



Improvin' Movin' in the Arrowhead

Summer 2012

"Working to guide transportation decisions in Northeast Minnesota"

Articles

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Next RTAC Meeting

The next RTAC meeting will be held at the Duluth Airport, 4701 Grinden Ave, in the Skyline Banquet Room (2nd level) on June 18 at 12:30 PM. Lunch will be provided immediately following the ATP meeting..

Agenda items will include

- Election of Vice Chair
- Review of proposed RTAC projects for FY 2013
- Updates on FY 2012 projects

Next MEETING DATE AND LOCATION:

12:30 PM on June 18 at the Duluth Airport

Proposed Grant Projects for FY 2013

Waters of the Dancing Sky Scenic Byway- Corridor Management Plan Development

In cooperation with the Northwest Regional Development Commission (NWRDC), Headwaters Regional Development Commission (HRDC) and the Waters of the Dancing Sky Scenic Byway Council, ARDC submitted a National Scenic Byway Program grant to develop a Corridor Management Plan (CMP) for the entire Waters of the Dancing Sky Scenic Byway. The involved RDC's in this project will contribute 33% of the local match to work with associated stakeholders from their region to inventory assets and issues the byway possesses in their region. A CMP Steering Committee of representatives from the entire byway will work with NWRDC, HRDC, and ARDC to develop recommendations that will be compiled by ARDC to develop a uniform byway document and maps.

Active Living

The Arrowhead Region Community Health Board has received a Community Transformation Grant (CTG) from the Center for Disease Control and Prevention through the Minnesota Department of Health (MDH). The grant's purpose is to implement evidence-based strategies to improve health and control health care spending. This includes work around tobacco use prevention, active living, healthy eating, and clinical services. One of the key aspects of this grant is a focus on health inequities in Minnesota. Based on data collection and research, northern Minnesota has higher health inequities than the rest of the State. Additionally, the areas selected in northern Minnesota reflect where the Minnesota Department of Health has existing health improvement funds, and there is overlap where regional planning organizations have jurisdiction. MDH will be contracting with ARDC.

County Transit Service Planning

ARDC recently facilitated and documented an update to the ARDC Local Human Service Transit Coordination planning process; this plan was adopted by the ARDC Board in November 2011. ARDC was contacted by county human service partners to discuss completing a detailed assessment of each county's transit options, identify the transit need and develop a plan to address each county's unique transit needs and resources required for implementation. ARDC proposes a five step planning process to assess, identify and develop a plan for each of the seven counties in the Arrowhead Region. While this process will be defined as a county-by-county endeavor, ARDC and regional stakeholders will consistently look for regional coordination opportunities.

Economic Benefits of Transportation Projects, Review and Interest Findings

ARDC staff will explore the opportunity for projects that evaluate the economic benefit of transportation projects. The first step will be determining if ARDC is suitable to take on this type of project. If so, ARDC will seek options to find out how this type of project can be completed and develop a scope of work for FY 2014.

In-Kind Project Updates

Lake Vermilion Trail Plan Implementation

In January, 2011, ARDC and the Lake Vermilion Resort Association commenced an eight-month planning process for the future development of the Lake Vermilion Trail—a trail facility connecting the lake, its residences and businesses to the communities of Cook and Tower. Phase 2 of the plan was the *Lake Vermilion Trail Plan Implementation* to focus on technical assistance and planning to advance the plan.

Implementation work concluded with the compilation and submittal of applications to the Duluth Superior Area Community Foundation (DSACF) and MN DNR Local Trail Program. The DSACF application would provide funds to perform a trail feasibility study along the general trail alignment location documented in the plan. Funding from the MN DNR Local Trail Program would be used to construct an extension of the Bois Forte Reservation Vermilion Trail, a segment of the Lake Vermilion Trail. Both awards will be announced in July 2012.



Beaver Bay Trailhead Development

RTAC funding was provided for coordinating the engagement of the various stakeholders to advance this project to the preliminary design stage. Staff have coordinated the stakeholder meetings and the design review meetings. Further work is needed to assist stakeholders to compile historical/interpretive information for three kiosks to be located at key points - the trailhead, the historical society and the Beaver River overlook.

City of Orr Transportation Implementation

After completing their comprehensive plan in 2011, the City of Orr decided to move forward with the transportation action steps in the plan. The action steps were 1) the development, design and construction of a trail that connects key locations throughout the City, 2) to hold an annual transportation review and 3) to develop a five year transportation investment plan. Staff provided technical assistance for the trail and consultant selection. They also worked with the City to identify current transportation issues and to develop long term transportation investment strategies. The City of Orr Transportation Improvement Plan would be presented for public review in June, 2012.



Ranier Transportation System Evaluation

In 2010 the City of Ranier expanded its limits through annexation of two residential areas and an industrial park designated a Foreign Trade Zone (FTZ). Ranier nearly quadrupled its population from 173 to 623 and the municipal limits increased from 98 acres to more than 650 acres. The annexation also provided Ranier with an extensive network of roads and streets, additional rail trackage and a state highway within its limits.

Staff worked with the City and the County to inventory and assess the condition of the transportation system that was gained through the annexation. This included all roads, rail crossings, trails, signage and rights-of-way. The primary focus was on local residential and collector streets, and access issues along the state highway corridor. The project addressed long term maintenance and repair of residential and collector streets within the City. It also looked at trail use and maintenance. This report was in conjunction with the Ranier Land Use Ordinance Development Project.



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