



Duluth-Superior Metropolitan Interstate Council
MEETING SUMMARY
Wednesday, October 20, 2010, 7:00 PM

Meeting Location	WITC Conference Center, Superior, WI	
Meeting Chair(s)	Nick Baker, WI Co-chair	
Note Taker	Rondi Watson	
Members Present	Broc Allen	Douglas County Suburban Townships
	Ed Anderson	City of Superior – Citizen Rep
	Nick Baker	Douglas County Board of Supervisors
	Warren Bender	Superior Common Council
	Wayne Boucher	City of Hermantown
	Earl Elde	St. Louis County Suburban Townships
	Denise McDonald	Superior Common Council
	Kay McKenzie	Douglas County Board of Supervisors
	Cindy Moe	St. Louis County Suburban Townships
	Steve O’Neil	St. Louis County Board
	Jim Paine	Douglas County Board of Supervisors
Members Absent	Keith Allen*	Douglas County Board of Supervisors
	Tony Cuneo	Duluth City Council
	Troy Foucault	City of Proctor
	Kerry Gauthier	Duluth City Council
	Melanie Hendrickson*	Duluth Transit Authority
	David Montgomery	City of Duluth – Citizen Rep
	Dan Olson*	Superior Common Council
		* Excused
Others Present	Rick Arnebeck	SHE consulting
	Robert Herling	ARDC / MIC Planner
	Ian Schoenicke	ARDC / MIC Intern
	Andy McDonald	ARDC / MIC Principal Planner
	Brian Ryks	Duluth Airport Authority
	Sheldon Johnson	MIC Deputy Director
	Rondi Watson	ARDC / MIC Planning Assistant

1. Introductions and Agenda Review

Minnesota Co-chair Steve O’Neil called the meeting to order at 7:01 p.m. All meeting attendees introduced themselves.

Chair O’Neil asked if there were any changes to the agenda. None were put forward.

2. Committee Business

9/15/10 Meeting Summary

Chair O'Neil asked if there were any changes to the summary from the last meeting of the MIC Policy Board. Hearing none, he asked for a motion to approve.

Motion Nick Baker/Broc Allen moved to approve the 9/15/10 meeting summary as
Discussion presented. There was no discussion and the motion passed by unanimous vote.
& Vote

3. Duluth International Airport Construction and Air Service Update

Guest Speaker Brian Ryks, Executive Director of the Duluth International Airport Authority, reported on the second-phase of a \$65 million-dollar replacement passenger terminal project. The expansion project is utilizing using state and federal funding along with Airport revenues to fund the project. He noted that the expansion was necessitated, in part, by post-911 security requirements, and the three-year construction schedule is largely driven by FAA funding cycles.

The 100,000-square-foot terminal replacement will include a new customs and international arrivals area that is can also be utilized to accommodate additional airline and passenger demand. The new terminal will include four gates, each with an enclosed passenger loading bridge, a large post-security passenger holding room, new check-in and baggage claim areas, restaurant, restrooms and shopping area. The second floor of the building will house TSA screening, passenger waiting areas and a concessions area, which is currently lacking in the secure area and hurting their revenues. The Airport Authority will have offices on the third floor along with TSA administrative offices. The project will incorporate numerous "green" LEED (Leadership in Energy and Environmental Design)-certified components.

He also reported on air service at the Airport, noting that it connects to numerous hubs both nationally and internationally. A broad region is served by the airport, from northern Minnesota to the UP and Canada. They were very fortunate to get new United and Allegiant Air service, bucking the trend of economy, and by the end of 2010 they should be back up to their 2008 ridership numbers. With the addition of service by United Airlines, Duluth airfares have dropped significantly, an average of \$50 each way; Chicago alone shows about a \$200 drop in round-trip fares. Competition is the key; Northwest used to fiercely control the market, which drove people down to the cities. Now that they have merged with Delta and are based in Atlanta, they are not so fiercely competing with United.

The real draw with United is they offer two daily flights to Chicago, with the possible addition of a third. We may also get a nonstop flight to Denver in the next couple of years which would really be a boon. United will have been here a year in December, adding that fall and winter are the most challenging months for this area. He closed by noting that the support and commitment from area businesses will enable this additional air service to succeed long term in this market.

During the discussion, it was suggested that the new facility include a drinking fountain in the secured area as well as a bike rack outside the building.

4. Central Entrance Corridor Study – Scope of Work

Andy McDonald presented the scope of work for this new MIC study, which will build upon the City of Duluth's small area plan which defined a new vision for the Central Entrance corridor and business district. Duluth Heights residents and businesses envision a more walkable "main street" type of place with safer auto access to businesses. The MIC's corridor study will provide a more detailed look at how the anticipated future land use changes would impact and complement the surrounding transportation network.

Study tasks as set forth in the scope of work will include data collection and analysis, public input to include public meetings, MIC website updates, project blogging, online surveys, and also an educational component about access management.

He also asked for input about what attribute information should we record. TAC members suggested:

- Turning movements coming out of the driveways- both busy and quiet ones
- Accident hotspots or particular trouble areas
- Opportunities for businesses to utilize additional access points or consolidate them
- Rights of way
- Transit stops and shelters
- Illumination/lighting data – especially as it pertains to walkability and livability
- Frontage/backage roads
- Possible cut-through issues, e.g., on Willow and Blackman Avenues

He added that we hope to use this study as a test case for an expanded communications strategy to educate the public on related issues such as access management.

Motion Broc Allen/Kay McKenzie moved to approve the Scope of Work for the Central
Discussion Entrance Corridor Study as presented.
& Vote *During the discussion, Nick commented that this is a perfect example of poor development or lack of a development policy. Andy responded that this is one of the goals of the study, to help to develop an access management policy for future development. He added that Palm Street will likely function as a backage road to serve as an alternate access route. Kay McKenzie asked if power lines could be placed underground to improve aesthetics. Andy responded that this plan would focus on transportation fixes only, also there is no funding available to overhaul this corridor.*

There was no further discussion and the motion was approved unanimously.

5. Final 2011-2014 Superior Area Transportation Improvement Program

Sheldon Johnson presented the final 2011-2014 Superior Area TIP for approval, noting that he had reviewed the projects in detail when the draft was presented in August. He reviewed the

(minor) changes that had been made to the project lists since then:

- Originally listed in the draft TIP, project number 113-08-04 has been removed and has been reintroduced as number 113-11-002.
- Rail project locations for three projects scheduled for 2012 have changes: 113-10-013 has been changed from Catlin Avenue to 9th Street (Winter St), 113-10-014 has been changed from Ogden Avenue to USH 2 (Belknap St), and 113-10-015 has been changed from Grand Avenue to 12 Street.
- A rail project addition has been recommended: 113-11-009 Safety OCR Project, Stinson Avenue (24th Avenue E) at \$131,300 federal and \$70,700 state totaling \$202,000.

No further comments have been given to the MIC as part of the public participation component.

Motion NickBaker/Broc Allen moved to approve the final 2011-2014 Wisconsin TIP as presented. *During the discussion, Kay Mckenzie asked about the expenditure of the SRTS funds which had been granted many years ago. Sheldon responded that it's scheduled to be completed in 2010. Kay requested a complete accounting of those funds, including an explanation of why it took so long to complete. Sheldon responded that he would follow up with Superior's Planning Director Jason Serck.* There was no further discussion and the motion was approved unanimously.

6. Draft 2011 – 2012 MIC Work Program and Budget

Rondi Watson reviewed the draft 2011 – 2012 MIC work program, with an emphasis on planned projects. She added that the final version, to be presented in December, would include the budget section. Any questions or comments should be directed to MIC Director Ron Chicka.

7. Transportation Performance Measures for the Duluth-Superior Area

Robert Herling summarized the discussions that have taken place to date about potential performance measures related to the MIC's Preservation and Safety goals. What now needs to be decided is what and how to measure it and then begin to collect data. Based on feedback received from members both during and after the September meetings, it was determined that:

- Once measures are decided upon, performance targets should be set no longer than 10 years out; possibly even as soon as 5 years out (2015/2016?).
- The data should be assessed annually (where possible), so that we can assess how well we're tracking towards the targets.

Also from the discussion, proposed targets include

Preservation

- Pavement Quality Ratings – This data is being regularly gathered already for many of the jurisdictions; but an issue is consistency between jurisdictions
- Bridge Ratings – This data is already collected regularly and is reported consistently
- Sidewalk Quality Ratings – Data is not regularly gathered, open to subjective variance, and

is likely labor intensive to collect for the entire network. We will likely need to limit the number of characteristics to just one or two (e.g., amount of identified gaps; ADA compliance at intersections).

Safety

- Number of severe crashes annually (non-capacitating injury, incapacitating injury, fatality)
- Number of annual crashes with bikes
- Number of annual crashes with peds

Robert then introduced a set of potential measures regarding Mobility, including:

- Miles of arterials below LOS "D" during peak hours
- Network speed & VMT
- Travel Times (by route)
- Transit frequency and % population within walking distance to transit routes
- Amount of intercity (Duluth/Superior) transit options
- Amount of sidewalk gaps and/or ADA compliance issues

He then went on to discuss the process he will be using to work through these issues. He will be establishing a small work group of selected TAC members to figure out what it is they want (and can) measure, and will then bring their ideas forward to the larger groups (TAC and MIC).

8. HTAC/Harbor Planning Update

Andy McDonald reported on the September 1st meeting of the Harbor Technical Advisory Committee. Andy McDonald reported on the September 1st meeting of the MIC's Harbor Technical Advisory Committee. Agenda items included a report by Minnesota and Wisconsin Sea Grant on their Climate Variation Matrix project, the status of the Great Lakes Restoration Initiative funding grants by the Environmental Protection Agency and a summary of the Great Lakes Ballast Water Collaborative.

He added that HTAC members and also a few MIC members also took part in a harbor tour aboard the LL Smith Jr research vessel on September 16th viewing Erie Pier, Stryker Bay and Tallus Island projects.

He commented that a current hot issue in the HTAC's dredging subcommittee had to do with MnDOT's explicit prohibition of the use of materials from Erie Pier in the nearby I-35 reconstruction project. The subcommittee is concerned because the restriction on the use of those materials is based on misinformation, and furthermore it is counterproductive and expensive to truck in identical materials from long distances when there is a large volume of viable materials for use almost right at the construction site. He is organizing a meeting to get the right people in the room to be informed on the characteristics of that material, and hopefully to revise the contract language in time for the material to be

utilized during the 2011 construction season.

9. Project Updates

I-35 Transit Mitigation Study

The MIC has assisted the DTA staff in developing a one page survey that will be distributed to passengers riding the West Express buses during the remaining weeks of the operation of this added service in 2010. The survey will be distributed by DTA employees, and results will be returned to the MIC for analysis. This work, along with some analysis of DTA ridership numbers, will constitute Phase 1 of the I-35 Transit Mitigation Study which will continue again in 2011 when construction work resumes on I-35.

Transportation Research Board – 12th National Tools of the Trade Conference

The bi-annual conference of small and mid-sized cities with an MPO was held recently in Williamsburg, Virginia. Over the last couple of years, the MIC has been an active member of this committee focused on improving the tools and techniques made available to smaller MPOs across the country. Every other year we gather to meet and compare best practices. At this year's conference, we presented our areawide Freight Plan and the first stages of the MIC Communications Plan. Additionally, Andy McDonald submitted a paper on the Freight Plan for the conference proceedings. Ron also moderated a session for the MPOs at the conference to talk to issues of importance to them in an open format style. This session was very useful to all as each MPO can gain knowledge from others concerning approaches to topics and issues that we all have to conduct.

Working Waterways and Waterfronts Conference

Coastal communities across the United States are experiencing changes that affect the working waterfronts and industries dependent on access to the water. This conference held in Portland, Maine brought together waterfront stakeholders to share ideas on water access issues. MIC staff attended to present the HTAC as a model for collaborative harbor planning and to listen to other presenters ideas on planning for the future of our waterfronts.

BPAC Update

MIC held the first official Bike-Ped Advisory Committee meeting on October 6, 2010. At this meeting staff explained the current stage of bike and ped related projects including the creation of a new bike map, Safe Routes to School Work, the Snow Removal Initiative and the Connecting Duluth Bike Assessment. Each voting participant at the meeting also explained the range of bike and ped related work activities going on through out the region. A brief discussion took place on the role of this committee particularly in regards to input on upcoming roadway projects. Lastly, upcoming meetings this year will include a strategic planning activity to guide the priorities for 2011 and future years.

10. Adjournment

With no further committee business, Chair O'Neil adjourned the meeting at 8:35 pm.