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**Session 15:
Minnesota's
Strategic Highway
Safety Plan Update
Begins!**

Minnesota
**STRATEGIC HIGHWAY
SAFETY PLAN**
2014-2019

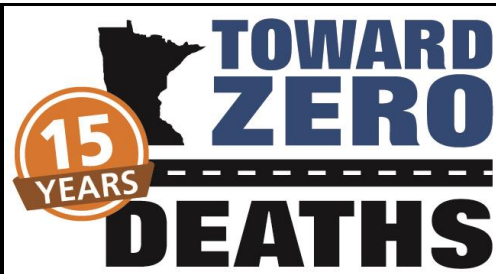
The logo for HDR, consisting of the letters 'H', 'D', and 'R' in a stylized, white, sans-serif font, centered on a black background.

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Today's Objective

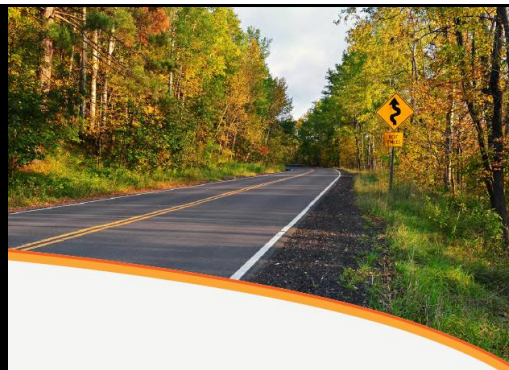
- Provide an overview of the SHSP and the Update Process (just beginning)
- Understand how the SHSP relates to our daily efforts to improve safety on Minnesota's Roadways

▪ To Hear From You!!



What is the SHSP?

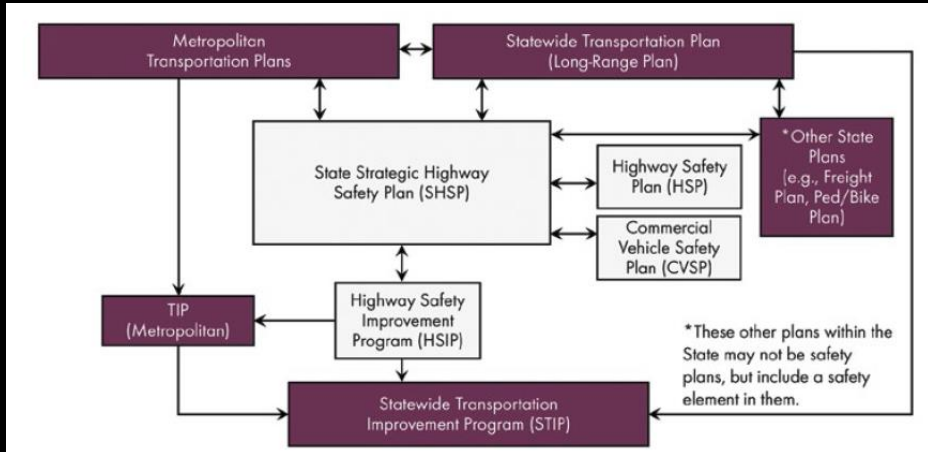
- **REQUIRED** by the Federal Transportation Law
- Updated every **FIVE** (5) years
- **DATA** driven approach
- Statewide & coordinated plan involving **MULTI-DISCIPLINARY** safety partners
- Focused on the reduction of fatalities and serious injuries on **ALL** public roads
- **STRATEGIES** to keep moving toward zero



Minnesota STRATEGIC HIGHWAY SAFETY PLAN

2014-2019

Coordinated Transportation Safety Planning



Source: FHWA, Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives

Who's Involved?

- Minnesota Department of Transportation (MnDOT)
- Minnesota Department of Public Safety (DPS)
- Metropolitan Planning Organizations (MPO)
- Law Enforcement
- Emergency Responders
- Advocacy Groups
- Other State and Local Agencies
- Federal Highway Administration (FHWA)
- National Highway Traffic Safety Administration (NHSTA)

▪ **YOU!**



SHSP Goals

- Long-Term “Goal”
- Short-Term “Target”

Minnesota’s Traffic Safety Goal:

ZERO DEATHS

Minnesota’s 2020 Target:

Fewer than

300 Deaths

Determination of Emphasis Areas

- Began with current Emphasis Areas
- Consider Inputs to Set Priorities
 - Analysis of fatal and serious injury crashes by Emphasis Area
 - Stakeholder input
 - Consideration of “other” factors



2014-2019 Minnesota SHSP Process to Prioritize Emphasis Areas

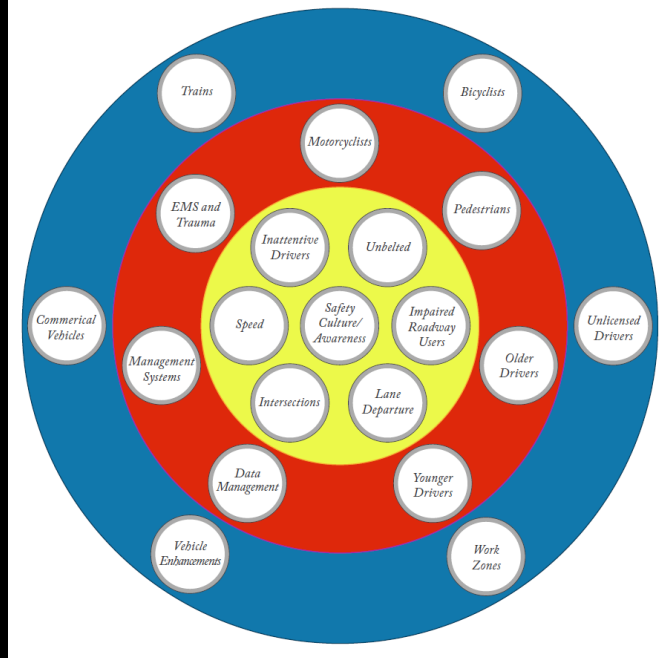
Stakeholder Perceptions

Crash Data

Trends Impacting Transportation



2014-2019 Minnesota SHSP Emphasis Areas



Other Components

- Identify key strategies for each Emphasis Area
- Create a framework for coordination across agencies and disciplines
- List indicators to monitor for progress tracking



DISCUSSION TOPIC #1

- To be successful, the SHSP needs to be owned by all stakeholders.
 - Who knew about the last SHSP?
 - Who used it?
 - Is the SHSP process and Plan too state agency centric? What is needed so that all stakeholders 'own' the SHSP? How do we make it relevant to **YOU**?



DISCUSSION TOPIC #2

- To be successful, the SHSP needs all partners to work towards a common goal.
 - Can we get to Zero?
 - How do we get to Zero?
 - Should the next interim target be aggressive, moderate or conservative? Why?

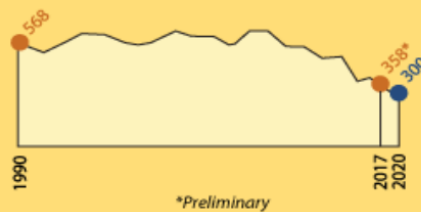
Minnesota Traffic Fatalities

TZD Goal: 300 by 2020

2018 YTD: 297

2017 YTD: 284

2017 Total: 358



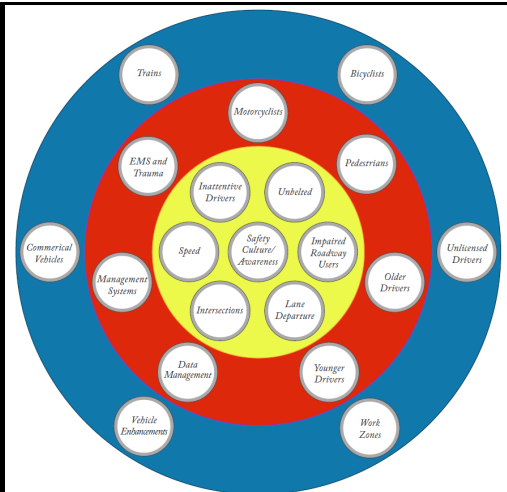
DISCUSSION TOPIC #3

- To be successful, the SHSP needs to communicate the future direction of traffic safety.
 - What are new or emerging trends that need to be recognized in the next SHSP?
 - What role will technology play in traffic safety?
 - What technology should the next SHSP be prepared to embrace and support?



DISCUSSION TOPIC #4

- To be successful, the SHSP needs to be implemented by all stakeholders.
 - Do you agree with including all Emphasis areas in tiers in the next SHSP?
 - Are there other emphasis areas to consider for the next SHSP?
 - In the next SHSP, should the strategies be a (1) list of ideas and countermeasures or (2) action-oriented strategies.



Additional Discussion Topics

- Speed Limits and Vehicle Speeds
 - What impact does changing speed limits have on the number of traffic fatalities

- Traffic Law Compliance
 - What can be done to make people comply with traffic laws?
 - Can technology make enforcement more effective?

- Motorcycle Fatalities
 - The numbers have changed little over the past decade, what have we tried during that time period?
 - Outside of a helmet law, what else can be done?

Additional Discussion Topics

- Will MN be influenced by these national trends?

- Location
 - National = 2016 was the first year urban fatalities exceeded rural fatalities
 - Minnesota = 65% of fatalities occurred in rural areas (< 5,000 population)

- Motorcycle, Pedestrians and Bicyclists
 - Nationally
 - 2007 = 26% of fatalities
 - 2017 = 33% of fatalities
 - Minnesota
 - 2007 = 19% of fatalities
 - 2017 = 29% of fatalities

Example of Countermeasure Oriented Strategies

- Key Lane Departure Strategies from the 2014-2019 Minnesota SHSP

Key Strategies

- Install shoulder and centerline rumble strips
- Install enhanced pavement markings and edge line rumble strips roads with narrow or no paved shoulders
- Provide buffer space between opposite travel directions
- Provide wider shoulders, enhanced pavement markings and chevrons for high-risk curves
- Eliminate shoulder drop-offs, provide safety edges and widen or pave shoulders
- Conduct targeted enforcement events on roadways with greater risk for lane departure crashes

Example of Action-Oriented Strategies

- 15 Critical Strategies from the 2004 Minnesota Comprehensive Highway Safety Plan

- | | |
|---|--|
| 1. Provide adequate law enforcement resources | 8. Cost effective intersection improvements |
| 2. Primary seat belt law | 9. Roadway maintenance |
| 3. Implement automated enforcement. | 10. Support the enforcement of traffic safety laws |
| 4. Stronger graduated driver licensing system | 11. Targeted enforcement |
| 5. Cost effective lane departure improvements | 12. Enhance driver education |
| 6. Communication and marketing task force | 13. Road Safety Audits |
| 7. High-level traffic safety panel and legislature action committee | 14. Improve Data System |
| | 15. Statewide Trauma System |