

1. Goals & Objectives

This chapter introduces the Long Range Transportation Plan (LRTP) and its Goals and Objectives for the Duluth-Superior area.

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WELCOME TO *CONNECTIONS 2040*

The Long Range Transportation Plan for the Duluth-Superior metropolitan area.

What is *Connections 2040*?

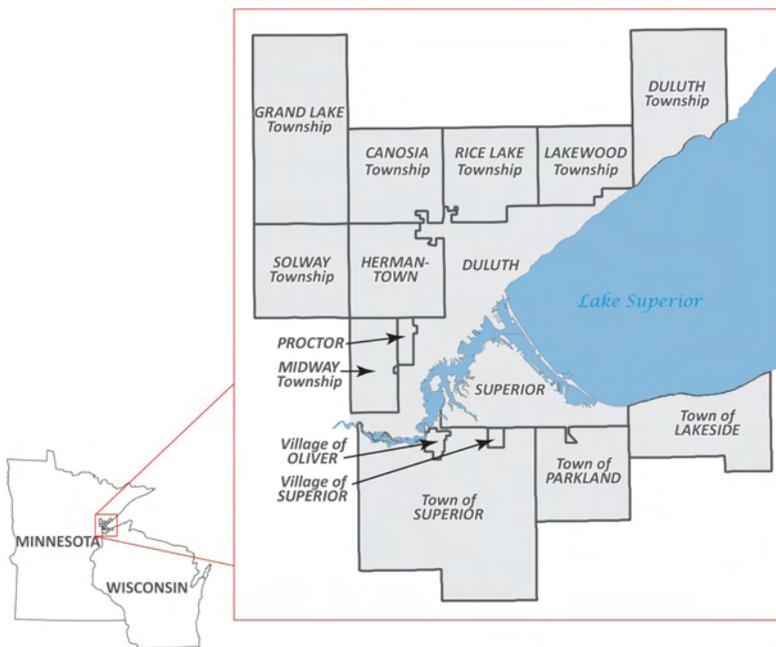
This Long Range Transportation Plan (LRTP) provides policy guidance, goals and strategies for jurisdictions within the greater metropolitan area of Duluth, Minnesota and Superior, Wisconsin to work cooperatively to provide a well-maintained, integrated, accessible and multi-modal transportation system to safely and efficiently move people and freight for the next 25 years.

Since a transportation system crosses many jurisdictional boundaries with spending decisions made at state, county and city levels, *Connections 2040* coordinates the planning and sets forth a vision for the area-wide transportation network, within the constraints of funding the region can reasonably expect to receive. It covers a twenty-five year planning horizon and is updated every five years.

What Area Does It Cover?

Connections 2040 addresses all modes of transportation within the Duluth-Superior metropolitan planning area (Fig. 1.1).

Fig. 1.1: Duluth-Superior Metropolitan Planning Area



Statement of Purpose

Connections 2040 will guide the future of transportation in the Twin Ports area by planning for a comprehensive, multi-modal, and integrated transportation system that provides a high level of access and mobility for all people and goods, improves safety, preserves infrastructure, and provides economic activity consistent with available environmental and fiscal resources.

Access and mobility...

Access is the ease with which people can reach destinations

Mobility is the ease of movement that people experience in moving from place to place

for people and freight...

Transportation systems must accommodate the needs of personal and commercial trips, locally and regionally, via multiple modes

...is the sensitive balance sought in good transportation planning.*

* Source: The Institute of Transportation Engineers and Smart Growth transportation planners.

Area Transportation Assets

Duluth and Superior feature a broad range of infrastructure across all modes of transport: four Class I railroads, local roads, an Interstate highway, an international seaport, an international airport, a public transit system and miles of hiking and biking trails. The goal of this Long Range Transportation Plan is to preserve and develop these assets to maximize their economic development value and minimize their impact on the environment and other community values. (See Map 4.1, Transportation Assets)

Why Does It Matter?

Connections 2040 serves as the foundation for the MIC's planning efforts. This multimodal plan is important because it incorporates community and jurisdictional input to establish priorities for area transportation decisions; identifies issues for further study by the MIC, and filters potential projects down into the Duluth and Superior [Transportation Improvement Programs](#) which apply federal transportation funds to priority projects for the Duluth-Superior area.

If a city, county, or public agency in the Duluth-Superior metropolitan planning area intends to use federal transportation funding for projects or programs, the projects must be included in or consistent with this Long Range Transportation Plan.

When is it Updated?

To keep pace with changing priorities, opportunities, and challenges, the MIC's LRTP is updated every 5 years; the TIPs are updated annually.

What's New for the 2040 LRTP?

New data that has become available since the publication of the last [\(2035\) Long Range Transportation Plan](#), along with the federal [MAP-21](#) transportation legislation which put forward several notable policy initiatives and planning directives, have shaped the focus of *Connections 2040*:

Updated Traffic Demand Model

The MIC-area traffic demand model has been updated to include revised demographic and employment projections, as well as expansion projects that have occurred since 2010.

Adjusted Project Costs and Constrained Project Lists

Estimated costs of all improvement projects identified in the previous (2035) version of the LRTP have been revised to better reflect inflationary increases over a 25 year timeframe. The adjusted numbers show a dramatically increasing shortfall between programmed projects and projected revenues: of \$214 million for

Duluth-Superior Metropolitan Interstate Council



The MIC is the designated Metropolitan Planning Organization (MPO) for the Duluth-Superior area and produced this Long Range Transportation Plan.

MIC-Area Jurisdictions include
Minnesota

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

Wisconsin

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

More information about the MIC:
See www.dsmic.org.

short-range projects (2015-2019); \$180 million for mid-range projects (2020-2024); and a very large gap (more than \$1.15 billion) for mid-range projects (2025-2040).

The MIC has worked with its jurisdictions to constrain the 2040 project lists by asking them to prioritize projects to match projected revenues and to identify other potential revenue sources.

Foundations for Future Performance Measures

Connections 2040 lays the foundation for local performance measures to be established in the following areas:

- Mobility & accessibility
- Operations & maintenance
- Safety & security

Where available, information related to these performance measures will be presented in this document in the context of specific modes (roads, bikes and pedestrians, transit, etc).

Complete Streets Policies and Active Transportation

A [Complete Streets](#) policy has been [adopted by the State of Minnesota](#) and in the City of Duluth a [Resolution](#) providing for a Complete Streets Policy and requesting city staff to develop implementation strategies was passed in March 2010.

The main idea behind Complete Streets is to ensure that roads offer safe access not just for drivers, but for transit users, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities.

The spirit of this policy shift is reflected in the [MIC's work with its Bicycle and Pedestrian Advisory Committee](#) (BPAC) and, notably, in the strong community support for Active (formerly "non-motorized") Transportation in this plan's Goals and Objectives. (See p. 1-6 as well as Chapter 6 (Public Participation) and Appendix D).

How Was This Plan Developed?

The MIC's development process for *Connections 2040* assessed transportation needs and set priorities for the Duluth-Superior area by :

- Analyzing the most recent data available, including traffic volumes, demographic trends, and existing transportation assets;
- Estimating projected revenues;
- Coordinating with current federal and state policies;
- Building upon recent local and area plans and policies; and
- Conducting a variety of public input processes.

Planning for All Modes of Transportation

Transportation systems are multi-modal. This plan addresses both motorized and non-motorized modes of travel within a variety of



Pedestrian



Harbor/Port

facilities, including:



Highways



Transit

These priorities are reflected in the plan's Goals and Objectives (pages 1-6 through 1-35) for maintaining and improving transportation for all modes throughout the area as well as in the jurisdictional Project Lists with short-, mid-, and long-range timeframes (Chapter Five).

Who Was Involved?

Public involvement is integral to good transportation planning. The MIC's [Public Involvement Plan](#) set the framework for the outreach efforts. Input was sought from local transportation stakeholders and the general public throughout the development of *Connections 2040*. The MIC Policy Board and the Transportation Advisory Committee served in an advisory capacity at their monthly meetings and the MIC's website (www.dsmic.org) was utilized to disseminate a survey and to provide updates. Chapter Six describes the public involvement process in detail.

Statement of Purpose

Connections 2040 will guide the future of transportation in the Twin Ports area by planning for a comprehensive, multi-modal, and integrated transportation system that provides a high level of mobility for all people and goods, improves safety, preserves infrastructure, and provides economic activity consistent with available environmental and fiscal resources.

Goals, Objectives and Strategies

The development of *Connections 2040* was based on the Goals, Objectives and Strategies as identified by area transportation stakeholders.

Goal: A broad statement identifying a desired outcome;

Objective: A specific & measurable condition that must be met in order to accomplish the goal;

Strategy: A specific action undertaken in order to meet the stated objective.

Implementation of the Goals

- The Goals, Objectives and Strategies are reflected in the **policy and programming recommendations** put forward for each mode in Chapter Four (Performance) and also in the **short-, mid-, and long-range projects** listed in Chapter Five (Projects and Funding).
- **MIC and Partnership Strategies:** each of the strategies for the following Goals and Objectives have been identified as implementable by MIC staff (in its annual work program activities), or by area jurisdictions (in their planning and engineering work to develop, maintain and improve transportation infrastructure), or both.

Planning for All Modes of Transportation



Local Roadways



Air



Bicycle



Rail

Goal 1: Access & Mobility

Develop and maintain the Duluth-Superior transportation system to enhance accessibility and mobility for all users and modes

Objective (1)		
Increase transportation choices and year-round access and for the movement of people <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Ensure ADA compliance, particularly in high-use and key pedestrian corridors.		X
b. Increase transit options, including on-demand transportation options		X
c. Improve sidewalk connections to major pedestrian generators (including snow removal)		X
d. Expand bicycle infrastructure as routine part of roadway maintenance and construction projects.		X
e. Improve connections between modes for people of all ages ("8 to 80" Cities)	X	X
f. Provide education concerning year-round mobility issues from all socio-economic backgrounds.	X	
g. Work with jurisdictions across the board to develop Complete Streets Policies throughout the region.	X	X
h. Promote events such as free DTA ride days, Bike to Work and Walk to School days, etc.	X	



Planning Goals

1. Access & Mobility
2. Economic Vitality
3. Operations & Maintenance
4. Public Participation
5. Environmental Protection
6. Network Integration
7. Safety
8. System Preservation and Optimization
9. Security

Goal 1: Access & Mobility

Develop and maintain the Duluth-Superior transportation system to enhance accessibility and mobility for all users and modes

Objective (2)		
Develop performance measures for the movement of people within the Duluth-Superior region Strategies to implement this Objective include:	MIC Strategy	Partnership Strategy
a. Develop performance measures to increase overall mobility for motorized modes (such as number of jobs or retail destinations that can be reached in a given time (e.g. 30 minutes))	X	
b. Develop performance measures to increase overall mobility for non-motorized (active) modes (such as number of miles of bike lanes)	X	
c. Partner with area jurisdictions, agencies and academic institutions to determine opportunities for counting technology sharing		X
d. Continue to develop and refine methodology for conducting annual bike and pedestrian counts and share this area's data in accordance with state and national data collection initiatives.	X	X

Goal 1: Access & Mobility

Develop and maintain the Duluth-Superior transportation system to enhance accessibility and mobility for all users and modes

Objective (3)		
Shift investment strategies towards providing a diversification of modes (rather than solely increasing roadway capacity) Strategies to implement this Objective include:	MIC Strategy	Partnership Strategy
a. Prioritize projects for funding that incorporate bicycle and pedestrian infrastructure and connections as elements of corridor improvement projects.	X	X
b. Lead education and dialogue about the importance of a multi-modal transportation network.	X	
c. Review and continually update the active transportation plans for the region, including trails, sidewalks and bikeways plans.	X	
d. Promote events such as free DTA ride days, Bike to Work and Walk to School days, etc.	X	

Goal 1: Access & Mobility

Develop and maintain the Duluth-Superior transportation system to enhance accessibility and mobility for all users and modes

Objective (4)		
Improve access and mobility for the movement of freight <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Lead education and dialogue on future freight needs.	X	
b. Seek opportunities to develop intermodal freight facilities.	X	X
c. Maintain minimum weight limits (10-ton) for freight movements between points of origin and destination.		X
d. Develop oversized/overweight load corridors to serve the expanding industries.		X
e. Continued and/or accelerated replacement of load-restricted bridges		X
f. Support an effective and seamless supply chain for businesses to be able to provide efficient delivery of goods.	X	

Goal 2: Economic Vitality

Develop and maintain the Duluth-Superior transportation system to support economic productivity, efficiency and competitiveness

Objective (1)		
Encourage transportation investments that stimulate economic activity	MIC Strategy	Partnership Strategy
<i>Strategies to implement this Objective include:</i>		
a. Improve connections and mobility for regional tourism	X	X
b. Consider economic benefits in developing transportation performance measures	X	X
c. Ensure freight routes are efficient, safe and reliable	X	X
d. Encourage infrastructure investments that integrate, coordinate and modernize multi-modal infrastructure	X	X



Planning Goals

1. Access & Mobility
2. **Economic Vitality**
3. Operations & Maintenance
4. Public Participation
5. Environmental Protection
6. Network Integration
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Goal 2: Economic Vitality

Develop and maintain the Duluth-Superior transportation system to support economic productivity, efficiency and competitiveness

Objective (2)		
Improve transportation to and within key population, activity and employment centers <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Increase transit to employment centers	X	X
b. Encourage tourism by providing a variety of transportation choices to key destinations	X	X
c. Engage in P3 (Public-Private Partnerships) to secure maximum lifecycle maintenance and operation, and to bridge funding gaps.	X	X
d. Analyze and work to understand the region's freight markets and the national/international role it plays in the global economy.	X	X
e. Continue to support and improve existing transit service.	X	X
f. Make strategic infrastructure investments that integrate, coordinate and modernize multi-modal infrastructure	X	X

Goal 2: Economic Vitality

Develop and maintain the Duluth-Superior transportation system to support economic productivity, efficiency and competitiveness

Objective (3)		
Encourage investment in key freight facilities (water, rail, air and highway) Strategies to implement this Objective include:	MIC Strategy	Partnership Strategy
a. Increase coordinated planning efforts and cost-sharing opportunities	X	X
b. Capitalize on emerging industry trends	X	X
c. Increase flexibility of the transportation system to respond to changing economic and market conditions	X	X
d. Concentrated investment in transportation system infrastructure that completes or increases long term sustainability of key industrial sectors.	X	X
e. Capitalize on unique assets already in place (e.g., Duluth airport's runway can land heavy international transport and has "airport of entry" status)	X	X
f. Make strategic infrastructure investments that integrate and modernize multimodal transportation infrastructure	X	X
g. Look for opportunities to develop public-private partnerships to improve intermodal freight movement options.	X	X
h. Develop new facilities and improve the efficiency of existing facilities for moving freight through the Duluth-Superior port.	X	X

Goal 2: Economic Vitality

Develop and maintain the Duluth-Superior transportation system to support economic productivity, efficiency and competitiveness

Objective (4)		
Promote transportation decisions that support regional and neighborhood vitality <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Increase coordinated planning efforts and cost-sharing opportunities	X	X
b. Increase flexibility of the transportation system to respond to changing demographic trends and economic and market conditions	X	X
c. Implement Complete Streets improvements at key activity centers	X	X
d. Complete neighborhood (small area) plans as amendments to the Comprehensive Plan	X	X
e. Market alternative transportation options at events such as Bike to Work Day	X	X
f. Present information about transportation options to city council and county boards	X	X
g. Continue to include all modes in planning	X	X
h. Recognize transportation infrastructure and facilities that have a negative impact on economic development and seek improvements	X	X
i. Develop metrics for measuring economic benefits of roadway improvements that benefit active transportation modes (bicycle, pedestrian and transit)	X	X

Goal 3: Operations & Maintenance

Ensure the efficient operation and maintenance of the transportation system to optimize the movement of people and goods throughout the metro area.

Objective (1)		
Ensure sufficient funding for operations and maintenance needs. <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Adopt life-cycle considerations during the planning and design of transportation projects.		X
b. Increase coordination and cost-sharing for transportation and infrastructure projects among jurisdictions.	X	X
c. Develop a public relations campaign to inform and educate the public as to why greater investment in an efficient and safe transportation system is needed.	X	
d. Investigate funding mechanisms that also consider the negative and positive financing impacts on local governments.	X	X
e. Require local governments and authorities to develop short- and long-term operations and maintenance budgets.	X	X
f. Reach out to private sector to seek opportunities for public-private partnerships (PPPs) in funding infrastructure and services.	X	X
g. Conduct corridor studies of priority roadways; develop recommendations aimed at improving multimodal operations.	X	
h. Assist local transit providers with the procurement of funding for converting more of their fleet to more fuel efficient vehicles.	X	X



Planning Goals

1. Access & Mobility
2. Economic Vitality
- 3. Operations & Maintenance**
4. Public Participation
5. Environmental Protection
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Goal 3: Operations & Maintenance

Ensure the efficient operation and maintenance of the transportation system to optimize the movement of people and goods throughout the metro area.

Objective (2)		
Optimize efficiencies of area transportation operations for all modes <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Adopt technological innovations aimed at enhancing transportation services and traffic operations.		X
b. Increase the use of alternative fuel technologies for improved operations.		X
c. Combine facilities for modes (e.g. motor vehicles and bikes) where feasible to reduce the costs of maintenance and operations.		X
d. Explore the opportunities for more park-and-ride lots that serve commutes between the region and the urban core.	X	X
e. Use traffic modeling to identify and help to address potential capacity issues.	X	X
f. Use regular Transportation Systems Management (TSM) assessments to help prioritize locations of poor operations.	X	
g. Conduct corridor studies of priority roadways; develop recommendations aimed at improving multimodal operations.	X	
h. Advocate for signal-prioritization in key activity centers.	X	X

Goal 3: Operations & Maintenance

Ensure the efficient operation and maintenance of the transportation system to optimize the movement of people and goods throughout the metro area.

Objective (3)	MIC Strategy	Partnership Strategy
<p>Ensure operational preparedness for planned and unplanned events</p> <p><i>Strategies to implement this Objective include:</i></p>		
<p>a. Seek ways to improve communication and coordination between area planners, transportation services, law enforcement and emergency responders.</p>	X	X
<p>b. Promote the expansion of Intelligent Transportation Systems (ITS) and Traffic Operations Coordinating (TOC) technologies in the Duluth-Superior metro.</p>	X	X
<p>c. Work with regional emergency responders to ensure coordinated incident management plans.</p>	X	X

Goal 4: Public Participation

Provide ongoing and effective opportunities for public participation so the needs and interests of all users of the transportation system are taken into consideration

Objective (1)	MIC Strategy	Partnership Strategy
<p>Ensure the public has a variety of opportunities for information and involvement</p> <p><i>Strategies to implement this Objective include:</i></p>		
a. Implement methods and techniques put forward in the 2013 MIC Public Involvement Plan	X	
b. Ensure the proper timing of announcements to allow meaningful input to be incorporated into decision making process	X	X
c. Coordinate planning and outreach efforts with local jurisdictions and transportation partners	x	X



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Goal 4: Public Participation

Provide ongoing and effective opportunities for public participation so the needs and interests of all users of the transportation system are taken into consideration

Objective (2)		
Ensure efforts to inform and engage disenfranchised groups impacted by transportation decisions <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Ensure compliance with Environmental Justice and Title VI requirements	X	
b. Broaden contact base and invite participation from churches, community clubs, group homes, and special needs facilities	X	X
c. Establish convenient contact centers at high-traffic and/or centrally-located areas and events, such as mall kiosk, fair/festival booth, etc.	X	X
d. Seek ways to regularly encourage participation in transportation planning	X	X

Goal 4: Public Participation

Provide ongoing and effective opportunities for public participation so the needs and interests of all users of the transportation system are taken into consideration

Objective (3)	MIC Strategy	Partnership Strategy
<p>Improve strategies and methods to get the word out, receive feedback and increase public interest</p> <p><i>Strategies to implement this Objective include:</i></p>		
a. Increase use of real-time consumer technologies (e.g. smartphone apps, social media, etc.)	X	X
b. Implement methods and techniques put forward in the 2013 MIC Public Involvement Plan	X	
c. On an annual basis review the PIP and other efforts to determine what worked and what did not work and who was missed	X	

Goal 5: Environmental Protection

Protect and enhance the environment through responsible and compatible transportation projects

Objective (1)	MIC Strategy	Partnership Strategy
<p>Avoid, minimize and/or mitigate the negative environmental impacts of local and regional transportation</p> <p><i>Strategies to implement this Objective include:</i></p>		
a. Increase the use of innovative technologies and techniques that mitigate/reduce negative impacts		X
b. Encourage the use of active modes such as transit, bike and walking	X	X
c. Allow for multiple uses within existing facilities and rights-of-way to decrease environmental impact of expanding right of way.		X
d. Investigate other types of fuel for cars and trucks that have a neutral impact on the environment.		X
e. Consider “green design” for upgrades to current rights of ways.		X
f. Promote and incorporate best stormwater management practices	X	X
g. Seek project designs that minimize impervious surfaces		X



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Goal 5: Environmental Protection

Protect and enhance the environment through responsible and compatible transportation projects

Objective (2)		
Reduce negative social or cultural impacts of local and regional transportation <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Promote transportation choices that reduce negative impacts	X	X
b. Encourage the use of active modes such as transit, bike and walking	X	X
c. Increase opportunities and locations for seamless transfer between modes		X
d. Ensure that that facilities for vehicles also provide for alternative modes		X
e. Encourage the use of electric and dual fuel vehicles by developing a larger fueling/charging network		X
f. Seek project designs that minimize noise and light pollution		X

Goal 5: Environmental Protection

Protect and enhance the environment through responsible and compatible transportation projects

Objective (3)		
Improve energy conservation <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Encourage the use of active modes such as transit, bike and walking	X	X
b. Increase education/dialogue about the importance of a multimodal transportation network	X	X
c. Extend tax benefits for use of public transit		X
d. Develop computer modeling and analysis for efficient streamlining of traffic patterns with specific focus on conservation		X
e. Decrease or eliminate non-essential/cosmetic lighting treatments for roadways and bridges		X

Goal 5: Environmental Protection

Protect and enhance the environment through responsible and compatible transportation projects

Objective (4)	MIC Strategy	Partnership Strategy
<p>Ensure that adequate transportation facilities are in place and functioning at the time development occurs</p> <p><i>Strategies to implement this Objective include:</i></p>		
<p>a. Ensure concurrency between transportation facilities and planned commercial, industrial and residential development</p>	X	X

Goal 6: Network Integration

Promote innovations that integrate transportation facilities to provide effective and efficient transfer of people and goods between modes.

Objective (1)		
<p>Improve connectivity between modes of transportation for people.</p> <p><i>Strategies to implement this Objective include:</i></p>	MIC Strategy	Partnership Strategy
a. Recognize multimodal needs when designing facilities		x
b. Coordinate transit schedules and routes with major destinations including large employers, colleges and schools.	x	x
c. Integrate the transportation system to create efficient travel for all users of the corridor, including recognizing the differing needs for each mode of transportation.	x	x
d. Further establish key transit corridors, by including transit-oriented zoning and infrastructure which supports these corridors.	x	



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Goal 6: Network Integration

Promote innovations that integrate transportation facilities to provide effective and efficient transfer of people and goods between modes

Objective (2)		
Improve connectivity between modes of transportation for freight <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Integrate transportation technologies for different modes.	x	x
b. Increase interconnectivity and identify opportunities for modal transfers.	x	
c. Reduce intermodal conflicts for fewer interruptions in main freight corridors		x
d. Identify and reduce obstacles and/or barriers for the movement of freight through physical infrastructure improvements (e.g., low clearance bridges) and policy changes (e.g., weight limits on highways).	x	

Goal 6: Network Integration

Promote innovations that integrate transportation facilities to provide effective and efficient transfer of people and goods between modes

Objective (3)		
<p>Improve coordination of transportation facilities and services between agencies and municipalities</p> <p><i>Strategies to implement this Objective include:</i></p>	MIC Strategy	Partnership Strategy
a. Increase local coordination to ensure that transportation projects and services integrate different modes.	x	
b. Prior to development, coordinate cross-agency communications and/or meetings when new projects or services may benefit other groups.	x	x
c. Promote inter-agency successes as they occur in order to foster a culture of working together across agencies	x	X

Goal 7: Safety

Maintain and improve the safety of the Duluth-Superior transportation system for all users and modes

Objective (1):		
Reduce motor vehicle crashes that result in fatalities or severe injuries <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Initiate and promote activities that support regional Toward Zero Deaths (TZD) strategies.	X	X
b. Initiate and support activities that help implement countywide safety plans.	X	X
c. Support and participate in activities of the regional Safe Communities Coalition "Driving for Safe Communities".	X	X
d. Monitor and evaluate system safety based on established performance measures.	X	
e. Use crash data to identify and prioritize locations with high rates of crash-severity.	X	X
f. Invest in evidence-based, cost-effective infrastructure projects that reduce head-on, T-bone, and road-departure crashes.	X	X
g. Promote and support regional efforts to decrease chemically-impaired and distracted driving through enhanced enforcement and education efforts.	X	X
h. Support programs aimed at educating adults and teens about proper use of seatbelts and child safety restraints.	X	X
i. Promote increased consideration for roundabout designs in MIC area roadway projects.	X	X
j. Promote and implement expansion of ITS and other safety technologies in the Duluth-Superior metro.	X	X
k. Increase consideration of safety treatments in selection of TIP projects.	X	X



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Goal 7: Safety

Maintain and improve the safety of the Duluth-Superior transportation system for all users and modes

Objective (2)		
Improve bike and pedestrian safety <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Increase the use of techniques and technologies to improve bike and ped safety.		X
b. Promote and invest in roadway projects that support the safe movement of pedestrians and cyclists.	X	X
c. Monitor and evaluate crash data and other information to identify and prioritize locations of concern regarding bike and pedestrian safety.	X	X
d. Seek Safe Routes to School (SRTS) and other funding sources to help promote bike and ped safety around schools.	X	X
e. Coordinate the input and efforts of the 4 "E's" (Education, Enforcement, Engineering, and Emergency Response) and other stakeholders that impact bike and pedestrian safety.	X	X
f. Seek planning and funding resources to develop area-wide bike and ped safety action plans.	X	
g. Establish performance measures to support bike and pedestrian safety.	X	X

Goal 7: Safety

Maintain and improve the safety of the Duluth-Superior transportation system for all users and modes

Objective (3)		
Improve safety of freight movements <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Increase the use of technologies to improve the safety of freight transport in the Duluth-Superior area.		X
b. Use crash data and other information to identify and prioritize locations of concern with respects to safe freight transport.	X	X
c. Guide freight to the appropriate corridors, where feasible.	X	X
d. Monitor safety conditions at - and invest in improvements for - at-grade rail crossings in the Duluth-Superior metro.	X	X
e. Seek funding for grade-separated rail crossings where justified.	X	X
f. Evaluate and provide more information regarding the hazards of mixing modes of transportation in confined areas.	X	X

Goal 8: System Preservation and Optimization

Preserve existing infrastructure where warranted and ensure transportation facilities are utilized optimally, applying financial resources in the most effective manner

Objective (1)	MIC Strategy	Partnership Strategy
<p>Increase longevity of local transportation facilities for all modes</p> <p><i>Strategies to implement this Objective include:</i></p>		
a. Increase coordinated use of technologies for multimodal operations and asset management	x	x
b. Consider Transportation Demand Management to provide or expand alternatives to single-occupancy vehicle travel, such as transit, bicycling, and walking.	x	
c. Replace sidewalks, include bicycle accommodations and optimize placement of bus stops as a component of roadway reconstruction.		x
d. Work cooperatively with roadway authorities to encourage sound investment decisions for all involved.	x	
e. Have access management plans in place to reduce the need for corridor expansion.	x	x



Planning Goals

1. Access & Mobility
2. Economic Vitality
3. Operations & Maintenance
4. Public Participation
5. Environmental Protection
6. Network Integration
7. Safety
- 8. System Preservation and Optimization**
9. Security

Goal 8: System Preservation and Optimization

Preserve existing infrastructure where warranted and ensure transportation facilities are utilized optimally, applying financial resources in the most effective manner

Objective (2)	MIC Strategy	Partnership Strategy
Optimize transportation investments <i>Strategies to implement this Objective include:</i>		
a. Examine the transportation system for under-utilized assets and develop strategies that that will more fully utilize the system	x	
b. Utilize sound asset management practices and principles to ensure preservation of the transportation network (i.e., right fix, right road, right time).		x
c. Utilize Pavement Management of road surfaces. Implement a multi-jurisdictional, data driven needs analysis for the investment into the region's infrastructure.	x	x
d. Develop zoning and other site and density regulations that optimize transportation investments.	x	x
e. Develop performance measures that help maximize transportation investments.	x	

Goal 8: System Preservation and Optimization

Preserve existing infrastructure where warranted and ensure transportation facilities are utilized optimally, applying financial resources in the most effective manner

Objective (3)		
Increase funding for local and regional transportation projects <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Identify and pursue new funding opportunities.	x	x
b. Work with local governments to include funding of transportation projects in comprehensive plans	x	
c. Emphasize funding requirements in conducting public meetings on transportation projects and needs	x	
d. Research federal and state grant availability and determine funding eligibility for projects	x	
e. Provide guidance and support of grant applications for transportation projects	x	
f. Seek ways to coordinate multiple types of projects (i.e., water, sewer line repairs and road repairs) for cost savings	x	x
g. Plan for multimodal and innovative projects (even without funding available at the time) that may be eligible for future funding (shovel ready plans).	x	
h. Leverage private investment in public infrastructure as development occurs	x	x

Goal 8: System Preservation and Optimization

Preserve existing infrastructure where warranted and ensure transportation facilities are utilized optimally, applying financial resources in the most effective manner

Objective (4)		
Ensure appropriately scaled transportation network <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Examine the existing scale of the transportation system with the current and projected future demand	x	
b. Determine the transportation mode(s) that will grow with future demand.	x	
c. Develop a system/process to prioritize infrastructure needs.	x	x
d. Make sure provisions for mass transit and alternative modes are included during planning for new and redeveloped areas that may generate demand.	x	x
e. Optimize the use of the existing transportation infrastructure, examining the over- and under-utilized segments of the network through each day.	x	x

Goal 9: Security

Enhance security of the Duluth-Superior transportation system and ensure preparedness for system operations during natural or man-made emergencies

Objective (1)		
Ensure the security of all transportation facilities	MIC Strategy	Partnership Strategy
<i>Strategies to implement this Objective include:</i>		
a. Coordinate safety and emergency response management plans.	X	X
b. Seek opportunities for redundancy and resiliency in the transportation system.	X	X
c. Develop a security check list for all transportation facilities that outlines issues for review.	X	X
d. Conduct security audit of all transportation facilities to identify areas of vulnerability.		X
e. Establish a system of priorities for upgrading security measures at transportation facilities where weaknesses are identified.	X	X
f. Establish Safety and Security workgroup with representatives from all transportation modes.	X	X



Planning Goals

1. Access & Mobility
2. Economic Vitality
3. Operations & Maintenance
4. Public Participation
5. Environmental Protection
6. Network Integration
7. Safety
8. System Preservation and Optimization
9. **Security**

Goal 9: Security

Enhance security of the Duluth-Superior transportation system and ensure preparedness for system operations during natural or man-made emergencies

Objective (2)		
Ensure effective emergency response capabilities <i>Strategies to implement this Objective include:</i>	MIC Strategy	Partnership Strategy
a. Incorporate technologies to improve emergency response.		X
b. Seek opportunities for redundancy and resiliency in the transportation system.	X	X
c. Seek opportunities for inter-agency training across different government agencies.	X	X
d. Hold mock emergency response/disaster-related training.		X
e. Ensure all agencies know each others' roles and responsibilities in a disaster situation, and have up-to-date contact information.	X	X

Goal 9: Security

Enhance security of the Duluth-Superior transportation system and ensure preparedness for system operations during natural or man-made emergencies

Objective (3)		
<p>Ensure effective disaster management preparedness</p> <p><i>Strategies to implement this Objective include:</i></p>	MIC Strategy	Partnership Strategy
a. Coordinate safety and emergency response management plans	X	X
b. Seek federal and state grant sources that would fund interagency communication integration and/or upgrades and enhance rehearsals and/or exercises	X	X