

Duluth – Superior Metropolitan Planning Area

The Metropolitan Interstate Council is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for the Duluth – Superior Metropolitan Planning Area.

The Duluth – Superior Metropolitan Planning Area consists of the Cities of Duluth, MN and Superior, and the Duluth – Superior Urbanized Area, including all or portions of the 16 contiguous villages, cities, towns and townships that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- Cities of Duluth, Hermantown, Proctor and Superior
- Villages of Oliver and Superior
- Towns of Lakeside, Parkland and Superior
- Townships of Duluth, Canosia, Grand Lake, Lakewood, Midway, Rice Lake and Solway in Minnesota



For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.



Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

Priority Project Action Areas

- Interchange**
 - Study and/or preserve right of way
 - Study and construct new
 - Reconstruct existing
- Bicycle and Pedestrian**
 - Provide urban connection
 - Provide rural connection
- Bridge**
 - Reconstruct existing or construct new
- Intercity Passenger Rail**
 - Proposed station
 - Proposed station with intercity bus stop
 - Study future route
 - Priority route
- Highways**
 - Construct capacity project
 - Prepare corridor plan
 - Reconstruct existing
 - Construct passing lane
 - Convert to Interstate standards
 - Study bypass/new arterial

Priority Project Support Areas

- Airport**
 - Airport project
- Intercity Bus**
 - Intercity bus stop
 - Priority route
- Park and Ride**
 - Park and ride
- Port, Channel or Waterway**
 - Port, channel or waterway project
- Ferry**
 - Ferry project
- Bicycle and Pedestrian**
 - Trail connection or extension
 - Rail-to-trail
- Fixed Guideway**
 - Commuter, rapid or express bus route
 - Study future route
 - Commuter rail route
 - Commuter rail, proposed station



Duluth – Superior Metropolitan Planning Area

Current and Proposed Future Activities These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the “Important Notes about What is Depicted” for more information or contact the WisDOT Region Office.

Overlapping Corridors

Lake Superior	Peace Memorial
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Short-Term (2008 – 2013)

•	•	US 53	Construct turn lanes from E 2nd Ave to N 5th Ave (Superior)
•		WIS 35	Rehabilitate bridge at CN Railroad overhead
•		WIS 35	Reconstruct from Belknap St to 3rd St N (Superior)
•		Bicycle/Pedestrian	Improve bicycle signing and marking across Bong Bridge
•		Bong and Blatnik Bridges	Support implementation of three additional road/weather information systems/remote processing units
•		Bong and Blatnik Bridges	Implement bridge de-icing system
•	•	Intercity Bus	Support new intercity bus service between Eau Claire and Superior with stops in Chippewa Falls, Rice Lake and Spooner
•	•	ITS	Support implementation of a virtual traffic operations center, and connect Bong and Blatnik bridge security and surveillance cameras to Duluth (MN) Transportation Operations Communication Center using wireless technology
•	•	ITS	Add permanent changeable message signs at US 2/53, US 53/Blatnik, southbound US 53/Blatnik, east end of US 2 at Bong and US 2/35
•	•	Port/Harbor	Reconstruct and dredge Elkhorn Equipment dockwall at Port of Superior
•	•	Port/Harbor	Reconstruct Cenex/Harvest States dock at Port of Superior
•	•	Port/Harbor	Reconstruct Elevator “O” dock at Port of Superior

Overlapping Corridors

Lake Superior	Peace Memorial
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Mid-Term (2014 – 2019)

	•	I-535	Rehabilitate Blatnik Bridge if supported by environmental document
•	•	WIS 105	Replace bridges over Pokegama and St Louis Rivers if supported by environmental document
•	•	Bicycle/Pedestrian	Provide rural accommodations along WIS 13 from US 2 to County Rd F (Douglas Co)
•	•	Intercity/Feeder Bus	Support new intercity/feeder bus service between Duluth/Superior and St Paul, MN

Long-Term (2020 – 2030)

	•	I-535	Reconstruct ramps on Blatnik Bridge if supported by environmental document
•		US 2	Study feasibility of new crossing at Nemadji River
•		US 2	Rehabilitate Bong Bridge if supported by environmental document
•		US 2	Reconstruct 53rd St E to Belknap St (Superior) if supported by environmental document
•	•	US 2	Construct candidate expressway upgrades and/or convert to freeway from 53rd St (Superior) to I-535 if supported by environmental document
•		WIS 13	Reconstruct bridge at Middle River if supported by environmental document
•	•	Bicycle/Pedestrian	Support the extension of the Osaugie Trail to WIS 13 (Douglas Co)

About Multimodal Corridors and Planning Areas

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Show significant growth in travel or economic development

- Carry significant travel activity for passenger and/or freight traffic
 - Serve an important role for other transportation modes
- Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.



Duluth – Superior Metropolitan Planning Area

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Overlapping Corridors

Lake Superior	Peace Memorial
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Entire Planning Period

•		US 2	Support implementation of the results of the <i>Belknap Street Corridor Study (2002)</i>
•	•	WIS 35	Support implementation of the results of the <i>North 28th Street Transportation Plan</i>
•	•	Airports	Support continued preservation, maintenance, and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
•	•	Bicycle/Pedestrian	Add key linkages into metropolitan areas
•	•	Bicycle/Pedestrian	Support continued progress on Safe Routes to School projects in Superior
•	•	Bicycle/Pedestrian	Support implementation of the <i>Duluth-Superior Metropolitan Bikeways Status Report and Implementation Plan (1999)</i>
•	•	Freight	Support study of multimodal freight issues in the Duluth-Superior metropolitan planning area
•	•	Intercity Bus	Work with local governments to provide service between Superior and Ironwood, MI, with stops in Ashland, Brule and Iron River
•	•	Intercity Passenger Rail	Assist with future studies as requested in support of effort by Minnesota local governments pursuing intercity passenger rail service between Duluth/Superior and Minneapolis/St. Paul, MN
•	•	ITS	Support continued additions of ITS enhancements to the Duluth Transportation Authority
•	•	ITS	Support implementation of portable changeable message signs

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the planning area. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT’s implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The map and table activities on the following page reflect actions identified in:

- *Connections 2030* policies
- WisDOT’s Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations’ (MPOs), regional planning commissions’ (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.

Overlapping Corridors

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Entire Planning Period, continued

•	•	Local Roads	Support continued preservation, maintenance and infrastructure projects
•	•	Port/Harbor	Participate in the implementation of the <i>Superior Port Land Use Plan (2003)</i> and the <i>Landside Port Access Plan (2000)</i>
•	•	Port/Harbor	Support channel preservation, maintenance and infrastructure projects at the Port of Superior
•	•	Public Transit	Support continued service and vehicle replacement for Duluth Transit Authority
•	•	Public Transit	Support regional service expansion for Duluth Transit Authority
•	•	Rail Freight	Preserve existing freight services and corridors
•	•	Soo Locks	Support continued coordination, maintenance and preservation
•	•	Specialized Transit	Support continued service and encourage improved service coordination
•	•	State Highways	Preserve and maintain infrastructure
•	•	State Highways	Construct grade separations at rail crossings if supported by environmental document
•	•	State Highways	Support implementation of the relevant results from the <i>MIC Area Truck Route Study (2001)</i>
•	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
•	•	TDM	Support implementation of TDM in urban areas
•	•	TSM	Participate in the development of <i>Duluth-Superior Transportation System Management Plan</i>



Planning Area Map – Data Definitions and Sources

Data Definitions

Corridors 2030

(See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System, for more information.*)

- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

State Access Management Plan vision

(See *Connections 2030 Chapter 9, Promote Transportation Efficiencies, for more information.*)

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

Truck volume descriptions

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day),
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

Urban/urbanized areas

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)

- Current data: WisDOT, *2005 Wisconsin Highway Traffic Volume Data*, December 2006
- Forecast data: WisDOT, August 2007

Enplanements

- Current data: WisDOT, *2006 Wisconsin Aviation Activity*, April 2007
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
 - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
 - › Forecast year 2020
 - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 Population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004
- Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004

Public and specialized transit

- WisDOT, January 2008

Truck volume

- WisDOT, August 2007

Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- Dubuque Metro Area Transportation Study, *2031 Long-Range Transportation Plan*
- Duluth – Superior Metropolitan Interstate Council, *Access and Mobility for People and Freight 2030*, September 2005

- Fond du Lac Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area*, October 2005
- Fox Cities Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area*, October 2005
- Green Bay Metropolitan Planning Organization, *Long Range Transportation Plan*, November 2005
- Janesville Metropolitan Planning Organization, *2005 – 2035 Long Range Transportation Plan*, December 2005
- La Crosse Area Planning Committee, *2030 La Crosse and La Crescent Metropolitan Area Transportation Plan*, August 2005
- Madison Area Transportation Planning Board, *Regional Transportation Plan 2030*, November 2005
- Oshkosh Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area*, October 2005
- Sheboygan Metropolitan Planning Organization, *Year 2035 Sheboygan Area Transportation Plan*, January 2006
- Southeastern Wisconsin Regional Planning Commission, *Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035*, March 2006
- Stateline Area Transportation Study, *2006 – 2035 Long-Range Transportation Plan*, December 2005
- Wausau Metropolitan Planning Commission, *Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035*, December 2005

Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, *Long Range Tribal Transportation Plan*, July 2006
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee Indian Reservation Long-Range Transportation Plan*, May 2007
- Oneida Tribe of Indians of Wisconsin, *Transportation Improvement Plan*, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, *Long Range Transportation Plan for the Red Cliff Reservation*, February 2006
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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