



MIC Policy Board

September 16, 2026

Rondi Watson, Senior Planner



DULUTH-SUPERIOR
**Metropolitan
Interstate Council**

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Presentation Overview

Project Background

Timeline

Safe Systems Approach

SS4A Grant Program

Safety Action Plan

Goal and Key Outcomes

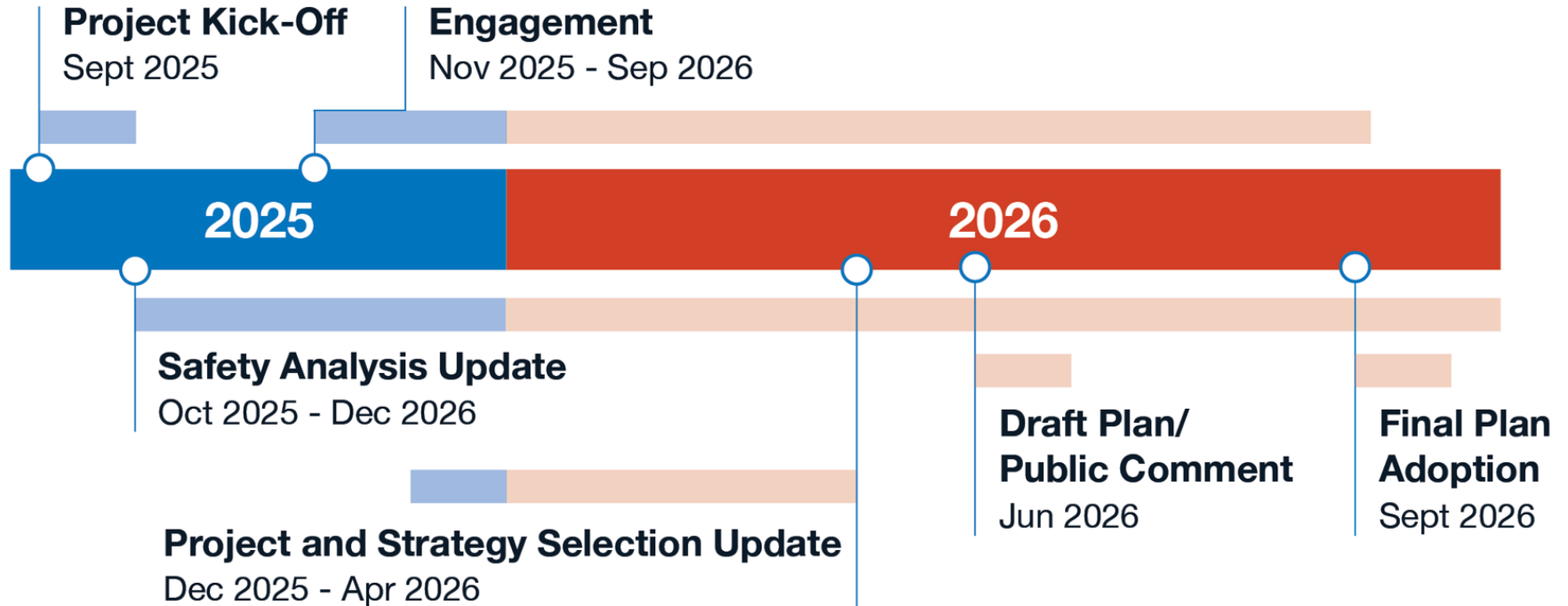
Content—Required Elements

Implementation

Motion to adopt

Duluth-Superior Safety Action Plan

Project Timeline (2025-2026)



Safe System Approach



Death/serious injury is unacceptable



Humans make mistakes



Humans are vulnerable



Responsibility is shared



Safety is proactive



Redundancy is crucial

Safe Streets for All (SS4A) Grant Program

- **\$5 billion allocated over 5 years (2022-2026)**

To help communities implement Safe System-focused safety improvements

- **Planning grants**

To develop a comprehensive **Safety Action Plan**

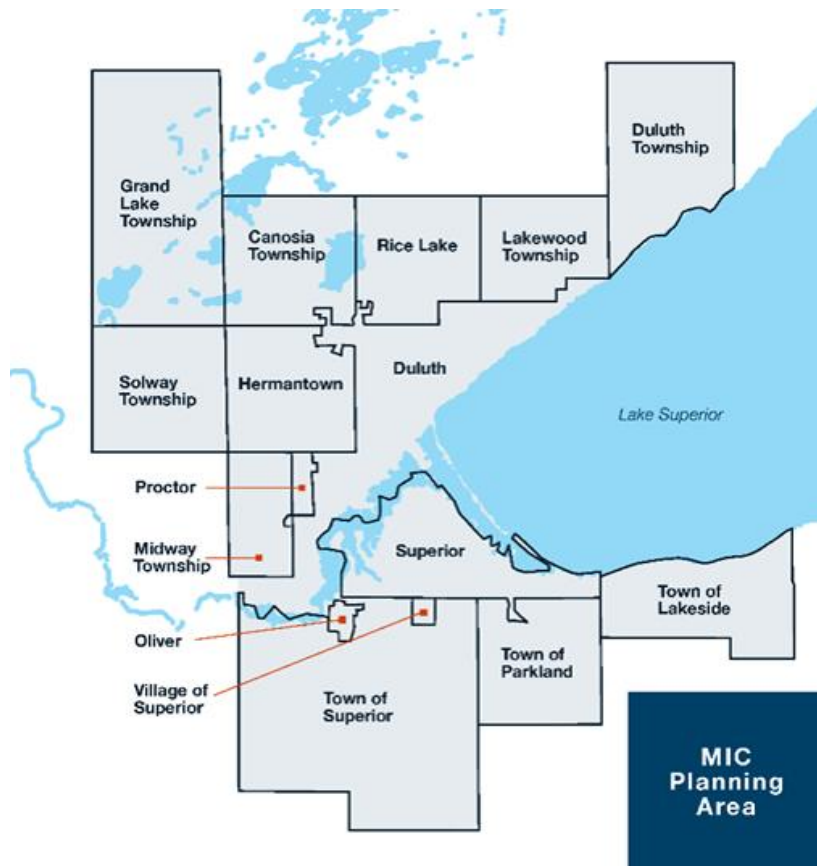
- MIC received \$250k (SS4A)

- **Implementation grants**

To **fund high-priority safety improvements** identified in an adopted Safety Action Plan.



Safety Action Plan — Goal



The goal of this plan is to reduce – and eventually eliminate – traffic-related fatalities and serious injuries on roadways throughout the Duluth-Superior area.

Safety Action Plan — Key Outcomes

Identify unsafe locations

- High-risk, high-priority corridors and intersections

Identify safety improvements for each location

- Evidence-based mitigation projects & strategies

Provide policy recommendations

- Alignment with the Safe Systems approach

Complete and Adopt SS4A-Eligible Safety Action Plan

- Enable jurisdictions to apply for federal & state safety grants

Safety Action Plan — 8 Required Elements



Leadership & Goal Setting



Planning Structure



Safety Analysis



Engagement & Collaboration



Equity Considerations



Policy & Process Changes



Strategy & Project Selection



Progress & Transparency

Safety Action Plan — Required Elements

1. Leadership Commitment

- **Secure visible, sustained support** from the MIC Policy Board.
- **Signal that roadway safety is a top priority** championed by the MIC Policy Board.
- **Commit** to a clear, measurable goal that will drive the Safety Action Plan forward

MIC Board Resolution

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**.

Safety Action Plan — Required Elements

2. Planning Structure

- **Advisory Committee**

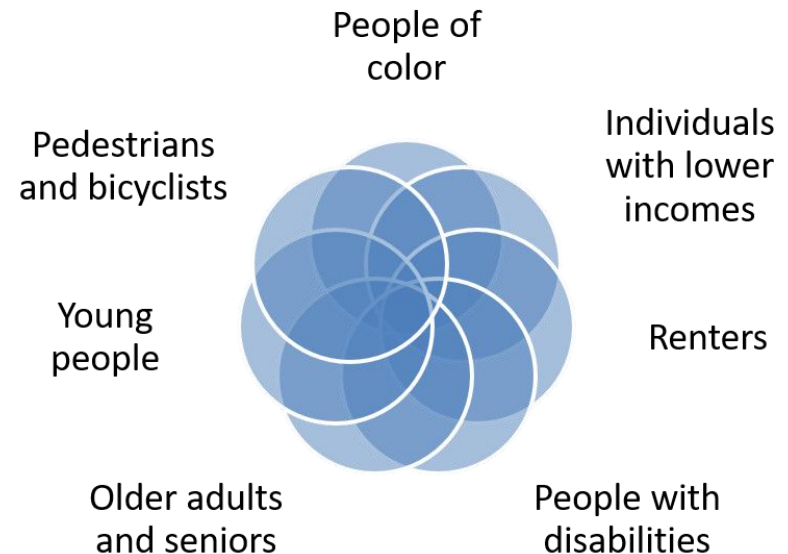
3. Policy and Process Recommendations

- **Transportation Advisory Committee**
- **Chapter 5 – Key Recommendations**
 - Establish the SAP as the foundational safety planning resource for the MIC Planning Area
 - Integrate SAP project recommendations into project selection processes and programming

Safety Action Plan — Required Elements

4. Equity Considerations (2023 NOFO)

- **Demographic analysis**
- **Stakeholder review process**
- **Vulnerable users**



Safety Action Plan — Required Elements

5. Engagement and Collaboration

Engage the community and **listen to all voices** to ensure the plan reflects the **real experiences and needs** of people in our region.

Public and agency stakeholder input = qualitative data

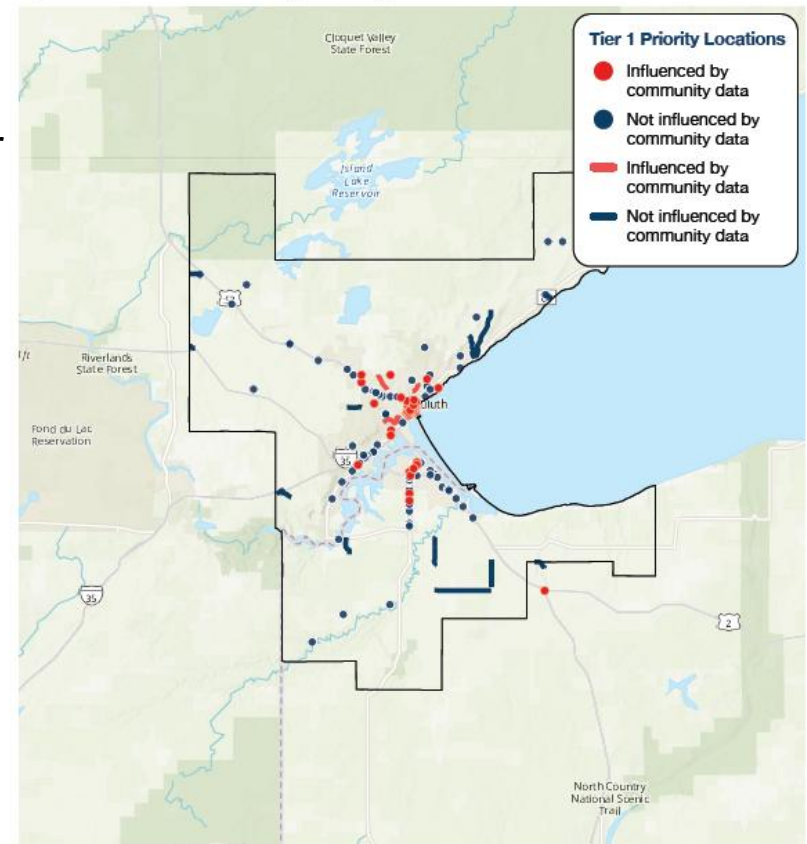
- Confirm the findings from the updated safety analysis
- Update policies and/or processes to address safety concerns
- Influence the implementation timeline for some projects (short-, mid-, or long-term)

Duluth-Superior Safety Action Plan

Engagement and Collaboration

- Influence the implementation timeline for some projects (short-, mid-, or long-term)

Figure 7. Tier 1 locations influenced by community data



Duluth-Superior Safety Action Plan

Engagement and Collaboration

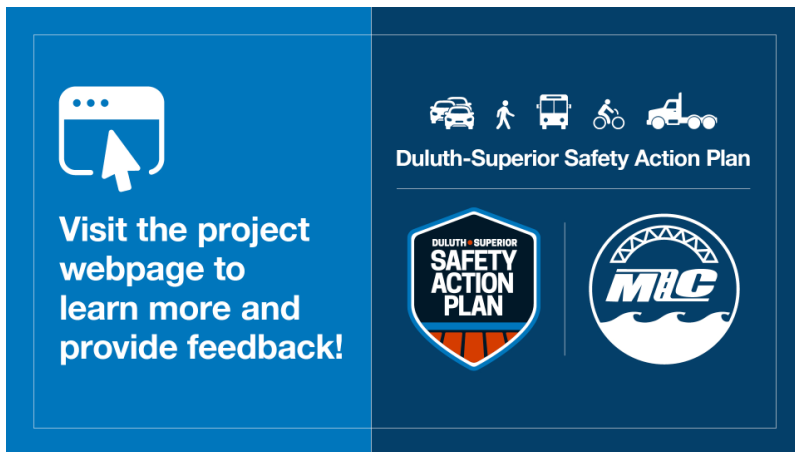
- Pop-Up Displays
- Focus Groups



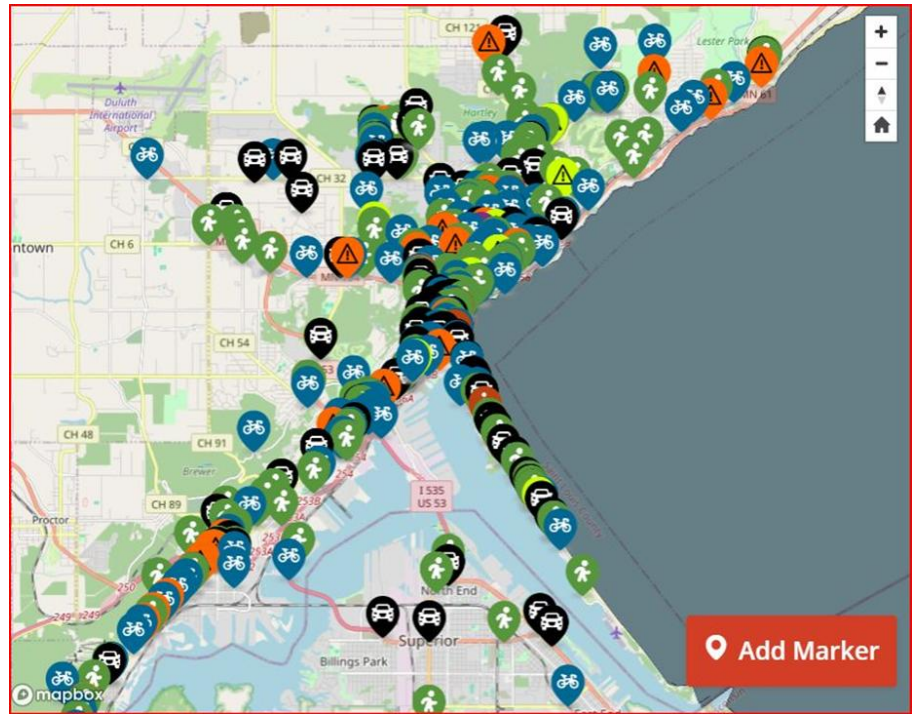
Duluth-Superior Safety Action Plan

Engagement and Collaboration

- Paid ads & social media posts



- Interactive mapping site
 - 564 comments



Duluth-Superior Safety Action Plan

Public Engagement — What We Heard

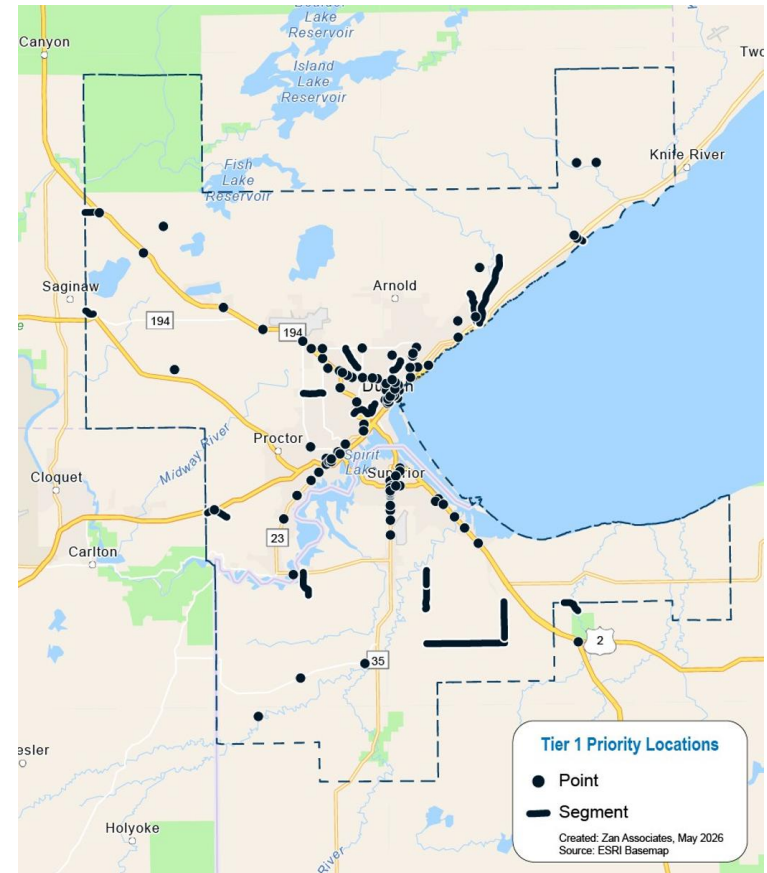
- **Unsafe vehicle speeds**
- **Unsafe intersections**
 - Visibility issues
- **Pedestrian infrastructure**
 - Pedestrian crossings
- **Bicycle infrastructure**
 - Disconnected, unprotected
- **Traffic calming**



Safety Action Plan — Required Elements

6. Safety Analysis

- **Highest-risk, Highest-priority locations**
- **Not granular**



Safety Analysis (continued)

Chapter 4: Priority Locations (Safety Analysis Summary)

Table 1. SEA 1 Segments. Rural two-lane undivided roadways (segments) focusing on lane-departure crashes.

Minnesota data

ROAD NAME	MUNICIPALITY	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

Table 1 (continued). SEA 1 Segments. Rural two-lane undivided roadways (segments) focusing on lane-departure crashes.

Wisconsin data

ROAD NAME	MUNICIPALITY	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

Safety Analysis (continued)

Appendix B: Safety Analysis

Safety Emphasis Area 1 (Segments)

Rural Two-Lane Undivided Roads

With AADT Less Than 5,000

(Roads on the Functional Classification System)

Road Name	State	County	Municipality	Speed Limit (mph)	Number of KAB Crashes	Length (miles)	AADT	Density of Lane Departure Crashes	Curve Density	Access Density	Edge Risk	Speed Limit	Roadway Width	Total Stars
S Chicago Ave	Wisconsin	Douglas	Village of Oliver	45	3	1.3	2300	★	†	★	★	★	★	★★★★★†
Ryan Rd	Minnesota	Saint Louis	Duluth Township	50	0	0.3	364		★	★	★	★	★	★★★★★
CTH A	Wisconsin	Douglas	Superior Township	40	0	1.3	730		†	★	★	★	★	★★★★★†
CTH K	Wisconsin	Douglas	Parkland Township	55	1	1.8	1200	★		★	†	★	★	★★★★★†
Becks Rd	Minnesota	Saint Louis	Midway Township	55	1	1.1	670	★	†	†	★	†	★	★★★★★†
Lester River Rd	Minnesota	Saint Louis	Lakewood Township	45	0	3.6	2000		★	★	★	†	★	★★★★★†
CTH 8	Minnesota	Saint Louis	Grand Lake Township	30	0	0.8	120		†	★	†	★	★	★★★★★
Swan Lake Rd	Minnesota	Saint Louis	City of Duluth	30	0	1.2	3000		★	★	★		★	★★★★★
Occidental Blvd	Minnesota	Saint Louis	City of Duluth	30	0	0.4	348		★	★	★		★	★★★★★
CTH A	Wisconsin	Douglas	Superior Township	55	0	0.7	970		†	†	★	★	★	★★★★★
Saginaw Rd	Minnesota	Saint Louis	Solway Township	55	0	0.4	225		★	★	†	†	★	★★★★★
CTH U	Wisconsin	Douglas	Lakeside Township	30	0	0.9	90		★	★	★	★	★	★★★★★
E Skyline Pkwy	Minnesota	Saint Louis	City of Duluth	40	0	0.7	1450		★	★	★		★	★★★★★
Ryan Rd	Minnesota	Saint Louis	Duluth Township	55	0	0.2	364		★	†	†	★	★	★★★★★
Hermantown Rd	Minnesota	Saint Louis	City of Hermantown	55	0	1.0	2800			★	★	†	★	★★★★★
Seven Bridges Rd	Minnesota	Saint Louis	City of Duluth	45	1	1.4	348	★	★		★		★	★★★★★
W Skyline Pkwy	Minnesota	Saint Louis	City of Duluth	30	3	1.7	1580	★	★	†	†		★	★★★★★
CTH C	Wisconsin	Douglas	Parkland Township	30	1	4.0	1000	†		★	†	★	★	★★★★★
W Skyline	Minnesota	Saint Louis	Midway Township	30	0	0.5	680		†	★	★		★	★★★★†
Lavaque Rd	Minnesota	Saint Louis	City of Hermantown	45	2	0.7	3500	★		★		†	★	★★★★†
Schultz Rd	Minnesota	Saint Louis	City of Rice Lake	55	0	1.0	115			★	†	★	★	★★★★†
Morris Thomas Rd	Minnesota	Saint Louis	City of Hermantown	55	1	1.7	2200	★		★		†	★	★★★★†
Schultz Rd	Minnesota	Saint Louis	City of Rice Lake	55	0	2.0	170			★	★		★	★★★★†
Swan Lake Rd	Minnesota	Saint Louis	City of Hermantown	55	0	0.7	1400		†	★	★	★	★	★★★★†
CTH E	Wisconsin	Douglas	Parkland Township	55	0	1.0	2000			★	★	†	★	★★★★†
CTH K	Wisconsin	Douglas	Parkland Township	55	1	2.5	850	†		†	†	★	★	★★★★†
W Skyline Pkwy	Minnesota	Saint Louis	City of Proctor	30	0	1.8	680		★	†	★		★	★★★★†
CTH D	Wisconsin	Douglas	Lakeside Township	55	0	2.5	1400			†	★	★	★	★★★★†
W Calvary Rd	Minnesota	Saint Louis	City of Rice Lake	55	1	2.0	1650	†		★	★		★	★★★★†
CTH C	Wisconsin	Douglas	Parkland Township	55	0	2.7	750			★	†	★	★	★★★★†
CTH W	Wisconsin	Douglas	Superior Township	30	0	3.7	270		†		★	★	★	★★★★†
Observation Rd	Minnesota	Saint Louis	City of Duluth	40	0	1.1	1100		★	†	★	†	★	★★★★
CTH E	Wisconsin	Douglas	Parkland Township	55	0	1.1	1200			★	†	†	★	★★★★
CTH E	Wisconsin	Douglas	Parkland Township	45	0	2.8	670			★	†	†	★	★★★★
CTH C	Wisconsin	Douglas	Superior Township	30	1	3.7	430	†			†	★	★	★★★★
Saginaw Rd	Minnesota	Saint Louis	Solway Township	55	0	0.2	2500			†	†	★	★	★★★★
W Skyline Pkwy	Minnesota	Saint Louis	City of Duluth	30	0	0.2	1580		★		★		★	★★★★
Swan Lake Rd	Minnesota	Saint Louis	City of Duluth	30	0	0.3	3000		★	†	†		★	★★★★

MIC Area Safety Action Plan Phase 2
Safety Analysis Update

PAGE 1

Technical Memorandum

To: Rondi Watson
Duluth-Superior Metropolitan Interstate Council

From: Michael Kondziolka, PE, PTOE, RSP1
Cameron Valuch, PE
Alliant Engineering, Inc.

Date: 7/24/2026

Subject: MIC Area Safety Action Plan Phase 2 – 2020-2024 Crash Data Update

1. Introduction

The Duluth-Superior Metropolitan Interstate Council (MIC) is preparing a Comprehensive Safety Action Plan (SAP) to advance a Safe System approach and support state and federal roadway safety goals across the Duluth-Superior metropolitan planning area. Phase 1 of the SAP established the plan's technical foundation by applying a data-driven, systemic analysis to all arterial and collector roadways within the MIC jurisdiction, identifying Safety Emphasis Areas (SEAs), developing risk factors and tiering, and assembling an initial set of prioritized safety strategies and candidate projects.

This Phase 2 Crash Data Update refreshes the crash dataset used in Phase 1 so that the analysis reflects the most recent complete five-year period now available—calendar years 2020–2024. 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.

The following updates to the MIC Area Safety Action Plan are included in this memorandum:

- Replaces the 2017–2021 crash dataset used in Phase 1 with a reconciled, 2020–2024 five-year dataset drawn from the appropriate Minnesota and Wisconsin crash systems and filtered to the SAP study network.
- Recomputes crash rates, updates the SEA-specific risk factor assessments, and re-tiers roadway elements to reflect the new data.
- Reassesses the safety improvement projects for each high-priority location within each SEA category.

7. Project & Strategy Selection (Appendix E)

Subject: MIC Area Safety Action Plan Phase 2 - Project and Strategy Selection

- Replaced the 2017–2021 crash dataset used in Phase 1 with a reconciled, 2020–2024 five-year dataset drawn from the appropriate Minnesota and Wisconsin crash systems and filtered to the SAP study network.
- Computed new crash rates, updated the SEA-specific risk factor assessments, and re-tiered roadway elements to reflect the new data.
- Reassessed the safety improvement projects for each high-priority (tier 1 or 2) location within each SEA category.

[illegible]

Safety Action Plan — Required Elements

8. Progress and Transparency

- **Annual progress reports**
 - Develop metrics
 - Advisory committee

Duluth-Superior Safety Action Plan

Next Steps (2026-2027)

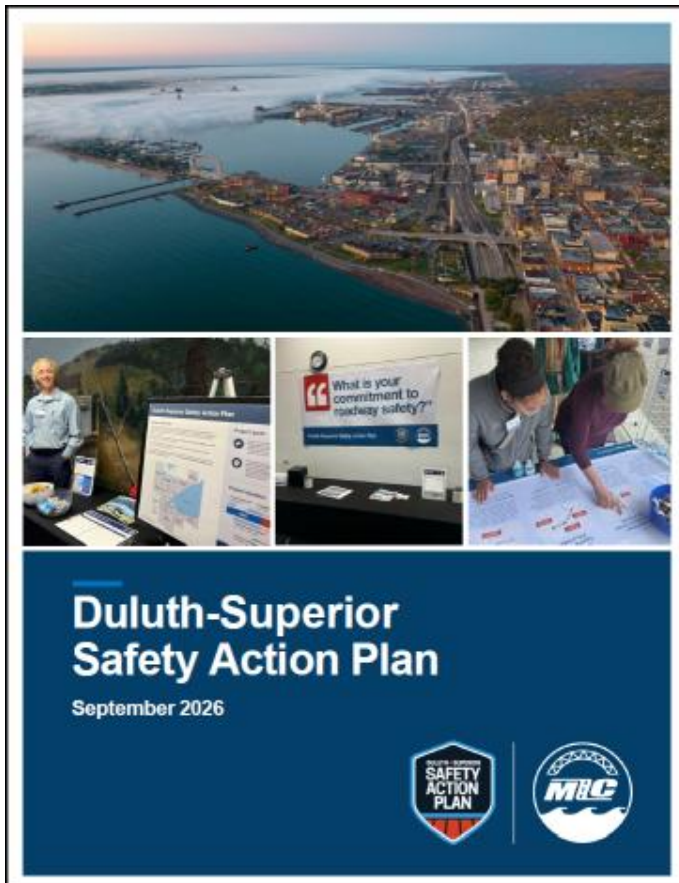
- **September 15/16** – TAC recommendation / MIC Policy Board adoption
- **GIS mapping** of priority locations and project recommendations
- **Additional jurisdictional leadership commitments**
- **First annual progress report**

Comments? Questions?

Motion Requested

TAC recommends
and staff requests

Adoption of the Duluth-Superior Safety Action Plan





Thank You

Rondi Watson, Senior Planner



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