



Meeting Summary

* = Approval Item

Note Taker(s)	Tari Aanonsen, MIC Administrative/Finance Assistant	
Members Present		
	Members Present	
	Broc Allen	Douglas County Suburban Townships
	Hannah Alstead	Duluth City Council
	Ed Anderson	City of Superior – Citizen Rep
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
MN Co-Chair	Wayne Boucher	City of Hermantown
	Mark Johnson	City of Superior
	Rosemary Lear	Douglas County Board of Supervisors
	Mike Mayou	Duluth City Council
	Sam Pomush	Douglas County Board of Supervisors
	Bob Quade	City of Rice Lake
	Randy Skowlund	Douglas County Board of Supervisors
	Tom Szukis	DTA
	Jenny Van Sickle	Superior City Council
	Chad Ward	City of Proctor
	Scott Welsh	Solway Township
	Mike Wenzholz	City of Duluth – Citizen Representative
Members Absent		* Excused Absence
	Annie Harala*	St. Louis County
	Nick Ledin	Superior City Council
Others Present		
	Mike Casey	Friends of Western Duluth Parks & Trails
	Ron Chicka	MIC Director
	Dick Haney	University of Minnesota Duluth
	Sheldon Johnson	MIC Deputy Director/NWRPC
	Scott McBride	Bolton & Menk
	Prescott Morrill	MIC Planner
	Ricky Sarran	MIC GIS Specialist
	Rondi Watson	MIC Communications Co-ord./Planning Asst.



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1. Introductions / Agenda Review

MIC Co-Chair, Wayne Boucher, called the meeting to order at 6:01 pm. A “roll call” attendance was taken. When completed, Chair Boucher asked if there were any questions or changes to the agenda. Hearing no changes, Chair Boucher continued to Item# 2.

2. COMMITTEE BUSINESS

• Meeting Summary of 8.16.23

Chair Boucher then asked if there were any questions or changes to the August meeting summary.

Motion Discussion and Vote	Sam Pomush / Ed Anderson moved to approve the 8.16.23 meeting summary. There was no further discussion; the motion was approved unanimously.
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DIRECTOR’S REPORT:

Ron Chicka reported the following:

- **MIC Staffing Update-** The MIC is still down one planner. This position is responsible for overseeing the HTAC group.
- **Wisconsin MPO Conference-** The conference was last week and included presentations on the Blatnik Bridge and the Tower Avenue Road rightsizing projects.

3. DULUTH AREA I-35 CORRIDOR PLAN-STUDY FINDINGS AND DRAFT IMPLEMENTATION PLAN

Scott McBride presented the study findings from the I-35 Corridor Plan. The goal of the plan was to develop a range of ideas and needs for the 14-mile stretch of the corridor included in the study. Phase one included a large amount of public engagement. One key theme that came out of this was a desire for a Bike/Ped priority.

Several areas of focus resulted from the study, some of which included:

- Signal enhancements to 5th Ave. West and Lake Avenue
- A proposed round about for the 5th Avenue West and I-35 overpass
- A proposed median u turn interchange in order to remove the left hand exists for safety on the West Duluth portion of the corridor
- A proposed underpass at 57th Avenue West to improve Bike/Ped traffic
- The addition of an extended truck climbing hill at Thompson Hill
- The addition of improved on/off ramp access along Thompson Hill and removing the Cody Street Exit
- The addition of ITS, Intelligent Transportation Systems, to several places along the corridor

A grant was awarded to Bolten & Menk from MnDOT to complete an ITS, Variable Speed Limit study. Bolton & Menk has also assisted the City of Duluth in applying for the Reconnecting Communities & Neighborhoods (RCN) Grant. If awarded, these funds will be used to assess the Downtown and West Duluth neighborhoods more closely. Awards will be announced in the Spring of 2024.



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The Implementation Plan guides jurisdictional partnerships and clarifies prioritization of projects. Four timelines have been formed, ranging from Short Term to Long Term and include many projects stemming from the discovery of needs through the study. The short-term projects align with the current funding opportunities and/or the STIP and the medium-term projects align with the CHIP. Funding for the long-term projects is less certain and may be safety or opportunity driven. The final report will be available on the MIC website in late October or early November 2023.

4. FINAL MIC URBAN AREA BOUNDARY ADJUSTMENT

Richard Sarran began by explaining the guidelines for determining the Adjusted Urban Area Boundary, which must be reviewed every ten years, and outlined the proposed changes to the MIC Urban Area Boundary (UAB). The presentation included a map that compared the last Adjusted UAB completed in 2013 to the current 2023 Adjusted UAB, to indicate the proposed changes more clearly. Staff recommended the MIC Urban Area Boundary Adjustment to the MIC Policy Board for approval.

Motion Discussion and Vote	Nick Baker / Brock Allen moved to approve the MIC Urban Area Boundary Adjustment There was no discussion; the motion was approved unanimously via roll call vote.
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5. WISDOT 2024 SAFETY PERFORMANCE MEASURE TARGETS

Sheldon Johnson began by explaining that annually, all MPO's must consider adopting the Federal PM Safety Measures for the Highway Safety Improvement Program (HSIP) or adopt their own with the approval of the FHWA and FTA. WisDOT released the CY 2024 Safety Targets on August 31, 2023. Those targets were included in the meeting packet and in the presentation materials for review. Staff recommended the WisDOT Proposed PM 1 Safety Targets, as presented, to the MIC Policy Board for Adoption. Mike Wenzholz asked if it is still true that MPO's could either adopt the State's targets or create their own. Sheldon confirmed this is the case. Ed Anderson commented that the State's data is typically collected in more metro areas.

Motion Discussion and Vote	Nick Baker / Sam Pomush moved to approve the WisDOT 2024 Safety Performance Measure Targets for adoption. There was no further discussion; the motion was approved unanimously.
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6. FINAL 2024-2027 SUPERIOR AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Sheldon Johnson presented the 2024-2027 Superior Area TIP for recommendation by the TAC to the Policy Board. He explained that New Project Solicitation began June 2023, and the Draft TIP was approved to public release by the MIC Policy Board on August 16, 2023. Sheldon went on to state that citizen comment has been noted and WisDOT has provided minor technical changes. Hearing no questions or discussion, Sheldon asked for a motion to approve the 2024-2027 Superior Area TIP.

Motion Discussion and Vote	Rosemary Lear / Nick Baker moved to approve the 2024-2027 Superior Area TIP for adoption. There was no further discussion; the motion was approved unanimously via roll call vote.
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7. FINAL 2024-2025 MIC WORK PROGRAM

Ron Chicka summarized the planning projects included in the 2024-25 MIC Work Plan. Some new items include a Traffic Signal System Assessment to be added to the Roadway Planning element, and other components of the Safety Action Plan are being moved to the Long-Range Planning element. Also new will be the MIC's involvement with Bus Rapid Transit planning by the DTA, which will be included in the Transit portion of the Ongoing Initiatives. MIC Staff recommended the 2024-2025 MIC Work Program for approval.

Motion Discussion and Vote	Nick Baker / Sam Pomush moved to approve the 2024-2025 MIC Work Program for adoption. There was no further discussion; the motion was approved unanimously via roll call vote.
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8. MTP LONG RANGE PLAN 2050 GOALS AND OBJECTIVES

Rondi Watson spoke on the importance of the involvement of our multiple jurisdictions and community members regarding the update of the MTP Long Range Plan 2050. Interactive sessions are planned for the near future to attain feedback from stakeholders on the goals and objectives that will guide our planning projects for the next 20 years. Round two of the consultations will be discussing the projects for inclusion in the MTP, as well as the inter-jurisdictional aspects of these projects and gathering financial data to demonstrate fiscal constraints. The online survey for stakeholder engagement is still open. New for this MTP update, each chapter will be approved individually, as they are completed. For questions regarding the update of the MTP Long Range Plan 2050, please contact Rondi Watson, MIC Planning Assistant and Communication Coordinator, rwatson@ardc.org

9. BIKE AND PEDESTRIAN PLANNING UPDATE

Prescott Morrill reported on the recent bike and pedestrian counts that have been collected at various project locations. A new approach by the BPAC is to take counts prior to and after specific road construction projects have been completed. The hope is to have measurable data that directly relates to improvements made to roadways that affect the accessibility and safety of our bike and pedestrian community. Prescott outlined three areas of interest that include Woodland Ave from Snively Road to Anoka Street, Raleigh Street from S 59th Ave W to Grand Ave, and 6th Ave E from E 2nd St to E 9th Street. All three projects are scheduled for Summer 2024 and counts will be taken again after their completion.

Additionally, the BPAC was recently given an update by the Snow Removal Task Force that included a written document that aims for reliable snow removal to benefit our bike and pedestrian community in the upcoming winter months. Subcommittee meetings have brought forth a request for a gaps analysis with an emphasis on projects that are tied to DTA routes. This will help to inform TA and AT grant applications, as well as feed into the MTP and the Bikeway Plan Update in 2024. For any questions regarding the work of the BPAC, please contact Prescott Morrill, Planner, pmorrill@ardc.org



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10. ROUND TABLE

- ***Carbon Reduction Program (CRP)***

Prescott Morrill reported that the Carbon Reduction Strategy will be published by the State sometime in November. While not prescriptive, it will give MPO's a toolkit to guide the selection of projects and help document the process. Funding is believed to be available through 2027.

- ***Blatnik Bridge Replacement Project***

Visitor Mike Casey offered public comment on the Blatnik Bridge planning project, stating that he would like to see a Purpose and Needs Statement that would show bike & pedestrian uses of the Blatnik Bridge to be considered equal needs alongside others listed. Currently, he is seeing them appear as secondary needs and not equally weighted. He also pointed out that the Blatnik is currently 7.1 miles away from any other structure that offers pedestrian and bicycle accessibility to commute between Duluth and Superior.

11. ADJOURN: With no further agenda items, discussions or announcements, Chair Boucher adjourned the meeting at 7:51 pm.