



Meeting Summary

* = Approval Item

1Note Taker(s)	Tari Aanonsen, MIC Administrative/Finance Assistant	
Members Present		
	Members Present	
	Broc Allen	Douglas County Suburban Townships
	Ed Anderson	City of Superior – Citizen Rep
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
	Jake Benson	City of Proctor - Alternate
MN Co-Chair	Wayne Boucher	City of Hermantown
	Annie Harala	St. Louis County
	Mark Johnson	City of Superior
	Yauhen Karatai	City of Duluth – Citizen Representative
	Nick Ledin	Superior City Council
	John Lohse	Douglas County Board of Supervisors
	Mike Mayou	Duluth City Council
	Adam McGill	DTA
	Terese Tomanek	Duluth City Council
	Jenny Van Sickle	Superior City Council
	Scott Welsh	Solway Township
Members Absent		* Excused Absence
	Sam Pomush	Douglas County Board of Supervisors
	Bob Quade	City of Rice Lake
	Randy Skowlund	Douglas County Board of Supervisors
	Chad Ward*	City of Proctor
Others Present		
	Ron Chicka	MIC Director
	Kyle Deming	City of Duluth
	Jim Foldesi	St. Louis County
	James Gittemeier	City of Duluth
	Sheldon Johnson	MIC Deputy Director, NWRPC
	Michael Kalnbach	MnDOT
	Douglas Kerfeld	MnDOT
	Elinor Rosenberg	City of Duluth - AmeriCorps
	Richard Sarran	MIC Senior GIS Specialist
	Derek Salomonsen	AECOM
	Rondi Watson	MIC Senior Planner/Communications Specialist
	Mike Wenzholz	MIC Principal Planner



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1. Introductions / Agenda Review

MIC Co-Chair, Nick Baker, called the meeting to order at 6:03 pm. A “Roll Call” attendance was taken. When completed, Chair Baker moved on to item# 2 on the agenda.

2. Committee Business

- **Meeting Summary of 10.16.24***

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

Motion Discussion and Vote	Annie Harala /Wayne Boucher moved to approve the 10.16.24 meeting summary. There was no further discussion; the motion was approved unanimously.
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- **Co-Chair Election***

Ron Chicka asked the nominating committees, both Minnesota and Wisconsin, to report out. An email from member Chad Ward for MN was read aloud reporting that all responses supported Wayne Boucher to continue as co-chair. Member John Lohse reported that responses received from WI members supported Nick Baker to remain as co-chair. Director Chicka asked if there were any other nominations. Hearing none, he then asked for a motion to re-elect Wayne Boucher and Nick Baker as co-chairs of the MIC Policy Board.

Motion Discussion and Vote	John Lohse / Annie Harala moved to approve Nick Baker and Wayne Boucher as co-chairs through December 2026. There was no further discussion; the motion was approved unanimously.
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- **MIC Appointment to the ARDC Board***

Ron Chicka reported that a MIC representative to the ARDC Board has had a vacancy for a length of time. After a few conversations and a meeting between ARDC Executive Director, Kristi Kane, and Duluth City Councilor, Mike Mayou, Director Chicka put forth a nomination to appoint Mike Mayou as the MIC Policy Board representative to the ARDC Board.

Motion Discussion and Vote	Nick Baker / Ed Anderson moved to approve Mike Mayou as the DSMIC Policy Board Advisory Member of the ARDC Board. There was no further discussion; the motion was approved unanimously.
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- **Director’s Report:**

Director Chicka reported on the following:

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. Lines 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.



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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.

Open Public Comment Period:

Chair Baker then allowed for an opportunity for Public Comment. Hearing none, he continued to item #3 on the agenda.

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.

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



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

At-risk locations were then divided into two tiers. Tier 1 Locations which are comprised of the top 5%, or minimum of top 20, locations overall. Tier 2 then evaluates the next 5% (or next 20 locations) for corridor-wide projects and assessing if good representation of different municipalities is present. 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. Summary tables were created 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 our 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 in early 2025 to hire a consultant. This work will fall under the SS4A grant funding.

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
 - Federal funding = \$136,000
 - 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.

No Public Comments were issued or received.



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Motion Discussion and Vote	John Lohse / Nick Baker moved to approve the 2025-2028 Duluth Area TIP Amendment #1 for adoption. There was no further discussion; the motion was approved unanimously via roll call vote.
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5. Central Entrance Vision Plan 2021

Ron Chicka began the presentation by giving a brief history of the Central Entrance corridor, which has been the subject of several traffic and corridor studies for nearly thirty years. While some businesses and neighborhoods surrounding the corridor have changed over the years, the basic roadway design and function has not despite the corridor no longer serving as a primary highway as it did prior to the construction of Hwy 53/I-535. Since the construction of Hwy 53/I-535, travel along the corridor and providing access to the Miller Hill Mall and other mall-area businesses have changed. These changes in vehicular route options, basic use, and traffic patterns, along with associated safety and multi-modal uses are primary reasons the corridor had been studied for potential changes. The MIC’s 2021 Central Entrance Vision Plan envisions a more walkable, bikeable and transit-oriented thoroughfare in addition to maintaining vehicular use. The idea is to create an attractive destination that is safe and comfortable for people of all ages and abilities, which would encourage and promote new types of residential and commercial development.

This topic remains relevant as the MnDOT Hwy 194/Central Entrance construction project is currently in the design phase. MnDOT will soon be holding additional stakeholder engagement opportunities to gain feedback from area businesses and other stakeholders on this important transportation corridor.

The MIC invited the City of Duluth to talk about their Central Entrance Small Area Plan, which gives insight into a similar vision for the corridor. James Gittemeier, Senior Transportation Planner and Kyle Deming, Senior Planner for the City of Duluth Office of Economic Development, shared findings from the 2009 market analysis study, which suggest that the long-term vision should be more local, smaller, and independent retail focused. The Plan sites principles from the Urban Land Institute, acknowledging that too much, and poorly planned, traffic can have negative impacts for local businesses by limiting access. The city’s plan calls for a more attractive and walkable place with wide and accessible sidewalks that provide both visibility and access to inviting storefronts, while improving safety for all users. Central Entrance could become a destination as opposed to a thoroughfare and more like a “main street” for the Duluth Heights neighborhood. A time for discussion was given at the end of the presentation in which there was much discussion.

6. Harbor Technical Advisory Committee (HTAC) Update

Due to time constraints, this item was held over until the January 15th, 2025 meeting.

7. Round Table

- Terese Tomanek shared that she will likely be named the Duluth City Council President at their January 2025 meeting, and so would need to step down from her roll on the MIC Policy Board. She has suggested that Tara Swenson be appointed in her absence. The MIC will look for an appointment to come from the Duluth City Council in January.



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8. 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	**ELLE** : 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	**ELLE** : 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 discussed available Carbon Reduction Program (CRP) funds.

- Re-focused Bicycle Transportation Plan**

Following staff changes at the MIC a re-focused approach for completing the Bicycle Transportation Plan has been developed. This approach has been shared with BPAC leaders who added input and agreed to a final approach. A prioritization framework has been developed and projects prioritized. Plan chapters are being finalized this month. Maps will be completed in January. The new short timeline goal is to ask the TAC to recommend to the Policy Board the adoption of the final 2025 Bicycle Transportation Plan at their meeting on March 19, 2025.

- Adjourn:** With no further agenda items, discussions or announcements, Chair Baker adjourned the meeting at 8:11 pm.