

Short Range Planning Projects

MIC Area Safety Action Plan – Phase 3

(402401)

Objective: *The project objective is to prepare a comprehensive safety action plan that will be consistent with the U.S. Department of Transportation’s National Roadway Safety Strategy towards the goal of zero deaths and serious injuries on the nation’s roadways. The Safety Action Plan will identify prioritized recommendations to guide traffic safety efforts in reducing or eliminating risk factors for roadway crashes and qualify local jurisdictions to compete for related federal funds.*

Background

This plan will build upon the Phase 1 and Phase 2 Safety Action Plan efforts completed in 2022 and 2023, including crash data analysis, identification of safety emphasis areas and risk factors, risk factor development and selection, and risk factor data collection. Components of the Safety Action Plan will include (a) screening and prioritization of the previously identified six key emphasis areas; (b) selection of countermeasures; (c) identification of potential project improvements and prioritization of future projects.

The work will be consultant-led with assistance from MIC staff. An advisory committee, comprised of representatives of MnDOT, WisDOT, St. Louis County Public Works, Douglas County Public Works, and the cities of Duluth, Superior, Hermantown, Proctor, and Rice Lake, will provide input into the planning work as well as leadership that ties back to the local jurisdictions for monitoring implementation.

Major Work Activities

The work will be consultant-led with assistance from MIC staff. An advisory committee, comprised of representatives of MnDOT, WisDOT, St. Louis County Public Works, Douglas County Public Works, and the cities of Duluth, Superior, Hermantown, Proctor, and Rice Lake, will provide input into the planning work as well as leadership that ties back to the local jurisdictions for monitoring implementation.

1. Screen Emphasis Areas

- A. Complete the data collection and organization for all risk factors identified in Phase 2 of this project:
 - Safety Emphasis Area 1 (Rural Undivided Roads) – None
 - Safety Emphasis Area 2 (Urban TWSC Intersections) – Collect data for intersections of functionally classified roadways and intersections along two-lane urban roads. It is assumed data will be collected for 500 intersections.
 - Safety Emphasis Area 3 (Signalized intersections) – Compile data collected by agencies.
 - Safety Emphasis Area 4 (Urban Intersection - Bike/Ped) – Collect data for intersections of functionally classified roadways and intersections within zones with high bike/ped activity. It is assumed data will be collected for 500 intersections.

- B. Conduct a risk assessment of each network element identified.
 - The risk assessment will include identifying whether or not a risk factor is present for each network element. Weighting of the risk factors may be necessary based on the type of network elements identified for each emphasis area.
- C. Prioritize all network elements within their unique emphasis area by evaluating the results of the risk assessment.

2. Select Countermeasures

- A. Identify a comprehensive list of possible proven safety countermeasures that address safety concerns for each network element for the six safety emphasis areas.
 - Identify safety countermeasures in coordination with the MIC and necessary stakeholders.
- B. Estimate the safety benefit for each countermeasure to assist in selecting the best performing countermeasures for each safety emphasis area network element.
 - Justify the safety benefit of each selected countermeasure by obtaining and evaluating safety performance data made available by FHWA and AASHTO (i.e., Crash Modification Factors or Safety Performance Functions).
 - Rank each countermeasure based on the estimated safety performance.
- C. Select potential improvements based on the countermeasures with the best safety performance.
 - Identify network elements in the project area where these potential improvements can provide the greatest safety benefit.

3. Prioritize Safety Improvements

- A. Develop a decision process for selecting countermeasures for each safety emphasis area network element.
 - This process will vary for each network element and will reflect the safety effectiveness of the countermeasure given its expected safety improvement, other countermeasures selected for the network element, site-specific attributes affecting countermeasure effectiveness, etc.
- B. Develop high-level cost estimates for each potential improvement identified. High-level cost estimates will be developed as cost ‘per mile’, ‘per intersection’, or ‘per installation’.
- C. Prioritize potential improvements based on cost, anticipated safety improvement, project impacts, public outreach needs, and project funding.

Final Product

Safety Action Plan project report, including summaries of the Phase 1, Phase 2, and Phase 3 Safety Action Plan tasks. Anticipated completion date is on or before December 31, 2024.

Budget

\$114,683 CY 2024 (budget includes 100 staff hours; \$9,681.00 staff budget plus \$105,002 for consultant)

LONG RANGE PLANNING AND COORDINATION

(462024)

Objective: *In October 2019 the MIC adopted its current long range Metropolitan Transportation Plan (MTP) – Sustainable Choices 2045. The two-year planning process to develop the 2050 update of the MTP began in 2023. Throughout 2024 MIC staff, with consultant assistance, will continue to develop the 2050 update of the MTP for adoption by the MIC Policy Board in October and final agency approvals by the end of 2024.*

Major Work Activities

Long range planning tasks will include:

~~2050 Metropolitan Transportation Plan Update~~

- ~~● Describe current transportation system conditions;~~
- ~~● Determine financial resources including historic and projected funding levels and sources;~~
- ~~● Work with local partners to begin gathering necessary data for multiple sections of the MTP.~~
- ~~● Perform financial constraint analysis.~~
- ~~● Identify “transportation vision” or illustrative projects that are important to the MIC area but do not fit within the fiscally constrained elements of the plan;~~
- ~~● Assess project impacts on low income and minority populations;~~
- ~~● Continue public engagement activities to identify local transportation issues, needs and priorities;~~
- ~~● Conduct environmental mitigation, archaeological and historical resources consultations;~~
- ~~● Identify future system performance needs based on the updated Travel Demand Model;~~
- ~~● Collect data for system performance assessment and progress in meeting performance targets;~~
- ~~● Describe emerging transportation trends and technologies;~~
- ~~● Assess system performance with an expanded emphasis on the federally required performance measures for the MIC area and progress toward meeting them;~~
- ~~● Assess system security and resiliency and develop strategies;~~
- ~~● Develop recommendations for policy and issues for possible future study;~~
- ~~● Identify elements of the MTP that support the federal transportation planning factors.~~
- ~~● Conduct public engagement activities to gain feedback and elicit comments on the draft document.~~
- ~~● Work with consultants as needed to “ground truth” the output from the updated TDM.~~

1. 2050 Metropolitan Transportation Plan Update

- Continue jurisdictional consultations and public engagement activities to identify local transportation issues, needs and priorities;
- Define a community-supported vision for the MIC area’s multimodal transportation network;
- Develop goals and objectives that support the MTP’s vision;
- Identify emerging transportation trends and technologies;

- Develop recommendations for policy and/or topics for possible future study as they relate to the MIC area;
- Ensure all federally required elements, including the 10 planning factors, are adequately covered in the MTP;
- Work with local partners to gather necessary data for multiple sections of the MTP;
- Identify future system performance needs based on jurisdictional consultations and the updated Travel Demand Model (TDM);
- Collect information from jurisdictions to assess condition and performance of the multimodal transportation network;
- Collect data for system performance assessment and progress in meeting state performance targets;
- Complete the development of a project scoring metric;
- Determine financial resources including historic and projected funding levels and sources;
- Perform financial constraint analysis;
- Identify illustrative projects that helps support the MIC's transportation network vision but that do not fit within the fiscally constrained elements of the plan;
- Complete the update of the MIC area socioeconomic report based on 2020 Census data;
- Assess project impacts on low-income and minority populations, including environmental justice analysis;
- Conduct environmental mitigation, archaeological and historical resources consultations;
- Assess system security and resiliency and develop related strategies;
- Run up to 3 future scenarios based on the MIC's Travel Demand Model, including one that models a full closure of the Blatnik Bridge; others to be determined.
- Work with jurisdictions and consultants as needed to "ground truth" the output from the updated TDM;
- Conduct public engagement activities, including open house or related opportunities, to gain feedback and elicit comments on the draft document and identify responses to those comments;
- Prepare MTP drafts for required oversight agency, public, TAC, and MIC Board reviews;
- Conduct public engagement activities, including open house or related opportunities, to gain feedback and elicit comments on the draft document and identify responses to those comments;
- Prepare final MTP document for adoption by the MIC Board in October and agency approvals by the end of the year.

2. MIC Area Safety Plan

- ~~Prepare a comprehensive safety action plan Appendix, consistent with the US DOT's National Roadway Safety Strategy toward the goal of zero deaths and serious injuries on the nation's roadways.~~
- ~~Utilize the crash history database developed for the Phase 1 Safety Plan and work with a multi-jurisdictional Advisory Committee to identify prioritized recommendations to reduce and eliminate risk factors for roadway crashes and qualify local jurisdictions to compete for federal funds to implement targeted multimodal roadway safety improvements.~~

2. Travel Demand Model (TDM) Update

- Update socioeconomic data that is at the foundation of the Duluth-Superior Travel Demand Model, as well as exploring options for improving its associated process, structure, and inputs. This will include moving from a TAZ-based model to one that is census block based, per the new standard of data collection.

3. Minnesota and Wisconsin Statewide Planning Initiatives

- Continue work with WisDOT and MnDOT on implementation measures related to the state's long-range multi-modal plans, highway investment plans and statewide freight plans.

4. Transportation Performance Management

- In coordination with MnDOT and WisDOT, adopt updated federally required transportation performance measure targets for the MIC planning area and assess progress in meeting them.

5. Traffic Signal System Assessment

- Begin to document jurisdictional needs and develop a scope of work for a MIC-area traffic signal coordination and technology project that has connections to the Safety Action Plan and possible transit and emergency service benefits.

Final Product

The 2050 update of the Metropolitan Transportation Plan, *Sustainable Choices 2050*, and other long range planning tasks as described.

Budget

~~\$ 242,700~~ 228,018 CY 2024 (MIC Budget includes ~~2,325~~ 2,225 staff hours and \$ ~~80,000~~ 75,000 for consultant)

\$ 208,500 CY 2025 (MIC Budget includes 2,325 staff hours and \$40,000 for consultant)

MIC Unified Transportation Planning Work Program

2024 FUNDING SOURCES

MINNESOTA

Consolidated Planning Grant (CPG – Minnesota)	\$ 629,087 709,087
Minnesota State Funds (MnDOT)	\$ 50,600
Arrowhead Regional Development Commission (ARDC – Match)	\$ 121,803 141,803

MINNESOTA TOTAL **\$901,490 801,490**

WISCONSIN

Federal Highway Administration (CPG -Wisconsin)	\$ 70,453
Wisconsin State Funds (CPG Match-WisDOT)	\$ 3,210
Northwest Regional Planning Commission (Local Match-NWRPC)	\$ 14,403

WISCONSIN TOTAL **\$ 88,066**

WISCONSIN + MINNESOTA FUNDING TOTALS

\$989,556–889,556

**Anticipated funding levels – subject to change upon further review from all sources.*

Duluth – Superior Metropolitan Interstate Council

2024 MIC TRANSPORTATION PLANNING PROGRAM ELEMENTS

Project Type	Project Name	Hours	Salaries	Fringe	Indirect	Direct	Totals*
Short Range							
MIC Area-wide	MIC Area Safety Plan	<u>100</u>	<u>\$6,531</u>	<u>\$2,286</u>	<u>\$864</u>	<u>\$105,002</u>	<u>\$114,683</u>
MIC Area-wide	Metropolitan Bike/Ped Planning	950	\$34,125	\$11,944	\$4,515	\$517	\$51,100
MIC Area-wide	Harbor Planning	775	\$36,892	\$12,912	\$4,881	\$915	\$55,600
MIC Area-wide	Freight Planning and Coordination	400	\$18,218	\$6,376	\$2,410	\$695	\$27,700
MIC Area-wide	Transit Planning	750	\$32,143	\$11,250	\$4,253	\$54	\$47,700
MIC Area-wide	Roadway Planning and Coordination	700	\$31,712	\$11,099	\$4,195	\$9,993	\$57,000
	SUB TOTAL	<u>3,575</u>	<u>\$153,090</u>	<u>\$53,582</u>	<u>\$20,254</u>	<u>\$12,175</u>	<u>\$239,100</u>
		<u>3,675</u>	<u>159,621</u>	<u>55,867</u>	<u>21,118</u>	<u>117,177</u>	<u>353,783</u>
Long Range							
MIC Area-wide	Long Range Planning/Coordination	<u>2,325</u>	<u>\$101,489</u>	<u>\$35,521</u>	<u>\$13,427</u>	<u>\$92,263</u>	<u>\$242,700</u>
		<u>2,225</u>	<u>94,957</u>	<u>33,235</u>	<u>12,563</u>	<u>87,263</u>	<u>228,018</u>
MN and WI	Transportation Improvement Program	1,200	\$48,242	\$16,885	\$6,382	\$12,891	\$84,400
Administration							
MIC Area-wide	MIC Administration / Coordination	3,745	\$171,664	\$60,083	\$22,711	\$68,897	\$323,355
	GRAND TOTAL *	10,845	\$474,485	\$166,070	\$62,774	<u>\$186,225</u>	<u>\$889,555</u>
						<u>286,228</u>	<u>989,556</u>

*Rounding results in some totals off by \$ 1.