



# Transportation Advisory Committee

September 15, 2026

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DULUTH-SUPERIOR  
**Metropolitan  
Interstate Council**

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# Overview

## **Project Background**

Timeline

Safe Systems Approach

SS4A Grant Program

## **Safety Action Plan**

Goal and Key Outcomes

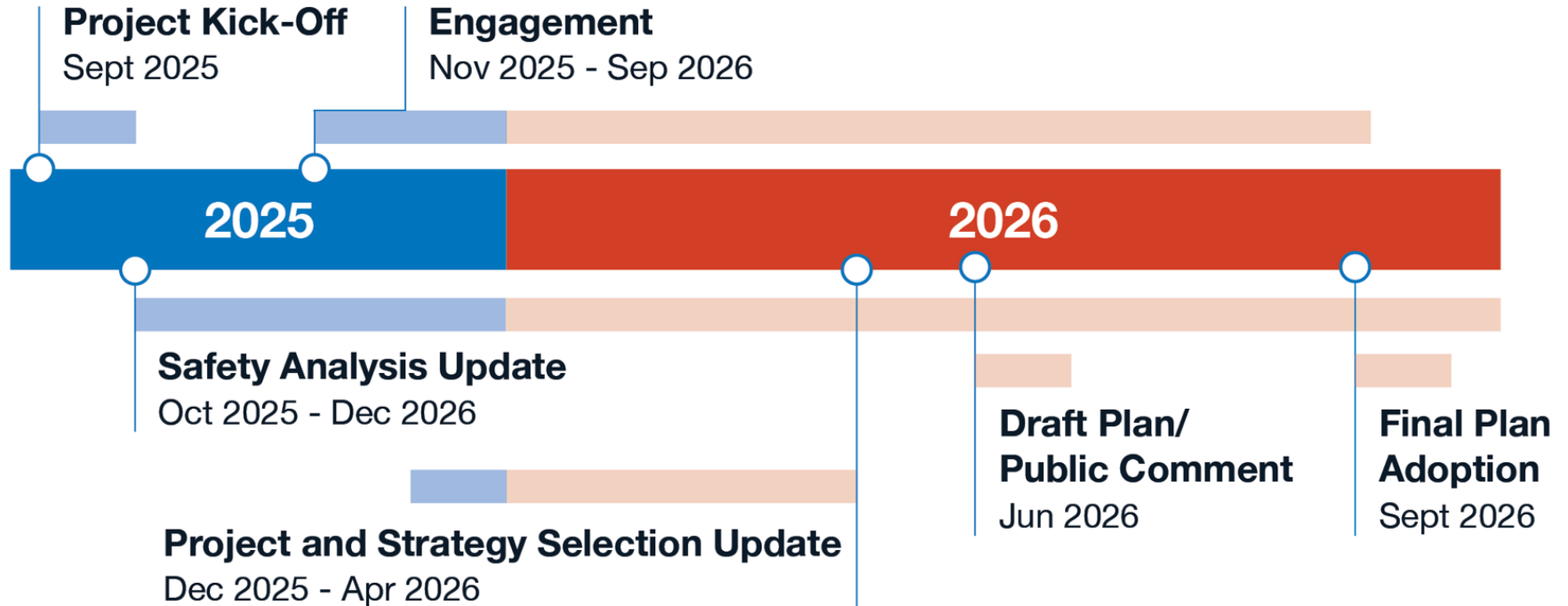
Content—Required Elements

## **Implementation**

**Motion to recommend adoption by the Policy Board**

# 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**

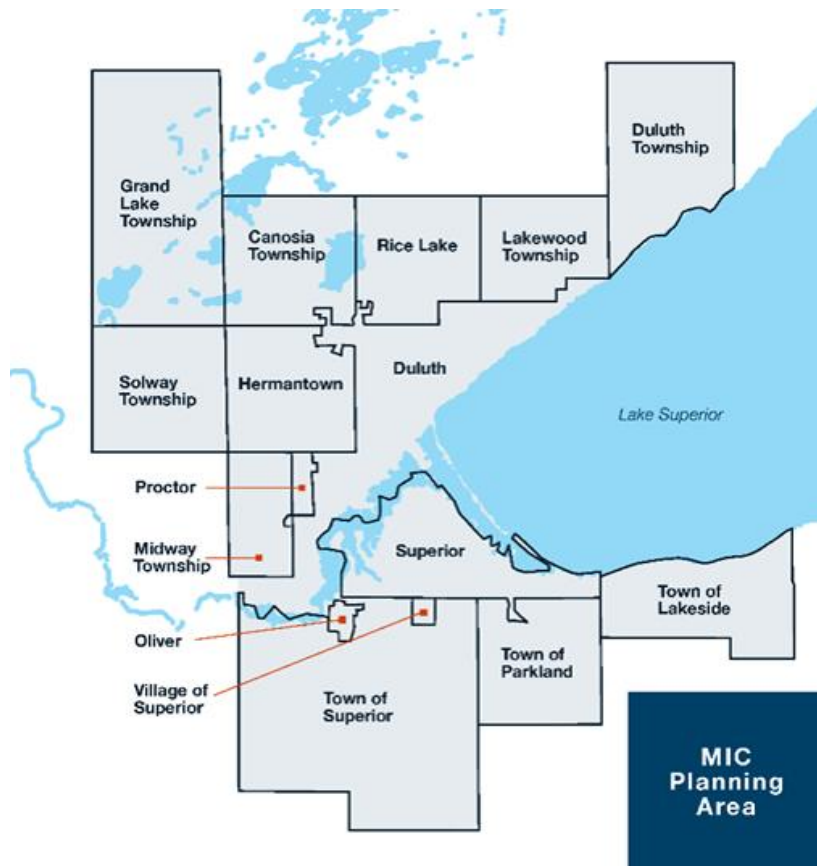
- MIC received \$250k (SS4A)

- **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**

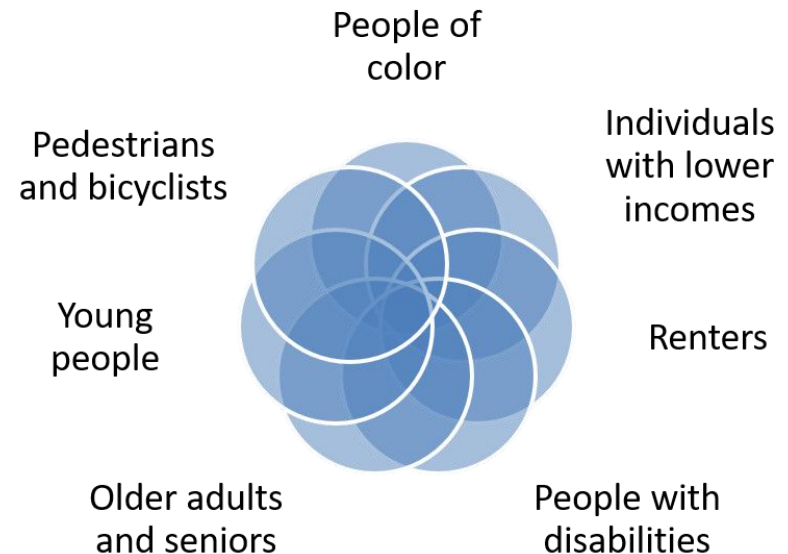
## 3. Policy and Process Recommendations

- **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**

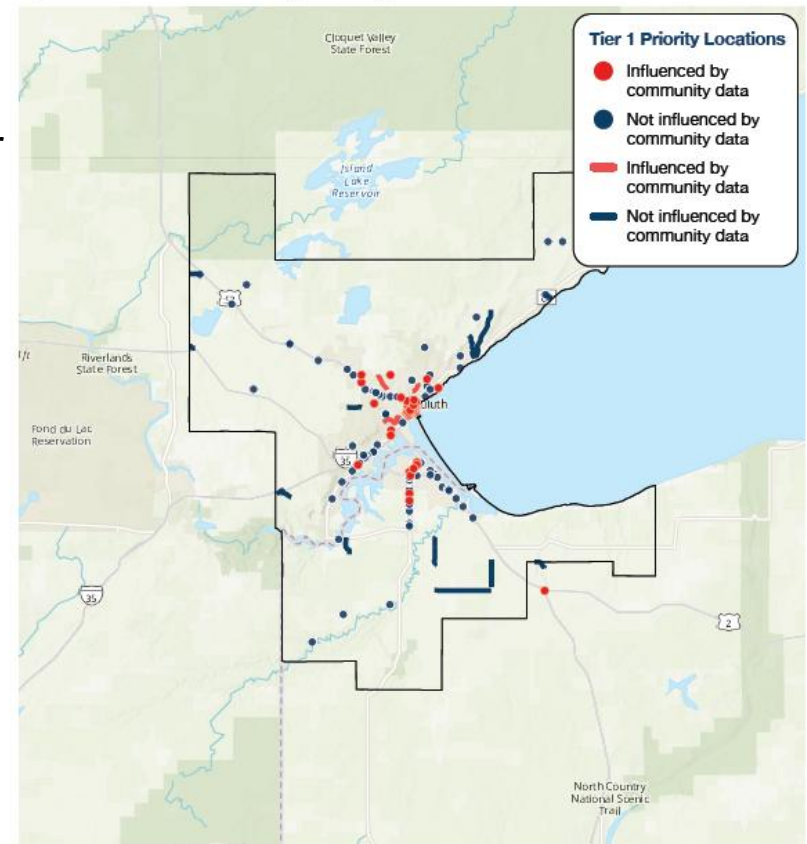
- Confirm the findings from the updated safety analysis
- Update policies and/or processes to address safety concerns
- Influence the implementation timeline for some projects (short-, mid-, or long-term)

# 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

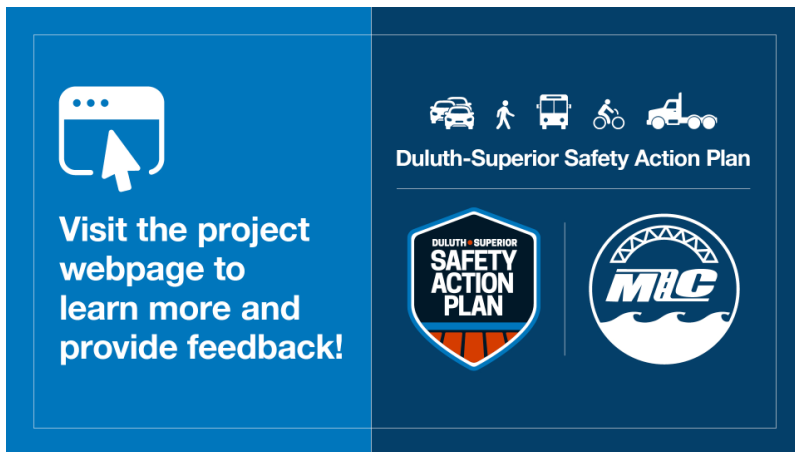
- Pop-Up Displays
- Focus Groups



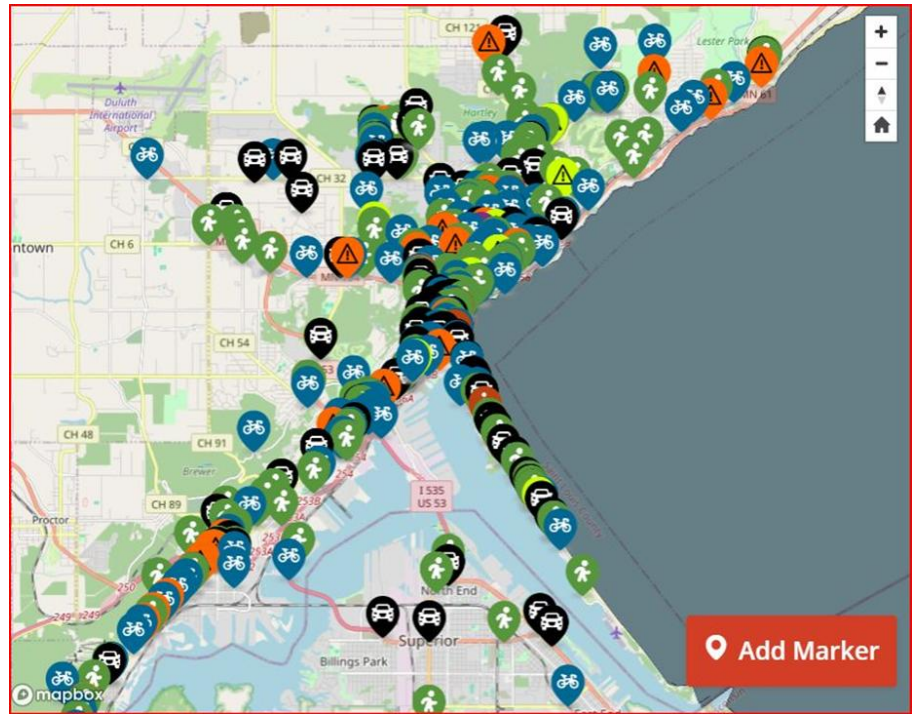
# Duluth-Superior Safety Action Plan

## Engagement and Collaboration

- Paid ads & social media posts



- Interactive mapping site
- 642 comments



# Duluth-Superior Safety Action Plan

## Public Engagement — What We Heard

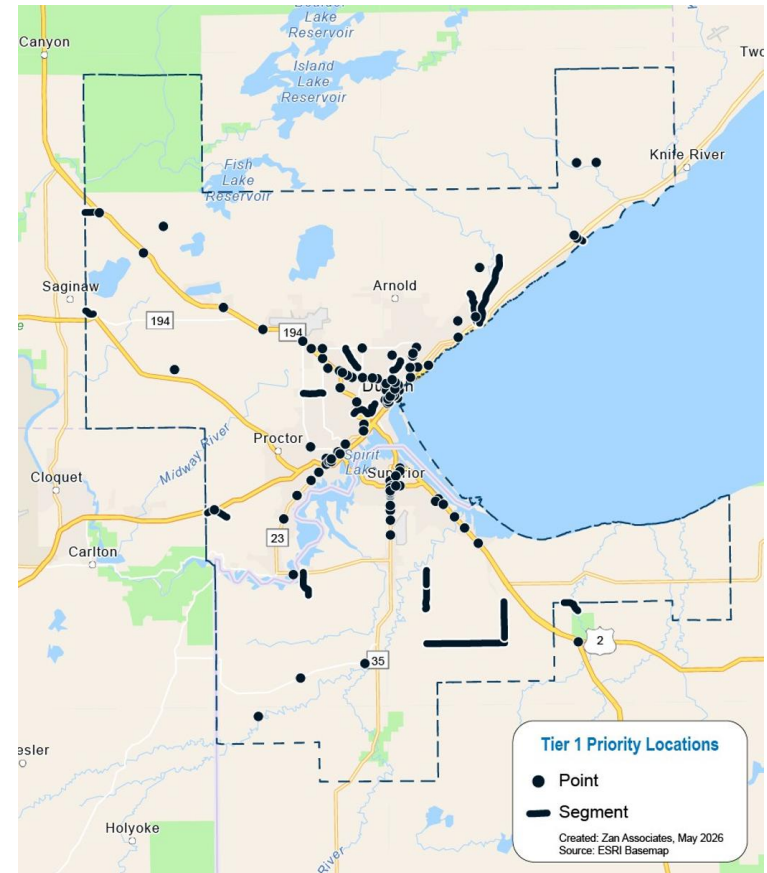
- **Unsafe vehicle speeds**
- **Unsafe intersections**
  - Visibility issues
- **Pedestrian infrastructure**
  - Pedestrian crossings
- **Bicycle infrastructure**
  - Disconnected, unprotected
- **Traffic calming**



# Safety Action Plan — Required Elements

## 6. Safety Analysis

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



# Duluth-Superior Safety Action Plan

## Safety Analysis Summary / Chapter 4: Priority Locations

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                        |

# Duluth-Superior Safety Action Plan

## 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 |                                   | ★             | †              | †         |             | ★             | ★★★★        |

## 7. Project & Strategy Selection (Appendix E)

[illegible]

See Curves  
Recommendations  
(# Of Curves in  
Segment)

# Safety Action Plan — Required Elements

## 8. Progress and Transparency

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

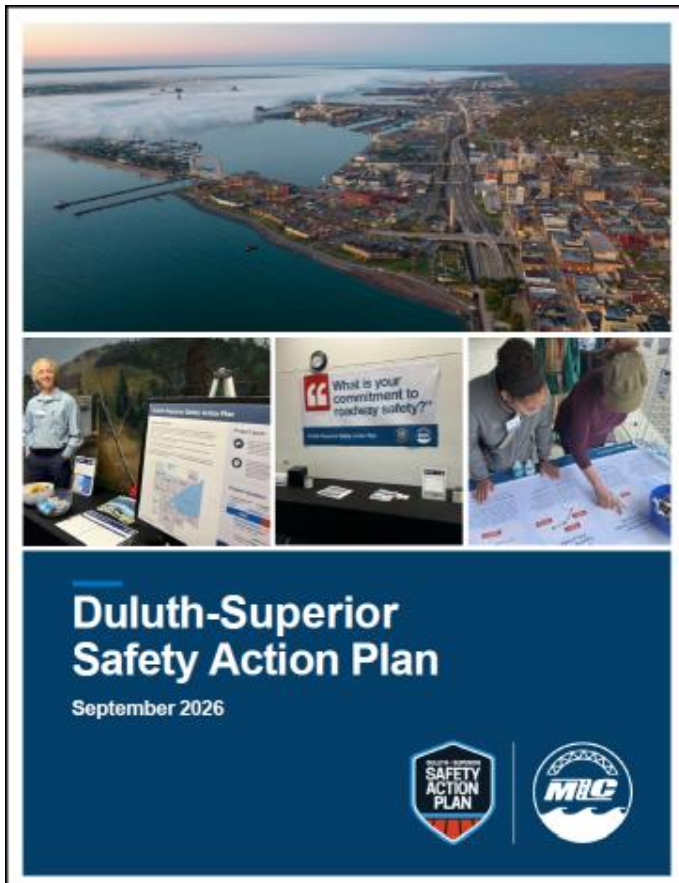
## Next Steps (2026-2027)

- **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

Recommend adoption of the  
Duluth-Superior Safety Action Plan  
by the MIC Policy Board





# Thank You

Rondi Watson, Senior Planner



DULUTH-SUPERIOR  
**Metropolitan  
Interstate Council**

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