

**BPAC – August 6, 2020
Meeting Summary**

Meeting Location	Virtual (online) Meeting via Microsoft Teams	
Meeting Chair(s)	Carol Andrews	
Note Taker	James Gittlemeier	
Members Present		
Chair	Carol Andrews	St. Louis County
Vice-Chair	Chris Carlson	City of Superior
	Chris Belden	DTA
	Eleanor Bacso	City of Duluth
	Judy Gibbs	Citizen Representative
	Cari Pedersen	City of Duluth
	Natalie Chin	WI Sea Grant
	Jason DiPiazza	Citizen Member
	Dena Ryan	WISDOT
Members Absent		* Excused
	Ruurd Schoolderman	Duluth Bikes
	Prescott Morrill	Citizen Representative
	Dick Haney	Friends of Western Duluth Parks & Trails
	Bryn Jacobson	Continental Ski & Bike
	Open slot	Zeitgeist/SHIP
Others Present		
	Mark Baker	Citizen
	Kris Liljeblad	City of Duluth
	Maren Webb	MnDOT District 1
	James Gittlemeier	MIC
	Ricky Sarran	MIC
	Ron Chicka	MIC

1. Introductions

Meeting participants introduced themselves.

2. Committee Business

- Draft 5/7/2020 Meeting summary – motion by Cari Pederson, seconded by Jason DiPiazza approved by consensus.
- Membership Opening – discussed the three voting open positions, Zeitgeist/SHIP slot, a Duluth Bikes opening and an undecided opening that may be best filled by We Walk Duluth. Will be reaching out to Duluth Bikes. If members have suggestions, a range of geographic, adding more diversity is beneficial, including outreach to Community Action Duluth and Superior officials. Desire to get a full-membership back up and running.

3. Roadway Project Review – St. Louis County 2022 Construction Projects

- Morris Thomas Rd – discussed project, including a fast-tracked design process. Considering a sidewalk on the south side of the street. City utility work will be included in coordination with county on the project. Also, the east end of the project is a core investment area which includes the Piedmont commercial area. Pedestrian amenities should be focused in that area. Duluth supports adding sidewalks and it is desirable to add a buffer between the street and sidewalk. Be aware of the possible grade issues, speeding traffic, the need of the parking lanes on both sides, transit route/stops, mail boxes, and that this is an over-sized haul (long loads) route. Community input is needed on this. The city does not assess on county-lead projects. MIC can put together a best-practices report together that incorporates, traffic counts, speeds, transit, etc factors. City can add Duluth Comp components into this report.
- Woodland Ave – discussed project – scheduled for a reclaim and overlay with some additional improvements. The county is interested for the BPAC to weigh in on which pedestrian crossing locations are key and the type of crossing. This road will have a road-diet (4 to 3 lane re-striping) and open to a including a bikeway facility. The county is considered the following crosswalk locations along Woodland Avenue, including possible median protected crosswalks.
 - Northfield St, the DTA is considering removing the bus stop at this location.
 - Hartley Rd – There is currently not a sidewalk into the Nature Center, but an accessible sidewalk is planned on the northside of Hartley Road.
 - Minneapolis Ave & St. Paul Ave – the Woodland Ave curve between these two streets makes it difficult to cross. The DTA prefers a crossing at Minneapolis Ave because there is a bench and a streetlight. Prefer Minneapolis Ave over St. Paul Ave where the DTA may remove the bus stop at this location.
 - Fairmount St – no comments.
 - Glen Avon Park – no neighborhood streets across from this park. Not necessarily a natural crossing location. Would be nice, but a less critical crossing location. The exact location is still to be decided.
 - Oxford St – four-way stop makes it the safest place to stop right now.
 - St. Andrews St – long blocks between streets
 - Lewis St – long blocks between streets, prefer this one over St. Andrews St. BPAC viewed the Streetlight Data (MnDOT subscription), can see patterns but not full bike and

ped count numbers. According to Streetlight data, Lewis Street has more pedestrian traffic than St. Andrews St.

- Bike Traffic (according to Streetlight data) – the majority of bike traffic that is on Woodland Ave stays on Woodland Ave over moving to using Wallace Ave. This could mean that a separated bikeway facility on Woodland Ave would be appropriate to have.
- Woodland Ave – existing east-side sidewalk between Arrowhead Rd and Snively Rd is abutting the street and extremely uncomfortable. A pedestrian lead interval at Arrowhead Ave and Woodland Ave would be ideal, including for DTA. Issue of overgrown vegetation on Woodland Ave and Snively Rd.

4. Duluth-Superior Metro Pedestrian Plan

- Pedestrian Plan survey open one more date. The Ped Plan survey had a great response with 596 respondents to the survey. Most outreach via social media and 3 in-person events, Damiano lunch, Hillside and Lincoln Park Farmers Markets. MIC staff reviewed the preliminary survey responses. Concern raised over the lack of representation with the 0-19 age cohort.

5. Duluth-Superior Metro Bikeways Plan

- Sub-committee held a meeting, but further follow-up action is needed and then the sub-committee will need to be re-convene. Consider the CIPs of each roadway authorities and review the the along and across planned bikeways identified in the Bikeways Plan.
- MIC Work Program – BPAC is asked to consider what studies identified in the Bikeways Plan should the MIC consider as high priorities. With that said, the next bikeway study priority is Central Entrance from Mesaba Ave to Trinity Rd with this project set to be reconstructed, scheduled for 2026.

6. Bike & Ped Counts – locations

- Woodland Ave at Arrowhead Rd – the MIC has no counts and will be looking to conduct 12-hour counts here.
- Morris Thomas Rd & Chambersburg Ave – the MIC has no counts and will consider this one.
- Decker Rd/Mall Dri/Mountain Shadow Dr near Aldi/Target consider this area due to all the new housing development in this area.
- Hammond Ave – plans to reconstruct between 21st and 28th Street.
- Superior ATP priority corridors – counts to connect Osaugie Trail to the Millenium Trail as well as to UWS and the Superior High School.
- Cross City Trail Detour – count this when the detour is in place.
- Streetlight Data – can this be used to help with counts. This data supplements the MIC count program but does not necessarily replace the count program.

Project Updates

- Safe Routes to School in 2020 – MnDOT put out guidance for schools and local governments to mitigate the potential concerns for congestion due to an anticipated increase in parent drop off and pick up.

- Lake Ave Bridge Update – the bridge is close to opening back up. This bridge has conventional bike lanes with green hashing in the transition zones and ADA improvements. The curb heights of the sidewalk above the street did not get reduced, but the bike lanes will serve as a buffer from the traffic lane which will add to a more comfortable environment for pedestrians and a step in the right direction.
- Cross City Trail – River Route Segment under construction, and is close to paving this trail and should be completed soon. Due to COVID 19 pandemic it is not clear if there will be a grand opening/ribbon cutting for this trail.
- Decker Rd – will have marked bike lanes from Piedmont Ave to Mall Drive.
- Twin Ports Interchange – Cross City Trail – BPAC discussion regarding the future of the Cross City Trail through Lincoln Park should it stay or be returned to its existing location when the TPI project is complete. Discussed if this is really an “either or” or a “both” conversation. Decided to wait until the CCT Detour is in place and see and learn how it works.
- Snively Rd/Glenwood Rd/Jean Duluth Rd Roundabout Project – will send out info on this project to the BPAC.