



Duluth-Superior Metropolitan Interstate Council Policy Board

Wednesday, October 16th, 2019 6:30 pm
Douglas County Gov't Center
Superior, WI
Meeting Summary

Note Taker(s)	Barb Peterson	
Members Present		
	Broc Allen	Douglas County Suburban Townships
	Ed Anderson	City of Superior – Citizen Rep
Chair	Nick Baker	Douglas County Board of Supervisors
	Warren Bender	Superior Common Council
(alternate)	Jake Benson	City of Proctor
	Pete Clark	Douglas County Board of Supervisors
	Earl Elde	St. Louis County Suburban Townships
	Zack Filipovich	Duluth City Council
(alternate)	Ed Gleeson	DTA
	Rosemary Lear	Douglas County Board of Supervisors
	Dan Olson	Superior Common Council
	Sam Pomush	Douglas County Board of Supervisors
	Bob Quade	City of Rice Lake
	Jenny VanSickle	Superior Common Council
	Chad Ward	City of Proctor
	Jim Filby Williams	City of Duluth
Members Absent		* Excused Absence
	Wayne Boucher*	City of Hermantown
	Tom Szukis*	DTA
	Chad Ward*	City of Proctor
Others Present		
	Ron Chicka	MIC Director
	James Gittemeier	MIC Principal Planner
	Sheldon Johnson	MIC Deputy Director/NWRPC
	Barb Peterson	MIC Admin Asst
	M. Pilon	South Range, WI - Citizen
	John Ramos	Duluth Monitor
	Ricky Sarran	MIC GIS Technician
	Michele & Jeff Ubl	Citizens of Duluth-Campus Conn Trail



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1. Introductions/Agenda Review

Chair Nick Baker called the meeting to order at 6:31 pm. All meeting attendees introduced themselves.

2. Committee Business

- Meeting Summary of 9.18.19 (for Approval)

Motion Discussion and Vote	Warren Bender/Sam Pomush moved to approve the 9.18.19 meeting summary. There was no further discussion; the motion was approved unanimously.
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- **Director's Report**

- Twin Ports Freight Showcase – Our event for the Secretary and staff in the Madison office of the DOT along with local public and private sector entities went off quite successfully last month. Close to 90 attended this forum focused on the existing and future transportation industry across the Twin Ports. Besides local bodies – such as the MIC and the Port Authority – detailing how multimodal planning takes shape, a high point of the day was having two panels, one on private sector modal needs and one on workforce needs, present to the audience their plans (business models) that will ensure their continued success in the area. This event was put on by a combined effort from the UW-Superior Trans/Logistics program, City, State DOT, NWRPC as well as the MIC. From reactions during the event and follow-up surveys, I believe we tapped into an educational event somewhat overdue given how important transportation is integral to the economy of the Twin Ports. Compliments were many from the issues chosen to discuss, to the very informed speakers on the agenda to the format of the event that also built in networking time for the attendees. The planning group was asked to keep the momentum going for such an event and to look to hold these in the future.
- MNDOT District 1 Freight Plan – The District's Freight Plan produced with a lead consultant along with a large mix of public and private side groups at the steering committee level (ARDC and MIC included) has completed its work and the plan is out for review. The document has been developed to provide a clear framework of the multimodal local industry as it exists today and its maintenance and larger infrastructure needs for the future. A section of the plan details the short term – next five to ten years – projects (primarily road based for trucking) that are key to proper goods movement for this section of the state, plus recognizing the nature of goods moving in or out of Wisconsin and the role those facilities play to the economic well-being of the Twin Ports as well.
- Traffic/Freight Modeling (USH 2/53 – I-535) Bridge Closure Scenarios – The MICs work with our consultant should be finished in the next month or two that will document various lane and directional closure scenarios and their resulting traffic and financial



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impacts for the network and the economy. This work item makes use of the MICs highly detailed freight statistics in our model and will be used as information for each DOT as they plan future projects for the Blatnik and Bong bridges.

- Duluth Downtown – First Street (One-way to Two-way) Modeling project – This effort, led by the City of Duluth, is concluding at this time. A number of public meetings have been held to gain input from businesses (including ARDC) along the corridor. The MICs travel demand model was used by the City's consultant to analyze traffic operations. The plan documents how the two-way operation would function and what changes may have to be made to the street to make it operate properly. We are looking to have this project brought forward to the TAC and MIC in December for informational purposes.

Ron Chicka briefly spoke of the items above highlighting the success of the "Twin Ports Freight Showcase" that was held Sept 25th at UWS. Both WisDOT and MnDOT came together for the first time to share their perspective freight plans. Those in attendance asked that the planning committee continue to hold such events in the future.

Ron also invited everyone to provide comments on the recently completed draft of the MnDOT District 1 Freight Plan which has now been released for review. It can be found on the MnDOT District 1 webpage.

3. 2045 Sustainable Choices/MIC LRTP - FINAL

Mike Wenzholz provided a summary of the substantial revisions that had been made after receiving the comments during the 30 day public comment period.

After responding to a few questions, he asked for final approval to pass the document on to the Policy Board for their approval.

Motion Discussion and Vote	Broc Allen/Warren Bender moved to approve the 9.17.19 meeting summary. There was no further discussion; the motion was approved unanimously.
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4. 2020 WisDOT HSIP Performance Measures Targets

Sheldon Johnson stated that these measures were brought before the Policy Board last year. He explained that the 5 safety performance measure targets have been determined by the state and that WisDOT and the MIC have chosen to accept the State targets.

There was some discussion as to why these targets are not set at zero; referring to the "Zero Death" program. Sheldon explained that while working toward zero deaths and serious injuries it is currently unrealistic and the FHWA has required that each state provide these targets based on the statistics gathered. Sheldon commented that we shouldn't confuse a "goal" with a "measure".



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Another discussion was based on why WisDOT and MnDOT did not calculate the targets for our specific areas and Sheldon and Ron explained that it is an arduous task and requires many, many man hours. These tasks would take away from the planning work the MIC has already been asked to do and participate in.

With no more discussion or questions Sheldon asked for a motion to approve the 2020 WisDOT Safety Performance Measures.

Motion Discussion and Vote	Sam Pomush/Ed Anderson moved to approve the 2020 WisDOT HSIP Performance Measure Targets. There was no further discussion; the motion was approved unanimously.
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5. 2020-2023 Superior Area TIP - FINAL

Sheldon Johnson quickly reviewed the new projects that WisDOT has added and one that they found was already in the TIP. He also explained that it is allowed that there be 2 rail project place holders at \$100,000 each for future projects. Sheldon stated that there had been some minor editing completed to align with changes and additions.

Hearing no questions or discussion Sheldon asked for a motion to approve the 2020-2023 Superior Area TIP.

Motion Discussion and Vote	Dan Olson/Broc Allen moved to approve the 2020-2023 Superior Urbanized Area TIP. There was no further discussion; the motion was approved unanimously.
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6. Campus Connector Trail Plan – FINAL

James Gittemeier, presented the Campus Connector Trail Plan including the proposed trail alignment, identifying the K-12 schools, colleges and populations the trail would serve. He also shared a timeline on the history behind the trail, a review of the transportation role of the MIC with participating in this Trail Plan, an overview of the public and stakeholder engagement efforts, and the next planned steps.

Following the presentation, an opportunity for public comment was announced. One person, Jeff Ubl, spoke and recommended that the segment of the trail between Rice Lake Road and the College of St. Scholastica run along Chinook Drive in front of the homes, instead of behind the houses. He further stated that he would prefer to have the trail and general public in front of the homes, since the road already exists, rather than having public activity in both front and back. He also noted the cost differences, with a trail along Chinook Drive at a cost of \$60,000 considering that a small connecting spur at the end of the cul-de-sac on Chinook Drive would need to be constructed. The trail alignment behind the homes on Chinook Drive would cost \$930,000 and would have wetland and natural vegetation impacts. No other people shared comments during the public comment session, and the session was closed.

Following the public comment session, the MIC Policy Board asked a several questions and clarifications



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regarding the trail plan. One question was regarding safety and was the trail taking into consideration the faster-moving e-bikes. James responded stating that the trail was to meet federal trail minimum width requirements of 10-12 feet. Another question addressed why the preferred trail alignment was behind Chinook Drive and not on Chinook Drive. James explained that a trail behind Chinook Drive would have less conflicts with cars, be a more scenic, would induce more trail use due to the nature of that location, and that the Bristolwood Subdivision survey findings indicated that the neighborhood residents preferred the route behind and not on Chinook Drive. Several board members stated that the trail made more sense sustainably to be on Chinook Drive instead of building behind the homes as well as the cost savings.

A final question was asked about whether this trail plan set the exact alignment or could changes be made in the future and James answered that this plan is a visioning and guiding document for raising funds and sets the preferred/ideal location for the trail. Currently the costs to build the connection at the end of the Cul-de-Sac is only \$60,000 vs \$930,000 to build behind the homes. However, at the time of engineering the design and construction the alignment will be further refined based on the data gathered at that future time.

James also noted other trail planning efforts, including the Munger Trail Extension Plan alignment and how the final alignment constructed has changed over time due to construction constraints.

Motion Discussion and Vote	Zack Filipovich/Warren Bender moved to approve the Campus Connector Trail Plan. There was a discussion about the Trail Plan not being a “set in stone” document, but a visioning and guiding document to work from; the motion was approved unanimously.
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7. Roundtable Discussion

8. Project Updates (see meeting materials for details)

- 2024 Duluth Area TIP – Project Solicitation

9. Adjourn: With no further agenda items, discussions or announcements, Chair Baker adjourned the meeting at 7:31pm.