MIC area and could be unearthed with any project.

Key Sort Word(s): Other | Special Needs |

Feedback ID: 259 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of the Fond du Lac Reservation

Additional Comment: All projects should be screened for cultural resource locations diretcly through the Fond du Lac tribe's Historic Preservation Office. Not all known cultural resources are identified and included in the statewide databases.

Key Sort Word(s): Other | Policy or Politics | Special Needs

Feedback ID: 260 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of the Fond du Lac Reservation

Additional Comment: Historically many roads through the MIC area have bisected wetlands and thus have subsequently disrupted surface and subsurface hydrology.

Key Sort Word(s): Environment | |

Feedback ID: 261 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of the Fond du Lac Reservation

Additional Comment: Adding to the disrupted hydrology problem is that many culverts are undersized, often unable to properly handle the increased stormwater loads of storms in recent years.

Key Sort Word(s): Environment | Infrastructure | Resiliency

Feedback ID: 262 Group: Natural & Historic Resources/Human Services Consultation

Question: Answer:

Explanation: representative of the Fond du Lac Reservation

Additional Comment: Moving forward, all road projects should at least check to ensure culverts and other stormwater devices are right sized, and wetlands better maintained. This may include road re-alignment if feasible.

Key Sort Word(s): Infrastructure | Policy or Politics | Environment

Appendix J

Comments Received on the Draft LRTP with MIC Responses

During Public Comment Period

from July 29 to August 30, 2019

Comments Received on the Draft LRTP with MIC Responses

Comment ID: 1 Date: 7/31/2019 Submittal Type: email

Name: Lee Swenson Orgnization: AAAA

Comment: Because this is a regional plan I very much appreciate how the Hermantown projects are mentioned (6-22).

Response: Thank you for submitting comments in regard to the MIC's Long Range Transportation Plan (LRTP).

Response Date: 8/9/2019 Response Submittal: email

Comment ID: 2 Date: 7/31/2019 Submittal Type: email

Name: Lee Swenson Orgnization: AAAA

Comment: I feel the roundabout at Arrowhead and Ugstad Road (MN-04-02) is a critical project for moving vehicle transportation safely and more efficiently especially as Hermantown continues to grow.

Response: No comment needed.

Response Date: 8/9/2019 Response Submittal: email

Comment ID: 3 Date: 7/31/2019 Submittal Type: email

Name: Lee Swenson Orgnization: AAAA

Comment: The other project Munger Trail Connection (MN-04-01) is a valued added project for me as any improvements in my city are welcomed.

Response: No comment needed.

Response Date: 8/9/2019 Response Submittal: email

Comment ID: 4 Date: 7/31/2019 Submittal Type: email

Name: Lee Swenson Orgnization: AAAA

Comment: My only wish is that these two projects were not deemed as Long-Term projects and slated for work on 2030 to 2045. I advocate getting these two projects reclassified to Mid-Term projects just because of the future needs in a rapidly growing community …

Response: Regarding the Hermantown comments, the projects and their projected timelines are provided to us by the jurisdictions – in this case the City of Hermantown. While I will include your comments in our database for this plan, and share them as appropriate, it will be a good idea (and likely more influential) for you to bring these up with your councilors, the mayor, or others in the City.

Response Date: 8/9/2019 Response Submittal: email

Comment ID: 5 Date: 7/31/2019 Submittal Type: email

Name: Lee Swenson Orgnization: AAAA

Comment: The other project I'd like to comment on is the long-awaited Twin Ports Interchange (Can of Worms) project. Because of its size, and because it impacts so many people in all of our communities, I worry about information and communication. For example how I am to stay best informed of the progress on the multi-year project? Will there be an easy way for me to find weekly/monthly updates on the project? Will I easily find road closure maps that I can understand? Will there be alternate driving routes suggested? Will updates be listed at the MN 511 application on my smarter than me phone? Bottom Line: Where will I find information on how to drive to work and get here on time in the morning? How will I best get to the downtown or the other parts of Duluth when I need to do so relatively quickly? Heaven forbid but what will the snow emergency routes be over the course of the project?

Response: Regarding the Twin Ports Interchange Project, MnDOT has a very informative website that contains virtually all the information you are seeking. The link to the website is: http://www.dot.state.mn.us/d1/projects/twin-ports-interchange/index.html. Note that their next public informational meeting is Monday, August 26 at Clyde Iron Works (11:30-12:30 and 6-7).

Response Date: 8/9/2019 Response Submittal: email

Comment ID: 6 Date: 7/31/2019 Submittal Type: email

Name: Lee Swenson Orgnization: AAAA

Comment: Why ask these questions on the Can of Worms Project? Two reasons. ? I fear me reacting to traffic snarls rather than me knowing about resources that will give me some information on alternate routes that I can plan on. And because I want to reflect the needs of our seniors, and volunteers, who will contine to drive in the Hermantown and Duluth area.

Response: Regarding the Twin Ports Interchange Project, MnDOT has a very informative website that contains virtually all the information you are seeking. The link to the website is: http://www.dot.state.mn.us/d1/projects/twin-ports-interchange/index.html. Note that their next public informational meeting is Monday, August 26 at Clyde Iron Works (11:30-12:30 and 6-7).

Response Date: 8/9/2019 Response Submittal: email

Comment ID: 7 Date: 8/8/2019 Submittal Type: paper form

Name: Zach Sullivan Orgnization:

Comment: Great information, thank you for the work you do. I don't have many specific comments, but thanks for the info.

Response: No contact information provided.

Response Date: Response Submittal: none

Comments Received on the Draft LRTP with MIC Responses

Comment ID: 8 Date: 8/8/2019 Submittal Type: paper form

Name: Zach Sullivan Orgnization:

Comment: Looking at how we spend our money on transportation is baffling.

Response: No contact information provided.

Response Date: Response Submittal: none

Comment ID: 9 Date: 8/8/2019 Submittal Type: paper form

Name: Zach Sullivan Orgnization:

Comment: I am a huge fan of more bike paths and less roads/road construction.

Response: No contact information provided.

Response Date: Response Submittal: none

Comment ID: 10 Date: 8/22/2019 Submittal Type: paper form

Name: Nick Baker Orgnization: Douglas County

Comment: Thorough presentation - Great display.

Response: No comment needed.

Response Date: Response Submittal: none

Comment ID: 11 Date: 8/22/2019 Submittal Type: paper form

Name: Catherine Berquist Orgnization:

Comment: Bus service does not reach me where I live. I'm in a motorized cart and there is no sidewalk connection.

Response: No contact information provided.

Response Date: Response Submittal: none

Comment ID: 12 Date: 8/22/2019 Submittal Type: paper form

Name: Catherine Berquist Orgnization:

Comment: Great bus service between Duluth and Superior and up Central Entrance, but can't get up Arlington Avenue towards Arrowhead Road.

Response: No contact information provided.

Response Date: Response Submittal: none

Comment ID: 13 Date: 8/22/2019 Submittal Type: paper form

Name: Catherine Berquist Orgnization:

Comment: Need better sidewalk clearing in the winter including/especially at intersections. Unreliable clearing makes it impossible to get around.

Response: No contact information provided.

Response Date: Response Submittal: none

Comment ID: 14 Date: 8/22/2019 Submittal Type: paper form

Name: Catherine Berquist Orgnization:

Comment: STRIDE is a life saver, but needs to be more avilable (less planned trips) like Uber.

Response: No contact information provided.

Response Date: Response Submittal: none

Comment ID: 15 Date: 8/22/2019 Submittal Type: paper form

Name: Catherine Berquist Orgnization:

Comment: Need more housing options for people in motorized carts/wheelchairs along transit lines.

Response: No contact information provided.

Response Date: Response Submittal: none

Comment ID: 16 Date: 8/24/2019 Submittal Type: email

Name: Dan Rau Orgnization:

Comment: A pedestrian and bike way on the main bridge connecting Duluth and Superior was a serious omission in the construction of the current Blatnik bridge, since there was one there for decades on the old Soo Line bridge.

Response: Thank you for your comments regarding the draft of Sustainable Choices 2045 – the Duluth-Superior Long-Range Transportation Plan. Your comments have been recorded into a database and will be shared with appropriate staff during Blatnik Bridge planning meetings. The comments will also be included in an appendix of the final of Sustainable Choices 2045.

Response Date: 10/5/2019 Response Submittal: email

Comment ID: 17 Date: 8/24/2019 Submittal Type: email

Name: Dan Rau Orgnization:

Comment: A pedestrian way on the Blatnik Bridge could offer: 1) A practical bike and pedestrian route between the two cities, and 2) A great view of ships at the two adjoining docks and the shipyard, plus viewing ships going under the bridge.

Response: Thank you for your comments regarding the draft of Sustainable Choices 2045 – the Duluth-Superior Long-Range Transportation Plan. Your comments have been recorded into a database and will be shared with appropriate staff during Blatnik Bridge planning meetings. The comments will also be included in an appendix of the final of Sustainable Choices 2045.

Response Date: 10/5/2019 Response Submittal: email

Comment ID: 18 Date: 8/28/2019 Submittal Type: email

Name: Jordan van der Hagen Orgnization:

Comment: I wanted to get in a point I would like to see addressed. I am curious to see if Interstate 35 as it runs through downtown is really necessary for the transportation needs of our community. I saw in the plan that it doesn't have nearly the usage that it's capacity warrants, whereas we see large amounts of congestion in areas adjacent to it (Canal Park, Bayfront, Etc.).

Response: Thank you for your comments regarding the draft of Sustainable Choices 2045 – the Duluth-Superior Long-Range Transportation Plan. Your comments have been recorded into a database and will be shared with appropriate staff during I-35 corridor planning meetings and other meetings. The comments will also be included in an appendix of the final of Sustainable Choices 2045.

Response Date: 10/5/2019 Response Submittal: email

Comment ID: 19 Date: 8/28/2019 Submittal Type: email

Name: Jordan van der Hagen Orgnization:

Comment: I would be curious to see if converting I-35 to some sort of parkway would be a feasible option for the city, as I could see it alleviating much of the traffic issues related to traversing between Downtown and Canal Park, while also providing new, easier options for multi-modal transportation users. Not to mention all the real estate which could be opened up by slimming the 16 lanes of east-west traffic we see in downtown Duluth.

Response: Thank you for your comments regarding the draft of Sustainable Choices 2045 – the Duluth-Superior Long-Range Transportation Plan. Your comments have been recorded into a database and will be shared with appropriate staff during I-35 corridor planning meetings and other meetings. The comments will also be included in an appendix of the final of Sustainable Choices 2045.

Response Date: 10/5/2019 Response Submittal: email

Comment ID: 20 Date: 8/28/2019 Submittal Type: email

Name: Jordan van der Hagen Orgnization:

Comment: I think converting I-35 to some sort of parkway would be a cool idea to see explored further in your planning process.

Response: Thank you for your comments regarding the draft of Sustainable Choices 2045 – the Duluth-Superior Long-Range Transportation Plan. Your comments have been recorded into a database and will be shared with appropriate staff during I-35 corridor planning meetings and other meetings. The comments will also be included in an appendix of the final of Sustainable Choices 2045.

Response Date: 10/5/2019 Response Submittal: email

Comment ID: 21 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: Thank you for the opportunity to review the Duluth-Superior Metropolitan Interstate Council's metropolitan transportation plan – Sustainable Choices 2045. The MIC put significant effort in developing the plan. As shared at various meetings and noted throughout the plan, MIC staff did a tremendous job in reaching out to the Duluth-Superior community to gather public and stakeholder input. It is easy to see how this input shaped the final plan.

Response: No comment needed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 22 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: After reviewing the plan, we shared our comments with the Federal Highway Administration – Minnesota Division. FHWA reviewed and agree with them. In a separate PDF document, we highlighted specific comments to various sections of the plan. These comments reflect input from staff in the Office of Transit and Active Transportation and the Office of Transportation System Management.

Response: No comment needed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 23 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: System Performance Report (part 1). 23 CFR 450.324(f)(4) requires MPOs to include a system performance report within the metropolitan transportation plan that evaluates the condition and performance of the transportation system in regards the federally required performance targets. This requirement includes a progress report in comparison to system performance recorded in previous reports. Since this is the MIC's first MTP since the performance-based planning requirements were released, there cannot be a comparison discussion.

Response: Baselines were added to the performance measure tables in Chapter 5 using previous year targets. Some discussion of current condition and/or progress being made towards meeting the targets has been included, as well.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 24 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: System Performance Report (part 2). However, the plan should include baseline data and a discussion of the current condition and performance of the system so that comparison data will be available in future MTPs. The draft Sustainable Choices 2045 does not include baseline data for the federally required performance targets.

Response: Baselines were added to the performance measure tables in Chapter 5 using previous year targets. Some discussion of current condition and/or progress being made towards meeting the targets has been included, as well.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 25 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: Fiscal Constraint (part 1). 23 CFR 450.325(f)(11) requires the metropolitan transportation plan to be fiscally constrained. Figure 4.3 (page 6-11) and the figure's notes indicate the plan is not fiscally constrained. Sufficient revenue is not shown for WisDOT nor the DTA. While the plan notes it is "reasonably expected" that WisDOT and DTA will receive the needed funds, it does not document why. The plan must provide some rationale as to support why these funds are "reasonably expected." This can be done by a brief discussion of past trends/history in receiving grants, one-time funding, etc.

Response: Better explanation of expeditures, revenues, excesses, reasonbly expected additional funding, and fiscal constraint has been provided primarily in numerous locations throughout Chapter 6, as well as in Chapters 1, 3, and 4. This includes a fully new section discussing fiscal constraint in Chapter 6.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 26 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: Fiscal Constraint (part 2). Additionally, the plan notes $1.1 billion dollars in excess revenue. This counters the assertion that there are unfunded needs. It would be helpful to clarify how/why there really isn't a surplus.

Response: Better explanation of expeditures, revenues, excesses, reasonbly expected additional funding, and fiscal constraint has been provided primarily in numerous locations throughout Chapter 6, as well as in Chapters 1, 3, and 4. This includes a fully new section discussing fiscal constraint in Chapter 6.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 27 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: Operations & Maintenance. 23 CFR 450.325(f)(11)(i) requires metropolitan transportation plans to include system level estimates of costs and revenue sources to operation and maintain the system. Figure 4-3 (page 6-11) includes O&M expenditures, but none are identified for DTA. The list of project types on page 6-4 includes O&M, but the list of projects does not identify any O&M projects.

Response: Revisions were made. See Page 6-11 and Figures 6.2 and 6.7.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 28 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: Data. 23 CFR 450.324(e) requires the MPO to use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The federal regulations are silent in regards to the condition data. However, it seems reasonable that more up-to-date condition data is available than 2012 and 2014 as noted in Figures 5.1 through 5.4. At least in terms of the NHS, MnDOT most recently shared data in June 2019.

Response: Revision was made. Figures 5.1-5.4 replaced with figures with 2018 data.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 29 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: System Overview. 23 CFR 450.324(f)(1) requires the metropolitan transportation plan to include the current and projected transportation demand of persons and goods over the planning period. While there is discussion of Level of Service and some system maps, there is limited discussion of transit. For example, what was transit ridership in 2018? What are the trends in transit ridership?

Response: Much more detail about transit and shuttle options in the MIC area has been provided in Chapter 5. This includes a new figure to show DTA ridership trends, positives of DTA, new ideas and improvements, mention that constructive comments were received regarding DTA and STRIDE service, and connection with other services.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 30 Date: 8/28/2019 Submittal Type: email

Name: Philip Schaffner Orgnization: Minnesota DOT

Comment: We appreciate the opportunity to submit these comments and look forward to working with you as you implement Sustainable Choices 2045. If you have any questions, contact Bobbi Retzlaff at (651) 366-3793 or bobbi.retzlaff@state.mn.us.

Response: No comment needed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 31 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: WisDOT looked at the final draft plan and would like to confirm it's verbal comments related to WisDOT's projects and studies in the final draft plan.

Response: No comment needed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 32 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 1.a. (p. 6-27) short term project listing 2020 – 2024 confirms the projects listed are also in the TIP with the same dollar amounts & scheduling.

Response: This was confirmed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 33 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 1.b. (p. 6-27) long term project listing 2030 – 2045 confirms the project listing & existing cost estimate.

Response: This was confirmed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 34 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 1.c. part 1 (p. 6-27) medium term project listing 2025-2029 Blatnik bridge. WisDOT has expressed concerns about this item. There is no Blatnik Bridge project nor is there a study to identify alternatives at this time. WisDOT requests the Blatnik Bridge be removed from the project list and shown instead on the study list on page 6-32 under the "projects identified for study". WisDOT would prefer not to list a project estimate at this time, given that no study identifying alternatives has been started to even guess at the funding needs.

Response: Revisions to address this have been made. Revisions include a note of Figure 6.7, a description of the Blatnik Bridge at the start of the Project List section of Chapter 6, revisions within the Project Lists, and within aspects of better explanations of expeditures, revenues, excesses, reasonbly expected additional funding, and fiscal constraint provided primarily in numerous locations throughout Chapter 6, as well as in Chapters 1, 3, and 4.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 35 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 1.c. part 2 (p. 6-27) In response to the MIC's intention to provide some estimate for planning purposes, WisDOT can agree with using an estimate of $200m each for MnDOT and WisDOT if that estimate is accompanied with a footnote or asterisk clearly stating the dollar amounts for any project coming out of the study reflect the fact that significant funding beyond the usual program funding the MPO usually receives will be required to implement study results. The intent of this request is to ensure the Blatnik Bridge is accurately reflected as an upcoming study not subject to plan fiscal constraint requirements and to meet the MIC's needs to include it accurately for planning purposes. The Blatnik Bridge should be shown as a study, rather than a project wherever it is referenced in other parts of the plan. For example, on maps and in the fiscal constraint table.

Response: Revisions to address this have been made. Revisions include a note of Figure 6.7, a description of the Blatnik Bridge at the start of the Project List section of Chapter 6, revisions within the Project Lists, and within aspects of better explanations of expeditures, revenues, excesses, reasonbly expected additional funding, and fiscal constraint provided primarily in numerous locations throughout Chapter 6, as well as in Chapters 1, 3, and 4.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 36 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 2.a (p.6-7) Estimated revenues in the side bar should reflect $8m for WisDOT NW Region (shown as $800,000).

Response: Revision was made of this typo.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 37 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 2.b.i. (p. 6-11 Figure 4-3) The WI state revenue $ amount should be changed to reflect the $8m yearly estimate from page 6-7, inflated at the revenue inflation rate of 2% shown on page 6-7 as well.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 38 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 2.b.ii. (p. 6-11 Figure 4-3) The WI expenditure, planned project cell should either be blank (no projects are ready to be moved from their study to implementation phase) or if referring to the potential Blatnik Bridge study results, be clearly footnoted to indicate no alternatives study has been initiated – the costs are for planning purposes only.

Response: Revision was made. It is in a note of Figure 6.7 and discussed in a Blatnik Bridge section on page 6-14.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 39 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: 2.b.iii. (p. 6-11 Figure 4-3) Footnote 2 (about expectations of revenues for the Blatnik) should reflect the fact that, whatever alternative comes out of a Blatnik Bridge study would likely be of significant size to require funding from WI and MN outside of the usual amounts for the Region. Since the Blatnik Bridge study has not been initiated, the project does not need to be accounted for in the fiscal constraint table.

Response: Revision was made. It is in a note of Figure 6.7 and discussed in a Blatnik Bridge section on page 6-14.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 40 Date: 9/17/2019 Submittal Type: email

Name: Diane Paoni Orgnization: Wisconsin DOT

Comment: Please contact Dena and I if you have any questions.

Response: No comment needed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 41 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Cover Page disclaimer: Clause 13.3 of the 2019 state grant also includes a disclaimer requirement. The second to last sentence must be modified to read "The contents to no necessarily reflect the official views or policies of the U.S. Department of Transportation, Minnesota Department of Transportation, or Wisconsin Department of Transportation."

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 42 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 1-5 first paragraph: This statement is confusing. How can you have $199M of unfunded needs with a $1.1B surplus?

Response: The values were updated and the text revised to better explain fiscal constraint and what appears to be a contradiction. Similar revisions were made in Chapters 3, 4, and 6.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 43 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 1-5 third bullet: CMAQ performance measures do not apply to the MIC; nor does the plan include any.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 44 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 1-6 first bullet: Add bullet.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 45 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 2-7 Objective 3-4: Seems odd this targets/measures are only called out for safety. What about meeting the federally required PM2, PM3 and transit targets? Shouldn't this be an objective under one of the goals?

Response: A similar objective (4-7) was added to meet PM2, PM3, and transit targets.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 46 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 2-7 Objective 3-4: Is the objective to only meet the requirement to have targets? i.e., we have targets so we are addressing the performance measures? Or is the objective to meet/move towards achieving the targets?

Response: No, the objective is not to only meet the requirement to have targets. Obviously the objective is to meet (or achieve) the targets - and not only for PM1, but also PM2, PM3, and transit.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 47 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 2-9 Objective 5-3: Why is only the port called out? What about the airport?

Response: The LRTP Committee supported calling out only the port as it is a unique and very significant economic driver and cultural identity in the MIC area. The airport is a part of other objectives, such as those addressing tourism, freight, modal connections, and mobility.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 48 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 2-10 sidebar: Is something missing? Otherwise, add a period to the sentence and delete the parens.

Response: Revisions were made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 49 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 2-10: last paragraph: This section must be updated. The plan includes the federally required measures/targets.

Response: Revisions were made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 50 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 3-3 first bullet: What about the states? It calls out national grades, but what about MN and WI?

Response: It was a local report card prepared by ASCE (not the MIC). ASCE included a companion summary of national grades, but not state grades.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 51 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 3-3 fourth bullet: This bullet is confusing, particularly since the previous bullet included non-roadway needs. Again, this is confusing since page 1-5 notes a surplus.

Response: The values were updated and the text revised to better explain fiscal constraint and what appears to be a contradiction. Similar revisions were made in Chapters 1, 4, and 6.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 52 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 3-4 second paragraph: Use the actual number 18%, particularly since the actual state and national numbers are used. Will also coordinate better with data on page 4-24.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 53 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 4-9 Figure 4.2: Many images are blurry.

Response: We have done our best to address this and make them as clear as possible. All of plenty readable in the final document.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 54 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 4-15: For all the bullets that state "selection of this option was inverse with age" - clarify what this means.

Response: Added "In this section “inverse with age” means that the older the person, the less likely the person was to select the given option." at the beginning of this entire section for clarity.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 55 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 4-21: Why the comparison to national rather than state? Should include MN and WI states in addition to national number.

Response: First, it is what was prepared by our consultant and Figure 4.3 is the best visual of this point. Some MN data was provided in the next paragraph, as was a reference to additional related data in Appendix E. Second, since a federal code was not referenced requiring state comparisons, the suggestion, while understandable, is not required.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 56 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Chapter 4: What about bike? Ped? Transit? Rail? This chapter is about primary data and results, but there is basically no discussion on these modes. How many people are using transit? etc. etc. 23 CFR 450.324(f)(2) notes the plan must include existing and proposed transportation facilities. Since this chapter discusses LOS, it seems odd none of the other modes are mentioned. Yes, there is discussion in the MetroQuest survey results, but what about how people travel to work? etc.

Response: First, the comment "there is basically no discussion on these modes" is confusing. Roughly six pages were devoted to details of how people use these other modes, and additional information in Appendix E was referenced on page 4-7. However, additional information and figures regarding your comments have been included on pages 4-6, 4-7, and 4-8. Further, additional transit ridership information has been included on page 5-13 and 5-14.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 57 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-2 third paragraph: This last sentence is confusing. We've moved from building wider roads to??? And is the implication we are going to continue building facilities to accommodate growth whether forecast or not? Or is that what happened in the past?

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 58 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-2 sidebar: Replace "medical" with healthcare or medical services.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 59 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-3 first paragraph: Consider defining mobility and access. What is meant by each? What is the relationship between the two concepts?

Response: This has been covered on page 1-2, and has now been reiterated in the sidebar on page 5-18.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 60 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-3 fourth paragraph: Leading with driving - i.e., "driving, walking, cycling..." - indicates that the top priority, even for short trips, will continue to be making it easy for people to travel by personal automobile. Consider revising if the intent is to promote alternative means of travel.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 61 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-4 first paragraph: The LRTP never seems to answer these questions. Instead, it defers to an implementation plan.

Response: Provided more clarity.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 62 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-5 sidebar: The header implies converting the one-way system back to two-way, but the text box only focuses on the history of the one-way system.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 63 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-5 third bullet: Consider rewording the bullet to clarify what is part of existing maintenance demands and what is a new demand.

Response: No action needed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 64 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-6 first bullet: Public health benefits extend beyond physical inactivity to include social cohesion, safety, stress reduction, improved environmental health and more. Consider adding the ability to support healthy people and environment as an opportunity rather than listing physical inactivity as a challenge.

Response: Revision was made. Bullet added.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 65 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-11: Hard to believe there is not more current data.

Response: Revision was made. Figures 5.1-5.4 replaced with figures with 2018 data. One paragraph added for clarification on page 5-12.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 66 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-12: Would like to see more connection of active transportation and the transit system. Almost anyone using fixed route transit is using public active transportation (exceptions when you have a stop right outside your residence and someone drops you off). These modes and networks share a special interconnection that is unaddressed with the exception of the bullet on ADA sidewalk improvements and sidewalk condition bullets.

Response: Revision was made. Significant revision to this section to highlight our transit system and note interconnections locally and regionally. Transit is also briefly summarized on page 5-34.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 67 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-12: What about intercity bus?

Response: Revisions were made. Improved listing of inter-city options are provided in the text and in the side bar. They are also breifly mentioned on the revised page 5-34.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 68 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-12 first bullet: Add missing).

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 69 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-13 first paragraph: Add "a" - serves as a full-service.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 70 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-13 second paragraph: Delete "Minn." and "Wis."

Response: Revisions were made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 71 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-16 last paragraph: Urban minor collectors are eligible. Rural minor collectors are not.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 72 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-18: Where's a discussion of transit performance?

Response: Revision was made. Transit system and performance language in Chapter 5 was rewritten and/or reorganized to provide a better explanation.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 73 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-21: Pg 5-21 and 5-22 seem to be reversed.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 74 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-30 title: Aren't these DTA targets? Not MN and WI targets?

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 75 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 5-31: What about transit?

Response: Significant revisions to the transit section on pages 5-13 and 5-14, as well as revision on page 5-34 better highlight transit and shuttle service in the MIC area.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 76 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-3 first paragraph: Not per page 1-5 - there's a $1.1B surplus.

Response: Better explanation of expeditures, revenues, and fiscal constraint has been provided in Chapter 1, 3, 4, and 6.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 77 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-5 Figure 6.1: Difficult to read the legend.

Response: Figure 6.1 was corrected to coordinate with the project lists and enlarged to be more legible.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 78 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-6 sidebar: What about state gas taxes and other fees/revenue?

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 79 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-7 first paragraph: In 2.00%, suspect these are "O's" and not zeroes.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 80 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-7 last paragraph: How can it currently exist if the data is five years old?

Response: Revisions were made to address this concern. Explanations of why 2014 data was used were provided, as well as reasons why improvements since then can be expected. Some 2018 data was included.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 81 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-8 sidebar: What is defined as "critical infrastructure"?

Response: Definition of "critical infrastructure" was added.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 82 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-9 first paragraph: Change WISDOT to WisDOT. This occurs numerous times throughout this chapter.

Response: Revisions were made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 83 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-9: What about O&M needs? Do the estimated revenues include O&M needs? If no, there is likely a bigger gap.

Response: Revisions were made. See Page 6-11 and Figures 6.2 and 6.7.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 84 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-11 notes: #2 and #4 do not show fiscal constraint. Need to explain why these funds are assumed/reasonably expected. Is there a previous history of receiving the funds/grants?

Response: Better explanation of expeditures, revenues, and fiscal constraint has been provided in Chapter 6, as well as Chapters 1, 3, and 4.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 85 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Chapter 6 Project Lists: Page 6-4 provides project type definitions, yet these project types are not always listed. For example, Twin Ports Interchange is not a project type. Neither is intersection control, ITS, etc. O&M is shown for transit but not roadways, yet the definition also hints at roadways.

Response: Revisions have been made. The project type list and definitions in chapter 6 have been revised to reflect what is in the project lists. Project type in the project lists have been provided by and/or confirmed as appropriate by the jurisidictions. Figure 6.1 has been revised with what is in the project lists. An explanation of the Twin Ports Interchange as a project type has been provided in Chapter 6.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 86 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-34 first paragraph: "was" not "were".

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 87 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-34 third paragraph: What thresholds were used? This should be discussed in the text. Also need to discuss the area's minority populations since there has been discussion in the plan so far.

Response: Revisions were made. Appropriate population demographic information was added to the sidebar on page 6-38.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 88 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Chapter 6 Map 6.1: Missing map legend. What is this map showing?

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 89 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 6-36 last paragraph: This doesn't mean there are no concerns.

Response: We agree. Our language does not indicate there are no problems, only that none have been received thus far, during the development of the plan.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 90 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 7-12 first paragraph: 2045

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 91 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 7-12 first paragraph: and WisDOT

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 92 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 7-13 sidebar: Change to singular - The tribe does not.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 93 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-2 first paragraph: Update plan name.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 94 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-8 first paragraph: Put plan name in italics.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 95 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-10 third paragraph: Not all of the plans listed are modal or long range. Consider renaming section to Minnesota Transportation Plans.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 96 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-12 fourth paragraph: Check with District - perhaps should reference CHIP.

Response: No action needed.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 97 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-12 seventh paragraph: Current rail plan is called Minnesota State Rail Plan. Update link - see Minnesotago.org for list of all current plan links.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 98 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-13: Add the Port and Waterways Plan.
http://www.dot.state.mn.us/ofrw/waterways/pwp.html

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 99 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-13: Add the Minnesota Statewide Regional ITS Architecture Plan. A potential summary could be: The 2018 plan provides a common framework for the planning, design, implementation, integration and operation of ITS throughout the state. It reflects the state's compliance with the National ITS Architecture and supports system integration and coordination between different transportation stakeholders.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 100 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-13 second paragraph: ecommend adding MnDOT District 1 Bike Plan as another Minnesota Modal plan. The D1 bike plan identifies bicycle investment routes for targeted improvements in bicycle facilities throughout the entirety of District 1.
https://www.dot.state.mn.us/bike/district-bicycle-plans.html

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 101 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-13 fourth paragraphs: Different font size?

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comments Received on the Draft LRTP with MIC Responses

Comment ID: 102 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Page 8-13 sixth paragraph: Why are WisDOT plan titles italicized and MnDOT plans are not?

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 103 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Apendix E Page 5: If intended to reflect 2018 conditions, why is 2015 ACS data being used?

Response: Revised. 2018 changed to "as current conditions as reasonably possible".

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 104 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Appendix E Page 7 first paragraph: The study defined millennials as those born between 1982 and 2003.

Response: Revision was made.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 105 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Appendix E Page 7 Table 4: Since the plan is to 2045, why include 2050?

Response: It hurts nothing to include 2050 data AND helps to show how the MIC area is anticipated to have the aging bubble earlier than the state and nation.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 106 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Appendix E Map E-1: Need consistency in ACS data. Some is referencing 2016 and others 2015.

Response: All maps use 2016 data. At the time maps were prepared there was not 2017 or 2018 data available. Further our consultants prepared our trends document (essentially Appendix E) using 2015 data presumably for the same reason.

Response Date: 10/10/2019 Response Submittal: email

Comments Received on the Draft LRTP with MIC Responses

Comment ID: 107 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Appendix E Map E-2: What about Hispanic? Per the USDOT EJ order 5610.2, minority includes Hispanic.

Response: The map represents all non-white people, so it includes hispanics.

Response Date: 10/10/2019 Response Submittal: email

Comment ID: 108 Date: 8/28/2019 Submittal Type: email

Name: Orgnization: Minnesota DOT

Comment: Appendix E Page 37: The study is referencing 2017, yet Figure 11 only includes data until 2016. Can you add the 2017 data?

Response: Revision was made. The figure was updated and is now Figure 16.

Response Date: 10/10/2019 Response Submittal: email