



Duluth-Superior Metropolitan Interstate Council
MEETING SUMMARY
Wednesday, March 16, 2011 at 7:00 p.m.

Meeting Location	WITC Conference Center, Superior, WI	
Meeting Chair(s)	Nick Baker, Wisconsin Co-Chair	
Note Taker	Beth Krebsbach	
Members Present	Broc Allen	Douglas County Suburban Townships
	Keith Allen	Douglas County Board of Supervisors
	Nick Baker	Douglas County Board of Supervisors
	Warren Bender	Superior Common Council
	Wayne Boucher	City of Hermantown
	David Brenna	City of Proctor
	Earl Elde	St. Louis County Suburban Townships
	Dan Hartman	Duluth City Council
	Denise McDonald	Superior Common Council
	Kay McKenzie	Douglas County Board of Supervisors
	Cindy Moe	St. Louis County Suburban Townships
	Dan Olson	Superior Common Council
	Steve O'Neil	St. Louis County Board
Members Absent	Ed Anderson	City of Superior – Citizen Rep
	Tony Cuneo	Duluth City Council
	*Melanie Hendrickson	Duluth Transit Authority
	*David Montgomery	City of Duluth – Citizen Rep
	Jim Paine	Douglas County Board of Supervisors
		* Excused
Others Present	Ron Chicka	ARDC / MIC Director
	James Gittemeier	ARDC / MIC Senior Planner
	Robert Herling	ARDC / MIC Planner
	Sheldon Johnson	MIC Deputy Director
	Beth Krebsbach	ARDC/MIC Administrative Assistant
	Andy McDonald	ARDC / MIC Principal Planner
	Rondi Watson	ARDC / MIC Planning Assistant

1. Introductions and Agenda Review

Nick Baker, Wisconsin co-chair, called the meeting to order at 7:03 p.m. All meeting attendees introduced themselves.

Chair Baker asked if there were any changes to the agenda. None were put forward.

2. Committee Business

February 16, 2011 Meeting Summary

Chair Baker 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 Earl Elde/Broc Allen moved to approve the February 16, 2011 meeting summary as
Discussion presented. There was no discussion and the motion passed by unanimous vote.
& Vote

Duluth Aerial Imagery – MIC Contribution

Ron Chicka directed the MIC board's attention to a handout about this proposal, and noted that it had been approved by the TAC. He explained that Minnesota DNR was planning a flight to receive some aerial imagery of the Minnesota side of the MIC area. The city of Duluth is planning to pay \$120,000 to receive the detailed images, and approved that spending at the recent council meeting.

Chicka explained his intention for the MIC to contribute \$7,500 to the city's effort to receive these data sets. He said the funding was available without an amendment to the MIC's work program, and that the data would be highly useful for a number of MIC plans. He also noted that 10 years ago the MIC had contributed \$25,000 to the city's flight for imagery then.

Motion Earl Elde/David Brenna moved to approve the aerial imagery contribution as
Discussion presented.
& Vote *During the discussion, Nick Baker asked whether the CPG funds that are in excess could be used. Ron Chicka responded that it would be possible, but that the funds were available in either case.*
Earl Elde asked a question about earlier aerial photography. Andy McDonald explained more details about the earlier flights, but noted that this data would be significantly more useful for taking measurements, etc.

There was no further discussion and the motion passed by unanimous vote.

3. Amendment #6 to the 2011-2014 Duluth Area TIP

James Gittemeier presented briefly on an amendment to the TIP. He said this amendment requested additional funds for the DTA to create downtown Duluth improvements, including passenger amenities, real time message boards, and signal timing. He explained further details about the signal timing, adding that these improvements would aid in helping busses run on schedule better downtown.

Motion Wayne Boucher/Dan Hartman moved to approve the amendment as presented.
Discussion There was no further discussion and the motion was approved unanimously.
& Vote

4. Amendment #6, 7 and 8 to the 2011-2014 Superior Area TIP

MIC Deputy Director Sheldon Johnson presented information about the three bridge improvement projects up for approval. The first is a bridge replacement on Sleepy Valley Loop in the town of Lakeside. The historic bridge would be demolished and rebuilt. The second project is on CTH C east of STH 35 over Nemadji river. That bridge will have a deck replacement to repair some failures. The third project, in the Town of Superior, is on CTH C west of STH 35. This project will involve a removal of the bridge, which only functions currently for an abandoned railroad grate, and the replacement of that bridge with a culvert.

Motion Kay McKenzie/Warren Bender moved to approve the amendments as presented.
Discussion There was no further discussion and the motion was approved unanimously.
& Vote

5. City of Duluth Sidewalk Inventory – Scope of Work

Andy McDonald presented a scope of work for the newly re-named Duluth Sidewalk Study. (The new name reflects that the project is more than a simple inventory.)

McDonald explained the study had a two-phase structure.

Phase one would include:

- Determine Pilot Area and collect sidewalk characteristics
- Conduct condition analysis
- Review and refine methodology
- Estimate time resources expended
- Complete entire city inventory

Phase two would include:

- Analyze inventory data by neighborhood
- Identify pedestrian generators and hierarchy (e.g., UMD is the biggest generator, also other schools, etc.)
- Create buffers based on generator type
- Overlay demographic data and transit ridership data
- Determine high priority sidewalks

McDonald also explained some of the initial activities planned for the next month:

- test methodology for inventory data collection
- identify pilot area
- bring initial results to the TAC for review
- document the amount of time utilized for the pilot area
- determine additional resources needed to complete the inventory

McDonald added that a mechanism to keep the data set up to date would also be included in the plan itself. He said the MIC would likely collect updated sidewalk data from various jurisdictions once a year and maintain the database itself.

Broc Allen/David Brenna moved to approve the scope of work as presented.

Dan Hartman asked if a map proscribing sidewalks that are needed or not needed would be produced by the plan.

Andy McDonald replied that the high-priority sidewalks to be built would be listed, but not likely statements against sidewalks on other roads. He said that the data collected by this study could also be used by the city to create a sidewalk plan in the future.

Keith Allen asked how the sidewalks would be rated.

McDonald replied that the study would use MnDOT's proposed standards.

Dan Olson asked whether this study would focus specific attention on the new schools opening in Duluth.

**Motion
Discussion
& Vote**

McDonald replied that the study would work closely with the Safe Routes to School initiative and aim to share information whenever it would be helpful.

Broc Allen asked whether the aerial photos would be helpful in this effort.

McDonald replied that some of the data would be useful after the fact, and would save likely only a few hours of time at the beginning of the study.

Kay McKenzie asked whether there would be traffic counts for the study.

McDonald replied that they would not.

Nick Baker commented that the city of Superior had used this data to create its policy of building sidewalks where needed only on one side of the street.

There was no further discussion and the scope of work was approved unanimously.

6. HTAC Harbor Planning Update

Andy McDonald briefly reviewed the agenda from the March HTAC meeting, commenting on each item.

First, shared some points from the USCG Marine Safety Unit Duluth Annual Report.

- Nationally, the USCG is conducting a functional alignment to become more responsive
- Locally, 50 percent of all staff provided support to deepwater horizon oil spills
- The Coast Guard had partnered with other agencies and groups to promote the public welfare, maritime safety and security, and prevention of environmental harm.
- The Coast Guard had extensive coordination with the newly established Vintage Vessel

National Center of Excellence.

-24 Hour Contact Number: (218) 522-0707

He also commented on Sandy Hoff's presentation of Bayfront Development Plans, summarizing some features of the plans, like underwater parking and a speed skating oval.

McDonald also summarized the presentation on the Great Lakes Ballast Water Collaborative.

The meeting took place in Toronto on January 19, 2011. He noted:

-This was the sixth meeting of industry and state and federal regulators on the issue of ballast water and invasive species.

-Participants discussed new opportunities for "interim BW treatment"

-Participants were attempting to understand "statistical uncertainty and risk"

Erie Peier Material reuse was also discussed at the HTAC meeting, which McDonald reviewed. He said in the end of several meetings, MnDOT had said it would likely allow use of this material if the material obtained a standing BUD from MPCA. He said HTAC recommended sending a letter from the MIC to commissioners of MnDOT and MPCA to help resolve this issue. He directed the MIC members' attention to a draft of the letter on a handout.

Motion Kay McKenzie/Broc Allen moved to approve the letter to the commissioners of
Discussion MnDOT and MPCA as presented.
& Vote There was no further discussion and the motion was approved unanimously.

7. Transportation Systems Management

Robert Herling presented on the MIC's current efforts at transportation systems management.

He said this process, restarted since 2006, aims to address network operations and safety with low-cost, high-benefit solutions

Herling said this process relates to both the safety and the operations/maintenance goals in the Long Range Plan.

He noted that in the 2006 assessment, the criteria for the assessment were not strong, in the lack of comprehensive crash rating data, and that the level of service ratings had too strong an influence on the assessment.

He noted a few other concerns: that he hoped this round would remain true to the purpose of TSM (not a crash analysis), to keep it relevant and useful, and to avoid over-analyzing recently "altered" intersections.

Herling noted that the MIC's TSM Assessment is not scientific or statistically significant, but instead an inexpensive and balanced way to measure relative performance.

He then outlined the MIC' methodology:

-Focusing only on intersections

-Limited resources

- they are the primary locations of delay
- they are the locations of the most crashes
- they are the centers of modal crossings
- Using thresholds to limit the number of intersections examined
 - 5-year crash rates above .90 crashes per million vehicles
 - At least one leg with an LOS "D" or poorer
- Analyze using readily available data
 - Crash data
 - Model outputs (Level of service)
 - Ordinal characteristics (Functional class)
- Revisit previously assessed locations
- Score, index, weight-adjust, and rate
- Ask jurisdictions if any location should get further analysis.

He then listed the inputs: number of crashes, crash rate, trend in annual crash rate, crash severity, functional classification, Level of Service, trend in AADT, number of mode designations.

Herling added that if any MIC members wanted to see a breakdown of the methodology and results, they could get it from him.

8. Safe Routes to School Update

James Gittemeier said the first two schools for the revisiting of the Safe Routes to School initiative are Denfeld High School and Laura MacArthur Elementary School.

He said the next two schools scheduled to be examined would be Piedmont Elementary and East High School. He said the sites had been shifted around and rescheduled in hopes of reaching completion before the schools opened.

He said East Middle School and Grant Elementary and Lincoln Park Middle would be examined in the next round after Piedmont and East High School.

First, Gittemeier presented the assessment results of Laura MacArthur Elementary School. He said a four-way stop had been recommended at Elinor Street and N. Central Ave. He also described increase walking pressure to cross Central to get to the main doors. Therefore, he said, there were plans for an additional bulb-out and crosswalk across 6th and Central and/or mid-block on Central.

The recommendations include new sidewalk, bike racks, bulbouts, etc.

Nick Baker asked whether they had considered one-way streets to increase safety in the area. Gittemeier said that had been discussed for Central Place, but that there were other problematic issues with creating a one-way street network, including a faster, "highway feel," roadway.

Gittemeier also presented on some changes to the SRTS assessment of the Denfeld High School site. He said one of the major improvements planned for Denfeld would be DTA bus service to the school for before- and after-school activities. He said this would involve moving the DTA stop at Grand Avenue and 44th slightly to avoid an additional crossing for bus users heading to school.

Another improvement at Denfeld would include having a push-button for crossing actually speed up the traffic signal, and to keep crosswalks and signage maintained. Recommended improvements would also include bike racks. Finally, it would include a DTA message board inside the school's lobby.

Gittemeier said these recommendations would soon be approved by the school site assessment steering committees, and his work would move on to the next two sites.

9. Project Updates

Kirkus Street Land Use Plan

James Gittemeier said he presented the recommendations to Proctor's Planning and Zoning Commission, and that they are reworking some of the recommendations. The taskforce will meet again to workout the recommendations, and then take the plan back to the Planning and Zoning Commission. It will then go to the city council and finally to the MIC board for final approval.

CPG Funding Update

Ron Chicka said he had been getting positive feedback and ideas from a number of jurisdictions about this funding.

Social Media Update

Rondi Watson passed around screenshots of the latest blog design, announcing the new name as the "OpenMIC" blog. She added there would be a MIC Facebook page up soon.

Handouts

Ron Chicka noted a few other handouts from the meeting: information on the Wisconsin budget and transit funding, information on Northern Lights Express funding concerns, new Census data from both Wisconsin and Minnesota,

10. Adjournment

With no further committee business, Chair Baker asked for a motion to adjourn the meeting at 8:26 p.m.

Motion Discussion & Vote

Wayne Boucher/Steve O'Neil moved to adjourn the meeting. There was no discussion and the motion passed unanimously.