



**Duluth-Superior Metropolitan Interstate Council  
Meeting Summary**

*\* = Approval Item*

<b>Note Taker(s)</b>	Tari Aanonsen, MIC Administrative & Finance Assistant	
<b>Members Present</b>		
	Chris Carlson	City of Superior – Public Works
	Trish Crego	City of Hermantown - Alternate
	Kate Ferguson	Duluth Seaway Port Authority
	Jim Foldesi	St Louis County
	Derek Fredrickson	MnDOT District 1
	Jason Jackman	Douglas County
	Todd Janigo	City of Superior – Public Works
	Cari Pedersen	City of Duluth
	Maren Webb	MnDOT District 1
	Tom Werner	Duluth Airport Authority
	Skip Williams	Active Transportation
<b>Members Absent</b>		* Excused Absence
	Chris Belden	Duluth Transit Authority
	David Bolf*	City of Hermantown
	James Gittemeier	City of Duluth
	Chris Lee*	City of Duluth
	Jess Rich	City of Proctor
	Mae Sommerfeld	WisDOT NW Region
	Cindy Voigt*	City of Duluth Engineering
	Vacant	Economic Development
	Vacant	Mobility Challenged Community
<b>Others Present</b>		
	Ron Chicka	MIC Director
	Girma Feyissa	MnDOT
	Duane Hill	MnDOT
	Joe Jurewicz	City of Duluth
	Vic Lund	St Louis County
	Jim Meyer	AECOM
	Elinor Rosenberg	City of Duluth - AmeriCorps
	Dena Ryan	FHWA - MN
	Derek Salomonsen	AECOM
	Erika Shepard	MnDOT Central Office
	Robert Sullivan	MARAD
	Rondi Watson	MIC Senior Planner/Communications Specialist
	Mike Wenzholz	MIC Principal Planner



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1. Introductions / Agenda Review

Ron Chicka, MIC Director, called the meeting to order at 1:05 pm. A "roll call" attendance was taken. When completed, Ron asked if there were any questions or other changes to the agenda. There were none.

2. Committee Business

- Meeting Summaries of 10.15.24\*

Ron then asked if there were any questions or changes to the October meeting summary.

Table with 2 columns: Motion Discussion and Vote, and a text description of the motion approval.

Director's Report:

Director Chicka reported on several items as listed below:

Rice Lake/Arrowhead Road(s) and Lowell School Access – A steering committee is underway – led by the County – to examine the intersection needs for Lowell school as it impacts both Rice Lake Road and Arrowhead Road with an inordinate volume of traffic at drop-off and pick-up times of the school day. Ques of vehicles stack on Rice Lake Road that exhibits safety concerns for all. Arrowhead is similarly impacted as vehicles weave their way along narrow residential roads designed for the occupants of the adjacent housing complexes. It has been so congested that the people living in these housing units have difficulty getting in/out of their residences at specific times of the day. Meetings will be held over the coming six months to put forward a multi-faceted solution involving all modes to rectify this situation.

Wis Commercial Ports Association – Attended annual meeting in Prairie du Chein targeted at Port Director's in the state and planning initiatives being conducted for these port towns. Discussed our Harbor TAC at length and its mission.

Minnesota/North Dakota and DOT/FHWA Annual Conference – Mike Wenholz and I attended this workshop attended by DOT, FHWA and MPO staff from each state. I was presenting the national positions of the MPOs (mentioned in Oct) as to policies for the upcoming administration. Also discussed numerous items that all the MN MPOs are facing in terms of budgets, TIP actions and issues concerning our Metro Long Range Plans.

3. MIC Area Safety Action-Plan – Crash Analysis and Project Selection

The Duluth-Superior Metropolitan Interstate Council (MIC) is developing a Comprehensive Safety Action Plan in accordance with the US Department of Transportation (DOT) National Roadway Safety Strategy. Its goal is to develop a comprehensive strategy to significantly reduce and eliminate roadway fatalities and serious injuries within the Duluth-Superior planning area, by identifying high-risk areas and implementing targeted interventions to improve road safety for all users.

Consulting firm, AECOM, was hired by the MIC to complete Phase 1 of the MIC Area Safety Action Plan. Principal Planner, Derek Salomonsen presented an overview of the completed work for Phase 1.



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The US DOT has defined nine components of a successful Safety Action Plan. For this phase of the development, AECOM assisted the MIC with two of the nine components: technical components number (3) Safety Analysis and (7) Strategy and Project Selection. AECOM applied FHWA's systemic approach, which involves six major steps:

1. Identify focus crash types, facility types, and risk factors
2. Screen and prioritize candidate locations
3. Identify and select countermeasures
4. Prioritize systemic projects
5. Deliver Systemic Projects
6. Evaluate Systemic Safety Results

The work for this project included collection and consideration of all high severity crash data for all roadways functionally classified as collectors or arterials. An area-wide crash analysis was completed for high severity crashes, including creating crash trees and crash statistics. (Note, possible injury and property damage crashes were not included in this study). Crashes were disaggregated by crash type, location, functional classification, roadway geometrics, traffic volume, and other roadway characteristics. From this, four Safety Emphasis Areas were established for risk assessment.

**Safety Emphasis Areas (SEA's):**

- SEA1: Lane Departure Crashes
- SEA2: Angle Crashes
- SEA3: Signalized Intersection, Multi-Lane Arterials
- SEA4: Urban Intersections (Bike & Ped Crashes)

At-risk locations were then divided into two tiers. Tier 1 Locations are comprised of the top 5%, or minimum of top 20, locations overall. Tier 2 evaluates the next 5% (or next 20 locations) for corridor-wide projects and then evaluates if there is a good representation of different municipalities. If not, Tier 2 then evaluates locations in municipalities that are not well represented in the original top 5%. Lists of locations for each of the four Safety Emphasis Areas were included in the presentation.

Next, countermeasures were identified for each of the Safety Emphasis Areas (SEA's), and safety benefits (% of crash reduction) were assessed using both Minnesota and Wisconsin data sources. Tables were provided for each of the SEA's.

Lastly, AECOM created decision making tools for use in choosing countermeasures for each of the SEA's, including decision trees and cost estimates for each of the counter measures. Projects were then prioritized by risk or cost per weighted risk.

As mentioned, AECOM has completed two technical components of the eight steps needed to complete the MIC's Comprehensive MIC-Area Safety Action Plan. Next steps for the MIC in 2025-2026 planning work will be to address at least four of the remaining six components. The Scope of Work is currently being developed and an RFP should be released early in 2025 to hire a consultant.



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4. 2025-2028 Duluth Area TIP Amendment #1\*

Richard Sarran presented the following amendment to the 2025-2028 Duluth Area TIP for recommendation to the MIC Policy Board:

TIP AMENDMENT #1

New Project - UDAC Bus Purchase – Project ID TRF-0087-25

MnDOT Transit is requesting the addition of a new project for FY 2025. This project is to purchase a Class 200 Minivan for UDAC to provide transportation to elderly and persons with disabilities. The proposed project has a cost of \$170,000, \$136,000 coming from FTA and \$34,000 match from UDAC.

- Total STIP project cost = \$170,000
o Federal funding = \$136,000
o Other local funding = \$34,000

Questions regarding this project should be directed to Ron Chicka at 218-349-2685 or by email at rchicka@ardc.org.

Table with 2 columns: Motion Discussion and Vote, and content: Jim Foldesi /Skip Williams moved to recommend the 2025-2028 Duluth Area TIP Amendment #1 to the Policy Board for approval. There was no further discussion; the motion was approved unanimously.

5. Re-focused Bicycle Transportation Plan

Mike Wenholtz gave an update on the work being done to update the MIC Bicycle Transportation Plan. MIC staff met with BPAC leadership on November 15th to assess the remaining work needed to complete the plan. With the reduction of planning staff at present, the BPAC will play a greater role in completing the plan. The BPAC held a work session in December to check-in on Chapters 1-3 & 5 and to review the maps.

The next steps will include a list of bike related projects that will be sent out to the jurisdictions to help the MIC identify any missing bikeway segments, along with jurisdictional meetings in January. The final draft plan will be submitted to the BPAC for review and comment in February, and at least one open house will occur for public input opportunity. The TAC can also expect an update at the February meeting. Recommendations will then be incorporated into the Final Plan and will go back to the BPAC for final review. The Final Plan will be on the March agendas (BPAC, TAC and Policy Board) for recommendation for adoption.

Questions regarding this project should be directed to Mike Wenholtz at 218-529-7573 or by email at mwenholz@ardc.org.

6. Round Table

No Round Table discussion items were presented at this meeting.



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7. Project Updates

- 2025-2028 Duluth Area TIP Administrative Modification #1

**Changing ELLE from One Existing MnDOT Project to Another**

MnDOT requests dropping the ELLE (Early Let Late Encumbrance) smart code from project 6908-68 (an 8.4 mile pavement resurface and rehabilitation project on US-2 from MN 194 to Midway Road (CSAH 13) and adding it to project 8821-358 (a 58.5 mile traffic control devices safety project to install wet reflective pavement markings that includes a portion of Boundary Avenue (CSAH 14) in Proctor). The original project 6908-68 had trouble with an early letting date and could not deliver in time. All costs, scope & fiscal year (2026) remain unchanged.

11/22/2024	State Project ID	Agency	Roadway Name	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	State T.H. or Bond \$	Project Total \$ (STIP Total)
Original	6908-68	MnDOT	US 2	PAVEMENT RESURFACE AND REHABILITATION	**ELLE**: US 2, FROM MN 194 TO MIDWAY RD (CSAH13), RECLAIM	NHPP	\$ 7,164,960	\$ 1,635,040	\$ 8,800,000
Admin Mod 1	6908-68	MnDOT	US 2	PAVEMENT RESURFACE AND REHABILITATION	<del>**ELLE**</del> : US 2, FROM MN 194 TO MIDWAY RD (CSAH13), RECLAIM	NHPP	\$ 7,164,960	\$ 1,635,040	\$ 8,800,000
Original	8821-358	MnDOT	I-35	TRAFFIC CONTROL DEVICES/SAFETY	I-35 NB&SB VARIOUS LOCATIONS FROM CHISAGO/PINE CO LINE TO 1 MI. S. MN 48 IN HINCKLEY & 2.19 MI. N HINCKLEY TO 4.5MI. N. PINE CO.CSAH33 (SWANSON RD) & 1.7 MI. N STURGEON LAKE TO 2.6 MI. S. PINE CO.CSAH 4 & 0.3MI. N MN 45 TO 0.5M. S CSAH14 (BOUNDARY AVE) IN PROCTOR. 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS.	HSIP	\$ 1,710,000	\$ 190,000	\$ 1,900,000
Admin Mod 1	8821-358	MnDOT	I-35	TRAFFIC CONTROL DEVICES/SAFETY	<del>**ELLE**</del> : I-35 NB&SB VARIOUS LOCATIONS FROM CHISAGO/PINE CO LINE TO 1 MI. S. MN 48 IN HINCKLEY & 2.19 MI. N HINCKLEY TO 4.5MI. N. PINE CO.CSAH33 (SWANSON RD) & 1.7 MI. N STURGEON LAKE TO 2.6 MI. S. PINE CO.CSAH 4 & 0.3MI. N MN 45 TO 0.5M. S CSAH14 (BOUNDARY AVE) IN PROCTOR. 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS.	HSIP	\$ 1,710,000	\$ 190,000	\$ 1,900,000

- 2029 Minnesota Surface Transportation Block Grant Program (STBGP) Application

The Minnesota Surface Transportation Block Grant Program (STBGP) application has been revised for 2029 and has been distributed to local jurisdictions to use to apply for STBGP eligible funds. Applications from the jurisdictions are due January 10, 2025. A pre-application meeting was held with local jurisdictions and MnDOT staff to walk through the revised application, discuss potential projects that may be applied for, discuss pertinent timelines and deadlines, and discuss available Carbon Reduction Program (CRP) funds.

- Harbor Technical Advisory Committee (HTAC) Update

The HTAC met on December 4 with a full agenda covering a variety of topics, including a variety of Subcommittee updates, a Blatnik Bridge Project update, West Superior Street Reconstruction Project overview, status of a Duluth Dredged Material Management Preliminary Assessment, and an update on the C Reiss Facility work.

8. **Adjourn:** With no further agenda items, discussions or announcements, Director Ron Chicka adjourned the meeting at 3:18 pm.