



2030 STBG Project Application Evaluation Summary

4th Street Reconstruction

From Mesaba Ave (MN 194) to 6th Ave East (MSAS 192)

This summary results from the 2030 Surface Transportation Block Grant (STBG) program Project Application Evaluation Process used to review and evaluate STBG applications received from eligible jurisdictions in the MIC area during the open submittal period that ended January 9, 2026.

The purpose of the review and evaluation is to ensure submitted projects will be consistent with the MIC's current long-range transportation plan, Sustainable Choices 2050, and to what relative degree they propose to be consistent. The purpose of this summary is to be a supplemental aid in addition to the application materials for MIC Policy Board members and other interested people to use in reviewing the proposed project, and better understand what is being proposed.

Lead Agency or Jurisdiction: City of Duluth

Project Location: 4th Street (MSAS 132) from Mesaba (MN 194) to 6th Ave East (MSAS 192)

Plain Language Project Description & Summary of Purpose or Need: Reconstruction of 4th Street from Mesaba Ave (MN 194) to 6th Ave East (MSAS 192). Located in Duluth's urban core, 4th Street was constructed in 1976 and last resurfaced in 2016. At least 4 intersections need upgraded curb ramps to meet ADA standards. This is also a bus route serving 2 lines. From Lake Ave to 5th Ave, 4th Street carries over 7,500 vehicles per day and serves as one of the main connections between the East Hillside, Central Hillside, the Medical District, and the Downtown areas. There are a mix of surrounding land uses, residential homes, multi-family residences, a small business district, and existing and under development Essentia Health facilities. This pedestrian-heavy corridor has undersized sidewalks and lacks curb extensions at intersections. There are also no bicycle accommodations. The MnDOT bike facility guide calls for separated bike facilities, and it is identified for a future bicycle facility in the 2025 Duluth-Superior Area Bicycle Transportation Plan. The traffic signal at 6th Avenue East does not meet ADA standards and will also be replaced with this project.

Estimated Total Project Cost = \$5,500,000

Amount of STBG Funding Requested = \$897,000

Is the proposed project listed in the Sustainable Choices 2050 project list? Yes

MTP Project # MN 03-28

Proposed project consistency with the Goals, Objectives, and Performance Measures of Sustainable Choices 2050: The project will help meet 15 of the 26 Objectives of Sustainable Choices 2050, including at least 2 objectives under all 5 goals.

The applicant has identified that the project will help make progress in meeting all 5 of the PM1 Safety targets in Sustainable Choices 2050 by: Designing the street with a strong safety emphasis, with design decisions based on proven counter safety measures for all modes. These include a planned bikeway facility where one does not exist to increase safety for cyclists, better crossings including reducing crossing distances to increase safety for pedestrians, and curb extensions to provide better sightlines for all users of the corridor. The crash patterns will



2030 STBG Project Application Evaluation Summary

be examined with the goal to alleviate those issues and intersections will be evaluated to determine the safety improvements needed.

Based on the application, the proposed project will help bring the vision of Sustainable Choices 2050 to life through the following:

- The City of Duluth will be using usage data and street design guides from NACTO and the latest research to guide design decisions. These are methods to ensure evidence-based, data-supported safety design is incorporated into transportation projects.
- Adding new bicycle facilities and expanded pedestrian facilities improves safety for all users of the region's transportation system and in doing so, this project is prioritizing the most vulnerable users.
- Expanding active transportation facilities, as this project proposes to do, helps support and encourage a physically active everyday routine.
- This project will maintain direct travel connections for car users and pedestrians and will add direct travel connections for cyclists, ensuring all people have direct connections across the transportation system.
- By planning to make the corridor more desirable to spend time, the project is promoting investments that will stimulate neighborhood and regional economic activity.
- Making improvements to stormwater infrastructure will help to avoid, minimize or mitigate the negative environmental impacts of the region's transportation system.

Questions sent by MIC staff to the applicant:

Q – Given the increase in active transportation accommodations included in this project, should objective 3-2 also be checked?

Q – Given the explanation below Goal 4 (4b.), should objective 4-3 and 4-5 also be checked?

Q – Given the explanation below Goal 5 (5b.), should objective 5-6 also be checked?

MIC Staff evaluation identifies 19 of the 26 objectives of Sustainable Choices 2050 that the project will help meet, as proposed.



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

Introduction

This application form is used to request 2030 Surface Transportation Block Grant (STBG) Program funding for a transportation project on the Minnesota side of the [MIC Planning Area](#). Applications are due January 9, 2026.

Eligibility

Only eligible jurisdictions may apply. An eligible jurisdiction is a state agency, county, transit authority, regional rail authority, tribal government, or city, township, or village with a population over 5000 that is within the Duluth-Superior Metropolitan Interstate Council (MIC) planning area.

Cities and townships with a population under 5000 people may submit projects but need to be sponsored by an eligible jurisdiction.

Evaluation Process

The MIC will review each application for required consistency with the MIC's long range Metropolitan Transportation Plan (MTP), [Sustainable Choices 2050](#), specifically its [regional goals and objectives](#), and [listed projects](#), and to understand how the proposed project will improve the area's [multimodal network](#) and contribute to achieving the MIC's adopted [performance measure targets](#).

Public Engagement and Planning Support

The MIC also asks jurisdictions to submit visualizations (e.g., maps, photos, project renderings, or other graphics) to assist with requirements to improve public understanding during the development of the TIP.

Providing planning support for the project is also a requirement of the application. Planning support could include local, state, or regional plans that identify the project or corridor as a priority for improvements. Planning support could also include FHWA or FTA sites, a MnDOT study, or other study identifying the selected strategies as best practice for addressing the identified needs.

The submitted application materials will be posted on the [dsmic.org](#) website in January for public input. In February, they will also be presented to the MIC Policy Board for approval to include them as new (2030) projects in the draft 2027-2030 Duluth Area TIP.

Project Status Report

When the project is completed, the jurisdiction will be asked to submit a status report verifying how the MTP goals and objectives, performance measures, and multimodal improvements were achieved with the completion of the project.



2030 Surface Transportation Block Grant (STBG) Program Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

2027-2030 Duluth Area TIP Development Timeline

- November 20, 2025:** **Pre-application meetings:** Representatives from jurisdictions eligible for federal transportation funding participate in this meeting with MIC staff to discuss the 2030 STBG funding, application process, and potential projects.
- December 1, 2025:** **Application form distributed** by email to eligible jurisdictions.
- January 9, 2026:** **Project applications due.** MIC staff will review project applications and will follow up, if needed, for clarification or to obtain missing or incomplete items.
- February 17-18, 2026:** **Proposed projects will be presented to the TAC and MIC Board** for inclusion in the draft 2027-2030 Duluth Area TIP and for submittal to the Northeast Minnesota Area Transportation Partnership (ATP). At least one representative from the submitting jurisdiction's staff needs to be present at the MIC Board meeting to answer technical project questions.
- June 1, 2026:** **Preliminary draft TIP** will be sent to TAC members for review prior to public release.
- June 17, 2026:** **Draft TIP** is released for 30-day public comment period in July and August.
- September 15-16, 2026:** **Final TIP** is presented to the TAC and MIC Board for approval.

2030 Project Application Directions

- Fill out sections A-D on the pages that follow. Save as a Word document titled "2030 STBG Project Application Form_Jurisdiction Name."
- Submit completed application by email to Eli Norlander at enorlander@ardc.org by Friday, January 9, 2026. Attach your application document to the email and include any PDFs or JPGs of project visualizations (referenced in section D4) as additional attachments.

Questions? Contact MIC Transportation Planner, Eli Norlander, at enorlander@ardc.org or (218) 529-7556.



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

A. Contact Information

1. **Lead Agency/Jurisdiction:** City of Duluth

a. **Contact Name:** James Gittemeier

b. **Email Address:** jgittemeier@duluthmn.gov

c. **Phone #:** 218-728-1836

d. **Other responsible agency (if applicable):** Click or tap here to enter text.

B. Project Information

1. **Project Description**

a. **Technical project description:**

In Duluth, on 4th Street (MSAS 132) from Mesaba Ave (MN 194) to 6th Ave East (MSAS 192).
Reconstruct.

b. **Plain language project description:**

4th Street Reconstruction from Mesaba Ave (MN 194) to 6th Ave East.

c. **Project purpose and need** (*Describe transportation deficiency or issue and how it will be addressed*):

4th Street located within Duluth’s Urban Core, was constructed in 1976 and was last resurfaced in 2016. At least 4 intersections need the curb ramps upgraded to meet ADA standards. 4th Street is a bus route for 2 different lines. 4th Street between Lake Ave. and 5th Ave. East carries 7,568 vehicles per day (2022) and serves as one of the main connections between the large neighborhoods including: East Hillside, Central Hillside, the Medical District and the Downtown area. It is bordered by residential homes, multi-family residences, a small business district, and several Essentia Health facilities that are under active development. This is a heavy pedestrian corridor that has segments that are under-sized sidewalk widths (4’) and lacks curb extensions at the intersections. Currently 4th Street does not have any bicycle accommodations despite the volume of traffic and speed. The MnDOT Facility guide calls for a separated bikeway facility for this corridor. The roadway is designated as a future bike facility on the Duluth-Superior Area Bicycle Transportation Plan (2025) and bike accommodations will be incorporated into the design. The existing traffic signal at the intersection of 6th Ave. East does not meet ADA standards and will be replaced with the project.

d. **Is this project associated with/tied to any other projects?**

<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes – List projects and/or state project numbers: 2029 4th Street Reconstruction Project 118-132-011AC
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e. **Planned year of project:** 2028 and 2029 (with AC funds from 2030)



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

2. Project Location

a. Route name (e.g., roadway, intersection, rail crossing number, trail name):

4th Street

b. Route system (e.g., Interstate, US Hwy, MN Hwy, CSAH, MSA **and** local roadway name):

MSAS 132

c. Project Length (in miles): 0.43

d. Project Termini **From:** Mesaba Avenue (MN 194)

To: 6th Avenue East (MSAS 192)

3. Type of Work (select all that apply):

<input checked="" type="checkbox"/>	AC Payback	<input type="checkbox"/>	Railroad Crossing Improvements
<input checked="" type="checkbox"/>	Bike/Ped Improvements	<input type="checkbox"/>	Resurface (Mill and Overlay)
<input type="checkbox"/>	Bridge Replacement	<input type="checkbox"/>	Roundabout
<input type="checkbox"/>	Bridge Resurface	<input type="checkbox"/>	Safety Improvements
<input type="checkbox"/>	Demolition	<input checked="" type="checkbox"/>	Sidewalk
<input type="checkbox"/>	Drainage Rehabilitation	<input checked="" type="checkbox"/>	Transit stop/station improvement
<input checked="" type="checkbox"/>	Intersection Improvements	<input type="checkbox"/>	Other (specify): Click or tap here to enter text.
<input type="checkbox"/>	ITS		
<input type="checkbox"/>	Landscaping		
<input type="checkbox"/>	New Bridge		

4. Project Cost and Funding

a. Funding Type(s) (list all that apply, e.g., STBG, NHPP, HSIP, TA, CRP, etc.):

STBGP

b. Estimated Total Cost: \$5,500,000
(including costs that extend beyond the 4 years of the TIP)

c. Federal Funding Amount:..... \$897,000

Federal Funding Source: STBGP



2030 Surface Transportation Block Grant (STBG) Program Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

d. State Funding Amount: \$_0

State Funding Source: Click or tap here to enter text.

e. Local/Other Funding Amount: \$ 3,706,000

Local/Other Funding Source: Click or tap here to enter text.

f. A/C Funding Amount (if applicable): \$ 897,000

A/C Funding Source: STBGP

C. Multimodal Features

1. Which of the following transportation mode(s) are included in and/or enhanced by this project?
(select all that apply):

<input checked="" type="checkbox"/>	Walking	<input type="checkbox"/>	Freight (Truck, Rail, or Air)
<input checked="" type="checkbox"/>	Bicycling	<input type="checkbox"/>	Maritime (Ship or Barge)
<input checked="" type="checkbox"/>	Transit (Bus, Shuttle, Passenger Rail, or Other)	<input type="checkbox"/>	Air
<input checked="" type="checkbox"/>	Automobile	<input checked="" type="checkbox"/>	Micromobility
<input type="checkbox"/>	Other: Click or tap here to enter text.		



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

2. Work to be completed as part of this project:

Note: Only check boxes for project work that is specifically planned and expected for this project at the time of applying. If specific project activities are not defined, use the 'other' box to describe more general planned improvements.

a. Walking—select all applicable walking-related work associated with this project:

<input checked="" type="checkbox"/>	Crosswalks – Markings or Warning System	<input checked="" type="checkbox"/>	Sidewalk Improvements
<input type="checkbox"/>	Other crossing improvements	<input type="checkbox"/>	Sidewalk Addition
<input checked="" type="checkbox"/>	Curb Ramps	<input type="checkbox"/>	Trail/Walking Path Improvements
<input type="checkbox"/>	Signage	<input type="checkbox"/>	Trail/Walking Path Addition
<input checked="" type="checkbox"/>	Lighting	<input type="checkbox"/>	Visibility improvement
<input checked="" type="checkbox"/>	ADA Improvements Click here to enter text. Describe, if known	<input type="checkbox"/>	Other: Click or tap here to enter text.

b. Bicycling—select all applicable bicycling-related work associated with this project:

<input type="checkbox"/>	Bikeway Intersection Markings or Signals	<input type="checkbox"/>	Trail/Bike Path Improvements
<input type="checkbox"/>	Wayfinding	<input type="checkbox"/>	Trail/Bike Path Addition
<input type="checkbox"/>	Safety Related or Yield Signage	<input type="checkbox"/>	Bike Lane - Painted
<input type="checkbox"/>	Lighting	<input checked="" type="checkbox"/>	Bike Lane – Separated or buffered
<input type="checkbox"/>	Vehicle Speed Calming	<input type="checkbox"/>	Other: Click or tap here to enter text.

c. Transit—select all applicable transit-related work associated with this project:

<input checked="" type="checkbox"/>	Bus Route – Improvement or Addition	<input type="checkbox"/>	Transit Technology
<input type="checkbox"/>	New Buses	<input type="checkbox"/>	Dedicated Transit Lane or Drop-off
<input type="checkbox"/>	Transit Facility	<input type="checkbox"/>	Transit Maintenance
<input type="checkbox"/>	Transit Shelter	<input type="checkbox"/>	Transit Signage
<input type="checkbox"/>	Other: Click or tap here to enter text.		



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

d. Other—select all other applicable work associated with this project:

<input type="checkbox"/>	Concrete Pavement Rehab	<input checked="" type="checkbox"/>	Traffic Signal	<input type="checkbox"/>	Bridge (New)
<input type="checkbox"/>	Culverts	<input type="checkbox"/>	Turning Lane	<input type="checkbox"/>	Bridge Rehabilitation
<input type="checkbox"/>	Grading	<input checked="" type="checkbox"/>	Intersection Improvement	<input type="checkbox"/>	Bridge Replacement
<input type="checkbox"/>	Shoulders	<input type="checkbox"/>	Roundabout	<input type="checkbox"/>	Dock Construction or Repair
<input checked="" type="checkbox"/>	Surfacing or Resurfacing	<input type="checkbox"/>	Rest Area or Wayside	<input type="checkbox"/>	Non-dock Harbor Infrastructure
<input checked="" type="checkbox"/>	Stormwater Mngt	<input checked="" type="checkbox"/>	Landscaping	<input type="checkbox"/>	Shipping Channel Navigation
<input type="checkbox"/>	Signage	<input checked="" type="checkbox"/>	Lighting	<input type="checkbox"/>	RR Crossing Improvement
<input type="checkbox"/>	Guard Rail Improvement	<input type="checkbox"/>	Other: Click or tap here to enter text.		

D. Planning Support

1. Is this project included in the MIC's [2050 Metropolitan Transportation Plan \(MTP\) Project List](#)?

Yes **No**

a. If yes: MTP Project Number: MN 03-28

MTP Project Cost: \$ 3,720,000

b. If no: Explain: Click or tap here to enter text.

2. What plans, studies and/or projects support this project? (e.g., those produced by the MIC, MnDOT, St. Louis County, federal agencies, or local jurisdiction. Plans or studies from academic sources or credible transportation associations can be included. List all that apply, including name, year of publication, page number or chapters, and a link to the document online or a related web page):

Click or tap here to enter text.



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

3. Are there possible or anticipated barriers to project completion? (e.g., right-of-way acquisition, funding, environmental impacts, public resistance, etc.):

The relatively narrow right-of-way is a typical residential/local street width of 66', but serves a small business district, regional hospital, and a mixed use neighborhood collector role within the urban core of Duluth. The motor vehicle traffic and parking needs, particularly for commuters does create some conflicts with the surrounding residential neighborhood that consists of up to 47% households without vehicles, a large population of senior citizens, people with disabilities, unhoused and low income service providers. A multi-modal design that will better accommodate all users, will require some difficult trade-offs in the allocation of the relatively narrow right-of-way space. The City is undertaking a robust design process with extensive community engagement to mitigate this risk.

4. Project Visualizations: Visualizations are images or graphics that will give the public a better understanding of the proposed project, e.g., where it will be located, what will be constructed, how it might look and function, current conditions that will be mitigated or addressed by the project, and/or how it will complement or relate to other projects (planned or implemented).

What attachments will be included with this application to visually describe this project to the public and to the Policy Board? (Check all that apply):

<input checked="" type="checkbox"/>	Map of project location
<input type="checkbox"/>	Image(s) of current conditions
<input type="checkbox"/>	Rendering of proposed improvement
<input type="checkbox"/>	Other (<i>describe</i>): Click or tap here to enter text.



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

5. Long-Range Goals and Objectives: The MIC’s Metropolitan Transportation Plan, [Sustainable Choices 2050](#), establishes a community-supported vision for the greater Duluth-Superior transportation system with related long-range goals and objectives.

Describe how the proposed project will contribute to accomplishing the MTP goals and objectives.

Note, the transportation improvement projects that are funded and implemented in the MIC area are key to achieving these goals and objectives over time. However, it is understood that it is not possible, or even necessary, to address them all with every project.

GOAL 1. Safety and Security: Ensure the safety and security of the Duluth-Superior area transportation system for all users and modes.

a. Which of the following objectives would this project help to accomplish? (check all that apply):

	Objective	Safety and Security
<input type="checkbox"/>	1-1	Ensure emergency response, disaster preparedness, risk mitigation, and other security measures are implemented and maintained across the Duluth-Superior area transportation system.
<input checked="" type="checkbox"/>	1-2	Ensure evidence-based, data-supported safety design is incorporated into transportation projects.
<input checked="" type="checkbox"/>	1-3	Improve safety for all users of the Duluth-Superior area transportation system, especially prioritizing its most vulnerable users.
<input type="checkbox"/>	1-4	Meet all adopted safety-related federal and state performance measure targets.
<input checked="" type="checkbox"/>	1-5	Maintain Duluth-Superior area transportation system infrastructure to minimize or mitigate risk for both people and freight.
<input type="checkbox"/>	1-6	Use technology to improve the safety and security of the Duluth-Superior area transportation system.
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? (provide details):

The City is collecting data on current usage of the corridor and following the latest multimodal design guidance and street design guides including NACTO and latest research to guide the design decisions. Safety measures will be incorporated for people of all ages and abilities regardless of mode.

GOAL 2. Livable Communities and Equity: Develop and maintain a reliable year-round Duluth-Superior area transportation system that equitably enables people of all ages, incomes, and abilities to engage in our community’s civic, economic, and social opportunities and access needed services.

a. Which of the following objectives would this project help to accomplish? (check all that apply):



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

	Objective	Livable Communities and Equity
<input checked="" type="checkbox"/>	2-1	Ensure that investments in the Duluth-Superior area transportation system lead to improved and reliable transportation options for people of all ages, incomes, and abilities across all modes.
<input checked="" type="checkbox"/>	2-2	Ensure early and ongoing opportunities exist for the public to engage in two-way discussion about planned or proposed transportation improvements to the Duluth-Superior area transportation system.
<input checked="" type="checkbox"/>	2-3	Appropriately scale transportation-related projects across the Duluth-Superior area transportation system.
<input checked="" type="checkbox"/>	2-4	Make information about the Duluth-Superior area transportation system available to the public in a variety of ways.
<input checked="" type="checkbox"/>	2-5	Build and maintain Duluth-Superior area transportation system infrastructure in a manner that expands and/or enhances connectivity with key community resources (<i>e.g., schools, parks, community centers, community gardens, the lakewalk, etc.</i>)
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? (provide details):

The project is going through a robust public engagement process in 2026 that will guide the final design of the street. The City is using existing guides and tools from PAWS to NACTO to the State Bicycle Design Manual to be the starting point in the design discussions. A survey and community meetings asking the community about their experiences utilizing this corridor and gathering their feedback on proposed solutions will inform the design decisions.

GOAL 3. Health of People and the Environment: Promote public health, protect and enhance the environment, and facilitate energy conservation throughout the Duluth-Superior area transportation system.

a. Which of the following objectives would this project help to accomplish? (check all that apply):

	Objective	Health of People and the Environment
<input checked="" type="checkbox"/>	3-1	Design and maintain infrastructure across the Duluth-Superior area transportation system to support and encourage a physically active everyday routine.
<input type="checkbox"/>	3-2	Improve energy conservation related to the use and operation of the local and regional transportation system for both environmental and public health benefits.
<input checked="" type="checkbox"/>	3-3	Avoid, minimize, and/or mitigate the negative environmental impacts of the Duluth-Superior area transportation system.
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

b. How would this project help to accomplish the selected objectives? (provide details):

The City's goal is to create a multimodal street that is safe and comfortable for people of all ages and abilities. The reconstruction project will incorporate stormwater improvements.

GOAL 4. Moving People and Goods: Ensure the Duluth-Superior area transportation system is developed and maintained as an integrated multimodal network that efficiently gets people and goods where they need to go.

a. Which of the following objectives would this project help to accomplish? (check all that apply):

	Objective	Moving People and Goods
<input checked="" type="checkbox"/>	4-1	Provide reliable and efficient travel options for the movement of people and goods across the entire Duluth-Superior area transportation system.
<input checked="" type="checkbox"/>	4-2	Address inefficiencies in the Duluth-Superior area transportation system for all modes.
<input type="checkbox"/>	4-3	Improve real-time travel across the Duluth-Superior area transportation system for all modes.
<input checked="" type="checkbox"/>	4-4	Ensure that direct travel connections between modes of transportation for people exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-5	Ensure that direct travel connections between modes of transportation for goods and services exist and are maintained across the Duluth-Superior area transportation system.
<input type="checkbox"/>	4-6	Meet all adopted federal and state performance measure targets for NHS infrastructure (PM2), system performance on the NHS (PM3), and transit asset management (TAM).
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? (provide details)

The project will maintain a 2-way street for motor vehicle travel, which will ensure reliable and efficient travel will be maintained. Currently the street is deficient for people traveling by bicycle, and this project intends to address that inefficiency. Also, the sidewalks are narrow for people walking and this project plans to address that as well.

GOAL 5. Economic Vitality: Develop and maintain the Duluth-Superior area transportation system to support economic productivity and competitiveness.

a. Which of the following objectives would this project help to accomplish? (check all that apply):



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

	Objective	Economic Vitality
<input checked="" type="checkbox"/>	5-1	Ensure the Duluth-Superior area transportation system provides access to and connection between key population and employment centers.
<input type="checkbox"/>	5-2	Improve access and mobility across the Duluth-Superior area transportation system for the movement of freight.
<input type="checkbox"/>	5-3	Promote Duluth-Superior area transportation system decisions and investments that enhance the regional and global competitiveness of the Duluth-Superior Port.
<input checked="" type="checkbox"/>	5-4	Promote Duluth-Superior area transportation system decisions and investments that stimulate neighborhood and regional economic activity.
<input type="checkbox"/>	5-5	Make it easier to travel to tourist destinations and events.
<input type="checkbox"/>	5-6	Integrate existing economic development plan recommendations when making decisions about Duluth- Superior area transportation system projects.
<input type="checkbox"/>	n/a	This project would not contribute to accomplishing these objectives.

b. How would this project help to accomplish the selected objectives? (provide details)

This project looks to make the corridor more conducive and desirable to spend time, creating a more vibrant commercial district and stronger residential neighborhood feel, which is intended to stimulate neighborhood investment both in the residential areas and the commercials ones.

6. MIC-Area Performance Measures

The MIC, as the federally designated Metropolitan Planning Organization for the greater Duluth-Superior area, must establish a performance-based approach to our transportation decision-making and programming, and adopt targets that will contribute to the accomplishment of federal performance measures for safety (PM1), infrastructure condition (PM2), system performance (PM3), and transit asset management (TAM).

As part of this performance-based approach, the MIC is integrating these performance measures into our planning activities and the transportation investments in our area.

Describe how the proposed project will contribute to accomplishing them.

Note, although the transportation improvement projects that are funded and implemented in the MIC area are key to making progress toward meeting these performance measures, it is understood that it is not possible to address them all, or even more than one, with every project.

PM1 – Safety

a. Is it anticipated that this project would contribute to achieving any of the following performance measures related to transportation safety? (check all that apply):



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

<input checked="" type="checkbox"/>	PM1 – Safety	<input checked="" type="checkbox"/>	Number of traffic fatalities
		<input checked="" type="checkbox"/>	Rate of traffic fatalities
		<input checked="" type="checkbox"/>	Number of serious injuries
		<input checked="" type="checkbox"/>	Rate of serious injuries
		<input checked="" type="checkbox"/>	Number of non-motorized fatalities & serious injuries
<input type="checkbox"/>	n/a — This project would not contribute to achieving these performance measures		

b. To the extent practicable, describe the anticipated effect of the proposed project on the selected performance measures:

The street design will have a strong safety emphasis, with design decisions based on proven counter safety measures for all modes. A bikeway facility is planned where one does not exist to increase safety for cyclists. Better street and avenue crossings including reducing crossing distances to increase safety for pedestrians, and curb extensions to prevent better sightlines for all users of the corridor. The crash patterns will be examined with the goal to alleviate those issues and the intersection will be evaluated to determine the safety improvements needed.

PM2 – Infrastructure Condition

a. Is it anticipated that this project would contribute to achieving any of the following Performance Measures related to the condition of transportation infrastructure?

(check all that apply):

<input type="checkbox"/>	PM2 – Infrastructure Condition	<input type="checkbox"/>	% of NHS* bridges in good condition
	<i>*NHS = National Highway System</i>	<input type="checkbox"/>	% of NHS bridges in poor condition
		<input type="checkbox"/>	% of interstate pavement in good condition
		<input type="checkbox"/>	% of interstate pavement in poor condition
		<input type="checkbox"/>	% of non-interstate NHS pavement in good condition
		<input type="checkbox"/>	% of non-interstate NHS pavement in poor condition
<input checked="" type="checkbox"/>	n/a — This project would not contribute to achieving these performance measures		

b. To the extent practicable, describe the anticipated effect of the proposed project on the selected performance measures:

Click or tap here to enter text.

PM3 – System Performance

a. Is it anticipated that this project would contribute to achieving any of the following Performance Measures related to system performance? (check all that apply):



2030 Surface Transportation Block Grant (STBG) Program

Application Form

Proposed project for inclusion in the 2027-2030 Duluth Area TIP

Duluth-Superior Metropolitan Interstate Council

<input type="checkbox"/>	PM3 – System Performance on NHS*	<input type="checkbox"/>	% of reliable person miles on the interstate
	<i>*NHS = National Highway System</i>	<input type="checkbox"/>	% of reliable person miles on the non-interstate NHS
		<input type="checkbox"/>	Truck Travel Time Reliability (TTTR) index
<input checked="" type="checkbox"/>	n/a – This project would not contribute to achieving these performance measures		

b. To the extent practicable, describe the anticipated effect of the proposed project on the selected performance measures:

Click or tap here to enter text.

7. Application Certification: By typing my name below, I certify that all information provided in this application is correct to the best of my knowledge.

James Gittemeier _____

Name, Title

January 9, 2026

Date