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

**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

Focus Area Priorities
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

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