

MEETING NOTICE



TRANSPORTATION ADVISORY COMMITTEE

Tuesday, October 20, 2009 at 1:30 p.m.

Proctor Community Center

100 Pionk Drive

Proctor, MN

Approval / Voting Items:

- Final 2010–2013 Superior Metro Transportation Improvement Program
- 2010-2011 MIC Work Program and Budget

Presentation / Discussion / Informational Items:

- Guest Speaker: Cindy Petkac, Land Use Supervisor, City of Duluth
Development of New Zoning Regulations in the City of Duluth
- 2035 MIC-Area Long Range Transportation Plan
- Bike/Ped Advisory Committee Update

Driving Directions / Parking Information: *See map on next page*

Attendance for Meetings:

If you are NOT able to attend, or expect to arrive late to the meeting, **please contact Rondi Watson at rwatson@ardc.org or 529-7541** to ensure a quorum will be present for voting items on the agenda.

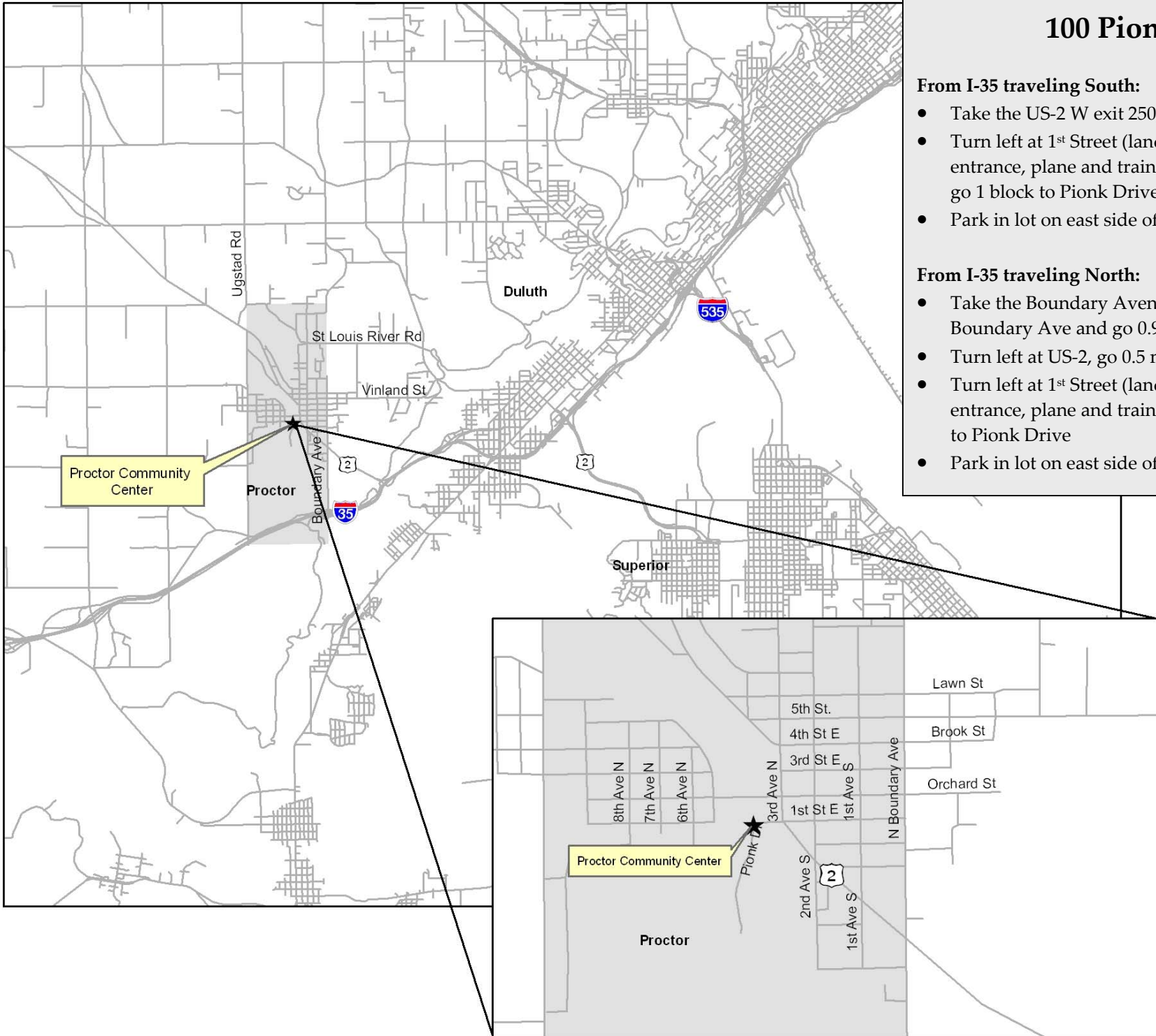
Proctor Community Center 100 Pionk Drive

From I-35 traveling South:

- Take the US-2 W exit 250, go 1.4 mi
- Turn left at 1st Street (landmarks: just past golf course entrance, plane and train display on left); go 1 block to Pionk Drive
- Park in lot on east side of building

From I-35 traveling North:

- Take the Boundary Avenue exit 249, turn left onto Boundary Ave and go 0.9 mi
- Turn left at US-2, go 0.5 mi
- Turn left at 1st Street (landmarks: just past golf course entrance, plane and train display on left); go 1 block to Pionk Drive
- Park in lot on east side of building



**TRANSPORTATION ADVISORY
COMMITTEE (TAC)
MEMBERS**

Airport (1 rep)

Brian Ryks
Alison Johnson (alternate)

Bikes / Pedestrians (1 rep)

Bryn Jacobson

City of Duluth (4 reps)

Chuck Froseth
Cari Pedersen
Cindy Petkac
Cindy Voigt
Jim Benning (alternate)

City of Hermantown (1 rep)

David Salo
John Mulder (alternate)

City of Proctor (1 rep)

Jim Rohweder

City of Superior (2 reps)

Jason Serck
Jeff Goetzman

Douglas County (1 rep)

Paul Halverson

Duluth Transit Authority

(1 rep)

Dennis Jensen
Jim Heilig (alternate)

MN DEED Office (1 rep)

Heather Rand

MnDOT (2 reps)

Denny Johnson
Walter Leu

Port/Harbor (1 rep)

Jim Sharrow

St. Louis County (1 rep)

Jim Foldesi, *Vice-chair*
Brian Boder (alternate)

WisDOT NW Region (1 rep)

Dena Young, *Chair*

DULUTH-SUPERIOR
METROPOLITAN INTERSTATE COUNCIL

TRANSPORTATION ADVISORY COMMITTEE MEETING

Tuesday, October 20, 2009 at 1:30 p.m.

Proctor Community Center
100 Pionk Drive, Proctor, MN

AGENDA

1. Introductions / Agenda Review	<i>5 min</i>
2. Committee Business – for approval <ul style="list-style-type: none"> TAC Meeting Summary of September 15, 2009 	
3. Development of New Zoning Regulations for the City of Duluth <ul style="list-style-type: none"> Presentation and Discussion, <i>Cindy Petkac, Land Use Supervisor</i> 	<i>25 min</i>
4. Final 2010-2013 Superior Area Transportation Improvement Program <ul style="list-style-type: none"> Review for Approval, <i>Ron Chicka</i> 	<i>5 min</i>
5. 2035 MIC-Area Long Range Transportation Plan <ul style="list-style-type: none"> Presentation and Discussion, <i>Robert Herling</i> 	<i>15 min</i>
6. 2010-2011 MIC Work Program and Budget <ul style="list-style-type: none"> Review for Approval, <i>Ron Chicka</i> 	<i>15 min</i>
7. Bike/Ped Advisory Committee Update <ul style="list-style-type: none"> Presentation and Discussion, <i>James Gittemeier</i> 	<i>10 min</i>
8. Roundtable Discussion– Local Projects	<i>5 min</i>
9. Project Updates And Informational Items <ul style="list-style-type: none"> Kirkus Street Plan, <i>Ron Chicka</i> MnDOT Complete Streets Committee, <i>James Gittemeier</i> Conference Updates, <i>Andy McDonald</i> State Rail Plan Open House, <i>Ron Chicka</i> 	<i>5 min</i>

Next TAC Meeting:

Tuesday, December 8, 2009

1:30 pm

WITC Conference Center, Superior

(No meeting in November)

TAC Agenda Topics and Project Updates

Transportation Advisory Committee

October 20, 2009 Meeting



* = Approval Item

1. INTRODUCTIONS / AGENDA REVIEW

2. COMMITTEE BUSINESS

- Meeting Summary of September 15, 2009 (attached, pp. 7-14) *

3. GUEST SPEAKER: DEVELOPMENT OF NEW ZONING REGULATIONS FOR THE CITY OF DULUTH

Cindy Petkac, Duluth's Land Use Supervisor, will review recent efforts to develop a new zoning code for the city and its ramifications for transportation. The new regulations, formally referred to as the Unified Development Chapter (UDC) of the City's Legislative Code, will implement the 2006 Comprehensive Land Use Plan. It is anticipated that they will be completed and presented to City Council for approval in summer 2010.

4. 2010-2013 SUPERIOR METRO AREA TRANSPORTATION IMPROVEMENT PROGRAM (FINAL) *

The 2010-2013 Wisconsin TIP is up for approval at this meeting. Sheldon Johnson detailed the projects at the last meeting including the public participation component. To date, no further comments have been given to the MIC on the Wisconsin TIP.

If you have comments or questions about this project prior to the October meeting, please contact Sheldon Johnson at (715) 635-2197, ext. 228 or at sjohnson@nwrpc.com.

5. 2035 MIC-AREA LONG RANGE TRANSPORTATION PLAN – UPDATE AND PROGRESS REPORT

The MIC staff had originally targeted the October MIC Board meeting as the release date for its updated Long Range Transportation Plan (LRTP). This would have commenced the federally required 45-day public review period. Various pieces of work involved in drafting the plan, however, have been unfortunately delayed, and the MIC has requested a 6 to 8 week extension from FHWA.

For the October TAC and MIC meetings, staff will report on the progress of the LRTP update, describe final stakeholder outreach efforts and discuss the ramifications of delaying the 45-day public review period.

If you have you comments or questions about the LRTP or the public outreach strategy, please contact Robert Herling at rherling@ardc.org.

6. 2010-2011 MIC WORK PROGRAM AND BUDGET (FINAL) *

The 2010 – 2011 MIC Work Program and Budget is attached (to the meeting notice email as a separate pdf document) for your review and approval. I am confident regarding all funding sources at this time. If at some point in 2010 we are able to amend the budget to either add projects and/or staff we will do so. This can only happen after we have further progress in the area of potential match dollars from inside the organization (above what is noted here), or we secure matching funds from outside the organization on a continuing basis that will allow the

MIC to leverage further federal funds. The 2010 funds are sufficient to handle the projects discussed here and the staffing as it exists now. Another point the Board may want to consider is hiring consultants to conduct some elements of planning work above what staff can accomplish. There may be dollars to conduct this type of activity.

As discussed last month, the Short Range element of the UPWP has been altered slightly to incorporate three “stand-alone” projects (Proctor – Kirkus Street, Duluth – Central Entrance, Superior – Blatnik Bridge) plus the modal components of freight, transit, harbor, and bike and pedestrian initiatives. These modal elements include many sub-issues that are either small projects or implementation efforts. The Long Range component is still substantial in amount since we will be working diligently on making the document a “web-based” one. Staff time and possible software purchases will make this activity nearly like creating the original document itself. 2010 is rounded out with the usual TIP and MIC administration activities.

2011 is included in the UPWP for purposes of meeting federal and state requirements for the Consolidated Planning Grant process. It is very much a draft or “illustrative” look into the future. Funding and projects are quite likely to change between now and this time next year when 2011 budgets come forward for final approval. It should be noted that no entity is signing any contract for 2011 at this time. There is nothing binding on any entity’s part with respect to the 2011 numbers shown here. We (ARDC and NWRPC) only sign annual contracts for funding the MIC. The MIC is approving a UPWP for 2 years, but the contracts are on an annual basis.

Please contact Ron Chicka at rchicka@ardc.org or (218) 529-7506 for comments or questions.

7. BIKE/PED ADVISORY COMMITTEE UPDATE

The MIC is organizing a formal Bike/Ped Advisory Committee. This committee will be a community forum for discussing bicycle and pedestrian issues that arise, as well as a proactive information gathering and solution identification body. The committee will formally advise the MIC Policy Board and consist of bicycle and pedestrian stakeholders who represent all facets of these modes. This proposed committee will assist the MIC with updating the 1994 Bikeways Plan, the Bike Map, and assist organizations and agencies working on similar issues. At the October meetings, MIC staff will present a draft Mission Statement, Bylaws, and committee member list for discussion and comment.

Please contact James Gittemeier at jgittemeier@ardc.org or (218) 529-7556 for comments or questions.

8. PROJECT UPDATES

Kirkus Street Corridor Study, James Gittemeier

The study’s objective is to identify land use and transportation corridor standards for Kirkus Street prior to the completion of the new road. The one-mile long new roadway is set to be constructed in 2010 in a relatively undeveloped section of Proctor. MIC staff is putting together a scope of work for this study. Staff will be meeting with City of Proctor officials to further define the study and clarify the MIC’s role in this study.

MnDOT Complete Streets Advisory Committee, *James Gittemeier*

A draft version of the Complete Streets Report was discussed at the Complete Streets Advisory Committee in September. This meeting, which was the last meeting for the committee, discussed changes to the Draft Report, including the importance of combining the design manuals for roadways. Other items discussed were the need for better coordination and need for more flexibility in roadway design, so agencies can truly build roadways within their context. It was noted again, that complete streets is not a prescriptive approach, but a policy directing the focus of the design should be on each project and segment of roadway. A revised draft Report will be sent to the Minnesota Commissioner of Transportation, who will finalize the Report and present it to the State Legislature.

Conference Updates, *Andy McDonald*

MIC Staff will be attending two conferences in October to present the Northern Minnesota / Northwest Wisconsin Freight Plan. The Wisconsin MPO/RPC/DOT Annual Planning Conference will be held on October 5-6 in Spring Green, Wisconsin. The 2009 Association of Metropolitan Planning Organizations (AMPO) Annual Conference will be held on October 28-30 in Savannah, Georgia. These will be excellent opportunities for the MIC to showcase the cooperative effort with our partners that resulted in the Freight Plan.

Statewide Freight and Passenger Rail Plan - Open House, *Ron Chicka*

A prior email was sent to all MIC members notifying you of the Open House set for October 15th at 5:00 pm at the Duluth Depot as a second and final opportunity to provide input into this MNDOT initiative. The plan is to set guidance for rail investments and allow Minnesota to be eligible for federal funding. Public input plus a series of stakeholder committee meetings have aided in drafting the plan that will be overviewed at this Open House. The plan includes many items including a vision for the effective use of the state's rail network for moving goods and people. The final plan will be presented to the Minnesota legislature by year's end.



Duluth-Superior Metropolitan Interstate Council
Transportation Advisory Committee
MEETING SUMMARY
Tuesday, September 15, 2009, 1:30 PM

Meeting Location	WITC Conference Center, Superior, WI	
Meeting Chair	Dena Young	
Note Taker(s)	Rondi Watson	
Members Present	Brian Boder	St. Louis County Engineering
	Jim Foldesi	St. Louis County Engineering
	Ann Doucette	Douglas County
	Bryn Jacobson	Bike/Pedestrian Rep
	Denny Johnson	Mn/DOT District 1
	Alison Johnson	Duluth Airport Authority
	Walter Leu	Mn/DOT District 1
	Heather Rand	Mn DEED
	Jim Rohweder	City of Proctor
	David Salo	City of Hermantown
	Jim Sharrow	Duluth Seaway Port Authority
	Cindy Voigt	City of Duluth Engineering
	Dena Young	WisDOT NW Region
Members Absent	Chuck Froseth	City of Duluth Planning Dept
	Jeff Goetzman	City of Superior
	Jim Heilig	Duluth Transit Authority
	Cari Pedersen	City of Duluth Engineering
	Cindy Petkac	City of Duluth Planning Dept
	Jason Serck	City of Superior
Others Present	Ron Chicka	ARDC / MIC Director
	James Gittemeier	ARDC / MIC Planner
	Sheldon Johnson	NWRPC / MIC Deputy Director
	Andy McDonald	ARDC / MIC Principal Planner
	Rondi Watson	ARDC / MIC Planning Assistant

1. Introductions and Agenda Review

TAC Chair Dena Young called the meeting to order at 1:31 p.m. and meeting attendees introduced themselves.

She asked for any changes or corrections to the agenda. Ron Chicka requested that a voting item be added to consider an amendment to the Duluth Area TIP.

Motion Walter Leu, with a second from Heather Rand, moved to add an approval item as
Discussion #4 on the agenda. There was no discussion and the motion was approved
& Vote unanimously.

2. Meeting Summary of July 14, 2009

Chair Young asked for any changes or corrections to the previous meeting summary. Hearing none, she asked for a motion to approve.

Motion Jim Foldesi, with a second from Denny Johnson, moved to approve the 7/14/09
Discussion meeting summary as presented. There was no discussion and the motion was
& Vote approved unanimously.

3. City of Duluth's Central Entrance Plan

Ron introduced Kyle Deming, Planner II at the City of Duluth's Planning Division, adding that this study has been underway for about a year, with input and representation from the MIC staff and committee members.

Kyle began by noting that he had presented this plan to the Duluth City Council just the night before and it had been unanimously adopted, pleased by that outcome.

This planning effort followed on the completion of the 2006 Duluth Comprehensive Plan, which recommended that a small area plan be developed to guide new development opportunities along the Central Entrance corridor; as the first area that travelers from the Duluth airport will encounter, they would like to put its best face forward, so to speak.

They hired a consultant to conduct the market analysis portion of the plan, thought it best to start out by gaining a strategic understanding of current trends and opportunities and supply and demand for different types of retail, commercial, hotel and residential development. They also posted a web page, hosted two public open houses and were guided by a diverse study committee.

The consultant forecasted that over next 15 years, Duluth was lacking several retail opportunities and would benefit from some "place-making" strategies to make the Central Entrance corridor more of a destination. There are some businesses that only want to relocate to areas with mixed-use development (recent examples include new suburban town centers). Along these lines, they see Central Entrance becoming more of a "main street" for local independent retail, smaller offices and services, for the Duluth heights neighborhood, instead of strictly auto-oriented commercial uses. One component would be development standards to give the business district a stronger identity

The plan recommendations focus on future land use, unified development code, and "place-making" enhancements. Buffers are suggested to better define the commercial and residential areas and transitional areas are also identified.

Noting that land use plans and transportation systems are interlinked, some of the transportation recommendations focus on a context-sensitive solution that encourages

comfortable use by transit users and pedestrians as well as auto users. They are promoting site designs that limit curb cuts, right in/right out intersections, sidewalks on both sides of the streets; as well as a suggested pedestrian trail along Miller Creek

They are also recommending that alleys be vacated as the area is redeveloped, the idea is to better utilize Palm Street west of Arlington Avenue to function as a backage road system (instead of the one-way pair option that had previously been suggested as a way to ease traffic concerns along Central Entrance.

They are also recommending that a business improvement district (BID) could be organized by local businesses to attend to maintenance issues over the long term.

He closed by inviting meeting participants to feel free to contact him directly with comments or questions and directed people to view the plan document at <http://www.duluthmn.gov/planning/sap/millerhill.cfm>

Ron noted that the land use and transportation recommendations will provide the foundation for the modeling component of the MIC's upcoming study of this corridor.

Denny Johnson commented that Central Entrance is not scheduled for reconstruction any time soon; MnDOT's planned repairs are performance-based and this corridor is not a high priority compared to other needs.

4. Amendment #7 to 2009 - 2012 Duluth Metro Transportation Improvement Program

James Gittemeier presented Amendment #7 to the 2009-2012 Duluth Area TIP, an ARRA-funded project to repair over 6,000 feet of the dock wall at the Clure Public Marine Terminal. The structural wall requires rehabilitation due to the harbor-wide problem of accelerated corrosion. This project will provide a permanent solution by reconditioning the upper ten feet of the structural wall (the area most affected by corrosion).

Jim Sharrow, Facilities Superintendent at the Duluth Seaway Port Authority, noted that they have been working for several years on studies to determine the cause of the accelerated corrosion; it's a poorly-understood problem that is showing up in ports all over the world. Results of the study are currently undergoing peer review and will be published soon, but in general, it has to do with the interaction of microbiological organisms and metals in the water. The Port Authority has been investigating many possible funding sources and remedies are being developed with the assistance of many local entities.

Walter Leu noted that federal ARRA funds were awarded via MnDOT as part of a multi-modal set-aside, adding that this port project was number one on their radar. FHWA just last week made a determination that ARRA funds will be approved for this project, to pay \$3 million of the \$4.2 million total cost, with the City of Duluth as the local government agency sponsor. The project must be fast-tracked as one of the conditions of ARRA funding, and he commended the City Engineering department for stepping up to guide the process.

The Port Authority will be looking to advertise the project as soon as December and hope to award it shortly thereafter, so work can begin next spring, after the thaw. They expect the

project will be complete by end of 2010.

In response to a question about protective metal coatings, Jim noted that these products must be U.S.-made, although the ones with the longest track record happen to be European. They are hopeful about the potential for several U.S.-made coatings but have less experience with winter ice abrasion effects.

Motion Walter Leu, with a second from Cindy Voigt, moved to approve Amendment #7 to
Discussion 2009 - 2012 Duluth Metro TIP as presented. There was no further discussion and
& Vote the motion was approved unanimously.

5. Amendment #4 to the 2009-2012 Superior Metro Transportation Improvement Program (TIP)

Sheldon Johnson presented an amendment to the 2009-2012 Superior Urbanized Area Transportation Improvement Program to include two ARRA-funded projects as follows:

- Douglas County, CTH "C" from STH 35 to Kronberg Road—pavement replacement, construction anticipated to occur in 2010.
- City of Superior, Hill Avenue from 28th Street N to Maple Avenue, and Broadway Street from Ogden Avenue to Hammond Avenue—resurface existing roadways, construction anticipated to occur in 2010. He added that this project had been identified as two separate projects during the TIP public comment period; however, the projects have been combined under one TIP identifier.

Both projects are requested for amendment into the current TIP so engineering can begin in 2009 (in preparation for 2010).

Motion Jim Rohweder, with a second from Dave Salo, moved to approve Amendment #4
Discussion to the 2009-2012 Superior Metro Transportation Improvement Program as
& Vote presented. There was no discussion and the motion was approved unanimously.

6. 2010-2013 Draft Superior Area TIP – Project Revisions

Sheldon Johnson presented the project list to be included in the upcoming TIP. He explained that he would not be able to attend the October meeting when the draft would be presented for approval, so he is reviewing the proposed roadway, rail and transit projects to be included in the next TIP at this month's meeting. Placeholders are also included for upcoming projects, to be determined later.

He described the new projects as a relatively light schedule, but noted that there are quite a few already in the works in the current (2009-2012) TIP.

He reported that the public comment period has been advertised and he had held a public listening session earlier in the day, a few folks showed up. No action required today, the final version will be presented for approval in October, should be pretty straightforward.

7. 2010 Work Program and Budget

Ron Chicka began by noting that funding levels for 2010 are as yet unresolved due to ongoing discussion with ARDC about their local match amount. Today he is presenting a rough look at projects for likely inclusion in the MIC's work program for the next two years and is seeking input from TAC and MIC members about projects they would like to see for inclusion.

In addition to the ongoing annual work on the Duluth and Superior TIPs and the MIC's Long Range Transportation Plan, he proposed the following short-range projects for inclusion in the 2010 Work Program:

Kirkus Street Plan: a streetscaping/land use plan for the new HPP-funded roadway in Proctor; this corridor plan also follows on completion of Proctor's Comprehensive Plan.

Jim Foldesi commented that the timing seems a bit off; asked why begin this plan now, after the design phase (by LHB) is so far along? Denny Johnson also asked if it would be addressing access management. Ron responded that the purpose would be to plan future land uses, similar to the small area plan presented by the City of Duluth for Central Entrance.

Central Entrance Corridor Plan: this plan would build on the City of Duluth's small area planning effort.

Denny Johnson asked why this should be a priority, since there are no plans or budget to rebuild this corridor any time soon. Ron responded that the MIC's plan would include an intensive modeling component and detailed GIS work. Denny stated that he would like to see a focus on TSM and safety improvements that might be implemented at low-cost.

Blatnik Bridge Base Study: we will continue to monitor this plan as it is still being decided how the funding for the modeling component will occur. We would propose to look at all modal needs here and do some GIS work too.

The Bike and Pedestrian Planning element would be expanded, with a number of separate components to include forming a Bike and Ped Advisory Committee, conducting a BCI analysis to identify on-street bike routes in the City of Superior, and updating the 2003 MIC Area Bike Map.

Plan Implementation would be taken out as a separate line item, to be incorporated into administrative work.

Harbor Planning is an area they expect to be expanding in the coming years; as mentioned earlier, he planned to seek additional funding from port stakeholders endeavors such as implementation efforts behind the Erie Pier Management Plan and the push for staff to be involved in the revised Dredge Material Management Plan.

Freight Planning and Transit Planning elements to be continued. Within Freight Planning, staff will work toward implementation of the many measures identified in the recently completed plan for the area. Transit will also receive attention by staff with projects involving the proposed new terminal facility and normal review of service routes related to MIC plans.

Plans that would have to be moved from 2010 to 2011 include the Superior Urban Area Growth Impact Study and a Roundabout Site Feasibility Study for the MIC area. He added, though, that the MIC may still focus a smaller study specifically on the roundabout recommendations as put forward in the recent UMD study.

He stressed again that staff will continue to work on the Transportation Improvement Programs for Duluth and Superior and the 2035 Long Range Transportation Plan will still need a considerable amount of staff time in 2010 to make it fully functional in a website format. He added that he believed it would be time well spent to make the LRTP more “friendly” and usable to all, and will also set us up properly for LRTPs of the future.

He closed by asking again for any input about specific projects they would like to see included, no responses. He closed by noting that he would be presenting a detailed Work Program and Budget next month.

8. Harbor Planning (HTAC) Update

Andy McDonald presented an update of the topics presented at the September 2nd HTAC meeting. Agenda items included a report from Army Corps of Engineers from Lt. Col. James B. Davis, Commander of the Detroit District Office. He noted that the Corps is very interested in finding long range sustainable solutions to the storage of dredged materials, potentially can address this via the MIC’s Erie Pier Management Plan. Additionally, there is a great opportunity for this harbor to get some of the \$475 million in funds to be made available for the Great Lakes Restoration initiative.

Other presentations included an update about the Northern MN/NW WI Regional Freight Study by Dave Christianson, Mn/DOT Freight Planning Manager; and a report about the second phase of the research into the economics of the proposed Erie Pier Re-Use Facility for dredged materials by UMD Assistant Professor Hongi Chen.

He then presented more information about the MIC’s proposal to update and renew the 1996 Harbor Partnering Agreement. Goals of that agreement are to better position partners to take advantage of (and leverage more) state and federal funding and to strengthen good working relationships. Since the partnering agreement was revisited in 1999, the MIC has completed four major planning initiatives (Landside Port Access Study in 2000; Superior Port Land Use Plan in 2003; Duluth Port Land Use Plan in 2005 and the Erie Pier Management Plan in 2008).

Other moves forward include a reworked HTAC membership, with more industry representatives, and development of a subcommittee structure that utilizes small working groups to take on projects and report back to the larger HTAC group.

The purpose of renewing the Partnering Agreement would be to continue to build on these successes, with goals to include

- Promote Mutual Understanding of Partner’s Objectives and Constraints
- Continue to Exchange Pertinent Information
- Timely Problem Solving and Decision Making
- Protect and Enhance Natural Resources

- Serve Maritime Commerce with Proper Channel Depth

He added that the strategy to accomplish the Partnering Agreement update is to convene an organizing subcommittee of the subcommittee to update goals and objectives, determine appropriate signatory groups/agencies and plan an event that will celebrate new partnering agreement.

9. Munger Trail Extension Update

James reported that the City is moving forward to extend the Munger Trail from its current terminus at 75th Ave West to the Lakewalk and Canal Park. Duluth has hired SEH to assist the city with the preliminary engineering of this trail. This engineering work will determine final alignment, rights-of-way needed, environmental impacts and cost for the entire length of the trail extension. In addition, SEH will undertake the final engineering on the part of the trail that is set to be constructed in the next few years.

Issues that have arisen so far include working with the neighborhood and SVCNDA as to specific trail alignment; but a big focus will be to provide neighborhood connections to key destinations via spur trails. Overall goal is to view this as a transportation corridor with connections.

The trickiest section is undoubtedly the area in the Lincoln park business district, on both sides of the highway there is very limited space available due to rail lines on one side and terrain (cliffs) on the other.

10. Northern MN/Northwest WI Regional Freight Plan

Andy McDonald presented the final Freight Plan, a Mn/DOT-led study that focused on a ten-county area that sought to analyze current freight movements, identify deficiencies in the transportation system, develop recommendations and implementation strategies and develop partnerships with industry. Additional issues that were addressed include intermodal terminals, port capacity and development of super corridor routes. MIC staff has been participating since the study kicked off last summer, in reviewing materials and working with area stakeholders to make sure their issues are being addressed.

Recommendations are based on info gathered during stakeholder meetings:

- Expand port capacity by developing Garfield C and D dock area; dovetails with the TIGER grant put forward by Mn/DOT
- Promote port development, planning and research coordination between the two cities. The two cities need to work closely together.
- Establish a regional freight advisory committee to advise MnDOT and WisDOT on freight issues and develop criteria to better incorporate freight movement into planning efforts.
- Designate a tiered truck network to designate roads to be used by roads in the network with daily truck traffic greater than 650; special safety and design concerns.
- Identify specific commercial commodity corridors for priority investment and permitted

operations

- Designate super haul corridors for permit operations
- Consider policies to improve regional truck size and weight uniformity—seek size and weight harmony on the routes with the most flexibility.
- Undertake a number of quick start projects (less than \$50,000) that would provide benefit to freight movements locally—there are a few discrete freight improvements that could be incorporated into the planned I-35 improvements.

The question was asked if any of the stakeholders had commented on how much they would be willing to pay for permits for their larger hauling projects. Andy responded that no specific dollar figures had been discussed, but they did indicate a willingness to contribute something in exchange for improved access and facilities.

11. Roundtable Discussion – Local Projects

Alison Johnson announced that Phase 1 of the new terminal construction was underway and a groundbreaking ceremony had taken place. Also Allegiant Air will be beginning new nonstop service from DIA to Orlando, with two flights weekly on Monday and Friday, beginning November 20,

Dave Salo noted that Hermantown’s alternate to the TAC should be listed as John Mulder, who Lynn Lander about six weeks ago as City administrator

12. Project Updates

Long Range Transportation Plan 2035

James Gittemeier reported that staff is currently working on updating the content of the Duluth-Superior Long Range Transportation Plan (LRTP) in preparation for the October 19th release date of the draft plan and the anticipated adoption of the final LRTP in December 2009.

The MIC has undertaken a 2-pronged method of public outreach to give more meaningful opportunities for members of the public to participate and comment. First, before the draft is released in October, the MIC will be consulting with various agencies, organizations and groups to discuss the goals and strategies of the plan as well as the project lists. Once the Draft LRTP is released for a 45-day public comment period, the general public will be invited to discuss and comment on the plan.

13. Adjournment

With no further agenda items or announcements, Vice Chair Young adjourned the meeting at 3:12 pm.