



Meeting Summary

Note Taker(s)		
Note Taker(s)	Name, Title/Affiliation – Eli Norlander/MIC	
Members Present		
Members Present		
Chair		
Chair	Andrea Crouse	Zeitgeist Arts/SHIP/Active Transportation
Vice Chair		
Vice Chair	James Gittemeier (Virtual)	City of Duluth Senior Transportation Planner
	Carol Andrews	St. Louis County Public Works
	Chris Belden (Virtual)	Duluth Transit Authority
	Cari Pedersen (Virtual)	City of Duluth Engineering
	Mae Sommerfeld (Virtual)	WisDOT
	Dick Haney	Friends of Western Duluth Trails & Parks
	Skip Williams	Vibrant Streets Duluth
	Judy Gibbs	Citizen Representative
	Mimi Stender	Citizen Representative
Non-Voting		
Non-Voting	Maren Webb	Sr Transportation Planner, MnDOT District 1
Members Absent		
Members Absent		^ Excused Absence
	Chris Carlson	City of Superior Public Works
	Denis Sauve	Twin Ports Cyclery
Non-Voting		
Non-Voting	Bryan Anderson	
Others Present		
Others Present		
	Ron Chicka	MIC Director
	Eli Norlander	MIC Planner, BPAC coordinator
	Ricky Sarran	MIC GIS Specialist
	Andrea Heil	Duluth Public Schools
	Duane Hill	MnDOT
	Mike Casey	Bike/peds
	Wayne Boucher	MIC Policy Board
	Hadrian DeMaioribus	
	Yauhen Karatai	
	Alice Tibbets	Vibrant Streets
	Gavin Bukovich	ARDC
	Doug Kerfeld	MnDOT
	George Harnish	All cyclists



Meeting Summary

	Brad Scott (Virtual)	MnDOT
	Kelly Corbin (Virtual)	MnDOT
	Alex Popp (Virtual)	City of Duluth
	Tanja Mattonen (Virtual)	St. Louis County
	Mark (Virtual)	

1. Introductions / Agenda Review

Housekeeping item – Andrea C. stated that the “Proposed Resolution” item, was brought forward by Skip Williams. Opportunity for public comment after this discussion item.

2. COMMITTEE BUSINESS

Approval of meeting notes from 2/6/2025 and from 5/1/2025

<p>Motion to approve meeting notes from 2/6/2025 and 5/1/2025</p>	<p>Skip/Carol move to approve meeting summaries</p> <p>None</p> <p>Motion passed unanimously</p>
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BPAC Bylaw Periodic Review and Update

Andrea C. mentioned that BPAC leadership is recruiting members for a bylaw review. Looking for nominations or self-nominations for an Ad Hoc committee to address the bylaw update.

Judy and Carol said they are interested.

BPAC Member List

Andrea C. stated that BPAC is looking to fill the two vacancies. Also looking to check in on member start dates. Dick Haney, Mike Casey, and Cari Pederson helped provide Dick & Cari’s missing start dates.

Andrea also mentioned that there is not a maximum number of terms a person can serve.

Subcommittees

Eli said that MIC is looking to modify subcommittees. MIC is seeking a volunteer chair & vice chair to lead the bike & ped subcommittees.

Future meeting dates

Andrea C. updated participants that the BPAC is meeting at the MIC in February.

3. TOPICS FOR DISCUSSION

London Rd Overview- MnDOT Presentation & Discussion



Meeting Summary

See Presentation “2025-08-07 BPAC London Road Presentation_MnDOT.pdf”

**** Opportunity for public comment ****

Hadrian DeMaioribus gave [this statement](#). Mike Casey then gave [this statement](#). Judy Gibbs mentioned that they feel MnDOT treats bicyclists as children recreating and not travelers. At Bentleyville, backups constantly happen and design is not changed. George Harnish mentioned that he can appreciate MnDOT’s work behind the scenes. He also said his mom lives at Ecumen, so he bikes through this corridor and would like to see it improved.

****End Public comment****

Q from Carol – What is the alternative option for biking from E London Rd?

A from Duane – The Lakewalk runs parallel to London Rd and MnDOT is making a connection to the Lakewalk by the gas station.

Cari Pederson provided input that she thought Duane provided a good summary. From Duluth engineering perspective: being at 95% design, the comments are well intended but when you have federal funds, you need to execute the project at this stage. It is not a perfect design, but it is making huge improvements for the corridor. These comments need to be made years in advance, coming in at this point, it is nearly impossible to make these changes at this stage

Q from Judy – Where could a person walk, where are sidewalks shown on the layout?

A from Duane – Purple color is a 10’ wide trail, wider than the typical sidewalk

A from Maren – The maroon color is the connection to the Lakewalk trail

Skip Williams provided his perspective that it could slow drivers to narrow I-35 down to one lane at 21st Ave to get drivers ready for a city merge. Pedestrians are confused about how you are supposed to cross at the 26th Ave part of the project. Modeling is not as much about the outcomes, but VSD is interested in the assumptions that go into the model.

Q from Chris Beldon – Was the R-O-W acquisition 15’ total the whole way or both sides for 30’ total?

A from Duane – Not an acquisition, temporary easement. Those are 15’

Q from Andrea C. – have there been safer options for northbound bike routes at 26th?

A from Duane – Beyond the tunnel, northbound bike lanes are not explored

A from Maren – To change things would require replacing the Lemon Drop bridge over the railroad tracks which is also a large investment

[Proposed Resolution to MIC Policy Board regarding the design for London Rd at 26th Ave E](#)

See “Proposed Resolution to MIC Policy Board”



Meeting Summary

Resolution introduced and presented by Skip Williams

<p>Motion to advance to discussion</p>	<p>Skip/Mimi move to advance to discussion</p> <p>Board Discussion:</p> <p>Cari –</p> <ul style="list-style-type: none">• Design has been going on for 5 years• A formal amendment needs to happen sooner• The council gave consent, it is not on this body to override that• These are excellent comments, timing needs to be more in advance• MnDOT is typically earlier in their design processes• Once to 95%, this becomes difficult to make changes <p>Ron –</p> <ul style="list-style-type: none">• The MIC does not design or build anything• The Bike plan that was just finished, London Rd was not on the critical connections list <p>James –</p> <ul style="list-style-type: none">• Reviewed past resolutions that BPAC has approved they start with:<ul style="list-style-type: none">○ “Stands in support for”○ “Supports recommending”• BPAC has not made a resolution for removing federal funding before• Hesitancy with the language• The SS4A plan will help to address intersections like this quickly. It will help with this• The free right at 50 or 45 or even 30 mph speeds are not safe without any place for cyclists to go <p>Mimi -</p> <ul style="list-style-type: none">• End of the resolution “to remove the project from the TIP” <p>Q - Has the MIC Board approved the project?</p> <p>A - It has been with the current TIP</p> <p>The next TIP will be voted on next month, which includes the funding for this project</p> <ul style="list-style-type: none">• it does make sense to push this resolution through. Although formally, it does not make a large impact• Important to take a stand on safety over traffic flow <p>Skip –</p> <ul style="list-style-type: none">• After 5 years, of input, the design is not adequately addressing the required considerations <p>Andrea –</p> <ul style="list-style-type: none">• Gauging if there is any interest in removing “or remove it from the
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Meeting Summary

<p>Amend motion to table until special meeting in August</p>	<p>TIP”</p> <p>Carol –</p> <ul style="list-style-type: none"> • Maybe interested in proposing a different resolution <p>Dick H. –</p> <ul style="list-style-type: none"> • Currently living at Ecumen. • If something at 26th didn’t work with transportation systems, it should be cast aside • In Dick’s time at Ecumen, he has taken notice of old films where the automobile had not been established and needed to work their way in, similar to cyclists today <p>Andrea C. –</p> <ul style="list-style-type: none"> • Noticing hesitation about some of the language. • Comments so far, there are concerns with this design • Offering to modify final two “Be it Resolved” statements <p>Mimi -</p> <ul style="list-style-type: none"> • Laser focus in on 26th Ave portion <p>Carol –</p> <ul style="list-style-type: none"> • Rewrite last three statements <p>Wayne –</p> <ul style="list-style-type: none"> • Should take an interlude to write up exactly as BPAC wants it • Does not need to be before MIC Board until September 17th <p>Cari –</p> <ul style="list-style-type: none"> • Like’s the suggestion, lots to table and reread <p>James/Cari amend motion to table until a special meeting in August</p> <p>None</p> <p>Eli will schedule special meeting</p>
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Measuring Progress on Bike/Ped Plans

Carol Andrews gave a brief introduction, stating the goal to make sure BPAC is sending comments on projects in a timely manner. She is envisioning a spreadsheet of jurisdictions engaged and what the responses were.

Skip Williams added that jurisdictions could have more discipline with programming piece. Visibility from involved parties about where the project is in terms of development is needed.

Dick Haney added that BPAC’s connection to the MIC can be strengthened with more meetings rather than quarterly.



Meeting Summary

Andrea Heil added that Duluth Public Schools does see an increase in students using active transportation to school.

Andrea C. suggested bringing in the involvement of Chris Carlson from Superior

Project implementation updates/quick input

- Active transportation plans – status update/involvement opportunities late Aug
 - St. Louis Co – Arrowhead Rd

Carol stated that St. Louis County Active transportation grant from MnDOT. The county is working with a consultant on August 25th for a bike audit. She added that anyone who is interested could join.

- City of Duluth – 2nd St

James G. provided an updated that there is a MnDOT active transportation plan in progress for City of Duluth. BPAC participants are invited to be a part of the involvement for 2nd St active transportation planning.

4. UPDATES

Safety Action Plan/SS4A

Eli stated that the MIC is currently finalizing things with the selected Safety Action Plan consultant team. James G. and representatives from St. Louis County were part of the selection team.

Duluth SRTS Planning Process

- Scope of work

Andrea Heil, the Duluth Public Schools Safe Routes to School (SRTS) Coordinator provided information on SRTS planning. They are looking to do data collection and plan to discuss the opportunities at school open houses. August 27th has many of the open houses. They are seeking volunteers to help with SRTS information sharing at these.

- MnDOT SRTS Research for School Speed Zones using ISD709 as case study

Kelly Corbin provided an introduction of the MnDOT SRTS Research for School Speed Zones.

Q from Mimi - U of M was mentioned, what part of U of M was involved?

A from Kelly - Research with Center for Transportation

Jurisdictional Project Updates

- City of Duluth
 - Campus Connector Trail
 - St. Marie Street – adding in a shared use path
 - UMD campus – Tischer Creek crossing



Meeting Summary

Alex Popp gave a summary of the Campus Connector Trail progress. The project is at about 50% complete design. The project includes adding RRFBs and there have been changes which has slowed down the project. This project will be bid late winter or spring.

- College Street – converting sidewalk to a shared use path
- Cross City Trail
 - TPI completion – Fall 2025 CCT re-opening
 - Raleigh to 6th segment reconstruction
 - 67 to Fremont segment under design
 - Fremont to Kingsbury Creek/Zoo parking lot planning underway

James Gittemeier summarized that the Twin Ports Interchange will be completed this fall.

He also stated that the City will reopen the Cross City Trail this fall. There is one section behind a Kwik Trip under development. For other sections, the City's property division is looking at properties to approach for new segments. Various portions of the trail will close over a 3 year period for construction, so meetings for detours will be coming

Alex stated that on these projects, the City is trying to communicate with FHWA on funding. The City moving forward as if the funding will be there.

- ~~City of Superior (Chris C.) – Not Present~~
 - ~~Hammond Ave~~
- MnDOT
 - 2026 construction projects

Maren Webb stated that there are 2026 projects happening at the bottom of Mesaba. MnDOT is trying to coordinate two projects so that detours are planned ahead of time to minimize inconvenience for contractors and users.

- Programmed projects in the TIP (2026-2029)

Doug Kerfeld provided a list of MnDOT project updates for 2027 and beyond. There will be bike & ped improvements along highway 2 in Proctor. A project on Trinity Ave Highway 53 includes sidewalk improvements and extension to the Central Entrance intersection. MnDOT is working on a study to see how pedestrian and traffic interactions can be improved in this area and areas around Mall Dr. The Central Entrance project has a new lead, they are working with SRF on corridor study. This work includes getting layouts to a planning level estimates; within the next 4-6 weeks agencies can take a look at layouts

Maren Webb and Duane Hill added that there is an active Request for Qualifications from Design-Build Teams on Blatnik Bridge. In winter 2027 the bridge is anticipated to be taken out of service.

They also added that the Lester river bridge is still in progress

- Planned projects in 2030-2031

Maren and Duane continued that the replacement of 40th Ave W bridge over I-35 is at least 5 years out, with scoping soon. Highway 23 scoping is starting soon.



Meeting Summary

Q from Andrea C. – when Ped bridge is closed what is the detour?

A from Doug - if both projects overlap, looking to use RRFBs at the detour at the bottom of Mesaba.

5. INFORM/UPDATE, UPCOMING EVENTS, & GRANTS

6. ROUND TABLE:

Bike friendly community survey

TIP comment period closes next Wednesday (8/13th)

July 2018 is when Dick joined BPAC

7. ADJOURN

Motion to Adjourn meeting	Skip/Mimi move to adjourn None Meeting adjourned
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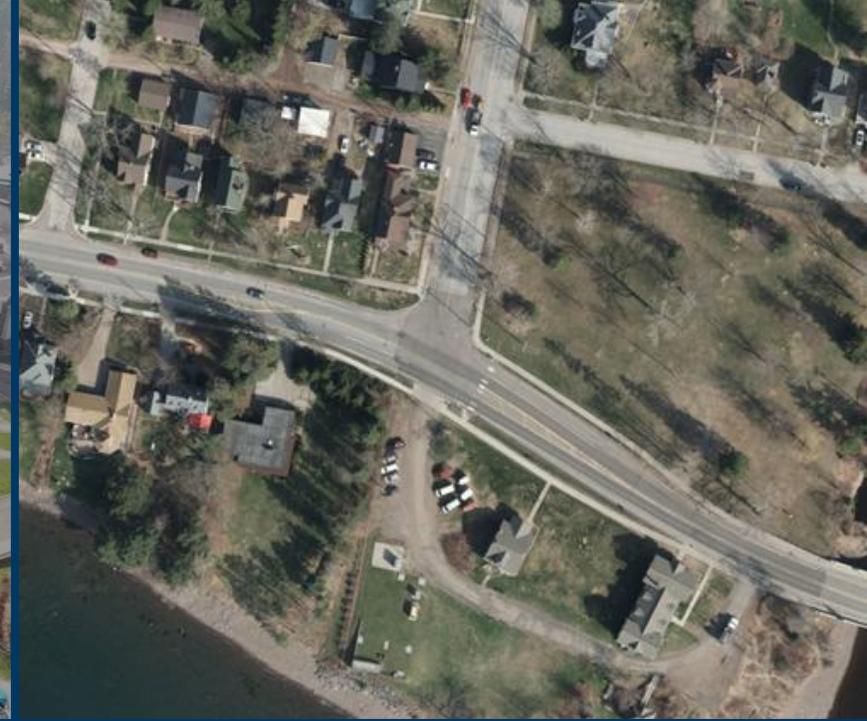


**Duluth-Superior Metropolitan Interstate Council
Bicycle Pedestrian Advisory Committee (BPAC)**

August 7, 2025 Meeting

Meeting Summary

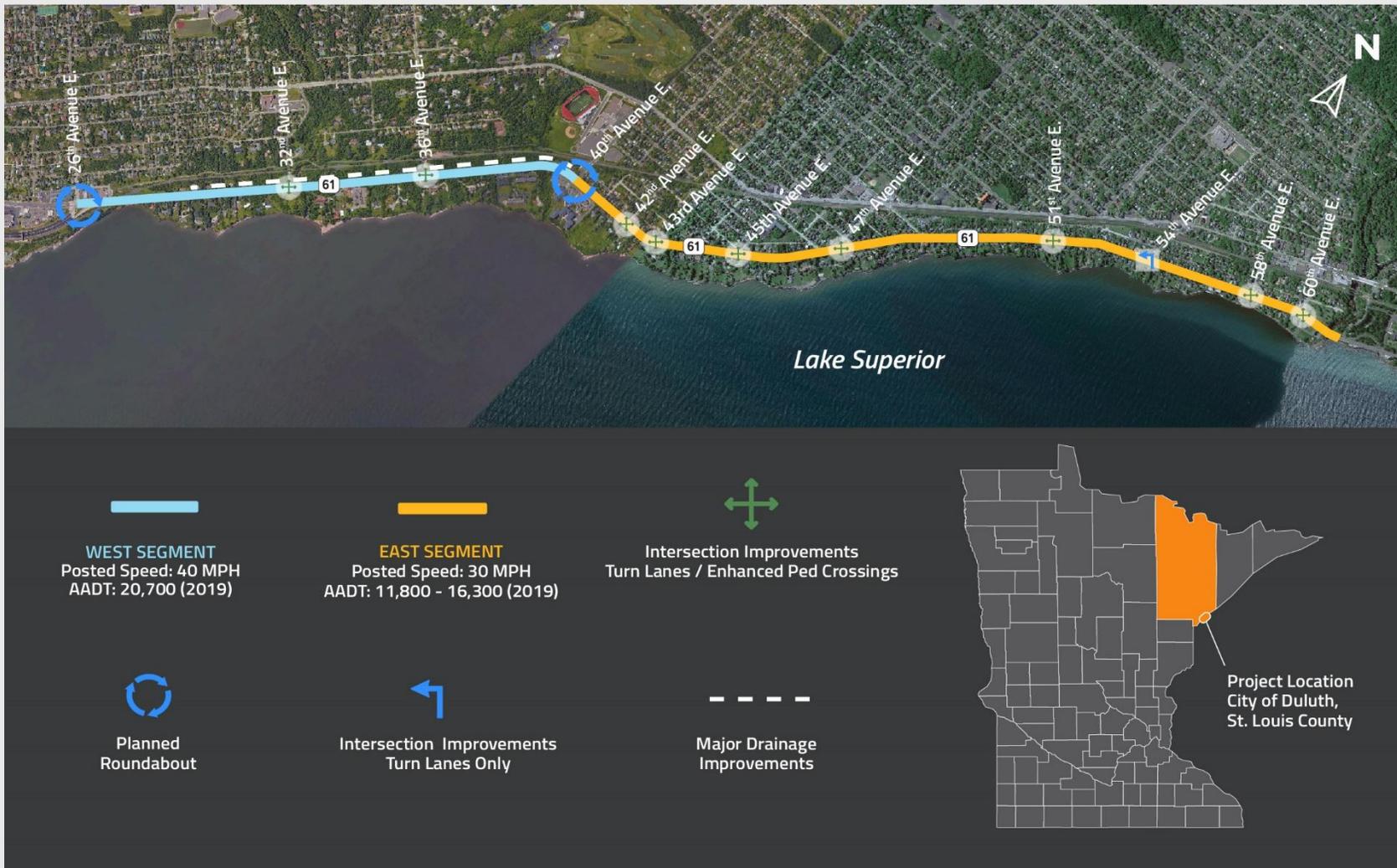
2025-08-07 BPAC London Road Presentation MnDOT



Highway 61 London Road Project SP 6925-145 Public Engagement July 11, 2025

Thomas Lamb, PE | Project Manager – MnDOT

Project Location



Project Timeline

- Scope Development (survey + 5 public Mtgs): Fall 2020-Fall 2023
- Public Hearing/Municipal Consent : November 2023
- Final Design : Summer 2024 – Summer 2025
- Bid Letting : November 2025
- Construction: 2026-2027

Primary Project Goals

- Maintain road pavement
- Improve traffic flow / Reduce congestion
- Traffic calming
- Improve pedestrian crossing
- Improve biking and pedestrian facilities
- Correct drainage issues

Public Engagement

Public Meetings for Project Scoping

- Public Meeting #1 (Spring 2021)
 - Introduced Project and promoted London Road Corridor Survey – 2,200 Responses Received
- Public Meeting #2 (Fall 2021)
 - Summarized Survey Responses (Questions / Concerns / Corridor Challenges)
 - Presented Preliminary Project Scope
- Public Meeting #3 (Fall 2022)
 - Presented Final Project Scope
- Public Meeting #4 (Winter 2022)
 - Rationale for Proposed Roundabouts
- Public Hearing – Municipal Consent (Fall 2023)

Key Stakeholders

- City of Duluth
- Duluth – Superior Metropolitan Interstate Council
- UMN
- Ecumen
- Community Advisory Committee
- MIC - BPAC

BPAC, WWD and VSD Engagement

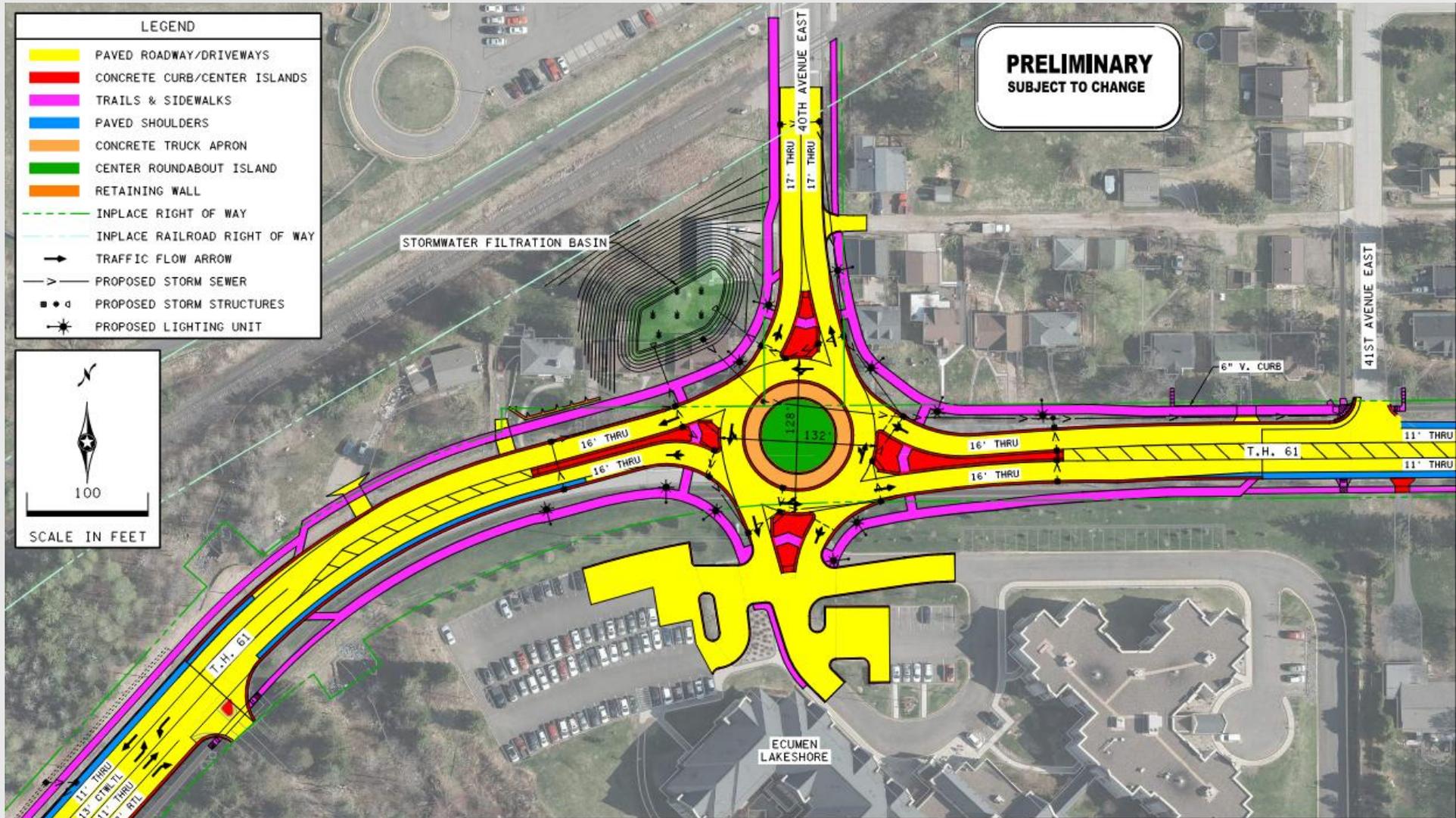
- 2/2/23 BPAC Meeting.
- Correspondence with WWD in 2023.
- Correspondence with VSD in 2025.

Roundabout Public Controversy

Proposed Roundabout at 40th Ave E:

- Single lane roundabout proposed to address traffic calming/traffic flow and pedestrian crossing, Replaces traffic signal. Aligned with project goals and public survey (number 2 intersection of concern)
- Roundabout opposed by senior care facility due to construction impacts and use of roundabout by residents
- MnDOT met with senior care facility numerous times in 2022 and 2023 (including meeting with residents) to explain rationale for roundabout and minimizing construction impacts.
- MnDOT met with City Council members representing London Rd area
- Opposed by senior care facility at Municipal Consent hearing, Passed Municipal Consent 8-0

40th Avenue E. Layout

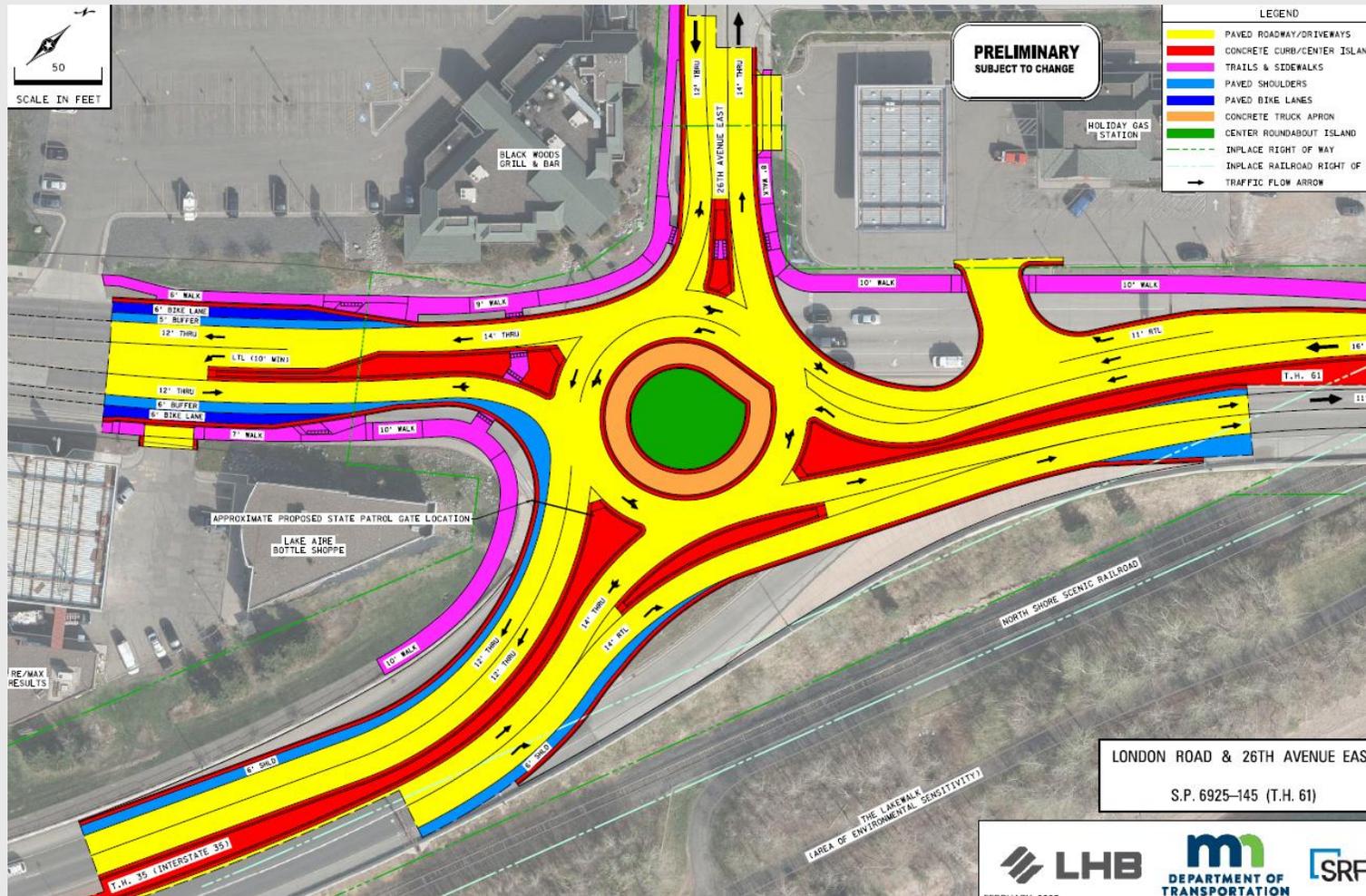


Roundabout Public Controversy

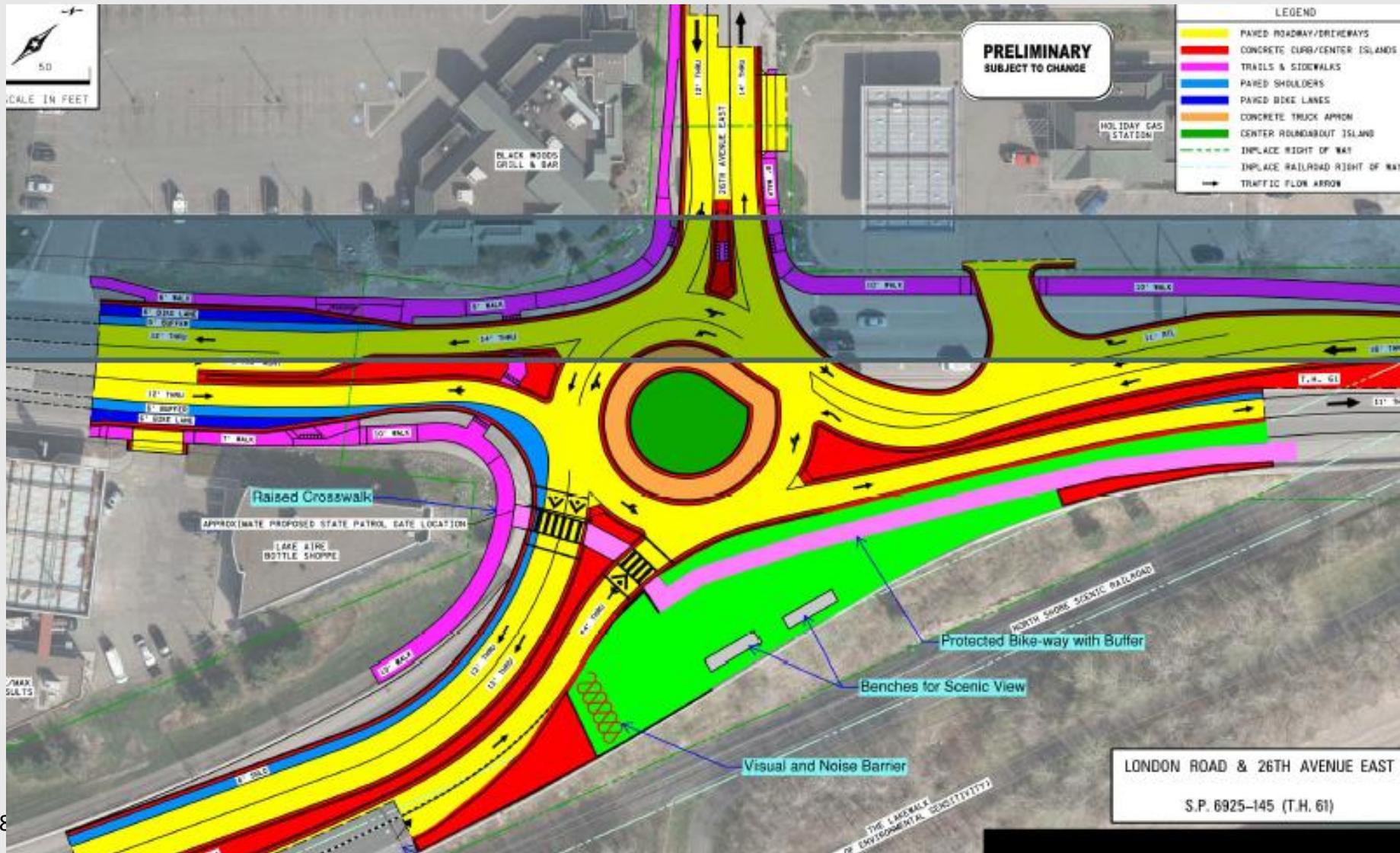
Proposed Roundabout at 26th Ave E:

- Multi lane roundabout proposed to address traffic flow, replaces traffic signal.
- Roundabout opposed by biking advocacy group due to conflict with free right off I-35
- Met with advocacy group to explain that free right can not be removed due to large traffic volumes and presence of alternate biking routes through intersection via Lakewalk.
- MnDOT met with City Council members representing London Rd area
- Opposed by biking group at Municipal Consent hearing, Passed Municipal Consent 8-0

26th Avenue E. Layout



VSD Proposed Layout



MnDOT Response:

- At 95% design stage, too late for changes. Decisions made at scoping and layout approval.
- Not prudent to remove free right from I-35 NB. Will cause backups (modeling indicates 2 mile backups will occur at peak hour) on I-35, likely rear end crashes, concern about crashes in tunnel with limited sight distance.
- There are several bicycle facilities provided to bypass around this area in a safe manner.
- NB bicycles on London road would need to cross higher volume, higher speed leg of roundabout to make this movement.

Additional Public Meetings

- Winter 2025 – Public meeting for construction staging/detours and clearing of MnDOT ROW
- Planned Meeting Spring 2025 – Construction details

Final Project Scope

- Roundabouts at 26th Ave E and 40th Ave E
- Mill and Overlay: 26th Ave E to .14 miles east of 60th Ave E (approx. 61st Ave E)
- Enhanced Intersection Improvements: Left turn lanes/Pedestrian refuge islands
- New Lane Striping: 11 ft driving lanes, 8 ft parking lanes, bike lane or bikeable shoulders
- New Lakewalk trail connections: north side of TH 61 at approx. 30th Ave E and west side of 40th Ave E
- New walk on inland side of TH 61 – Approx 30th to 40th Ave E
- Existing walk, pedestrian ramp, and drive entrance replacement
- Drainage Improvements - including fix of drainage issue 30 - 40th Ave E

Project Cost Estimate

- Construction Letting: **\$23.2M**
- Right of Way: **\$6.0M**



Duluth-Superior Metropolitan Interstate Council
Bicycle Pedestrian Advisory Committee (BPAC)

August 7, 2025 Meeting

Meeting Summary

Proposed Resolution to MIC Policy Board

RESOLUTION XX-XX
DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL
POLICY BOARD

*Supporting Bicycling and Pedestrian Infrastructure in the Proposed Design
for London Road (TH 61) MILL and OVERLAY/REHAB AND
RECONSTRUCTION AT 26TH AVE EAST*

WHEREAS, the Bicycle and Pedestrian Advisory Committee (BPAC) advises the Duluth-Superior Metropolitan Interstate Council (DSMIC) Policy Board on matters related to active transportation, with the goal of promoting safe, accessible, and equitable mobility options for all users, including people who walk, bike, and roll; and

WHEREAS, the BPAC recently adopted and the MIC board approved a regional Bike five year plan prioritizing multi-modal transportation, the completion of regional biking networks, and the development of a connected, safe and maintained active transportation network; and

WHEREAS, the City of Duluth has adopted both a Comprehensive Plan and a Bike Plan that prioritize multi-modal transportation, complete streets, and the development of a connected and safe active transportation network; and

WHEREAS, these adopted plans specifically identify London Road (TH 61) as a priority corridor for improved bicycle and pedestrian infrastructure; and

WHEREAS, the current design proposed by the Minnesota Department of Transportation (MnDOT) for the 26th Ave East intersection at London Road reconstruction fails to meet the goals and standards outlined in the City of Duluth's adopted plans; and

WHEREAS, the proposed design lacks continuous, protected bicycle infrastructure, does not adequately improve pedestrian access or safety, and continues to prioritize vehicle throughput over the safety and comfort of non-motorized users; and

WHEREAS, the design conflicts with local and regional goals around transportation equity, public health, sustainability, and the reduction of serious injuries and fatalities on our roadways; and

WHEREAS, failing to implement the vision laid out in the Bike Plan and Comprehensive Plan undermines years of public engagement and planning efforts, and jeopardizes the integrity of future planning processes;

NOW, THEREFORE, BE IT RESOLVED that the Duluth Bicycle and Pedestrian Advisory Committee strongly questions the design decisions reflected in the current 26th Ave East and London Road intersection reconstruction proposal;

BE IT FURTHER RESOLVED, that BPAC calls upon MnDOT and the City of Duluth to revise the project design to align with the adopted Duluth Bike Plan and Comprehensive Plan, including the incorporation of continuous, protected bicycle facilities, safer pedestrian crossings, and effective traffic calming;

BE IT FINALLY RESOLVED, that BPAC urges the DSMIC Policy Board to formally object to the proposed design in its current form and to advocate for a revised design that fully reflects the community's values, safety priorities, and policy commitments to multi-modal transportation or remove the project from the TIP.