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.
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

<table>
<thead>
<tr>
<th>Short-Term (2008 – 2013)</th>
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<tbody>
<tr>
<td>US 53</td>
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<td>WS 35</td>
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<td>Bicycle/Pedestrian</td>
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<th>Mid-Term (2014 – 2019)</th>
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<tr>
<td>Bicycle/Pedestrian</td>
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<td>Intercity/Feeder Bus</td>
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<th>Long-Term (2020 – 2030)</th>
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<td>WS 13</td>
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<tr>
<td>Bicycle/Pedestrian</td>
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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

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**

**Entire Planning Period**

- **US 2** Support implementation of the results of the Belknap Street Corridor Study (2002)
- **WIS 35** Support implementation of the results of the North 28th Street Transportation Plan
- **Airports** Support continued preservation, maintenance, and infrastructure projects at State Airport System Plan 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 Duluth-Superior Metropolitan Bikeways Status Report and Implementation Plan (1999)
- **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.
Planning Area Map – Data Definitions and Sources

Data Definitions

Corridors 2030

(See Connections 2030 Chapter 3, Preserve and Maintain Wisconsin’s Transportation System, for more information.)

• Backbone system: Multilane, divided highways interconnected 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 8, 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 grade crossings (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 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 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 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
• 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

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

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Wisconsin Tribal Transportation Plans

• Bad River Band of Lake Superior Tribe of Chippewa Indians, Long Range Tribal Planning Plan, July 2006
• Forest County Potawatomi Community, Long Range Transportation Plan, March 2008
• Ho-Chunk Nation, No-Chunk Nation Long Range Transportation Plan, June 2005, amended March 2007
• Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 206 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