



MIC Policy Board
 September 19, 2018 Meeting Summary
 Rice Lake City Hall, Rice Lake, MN

Note Taker(s)	Barb Peterson	
Members Present		
	Broc Allen	Douglas County Suburban Townships
	Ed Anderson	City of Superior – Citizen Rep
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
	Wayne Boucher	City of Hermantown
	Mike Casey	DTA Board Representative
	Pete Clark	Douglas County Board of Supervisors
	Earl Elde	St. Louis County Suburban Townships
MN Co-Chair	Frank Jewell	St Louis County Board
	Rosemary Lear	Douglas County Board of Supervisors
	Bob Quade	City of Rice Lake
	Jenny VanSickle	City of Superior Common Council
Members Absent		* Excused Absence
	Warren Bender*	City of Superior Common Council
	Phil Larson	City of Proctor
	Dave Montgomery	City of Duluth
alternate	Gary Nowak	City of Proctor
alternate	Beth Olson	St Louis County Board
	Dan Olson*	Superior Common Council
alternate	Wayne Nelson	Duluth Transit Authority
	Sam Pomush*	Douglas County Board of Supervisors
	Barb Russ*	Duluth City Council
	Renee VanNett	Duluth City Council
alternate	John Werner	City of Rice Lake
Others Present		
	Ron Chicka	MIC Director
	Chris Belden	MIC Planner
	James Gittemeier	MIC Principal Planner
	Barb Peterson	MIC Admin Asst
	Rondi Watson	MIC Communications Coordinator



1. Introductions

Chair Frank Jewell called the meeting to order at 6:34 pm. All meeting attendees introduced themselves.

2. Committee Business

- **Meeting Summary of 8.15.18** Chair Jewell asked for any changes or corrections to meeting summaries. Hearing no other objections, he asked for a motion to approve.

Motion Discussion and Vote	Nick Baker/Wayne Boucher moved to approve the 8.15.18 meeting summary as presented. There was no discussion and the motion was approved unanimously.
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- **Directors Report**

Ron briefly reviewed the meetings and conferences he attended during August. He also noted that a work group has formed to address some of the issues in the Bayfront area, more details later in the agenda; Essentia is also doing some modeling in anticipation of an expansion.

3. Transit Asset Management – Review for Approval

Chris briefly reviewed the targets in the table below stating that the DTA has produced its own table versus just adopting the state’s recommendations. This approval is the same for both MN and WI.

Asset	4-Year Target
Rolling Stock	<10% of active Fixed Route vehicles and <20% of Paratransit vehicles have reached their useful life.
Equipment	<35% of equipment (i.e. service vehicles) have reached their useful life.
Parking/Pedestrian Facility	<10% of parking/pedestrian facilities have a condition rating below 3 based on FTA’s TERM scale.
Administrative/Maintenance Facility	<20% of facility elements within the Administrative & Maintenance Facility have a condition rating below 3.

Motion Discussion and Vote	Broc Allen/Rosemary Lear moved to approve the MN & WI Transit Asset Management targets set by the DTA. There was no discussion; the motion was approved unanimously.
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4. 2019 WI Map-21 Safety Measure Targets, Sheldon Johnson

Sheldon quickly explained that a few months ago the Safety Measure Targets were approved for 2018; this is now the approval for the new targets set for 2019. The table shows targets which are just that – they are not goals. These targets are set by FHWA.

Motion Discussion and Vote	Nick Baker/Broc Allen moved to approve the 2019 WI Map-21 Safety Measure Targets. There was no discussion and the motion was approved unanimously.
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5. 2019 MN Map-21 Safety Measure Targets, Chris Belden

Chris reviewed the targets for MN which differ slightly from WI.

Motion Discussion and Vote	Jenny VanSickle/Rosemary Lear moved to approve the 2019 MN Map-21 Safety Measure Targets. There was no discussion and the motion was approved unanimously.
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6. 2019 Duluth-Superior MIC Work Program, Ron Chicka

Ron explained that not all of the budget info was included in the 2019 Work Program that was sent out in the packet. The budget sheets will be sent in the next several days. There are two projects being added to the overall work; one being the Rice Lake Rd Round-a-bout which will be added to “Roadway” and the Bayfront project being added to the “Admin” section.

Motion Discussion and Vote	Broc Allen/Wayne Boucher moved to approve the 2019 Duluth-Superior MIC Work Program. There was no discussion and the motion was approved unanimously.
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7. 2019-2022 Duluth Area TIP – FINAL

Chris Belden presented the 2019 – 2022 Duluth Area Transportation Improvement Program for approval. He reported that the draft document had been made available for the required 30-day public comment period, both online and at the MIC office, and that open houses were held on August 15th and 16th. He noted that four written comments had been received, about the 2019 Twin Ports Interchange projects and about the Cross City Trail projects (*see complete text of comments on pages 7 & 8*).

In response to a question about the TIP approval process, Belden explained that the Board was being asked to approve the TIP at this meeting, after which it would be forwarded to MnDOT, so that the four-year program of MIC-area projects would match those in the state-level TIP (STIP), which had been submitted to the FHWA for federal funding.



He then called for public comments and Mike Casey, on behalf of the Friends of Western Duluth Parks and Trails, read the group’s statement as submitted (*see complete text of comments on pages 7 & 8*).

<p>Motion Discussion and Vote</p>	<p>Wayne Boucher/Broc Allen moved to approve the 2019-2022 Duluth area TIP as presented.</p> <p>During the discussion, Casey noted that he and the Friends of Western Duluth Parks and Trails group were fully supportive of the Phase II Cross City Trail project that would extend the trail from Irving Park to Carlton Street, but strongly objected to the inclusion of the Phase III project, that would create a new trail between the Duluth Zoo and the Munger Trail, at this time. He asserted the Phase III project is more of a spur trail and that the original intent of those federal earmark funds was to construct a direct off-street route for commuting bicyclists, connecting the City of Duluth from east to west. He noted that community input received by the City in the development of its 2017 <i>Cross City Trail Mini-Master Plan</i> and by the MIC in its 2007 <i>Munger Trail to Lakewalk Connector Plan</i> also supported the goal of first implementing an east-to-west “spine” route, from which “spur” routes into the neighborhoods would later be constructed.</p> <p>Nick Baker/Ed Anderson moved to amend the original motion to read: <i>Approve the 2019 – 2022 Duluth Area Transportation Improvement Program but withhold approval of the 2019 project listed as “ID 118-090-019, **MN 146** CROSS CITY TRAIL PHASE III, FROM DULUTH ZOO TO MUNGER TRAIL, CONSTRUCT TRAIL.”</i></p> <p>The motion to amend the original motion was approved unanimously.</p> <p>Discussion followed about the City’s rationale for the Phase III Cross City Trail project, with several members commenting that it would be helpful and desirable for someone from the City to address the MIC Board before they voted to approve the TIP. Their intent was not to jeopardize funding for all MIC-area projects listed for the four years of the TIP, but rather to get more information about the specific project #118-090-019.</p> <p>There was no further discussion and the motion was approved unanimously.</p>
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8. 2018-2022 Superior Area TIP Amendment #10-21

Sheldon briefly reviewed each of the projects in the list of amendments; most of which were results of funds received to cover the flood damage from June. It also includes the Transit Asset Management voted on earlier.

<p>Motion Discussion and Vote</p>	<p>Ed Anderson/Rosemary Lear moved to approve the amendments #10 – 21 to the 2018-2021 Superior TIP. There was no discussion and the motion was approved unanimously.</p>
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9. Duluth-Superior Metropolitan Bike Ways Plan

James stated that the plan would be ready for review in a few weeks.

10. Bayfront Area Traffic Circulation Modeling and Traffic Control Plan

Ron gave a brief overview of the project and those involved. There is currently an RFP out for bid which closed September 10th with 4 proposals being received. Project funding being provided for by MnDOT Dist 1, City of Duluth and the Duluth Seaway Port Authority in the total amount of \$63,000. This project is looking at the issues of special event traffic control, i.e. Bentleyville/UMD Hockey and DECC events all scheduled together the issues that come with the dangerous traffic backups.

11. Roundtable Discussions

Zagster Bike Share has been a smashing hit in Superior.

The railroad tracks in west Duluth are being looked as possibly being historical.

12. Project Updates – descriptions were included in meeting materials

- **2018-2021 TIP Modification #7**
Chris briefly described the change to Project #TRF-0016-18T as found in the mtg packet
- **Sustainable 2045 LRTP Update**
see meeting packet for details
- **Truck Route Study**
see meeting packet for details

13. Adjourn

With no further agenda items, discussions or announcements, Chair Jewell adjourned the meeting at 8:23 pm.



Comments Received Through TIP Public Outreach Efforts

Date Received	Type	Comment	Response
9/19/18	E-Mail	<p>Project ID 118-090-018</p> <p>"as I understood it - Congressman Oberstar proposed Duluth's cross-city trail to connect the State's Munger Trail (understood to be its current trailhead at 75th Avenue West) with the State's Gitchi Gummi (? spelling) Trail's trailhead at the northeast end of Brighton Beach. It was to be a maximum non-motorized ADA-compliant "standard" trail. It was to be within the transportation planning (funding) but with complementary recreational, social and economic advantages.</p> <p>alas - Oberstar's dream was interrupted by individuals and politics. But it still can be constructed as he had intended.... may be more costly now, but - so it is, as a consequence of how things can happen here in Duluth.....Let's get back on course (track) and somehow do what was intended !!!</p>	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members.
9/19/18	E-Mail	<p>Project ID 118-090-018</p> <p>I think it is very important that Jim Oberstar supported this trail as a major east west connector and transportation for non-motorized movement across Duluth. What the city is now proposing is not what the vision of the CCT, the original concept, city leaders, the western communities' and Mr. Oberstar created.</p>	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members
9/17/18	E-Mail	<p>Project ID 118-090-018</p> <p>The Friends of Western Duluth Parks and Trails (the former Parks and Trails committee within the now disbanded River Corridor Coalition) fully supports State Project ID 118-090-018, **MN146** CROSS CITY TRAIL PHASE 2, FROM IRVING PARK TO CARLTON STREET, CONSTRUCT TRAIL. This is one of the sections of the long-standing public support for the Cross City Trail (CCT). It provides the best backbone route to build on the long-term vision held by Mr. Oberstar and others that have been working as stakeholders on the trail project from its inception and funding dating back to 2013 and further to 2003 or more. The CCT vision is to have a standard accessible trail that not only meets but exceeds accessibility standards that provides the most direct transportation needs in a very congested corridor that has only one current corridor, HWY 23. The CCT vision is to connect the Munger Trail to Northshore via the Lakewalk. The trail is to serve the western communities, Fond du Lac, Gary, Gary New Duluth, Morgan Park, Smithville, Riverside, Norton Park and Irving as a transportation main route by the most direct accessible trail enabling bikers, pedestrians, and other users with a surface and dimension similar to Lakewalk.</p> <p>Project ID 118-090-019</p> <p>The Friends of Western Duluth Parks and Trails (the former Parks and Trails committee within the now disbanded River Corridor Coalition) rejects the support of Project ID 118-090-019, **MN 146** CROSS CITY TRAIL PHASE III, FROM DULUTH ZOO TO MUNGER TRAIL, CONSTRUCT TRAIL. This section is a proposed SPUR trail up to the Zoo to a previously built trail that was decided to be built by a previous City Administration lead by Mayor Don Ness. He alone directed this section</p>	Informed person their comment would be reported to the appropriate agency engineers, and to TAC and MIC board members, and that they had an opportunity to address that body in person at that meeting, if they chose to do so.



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to be built with no public impute allowed. This section will be very costly and does not fit into the Cross City Trail (CCT) vision to have a standard accessible trail that not only meets but also exceeds accessibility standards that provides transportation needs. The grade from the Munger Trailhead is steep with logistical issues. The City does not have this section engineered as of, yet they just have their best guess. Engineering happens after money is made available so at that time the City will be on the hook to complete a section that may cost much more than their initial budget. The long sought after section that the community has clearly stated it desires is phase 6, the Lower BN Route as it is commonly called. The CCT has from its inception been below HWY 23, which makes for the best grade and direct route following the vision of a direct backbone main route that spurs can then be developed from it to the nearby places such as Spirit Mountain and the Zoo.

The City is spending valuable staff time on what is not the CCT. It is desired by the community for staff to be working on the Lower BN Route so easements can be attained before this corridor is lost to other none transportation developments.

The public has spoken clearly in the City's process. The CCT Mini Master Plan does not show the data behind the need and desire for the Lower BN Route. The survey taken does show this, however. From our count, the City's survey shows about 40% of the comments mentioned the Lower BN Route. This clearly indicates the level of community knowledge and engagement because the Lower BN route was not even identified on the survey and maps provided by the City. The community is well aware of the benefits of the CCT using the Lower BN route and the cost of using other routes.

If the Lower Route is not built prior to the spurs being built the true CCT will most likely not happen thus creating a trail that meanders (zigs then zags) not serving the far west neighborhoods (west of Irving) Fond du Lac, Gary, Gary New Duluth, Morgan Park, Smithville, Riverside, Norton Park and Irving causing folks to either not use it or travel along the high speed HWY 23. HWY 23 is not an 8-80 age user group solution.