



# Duluth-Superior Metropolitan Interstate Council Policy Board

**Tuesday, February 27, 2018 @ 4:00 pm**

## Special Meeting via Conference Call

Dial 218-722-5545, extension 555#

### Minnesota Members

#### City of Duluth

Barb Russ  
Noah Hobbs

#### City of Duluth Citizen Rep

David Montgomery

#### City of Hermantown

Wayne Boucher

#### City of Proctor

Phil Larson

#### City of Rice Lake

Bob Quade

#### Duluth Transit Authority

Mike Casey  
Wayne Nelson  
(alternate)

#### St. Louis County

Frank Jewell  
MN Co-Chair

#### St. Louis County

#### Suburban Townships

Earl Elde

### Wisconsin Members

#### City of Superior

Warren Bender  
Dan Olson  
Jenny VanSickle

#### City of Superior Citizen Rep

Ed Anderson

#### Douglas County

Nick Baker, WI Co-Chair  
Rosemary Lear  
Sam Pomush  
Pete Clark

#### Douglas County

#### Suburban Townships

Broc Allen

### 1. 2019-2022 Superior Area TIP Amendment #4-6

- Review for Approval w/opportunity for public comment, Ron Chicka

#### TIP Amendments #4 - 6

WisDOT has requested a TIP amendment for work planned for the installation of signals at the intersection of STH 35/105, locally know as Tower Avenue and Central Ave/61<sup>st</sup> Avenue. Signals are being installed due to increased traffic and movements in proximity to the intersection. Engineering work is scheduled to begin in CY 2018 with construction to occur in CY 2019-2020.

#### New Project TIP Amendment #4

#### 2018 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources (Thousands)			
			Federal	State	Local	Total
WisDOT	Intersection Signal Install at STH 35 and STH 105 (Tower & Central Ave) 3700-50-50 Design	PE		\$63		\$63
113-18-013 Amended to TIP in February 2018		ROW CONST TOTAL		\$63		\$63

#### New Project TIP Amendment #5

#### 2019 Transportation Improvements Projects (Roadway)

Jurisdiction and Project Number	Project Description		Estimated Costs & Funding Sources (Thousands)			
			Federal	State	Local	Total
WisDOT	Intersection Signal Install at STH 35 and STH 105 (Tower & Central Ave) 3700-50-55 Const.	PE				
113-18-014 Amended to TIP in February 2018		ROW CONST		\$45	\$5	\$50
		TOTAL		\$45	\$5	\$50

## **New Project TIP Amendment #6**

### **2019 Transportation Improvements Projects (Roadway)**

<b>Jurisdiction and Project Number</b>	<b>Project Description</b>		<b>Estimated Costs &amp; Funding Sources (Thousands)</b>			
			<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
WisDOT 113-18-015	Intersection Signal Install at STH 35 and STH 105 (Tower & Central Ave)	PE ROW CONST		\$667.8	\$74.2	\$742
Amended to TIP in February 2018	3700-50-54 Const.	TOTAL		\$667.8	\$74.2	\$742

If you have any questions regarding this project, please contact me at 715-635-2197 or by email at [sjohnson@nwrpc.com](mailto:sjohnson@nwrpc.com).

## **2. MIC Resolution Adopting WisDOT Safety Performance Measures**

- *Review for approval, Sheldon Johnson/Ron Chicka*

As per federal law, each MPO must adopt at least 5 safety performance measure targets by a given deadline. The MPO has the option to simply adopt and use safety performance measure targets adopted by the state, or develop their own safety performance measure targets. The MIC has chosen to simply adopt the 5 safety performance measure targets set by the State of Minnesota (MnDOT) and now, the State of Wisconsin (WisDOT). WisDOT received approval regarding the safety performance measure targets they generated. Their calendar year 2018 targets are:

- Traffic fatalities = 556.1
- Fatality rate = 0.917/100MVMT
- Serious injuries = 3,023.9
- Serious injury rate = 4.997/100MVMT
- Non-motorized fatalities and serious injuries = 343.3

The MIC proposes to adopt these same target values. The deadline to adopt these targets is February 27, 2018. Thus, we are bringing the values to the TAC to be familiar with, and the MIC Board for adoption. The MIC will be required to report on these targets annually. How this is to be done has not been determined, and is part of ongoing discussion and training between MnDOT, WisDOT and the MPOs.

Please see the US DOT FHWA *Metropolitan Planning Organization Safety Performance Measures Fact Sheet* that is again included in your packet.

# Metropolitan Planning Organization Safety Performance Measures Fact Sheet

## Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

### How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

### MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> <li>■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area</li> <li>■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)</li> <li>■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP</li> <li>■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets</li> </ul>	<ul style="list-style-type: none"> <li>■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State</li> <li>■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets</li> <li>■ Include safety (HSIP) performance measures and HSIP targets in the MTP</li> <li>■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP</li> <li>■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets</li> </ul>

