



Note Taker(s)	Tari Aanonsen, MIC Administrative/Finance Assistant	
Members Present <i>MST=Microsoft Teams</i>		
<i>MST</i>	Broc Allen	Douglas County Suburban Townships
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
	Libby Bent	City of Duluth – Citizen Rep
MN Co-Chair	Wayne Boucher	City of Hermantown
	Diane Desotelle	Duluth City Council
<i>MST</i>	Nick Ledin	Superior City Council
<i>MST</i>	Rosemary Lear	Douglas County Board of Supervisors
	John Lohse	Douglas County Board of Supervisors
	Garner Moffat	Superior City Council
	Bob Quade	City of Rice Lake
	Jim Paine	City of Superior Alternate?
	Jenny Van Sickle	City of Superior – Citizen Rep
<i>MST</i>	Chad Ward	City of Proctor
	Scott Welsh	Solway Township
Members Absent		* Excused Absence
	* Tylor Elm	Superior City Council
	* Janet Kennedy	Duluth City Council
	* Adam McGill	Duluth Transit Authority (DTA) Board
	Keith Musolf	St. Louis County
	* Randy Skowlund	Douglas County Board of Supervisors
Others Present		
	Ron Chicka	MIC Director
	Jackie Dolentz	Community Member
	Jim Foldesi	St. Louis County
<i>MST</i>	Jana Hollingsworth	Star Tribune
<i>MST</i>	Travis Houle	ARDC Planning Division
	Andy Johnson	MnDOT District 1
	Daryl Johnson	Community Member
	Sheldon Johnson	NWRPC Executive Director/MIC Deputy Director
<i>MST</i>	Val Langer	Community Member
	Elliana Lattu	MIC Intern
	Vic Lund	St. Louis County



	Eli Norlander	MIC Transportation Planner
	Betsy Olivanti	ARDC Executive Director
	John Ramos	The Monitor
	Richard Sarran	MIC Senior GIS Specialist
	Cheri Soileau	Duluth Transit Authority (DTA)
<i>MST</i>	Mae Sommerfeld	WisDOT Northwest Region
	Rondi Watson	MIC Senior Planner/Communications Specialist
	Mike Wenholz	MIC Principal Planner

**1. Introductions / Agenda Review**

MIC Co-Chair, Wayne Boucher, called the meeting to order at 6:01 pm. Then a “Roll Call” attendance was taken.

Chair Boucher then moved on to item #2 on the agenda.

2. Committee Business

- Meeting Summary of 8.19.26***

Chair Boucher then asked for a motion to approve the August meeting summary.

Motion Discussion and Vote	Moved by Nick Baker, seconded by John Lohse, to approve the meeting summary of 8/19/26. Board discussion: None Voting Aye: Allen, Baker, Bent, Boucher, Desotelle, Lear, Ledin, Lohse, Moffat, Paine, Quade, Ward, Welsh Voting Nay: None Abstain: None Absent: Elm, Kennedy, McGill, Musolf, Skowlund, Van Sickle Motion Carried: Aye: 13, Nay: 0
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- Director’s Report**

Director Chicka gave a brief overview of the items that were listed in the meeting materials.

MIC Policy Board – Potential Adjustment to Meeting Times – About 70% of members responded to the survey. We will look to move the Board meeting times beginning in 2027, possibly to the 4:00-6:00 timeslot, as the majority of those responding said this option could work. This will help the meetings to be accessible for those traveling via transit, as well as allow for jurisdictional professional staff to attend Board meetings more easily.

ARDC-NWRPC Joint Powers Agreement (JPA) Update – ARDC still awaits response from MnDOT or the Federal Highway Administration regarding the JPA submittal. ARDC and NWRPC will keep the Board updated on this issue.

Board discussion occurred regarding the Joint Powers Agreement, voicing questions and concerns on the process and contents of the JPA.

- Open Public Comment Period**

Chair Boucher then allowed for an opportunity for Public Comment:

Mike Casey, Duluth community member and multi-modal advocate, spoke of his general lack of trust for the MIC Director, and would like to see a vote of No Confidence from the Policy Board members.

Hadrian DeMaioribus, Vibrant Streets Duluth member, voiced his agreement with Mike Casey, and would also like to see a vote of No Confidence from the Policy Board members.



3. Final Duluth-Superior Safety Action Plan*

Rondi Watson presented the Final Duluth-Superior Safety Action Plan which was completed by consultants Zan & Associates. Work on this project began September 2025 and included an update of the safety analysis data that had been completed previously in Phase I. The Plan uses the Safe System Approach which acknowledges that humans make mistakes and are vulnerable, safety is proactive and the responsibility is shared, redundancy is crucial and ultimately, death and serious injuries are unacceptable. The goal of this plan is to reduce, and eventually eliminate, traffic-related fatalities and serious injuries on roadways throughout the Duluth-Superior area by 2050.

The key outcomes for the Safety Action Plan include the identification of unsafe locations, along with recommended safety improvements for each location, provide policy recommendations that align with the Safe Systems approach, and completing and adopting an SS4A-eligible Safety Action Plan.

Please refer to the table on the next page:



A Safety Action Plan has 8 required elements:

Required Elements	Duluth-Superior Safety Action Plan
Leadership & Goal Setting	Support from the MIC Policy Board, committed to a clear, measurable goal (resolution passed in January 2026 for zero by 2050).
Planning Structure	An Advisory Committee was formed.
Safety Analysis	Identified the highest risk, highest-priority locations, the summary is presented in Chapter 4, and the full analysis is in Appendix B.
Engagement & Collaboration	Engaged the community and agency stakeholders through targeted focus groups and pop ups, paid ads & social media posts, and an interactive mapping sight in which 642 comments were collected. This engagement resulted in the qualitative data for this plan.
Equity Considerations	Demographic analysis completed, vulnerable users identified and completed a stakeholder review process to ensure inclusion.
Policy & Process Changes	Chapter 5 lays out the key recommendations.
Strategy & Project Selection	Appendix E includes projects identified by their Safety Emphasis Areas and prioritized in three ways: by Risk, by Cost per Weighted Risk, and by Implementation Timeline.
Progress & Transparency	An annual progress report will be completed by MIC staff.

The next steps include adoption by the MIC Policy Board, GIS mapping of priority locations and project recommendations, additional jurisdictional leadership commitments and the first annual progress report to be completed by MIC staff.

The TAC recommended the Duluth-Superior Safety Action Plan for adoption to the MIC Policy Board at its meeting on 10/20/26. MIC staff requests a motion from the MIC Policy Board to adopt the Duluth-Superior Safety Action Plan.



Motion and Discussion	Moved by John Lohse, seconded by Jim Paine, to adopt the Duluth-Superior Safety Action Plan. Board discussion: <i>None</i>
Amended Motion	Member, Jim Paine, motioned to amend the Safety Action Plan, to remove the interim goal of a reduced number of fatalities and serious injuries by 2035, and only include the goal of zero by 2035, seconded by Garner Moffat. Board discussion: Member Paine would like the goal to be adjusted to zero fatalities and serious injury crashes by 2035 and would not accept any other goal. He would like to see both the document and the resolution revised to read as such. Q: Member Lohse asked if the Board has the authority to make this change? A: Yes, it was the Board's resolution, they can vote to alter it, however a special meeting would be required to bring forth that item of business. Member Paine stated that the document could be approved this evening with the amended language for the goal of zero by 2035. A: The options before the Board are the following: (1) Postpone the approval of The Plan to allow for the language adjustment to the document and to bring forward a revised resolution with the revised goal of zero by 2035, (2) approve the plan this evening with the revised goal and bring forward a revised resolution in the future, (3) approve the plan as is and re-evaluate in the future. Options 1 & 2 would require a special meeting, as the next regular meeting occurs a day after the deadline for the MIC to submit an approved Safety Action Plan to Federal Highway Administration. Member Desotelle stated that a goal of zero is hard to achieve, could we get started on The Plan now and re-evaluate later in time? Member Bent is in support of the stricter goal, because human nature is to be complacent.
Call the Question and Vote	Member Desotelle Called the Question to end debate, Baker seconded. Voting Aye: Baker, Bent, Desotelle, Lear Voting Nay: Allen, Boucher, Ledin, Lohse, Moffat, Paine, Quade, Van Sickle, Ward, Welsh Abstain: None Absent: Elm, Kennedy, McGill, Musolf, Skowlund Motion Failed: Aye: 4, Nay: 10



Motion, Discussion, and Vote	Discussion continues: Member Paine would like it recorded that he feels that any other goal aside from zero by 2035 is unacceptable. He cannot support a motion to approve the plan with a goal of zero by 2050. It is too broad and will get ignored. Member Allen stated that federal and state goals are higher than zero and while he doesn't agree with that, he won't be supporting the amendment; this isn't the time for that. Member Van Sickle would like to revisit the resolution that was already passed, as she has suggested edits, but would support the revision in twelve months, not now. Moved by Jim Paine, seconded by Moffat, to amend the Duluth-Superior Safety Action Plan to reflect the goal of zero traffic fatalities and serious injuries by 2035. Board Discussion: None further. Voting Aye: Bent, Ledin, Moffat, Paine, Ward Voting Nay: Allen, Baker, Boucher, Desotelle, Lear, Lohse, Quade, Van Sickle, Welsh Abstain: None Absent: Elm, Kennedy, McGill, Musolf, Skowlund Motion Failed: Aye: 5, Nay: 10.
Original Motion, Discussion, and Vote	Moved by John Lohse, seconded by Jim Paine, to adopt the Duluth- Superior Safety Action Plan as presented. Board Discussion: None further. Voting Aye: Allen, Baker, Boucher, Desotelle, Lear, Lohse, Moffat, Quade, Van Sickle, Ward, Welsh Voting Nay: Bent, Ledin, Paine Abstain: None Absent: Elm, Kennedy, McGill, Musolf, Skowlund Motion Carried: Aye: 11, Nay: 3

4. Duluth Urban Area Functional Classification Changes*

Eli Norlander began with a brief overview of what Functional Classification is and showed an aerial view of a section of West Duluth to show real-world examples of each roadway type. A statewide Functional Classification review occurs every ten years in between census years. It uses a scoring system based upon FHWA requirements and must reflect how a road is operating now, rather than how one would want it to be. Classifications have implications on federal and state funding, along with design choices.

MnDOT, local jurisdiction staff and MIC staff reviewed and identified 34 changes within the MIC planning area.



The City of Duluth has seventeen road segments listed, City of Hermantown has two and St. Louis County has 15 road segments. Eli displayed a map of the proposed changes and allowed time for discussion and questions.

Eli then requested a motion from the Policy Board to approve the proposed Duluth Area Functional Classification Changes.

Motion Discussion and Vote	Moved by Nick Baker, seconded by Scott Welsh, to approve the Duluth Urban Area Functional Classification Changes. Board discussion: Member Moffat stated that reclassifying roadways up in classification levels equates to higher traffic and higher speeds. Widening roads costs more to maintain. This perpetuates Urban Sprawl. Member Van Sickle stated that this action conflicts with the Bike Plan. Eli Norlander stated that this [classification change] describes how the road is operating currently, it does not mean direct impacts on design. Member Baker stated that this is how the roads are currently being used. Q: Member Desotelle asked if this action is increasing the speed limits on these roads? A: No, this is done statutorily. Q: Member Van Sickle asked if people are walking where there is no sidewalk currently? A: Yes Q: Member Baker asked how this impacts funding? A: If a roadway is classified as a Minor Collector or above, it makes it eligible for federal funding. Voting Aye: Allen, Baker, Bent, Boucher, Desotelle, Lear, Ledin, Lohse, Paine, Quade, Van Sickle, Ward, Welsh Voting Nay: Moffat Abstain: None Absent: Elm, Kennedy, McGill, Musolf, Skowlund Motion Carried: Aye: 13, Nay: 1
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5. Final 2027-2030 Duluth Area TIP*

Eli Norlander presented the Final 2027-2030 Duluth Area Draft TIP for adoption, which includes 97 million dollars in FHWA funding. He went on to review the upcoming projects included in this TIP cycle.

Upcoming projects include:

- Canal Park Drive Reconditioning in 2027 Railroad Street to Buchanan Street (\$971,750 in STBG funds) and includes street lighting and concrete repairs.
- Campus connector Trail, Segment 6 in 2027 (\$586,028 in TA funds) and will connect to existing Lakewalk & Congdon Park Dr Trail.



- Locking it in: Micromobility Parking in 2027 utilizing CRP funds to address the lack of parking for micro-mobility devices, micro-mobility shelters and racks, along with portable racks for special even use. Installations are planned for Summer 2027.
- Rice Lake Rd Corridor Project in 2027-2028, (\$25M in BUILD funds, \$600K in TA funds) with a total project cost of \$40.9M. This project includes a new paved trail, a reconstructed roadway, four single-lane roundabouts, and a new road.
- Hermantown Road Reconstruction between Haines Rd and Okerstrom Rd.
- 4th Street Reconstruction between Mesaba Ave and 6th Ave E.
- Arrowhead Road Sidewalk Addition between Haines Road and Menards Drive.
- Morris Thomas Rd sidewalk addition between Hanes Rd and Okerstrom Rd.

With help from Jurisdictional staff, the MIC responded to questions received during the public comment period related to project development, project design choices, and roadway landscaping. MIC staff incorporated changes into the project maps that provided corrections and description clarity. Staff also reviewed future considerations for map improvements. Additionally, information was provided for AC vs Construction work in the project list.

After the draft was released in June, MIC staff were informed of changes needed to the Community Impact Assessment chapter due to Executive Orders issued and updates to the implementation of Title VI of the Civil Rights Act of 1964. These changes have been included in the final TIP and reflect the recent Executive Orders.

Next steps include a resolution and final document transmitted to MnDOT for review & approval. MnDOT will then submit it to FHWA and FTA for their review and approval before it is incorporated into the STIP (State Transportation Improvement Program). Then the cycle begins again.

Eli requested a motion for the adoption of the 2027-2030 Duluth Area TIP by the MIC Policy Board.

The meeting summary continues the next page.



Motion Discussion and Vote	Moved by Nick Baker, seconded by John Lohse, to adopt the 2027-2030 Duluth Area TIP. Board discussion: Q: Member Desotelle asked why the Transit Asset Management (TAM) targets do not include EV vehicles? Are the dates off because they were set earlier? A: These targets come directly from the DTA's reports to FTA, which do not include EV targets. Q: Member Desotell asked if the MIC has any say in the targets? A: The MIC is a stakeholder for the group that sets the targets and we sit in on the meetings to be part of the discussion. Voting Aye: Allen, Baker, Bent, Boucher, Desotelle, Lear, Ledin, Lohse, Moffat, Paine, Quade, Van Sickle, Ward, Welsh Voting Nay: None Abstain: None Absent: Elm, Kennedy, McGill, Musolf, Skowlund Motion Carried: Aye: 14, Nay: 0
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6. Draft 2027-2028 MIC Unified Planning Work Program (UPWP)

The [Draft 2027-2028 MIC Work Program and Budget](#) has been reviewed and commented on by state and federal oversight and MIC staff has been working to incorporate the requested changes. Most changes were in relation to the Safe and Accessible Transportation Options (SATO) funding and how it was reflected in the initial draft budget. The Draft UPWP was made available to TAC and MIC members with the September meeting mailings and included many of the requested changes. Ron Chicka gave a brief overview of the draft UPWP. A final draft will be sent to state and federal oversight at the end of September and presented for approval at the October TAC and MIC meetings.

7. Harbor Technical Advisory Committee (HTAC) Update

This item was deferred to a future meeting for the sake of time.

8. Project Updates

- *None for this meeting*

9. Apprise from the MIC Board Members

- Member Baker asked about the counter that was located at Wyoming and 28th in Superior; he is wondering when we will be getting the data back from it?

Richard Sarran stated that because of the attention the counter received from the general public surrounding curiosity if it was a flock camera, the data collected did not accurately describe the normal activity of this intersection. The counter drew attention from the public and news crews and so multiple counts were recorded that do not reflect the normal activity of this location. The counter was relocated



to Arrowhead Road to take pre-project counts at that location and appears to be bringing in good data.

Member Baker stated he would like to see a legitimate count taken at that location, if possible, as he feels traffic is high at this location and fears it will increase when the bridge closes for reconstruction.

Richard stated that perhaps a vehicle-focused counter would be more beneficial and could look into working with the City of Superior to use one of their counters at this location in the future. The WAVix Eco-Counter is primarily a bicycle and pedestrian counter, and typically only captures one lane of vehicle traffic.

Director Chicka commented that he will work on trying to get an update on the latest information related to traffic diversion plans during the bridge reconstruction.

- Member Bent stated that it is insane that we accept the current number of fatalities occurring when there is a low-cost solution: reducing speeds and adopting a safety mentality.

10. Adjourn: With no further agenda items, discussions or announcements, Chair Boucher adjourned the meeting at 8:30 pm.