



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

Meeting Location	WITC Conference Center, Superior, WI	
Meeting Chair	Jason Serck	
Note Taker(s)	Beth Krebsbach	
Members Present	Chuck Froseth	City of Duluth Community Development Dept
	Paul Halverson	Douglas County
	Denny Johnson	Mn/DOT District 1
	Cari Pedersen	City of Duluth Engineering
	Cindy Petkac	City of Duluth Planning Dept
	Heather Rand	Mn DEED
	Jim Rohweder	City of Proctor
	Allison Johnson	Duluth Airport Authority (Alternate)
	Jason Serck	City of Superior
	Cindy Voigt	City of Duluth Engineering
Members Absent	Jim Foldesi	St. Louis County Engineering
	Jeff Goetzman	City of Superior
	Bryn Jacobson	Bike/Pedestrian Rep
	Dennis Jensen	Duluth Transit Authority
	Walter Leu	Mn/DOT District 1
	David Salo	City of Hermantown
	Jim Sharrow	Duluth Seaway Port Authority
	Dena Young	WisDOT NW Region
		*Excused
Others Present	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

1. Introductions and Agenda Review

Chair Jason Serck called the meeting to order at 1:34. All meeting attendees introduced themselves.

2. Committee Business

Meeting Summary of February 15, 2011

Chair Jason Serck asked for any changes or corrections to the previous month's meeting summary. Hearing none, he asked for a motion to approve.

Motion Denny Johnson/Cari Pedersen moved to approve the 2/15/11 meeting summary as
Discussion presented. There was no discussion and the motion was approved unanimously.
and Vote

Duluth Aerial Imagery – MIC Contribution

Ron Chicka directed the attention of the attendees to a handout that outlined the proposal for the City of Duluth to purchase high resolution aerial photography and contour line data. He said the total cost to the city would be approximately \$120,000, and that the city was seeking support and financial contributions from various partners, including the MIC.

Chicka noted that in the past, the MIC had contributed up to \$25,000 to support similar imagery. He also said that the information would be useful across a variety and large range of projects.

Cari Pedersen added that the information would be available in the fall.

Jason Serck asked Pedersen for information to contact the people running the imagery about the possibility of getting data for Superior as well.

Chuck Froseth asked whether Hermantown, Proctor and Midway Township (also receiving data), would be contributing funds.

Cari Pedersen and Ron Chicka replied that they had not heard anything along those lines.

Motion Chuck Froseth/Heather Rand moved to approve the MIC's contribution to the
Discussion City of Duluth for this aerial imagery. There was no further discussion and the
and Vote motion passed unanimously.

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

James Gittemeier introduced the TIP, which would provide funding for bus improvements for the DTA in downtown Duluth. The project would include passenger amenities, real time message boards and signal timing.

Jason Serck asked how the signal timing would work. Cari Pedersen replied that it would allow bus drivers to hold off a red light if they were approaching the intersection, and the cycle would catch up in the next signal.

Motion Jim Rohweder/Denny Johnson moved to approve the TIP amendment as
Discussion presented. There was no discussion and the motion was approved unanimously.
and Vote

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

Ron Chicka presented on the three bridge improvement projects in Douglas County.

Paul Halverson described the three projects: one replacement and two rehabilitations.

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 Heather Rand/Paul Halverson moved to approve the TIP amendments as
Discussion presented. There was no discussion and the motion was approved unanimously.
and Vote

5. City of Duluth Sidewalk Inventory – Scope of Work

McDonald noted that this scope of work would likely be brought back in more specific terms after a pilot portion was studied.

He also commented that it would be officially called the City of Duluth Sidewalk Study.

He described a two-phase study:

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

He said initial activities would take place in the next month, including:

- Test Methodology for inventory data collection
- Identify pilot area
- Bring initial results to TAC for review
- Document the amount of time utilized in pilot area
- Determine additional resources needed to complete inventory

McDonald commented that this information had been requested by a number of groups, and that this study would aim to use sparse resources most efficiently.

Cindy Petkac asked how McDonald would determine pedestrian generators.

McDonald replied that they would begin my looking at the old list, and then look for obvious examples: churches, schools, etc. He added that this list would be brought back to the TAC once it was further underway.

McDonald added that this study would work closely with Safe Routes to School efforts, aiming to find information to aid that initiative as much as possible.

Chuck Froseth commented that it would be important to maintain the sidewalk information after it is collected.

McDonald added he aimed to do that by requesting from each jurisdiction that they report once a year on the sidewalk activities that had taken place, so that the MIC could update the GIS database.

Motion Chuck Froseth/Cari Pedersen to approve the scope of work as presented.
Discussion There was no discussion and the motion was approved unanimously.
and Vote

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 TAC members' attention to a draft of the letter on a handout.

Heather Rand asked whether the letter referenced cost savings to the port and other businesses. McDonald noted that he included that it would save \$25-35 million for building a new Erie Pier, but wasn't planning to include details about the possible savings from construction projects. Heather Rand suggested including further details about job creation and retention related to the problem.

7. Transportation Systems Management

(NOTE: This item was addressed before #5 on the agenda due to a schedule conflict).

Robert Herling presented on the MIC's current efforts in Transportation System 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.

Herling asked that the TAC members look over the classifications, and asked that they request more specific analysis where desired.

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.

Denny Johnson commented that he had spoken with Rod Ege, and that they had asked whether if they examined simply crash rates and crash severity, if the rankings would provide a similar analysis to the current safety analysis.

Herling then presented the top ten lists from the Wisconsin and Minnesota sides, highlighting a few projects that were the same since the 2006 TSM analysis.

8. Safe Routes to School Update

James Gittemeier said the 2011 site assessment was looking at additional sites: Denfeld High School and Laura MacArthur Elementary. Both schools are set to open next year.

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.

Cindy Voigt commented that if the planned field adjacent to the elementary school was not funded to be built any time soon, they should build a path across it to make it more walk-able for the heavy student population in the adjacent neighborhood.

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

Gittemeier said there would be some changes to the land use recommendations. He said since the planning and zoning commission meeting in Proctor, the steering committee would be meeting again for revisions. He said there would be numerous parts of the plan to examine.

CPG Funding Letter Distributed

Ron Chicka said that he hoped to have a further update by the next meeting, and said he had met with numerous jurisdictions to move the project submittal process along. He said the projects he'd heard from did sound very good.

Duluth Trails and Bikeways Plan

Gittemeier said the MIC had attended an initial meeting to assist with the Duluth Trails and Bikeways Plan and would continue to assist however possible.

MnDOT Toward Zero Deaths Initiative

Ron Chicka also commented that Robert Herling was assisting with this initiative.

Letter of Support – Skyline Shuttle

Ron Chicka noted that he had recently written a letter of support for the Skyline Shuttle project, which aimed to make transit to the airport more accessible.

Wisconsin Census Data

Chicka distributed a handout with some recently released figures from the most recent census.

10. Adjournment

With no further agenda items or announcements, Chair Jason Serck asked for a motion to adjourn the meeting at 2:58 p.m.

Motion

Discussion and Vote

Cindy Petkac/Cari Pedersen moved to adjourn the meeting. There was no discussion and the motion was approved unanimously.

