



Duluth-Superior Metropolitan Interstate Council
Transportation Advisory Committee
MEETING SUMMARY
Tuesday, February 15, 2011, 1:30 p.m.

Meeting Location	ARDC Conference Room, Duluth, MN	
Meeting Chair	Dena Young, <i>Chair Pro Tempore</i>	
Note Taker(s)	Beth Krebsbach	
Members Present	Brian Boder	St. Louis County (Alternate)
	Chuck Froseth	City of Duluth Community Development Dept
	Jeff Goetzman	City of Superior
	Paul Halverson	Douglas County
	Jim Heilig	DTA (Alternate)
	Denny Johnson	Mn/DOT District 1
	Walter Leu	Mn/DOT District 1
	Heather Rand	Mn DEED
	Jim Rohweder	City of Proctor
	Cindy Voigt	City of Duluth Engineering
	Dena Young	WisDOT NW Region
Members Absent	*Jim Foldesi	St. Louis County Engineering
	Bryn Jacobson	Bike/Pedestrian Rep
	Dennis Jensen	Duluth Transit Authority
	*Cari Pedersen	City of Duluth Engineering
	*Cindy Petkac	City of Duluth Planning Dept
	*Brian Ryks	Duluth Airport Authority
	David Salo	City of Hermantown
	*Jason Serck	City of Superior
	*Jim Sharrow	Duluth Seaway Port Authority
	*Excused	
Others Present	Sara Aultman	MnDOT OSMP
	Ron Chicka	ARDC/MIC Director
	James Gittemeier	ARDC/MIC Senior Planner
	Robert Herling	ARDC / MIC Planner
	Beth Krebsbach	ARDC/MIC Administrative Assistant
	Andy McDonald	ARDC / MIC Principal Planner
	Dave Montgomery	City of Duluth – MIC Policy Board Member
	Bobbi Retzlaff	MnDOT OSMP
	Kody Thurnau	ARDC / MIC GIS Specialist
	Rondi Watson	ARDC / MIC Planning Assistant

1. Introductions and Agenda Review

MIC staff called the meeting to order at 1:31 p.m. All meeting attendees introduced themselves.

Motion Chuck Froseth/Jim Heilig moved to nominate Dena Young as the meeting's chair
Discussion pro tempore, since both the chair and vice chair were absent from the meeting.
and Vote There was no discussion and the motion was approved unanimously.

Members introduced themselves. Ron Chicka also introduced Sara Aultman and Bobbi Retzlaff from MnDOT Central Office, who were in town to meet with MIC staff and to attend this meeting. Young asked if there were any proposed changes to the agenda. None were requested.

2. Committee Business

Meeting Summaries of 1/18/11 and 1/25/11

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

Motion Jim Rohweder/Paul Halverson moved to approve the 1/18/11 meeting summary as presented. There was no discussion and the motion was approved unanimously.
Discussion Denny Johnson/Jim Heilig moved to approve the 1/25/11 meeting summary as
and Vote presented. There was also no discussion and the motion was approved unanimously.

3. Amendment #5 to the 2011-2014 Duluth Area TIP

James Gittemeier presented the TIP amendment, allowing DTA to purchase two busses for the UDAC program.

Motion Jim Heilig/Cindy Voigt moved to approve the TIP amendment as presented,
Discussion and the motion passed unanimously.
and Vote

4. Amendments #3, 4 and 5 to the 2011-2014 Superior Area TIP

Dena Young described the three amendments. The first (amendment #3) is a culvert replacement into the Village of Oliver. The second (#4) is for context-sensitive design elements on the Tower Avenue design project. The third (#5) is to correct some traffic movements at the base of the Bong Bridge by putting in right-turn only signs and a porkchop island.

Ron Chicka added that #5 had been discussed in the MIC's NW Superior Study.

Motion Jeff Goetzman/Heather Rand to approve the amendments as presented. There was
Discussion no further discussion and the motion was approved unanimously.
and Vote

5. Scoring for 2015 Duluth Area TIP Projects

James Gittemeier briefly reviewed the two projects: West First Street reconstruction in Duluth and the resurfacing of Martin Road in St. Louis County. He specifically noted that the two adjoining sections of Martin Road to the East of this project were scheduled to receive state or federal dollars for improvements in 2013.

The TAC members and one present MIC member scored the projects, and the scores were tallied. The final totals were 82.6 for West First Street and 81.9 for Martin Road. Gittemeier asked for questions and comments; there were none.

Gittemeier then briefly reviewed the TIP timeline and the enhancement projects. The first would complete the Cross City Trail and the second would add to the Lakewalk.

Motion Walter Leu/ Chuck Froseth to approve the scoring as presented. There was no
Discussion discussion and the motion was approved unanimously.
and Vote

6. Kirkus Street Land Use Plan Draft

Gittemeier distributed a handout with the recommendations from the draft of the Kirkus Street Land Use Plan. He invited comments to be returned to him within the next month, before the plan was sent to Proctor Planning and Zoning February 28. It will then go back to the Kirkus Street Land Use Plan Taskforce in early March, before going to the Proctor City Council for approval later that month. He reported that the plan would be back to the TAC for final approval once it passed the Proctor City Council.

7. BPAC Meeting Update

Gittemeier presented on the latest meeting of the Bicycle and Pedestrian Advisory Committee. He briefly reviewed the agenda of that meeting, which took place February 7.

Gittemeier said the committee aimed to return most of Duluth's bike to work events to take place on the national Bike to Work Day. He said the BPAC had also discussed the Duluth Bike Rack Project. He said it was one of his most discussed projects, and that the BPAC intended to take a closer look at more bike rack options.

He also discussed the Lowell to Lakewalk Trail Concept, which would connect Lowell School all the way down to the Lakewalk, connecting through the UMD and CSS campuses. He explained that this was a Fit City Duluth initiative, rather than a MIC initiative.

He noted that several seats on the BPAC had re-opened due to staff changing in different organizations, and that the bylaws would likely be reworked in the near future to better define the process for committee appointments.

Kody Thurnau also gave a brief update on his work on the Duluth-Superior Metropolitan Bike Map redesign, saying he was aiming to have an edition ready by Bike to Work Day.

8. Central Entrance Corridor Study

Andy McDonald said he wanted to do some brainstorming on the Central Entrance Study with the TAC. He first asked the group for ideas of what they anticipated to be the most likely future use of the Central High School site. He said that question would have a significant impact on traffic counts and other important calculations for the study.

Dave Montgomery commented that he had heard a variety of ideas, but that he wasn't sure if a clear direction had emerged yet, even deciding between residential or commercial uses.

McDonald said he planned to model a variety of scenarios for uses of this plot of land.

Denny Johnson said some of the older plans, including the 2002 SEH plan, had suggested adding a signal at Central Entrance and Blackman. He said it was a difficult intersection to signalize. He also commented that regardless of the use for the land, the MIC would need to examine a signal there anyway.

Walter Leu also commented on his view of the area, saying that people often took the back exit from Central Highschool to Blackman, and then taking a left on Palm Street. He said this created a stream of traffic in that area, as an alternative route to using Central Entrance.

McDonald also presented another area that might see some land use changes, the area between Basswood Avenue and Anderson Road along Central Entrance, which might see a shift from residential to commercial land uses. The city had identified potential land use changes in that area as well.

McDonald also told the committee about the results of the travel demand model for this area from the 2035 LRTP. He said the corridor is currently between Level C and D, and is projected to land in Level D in 2035.

He added that he had discussed the travel demand model with URS. He said they had discussed potential land use changes in the corridor, and had attempted to identify some alternate routes that people were using if they viewed the corridor as congested. He said they had also planned to meet to discuss the small area modeling that was planned.

Denny Johnson asked how Joshua Avenue figured into this modeling. Dave Montgomery reported that the mayor was in conversation with Rep. Cravaack to see if Joshua Avenue would be any level of priority for spending.

Chicka commented that the modeling would not assume any further development of Joshua Ave. He said that because Joshua Ave. was near the end of the corridor, it wouldn't interfere too directly with the study.

McDonald then described the social media strategy for the plan, including some potential blog topics: corridor planning, access management, traffic counts, functional classification, pedestrian environment and crash analysis.

Rondi Watson commented that part of this social media initiative involved translating the technical language of engineers and planners to language that the general public could digest.

McDonald continued that he was planning another online survey as part of this social media strategy, potentially replicating some of the questions from the 2002 phone survey.

Watson also described the planned strategy of a “virtual meeting” – basically a virtual representation of a public comment period.

Denny Johnson commented that attention to bikes and pedestrians would be essential to this project, and that the public involvement should focus on these modes.

He also inquired whether there would be long-term and/or short-term recommendations for the corridor.

Chicka said he hoped to see a short-term complement to the city’s master plan. McDonald added he hoped they would see an access management policy for this corridor.

Robert Herling shared some of the preliminary crash analysis that had been done on this corridor. He noted that three of the four segments (non-intersection crashes) they had examined along the corridor were higher than the district one average crash rate, and that two of them were significantly higher. He added that these were only initial results and would be re-examined.

He also noted that intersections with signals were almost all higher than the district average, while non-signalized intersections were almost all below the district average.

McDonald said at first look it appeared that higher crashes came with higher traffic densities.

9. Sidewalk Inventory Project Development

McDonald noted that the sidewalk inventory project had not yet begun, and that they hoped to bring a scope of work to next month’s meetings. He said MIC staff had plans to meet with a number of local groups in order to make decisions on the reach of this project.

He added a list of some questions he would be asking these groups. He said the plan for this project was not to make a “snapshot in time” of the sidewalk conditions, but to develop a structure to maintain this data over time.

He said the goal of this project is to match resources available to the highest level of information that can be collected and maintained over time.

He also gave a brief list of potential data to be collected, for discussion.

Dave Montgomery commented that this data would be helpful for the City of Duluth’s neighborhood work. He cited the Ivanhoe Street example as a disappointing situation where data like this might have been useful background.

10. Performance Measures

Robert Herling said he wanted to remind the TAC members of where this performance measures discussion stood.

He said the discussion aimed to identify common performance measures for the MIC planning area and develop appropriate targets for this area.

He said that this initiative was begun because many anticipated performance measures to have a lot of emphasis in the next transportation bill. He said many had also commented that this would assist individual jurisdictions with their asset management goals.

He said the process aimed to limit the number of measures and keep them “SMART” per the FHWA, and to relate these measures to future Long Range Transportation Plans and Transportation Improvement Programs. He added there would be a slow, relaxed approach to this discussion, lasting from now until work began on the 2014 LRTP.

Herling reported that in November, the members of the work group had decided to focus on performance measures of preservation and safety. He said at that meeting the group had been held up on the pavement quality data collection differences between jurisdictions. He added the work group aimed to resolve those challenges with pavement quality data and to better define the MIC’s role in this process at the next meeting.

Herling reported that he anticipated that the group would meet again in March. He proposed the following for the MIC’s role:

- Jurisdictions use their own pavement quality definitions of “good, fair and poor”
- Jurisdictions establish their own targets for pavement quality
- The MIC would make a regular request of a PQI and bridge rating reports from jurisdictions.
- The MIC would maintain a pavement quality database and track changes to that data
- The MIC would also work with the jurisdictions to establish MPO-wide targets.

He said the next steps would be this March meeting to finalize PQI and move on to safety measures.

Denny Johnson asked about the City of Duluth’s process for pavement quality ratings. Voigt replied that the city had so much poorly rated pavement that she just looked at the time since it had last been resurfaced (50-70 years is “poor”, less than 20 is “good,” etc.)

11. Roundtable Discussion, if applicable

Chuck Froseth commented that the 6th Avenue East design had been completed and distributed for comment to various committee members. He said it would go to committees within a few weeks.

Chicka asked if that should be presented to the MIC and TAC. Froseth replied that it should at some point.

Heather Rand asked if there had been transportation studies on the Park Point area recently. She added that a small area plan was being advocated for that area by the city.

12. Project Updates

Federal Transportation Bill Outlook

Ron Chicka commented that there would likely be a continuing resolution on the federal transportation bill toward the end of the fiscal year. He said the House of Representatives might put together a bill that would likely stall due to the Senate’s opposition, and that the Administration’s bill would likely fail to move through Congress. In general, he said there was a stalemate for passing a new federal bill, and that funding would likely continue at earlier

years' levels.

Safe Routes to School

Ron Chicka noted that the MIC was re-looking at many of its SRTS sites due to the school district planning efforts. He said proposed improvements for Denfeld and McArthur would likely be ready to present to the TAC in the next month.

MIC Social Media and Public Involvement

Rondi Watson reported that a new challenge would be coming up for a name for the MIC's new blog.

Transportation Systems Management

Robert Herling noted that he would deliver a presentation on TSM next month. He said the TSM would be updated in the next year.

CPG Funding Letter Distributed

Ron Chicka said the funding letter had been distributed to jurisdiction officials and their staffs. He said he would continue to update the MIC and TAC as projects came in. He reminded the group that he had set mid-April as the deadline for these projects.

Cindy Voigt asked about the current requirement of a resolution from the jurisdictions for the projects before the projects are even selected for the funds. Sara Aultman and Ron Chicka commented that a letter would probably suffice, instead of a resolution.

Voigt also asked if there was a preference for the size of the projects or a funding minimum. Chicka and Aultman said there would likely not be a minimum.

13. Adjournment

With no further agenda items or announcements, Young asked for a motion to adjourn the meeting at 3:06 p.m.

Motion Discussion and Vote

Walter Leu/Cindy Voigt moved to adjourn the meeting. There was no discussion and the motion was approved unanimously.