

6. 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

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Planning and Policy Framework

Many policy elements form the planning framework for Connections 2040. 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 Connections 2040. The

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.

public involvement process for this Plan is discussed in detail in Chapter 6 and an overall guide to public involvement activities is outlined in the [MIC's Public Involvement Plan](#), last updated October 2013.

Duluth-Superior Metropolitan Planning Area

The population of the Duluth-Superior area has remained relatively stable since the previous census, at 147,628 in 2010, a modest 1.7% increase over the total 145,166 in 2000.

The MIC's planning jurisdiction encompasses 641 square miles within St. Louis and Douglas counties in Minnesota and Wisconsin, respectively (see [Map 6.1](#)). 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](#)

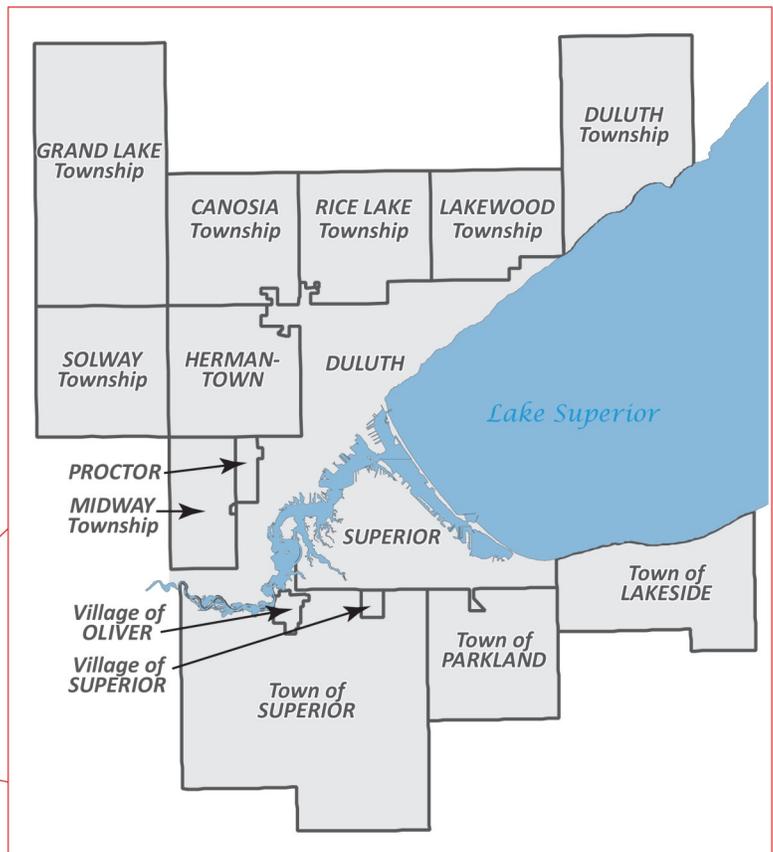
[Grand Lake Township](#)

[Lakewood Township](#)

[Midway Township](#)

[Solway Township](#)

[St. Louis County](#)



Map 3.1: Duluth-Superior Metropolitan Planning Area

Wisconsin/Douglas County

[City of Superior](#)

[Douglas County](#)

[Town of Lakeside](#)

[Town of Parkland](#)

[Town of Superior](#)

[Village of Oliver](#)

[Village of Superior](#)

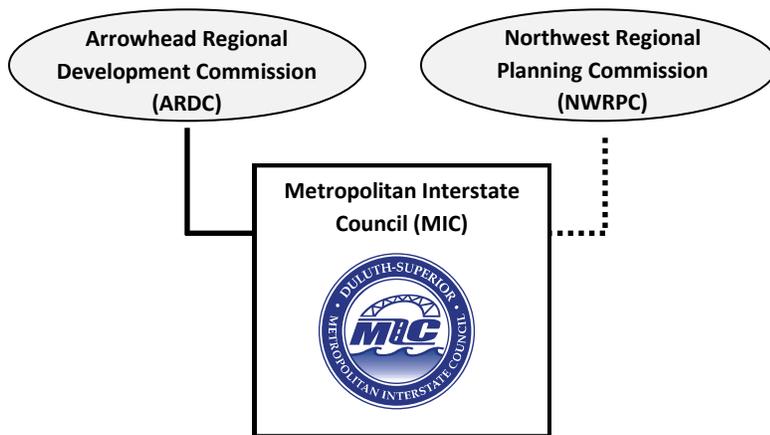
MIC Organizational Structure

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 6.1).

Figure 6.1 Organizational Structure of ARDC, NWRPC and the MIC



MIC Board, Staff and Advisory Committees

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

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 6.2). The Policy Board considers and determines key MPO actions as well as the policies and recommendations 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

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 6.2 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) | |

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 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 6.3). All three committees meet regularly to consider, discuss and forward recommendations for Policy Board consideration.

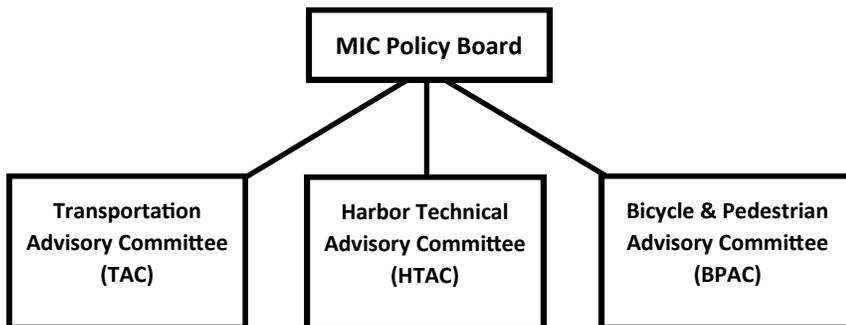


Figure 6.3 MIC Policy Board & Advisory Committees

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.

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 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](#).

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

Planning Framework — 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 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.

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

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

excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving 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.

Planning Framework – 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 Long-Range and Modal 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.

As the plan states, “Ownership of the vision is a shared responsibility.” 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 the MIC planning area, to inform their investment and service decisions:

- **Leverage 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.
- **Ensure accessibility**
The transportation system must be accessible and safe

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.

for users of all abilities and incomes. The system must provide access to key resources and amenities throughout communities.

- **Build to a maintainable scale**

Consider and minimize long-term obligations—don't overbuild. The scale of the system should reflect and respect the surrounding physical and social context of the facility. The transportation system should affordably contribute to the overall quality of life and prosperity of the state.

- **Ensure regional connections**

Key regional centers need to be connected to each other through multiple modes of transportation.

- **Integrate safety**

Systematically and holistically improve safety for all forms of transportation. Be pro-active, innovative and strategic in creating safe options.

- **Emphasize 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 fix 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.

- **Use partnerships**

Coordinate across sectors and jurisdictions to make transportation projects and services more efficient.

The Minnesota GO guiding principles are reflected in the goals for the MIC's *Connections 2040*, as illustrated in [Figure 6.4](#).

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

Figure 6.4 Minnesota GO Guiding Principles as represented in the MIC's Sustainable Choices 2045 Goals

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.

Minnesota 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).

[Minnesota State Highway Investment Plan \(MnSHIP\)](#)

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

[MNDOT District 1 Highway Investment Plan 2009-2028](#)

Part of the overall Minnesota State Highway Investment Plan, this 20-year plan is a guide for future capital investments in the state trunk highway system for northeastern Minnesota.

[Minnesota Statewide Highway Systems Operations Plan](#)

This plan documents policy, strategies, performance

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.

targets and investment priorities for maintenance and operations-related activities for Minnesota's 12,000-mile transportation system through 2015.

[Minnesota 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.

[Minnesota Comprehensive Statewide Freight and Passenger Rail Plan](#)

The purpose of this 2010 plan is to guide the future of the rail system and rail services in the State.

[Minnesota 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.

[MnDOT 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.

[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](#)

The goal of this study was to identify locations with the greatest mobility or reliability issues on the NHS and identify low-cost, high-benefit spot mobility improvements to address identified needs.

[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.

Wisconsin Long-Range and Modal Plans

Long Range Transportation Plan — Wisconsin

[Connections 2030: Wisconsin's Long-Range Multi-Modal Transportation Plan](#)

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 Plans — Wisconsin

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

[Wisconsin State Airport System Plan 2020](#)

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.

[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.

[Wisconsin Statewide Pedestrian Policy Plan 2020](#)

WisDOT developed the Wisconsin Pedestrian Policy Plan 2020 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 Long-Range Rail Plan 2030](#)

This plan establishes a vision for rail transportation through 2030, set state rail policy, and present 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.

Planning Framework – 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 *Connections 2040* does not include specific recommendations from individual community plans, it does 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

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

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

Comprehensive 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 within the MIC area include:

[Canosia Township Comprehensive Plan](#)

[City of Duluth Comprehensive Plan](#)

[City of Proctor Comprehensive Plan](#)

[City of Superior Comprehensive Plan 2010-2030](#)

[Duluth Township Comprehensive Plan](#)

[Lakewood Township Comprehensive Plan](#)

[Midway Township Comprehensive Plan](#)

[Rice Lake 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

[Duluth and Superior Port Land Use Plans](#)

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

City of Duluth Plans

[Gary/New Duluth Small Area Plan](#)

[Lincoln Park Mini Master Plan](#)

[Miller Hill/Central Entrance Small Area Management Plan](#)

[Park Point Small Area Plan](#)

[Skyline Parkway Corridor Management Plan](#)

Other Local Area Plans and Studies

[St. Louis County Union Depot Passenger Rail Terminal Study](#)

