



Meeting Summary

* = Approval Item

1Note Taker(s)	Tari Aanonsen, MIC Administrative/Finance Assistant	
Members Present		
	Members Present	
WI Co-Chair	Nick Baker	Douglas County Board of Supervisors
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	Duluth Transit Authority (DTA) Board
	Bob Quade	City of Rice Lake
	Randy Skowlund	Douglas County Board of Supervisors
	Chad Ward	City of Proctor
	Scott Welsh	Solway Township
Members Absent		* Excused Absence
	Broc Allen	Douglas County Suburban Townships
	Ed Anderson*	City of Superior – Citizen Rep
	Janet Kennedy*	Duluth City Council
	Sam Pomush	Douglas County Board of Supervisors
	Jenny Van Sickle	Superior City Council
Others Present		
	Carol Andrews	St. Louis County – BPAC Member
	Ron Chicka	MIC Director
	Andrea Crouse	Zeitgeist – BPAC Chair
	James Gittemeier	City of Duluth – BPAC Vice Chair
	Duane Hill	MnDOT District 1
	Sheldon Johnson	MIC Deputy Director, NWRPC
	Kristi Kane	ARDC Executive Director
	William Keenan	FHWA-WI
	Elinor Rosenberg	City of Duluth – AmeriCorps Vista
	Richard Sarran	MIC Senior GIS Specialist



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1. Introductions / Agenda Review

MIC Co-Chair, Wayne Boucher, called the meeting to order at 6:04 pm. A “Roll Call” attendance was taken. When completed, Chair Boucher then moved on to item# 2 on the agenda.

2. Committee Business

- Meeting Summary of 2.19.25*

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

Motion Discussion and Vote	John Lohse / Nick Baker moved to approve the 2.19.25 meeting summary. There was no discussion; the motion was approved unanimously.
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- Director’s Report

Director Chicka started out by introducing the ARDC Executive Director, Kristi Kane, in attendance at this evening’s meeting. Kristi shared a little about her professional background and invited the members to reach out to her at any time.

Ron went on to update the group on his recent trip to Washington D.C. While there, time was spent with his colleagues of AMPO for visits on the hill, as well as opportunities to meet with key staff from Senator Tina Smith’s and Congressman Pete Stauber’s offices to discuss the work the MIC is doing as the designated MPO for the Duluth-Superior area. ARDC was also represented by Executive Director, Kristi Kane, as well as the new Planning Director, Beth Ann Teskey.

Ron also shared a handout that outlined several goals that AMPO is actively working to accomplish with this next renewal of the funding bill, including an increase in federal planning funds for MPOs across the nation, as well as advocating for a reduction in the local match requirement, the allowance of the carryover of federal funds, and asking that MPOs become direct recipients for certain federal funds to streamline the funding process. AMPO is also looking to see if certain discretionary programs could transition to formula-based funding for equitable distribution and more predictability. These issues will be watched closely and reported as the process unfolds.

Open Public Comment Period:

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

3. 2025-2028 Duluth Area TIP Amendment #5*

Richard Sarran gave a detailed overview of the Duluth Area TIP Amendments as listed below:

TIP AMENDMENT #5

New 2025 Project for the Duluth Aerial Lift Bridge Rehabilitation Project ID #118-140-036 (FY 2025)

The City of Duluth has requested the addition of a project to rehabilitate the Duluth Aerial Lift Bridge, including deck and sidewalk replacement, in FY 2025 ([click here](#) for project location).



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State Project ID	Agency	Route	Est. Length (Miles)	Type of Work	Project Description	Type of Funds	Fed \$ (Non-AC)	State T.H. or Bond \$	Other \$	Project Total \$	Year
118-140-036	Duluth	Lake Ave S (MSAS 140)	0	Bridge Rehabilitation	**RAISE**IN DULUTH, DULUTH AERIAL LIFT BRIDGE REHABILITATION, DECK AND SIDEWALK REPLACEMENT, BRIDGE #L6116	RAISE	\$11,200,000	\$10,562,738	\$ 1,500,000	\$ 23,262,738	2025

The City of Duluth was awarded a federal RAISE Grant in the amount of \$11,200,000. This is being supplemented by a \$1,500,000 grant from the National Parks Service and \$10,562,738 in state funding for a total project cost of \$23,262,738. The project construction will take place over the winter in 2025-2026.

No Public Comments were issued or received:

Motion Discussion and Vote	Nick Baker / Annie Harala moved to approve the 2025-2028 Duluth Area TIP Amendment #5 for adoption. Annie Harala stated that for those unaware, the utilities run up and over the bridge to reach Park Point. No other discussion took place; the motion was approved unanimously via roll call vote.
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4. 2027 Minnesota Carbon Reduction Program (CRP) Funds Project Overview*

MIC Director, Ron Chicka, reported that the MIC met with MnDOT and the applicant jurisdiction to get clarification on the project eligibility. Based upon the Zeitgeist Cycling Needs Assessment that took place in the Fall of 2024, the applicant reports there is a significant lack of micro-mobility parking facilities throughout the City of Duluth. This grant will be used to add convenient and reliable micro-mobility parking within public rights-of-way, improving the multimodal transportation network. Upon hearing further details of this project, MnDOT was able to confirm that this project qualifies for the Minnesota Carbon Reduction Program funds.

No Public Comments were issued or received.

Motion Discussion and Vote	Nick Baker / Chad Ward moved to approve the 2027 Minnesota Carbon Reduction Program (CRP) Funds project application. Mike Mayou stated that he is in support of this project, that it is great for the community and speaks to the purpose of the CRP funds. The motion was approved unanimously via roll call vote.
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5. Final MIC Area Bicycle Transportation Plan 2025*

Ron Chicka presented an overview of the finalized plan document, which has been under further development for the past four months with much help from the BPAC leadership team. Ron stated that the Plan will be a living document to be used by cities and jurisdictions to ensure projects align with what the Plan calls for. He then turned the floor over to the BPAC leadership team in attendance for more details of the Plan.

Andrea Crouse stated the group was excited to present this plan to the Policy Board. The BPAC had spent time evaluating the current Plan as a multi-modal prioritization of the network as a whole. Some important updates were made, including the prioritization of project lists, as well as the assessment of gaps in the network and latent demand assessment.

Carol Andrews shared that St. Louis County has found that if their projects are listed in the Plan, it has helped to support the acquisition of funding. She also stated that with the increased use of electric bicycles, the bicycle transportation network may see a higher utilization rate, now and in the future.



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James Gittemeier mentioned that our Wisconsin side of the metropolitan planning area is not included in this plan because they have their own comprehensive bike plan that they currently utilize.

The BPAC members met for a special meeting on March 6th and voted unanimously to recommend the plan to the MIC Policy Board for approval and adoption. The full plan can be found here: [MIC Area Bicycle Transportation Plan 2025](#).

No Public Comments were issued or received:

Motion Discussion and Vote	Nick Baker / Annie Harala moved to approve the MIC Area Bicycle Transportation Plan 2025. Yahren Karatai stated that he has seen recommendations listed in other metropolitan plans and asked if there were recommendations included in the MIC's 2025 Plan. Carol Andrews referenced that Chapter 5 includes recommendations and comments captured from public input. Yahren also asked if this plan includes a goal for a specific number of miles of bicycle network to be added. James Gittemeier stated that no specific goal had been set. However, an evaluation of data collected could be helpful with this. Richard Sarran stated that each of the MIC's bicycle plans show the recorded number of bike facility miles, so when compared with the previous plan, it is possible to measure the progress made. Mike Mayou asked if there was any concern about losing funding or having certain pieces pulled from the Blatnik Bridge project, which currently includes bicycle and pedestrian facilities. Duane Hill said he had not heard any word of this occurring to date. Adam McGill asked if the Plan could be revised prior to the next 5-year update. Adam noted that a separated crossing at Grand Avenue to support the Cross City Trail should be included in the Plan, could this be added. Ron Chicka stated that items could be added to the Plan in the future. Randy Skowlund asked what kinds of vehicles are allowed to use the bike facilities, only nonmotorized, some motorized? Carol Andrews stated that there are limitations to the motorized power with the use of a motorized scooter or electric bicycle and it was mentioned that on some facilities, speed limit signs have been posted. Andrea Crouse followed up by stating that while posting signs and the enforcement of regulations are helpful, engineering is still the best chance at creating a safe transportation system for all users. There was no further discussion. The motion was approved unanimously via roll call vote.
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6. Central Entrance Vision Plan 2021

Ron Chicka presented a review of the MIC's Central Entrance Vision Plan 2021, with focus on the core area from Basswood Avenue to Pecan Avenue. While design efforts are currently underway by MnDOT, the MIC is hoping to highlight some key points for the Policy Board to consider. Ron invited James Gittemeier, Senior Planner for the City of Duluth, to speak further on the subject.

James noted that the city had held some internal meetings to consider the city's vision with respect to the City of Duluth's Central Entrance Small Area Plan and the principals of their Comprehensive Plan. While not wanting to give a prescription vision for the roadway, the city would like a list of values to be realized through the project, from a land-use prospective and a transportation prospective.

Ron then invited Duane Hill to give an update as to where MnDOT is currently at with the project. Duane stated that MnDOT has hired consultant SRF for the preliminary design. SRF has taken the MIC's 2021 study and added technical details with lane options that include technical correctness. MnDOT's team will meet sometime in June to review the design options before bringing the options to the public. FHWA will be the lead on the project, as federal funds are involved in the environmental impact process, which will take around nine months to complete. Once these are in place, the plans



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will be shared with the public. MnDOT will seek feedback from those who live, work and move through the corridor.

Key consideration points for a potential MIC Policy Board Resolution were discussed:

- Functional multimodal corridor with improved facilities for transit and non-motorized movements
- Consolidated access points
- Consideration of lane reductions; at least for the core section (Zones 3 & 4) to aid in non-vehicular movement and increased safety for all
- Plan to include traffic calming measures and speed controls

Board discussion then proceeded and included the following comments:

Nike Baker commented that he sees the issue as too many cars in a small area, that the corridor is used primarily as a pass through for traffic.

Mike Mayou stated that he is looking for prescriptive options: A, B or C. He is also interested in seeing synergy with the DTA, the City of Duluth and the MIC to include the previous plans and should include traffic calming measures and speed controls.

Annie Harala asked if Jim Foldesi, with St. Louis County, is part of the project team. (answer, yes) and stated that land use is key with this project.

Adam McGill asked if a pilot project is a possibility to trial out one of the options? Perhaps a reduction of a lane to see how people respond.

Annie Harala mentioned that new apartment buildings are going in near the corridor, so a facility that will support people and families will be important. Also, considerations for snow removal should be included, as well as considerations for people with disabilities; this corridor needs to support those using it to travel to work, job coaching, medical appointments, etc.

Mike Mayou stated that connectivity to 6th Avenue East and up to the mall should be considered with respect to road styles. Public safety considerations, with room to pull over for emergency vehicles should be included.

Yauhen Karatai stated that it is tricky to change the design from a thorough fare to a destination, but that a destination design should be the goal in this case.

The MIC will continue to track the process of this project and will look to drafting a resolution from the Policy Board in the future.

7. Round Table

- Wayne Boucher shared that Hermantown will have no roadway construction projects this summer, but will be seeing the construction of ball fields, arenas and trails instead.
- Annie Harala commented on a motor vehicle accident that occurred at the intersection of Arrowhead and Haines Road. She heard it was related to a poor choice of eating and driving and reminded the group of the need to educate people about the importance of safe driving habits.
- Mike Mayou reported that SF21-62 State Aid Standards are moving forward by committee and that national standards may be able to be applied in the future on state aid funded roads. This



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would mean more flexibility for local jurisdictions.

8. Project Updates

MIC Area Safety Action Plan

As you will recall, the technical Safety Analysis and Project and Strategy Selection components of the MIC's [Safety Action Plan for the Duluth-Superior Area](#) were completed by AECOM in December 2024. Based on detailed analysis of 2017-2021 collision data, with input from MIC-area engineers and planners, the resulting [Safety Action Plan Phase 1 Project Summary](#) provides a regional safety analysis for all modes of travel, a prioritized list of high-risk locations and evidence-based mitigation strategies.

Regarding the \$250,000 planning grant we received from the federal Safe Streets and Roads for All (SS4A) Grant Program (and \$62,500 from the MnDOT IIJA Discretionary Match Program) to complete the [remaining components](#) of the Safety Action Plan — with transportation discretionary programs (SS4A included) receiving recent increased scrutiny at the USDOT level in DC, we've chosen to await more definitive word that this grant will remain viable over the projected timeframe of the project (through 2026), as well as seeking guidance in regard to various aspects of our proposed Scope of Work.

The MIC is still very much committed to the goals of the SS4A program and to completing our Safety Action Plan. Our expectation is that the planning process will be undertaken in CY2025-2026, will be consultant-led, will build upon and incorporate the MIC's Phase 1 work, and will satisfy the requirements in the SS4A Self-Certification Eligibility Worksheet.

We will let you know as soon as we can move forward with posting the RFP (which, as of now, is anticipated to be mid-April, with a target project start date of early- to mid-June).

9. **Adjourn:** With no further agenda items, discussions or announcements, Chair Boucher adjourned the meeting at 7:20 pm.