8. Planning & Policy

This section reviews the planning policies and processes that guided the development of *Sustainable Choices 2045*.

Sustainable Choices 2045

Duluth-Superior Long-Range Transportation Plan

Planning and Policy Framework

Many policy elements form the planning framework for *Sustainable Choices 2045*. These include the federally-mandated role of Metropolitan Planning Organizations (MPOs) in combination with other national, state and regional planning directives, as well as the MIC's established public participation and planning processes.

Duluth-Superior Metropolitan Interstate Council

As the designated MPO for the urbanized area that includes both Superior, Wisconsin and Duluth, Minnesota, the MIC works to coordinate and harmonize the activities of federal, state and local agencies in both states.

The MIC's Requirements as an MPO

MPOs are federally mandated to conduct a continuing, cooperative and comprehensive (3-C) planning process as a condition for spending federal highway or transit funds in every urbanized area with a population of 50,000 or more.

The MIC's principal role is to establish a fair and impartial setting for effective regional decision making for shared transportation goals and facilities. The core functions of every MPO, including the MIC, are to:

Maintain a Long Range Transportation Plan (LRTP)
The LRTP sets forth a vision for the area's transportation system with a planning horizon of twenty-five years. It includes strategies to accomplish these goals as well as prioritized projects with short-, mid- and long-term timeframes. It must also include a financial plan that demonstrates how these projects can be implemented using the resources that are reasonably expected to be available over the life of the plan.

Develop a Transportation Improvement Program (TIP)
The TIP is a short-range (four-year) program of the area's transportation improvements and must include all regionally significant projects receiving federal funding. The TIP is a mechanism for allocating limited financial resources among the capital and operating needs of the area, based on the transportation priorities, goals and projects identified in the LRTP.

Metropolitan Planning Organizations (MPOs)

MPOs are federally mandated to conduct transportation planning in urbanized population areas of 50,000 or more.

MPOs are comprised of a Policy Board of local elected officials and citizens, professional planning staff and technical advisory committees.

MPOs are funded by a combination of federal transportation funds and state and local matching funds.

MPOs are required to involve local stakeholders and citizens.

MPOs encourage a multi-modal approach to transportation planning and infrastructure investments.

MPOs ensure that expenditures of federal funds for transportation projects and programs are based on a 3-C (continuing, comprehensive and cooperative) planning process.

MPOs complement and supplement local government activities but are not in themselves units of government—they have no authority to levy taxes or implement recommendations.

Within the Duluth-Superior Metropolitan Planning Area, certain local public agencies and cities or towns over 5,000 are eligible to apply for federal TIP funds. These include the Minnesota and Wisconsin Departments of Transportation (MnDOT, WisDOT), St. Louis and Douglas counties, the cities of Duluth, Hermantown, and Superior, the Duluth Seaway Port Authority, and the Duluth Transit Authority.

The MIC maintains two separate TIPs for the urbanized areas of Duluth, MN and Superior, WI, based on the differing state processes and timelines.

Implement a Unified Planning Work Program (UPWP)
The UPWP spells out the MIC's transportation planning activities as well as administrative activities, budgets and funding sources for each project for a two-year period.

Facilitate Public Involvement
Public involvement means that stakeholders are involved in our area's transportation planning and decision-making processes.

"Stakeholders" are individuals or entities that could be significantly affected by the plan recommendations or could significantly influence implementation. Stakeholders include (but are not limited to): the general public, low income, people with disabilities, neighborhood representatives, local transportation providers, local businesses and associations, special transportation interests such as airport and port authorities, freight shippers, advocacy groups for or users of alternate modes such and transit or bicycling, local officials and jurisdictional representatives, and federal and state transportation agencies.

Public involvement is a two-way process. It gives the community an opportunity to provide input and also serves as a mechanism to provide information and answer questions. This exchange leads to better decisions and gives the public a sense of ownership of the resulting plans and recommendations.

The MIC worked to secure participation from stakeholders throughout the development of *Sustainable Choices 2045*. The public involvement process for this Plan is discussed in detail in Chapter 7 and an overall guide to public involvement activities is outlined in the MIC's Public

Duluth-Superior Metropolitan Interstate Council (MIC)

Mission:
Guiding the future of transportation and planning for the Twin Ports Area

The MIC is the designated MPO for the Duluth-Superior metropolitan urbanized planning area.

The MIC is one of eight MPOs in the State of Minnesota, one of fourteen MPOs in the State of Wisconsin, and one of approximately 400 Metropolitan Planning Organizations across the country.

The MIC provides guidance and leadership on transportation and land use planning issues in the Duluth-Superior metropolitan planning area.

The MIC works to focus the area's limited transportation funding on projects that yield the greatest benefit and integrate with the existing transportation system.

The MIC conducts studies, develops plans, models the transportation system, and programs projects for federal funding in the metropolitan area.

Involvement Plan, last updated October 2013.

Duluth-Superior Metropolitan Planning Area

The population of the Duluth-Superior area has remained relatively flat for many years: 145,166 in 2000, 147,628 in 2010, and 147,541 in 2015, and is projected to grow only to 152,587 by 2045 (see Figures 4.8, 4.9, and Table 3 of Appendix E).

The MIC's planning jurisdiction encompasses 641 square miles within St. Louis and Douglas counties in Minnesota and Wisconsin, respectively (see Map 8.1). It extends from the census-defined Duluth-Superior Urbanized Area out to the first ring of non-urbanized townships. This includes:

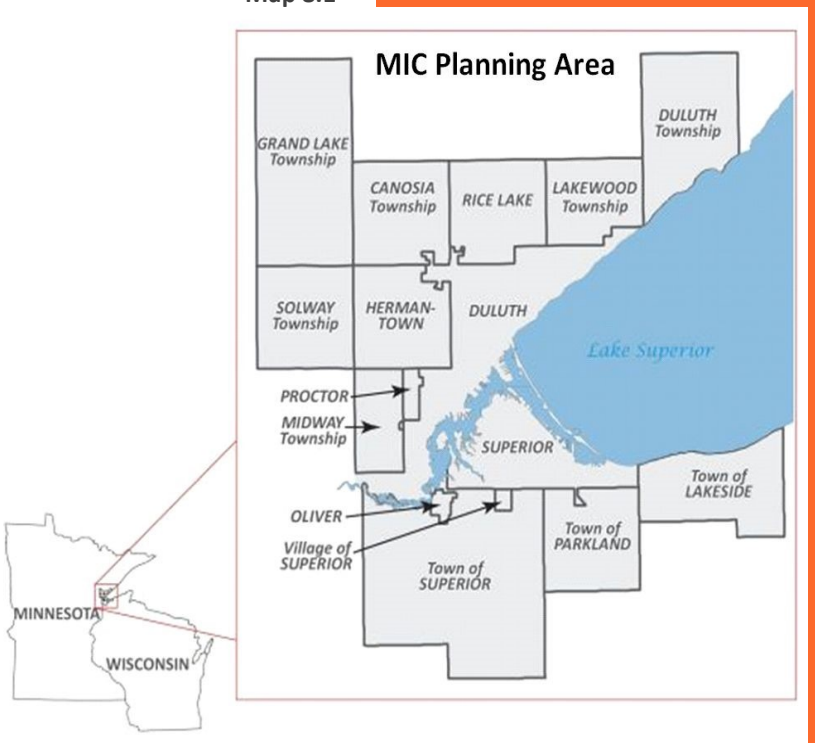
Minnesota/St. Louis County

City of Duluth
City of Hermantown
City of Proctor
City of Rice Lake
Canosia Township
Duluth Township
Grand Lake Township
Lakewood Township
Midway Township
Solway Township
St. Louis County

Wisconsin/Douglas County

City of Superior
Douglas County
Town of Lakeside
Town of Parkland
Town of Superior
Village of Oliver
Village of Superior

Map 8.1



MIC Organizational Structure

The organizational arrangements of MPOs vary throughout the country —some are free-standing entities, some are set up as a

division within city or county offices, while others, like the MIC, are housed within regional planning and development organizations.

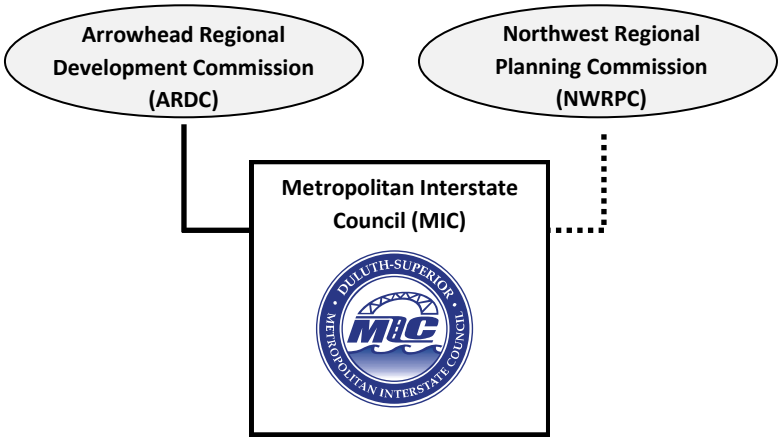
ARDC, NWRPC and the MIC

The MIC was formed in 1975 under a joint agreement between the Arrowhead Regional Development Commission (ARDC) in Duluth, Minnesota and the Northwest Regional Planning Commission (NWRPC) in Spooner, Wisconsin and is housed as a division of ARDC (Figure 8.1).

MIC Board, Staff and Advisory Committees

The MIC includes a top-level policy board, specialized advisory committees and professional planning staff.

Figure 8.1 Organizational Structure of ARDC, NWRPC and the MIC



MIC Policy Board

The MIC Policy Board is comprised of 18 elected officials and appointed citizen representatives (nine from Minnesota and nine from Wisconsin) who represent all local units of government within the planning area (Figure 8.2). The Policy Board considers and determines key MPO actions as well as the policies and recommen-dations in its plans and studies. It is also responsible for prioritizing projects for inclusion in the four-year Transportation Improvement Programs of federally -funded projects in Duluth and Superior.

MIC Planning Staff

The MIC's professional planning staff conducts ongoing planning and administrative activities, including research, data collection and analysis, mapping, facilitating public input and feedback, consulting with area jurisdictions and

Regional Development Commissions and Regional Planning Commissions

Regional Development Commissions (RDCs) in Minnesota and **Regional Planning Commissions** (RPCs) in Wisconsin are multi-county planning and development districts that, like MPOs, encourage cooperation between local, state, and federal agencies, elected officials, the private sector, and citizens.

Each is governed by a policy board consisting of elected officials from each jurisdiction within the region.

Arrowhead Regional Development Commission (ARDC), the first of nine multi-county regional development organizations in Minnesota, was established in 1969 based on the state Regional Development Act (1969). ARDC serves 7 counties, 180 townships, 70 cities, and 3 reservations in northeast Minnesota.

Northwest Regional Planning Commission (NWRPC) was created in 1959 by local units of government of northwest Wisconsin. It is the oldest planning commission in Wisconsin and one of the first multi-county planning commissions in the nation. The NWRPC is a cooperative venture of 10 counties and 5 tribal nations in the northwest corner of the state.

Figure 8.2 Jurisdictional Representation on the MIC Policy Board

Minnesota (9 representatives)	Wisconsin (9 representatives)
4 City of Duluth (2 city councilors, 1 Duluth Transit Authority Board member, 1 citizen)	**4 City of Superior** (1 citizen, 3 city councilors)
1 City of Hermantown (elected official)	**5 Douglas County** (4 county board supervisors, 1 suburban township elected official or citizen)
1 City of Proctor (elected official)	
3 St. Louis County (1 county board member, 1 suburban township elected official and 1 suburban township citizen)	

bringing plans and recommendations forward to the Policy Board for final approvals. Staff members include a director, administrative assistant, Geographic Information Systems (GIS) specialist and three transportation planners.

Advisory Committees to the MIC

Three formal advisory committees advise the Policy Board on technical matters and interact with the MIC's professional staff for consultation, analysis and other project work (Figure 8.3). All three committees meet regularly to consider, discuss and forward recommendations for Policy Board consideration.

Transportation Advisory Committee (TAC)

The Transportation Advisory Committee, or TAC, is comprised of staff-level officials, planners and engineers from local jurisdictions and state and federal agencies. It also includes

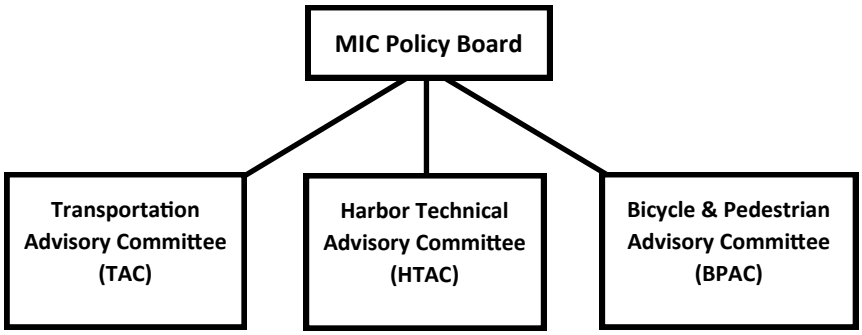


Figure 8.3 MIC Policy Board & Advisory Committees

The MIC Policy Board provides cooperative leadership to meet the following objectives:

To address major transportation issues and solve problems that affect multiple jurisdictions or agencies within the Duluth-Superior metropolitan area.

To develop detailed transportation information that will encourage decisions to enhance livability and optimize the movement of people and goods throughout the metro area.

To improve the comprehensive transportation network so that it is safe and fully integrated.

To gain the maximum benefit from each public transportation investment.

To establish an effective area-wide transportation planning process that is inclusive and responsive to the needs and interests of the area's residents, interest groups, units of government and affected agencies.

modal representatives (bike/pedestrian, transit, port and airport).

Harbor Technical Advisory Committee (HTAC)
The Harbor Technical Advisory Committee, or HTAC, provides guidance on decisions affecting the Duluth-Superior harbor. It also serves as an interstate forum for the development of recommendations relevant to the private, local, state and federal stakeholders who are directly involved with or impacted by their planning, programming and implementation.

Bicycle and Pedestrian Advisory Committee (BPAC)
The Bicycle and Pedestrian Advisory Committee, or BPAC, was formed in early 2010 to provide citizen input into the planning and implementation of bicycle and pedestrian infrastructure and to assist with data collection and developing recommendations for a variety of MIC projects including an area bike map and events such as the annual Bike to Work Day.

The MIC's Planning Process

Transportation planning is a cooperative process designed to foster involvement by all relevant stakeholders. Federal, state and local guidelines are integrated into a planning process utilized by the MIC for all its planning projects, including *Sustainable Choices 2045*.

The MIC's transportation planning process is not a "one size fits all" approach but rather recognizes that different projects call for customized approaches and may vary in the types and frequencies of stakeholder participation.

All of the MIC's planning activities (LRTP, TIPs and short-range plans and studies) offer several opportunities for at key decision points during the planning process, as specified in the MIC's Public Involvement Plan.

Federal Guidance

MPOs are charged with providing regional-level coordination and planning for transportation investments in a continuing, cooperative, and comprehensive manner (the 3-C planning process). *Sustainable Choices 2045* incorporates the most

Harbor Technical Advisory Committee

The HTAC's voting members include a broad range of area stakeholders:

City/County/Regional
- City of Duluth
- City of Superior
- St. Louis County
- Douglas County
- MIC
- NWRPC
- Western Lake Superior Sanitary District
- Duluth Seaway Port Authority

State/Federal
- MnDNR
- WisDNR
- MnDOT
- WisDOT
- MN Pollution Control Agency
- MN Sea Grant Program
- WI Sea Grant Program
- USDA-Natural Resources Conservation Service
- US Army Corps of Engineers
- US Coast Guard
- US Fish & Wildlife Service

Industry and Environmental/Citizen
- Coal sector
- General Bulk sector
- General Cargo sector
- Grain sector
- Harbor Engineering sector
- Harbor Services sector
- Iron Ore sector
- Pilots/Vessel Operations sector
- Recreation sector
- Save Lake Superior Association
- St. Louis River Alliance
- Isaak Walton League

recent federal-legislative mandates.

The following regulations identify additional federal requirements that impact the MIC's planning and programming activities:

Transportation Legislation: Federal FAST Act

The Fixing America's Surface Transportation (FAST) Act is a funding and authorization bill to govern United States federal surface transportation spending. It was passed by Congress in 2015.

In the FAST Act, the metropolitan and statewide transportation planning processes established in prior transportation authorizations are continued and enhanced to incorporate performance goals, measures and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process.

Requirements for a long-range plan and a short-term Transportation Improvement Plan (TIP) continue. The (long range) Metropolitan Transportation Plan must describe the performance measures and targets used in assessing system performance and progress in funds and focused greater attention in certain areas critical to transportation agencies, such as connectivity, freight, asset management, and performance measurement.

Federal Planning Factors

The federally-required planning factors of 23 CFR 450.306(b) are addressed in detail, along with a discussion of how they are addressed in this plan, in Appendix A.

Other Federal Requirements

The following regulations identify additional federal requirements that impact the MIC's planning and programming activities:

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act ensures that no person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving

Federal Legislation and the Role of MPOs

The MPO role in transportation planning has become more robust as national transportation policy has evolved through a series of federal legislative initiatives:

2015 Fixing America's Surface Transportation (FAST) Act

2012 Moving Ahead for Progress in the 21st Century (MAP-21)

2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

1998 Transportation Equity Act for the 21st Century (TEA-21)

1991 Intermodal Surface Transportation Efficiency Act (ISTEA)

1962 Federal-Aid Highway Act

federal assistance from the United States Department of Transportation.

National Environmental Policy Act (NEPA) of 1969

The National Environmental Policy Act (NEPA) requires all Federal agencies to systematically assess the environmental impacts of their proposed actions and consider alternative ways of accomplishing their missions that are less damaging to the environment. To ensure the public's interests are protected, proposed actions involving Federal resources may not take place until all NEPA and agency requirements for environmental analysis are met.

Americans with Disabilities Act (ADA) of 1990 and ADA Amendments Act of 2008

The Americans with Disabilities Act (ADA) requires that disabled populations must be assured access to employment, public services, and private facilities through improved transportation services. The MIC will identify actions necessary to ensure that the local transportation planning process involves the entire community, particularly those with disabilities, in the development and improvement of public transportation facilities and services. The local process must also ensure that physical locations for such activities, as well as the information presented, shall be accessible to persons with disabilities.

Clean Air Act Amendments (CAAA) of 1990

The Clean Air Act Amendments require greater integration of transportation and air quality planning, and assign a greater responsibility to transportation plans and programs for reducing mobile source emissions. They allowed the Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) for various pollutants. NAAQS standards have been developed for carbon monoxide, nitrogen dioxide, ozone, lead, particulate matter, and sulfur dioxide.

Environmental Justice Executive Order (12898) 1994

Environmental Justice is the public policy goal of ensuring that low-income or minority populations do not bear "disproportionately high and adverse human health or environmental effects of its programs, policies, and activities." Adverse human health effects include air and

noise pollution, divided neighborhoods, loss of access to opportunities and jobs, property value changes, safety, and aesthetics.

Federal Transit Act (FTA) of 1997

The Federal Transit Act requires any urban area with a population of 50,000 or greater to undertake a process to develop transportation plans and programs based upon transportation needs. Additionally, these plans and programs will consider transit elements in comprehensive long range land use plans, development objectives, and social, economic, environmental and energy conservation goals.

State Guidance

Both Minnesota and Wisconsin statewide plans were also used as framework for developing goals and objectives for this plan. Key state plans are summarized below.

Minnesota Transportation Plans

Minnesota GO / 50-Year Vision for Transportation

In 2012, MnDOT completed the Minnesota GO visioning process to better align the transportation system with what Minnesotans expect for their quality of life, economy and natural environment.

The Minnesota GO vision and guiding principles are intended to be used by all agencies responsible for transportation planning, construction and delivery in Minnesota, including within the MIC planning area, to inform their investment and service decisions by:

- **Leveraging public investments to achieve multiple purposes:** The transportation system should support other public purposes such as environmental stewardship, economic competitiveness, public health and energy independence.
- **Ensuring accessibility:** The transportation system must be accessible and safe for users of all abilities and incomes. The system must provide access to key resources and amenities throughout communities.
- **Building to a maintainable scale:** Consider and minimize long-term obligations–don't overbuild. The scale of the system should reflect and respect the surrounding

MnDOT's Complete Streets Policy

Complete streets is an approach to road planning and design that considers and balances the needs of all transportation users. It's about the basics: improving the transportation system's safety and functionality for all users. Its main premise is nothing more than for people to get around safely and efficiently from point A to point B, using whatever mode of travel they choose.

The complete streets approach helps to maximize the use of public roadways and right-of-way to provide a comprehensive and connected multimodal transportation system.

physical and social context of the facility. The transportation system should affordably contribute to the overall quality of life and prosperity.

- **Ensuring regional connections:** Key regional centers need to be connected to each other through multiple modes of transportation.
- **Integrating safety:** Systematically and holistically improve safety for all forms of transportation. Be pro-active, innovative and strategic in creating safe options.
- **Emphasizing reliable and predictable options:** The reliability of the system and predictability of travel time are frequently as important (or more important) than speed. Prioritize multiple multimodal options over reliance on a single option.
- **Strategically fixing the system:** Some parts of the system may need to be reduced while other parts are enhanced or expanded to meet changing demand. Strategically maintain and upgrade critical existing infrastructure.
- **Using partnerships:** Coordinate across sectors and jurisdictions to make transportation projects and services more efficient.

Statewide Multimodal Transportation Plan

MnDOT's 20-year Statewide Multimodal Transportation Plan articulates policies, strategies and performance measures as a framework to help achieve the Minnesota GO vision over the next two decades. The Statewide Multimodal Transportation Plan serves as the framework plan for MnDOT's modal plans, as described below.

Modal Plans

The long-range outcomes for transportation in the state, as articulated in the Minnesota GO vision, may take up to 50 years to be fully realized and extend to an entire family of plans that provide direction for different modes of transportation (aviation, bikes, freight, highways, pedestrians, ports and waterways, rail and transit).

State Aviation System Plan

This plan identifies the goals, minimum system objectives, and performance measures in which serves as a guide to meet the demands for airport facilities throughout Minnesota to ensure safety and economic competitiveness

nationally and internationally, while managing available funding options.

Statewide Bicycle System Plan

The 2016 Statewide Bicycle System Plan presents MnDOT's vision and goals for bicycle transportation, implementation strategies, and performance measures to evaluate progress toward achieving this vision. The plan is one of Minnesota GO modal plans.

District 1 Bicycle Plan

This 2019 plan identifies bicycle investment routes for targeted improvements in bicycle facilities throughout the entirety of District 1.

Statewide Freight System and Investment Plan One of the Minnesota GO family of modal plans, the purpose of this 2018 plan is to provide an integrated system of freight transportation in Minnesota – highway, rail, water, air cargo, and intermodal terminals – that offers safe, reliable, and competitive access to statewide, national, and international markets.

District 1 Freight Plan

This 2019 plan was developed with local governments, private businesses, and members of the public to better understand the multimodal freight system and industry needs and issues so policy and programming decisions can be better informed throughout the 8-counties in this District.

Statewide Pedestrian System Plan

This Plan, currently under development and scheduled for completion in December 2020, will guide MnDOT's investments to improve places for people walking along and across the state's highway system and to make walking more desirable and accessible.

Statewide Port and Waterways Plan

This plan provides the current state as well as the historical development of Minnesota's waterways. Financial support, economic benefits, and opportunities for the future are described in the plan. It also maintains the strategies for preserving Minnesota's ports and waterways.

MnDOT's Context Sensitive Solutions

Context Sensitive Solutions is "the art of creating public works projects that meet the needs of the users, the neighboring communities, and the environment."

It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives, and tailoring designs to particular project circumstances.

CSS is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting.

Statewide Rail Plan

The 2015 update of this plan identifies priority rail corridors, programs, and projects that offer effective improvements or expansion for passenger and freight travel in and out of Minnesota.

Greater Minnesota Transit Plan 2010-2030

This is a 20-year strategic plan that sets forth directions for the future of public transportation in Greater Minnesota (outside the seven county metro area). It describes current challenges, examines future transit service needs and estimates future levels of funding that would be required to meet that need and establishes policies to guide future transit investments in Greater Minnesota.

Investment and Asset Management

Minnesota State Highway Investment Plan (MnSHIP)

The 20-Year Minnesota State Highway Investment Plan (MnSHIP) directs capital investment for Minnesota's state highway system.

District 1 10-Year Capital Highway Investment Plan (CHIP) 2019-2028

Each district CHIP includes an overview of the district, planned investments, and list of planned projects over the next ten years. The district CHIPs also highlight district investment strategies and projected 10-year outcomes based on the 10-year list of projects.

Transportation Asset Management Plan

This 2019 plan informs capital and operations planning efforts and serves as a planning tool to help MnDOT evaluate risks, develop mitigation strategies, analyze life cycle costs, establish asset condition performance measures and targets, and develop investment strategies.

Greater Minnesota Transit Investment Plan

This 20-year strategic plan provides direction for the future of public transportation in Greater Minnesota. The plan describes current challenges in the state, examines future transit service needs and analyzes future levels of funding to meet that need.

Greater Minnesota Mobility Study

This 2018 study considers vehicle and freight mobility investment needs on the National Highway System (NHS) throughout Greater Minnesota. Its primary goal is to identify locations with the greatest mobility or reliability issues and low-cost, high-benefit solutions for future investment consideration.

Safety

Strategic Highway Safety Plan

This plan was created to reduce the number of traffic fatalities and serious injuries on Minnesota's roadway as part of the Towards Zero Deaths initiative.

Other

Minnesota Statewide Regional ITS Architecture Plan

This 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 support system integration and coordination between different transportation stakeholders.

Wisconsin Transportation Plans

Long Range

Connections 2030

Connections 2030 is the long-range transportation plan for the state of Wisconsin, addressing all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. WisDOT officially adopted *Connections 2030* in October 2009.

Modal

Numerous plans, reports, and studies are considered and reflected in Connections 2030, including:

State Airport System Plan 2030

This plan provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet the current and future aviation needs of the State of Wisconsin.

Bicycle Transportation Plan 2020

WisDOT encourages planning for bicyclists at the local level, and this plan provides guidelines for accommodating travel by bicycles when roadways are reconstructed, or new roads are built.

State Freight Plan

This 2018 plan links statewide transportation investments to economic development activities, guides implementation from planning to project development to programming and provides performance measures.

Wisconsin Pedestrian Policy Plan 2020

WisDOT this plan to provide a long-range vision addressing existing and emerging pedestrian needs over the next 20 years, with recommendations to meet those needs.

Wisconsin State Highway Plan 2020

This is a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement, and safety.

Wisconsin Rail Plan 2030

This plan establishes a vision for rail transportation through 2030, sets state rail policy, and presents priorities and strategies for investment.

Wisconsin Strategic Highway Safety Plan

This plan provides background and information about highway safety in Wisconsin and lays out strategies for the Wisconsin Department of Transportation (WisDOT) and its many safety partners to address key safety issues.

Local Coordination

Many of the MIC's member jurisdictions develop and maintain a number of planning documents to help guide coordinated development and investment decisions.

Regional Plans

Several planning initiatives from in and around the MIC area are relevant to the development of this document. While *Sustainable Choices 2045* does not include specific recommendations from individual community plans, it does

Connections 2030: Wisconsin's Vision for Transportation

- WisDOT envisions an integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment.
- *Connections 2030* policies are organized according to seven themes:
- To preserve and maintain Wisconsin's transportation system
- To promote transportation safety
- To foster Wisconsin's economic growth
- To provide mobility and transportation choice
- To promote transportation efficiencies
- To preserve Wisconsin's quality of life
- To promote transportation security

incorporate community-level concerns into the LRTP's policies, goals and objectives. Current region-wide plans include:

Northern MN and Northwest WI Regional Freight Plan
This is a multimodal transportation planning effort that includes highway (commercial vehicle operations), rail, waterway, air cargo, pipeline, and intermodal transportation, and recommends improvements to freight movements specific to the region.

Douglas County Comprehensive Plan 2010-2030
The transportation element of the Douglas County Comprehensive Plan reviews the existing types of transportation choices in the county, and identifies applicable local, state, and regional transportation plans affecting Douglas County.

Coordinated Human Services Transportation Plans
These plans assess transportation needs for individuals with disabilities, older adults, and persons with limited incomes, inventory available services, and develop strategies to address the identified gaps in service for more efficient utilization of resources. Two of these plans have been developed in the MIC Planning Area:

Northeast MN and the Duluth Metro Area

Douglas County, WI and the City of Superior

Comprehensive Plans

MIC-area omprehensive Plans that provide an overall guide for growth while maintaining or improving quality of life for its residents by identifying future land use, utilities, green space and transportation needs. Current Comprehensive Plans

Imagine Duluth 2035

City of Superior Comprehensive Plan 2010-2030

City of Proctor Comprehensive Plan

City of Rice Lake Comprehensive Plan
(currently under development)

Canosia Township Comprehensive Plan

Duluth Township Comprehensive Plan

Lakewood Township Comprehensive Plan

Midway Township Comprehensive Plan

Specialty and Small Area Plans

Several recent local planning initiatives that are relevant to the MIC's planning outlook include:

MIC Plans and Studies

Canosia Township Trails Plan

Duluth-Superior Area Truck Route Study

Duluth-Superior Metropolitan Bikeways Plan

Duluth-Superior Port Land Use Plans

Duluth Township Trails Plan

Highway 23/Grand Avenue Corridor Study

I-35/Bayfront Area Traffic Modeling and Special Event Traffic Control Plan

Transportation Systems Management (TSM) Assessment of MIC Roadways in Minnesota and Wisconsin

City of Duluth Plans

Bayfront District Small Area Plan

Central Entrance - Miller Hill Small Area Plan

Gary/New Duluth Small Area Plan

Gary/New Duluth Health Impact Assessment

Higher Education Small Area Plan

Lincoln Park Small Area Plan

Lincoln Park Small Area Plan Health Impact Assessment

Miller Hill/Central Entrance Small Area Management Plan

Park Point Small Area Plan

Riverside Small Area Plan

Skyline Parkway Corridor Management Plan

Other Local Area Plans and Studies

Northern Lights Express Passenger Rail

St. Louis County Union Depot Passenger Rail Terminal Study