



Transportation Advisory Committee (TAC)

Tuesday, December 8th, 2020 1:30 pm

Virtual MS Teams Meeting

Meeting Summary

Note Taker(s)	Barb Peterson	
Members Present		
	Chris Belden	Duluth Transit Authority
	Chris Carlson	City of Superior-Public Works
Committee Vice-Chair	Kate Ferguson	Duluth Seaway Port Authority
	Jim Foldesi	St Louis Cnty
	Krysten Saatela Foster	MnDOT – Dist 1
	Todd Janigo	City of Superior – Public Works
	Chris Lee	City of Duluth Planning
	Kris Liljeblad	City of Duluth Planning
<i>alternate</i>	John Mulder	City of Hermantown
	Cari Pedersen	City of Duluth
	Jess Rich	City of Proctor
Committee Chair	Dena Ryan	WisDOT NW Region
	Karl Schuettler	Northspan Group
	Cindy Voigt	City of Duluth Engineering
	Maren Webb	MnDOT Dist 1
	Tom Werner	Duluth Airport Authority
Members Absent		* Excused Absence
	David Bolf	City of Hermantown
<i>alternate</i>	Todd Campbell	MnDOT Dist 1
	Jason Jackman*	Douglas County
<i>alternate</i>	Phil Pumphrey	Duluth Transit Authority
	vacant	Mobility Challenged Community
	vacant	Active Transportation/Zeitgeist Arts
Others Present		
	Ron Chicka	MIC Director
	James Gittemeier	MIC Principal Planner
	Russell Habermann	Proctor Transportation Plan Stakeholder Group
	David Peterson	Bolton-Menk
	Barb Peterson	MIC Admin Asst
	Anna Pierce	MnDOT Central Office
	Rondi Watson	MIC Communications Coordinator
	Mike Wenzholz	MIC Senior Planner



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1. Introductions/Agenda Review

Chair Dena Ryan called the meeting to order at 1:32 pm. All meeting attendees introduced themselves.

2. Committee Business

- Meeting Summary of 10.21.20 (for Approval)

Motion Discussion and Vote	Jim Foldesi/Kate Ferguson moved to approve the 10.21.20 meeting summary. There was no discussion; the motion was approved unanimously.
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- **TAC Officer nomination/discussion**

Kate Ferguson, current Vice-Chair has accepted the appointment of Chair; Chris Belden has accepted the nomination of Vice-Chair; for the time period January 2021 through December 2022.

Motion Discussion and Vote	Chris Carlson/Cari Pedersen moved to approve Kate Ferguson as Chair and Chris Belden as Vice-Chair for the time period January 2021 through December 2022. There was no discussion; the motion was approved unanimously.
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- **Director’s Report**

Ron Chicka briefly reviewed the participation in the Blatnik Bridge stakeholder preliminary meetings working towards a purpose and needs statement. Ron also shared that the DTA has formed a steering committee to begin the full scale planning effort being titled “Better Bus Blueprint-Improving Twin Ports Transit”. This effort will culminate in a Comprehensive Operational Analysis (COA).

Lastly, Ron discussed the DNT’s article “Crash Rates on the Rise” which reported a concerning increase of traffic deaths and serious injury rates during the pandemic. One of the areas of increase were those involving pedestrians and cyclists.

- **Opportunity for Public Comment was provided:**

None were voiced.

For details on any of the following items see: [October Presentations](#)

3. Guest Speaker: David Peterson, Bolton & Menk, Proctor Transportation Plan

David began his presentation discussing what the plan was to accomplish; sharing the planning process and with the help of a steering committee who developed a vision statement.

A list of priorities was developed and a prioritizing scoring system from 0 to 2 applied to the list.



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With this list now prioritized decisions were made on whether they were long term, medium, short or ongoing goals. A list of proposed future improvements was also noted.

David then shared some conceptual designs including a short video. Some traffic calming and pedestrian improvements were provided as well as some suggested next steps as funds became available. The project documents can be found: [Project Documents](#)

The presentation can be found on the MIC website: dsmic.org

4. 2021-2024 Duluth Area TIP Amendment #1

James Gittemeier explained that St. Louis County has asked to remove the US 2 and Morris Thomas Road intersection improvement project and combine it with a Morris Thomas Road resurfacing project. Both projects are currently in the TIP for FY 2021. A TIP amendment is necessary as the existing Morris Thomas Road resurface project will be adding a phase of work and changing scope, with the addition of the intersection work.

James asked if there were any questions or comments; hearing none he asked for approval.

Motion Discussion and Vote	Jim Foldesi/Cari Pedersen moved to approve the 2021-2024 Duluth Area TIP #1 to be forwarded to the MIC Policy Board for adoption. There was no discussion; the motion was approved unanimously.
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5. Duluth-Superior Metro Pedestrian Plan

James Gittemeier reviewed the timeline of this plan and the connection to meeting the LRTP goals. He continued describing the framework of the plan and the role of the MIC as the MPO. James' stated he is hoping to have the Draft ready for review by the end of December.

James then asked:

From an agency standpoint, what does it mean to "prioritize pedestrians"?

Chris Belden ... pedestrian access is everything for the transit service, in terms of safety – making improvements to the pedestrian system means that connections can be made, it's fundamental.

It also means taking care of the most vulnerable - the young, old, and disabled who cannot drive, or those who cannot afford to drive. It should not be a requirement to own a car to live in an urban area.

Jim Foldesi: From the County perspective, prioritizing peds means putting your money where your mouth is, being willing and able to put make a financial investment, and determining how to build pedestrian needs and facilities into the scope of a project in the CIP and to budget for it.



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The County also has a stand-alone fund specifically for bike, ped and SRTS projects. If you truly are prioritizing pedestrian improvements, you're putting dollars toward those projects.

He added that in this plan local streets are assumed to be ped-friendly, but they don't have sidewalks – may need to be addressed in terms of gaps.

Chris Carlson – agreed with Jim Foldesi - funding is where it starts, also requires thinking really hard about what pedestrian needs are. One issue may be that it could seem that prioritizing pedestrians means that you're putting one mode above the other – important not to pit them against one another – need to find a balance between serving motorized and non-motorized users.

Maren Webb – in District One they have extra support from state planning office, with scoping resources to determine what the needs are in specific locations, it's been really helpful to have that.

Cindy Voigt: Re Foldesi's comment re local streets – it can actually ok for peds to walk in the street in many local locations – perfectly appropriate for people to walk in the street in low-volume, low-speed streets.

Also, regarding Chris's comment, It doesn't have to mean that we're prioritizing one mode over the other, it means we're not leaving bikes and peds out of the conversation – it's important from the City's perspective to include and not forget them and include them in designs.

Duane Hill: for projects within the MPO area, they all fit within the complete streets policy framework, to address bike-ped needs within the complete streets, They are expected to look at bike and peds, to get out way ahead of projects, to develop and get input into projects well ahead of time – early scoping before they are programmed and budgeted for.

Since 90% of all funding goes to roads and streets, it's hard to make the argument that pedestrians really are being prioritized.

Kris Liljeblad: Going back to the early part of the planning process for the Pedestrian Plan, where there was a big discussion about winter maintenance, he noted that the City has recently launched a more aggressive effort to address this – which is more complicated than it might seem. They have initiated an initiative to enforce the City's snow removal initiative. You can go to the city's website to place a complaint about a facility that needs snow removal – or the City's winter watch phone line can be contacted. They are initiating a mechanism where the fire department will check for obstructions and send a letter if needed. Homeowners will either need to clear or will be billed for to have it done by the City. Likely to have a fair amount of unhappiness and pushback, so they'll see how it goes.

Dena: For WisDOT, prioritizing pedestrian means removing barriers to the public right of way

Ricky Sarran: in the GIS analysis, we are also looking at other census groups as categories of users to be prioritized.

6. Round Table

Chris Belden shared that the DTA has completed their Feasibility Study.

Ron Chicka stated that he expected that the US Congress would probably extend the current funding



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for at least a week. He added that the Corona virus funding is currently at approximately \$900 million.

Kate Ferguson thanked everyone for their assistance in getting freight in and out of the Port.

Opportunity for public comment: there were no comments

there were no comments

7. Project Updates: See Meeting Item Descriptions for details

- 2021-2024 Duluth Area TIP Administrative Modifications #1- 7

The project changes in the following table did not meet the thresholds required for a formal amendment process. These changes have been administratively made to the TIP. The changes are detailed in the following table.

If you have any questions please contact James Gittemeier at jgittemeier@ardc.org

Admin Mod #	Project # Jurisdiction	Description	Year	Federal \$	State TH or Bond \$	Local \$	Total \$
1	6910-111 MnDOT New Project	MN 23 in Duluth 0.02 MI. East JCT MN 210. Building demolition, adjacent to Mission Creek Cemetery. Parcel 6910-232-50.	2022	\$0	\$100,000	\$0	\$100,000
2	118-118-005 Duluth Swap Years	Railroad St (MSAS 118) from 5 th Ave W to Canal Park Dr resurfacing. Storm sewer, curb & gutter & sidewalk repairs.	2021 2024	\$1,360,000 \$1,480,000	\$0	\$357,150 \$370,000	\$1,717,150 \$1,850,000
3	118-147-019 Duluth Swap Years	E. Superior St (MSAS 147) from 45 th Ave E to 60 th Ave E reconditioning.	2024 2021	\$1,480,000 \$1,360,000	\$0	\$370,000 \$357,150	\$1,850,000 \$1,717,150
4	6982-343 MnDOT New Project	I-35 from 5 th Ave W to 0.12 MI N. Lake Ave repair drainage structures	2022	\$0	\$500,000	\$0	\$500,000



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5	069-060-002 AC St. Louis County Year Change	French River Wayside rehabilitation and BR #3601 replacement project. (Assoc. SAP 069-661-019) (AC Project Payback 1 of 1)	2022 2021	\$480,000 (AC Payback)	\$0	\$0	\$0
6	6916-110 MnDOT New Project	Hwy 53 from 0.2 MI N of Midway Rd to 0.03 MI N of County Rd 8. Unbonded concrete overlay.	2021	\$0	\$12,400,000 Bond Funding	\$0	\$12,400,000
7	3804-61 MnDOT Scope change: no longer in MPO. Remove Project	MN 61 Expressway NB & SB from 0.08 NE of Knife River to 0.2 MI SW Scenic Dr (CSAH 61) Resurface.	2022 2021	\$4,720,000 \$4,976,000	\$1,180,000 \$1,244,000	\$0	\$5,900,000 \$6,220,000

- **FY 2025 Duluth Area TIP Project Selection Process**

The new Duluth Area TIP project selection process is underway. An initial meeting with the MIC area jurisdictions took place in November to discuss the new process. A follow up meeting is being scheduled in the middle of December to agree upon the potential FY 2025 projects that will receive the federal Surface Transportation Block Grant (STBG) program funding. New project forms will be due in January.

- **Superior Active Transportation Plan**

The Superior City Council approved the Active Transportation Plan at the October 6, 2020 meeting. The plan is available online here [Active Transportation Planning](#). This plan was funded through the Transportation Alternatives Program (TAP) and the city is moving forward with implementing this plan with one project being a TAP grant application for improving bus shelters in Superior.

8. Adjourn: With no further agenda items, discussions or announcements, Chair Ryan adjourned the meeting at 3:10 pm.