Highway 12 Safety Coalition

City of Wayzata, City of Long Lake, City of Orono, City of Medina, City of Maple Plain, City of Independence, City of Delano, City of Montrose, City of Waverly, City of Howard Lake, City of Cokato, and Franklin Township.

MnDOT, Minnesota State Patrol, West Hennepin Public Safety Department, Orono Police Department, Wayzata Police Department, Howard Lake Police Department, Wright County Sheriff’s Office and Hennepin County Sheriff’s Office.
What fueled the Highway 12 Safety Coalition?

- Death
- Emotion
- Frustration
- Grief
- Anger
- Fear
- Disbelief
Jamie Whipperman-December 2, 2014
Kevin Crowley-April 1, 2014
Chris Olson Family
January 3, 2014
Chelsea Langhans – August 22, 2015
Goals of a Road Safety Audit

#1: Eliminate Fatal and Serious Injuries (Ks+As)
- State Performance Measures
- Toward Zero Deaths (TZD)

#2: Reduce Total Crashes
- Number
- Severity

Multi-dimensional Approach to Safety
- Part of TZD
- 4 E’s: Engineering, Enforcement, Education, Emergency Medical and Trauma Services

Provide Recommendations
- Short, Medium, and Long-Term Solutions
38 miles divided into 14 Segments
RSA Process

Pre-Audit

Data Analysis

Audit

Field Review

Post Audit

Report

Coalition Outreach

Briefing Booklet

Coalition Presentation

Report
Percentage of Fatal (K) and Severe (A) Crashes
US 12 compared to Statewide Averages
2010-2014
Fatal + Serious Injury (Time of Day)

US 12 characteristics:
• High volumes on two-lane sections
• Transitions from urbanized metro area to very rural area
• Several small cities exposed to high commuter volumes
• Two MnDOT districts involved - very different needs that shape priorities

Fatal + Serious Injury

- 63% Head On
Road Safety Audit Team

- MnDOT Office of Traffic, Safety & Technology
- FHWA
- MnDOT State Design Flexibility Engineer
- MnDOT Bike and Pedestrian Engineer
- Coalition Member
- Law Enforcement
- Consultant Team

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency and Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Derek Leuer</td>
<td>MnDOT, Traffic Safety Engineer</td>
</tr>
<tr>
<td>Scott Thompson</td>
<td>MnDOT District 7 (Mankato), Traffic Engineer</td>
</tr>
<tr>
<td>Jim Rosenow</td>
<td>MnDOT, State Design Flexibility Engineer</td>
</tr>
<tr>
<td>Melissa Barnes</td>
<td>MnDOT, Bicycle and Pedestrian Engineer</td>
</tr>
<tr>
<td>Brad Estochen</td>
<td>MnDOT, State Traffic Safety Engineer</td>
</tr>
<tr>
<td>Will Stein</td>
<td>FHWA, Safety Engineer (Minnesota Division)</td>
</tr>
<tr>
<td>Gary Kroells</td>
<td>West Hennepin Public Safety Department, Director</td>
</tr>
<tr>
<td></td>
<td>(Leader of the Highway 12 Coalition)</td>
</tr>
<tr>
<td>Rick Denneson</td>
<td>West Hennepin Public Safety Department, Sgt.</td>
</tr>
<tr>
<td>Brandi Popenhagen</td>
<td>HDR, Project Manager</td>
</tr>
<tr>
<td>Natalie Lindsoe</td>
<td>HDR, Project Engineer</td>
</tr>
<tr>
<td>Bernie Arseneau</td>
<td>HDR, National Director - Traffic Management Systems</td>
</tr>
</tbody>
</table>
### Segments with High Fatal and Incapacitating Injury Rates (2010-2014)

<table>
<thead>
<tr>
<th>Segment</th>
<th>Roadway Type</th>
<th>Crash Rate</th>
<th>K + A (FAR)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>US 12</td>
<td>State Average</td>
</tr>
<tr>
<td>A</td>
<td>Rural 2-lane: ADT (\left[5000,8000\right))</td>
<td>0.61</td>
<td>0.61</td>
</tr>
<tr>
<td>B</td>
<td>3-lane Undivided</td>
<td>1.78</td>
<td>2.00</td>
</tr>
<tr>
<td>C</td>
<td>Rural 2-lane: ADT (\left[5000,8000\right))</td>
<td>0.31</td>
<td>0.61</td>
</tr>
<tr>
<td>D</td>
<td>3-lane Undivided</td>
<td>0.75</td>
<td>2.00</td>
</tr>
<tr>
<td>E</td>
<td>Rural 2-lane: ADT (\left[8000,\infty\right))</td>
<td>0.15</td>
<td>0.73</td>
</tr>
<tr>
<td>F</td>
<td>3-lane Undivided</td>
<td>0.67</td>
<td>2.00</td>
</tr>
<tr>
<td>G</td>
<td>Rural 2-lane: ADT (\left[8000,\infty\right))</td>
<td>0.61</td>
<td>0.73</td>
</tr>
<tr>
<td>H</td>
<td>3-lane Undivided</td>
<td>0.18</td>
<td>2.00</td>
</tr>
<tr>
<td>I</td>
<td>Rural 2-lane: ADT (\left[8000,\infty\right))</td>
<td>0.32</td>
<td>0.73</td>
</tr>
<tr>
<td>J</td>
<td>3-lane Undivided</td>
<td>1.47</td>
<td>2.00</td>
</tr>
<tr>
<td>K</td>
<td>Rural 2-lane: ADT (\left[8000,\infty\right))</td>
<td>0.83</td>
<td>0.73</td>
</tr>
<tr>
<td>L</td>
<td>3-lane Undivided</td>
<td>1.93</td>
<td>2.00</td>
</tr>
<tr>
<td>M</td>
<td>Rural 2-lane: ADT (\left[8000,\infty\right))</td>
<td>0.51</td>
<td>0.73</td>
</tr>
<tr>
<td>N</td>
<td>Rural 2-lane: ADT (\left[8000,\infty\right))</td>
<td>0.51</td>
<td>0.73</td>
</tr>
</tbody>
</table>

**Legend:**
- **XXX** US 12 Exceeds the State Average Rate
- **XXX** US 12 Exceeds the Critical Rate and the State Average Rate
32 intersections evaluated during audit

- Exceeds Critical Rate
- Exceeds FAR Rate
- Greater than 5 Crashes
- Requested Review (2010-2014)
Strategies Urban Sections

Short Term

- Consistent Speed Transitions
- Sidewalk Network Plans
- Pedestrian Bump-outs
- Mumble Strips

Medium Term

- Complete Street (Road Diet)
Strategies Rural Sections

Short Term
- Centerline rumble strips
- Edgeline rumble strips

Medium Term
- Centerline buffer-strip

Long-Term
- 2+1 passing lane
- Access management
Strategies

- Over 120 suggested strategies
  - Spot and segment wide
  - Behavioral
  - Short-term/mid-term/long-term
- 24 people have been killed in the last 60 months on Highway 12.

- Highway 12 through Independence is at a critical rate and labeled high risk regarding fatal and serious injury crashes. Almost double the state average for a similar highways. (3.00 crashes per 100 MVM vs. state average of 1.57)

- 63% of fatal or incapacitating crashes identified in the safety audit were head collisions.

- 39% of all fatal and serious injury crashes occurred in the Independence, Maple Plain, Orono, and Long Lake area.

- The section of Highway 12 though Independence was built in the 1930’s with one upgrade in the 1950’s. This highway is at least 60 years old. Continues to see metro level volumes of traffic and provides no room for error while driving.
Saving lives by using four E approach

- Education
- Enforcement
- Emergency Medical Services
- Engineering

Fifth is “Everyone” working together to save lives
Hwy 12 Safety Coalition
Going 12 for 12
CRASH REDUCTION PROJECT AREA 12 FOR 12 HWY 12 SAFETY COALITION
TZD Buckle Up Logos!
Leading cause of crashes on Highway 12

1. Distracted Driving
   - We have all witnessed this behavior and most likely have done it ourselves. Is that next worth a life?
   - What can you do to help? All you need to do is pay attention to your driving. Be aware of what you are doing and be prepared for what others are doing around you.

2. Illegal or Unsafe Speed
   - We all know that driving above the speed limit or too fast for the existing conditions is dangerous.
   - Do the right thing. Watch your speed and slow down during bad weather.

Be a part of the solution

How you can help:
If you see a concern — unsafe driving behavior, speeding, and/or driver distraction, please call 911 and report the behavior, only if you can do so safely. Or better yet, if you are traveling with a passenger, let them make the call.

Be prepared to give the following information — your location, license plate number of unsafe driver, and a description of the driver if possible.

With everyone’s help, we can make Highway 12 safer!

What we are asking of our friends & neighbors is simple

We want your help in reducing crashes on Hwy 12 - a road that many of you drive on a daily basis. In recent years, the number of crashes on Hwy 12 has impacted us all in one way or another. With your help, we can change it.

1. Do you speed— even a little?
2. Have you ever driven distracted? (cell phone, make-up, eating or reading)
3. Have you ever had to slam on the brakes to avoid the car in front of you?

If you answered YES to any of these questions, we are asking you to change your driving habits and be part of the solution to reduce crashes on Highway 12.
• Incident Command on all PI Crashes
• Rapid Response for police/fire/EMS
• Auto Start North Memorial Air Care
Audit pulled stakeholders together in a unified front all working toward the common goal of improving the safety of the Hwy 12 corridor and the surrounding communities!
Using the Road Audit

We all have a stake in A→B
Rumbles to the Rescue
Short-Term Improvements

Projects that were able to be implemented in a shortened timeframe, several of which were identified in the Road Safety Audit:

- TH 12 Intersection Lighting – 6 intersections
- Signal system enforcement (blue) lights
- TH 12@CSAH 92 – install left turn lanes at east and west junctions
- CSAH 6 to CSAH 112 – installed center median barrier
Hwy 12 @ Co Rd 92 – Turn Lanes
Hwy 12 – Co Rd 112 to Co Rd 6
Center Barrier
Medium-Term Improvements

Projects identified as part of the Road Safety Audit that will take longer time to implement due to additional R/W, environmental impacts mitigation and municipal consent:

- Hwy 12 intersection at Co Rd 90 – Roundabout
- Hwy 12 between Co Rd 6 to Co Rd 29 – continuation west of center barrier
- Hwy 12 intersections at Co Rd 92 – Several alternatives being considered coupled with access management
Hwy 12 @ Co Rd 90 – Roundabout
Long-Term Improvements – Future Projects

- Hwy 12 improvement between intersections – potential widening of roadway to provide buffer between opposing directions
MnDOT District 3

- Resurfacing projects on TH 12 across Wright County scheduled between 2018 & 2021
- District 3 will work with each community to implement recommendations from the safety audit as appropriate
Highway 12 Safety Coalition Future projects

- Design and scope of round-a-bout at Co Rd 90
- Design of single intersection at Co Rd 92 N
- Intersection management/closure
- Continued center concrete median County Road 6 to County Road 29
Saving lives by using four E approach

- Education
- Enforcement
- Emergency Medical Services
- Engineering

Fifth is “Everyone” working together to save lives