



Duluth-Superior Metropolitan Interstate Council  
**Transportation Advisory Committee**  
**MEETING SUMMARY**  
**Tuesday, December 7, 2010, 1:30 pm**

<b>Meeting Location</b>	WITC Conference Center, Superior, WI	
<b>Meeting Chair</b>	Jim Foldesi	
<b>Note Taker(s)</b>	Beth Krebsbach	
<b>Members Present</b>	Jim Foldesi	St. Louis County Engineering
	Jeff Goetzman	City of Superior
	Paul Halverson	Douglas County
	Jim Heilig	DTA
	Denny Johnson	Mn/DOT District 1
	Cari Pedersen	City of Duluth Engineering
	Cindy Petkac	City of Duluth Planning Dept
	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
<b>Members Absent</b>	Chuck Froseth	City of Duluth Community Development Dept
	Bryn Jacobson	Bike/Pedestrian Rep
	Dennis Jensen	Duluth Transit Authority
	Walter Leu	Mn/DOT District 1
	Heather Rand	Mn DEED
	Brian Ryks	Duluth Airport Authority
	Jason Serck	City of Superior
<b>Others Present</b>	Ron Chicka	ARDC/MIC Director
	Robert Herling	ARDC / MIC Planner
	Sheldon Johnson	NWRPC / MIC Deputy 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**

TAC Chair Jim Foldesi called the meeting to order at 1:36 p.m. All meeting attendees introduced themselves. He asked if there were any proposed changes to the agenda. Ron Chicka commented

that he wanted to talk about Safe Routes to School during committee business.

## 2. Committee Business

### Meeting Summary of October 19, 2010

The meeting summary from 10-19-10 was accidentally omitted from the meeting notices, and therefore could not be approved. Chair Jim Foldesi suggested they could be approved at the January TAC meeting.

### TAC Meetings Calendar for 2011

Rondi Watson introduced the new calendar, which was distributed to all TAC members present.

### 2011 TAC Officers

Ron Chicka requested a volunteer for the vice chair position for next year. Cari Pedersen volunteered.

### Superior SRTS

Ron introduced a letter from Jason Serck at the City of Superior that contained some details/updates on the implementation of the Superior SRTS plan.

### Motion

**Discussion** There was no approval of meeting summary.

### and Vote

## 3. Amendment #9 to Duluth-Area TIP

James Gittemeier said Amendment #9 to the Duluth-Area TIP, which would add county dollars to the existing historic depot project, would need to be delayed until the FHWA approves the newer (2011-2014) TIP, in order to streamline the process.

Jim Foldesi noted that he would be likely to amend in a future St. Louis County - Midway Road project as well.

Jim Heilig said the DTA JARC funding from the state will be up for approval in January, also requiring a TIP amendment.

Discussion commenced here about the timing of the St. Louis County amendment, which, it was decided, could wait till January, meaning the TAC and MIC would not need special meetings to consider any of these amendments before the New Year.

## 4. Amendments #4 and 5 to 2010-2013 Superior Urbanized Area TIP

### Amendment #4

Sheldon Johnson introduced this project, which enables the Northwest Wisconsin Community Services Agency to deliver described program funding throughout the counties of Douglas, Bayfield and Ashland. The project(s) will occur in calendar year 2011.

**Amendment #5**

Johnson also introduced this project, which will enable the City of Superior to complete remaining work on a federal earmark from 2007 for work improving pedestrian facilities along N. 28th Street. The project will occur in calendar year 2011.

Johnson also explained that WisDOT had requested that these amendments be made now (to the 2010-2013 TIP) rather than later (to the 2011-2014 TIP).

**Motion** Dena Young/Jim Heilig moved to approve amendments. There was no discussion  
**Discussion** and the motion was approved unanimously.  
**and Vote**

**5. Final 2011-2012 MIC Work Program and Budget**

Ron Chicka introduced the final 2011-2012 MIC Work Program and Budget. He explained that from the discussion of the draft at the last meeting, there was little added input as to projects to be included or not for 2012.

**Motion** Denny Jensen/Jim Rohweder moved to approve the work program as presented.  
**Discussion** There was no discussion and the motion was approved unanimously.  
**and Vote**

**6. Kirkus Street Land Use Plan**

James Gittemeier presented on the Kirkus Street Land Use Plan. He explained that it began over the summer and is now approaching completion. The plan deals with the new corridor to be constructed between Ugstad Road and Boundary Avenue, as well as the area of mostly undeveloped land south of that street. It will identify land use and transportation corridor guidelines for the Kirkus Street and surrounding area prior to the completion of the new road.

Gittemeier explained the issue of whether or not bike or bus lanes would be incorporated into the final recommendations for the roadway design. He noted that the new corridor would not be providing inter-regional connectivity, but rather would serve as a safer, grade-separated, internal route across the railroad tracks. Therefore, all recommendations pertaining to bike and bus facilities would depend on the adjacent land uses and types of future development in Proctor itself.

Gittemeier then reviewed the study's examination of background data of various types, including realty, zoning and other data to recommend future potential land uses. As one example, due to the demographics of Proctor, the study recommends a zoning change to allow a greater variety of housing, particularly for Baby Boomers and young families, which are both rising demographics.

Other study recommendations include:

1. Kirkus St. Roadway Design

-Design a two-lane roadway with shoulders and sidewalk on at least one side (north side).

- Pionk Drive
  - Proctor Connector Trail
  - Potential future street connections
2. Land Uses (rezoning)
    - Mix of retail, office and residential
    - Various residential types
  3. Flexible: possibility of a Sports Complex.

Cindy Petkac expressed concern about an increase of office/retail uses along Kirkus Street, drawing a higher density along the street which would overwhelm the planned 2-lane roadway.

Gittemeier explained that the plan allows only for minimal office/commercial uses within the residential-dominated area, and that since the street is not a connector, it would not draw significantly more traffic.

Petkac then suggested that, based on in the newly-updated zoning code for the City of Duluth, the study might consider limiting retail spaces to 1,500 square feet in the new zoning.

Gittemeier added that the MIC will be finishing this plan in early 2011.

## 7. East 2<sup>nd</sup> Street Corridor Study

Robert Herling noted that the final draft of the study would be ready for approval at the January meeting, released around December 20.

Herling said the East 2<sup>nd</sup> Street Corridor (Superior, WI) Study plan aimed to identify deficiencies in accessibility, capacity and safety, and to offer recommendations to address those deficiencies.

Herling said the study identified examples of varying zones of uses along the corridor and verified existing traffic conditions and compared them with forecasted traffic patterns of growth. The study also examined numbers of access points along the corridor, particularly along varying zones, as well as average morning and afternoon peak travel times along the corridor.

Herling said the study found that the general operations of the corridor are currently free of major concern. He said the study also examined crash rates in different zones of the corridor, comparing them to average rates. It found no crash rates significantly above the average.

The study examined speeds throughout the corridor and noted the highest average speeds at the end zones of the corridors. It also checked for pedestrian access and found it to be limited in the current design of the corridor, despite an increase in high-density housing in some areas,

as well as transit facilities located on the southern side.

Herling said the study's recommendations include:

- Insert zoning language that includes special criteria for the corridor restricting and reducing unnecessary access, optimizing the spacing of access points, requiring preferred practices in site design.
- Fill in existing sidewalk gaps.
- Install additional speed limit signs to meet the recommended spacing for signs and reduce speeding along East 2nd Street.
- Install more signs denoting lane designation for heavy truck traffic.
- Increase enforcement of posted speed limits and "Trucks Use Left Lane" ordinance.
- Conduct a more extensive analysis of operations and safety in key intersections.
- Locations for future pedestrian islands.

Jim Foldesi commented that, from his perspective, it might be worth increasing the suggested speed on East 2<sup>nd</sup> Street to 40 miles per hour, to match the speed at which traffic currently tends to move.

Herling responded that the MIC had previously studied it and due to the varying zones of uses along the corridor, had recommended keeping the posted speed at 35 for its entire length.

## **8. Central Entrance Corridor Study**

Kody Thurnau introduced the preliminary data gathered in the study from various sources, including a number of discrepancies in the data that had recently arisen.

The various areas of data include: access points, multimodal interaction, average annual daily traffic, traffic volume forecast, right-of-way, land use and zoning, and building footprints and parcel boundaries.

He explained that the next steps included determining the most effective public involvement strategies, looking deeper into some of the inaccuracies of the data, and beginning initial analysis.

## **9. Transportation Performance Measures for Duluth-Superior**

Robert Herling first reviewed the background of the Performance Measures discussion, including the discussion from the October TAC meeting.

He reported the feedback from the Work Group that met Nov. 29.

- Desire more clearly defined FHWA expectations
- Suggested this work could be beneficial to individual jurisdictions
- Help track conditions and justifying requests for funding

-Reiterated slow approach

The first performance measure addressed was pavement quality ratings. The work group found:

- Necessity to define (universally) the rating scheme for “good, fair, poor”
- Examined current practices for Pavement Quality ratings across jurisdictions: Mn/DOT/St. Louis County, WisDOT, etc.

Next steps determined:

- Investigate options for local PQ data collection (MN side)
- Determine MIC methodology
- Work on safety performance measures (once this is all figured out)

Cindy Voigt commented that MnDOT has determined it can't contract with the City of Duluth to provide specialized equipment for pavement quality ratings.

## 10. Bicycle and Pedestrian Planning Update

### **Bike-Ped Advisory Committee**

James Gittemeier reviewed latest work of the BPAC. The committee plans to meet quarterly in the next year. They will be working on the Bike Map and also hope to give input on jurisdictions' road projects.

### **Connect Duluth Bike Assessment**

Gittemeier explained his tentative proposal to utilize data from the Connect Duluth Bike Assessment to prioritize future bike route improvements and extra attention.

### **SRTS Update**

Gittemeier said the evaluation stage of the SRTS plan is being reconsidered because many school sites have changed due to the district's Long Range Facilities Plan. In the new study, all of the original plus two new school sites, Laura McArthur and Denfeld, will be evaluated for safety, access and walkability.

He added that further updates will be presented as the process continues.

## 11. Roundtable Discussion

Andy McDonald asked what happens to ADT funding for Joshua Avenue project now. Cindy Voigt explained that the money will stay where it is until federal funding comes through.

## 12. Project Updates

### **I-35 Transit Mitigation Ridership Study**

Robert Herling said survey found:

- About 14 percent were new riders
- 22 percent said they were riding to avoid traffic
- 73 percent said they were riding more frequently
- Noted significant shifting in commuting patterns.

He added that the study will continue next summer during construction. MnDOT has been awarded to carry out study for transit mitigation strategies.

#### **2012-2015 Duluth Area Tip Project Solicitation**

Ron Chicka and James Gittemeier reminded the TAC members that project submittals are due by December 17.

#### **AMPO/NADO Conference**

Ron Chicka briefly reviewed some background information about the conference he attended recently, particularly regarding potential changes due to the midterm elections.

#### **Northern Lights Express Passenger Rail**

Ron Chicka distributed and reviewed an article from the December 7, 2010 Duluth News Tribune that featured the NLX deliberations. The article stated current status of the rail project, especially focusing on the cost-benefit analysis from the NLX board versus the analysis done by the state's consultant. The article also noted that environmental assessment would continue through May.

### **13. Adjournment**

With no further agenda items or announcements, Chair Foldesi adjourned the meeting at 3:27 pm.