

Chapter 9 - Recommendations

- 1) Protect and enhance the utility of the federally designated shipping channel and all critical port infrastructure. Advocate for sufficient funding from dedicated federal sources. Develop an asset inventory to identify specific needs.
- 2) Port area lands with the combined characteristics of adjacent federal shipping channel access, and adequate rail and road access are to be given preference for future maritime development.
- 3) Lands that aren't waterfront properties but are strategically ideal for multi-modal transportation purposes due to road and rail access and current zoning should be maintained as industrial lands.
- 4) Look for opportunities to develop and enhance the Duluth-Superior port intermodal transportation function by seeking partnerships with rail and trucking companies to site and develop an intermodal transportation facility that is proximate to the port.
- 5) Identify opportunities for creative private, public, or public/private partnerships to rehabilitate and reuse underutilized dock structures for additional maritime commerce uses.
- 6) Duluth and Superior should consider and adopt the Future Land Use Map in their comprehensive planning processes.
- 7) Develop sites in both Duluth and Superior that could be used to temporarily store and dewater dredged materials from outside the Federal Navigational Channel in support of beneficial use projects.
- 8) Encourage land use management strategies that reduce sedimentation of the federal shipping channel.
- 9) Port stakeholders, working with the USACE should develop a strategic plan addressing dredged material management that identifies future beneficial use projects and is consistent with the port community's goals and each states enforceable policies. Port stakeholders should also work with the MN DNR, MPCA and WI DNR to ensure that polices and regulations favor beneficial use of dredged material.
- 10) Update the Erie Pier Management Plan to reflect new state rules and regulations, best practices for dredged material management, and new technologies and opportunities for beneficial material use.
- 11) Develop strategic landside access improvements to the port. Look at access improvements such as Rice's Point and Interstate 35 connectors that will better accommodate efficient freight movements such as oversize/overweight cargoes and serve maritime/industrial development. Consider freight modeling to identify an efficient system of landside connections to the port.
- 12) Review the Duluth-Superior area National Highway System (NHS) Connectors. The MIC should work with Federal Highway Administration, State DOTs, Duluth, and Superior to review the current system to ensure that the NHS Connectors serve to connect the port efficiently to the NHS.
- 13) Work with both Wisconsin and Minnesota DOTs to develop a plan for life extension and eventual replacement of the I-535 Blatnik Bridge that minimizes disruption to transportation needs and best serves the needs of commerce.
- 14) Plan and support improved and expanded rail service to the Rice's Point and upper harbor areas.
- 15) Plan for the eventual completion of the Clure Terminal Expansion – Berths 8-11 and Ro-Ro Dock redevelopment.

- 16) Continue to highlight and market our competitiveness as a gateway in moving freight to national and global markets. The general public should be educated on the importance of the port and its operations to the local, regional, national and global economies.
- 17) Support development of an additional Poe-sized lock at Sault St. Marie. Port stakeholders should continue efforts through established groups to lobby at the federal level to upgrade this critical piece of national infrastructure.
- 18) Seek opportunities to promote the port of Duluth-Superior as a key component of increasing overall resiliency in the national freight movement infrastructure. Identify a role that Duluth-Superior and the Great Lakes could play if other ports are unusable due to natural disasters.
- 19) Continue to work with AOC resource agencies in furthering the remediation of contaminated sediments. Identify areas of common interest and mutual benefit with port maintenance operations, restoration and remediation activities.
- 20) Open Water Mitigation: Port stakeholders, working with resource agencies from both MN and WI, should develop strategies that would add greater clarity and certainty to the permitting process for open water construction projects within the harbor and for related open water mitigation requirements.
- 21) Public access to the waterfront and development of water trails should be encouraged where they do not conflict with existing waterfront businesses and maritime transport. Develop an asset inventory to identify specific options and needs.
- 22) Encourage continued participation of port stakeholders in Harbor Technical Advisory Committee and its subcommittees. Continue to build on collaborative relationships and trust that have developed over the years.
- 23) Encourage the development of vacant waterfront industrial land in Superior by working with land owners to promote their docks and/or structures for marine-based operations.
- 24) Work towards a better truck route system in Superior that focuses on multi-modal ties to the Port terminals by providing an alternative route to Belknap Street.
- 25) Recreational use of the harbor and estuary is encouraged when that use is compatible with maritime transportation, development that needs to be adjacent to the navigation channel, and consistent with other water dependent uses. Develop an asset inventory to identify specific options and needs.
- 26) Acknowledge the value of the ecological system in the estuary and harbor by protecting significant natural resources (as identified through a multi-agency effort based on resource assessment and evaluation) through the use of locally developed land use plans and ordinances, as well as state regulations.

The above recommendations will be put into an action plan to facilitate implementation. The recommendations will be prioritized, a responsible party or parties will be identified and a deadline developed. This work will be done by the Duluth-Superior Port Land Use Plan Committee that developed this plan in conjunction with MIC staff. The goal is to complete the implementation plan by June 2017.