



Duluth-Superior Metropolitan Interstate Council

**MEETING SUMMARY**

**Wednesday, April 20, 2011, 7:00 p.m.**

<b>Meeting Location</b>	Hermantown Training Center, Hermantown, MN	
<b>Meeting Chair(s)</b>	Nick Baker, Wisconsin Co-Chair	
<b>Note Taker</b>	Beth Krebsbach	
<b>Members Present</b>	Broc Allen	Douglas County Suburban Townships
	Keith Allen	Douglas County Board of Supervisors
	Ed Anderson	City of Superior – Citizen Rep
	Nick Baker	Douglas County Board of Supervisors
	Warren Bender	Superior Common Council
	Wayne Boucher	City of Hermantown
	David Brenna	City of Proctor
	Melanie Hendrickson	Duluth Transit Authority
	Kay McKenzie	Douglas County Board of Supervisors
	Cindy Moe	St. Louis County Suburban Townships
	David Montgomery	City of Duluth – Citizen Rep
	Dan Olson	Superior Common Council
	Jim Paine	Douglas County Board of Supervisors
	Peg Sweeney	St. Louis County Board (Alternate)
<b>Members Absent</b>	*Tony Cuneo	Duluth City Council
	*Earl Elde	St. Louis County Suburban Townships
	Dan Hartman	Duluth City Council
	*Denise McDonald	Superior Common Council
	*Steve O’Neil	St. Louis County Board
		* Excused
<b>Others Present</b>	Ron Chicka	ARDC / MIC Director
	Beth Krebsbach	ARDC/MIC Administrative Assistant
	Andy McDonald	ARDC / MIC Principal Planner
	Kody Thurnau	ARDC/MIC GIS Specialist
	Rondi Watson	ARDC / MIC Planning Assistant

**1. Introductions and Agenda Review**

Wisconsin Co-Chair Nick Baker called the meeting to order at 7:00. All meeting attendees introduced themselves.

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

## 2. Committee Business

### March 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** Warren Bender/Keith Allen moved to approve the 3/16/11 meeting summary as  
**Discussion** presented. There was no discussion and the motion passed by unanimous vote.  
**& Vote**

## 3. Amendments #9 and 10 to the 2011-2014 Superior Area TIP, funding for sidewalk and bike lane projects

Ron Chicka presented information about the TIP amendments in Superior. The first project would allow funding of sidewalk construction along N 28<sup>th</sup> Street from Weeks Avenue to Hill Avenue. He said the funds had been left over from the earmarked project.

*Warren Bender commented that the sidewalks would be much needed to provide safer access to students walking to the nearby school.*

The second project would allow funding for bike lane enhancements (a wide shoulder) on County Highway B from State Highway 35 to County Highway A. Chicka noted that this was distinctly not a signed or marked bike lane, but simply a wider shoulder.

*Dan Olson asked if the shoulder would be asphalt. Chicka said it would.*

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

## 4. Kirkus Street Land Use Plan

Ron Chicka noted that this was the completion of the MIC's work on the Kirkus Street Land Use Plan, and that the City of Procter was implementing the details of sub-zoning in this land use plan.

The recommendations include allowing for future connections to roadways and trails. They also include design requirements for some areas of the corridor, including street front presence, sidewalks, and parking options. Viewsheds and natural urban wilderness areas should be preserved, as parks and open spaces should be connected with community facilities.

Chicka also presented the future land use map included in the plan, which split the corridor into various zones, including Public Use, Corridor Mixed Use, Residential Mixed Use, and Residential.

**Motion** Peg Sweeney/David Brenna moved to approve the Land Use Plan as presented.  
**Discussion** There was no further discussion and the motion was approved unanimously.  
**& Vote**

## 5. Central Entrance Corridor Study

Andy McDonald presented on upcoming modeling of the corridor and an online survey.

He reported that staff had discussed various items to model with the URS consultants: potential land use changes in the corridor, signal timing and coordination, potential changes to the corridor like new signalized intersections, medians and access consolidation, and finally the impact of a potential new Joshua Avenue connection.

He said they expect to receive a scope of work on this modeling from URS in the next few days.

He also reported on the online survey planned, aiming to measure public attitudes about Central Entrance. He said staff planned to compare to results to the 2002 phone survey done in a similar area. The new survey will be comparable to the 2002 phone survey, though it will develop online results and respondents from an initial mailing. This mailing will target residents at both ends of the corridor, as well as along its length.

McDonald then presented some of the results from the 2002 survey. Some questions on the survey included: frequency of trips, usual travel destinations, usual travel times, current conditions the corridor, and whether/why users were avoiding driving on the corridor. The survey also asked what alternate routes were used to avoid driving on the corridor.

*Nick Baker commented that during the Joshua Avenue plan, public meetings had been well received. He suggested that public meetings be a part of the outreach for this study, in particular a public meeting for business owners only.*

*Ed Anderson commented that he was surprised that the Joshua Avenue project was looking unlikely to be built. Dave Montgomery commented that it had been planned as an earmark project, and that with Oberstar's defeat it looked highly unlikely that the funding would come through.*

## 6. Duluth-Superior Metropolitan Bike Map

Kody Thurnau presented progress on the latest version of the bike map. He said the MIC was planning to print about 4,000 copies of the bike map, and hoping to print it in the next week and a half.

He said this map would be improved from the older one to show bus routes in the area, and it would include a section on busses and bikes. He said the map would also show contours, making bikers aware of some steep terrain in the city.

Finally, he added, area bike shops and the DTA would be serving as sponsors for the bike map, aiding in the printing costs of the map to allow freer distribution.

*Dave Montgomery asked whether the routes would show updated "most used" routes, or just the officially designated routes. Thurnau replied that it currently showed the officially signed routes, but could be updated in the next year, if allowed by sponsorship funds.*

*Broc Allen commented that he would strongly encourage that the map be made into a phone app.*

*Keith Allen asked when/where the map would be available. Thurnau replied that changes would be made quickly after the May 2 BPAC meeting. He said the goal would be to have them printed by May 20 –*

*Bike to Work Day – though printing times might push it back to the beginning of June. He said the maps would be available for distribution for bike shops, the DTA, the chamber and jurisdictions.*

*Ron Chicka commented that the help from sponsors would make a big difference in terms of keeping the maps in stock.*

*Broc Allen/Nick Baker commented that area restaurants, hotels and tourist attractions would likely keep adding to the sponsor list.*

## 7. Duluth Sidewalk Study Update

Andy McDonald presented on the Duluth Sidewalk Study's progress.

He said the current work was development of an inventory. He said the Lincoln Park neighborhood was an initial pilot area for the study, and that staff was being careful to include TAC input on the methodology and data collected. He said steps included digitizing sidewalk locations from aerial imagery, testing the methodology for the inventory data collection, working in a pilot area (Lincoln Park neighborhood), presenting the methodology to the TAC for their review, and including their input in the methodology.

Kody Thurnau demonstrated the way staff was using the 2006 aerial imagery to find sidewalk locations. He said along the streets, the segments on which data would be collected were the distance between avenues. He said on avenues, the segments would be between streets and alleys.

Thurnau also demonstrated the use of the GPS equipment in collecting data.

McDonald commented that using the GPS device would cut down on data entry errors and time needed to input data.

*Dave Montgomery asked whether the data would be compatible with the county's GIS database.*

*McDonald replied that it would.*

McDonald also presented a list of data to be collected. Data points include: presence/absence of sidewalk or dirt path, sidewalk type, sidewalk condition, sidewalk width, sidewalk relation to roadway, boulevard width, boulevard material, presence of curb ramp, curb ramp condition, presence of stairs, and obstructions.

McDonald commented he was hoping this data would be usable for the city to address the areas that are in the worst condition and have the highest pedestrian usage.

*Ed Anderson commented that the knowledge of these dangerous sidewalks could open the city to more liability from injuries on sidewalks. McDonald replied that the liability exists regardless, but that more information was only helpful to the city in deciding where to make repairs.*

*Jim Paine asked how long it would take to complete the survey. McDonald said they aimed to finish the survey this summer. McDonald added that the plan would specify the parties from each jurisdiction responsible for reporting new sidewalk work to the MIC at the end of each year.*

*Ed Anderson commented that this information might assist in de-politicizing some sidewalk decisions.*

*Nick Baker asked how the city of Duluth paid for sidewalk projects. Dave Montgomery said it was*

*included in construction project costs, via the Street Improvement Program. Nick Baker said including sidewalk costs in the property tax assessment had been very successful in Superior.*

## 8. CPG Funds Distribution Update

Ron Chicka provided an update on the distribution of the MIC's excess CPG funds. He reported that the MIC was looking to use some portion of its reserve funds for these consultant projects.

The first study recommended was a Sixth Avenue East Impact Study between Second and Ninth Streets in Duluth. He said this would be a microsimulation modeling task that would be similar to the planned modeling on Central Entrance to be done by URS. He said he was considering amending this project into the work program to skip the RFP process so URS could do it all and lead to some potential cost savings.

The next project would be an Air Service and Air Cargo Leakage – Expansion Analysis from the Duluth Airport Authority. He said he was enthusiastic about this project, especially after it was approved by MnDOT's central office.

The last study Chicka presented would be collaborative between St. Louis County and Duluth. He said it would be an intersection Control Planning Study for the Duluth Metropolitan Area. He said this evaluation of proper traffic controls for select intersections would include roundabout potential. He added that high-priority intersections would have a more detailed analysis.

He added a few other projects might still come in, including one from the Port Authority involving a cruise ship terminal, and one from the City of Superior.

*Nick Baker commented that these funds had been received over years for special projects, and that the MIC wanted to use these funds proactively, to avoid them being picked back up by the federal government. He added this was a major step forward, especially by including local match to ensure that local jurisdictions would have more initiative to implement the studies produced.*

*Dave Montgomery asked for the basic criteria for the projects. Chicka commented that a questionnaire/application had been distributed to the jurisdictions, regarding need and availability of matching funds.*

## 9. Project Updates

### 2011 Construction Projects

Ron Chicka reviewed for the MIC some construction projects going on this season in the MIC area with federal funds, including: I-35, Kirkus Street in Proctor, an intersection signal on Maple Grove/Stebner in Hermantown, Midway Road, Anderson Road, Safe Routes to School implementation for Stowe, Congdon and Lester Park, roof repairs on the Duluth Depot, and some transit capital and work on Munger Trail.

### Bike to Work Day

Chicka noted that Bike to Work Day is May 20 and that there would be stations in Duluth and Superior. He said the DTA would be involved, and that the stations would also have refreshments and bike shop representatives. He added national bike to work week is the week

of the next MIC meeting.

### **Social Media**

Rondi Watson commented that work was ongoing with the MIC's social media outreach. She said the Facebook outreach was beginning, and that the blog was slowly building up. Ron Chicka added that the MIC was the first MPO in Wisconsin or Minnesota to use social media to this degree (or any degree).

### **Federal Transportation Bill**

Ron Chicka said, in brief, that the federal transportation bill was still held up.

### **July 20 Joint Meeting/Dinner/Speaker**

There was also a brief discussion of the July 20 dinner/speaker event, including shortening the meeting portion of the evening

## **10. Adjournment**

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

### **Motion Discussion & Vote**

Warren Bender/Broc Allen moved to adjourn the meeting. There was no discussion and the motion passed unanimously.