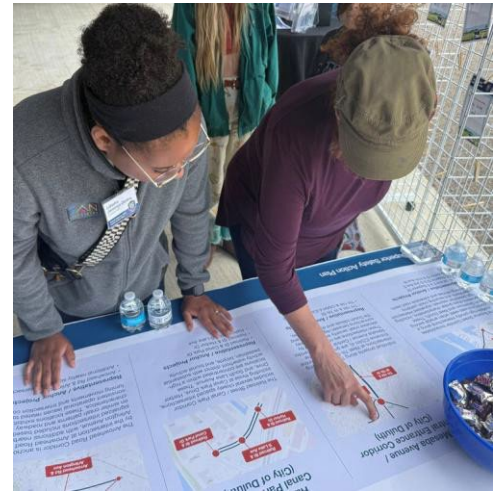
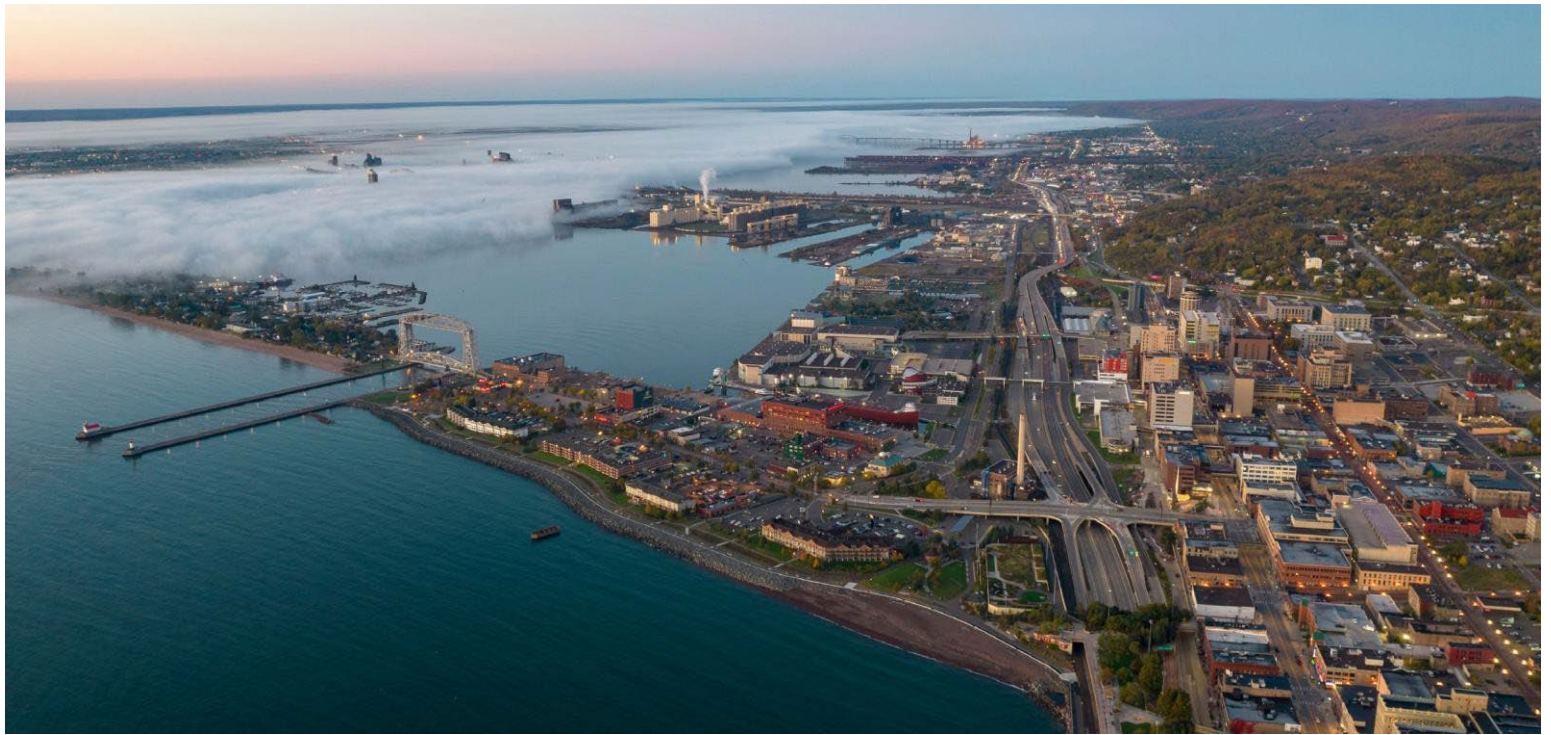




Duluth-Superior Safety Action Plan

September 2026



Duluth-Superior Safety Action Plan

Adopted by the MIC Policy Board September 16, 2026

This document is available online at dsmic.org/sap

Printed copies are available by contacting the MIC by email or by phone.

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Prepared by

Duluth-Superior Metropolitan Interstate Council



Duluth and Superior urban area communities cooperating in planning and development through a joint venture of

[Arrowhead Regional Development Commission](#)



and

[Northwest Regional Planning Commission](#)



Acknowledgements

The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The work activities described within are also supported by funding from the Minnesota and Wisconsin Departments of Transportation, the Arrowhead Regional Development Commission, and the Northwest Regional Planning Commission. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation, the Minnesota Department of Transportation, or the Wisconsin Department of Transportation. The contents reflect the views of the authors, who are responsible for the accuracy of the data presented herein. This report does not constitute a standard, specification, or regulation.



Non-Discrimination

The Duluth-Superior Metropolitan Interstate Council (MIC) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. If you believe you have been aggrieved by an unlawful discriminatory practice, you have the right to file a formal complaint. To do so, you are encouraged to submit complaints directly to MnDOT via its online complaint form available at

<https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>

For more information on the MIC's Title VI program or the procedures to file a complaint, contact MIC Director Ron Chicka at rchicka@ardc.org, by phone at (218) 529-7506, by mail, or by visiting in person at the MIC office (address above).

Complaint instructions and forms can also be found in the Title VI Non-Discrimination Program and Limited-English Proficiency Plan online at dsmic.org/titlevi-policy. If you would like a printed copy of the complaint instructions and forms mailed or emailed to you, or if this information is needed in another language or another format, please contact the MIC.

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Introduction

01

From 2020 through 2024, an annual average of 8 traffic-related fatalities and 35 traffic-related serious injuries occurred on roadways within the Duluth-Superior Metropolitan Interstate Council's (MIC's) planning area (See Figure 1).

The Duluth-Superior Safety Action Plan is grounded in an understanding and belief that fatalities and serious injuries are not only *unacceptable*—they're *preventable*.

This Safety Action Plan provides a framework for reducing—and ultimately eliminating—traffic-related fatalities and serious injuries in the Duluth-Superior region for everyone who uses our roads, whether they drive, walk, roll, bike or take the bus. The plan will achieve this goal by:

- Identifying high-risk locations throughout the Duluth-Superior region
- Recommending targeted interventions and policy recommendations to improve road safety for all users
- Developing an implementation and monitoring plan to assess progress over time

This Safety Action Plan implements a data-driven, systemic approach to roadway safety for all arterial and collector roadways within the MIC's jurisdiction.

It builds on Phase 1 Safety Analysis work completed in March 2025. More information about Phase 1 and the safety analysis methodology can be found in the

[MIC Area Safety Action Plan Phase 1 Project Summary](#).

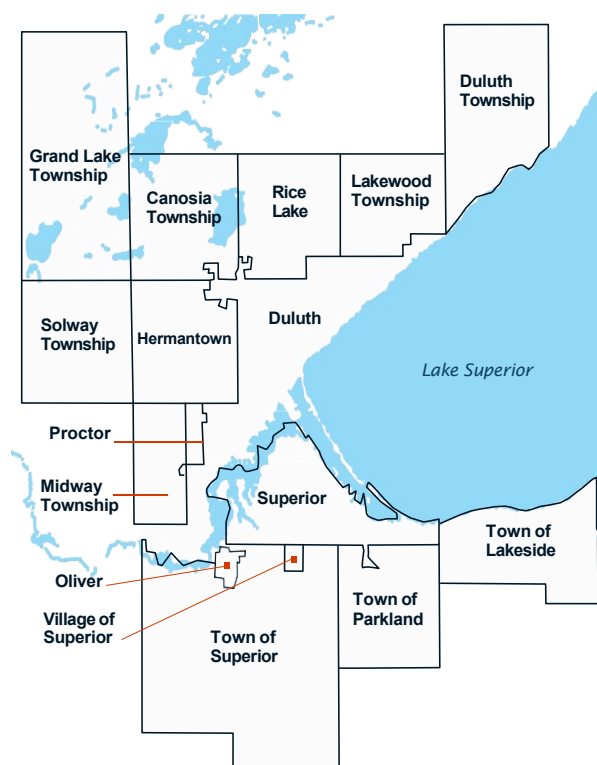


Figure 1. Municipalities included in the Duluth-Superior Safety Action Plan

In addition, it supports MnDOT’s and WisDOT’s highway safety goals outlined in their Strategic Highway Safety Plans (MnDOT 2025–2029 and WisDOT 2023–2027), in accordance with both agencies’ long-term Towards Zero Deaths (TZD) program.

MIC Planning Area Description

The MIC’s planning jurisdiction—the Duluth-Superior Metropolitan Planning Area—encompasses 641 square miles within St. Louis and Douglas Counties in Minnesota and Wisconsin, respectively. It extends from the Duluth-Superior Urban Area out to the first ring of non-urban townships, including:

- Town of Lakeside, WI
- Town of Parkland, WI
- Town of Superior, WI
- Village of Superior, WI
- City of Superior, WI
- Village of Oliver, WI
- Duluth Township, MN
- City of Duluth, MN
- Lakewood Township, MN
- Midway Township, MN
- City of Proctor, MN
- City of Hermantown, MN
- Solway Township, MN
- Grand Lake Township, MN
- Canosia Township, MN
- City of Rice Lake, MN

Our Goal

In January 2026, the MIC Policy Board unanimously passed a resolution committing to the goal of eliminating traffic-related fatalities and serious injuries on roadways within the MIC’s planning area by 2050, with an interim goal of a 50% reduction in fatal and serious injury crashes by 2035 (See [Appendix B](#)).

Further, the MIC acknowledges that achieving these goals will require significant and ongoing coordination with partner agencies, including MnDOT, WisDOT, and each local jurisdiction within the MIC planning area.

Safe Streets for All Program

The Duluth-Superior Safety Action Plan is funded by the U.S. Department of Transportation’s (US DOT’s) Safe Streets for All (SS4A) program with matching funds from the Infrastructure Investment and Jobs Act (IIJA).

The SS4A program funds two types of grants: Planning and Demonstration Grants and Implementation Grants. The MIC received a planning grant to complete the Safety Action Plan. Once the Safety Action Plan is finalized, jurisdictions within the MIC planning area will be eligible to apply for implementation grants to implement strategies or projects identified in the plan.

Safe System Approach

The US DOT has adopted a Safe System Approach as the primary method to address roadway safety across the country. This is a shift from the conventional, reactive, approach to safety because it focuses on proactive systemic methods of mitigating the risks in our transportation system. Its principles include:

1. Death and serious injury crashes are unacceptable
2. Humans make mistakes and are vulnerable
3. Responsibility is shared, including government at all levels
4. Safety is proactive, rather than being reactive after crashes occur and lives are lost
5. Redundancy is crucial and all parts of the transportation system need strengthening

This plan is based on the Safe System Approach to traffic safety. Figure 2 outlines the five principles of this approach, including speed management, improving safety for all roadway users, and designing roadways to prioritize safety, all of which are critical components to this plan.



Figure 2. Safe System Approach Principles

Safety Analysis

02

As part of the MIC Area Safety Action Plan, a comprehensive safety data analysis was conducted to establish a current, data driven understanding of fatal and serious injury crash risk across the Duluth-Superior region.

This analysis provides the technical basis for identifying safety needs, prioritizing high risk locations, and selecting appropriate safety countermeasures in support of a Safe System Approach and SS4A program requirements.

Overview of the Updated Safety Analysis

This analysis was undertaken to ensure that the Safety Action Plan reflects recent crash experience and accurately identifies the roadway environments and locations most in need of safety improvements. The analysis included in this plan refreshes the crash risk dataset completed in Phase 1 of the project. Additional detail on the Phase 1 safety analysis and methodology that served as the foundation for the data provided in this plan can viewed in the [MIC Area Safety Action Plan Phase 1 Project Summary](#).

The current analysis reflects the most recent complete five-year period now available—calendar years 2020 through 2024. Updating to a recent baseline ensures that safety patterns, crash rates, and risk assessments reflect recent operating conditions and reporting trends on both the Minnesota and Wisconsin sides of the MIC planning area. For additional detail on this analysis update see [Appendix B](#).

The work supports the MIC's long range safety objectives by systematically evaluating crash severity, roadway context, and risk factors across the regional network.

Specifically, the safety data analysis was used to:

- Establish a recent (5-year) baseline of fatal, serious injury, and minor injury crashes
- Identify roadway segments and intersections with elevated crash risk
- Prioritize locations for near- and medium-term safety investments
- Align project selection with proven, cost-effective safety strategies

Safety Emphasis Areas and Crash Assignment

Crashes were evaluated within the context of four Safety Emphasis Areas (SEAs) established for the Safety Action Plan. Each SEA captures a distinct roadway environment with unique safety challenges. This approach allows crashes to be analyzed in a manner that reflects how roadway form, traffic control, and user behavior contribute to severe outcomes.

The SEAs include:

- **SEA 1:** Rural two-lane undivided roadways (segments and curves), focusing on lane-departure crashes.
- **SEA 2:** Urban two-way stop-controlled intersections, with emphasis on angle crashes.
- **SEA 3:** Signalized intersections along multilane arterials.
- **SEA 4:** Urban intersections with pedestrian and bicycle crashes.

Tiering and Priority Locations

Locations were grouped into tiers based on the total number of risk factors present (See Figures 3 and 4):

- **Tier 1:** Highest risk locations (approximately the top 5 percent).
- **Tier 2:** Next highest risk locations (approximately the next 5 percent).

This process resulted in a focused set of priority roadway segments and intersections where safety improvements are most likely to reduce the risk of future fatal and serious injury crashes.

The overall number of priority locations is deliberately limited, reinforcing a targeted and implementable* Action Plan.

** The extent to which city, county, and state agencies can carry out the recommended projects will depend on available financial resources; additional funding would support more of this work.*

Figure 3. Tier 1 locations

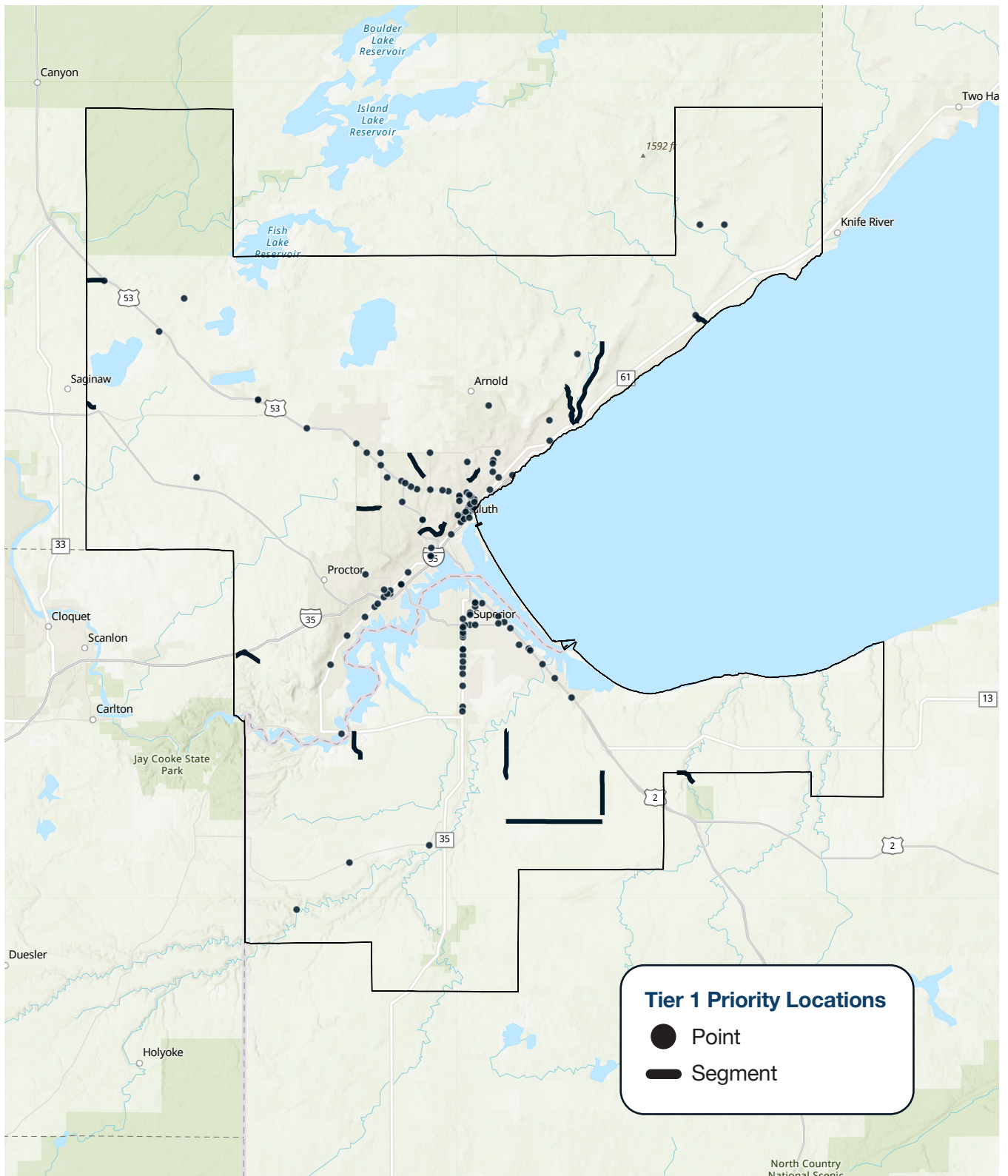
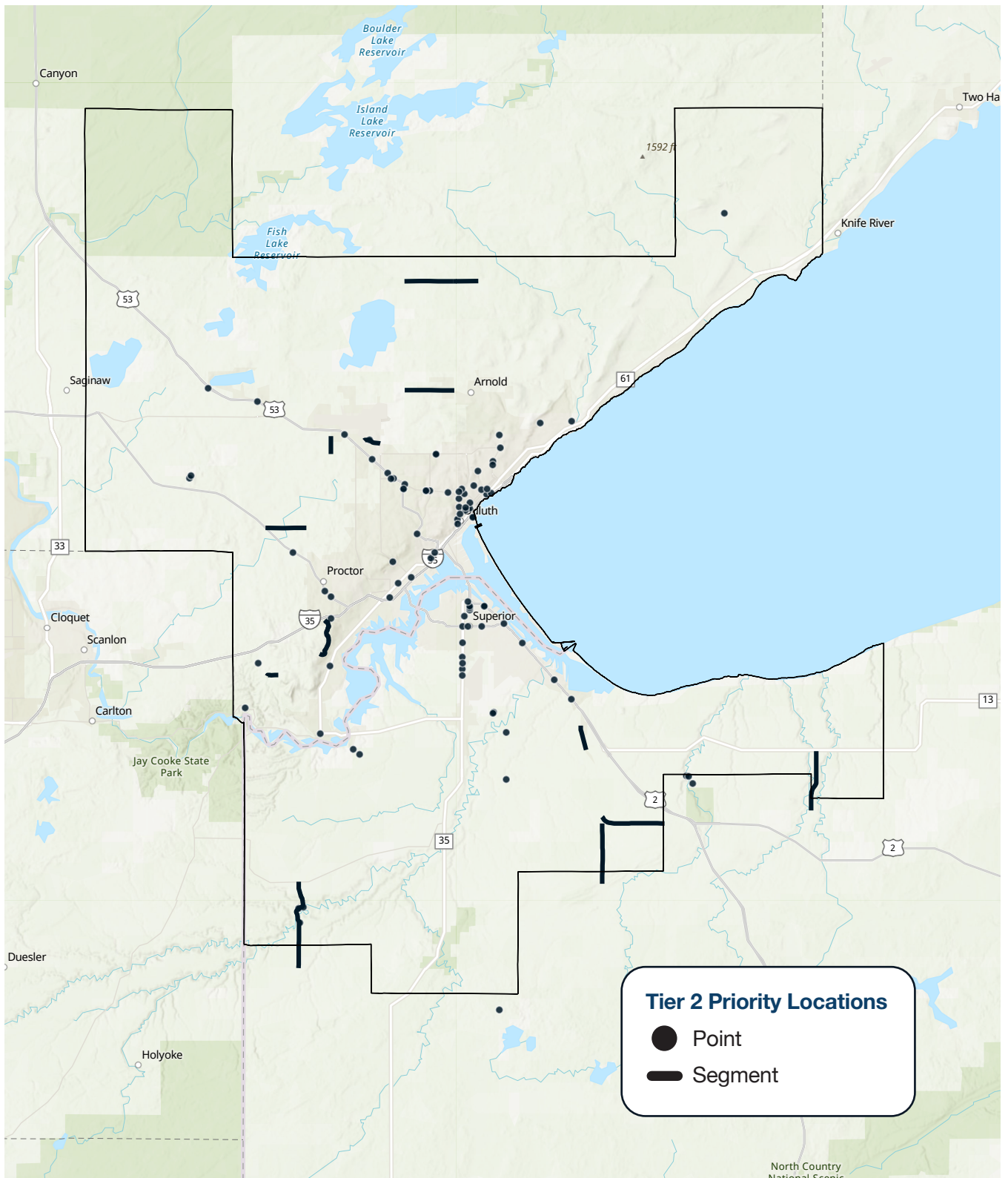


Figure 4. Tier 2 locations



Safety Countermeasures and Cost Effectiveness

Proven Safety Countermeasures were assigned to all Tier 1 and Tier 2 locations (see [Appendix H](#)). Proven Safety Countermeasures are a collection of 28 countermeasures that the Federal Highway Administration has identified as effective in reducing roadway fatalities and serious injuries on our Nation's highways.

The recommended projects in this Plan emphasize proven strategies consistent with Safe System principles, including:

- Speed and lane departure management
- Intersection control, visibility, and access modifications
- Pedestrian and bicycle safety enhancements

These projects were further evaluated using a weighted cost per risk factor, allowing locations with the greatest potential safety benefit per dollar invested to be identified for early implementation.

Specific safety countermeasure assignments and their assessed cost effectiveness can be found in [Appendix E](#).

From Analysis to Action

This safety data analysis establishes a defensible, regionwide foundation for Safety Action Plan decisions. It directly informs:

- Identification of priority roadway segments and intersections
- Selection and sequencing of safety projects
- Development of implementation timelines
- Readiness for SS4A funding and other safety grant opportunities

Together, these results support a focused, data driven approach to reducing fatal and serious injury crashes across the MIC planning area.

Community and Stakeholder Engagement

03

After priority roadway segments and intersections were identified using safety analysis data, priority locations were further calibrated to reflect community priorities based on the following criteria:

- **Vulnerable populations:** Based on a review of demographic data
- **Community input themes:** Based on locations that received multiple comments as part of the community engagement process, shown in Figure 5.

The community-based prioritization factors were kept separate from the technical factors to maintain transparency and the integrity of the technical process.

However, for any given location, the presence of one or more community-based prioritization factors influenced the project implementation timeframe (i.e., short-term, mid-term, long-term).

The presence of one indicator (i.e., vulnerable population location or public input hotspot) moved the project implementation timeframe up one tier sooner. The presence of both indicators automatically moved the project implementation timeframe to the short-term tier.

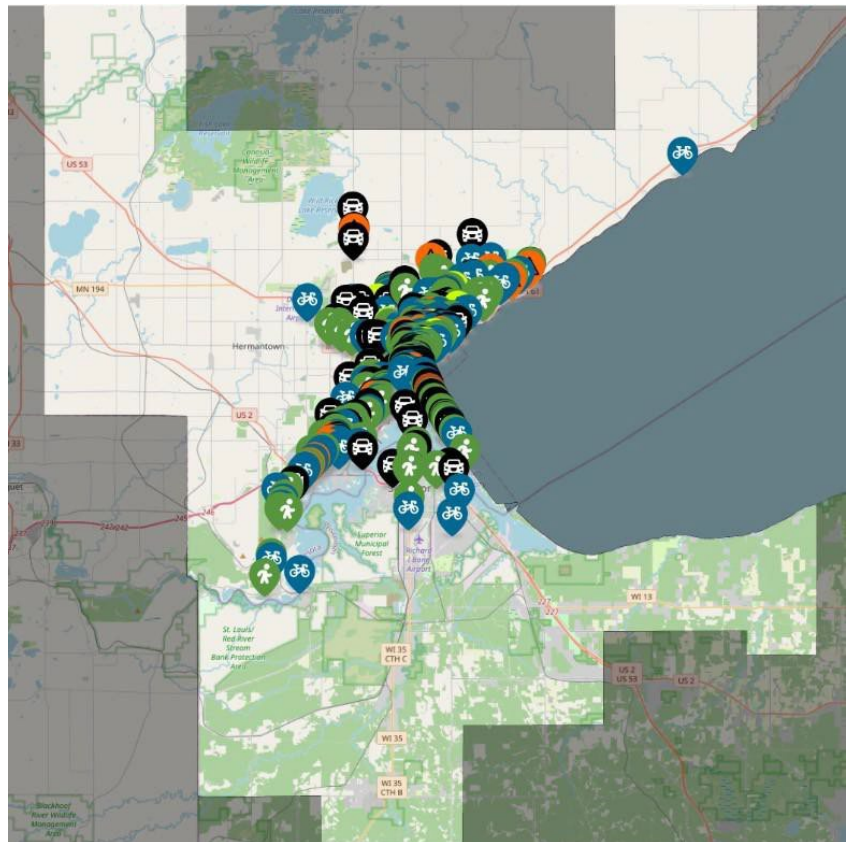


Figure 5. Online Comment Map

Engagement Activities

Engagement was informed by the project’s public engagement plan, which can be found in [Appendix C](#). To reach key stakeholders and target audiences, engagement for the Duluth-Superior Area Safety Action Plan project implemented a mix of engagement activities, including:

- Presentations at MIC Policy Board and Transportation Advisory Committee meetings
- Safety Action Plan Advisory Committee meetings
- Online interactive mapping site
- Focus groups
- Pop-ups
- Public meetings

Figure 6 provides an overview of these activities along with who was reached through each method.

Figure 6. Engagement Activities Summary



What We Heard

The following themes emerged from our engagement activities:

Unsafe vehicle speeds create safety issues across the planning area

Major roadways and corridors in the region often have wide roads and high-speed limits that contribute to safety issues. On the less-traveled, local roads, drivers often travel at speeds above the posted limit, creating safety issues.

Pedestrian crossings are inadequate or unsafe

Many pedestrians feel unsafe crossing roadways in the planning area due to the roadway and intersection design, as well as driver behavior. Many of the existing crossings lack pedestrian signals, lighting, median refuges, and other pedestrian safety infrastructure. Where enhanced crossings do exist, drivers often don't look or stop for pedestrians.

Pedestrian infrastructure is severely lacking

Much of the existing pedestrian infrastructure is outdated and non-ADA compliant. There are gaps in sidewalks and pedestrian infrastructure, sidewalks are too narrow, and are often overgrown or not well maintained.

Many intersections in the area are perceived to be dangerous

Intersections in the area feel unsafe for many road users due to their design. Intersections like the one at Mesaba Ave and E Central Entrance (MN 194), Rice Lake Road (CSAH 4), and Central Entrance Dr (MSAS 192) see the convergence of two principal arterials and two minor arterials. Other intersection safety issues include overly wide and multi-lane roads, poor traffic control, and visibility issues.

Visibility issues exist at many intersections

Cars parking too close to intersections, driveways and alleyways, snow piling at intersections, poor lighting, steep hills, and road curvature all contribute to visibility issues at intersections throughout the planning area.

Bicycle infrastructure is disconnected and unprotected

Road users noted that many safety issues exist for bicyclists in the region. The bike network is disconnected, which often puts cyclists in unsafe conditions in order to connect between major bikeways. Existing bike lanes are only protected by paint and driver behavior makes this lack of infrastructure feel deadly.

There is a strong demand for traffic calming and safer design

Many comments call for various roadway improvements, including road diets, protected bike lanes, pedestrian infrastructure, intersection control, and speed control measures.

Additional detail, including individual engagement activity summaries can be found in [Appendix D](#).

Prioritized Locations and Project Recommendations

04

Once roadway segments and intersections were prioritized according to safety analysis data, public engagement input and community social vulnerability factors were integrated into the project prioritization process.

For any given location, the presence of one or more community-based prioritization factors (i.e., public input hotspot or high social vulnerability) influenced the project implementation timeframe (i.e., short-term, mid-term, long-term).

The presence of one community-based prioritization factor moved the project implementation timeframe up one tier sooner (e.g., from long-term to mid-term).

The presence of both community-based prioritization factors automatically moved the project implementation timeframe to the short-term tier.

Figure 7 shows Tier 1 locations that received a higher priority implementation timeframe following incorporation of vulnerable population data and community input themes.

Figure 8 displays calibrated Tier 2 locations.

Figure 7. Tier 1 locations influenced by community data

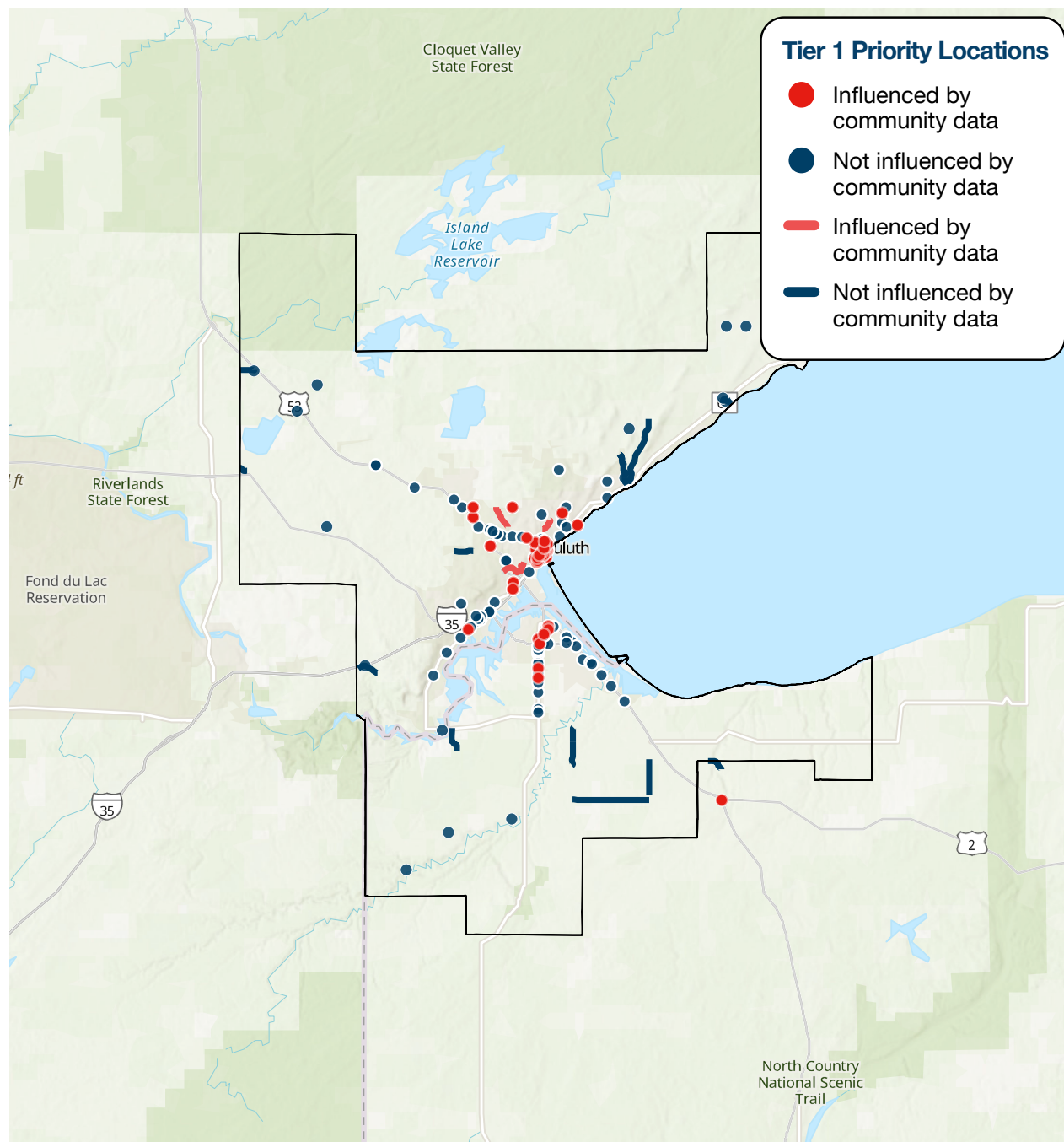
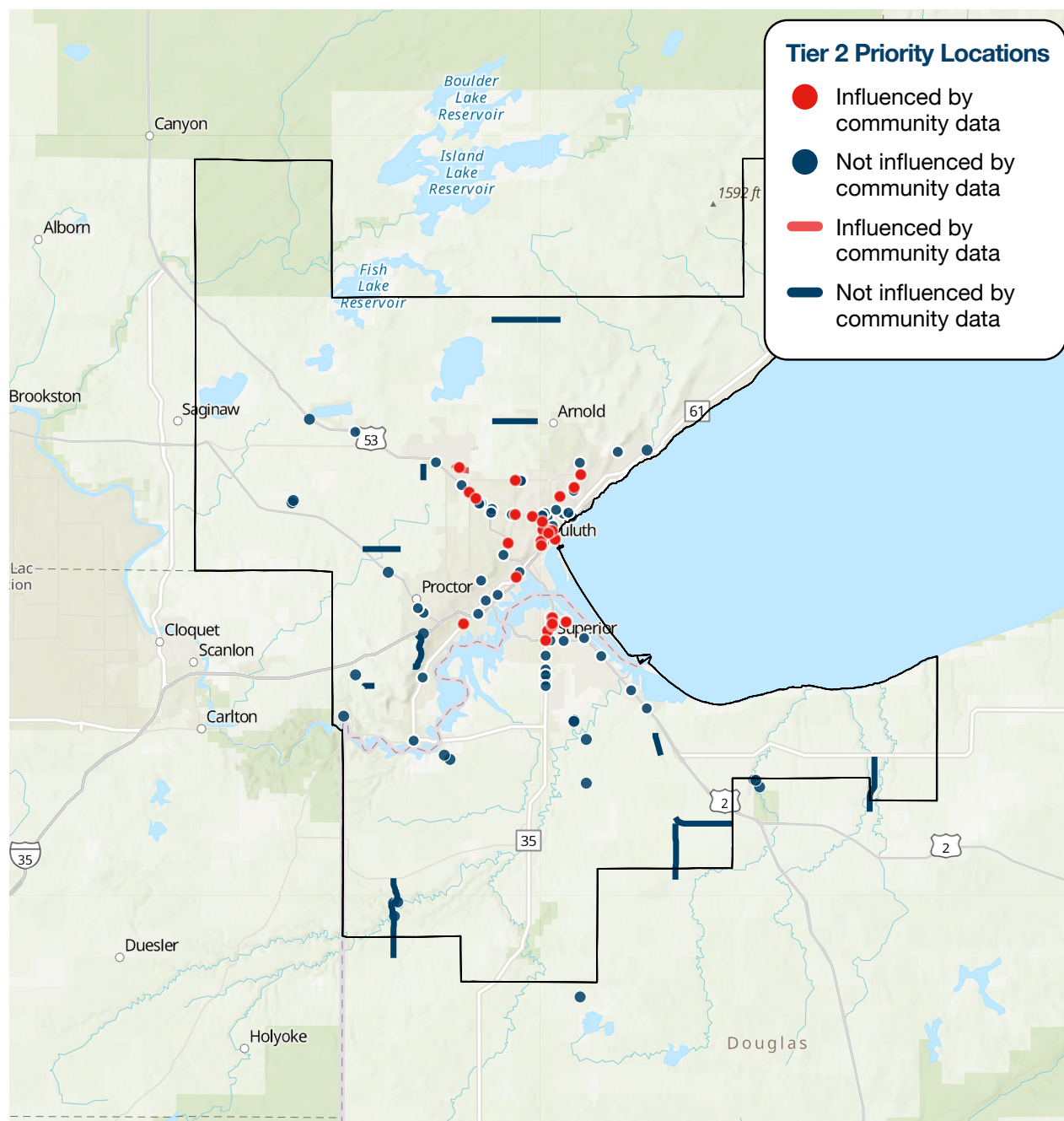


Figure 8. Tier 2 locations influenced by community data



Priority Locations and Project Recommendations

Project recommendations were assigned to each identified priority location and given a recommended project implementation timeline:

- Short-term: 0-3 years
- Mid-term: 4-6 years
- Long-term: 7-10 years

Tables 1-10 summarize the locations, costs, and implementation timeframes for each priority location. See [Appendix E](#) for details on the safety countermeasures recommended as improvements for each priority location.

as improvements for each priority location.

Figure 9. Appendix E: Project and Strategy Selection

Minnesota Priority Locations

Table 1. SEA 1: Segments – Rural two-lane undivided roads

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
Swan Lake Rd	City of Duluth	\$125,000	\$130,000	Short-term
Occidental Blvd	City of Duluth	\$129,000	\$136,000	Short-term
E Skyline Pkwy	City of Duluth	\$460,000	\$475,000	Short-term
W Skyline Pkwy	City of Duluth	\$710,000	\$758,000	Short-term
Seven Bridges Rd	City of Duluth	\$537,000	\$617,000	Mid-term
Lavaque Rd	City of Hermantown	\$48,000	\$48,000	Short-term
Morris Thomas Rd	City of Hermantown	\$111,000	\$111,000	Short-term
Swan Lake Rd	City of Hermantown	\$310,000	\$404,000	Short-term
Hermantown Rd	City of Hermantown	\$549,000	\$573,000	Mid-term
W Skyline Pkwy	City of Proctor	\$793,000	\$852,000	Long-term
Schultz Rd	City of Rice Lake	\$59,000	\$59,000	Short-term
Schultz Rd	City of Rice Lake	\$116,000	\$116,000	Short-term
W Calvary Rd	City of Rice Lake	\$984,000	\$923,000	Long-term
Ryan Rd	Duluth Township	\$151,000	\$169,000	Short-term
Ryan Rd	Duluth Township	\$89,000	\$480,000	Mid-term
CTH 8	Grand Lake Township	-	-	N/A
Lester River Rd	Lakewood Township	\$788,000	\$1,036,000	Long-term
Becks Rd	Midway Township	\$417,000	\$581,000	Mid-term
W Skyline	Midway Township	-	\$5,000	N/A
Saginaw Rd	Solway Township	\$177,000	\$185,000	Short-term

Wisconsin Priority Locations

Table 2. SEA 1: Segments – Rural two-lane undivided roads

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
CTH U	Lakeside Township	\$214,000	\$462,000	Mid-term
CTH D	Lakeside Township	\$840,000	\$850,000	Long-term
CTH K	Parkland Township	\$556,000	\$556,000	Mid-term
CTH E	Parkland Township	\$459,000	\$459,000	Mid-term
CTH K	Parkland Township	\$753,000	\$753,000	Long-term
CTH C	Parkland Township	\$1,211,000	\$1,211,000	Long-term
CTH C	Parkland Township	\$1,334,000	\$1,334,000	Long-term
CTH A	Superior Township	\$142,000	\$183,000	Short-term
CTH A	Superior Township	\$154,000	\$274,000	Short-term
CTH W	Superior Township	\$1,590,000	\$1,719,000	Long-term
S Chicago Ave	Village of Oliver	\$472,000	\$747,000	Mid-term

Minnesota Priority Locations

Table 3. SEA 1: Curves – Rural two-lane undivided roads

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
Occidental Blvd	City of Duluth	\$3,000	\$4,423	Short-term
TH 39/ E McCuen St	City of Duluth	\$7,000	\$7,000	Short-term
W Skyline Pkwy	City of Duluth	\$8,000	\$8,000	Short-term
Occidental Blvd	City of Duluth	\$4,000	\$8,999	Short-term
E Skyline Pkwy	City of Duluth	\$5,000	\$33,132	Short-term
H 210/Oldenber g Pkwy	City of Duluth	\$51,000	\$51,000	Mid-term
Swan Lake Rd	City of Duluth	\$5,000	\$10,311	Short-term
W Skyline Pkwy	City of Duluth	\$5,000	\$7,731	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$6,871	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$6,914	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$7,131	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$9,850	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$12,586	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$13,300	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$14,549	Short-term
W Skyline Pkwy	City of Duluth	\$5,000	\$14,927	Short-term
Seven Bridges Rd	City of Duluth	\$5,000	\$15,270	Short-term
E Skyline Pkwy	City of Duluth	\$5,000	\$23,081	Short-term
W Skyline Pkwy	City of Duluth	\$5,000	\$19,671	Short-term
W Skyline Pkwy	City of Duluth	\$5,000	\$54,203	Short-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
W Skyline Pkwy	City of Duluth	\$5,000	\$25,536	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$19,205	Mid-term
W Skyline Pkwy	City of Duluth	\$5,000	\$27,208	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$27,660	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$22,320	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$22,893	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$23,534	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$25,501	Mid-term
W Skyline Pkwy	City of Duluth	\$23,000	\$25,790	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$27,937	Mid-term
E Skyline Pkwy	City of Duluth	\$5,000	\$28,605	Mid-term
Minnesota Ave	City of Duluth	\$43,000	\$43,000	Mid-term
W Skyline Pkwy	City of Duluth	\$5,000	\$32,279	Mid-term
Seven Bridges Rd	City of Duluth	\$5,000	\$33,863	Mid-term
W Skyline Pkwy	City of Duluth	\$5,000	\$35,859	Mid-term
Lester River Rd	City of Duluth	\$48,000	\$52,809	Long-term
W Skyline Pkwy	City of Duluth	\$5,000	\$28,407	Long-term
W Skyline Pkwy	City of Duluth	\$5,000	\$47,214	Long-term
Skyline Pkwy	City of Duluth	\$5,000	\$49,618	Long-term
W Skyline Pkwy	City of Duluth	\$5,000	\$62,941	Long-term
Lester River Rd	City of Duluth	\$42,000	\$76,711	Long-term
Lester River Rd	City of Duluth	\$42,000	\$76,782	Long-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
W Skyline Pkwy	City of Duluth	\$5,000	\$66,171	Long-term
Swan Lake Rd	City of Hermantown	\$79,000	\$79,000	Mid-term
Hermantown Rd	City of Hermantown	\$5,000	\$9,563	Short-term
Hermantown Rd	City of Hermantown	\$19,000	\$21,313	Short-term
W Skyline Pkwy	City of Proctor	\$5,000	\$8,697	Short-term
W Skyline Pkwy	City of Proctor	\$5,000	\$9,326	Short-term
W Skyline Pkwy	City of Proctor	\$9,000	\$12,360	Short-term
Ryan Rd	Duluth Township	\$100,000	\$100,000	Long-term
E Shilhon Rd	Duluth Township	\$91,000	\$91,000	Long-term
Ryan Rd	Duluth Township	\$140,000	\$167,328	Long-term
Ryan Rd	Duluth Township	\$251,000	\$278,039	Long-term
Korkki Rd	Duluth Township	\$78,000	\$78,000	Long-term
Ryan Rd	Duluth Township	\$18,000	\$20,351	Mid-term
CTH 8	Grand Lake Township	\$18,000	\$18,000	Short-term
Industrial Rd	Grand Lake Township	\$185,000	\$185,000	Long-term
Munger Shaw Rd	Grand Lake Township	\$240,000	\$240,000	Long-term
Caribou Lake Rd	Grand Lake Township	\$211,000	\$211,000	Long-term
W Tischer Rd	Lakewood Township	\$274,000	\$274,000	Long-term
Lester River Rd	Lakewood Township	\$24,000	\$41,424	Mid-term
Lester River Rd	Lakewood Township	\$26,000	\$45,921	Mid-term
Lester River Rd	Lakewood Township	\$20,000	\$33,392	Long-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
Lester River Rd	Lakewood Township	\$46,000	\$84,695	Long-term
Becks Rd	Midway Township	\$23,000	\$41,695	Mid-term
St . Louis River Rd	Midway Township	\$59,000	\$59,000	Mid-term
Becks Rd	Midway Township	\$141,000	\$184,183	Long-term
W Skyline	Midway Township	\$5,000	\$5,000	Short-term
Maple Grove Rd	Solway Township	\$38,000	\$38,000	Mid-term
Maple Grove Rd	Solway Township	\$46,000	\$46,000	Mid-term
Maple Grove Rd	Solway Township	\$47,000	\$47,000	Mid-term
Saginaw Rd	Solway Township	\$4,000	\$64,305	Long-term
Saginaw Rd	Solway Township	\$4,000	\$65,650	Long-term

Wisconsin Priority Locations

Table 4. SEA 1: Curves – Rural two-lane undivided roads

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
N 58th St	City of Superior	\$7,000	\$7,000	Short-term
N 58th St	City of Superior	\$21,000	\$21,000	Short-term
CTH A	Douglas Township	\$53,000	\$53,000	Mid-term
CTH U	Douglas Township	\$38,000	\$55,337	Mid-term
CTH U	Douglas Township	\$41,000	\$60,097	Mid-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE (NO OVERLAP WITH CURVES)	PROJECT COST ESTIMATE (INCLUDING COSTS FOR CURVES)	IMPLEMENTATION TIMELINE PRIORITY
CTH U	Douglas Township	\$72,000	\$107,618	Long-term
CTH U	Lakeside Township	\$68,000	\$100,500	Long-term
CTH U	Lakeside Township	\$29,000	\$50,947	Long-term
CTH W	Superior Township	\$5,000	\$5,000	Short-term
CTH W	Superior Township	\$5,000	\$5,000	Short-term
CTH W	Superior Township	\$14,000	\$14,000	Short-term
42nd Ave	Superior Township	\$41,000	\$46,926	Mid-term
CTH C	Superior Township	\$214,000	\$214,000	Long-term
CTH C	Superior Township	\$260,000	\$260,000	Long-term
CTH A	Superior Township	\$72,000	\$80,443	Long-term
CTH W	Superior Township	\$95,000	\$95,000	Long-term
CTH W	Superior Township	\$5,000	\$5,000	Short-term
CTH W	Superior Township	\$5,000	\$5,000	Short-term
CTH A	Superior Township	\$48,000	\$52,393	Long-term
S Chicago Ave	Village of Oliver	\$35,000	\$40,824	Mid-term
S Chicago Ave	Village of Oliver	\$233,000	\$238,568	Long-term
S Chicago Ave	Village of Oliver	\$7,000	\$72,841	Long-term

Minnesota Priority Locations

Table 5. SEA 2: Urban Two-Way Stop-Controlled Intersections

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
Midway Rd, Old Miller Trunk Hwy	Canosia Township	\$160,000	Short-term
W 4th St, N 3rd Ave W	City of Duluth	\$267,000	Short-term
Skyline Pkwy, TH 194/Mesaba Ave, E 9th St, Mesaba Ave	City of Duluth	\$1,213,000	Short-term
W Michigan St, W Superior St, W Michigan St	City of Duluth	\$4,000	Short-term
TH 23/Commonwealth Ave, TH 39/E McCuen St .	City of Duluth	\$13,000	Short-term
Haines Rd, W Skyline Pkwy, Haines Rd	City of Duluth	\$41,000	Short-term
London Rd, S 14th Ave E, London Rd	City of Duluth	\$116,000	Short-term
E Skyline Pkwy, E Skyline Pkwy, E 13th St	City of Duluth	\$136,000	Short-term
E 4th St, N 12th Ave E	City of Duluth	\$167,000	Short-term
Woodland Ave, W Redwing St	City of Duluth	\$238,000	Short-term
Railroad St, Railroad St, Harbor Dr	City of Duluth	\$472,000	Short-term
Rice Lake Rd, Rice Lake Rd, E Skyline Pkwy	City of Duluth	\$484,000	Short-term
E 4th St, N 4th Ave E	City of Duluth	\$711,000	Short-term
4th St, TH 194/Mesaba Ave	City of Duluth	\$1,215,000	Short-term
Woodland Ave, Woodland Ave	City of Duluth	\$365,000	Mid-term
N 6th Ave E, E 7th St	City of Duluth	\$629,000	Mid-term
TH23/Grand Ave, S 63rd Ave W	City of Duluth	\$1,131,000	Mid-term
Glenwood St, Glenwood St, N 43rd Ave E	City of Duluth	\$823,000	Mid-term
N 24th Ave W, S 24th Ave W, W Superior St, W Superior St	City of Duluth	\$1,255,000	Mid-term
N 1st St E, E 4th St, N 1st Ave E	City of Duluth	\$2,197,000	Mid-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
E 9th St, 11th Ave E	City of Duluth	\$1,566,000	Long-term
Rice Lake Rd, Rice Lake Rd, E 13th St	City of Duluth	\$1,575,000	Long-term
N 21st Ave E, E 1st St	City of Duluth	\$1,880,000	Long-term
E 2nd St, N 14th Ave E	City of Duluth	\$1,961,000	Long-term
E Superior St, N 14th Ave E, S 14th Ave E, E Superior St	City of Duluth	\$2,629,000	Long-term
Highland Ave, Vinland St, W Skyline Pkwy, Getchell Rd	City of Duluth	\$2,567,000	Long-term
Crosley Ave, 47th Ave E	City of Duluth	\$2,653,000	Long-term
E Superior St, 47th Ave E, 47th Ave E	City of Duluth	\$3,482,000	Long-term
N 59th Ave W, N 59th Ave W, Cody St, Cody St	City of Duluth	\$4,416,000	Long-term
Highway 2, Highway 2, N 2nd Ave	City of Proctor	\$224,000	Short-term

Wisconsin Priority Locations

Table 6. SEA 2: Urban Two-Way Stop-Controlled Intersections

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
Highway 53, Catlin Ave	City of Superior	\$308,000	Short-term
E 2nd St - Hwy 53/2, E 2nd St - Hwy 53/2, 23rd Ave E	City of Superior	\$322,000	Short-term
Hammond Ave, N 5th St, Hammond Ave, N 5th St	City of Superior	\$288,000	Short-term
Highway 53, Grand Ave, Grand Ave	City of Superior	\$413,000	Short-term
Hammond Ave, Broadway St, Hammond Ave	City of Superior	\$501,000	Short-term
Highway 53, N 5th St	City of Superior	\$711,000	Short-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
Belknap St, E 5th St, E 5th St, Belknap St	City of Superior	\$1,025,000	Short-term
Highway 53, E St	City of Superior	\$1,931,000	Short-term
Tower Ave, N 58th St, Tower Ave	City of Superior	\$353,000	Mid-term
Tower Ave, Tower Ave, N 34th St, N 34th St	City of Superior	\$648,000	Mid-term
E 2nd St - Hwy 53/2, Marina Dr, E 2nd St - Hwy 53/2	City of Superior	\$693,000	Mid-term
Tower Ave, Tower Ave, N 16th St	City of Superior	\$727,000	Mid-term
Tower Ave, N 56th St, Tower Ave	City of Superior	\$858,000	Mid-term
Tower Ave, N 40th St	City of Superior	\$1,185,000	Mid-term
N 12th St, N 12th St, Tower Ave, Tower Ave	City of Superior	\$1,549,000	Mid-term
N 3rd St, N 3rd St	City of Superior	\$1,952,000	Mid-term
Broadway St, Broadway St, Ogden Ave, Ogden Ave	City of Superior	\$2,789,000	Mid-term
E 2nd St - Hwy 53/2, E 2nd St - Hwy 53/2, E 3rd St	City of Superior	\$3,725,000	Long-term
E 2nd St - Hwy 53/2, 31st Ave E, E 2nd St - Hwy 53/2	City of Superior	\$3,562,000	Long-term
Tower Ave, Henry Cohen Dr	City of Superior	\$3,680,000	Long-term

Minnesota Priority Locations

Table 7. SEA 3: Signalized Intersections on Multilane Arterials

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
USTH 53 (Miller Trunk Hwy) & CSAH 13 (Midway Rd)	Canosia Township	\$118,000	Short-term
Railroad Street and Canal Park Dr	City of Duluth	\$10,000	Short-term
Arrowhead Road and Arlington Ave	City of Duluth	\$240,000	Short-term
CSAH 9 (4th St) at 6th Ave E	City of Duluth	\$501,000	Short-term
Superior Street and 27th Ave W	City of Duluth	\$512,000	Short-term
CSAH 9 (Woodland Ave) at W Arrowhead Rd	City of Duluth	\$390,000	Short-term
TH 194 (Central Ent) & MSAS 182 (Pecan Ave)	City of Duluth	\$464,000	Short-term
US 2 at CSAH 14 (Boundary Ave)	City of Duluth	\$58,000	Short-term
USTH 53 & CSAH 54 (Piedmont Ave)	City of Duluth	\$194,000	Short-term
Grand Ave and 46th Ave W	City of Duluth	\$280,000	Short-term
USTH 53 (Trinity Rd) & CSAH 90 (Arlington Ave)	City of Duluth	\$513,000	Short-term
USTH 53 (Trinity Rd) & MSAS 198 (Anderson Rd)	City of Duluth	\$525,000	Short-term
Summit Street and Woodland Ave	City of Duluth	\$500,000	Short-term
TH 194 (Mesaba Ave) & MSAS 127 (W 7th St)	City of Duluth	\$575,000	Short-term
TH 194 (Mesaba Ave) & MSAS 126 (W 3rd St)	City of Duluth	\$855,000	Short-term
MNTH 23 (Grand Ave) & MSAS 108, MUN 153 (Raleigh St)	City of Duluth	\$1,840,000	Short-term
TH 194 & CSAH 4 (Rice Lake Rd) & MSAS 192 (Central Ent)	City of Duluth	\$562,000	Short-term
First Street and 46th Ave W	City of Duluth	\$637,000	Short-term
Clover Street and Woodland Ave	City of Duluth	\$520,000	Mid-term
MNTH 23 (Grand Ave) & River West Dr/Warwick St	City of Duluth	\$929,000	Mid-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
MNTH 23 (Grand Ave) & MUN 172 (72nd Ave W)	City of Duluth	\$933,000	Mid-term
MNTH 23 (Grand Ave) & MSAS 101 (88th Ave W)	City of Duluth	\$933,000	Mid-term
Michigan Street and 27th Ave W	City of Duluth	\$3,184,000	Mid-term
TH 194 (Central Ent) & CSAH 90 (Arlington Ave)	City of Duluth	\$3,029,000	Mid-term
College Street and Kenwood Ave	City of Duluth	\$2,843,000	Long-term
Arrowhead Road and Rice Lake Road (CSAH 4)	City of Duluth	\$2,939,000	Long-term
TH 194 (Central Ent) & MSAS 205, M 494 (Basswood Ave)	City of Duluth	\$3,041,000	Long-term
TH 194 (Central Ent) & MSAS 198, M 535 (Anderson Rd)	City of Duluth	\$3,293,000	Long-term
USTH 53 (Trinity Rd) & MSAS 209, MUN 1414 (Mall Drive)	City of Duluth	\$2,936,000	Long-term
USTH 53 (Trinity Rd) & USTH 194 (Central Ent)	City of Duluth	\$2,963,000	Long-term
USTH 53 (Miller Trunk Hwy) & CSAH 48 (Lavaque Bypass Rd), MSAS 101 (Ugstad Rd)	City of Hermantown	\$273,000	Short-term
USTH 53 (Miller Trunk Hwy) & CSAH 91 (Haines Rd)	City of Hermantown	\$1,309,000	Short-term
USTH 53 (Miller Trunk Hwy) & CSAH 17, MSAS 103 (Stebner Rd)	City of Hermantown	\$1,094,000	Mid-term
USTH 53 (Miller Trunk Hwy) & MSAS 104, CSAH 32 (W Arrowhead Rd)	City of Hermantown	\$3,153,000	Long-term
USTH 53 (Miller Trunk Hwy) & MSAS 107 (Loberg Ave)	City of Hermantown	\$2,735,000	Long-term
TH 53 & MSAS 108 (Cirrus Dr), M166 (Sugar Maple Dr)	City of Hermantown	\$2,675,000	Long-term

Wisconsin Priority Locations

Table 8. SEA 3: Signalized Intersections on Multilane Arterials

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
USH 2/USH 53 (E 2nd) & 22nd Ave E	City of Superior	\$232,000	Short-term
STH 35 (Tower Ave) & N 31st St	City of Superior	\$447,000	Mid-term
STH 35 (Tower Ave) & N 37th St	City of Superior	\$447,000	Mid-term
18th Ave E & E 5th St	City of Superior	\$883,000	Mid-term
USH 2/USH 53 (E 2nd) & 18th Ave E	City of Superior	\$659,000	Mid-term
USH 53 (2nd St) & USH 2 (Belknap St)	City of Superior	\$2,897,000	Mid-term
STH 35 (Tower Ave) & N 28th St	City of Superior	\$3,095,000	Long-term
STH 35 (Tower Ave) & N 21st St	City of Superior	\$3,095,000	Long-term
USH 2/USH 53 (E 2nd) & 39th Ave E	City of Superior	\$2,892,000	Long-term

Minnesota Priority Locations

Table 9. SEA 4: Urban Intersections – Pedestrian and bicycle crashes

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
Midway Rd, Midway Rd, Highway 53, Highway 53	Canosia Township	\$100,000	Short-term
N 1st Ave E, S 1st Ave E, E Superior St, E Superior St	City of Duluth	\$54,000	Short-term
E Superior St, S 3rd Ave E, N 3rd Ave E	City of Duluth	\$54,000	Short-term
Railroad St, S Lake Ave, Canal Park Dr	City of Duluth	\$46,000	Short-term
N 4th Ave W, S 4th Ave W, W Superior St	City of Duluth	\$54,000	Short-term
E Superior St, S 2nd Ave E, N 2nd Ave E, E Superior St	City of Duluth	\$54,000	Short-term
N 6th Ave W, S 6th Ave W, W Superior St	City of Duluth	\$54,000	Short-term
W Superior St, S 1st Ave W, W Superior St, N 1st Ave W	City of Duluth	\$54,000	Short-term
Mesaba Ave, Mesaba Ave, W 1st St, W 1st St	City of Duluth	\$70,000	Short-term
N 24th Ave W, N 24th Ave W, W 3rd St, W 3rd St	City of Duluth	\$85,000	Short-term
S 5th Ave W, N 5th Ave W, W Superior St, W Superior St	City of Duluth	\$184,000	Short-term
E 2nd St, N 1st Ave E, N 1st Ave E	City of Duluth	\$224,000	Short-term
E 2nd St, N 3rd Ave E	City of Duluth	\$217,000	Short-term
W 2nd St, N 3rd Ave W	City of Duluth	\$224,000	Short-term
W 2nd St, N 4th Ave W, N 4th Ave W	City of Duluth	\$224,000	Short-term
N 1st Ave W, W 2nd St, N 1st Ave W	City of Duluth	\$224,000	Short-term
S Lake Ave, W Superior St, N Lake Ave, E Superior St	City of Duluth	\$476,000	Short-term
Arrowhead Rd, Arrowhead Rd, Rice Lake Rd	City of Duluth	\$43,000	Short-term
E Superior St, E Superior St, N 12th Ave E, S 12th Ave E	City of Duluth	\$54,000	Short-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
US 53 (Trinity Rd), Mall Dr	City of Duluth	\$70,000	Short-term
Maple Grove Rd, Maple Grove Rd, Mall Dr, Mall Dr	City of Duluth	\$87,000	Short-term
N 5th Ave E, E 2nd St	City of Duluth	\$94,000	Short-term
W Superior St, N 40th Ave W, W Superior St	City of Duluth	\$150,000	Short-term
Maple Grove Rd, Burning Tree Rd, Burning Tree Rd	City of Duluth	\$184,000	Short-term
E 2nd St, N 2nd Ave E, N 2nd Ave E	City of Duluth	\$224,000	Short-term
W 3rd St, N Lake Ave, E 3rd St	City of Duluth	\$240,000	Short-term
E 4th St, N 5th Ave E	City of Duluth	\$280,000	Short-term
N Lake Ave, W 1st St, E 1st St	City of Duluth	\$325,000	Short-term
N 6th Ave E, E 4th St, N 6th Ave E	City of Duluth	\$393,000	Short-term
E Central Entrance, Rice Lake Rd, N Central Entrance, Mesaba Ave	City of Duluth	\$353,000	Short-term
N 6th Ave E, E 3rd St, N 6th Ave E, N 6th Ave E, E 3rd St	City of Duluth	\$424,000	Short-term
N Lake Ave, E 2nd St, W 2nd St, N Lake Ave	City of Duluth	\$473,000	Short-term
US 53, Maple Burning Tree Rd	City of Duluth	\$416,000	Short-term
N 27th Ave W, W Superior St, W Superior St	City of Duluth	\$1,841,000	Short-term
W 1st St, S 46th Ave W, N 46th Ave W, Mike Colalillo Dr	City of Duluth	\$256,000	Mid-term
Grand Ave, Grand Ave, N 40th Ave W, N 40th Ave W	City of Duluth	\$273,000	Mid-term
Grand Ave, 88th Ave W	City of Duluth	\$257,000	Mid-term
Bristol St, Central Ave, Central Ave	City of Duluth	\$263,000	Mid-term
N 59th Ave W, Grand Ave, S 59th Ave W, Grand Ave	City of Duluth	\$294,000	Mid-term
US 53, US 53, S Arlington Ave	City of Duluth	\$297,000	Mid-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
Ramsey St, Grand Ave	City of Duluth	\$323,000	Mid-term
US 53, Maple Grove Rd	City of Duluth	\$323,000	Mid-term
E Superior St, N 4th Ave E	City of Duluth	\$405,000	Mid-term
Central Ave, Ramsey St, Ramsey St	City of Duluth	\$400,000	Mid-term
E St Marie St, Woodland Ave, W Saint Marie St	City of Duluth	\$420,000	Mid-term
Woodland Ave, Clover St	City of Duluth	\$420,000	Mid-term
Woodland Ave, Summit St	City of Duluth	\$453,000	Mid-term
N Central Ave, Grand Ave, Central Ave, Grand Ave	City of Duluth	\$442,000	Mid-term
US 53, Cottonwood Ave/Loberg Ave	City of Duluth	\$453,000	Mid-term
E Central Entrance, S Arlington Ave	City of Duluth	\$489,000	Mid-term
N 2nd Ave W, W 2nd St	City of Duluth	\$612,000	Mid-term
E 3rd St, E 3rd St, N 3rd Ave E	City of Duluth	\$516,000	Mid-term
N 6th Ave E, E 6th St	City of Duluth	\$675,000	Mid-term
E Central Entrance, Pecan Ave	City of Duluth	\$3,004,000	Mid-term
W Central Entrance, Basswood Ave	City of Duluth	\$489,000	Long-term
Woodland Ave, Woodland Ave, E Oxford St	City of Duluth	\$506,000	Long-term
W Central Entrance, Mall Dr	City of Duluth	\$565,000	Long-term
E 9th St, N Central Entrance, N 6th Ave E	City of Duluth	\$845,000	Long-term
N Central Entrance, E 10th St	City of Duluth	\$1,072,000	Long-term
Miller Trunk Hwy, W Central Entrance, US 53 (Trinity Rd), Joshua Ave	City of Duluth	\$3,040,000	Long-term
E Central Entrance, Blackman Ave	City of Duluth	\$3,404,000	Long-term
Haines Rd, Arrowhead Rd, Haines Rd, Arrowhead Rd	City of Hermantown	\$533,000	Mid-term

Wisconsin Priority Locations

Table 10. SEA 4: Urban Intersections – Pedestrian and bicycle crashes

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
Tower Ave, Tower Ave, Belknap St, Belknap St	City of Superior	\$211,000	Short-term
Tower Ave, N 21st St, N 21st St, Tower Ave	City of Superior	\$215,000	Short-term
Ogden Ave, Belknap St, Belknap St, Ogden Ave	City of Superior	\$251,000	Short-term
Highway 53, N 5th St	City of Superior	\$273,000	Short-term
Belknap St, Lamborn Ave, Grand Ave, Belknap St	City of Superior	\$251,000	Mid-term
E 2nd St - Hwy 53/2, 39th Ave E	City of Superior	\$273,000	Mid-term
Belknap St, Highway 53, E 2nd St - Hwy 53/2, Marina Dr	City of Superior	\$264,000	Mid-term
Tower Ave, N 31st St	City of Superior	\$502,000	Mid-term
Tower Ave, Tower Ave, N 34th St, N 34th St	City of Superior	\$380,000	Mid-term
Highway 53, Grand Ave, Grand Ave	City of Superior	\$620,000	Mid-term
Hammond Ave, N 7th St	City of Superior	\$560,000	Mid-term
Grand Ave, N 6th St	City of Superior	\$978,000	Mid-term
Winter St, Hammond Ave, Winter St	City of Superior	\$1,808,000	Mid-term
Hammond Ave, N 6th St	City of Superior	\$2,148,000	Mid-term
Tower Ave, N 20th St	City of Superior	\$564,000	Long-term
Belknap St, Hughitt Ave	City of Superior	\$478,000	Long-term
Tower Ave, N 40th St	City of Superior	\$478,000	Long-term
Tower Ave, N 17th St	City of Superior	\$553,000	Long-term
Tower Ave, N 19th St	City of Superior	\$553,000	Long-term

ROAD NAME	CITY/TOWNSHIP/ TOWN	PROJECT COST ESTIMATE	IMPLEMENTATION TIMELINE PRIORITY
Tower Ave, N 23rd St	City of Superior	\$500,000	Long-term
E 2nd St - Hwy 53/2, E 2nd St - Hwy 53/2, E 3rd St	City of Superior	\$548,000	Long-term
Tower Ave, Tower Ave, N 37th St, N 37th St	City of Superior	\$640,000	Long-term
Tower Ave, Tower Ave, N 16th St	City of Superior	\$808,000	Long-term
Tower Ave, N 18th St	City of Superior	\$981,000	Long-term
Belknap St, Catlin Ave, Catlin Ave	City of Superior	\$1,799,000	Long-term
Tower Ave, N 28th Ave, N 28th St, Tower Ave	City of Superior	\$2,725,000	Long-term
Belknap St, Hammond Ave	City of Superior	\$2,903,000	Long-term

Policy and Process Review

05

A review of plans, processes, policies, and other transportation safety documents was completed to inform the Safety Action Plan recommendations.

This review identified opportunities to strengthen safety-related policies and processes and improve alignment across the MIC and partner jurisdictions to advance shared safety goals.

Improving these policies and processes is an important step toward achieving zero traffic-related deaths and serious injuries.

This review included plans published by all agencies with roadway jurisdiction in the MIC planning area, including municipalities, counties, the states, and the MIC.

The following types of documents were reviewed:

- **State:** Statewide planning and engineering guidelines, including strategic highway safety plans (SHSPs) and roadway standards.
- **Regional:** MIC transportation plans and studies.
- **Local:** County and municipal plans and policies related to transportation safety, including comprehensive plans, active transportation plans, and ordinances on roadway design standards. Local documents that did not explicitly describe transportation were not included.

Recommendations

Five recommendation themes have emerged related to how the Safety Action Plan can support partner jurisdictions. These themes, along with the relevant documents associated with each, are summarized in Table 11. Together, they reflect broad opportunities for applying the Safety Action Plan across agencies and jurisdictions. More detailed, document-specific recommendations are provided in [Appendix F](#).

Table 11. Recommendations from the Policy and Process Review

RECOMMENDATIONS	RELEVANT DOCUMENTS
1. Integrate SAP project recommendations into capital programming, TIP project selection, and safety project funding applications	■ Duluth Area TIP ■ Superior Area TIP ■ Duluth 5-Year Capital Plan ■ St. Louis County CIP
2. Establish the SAP as the foundational safety planning resource for the MIC's Duluth-Superior Planning Area	■ Sustainable Choices 2050 Long Range Transportation Plan ■ Duluth-Superior Metropolitan Bikeways and Pedestrian Plans
3. Use the SAP to fill gaps in multimodal and freight corridor safety planning	■ Duluth-Superior Port Land Use Plan ■ Duluth-Superior Area Truck Route Study ■ City of Superior, WI Active Transportation Plan ■ Duluth and Superior Safe Routes to School plans
4. Support smaller jurisdictions to implement their safety goals through regional coordination	■ Canosia Township Comprehensive Plan (MN) ■ Duluth Township Comprehensive Plan (MN) ■ Village of Oliver Comprehensive Plan (WI) ■ Town of Lakewood Comprehensive Plan (MN) ■ Town of Superior Comprehensive Plan (WI)
5. Advance specific priority corridors and projects in alignment with the SAP	■ City of Duluth, MN Comprehensive Plan—Transportation Section ■ City of Hermantown, MN Comprehensive Plan—Transportation Section ■ City of Proctor, MN Comprehensive Plan—Transportation Section ■ City of Rice Lake, MN Comprehensive Plan—Transportation Section ■ City of Superior, WI Comprehensive Plan—Transportation Section ■ St. Louis County Comprehensive Plan

Progress and Transparency

06

Assessing progress towards achieving the goals of this plan is essential for accountability as the MIC works with local jurisdictions to implement the plan.

The MIC will collect, evaluate, and publicly report updates on progress towards achieving zero traffic-related fatalities and serious injuries in the region on an annual basis.

Table 12 outlines the metrics identified to assess progress towards crash reduction, as well as infrastructure projects and investments and policy and program changes made to advance the plan. Additional detail can be found in [Appendix G](#).

Table 12. Metrics for measuring and reporting progress

CATEGORY	METRIC (MEASURED ANNUALLY)
Crash Reduction	■ Total fatal and serious injury crashes compared to previous year and to 2035 (interim) and 2050 (ultimate) plan goals ■ Pedestrian and bicycle fatal and serious injury crashes compared to previous year
Infrastructure Projects and Investments	■ Number of projects with safety improvements • Total • By priority ranking ■ Dollar value of safety improvements constructed • Total • By priority ranking • Specifically addressing pedestrians and cyclists
Policy and Program Changes	■ Number of policies, processes, or programs initiated or completed that contribute to improving traffic safety, as well as the following items for each: • Geographic reach (spot-location, corridor, jurisdiction, region, etc.) • Temporal impact (one-time, ongoing, etc.) • Affected population (public-facing policy, internal, etc.) ■ Number of education events or campaigns that contribute to improving traffic safety

Other Implementation Recommendations

07

This section translates the Safety Action Plan's policy, program, practice, and partnership recommendations into implementable actions.

Each recommendation identifies the lead and supporting agencies, when the action should occur, and how progress will be measured using the reporting metrics outlined in the previous chapter.

The summary below highlights the major themes, and recommended implementation actions are outlined in Tables 13-16. These tables provide a compact reference for tracking responsibilities, timelines, and performance measures.

Collectively, these recommendations provide a regional framework for implementing the Safety Action Plan while recognizing the respective roles and responsibilities of roadway-owning agencies. Through continued collaboration and strategic investment, the MIC can help member jurisdictions implement proven safety strategies and advance a safer transportation system for all users.

It is important to note that the extent to which city, county, and state agencies can carry out the recommended projects will depend on the financial resources available, and additional funding would support more of this work. One important outcome of this Plan is that it can be used to leverage safety-related federal and state grants to make some of these targeted safety improvements.

1

MAJOR THEME

Program:

Align Funding and Project Selection with Safety Priorities

1.a. Revise regional Transportation Improvement Program (TIP) development processes to prioritize implementation of the Safety Action Plan. Projects located at Tier 1 and Tier 2 priority locations and projects that incorporate FHWA Proven Safety Countermeasures should receive enhanced consideration during project evaluation and selection.

1.a.i. Include scoring elements that recognize projects addressing identified Safety Action Plan locations, reducing fatal and serious injury crash risk, improving safety outcomes for vulnerable users, and advancing implementation of recommendations identified in [Appendix E](#).

1.b. Maintain and periodically update the priority project list, cost estimates, and supporting documentation needed to position member jurisdictions for SS4A Implementation Grants, Highway Safety Improvement Program (HSIP) funding, and other state and federal safety funding opportunities.

Table 13. Program: Recommended Implementation Actions

REC .	ACTION	TIMEFRAME	LEAD	SUPPORT	CORRESPONDING
1.a	Revise TIP project selection criteria to prioritize SAP implementation.	Next TIP update cycle	MIC	Member jurisdictions; MnDOT; WisDOT; roadway owners	- Infrastructure projects and investments; - Policy and program changes
1.a.i	Add scoring for priority locations, fatal and serious injury crash risk, vulnerable users, proven countermeasures, and Appendix E priorities.	Next TIP update cycle	MIC	Member jurisdictions	- Infrastructure projects and investments; - Crash reduction
1.b	Update project list to reflect completed projects and assess policy and program changes that have occurred.	Annually, beginning with first progress report	MIC	Member jurisdictions	Infrastructure projects and investments
	Obtain and analyze crash data for five-to ten-year periods, beginning in 2026, and update priority lists and planning-level costs accordingly.	Every five-to ten years as needed to maintain SS4A grant readiness.	MIC	Member jurisdictions	Infrastructure projects and investments

2

MAJOR THEME

Policy:

Advance Complete Streets and Context-Sensitive Speed Management

2.a. Encourage local jurisdictions to adopt resolutions supporting the region's goal of eliminating traffic fatalities and serious injuries and to incorporate Safe System principles into local transportation-related policies and plans.

2.b. Support local jurisdictions in adopting and maintaining Complete Streets principles as part of a shared regional approach to safe, context-sensitive street design for all transportation investments.

2.c. Support roadway owners in conducting engineering-based speed analyses at Tier 1 and Tier 2 priority locations, particularly where crash history, pedestrian activity, bicycle activity, school access, transit access, or other community factors indicate a need to evaluate operating speeds.

2.d. Work with partner agencies to identify corridor and intersection locations where speed management, traffic calming, and roadway design improvements can reduce fatal and serious injury crash risk while remaining consistent with applicable Minnesota and Wisconsin requirements.

Table 14. Policy: Recommended Implementation Actions

REC .	ACTION	TIMEFRAME	LEAD	SUPPORT	CORRESPONDING
2.a	Ask local jurisdictions to consider zero-fatality and serious-injury resolutions	Within 24 months; track annually	MIC	Local jurisdictions	• Policy and program changes
2.b	Adopt Complete Streets principles	Ongoing	Local jurisdictions	MIC	• Policy and program changes
2.c	Identify candidates for speed analyses at Tier 1 and Tier 2 locations	Within 18 months; update annually	Roadway owners	MIC	• Policy and program changes; • Infrastructure projects and investments; • Crash reduction
2.d	Identify candidates for speed management, traffic calming, and safer roadway design	Within 18 months; revisit annually	Roadway owners	MIC	• Infrastructure projects and investments; • Policy and program changes; • Crash reduction

3

MAJOR

Practice:

Practice: Integrate Safety into Routine Project Delivery

3.a. In addition to location-specific improvements, promote systemic implementation of proven safety countermeasures across roadway categories identified through the Safety Action Plan analysis. Examples may include widespread deployment of rumble strips, enhanced curve delineation, pedestrian crossing enhancements, lighting improvements, or intersection visibility treatments where risk factors are common across a corridor or roadway type.

3.b. Support demonstration and quick-build projects that allow agencies to test safety treatments and collect before-and-after performance data prior to permanent implementation.

3.c. Develop and maintain a regional safety implementation toolkit that roadway owners can use during project scoping, design, resurfacing, signal upgrades, bridge rehabilitation, and other routine transportation projects.

3.c.i. Include a safety review process and a checklist of low-cost, high-benefit countermeasures that can be evaluated whenever roadway work is programmed.

Table 15. Practice: Recommended Implementation Actions

REC .	ACTION	TIMEFRAME	LEAD	SUPPORT	CORRESPONDING
3.a	Identify systemic opportunities for proven safety countermeasures	Within 24 months; update annually	Roadway owners	MIC	• Infrastructure projects and investments; • Crash reduction
3.b	Identify demonstration and quick-build projects and report outcomes	Within 12 months; report	Roadway owners	MIC	• Infrastructure projects and investments; • Policy and program changes; • Crash reduction
3.c	Develop and maintain a regional safety implementation toolkit	Within 2-3 years; review annually	MIC	Roadway owners; MnDOT; WisDOT; counties; municipalities; public works staff	• Policy and program changes; • Infrastructure projects and investments
3.c.i	Provide a safety review process and countermeasure checklist	Update with toolkit; review annually	MIC	Partner agencies	• Policy and program changes; • Infrastructure projects and investments

4

MAJOR THEME

Partnership:

Strengthen Bi-State Safety Coordination

4.a. As the region's bi-state Metropolitan Planning Organization, the MIC will continue to convene Minnesota and Wisconsin transportation agencies, counties, municipalities and transit providers, and reach out to other community partners to communicate our Vision Zero goal and coordinate implementation of the Safety Action Plan.

4.b. Maintain regionwide safety data, track implementation progress, share best practices, and identify opportunities to align safety strategies across jurisdictional boundaries and differing state design practices.

4.c. Provide assistance to smaller jurisdictions that may lack dedicated safety planning resources and help connect local agencies with funding, training, and implementation support.

4.d. Explore opportunities to strengthen post-crash care coordination and emergency response collaboration as part of the Safe System Approach and continue to identify strategies that improve safety outcomes for pedestrians, bicyclists, and other vulnerable road users across the region.

Table 16. Partnership: Recommended Implementation Actions

REC .	ACTION	TIMEFRAME	LEAD	SUPPORT	CORRESPONDING
4.a	Convene regional safety partners to coordinate implementation.	Ongoing	MIC	Transportation agencies; counties; municipalities; public health; emergency responders; transit providers; community partners	• Policy and program changes • Infrastructure projects and investments
4.b	Maintain safety data, track implementation, share best practices, and identify cross-jurisdictional alignment.	Annual progress reporting	MIC	MnDOT; WisDOT; counties; municipalities; roadway owners	• Crash reduction • Infrastructure projects and investments • Policy and program changes
4.c	Provide technical assistance to smaller jurisdictions.	Ongoing, as needed	MIC	Smaller jurisdictions	• Policy and program changes • Infrastructure projects and investments
4.d	Explore post-crash care coordination and emergency response collaboration.	Ongoing; report annually	MIC	Emergency responders; public health partners; law enforcement; roadway owners; transit providers; local jurisdictions	• Policy and program changes • Crash reduction

Appendices

08

- [Appendix A – MIC Policy Board Commitment](#)
- [Appendix B – Safety Analysis Update](#)
- [Appendix C – Community and Stakeholder Engagement Plan](#)
- [Appendix D – Engagement Summary](#)
- [Appendix E – Project and Strategy Selection](#)
- [Appendix F – Policy and Process Review](#)
- [Appendix G – Progress and Transparency](#)
- [Appendix H – Proven Safety Countermeasures](#)
- [Appendix I – SS4A Self-Certification Eligibility Worksheet](#)

RESOLUTION 26-03
OF THE
DULUTH-SUPERIOR METROPOLITAN INTERSTATE COUNCIL

Establishing the Metropolitan Interstate Council's commitment to attaining the goal of zero traffic deaths and serious injuries for all modes of travel in the MIC's Planning Area by 2050, with an interim goal of a 50% reduction in fatal and serious injury crashes by 2035
and
to implementing an ongoing monitoring process for measuring and reporting progress made toward meeting these goals over time

WHEREAS, in accordance with 23 U.S.C. § 134, the Governors of Minnesota and Wisconsin designated the Arrowhead Regional Development Commission (ARDC) and the Northwest Regional Planning Commission (NWRPC), respectively, as the joint Metropolitan Planning Organization (MPO) to carry out continuing, comprehensive, cooperative urban transportation planning for the Duluth, MN–Superior, WI Metropolitan Planning Area; and

WHEREAS, ARDC and NWRPC through formal agreement, jointly created the Metropolitan Interstate Committee (MIC), later renamed the Metropolitan Interstate Council (MIC); and

WHEREAS, the MIC is responsible for complying with all appropriate federal MPO requirements of 23 U.S.C. § 134 and 135, 23 U.S.C. § 150, 42 U.S.C. § 7410, 49 U.S.C. § 5303 and 5304, 23 CFR § 450, and 49 CFR § 1.85 and 1.90; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) established a new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion dollars in appropriated funds over a 5-year period to fund regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries; and

WHEREAS, the MIC received an SS4A planning grant to complete a comprehensive *Duluth-Superior Area Safety Action Plan* intended to reduce and eventually eliminate fatal and serious crashes for all roadway users, and

WHEREAS, the MIC's *Duluth-Superior Area Safety Action Plan* will meet the requirements of the SS4A discretionary program, which will allow MIC-area jurisdictions to apply for future SS4A implementation and demonstration grants to fund priority projects identified in the Safety Action Plan; and

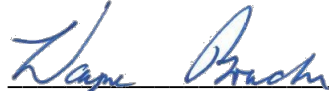
WHEREAS, the MIC's *Duluth-Superior Area Safety Action Plan* requires the governing body to publicly commit to the goal of zero roadway fatalities and serious injuries, either by setting a target date for achieving zero or by establishing interim targets for significant reductions by a specified date; and

WHEREAS, the MIC Planning Area's five-year (2020-2024) average annual fatal crash total (8) and five-year (2020-2024) average annual serious injury crash total (35) will serve as a baseline for the MIC's interim and final goals;

NOW, THEREFORE, BE IT RESOLVED that the MIC, by and through its Policy Board, hereby commits to attaining the goal of zero traffic deaths and serious injuries for all modes of travel in the MIC's Planning Area by 2050, with an interim goal of a 50% reduction in fatal and serious injury crashes by 2035; and

BE IT FURTHER RESOLVED that the MIC commits to (a) implementing an ongoing monitoring process for measuring and reporting progress made toward meeting these goals over time, using outcome-based data and proposed performance metrics in accordance with the final adopted Safety Action Plan, (b) establishing a working group charged with ongoing oversight of the implementation and monitoring of the Duluth-Superior Safety Action Plan, comprised of various members of the Safety Action Plan Advisory Committee and others as identified in the final adopted Safety Action Plan, and (c) maintaining transparency and accountability in advancing its safety objectives by publicly posting all such progress reports online.

ATTEST:


Wayne Boucher, Policy Board Co-Chair (MN)


Nick Baker, Policy Board Co-Chair (WI)


Ron Chicka, MIC Director

January 21, 2026
Date

Duluth-Superior Safety Action Plan

www.dsmic.org/sap

