What is the SHSP?

The Minnesota Strategic Highway Safety Plan (SHSP):

- Sets direction to reduce traffic fatalities and serious injuries for all roadway users
- Recognizes the complicated relationship between crash types and promotes strategic partnerships to impact safety
- Is informed by data and input from traffic safety professionals and advocates of many disciplines
- Is required by federal law and is updated every five years
What is included in the update?

ANALYZE recent crash data
CONSULT with traffic safety professionals and advocates
PRIORITIZE SHSP focus areas
IDENTIFY action-oriented strategies
IDENTIFY potential local champions
DEVELOP a user-friendly updated plan

Timeline

Step 01
ANALYZE CRASH DATA
Present summary of crash data analysis
Fall 2018

Step 02
GATHER INPUT
Input sessions TZD regional workshops and other venues
Spring/Sumer 2019

Step 03
SUMMARIZE & STRATEGIZE BASED ON INPUT
• Summarize input from all outreach activities
• Finalize focus area priorities and strategies
Fall 2019

Step 04
FINALIZE PLAN
Finalize the SHSP
Early 2020
Session Overview

- Statewide Crash Data Review
- Stakeholder Outreach
- Focus Area Priorities
- Action-Oriented Strategies
- 2025 Fatalities / Serious Injuries Goals
SHSP Focus Areas

20 total focus areas:

- Bicyclists
- Commercial vehicles
- Impaired roadway users
- Inattentive drivers
- Intersections
- Lane departure
  - Run off the Road
  - Head On
- Motorcyclists
- Older drivers
- Pedestrians
- Speed
- Trains
- Unbelted occupants
- Unlicensed drivers
- Work zones
- Younger drivers
- EMS and trauma systems
- Traffic safety culture and awareness
- Vehicle safety enhancements
- Data management
- Management systems

Statewide Crash Data – Total Crashes

Total Statewide Fatalities & Serious Injuries (2014-2018)

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>1044</td>
<td>361</td>
</tr>
<tr>
<td>2015</td>
<td>1127</td>
<td>411</td>
</tr>
<tr>
<td>2016</td>
<td>1992</td>
<td>392</td>
</tr>
<tr>
<td>2017</td>
<td>1849</td>
<td>358</td>
</tr>
<tr>
<td>2018</td>
<td>1701</td>
<td>381</td>
</tr>
</tbody>
</table>
Statewide Crash Data – Summary

Fatal and Serious Injury Crashes = 8,188 over 5 years

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Intersections</td>
<td>47%</td>
<td>6</td>
<td>Motorcyclists</td>
<td>17%</td>
</tr>
<tr>
<td>2</td>
<td>Single Vehicle Run off</td>
<td>31%</td>
<td>7</td>
<td>Unbelted Occupants</td>
<td>16%</td>
</tr>
<tr>
<td></td>
<td>the Road</td>
<td></td>
<td></td>
<td>Younger Drivers</td>
<td>16%</td>
</tr>
<tr>
<td>3</td>
<td>Impairment</td>
<td>25%</td>
<td>9</td>
<td>Unlicensed Drivers</td>
<td>14%</td>
</tr>
<tr>
<td>4</td>
<td>Speed</td>
<td>20%</td>
<td>10</td>
<td>Inattention</td>
<td>13%</td>
</tr>
<tr>
<td>5</td>
<td>Older Drivers</td>
<td>18%</td>
<td>11</td>
<td>Pedestrians</td>
<td>12%</td>
</tr>
<tr>
<td>12</td>
<td>Head-On</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Commercial Vehicles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Bicyclists</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Work Zones</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Trains</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Statewide Crash Data – Engineering

Engineering, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)

- Intersection: 11%
- Lane Departure - SVROR: 32%
- Lane Departure - HOSSO: 50%
Statewide Crash Data – Behavior

Behaviors, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)

- Impairment: 28%
- Speed: 22%
- Unbelted Occupant: 16%
- Inattention: 9%

Statewide Crash Data – Drivers

Drivers, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)

- Unlicensed Driver: 18%
- Younger Driver: 17%
- Older Driver: 16%
Statewide Crash Data – Modes

Modes, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)

- Commercial Vehicle
- Motorcycle
- Bicyclist
- Pedestrian

![Graph showing trends over time for different modes of transportation.]

Statewide Crash Data – Complex Environments

Complex Environments, Percent of Statewide Fatal & Serious Injury Crashes (2009-2018)

- Train
- Work Zone

![Graph showing trends over time for complex environments.]
Statewide Crash Data – Trends

**TRENDING UP**
- Intersections
- Older drivers
- Pedestrians
- Speed
- Unlicensed drivers
- Work zones

**STEADY**
- Bicyclists
- Commercial vehicles
- Impaired roadway users
- Lane departure (head-on)
- Motorcyclists
- Trains

**TRENDING DOWN**
- Inattentive drivers
- Lane departure (run-off-the-road)
- Unbelted occupants
- Younger drivers

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Stakeholder Outreach
Who is involved?

TZD Leadership Team (SHSP Steering Committee)

SHSP Project Team

WHO IS INVOLVED?

Traffic safety professionals and advocates

General Public

Traffic Safety Stakeholders

Traffic safety professionals and advocates

ENGINEERING, EDUCATION, ENFORCEMENT, EMERGENCY MEDICAL & TRAUMA SERVICES, + EVERYONE

Lead Agencies:
MnDOT, MN Dept of Public Safety, MN Department of Health

TZD Program Stakeholders:
TZD regional workshops and other targeted outreach

Cities, counties, state patrol, local law enforcement, tribes, MPOs, state agencies, driver education, EMS, advocacy groups, associations, academia, consultants.
Targeted Stakeholder Input

**Focus Area Priorities**
- 2019 TZD Regional Workshops
- Public Survey

**Action-Oriented Strategies**
- 2018 TZD Conference
- 2019 TZD Regional Workshops
- MN Safety Council / TZD LELs
- Agency Experts: MnDOT, DPS, MDH

**2025 Goals - Fatalities & Serious Injuries**
- 2019 TZD Conference

SHSP Steering Committee (TZD Leadership Team)

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2020-2024 Focus Area Priorities

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11/1/2019

2014-2019 (PREVIOUS) Focus Area Priorities

- Keep all emphasis areas, but identify priorities
- Look at emerging areas – what’s next for making a difference?
- Bullseye – Starting point to help identify new framework
- SHSP Steering Committee – reviewed input and determined new framework for 2020-2024 priorities

Input from TZD Workshops – Focus Area Priorities

*Average statewide rating by focus area*

- Pedestrians (mid to top)
- Work zones (low to mid)
- Unlicensed (low to mid)
- Lane departure (top to mid)
- Data management (mid to low)
- Management systems (mid to low)

Total participants = 546 respondents; West Central workshop not included
Input from Public Survey – Focus Area Priorities

Frequency Selected in top 3 statewide by focus area

Survey did not ask about:
  • Traffic safety culture and awareness
  • Vehicle safety enhancements
  • Data management
  • Management systems

Total survey respondents = 2,636

2020-2024 SHSP: New Focus Area Groupings

• **CORE** – These focus areas are currently important and will continue to be important
  • Highly connected to other focus areas
  • Will have specific strategies in the SHSP

• **STRATEGIC** – These focus areas were mid or lower tier priorities in the previous SHSP but are increasing in importance
  • Increasing crash trends, the need for more or new strategies, demographic changes, social and political importance, and geographic differences
  • Will have specific strategies in the SHSP
2020-2024 SHSP: New Focus Area Groupings

- **CONNECTED** – These focus areas are important but don’t rise to the level of Core or Strategic
  - Will not have specific strategies identified in the SHSP
  - Will still be addressed in the SHSP through connections to Core and Strategic focus areas

- **SUPPORT SOLUTIONS** – These focus areas are supporting tools and services that contribute to traffic safety
  - Will not have specific strategies identified in the SHSP
  - Strategies identified for other focus areas may include these elements

2020-2024 focus area priorities

**Core**
- Inattentive drivers
- Impaired roadway users
- Intersections
- Speed
- Lane departure
- Unbelted vehicle occupants

**Strategic**
- Older drivers
- Pedestrians
- Younger drivers
- Work zones
- Commercial vehicles
- Motorcyclists

**Connected**
- Unlicensed drivers
- Bicyclists
- Trains

**Support Solutions**
- Traffic safety education & awareness
- EMS & trauma systems
- Vehicle safety enhancements
- Data management
- Management systems
Action-Oriented Strategies

Strategies Gathered at TZD Workshops

- **Small Group Activity at Workshops**
  - Brainstormed strategies in specific focus area groups
  - Selected top 3-5 strategies per small group
  - Some were more specific tactics

- **Compiled Workshop Strategies**
  - Grouped similar strategies and tactics together
  - To show ideas suggested most often

- **Activity with Steering Committee (TZD Leadership Team)**
  - Reviewed all strategies generated at workshops
  - Selected “must-dos” for the SHSP
Blending Input from Stakeholders and Agency Experts

Focus Area Priorities
- 2019 TZD Regional Workshops
- Public Survey

Action-Oriented Strategies
- 2018 TZD Conference
- 2019 TZD Regional Workshops
- MN Safety Council / TZD LELs
- Agency Experts: MnDOT, DPS, MDH

2025 Goals - Fatalities & Serious Injuries
- 2019 TZD Conference

SHSP Steering Committee (TZD Leadership Team)

Action-Oriented Strategies

Format
- **Strategy**: High level strategy that conveys a broader objective.
- **Tactics**: Actions to accomplish the strategy.

Example
- **Strategy 1**: Design roadways to reduce the frequency and severity of lane departure crashes
  - T1.1 Rumble strips...
  - T1.2 Improved pavement marking...
  - T1.3 Maintain clear zones...
### Number of Strategies and Tactics

<table>
<thead>
<tr>
<th>Focus Areas</th>
<th>Strategies</th>
<th>Tactics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core</td>
<td>19</td>
<td>67</td>
</tr>
<tr>
<td>Strategic</td>
<td>20</td>
<td>80</td>
</tr>
<tr>
<td>Traffic Safety Culture</td>
<td>---</td>
<td>5</td>
</tr>
</tbody>
</table>

#### Categorized Tactics as
- **On-going**: Agencies already doing and will continue
- **Years 1-2**: Agencies could start in the near-term
- **Years 3-5**: Agencies could start in the long-term

### Prioritizing Strategies and Tactics

- TZD Leadership Team identified two type of priorities
- **Year 1 Priority Tactics**
  - Items not being done now but a commitment to start
  - Summary action plans
  - 35 Tactics in 11 Focus Areas + Traffic Safety Culture
    - None in Lane Departure
- **5-Year Priority Strategies**
  - Will receive extra attention over the life of the SHSP
  - 12 Strategies in 11 Focus Areas
    - None in Commercial Vehicles
Implementation

• Strategies/Tactics are the backbone to implementing the SHSP

• How Your Agency Can Implement the SHSP
  • Incorporate relevant strategies/tactics into your PLANS
  • Incorporate relevant strategies/tactics into your POLICY
  • Incorporate relevant strategies/tactics into your PROJECTS/PROGRAMS

• How You Can Implement the SHSP
  • Contact your Regional TZD Coordinator

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2025 Fatalities and Serious Injuries Goals
2025 Fatalities and Serious Injuries Goals

Which "E" do you represent?

- Engineering: 83
- Enforcement: 306
- Education: 118
- Emergency Medical & Trauma Services: 22
- Everyone Else: 52

2025 Traffic Fatality Goal - Voting Results

Vote Count

- 0: 160
- 1-25: 120
- 50: 90
- 100: 60
- 150: 30
- 200: 20
- 250: 10
- 300: 5
- 350: 2
- 376-400: 1

11/1/2019
2025 Fatalities and Serious Injuries Goals

2025 Traffic Serious Injury Goal - Voting Results

Vote Count

750 800 900 1000 1100 1200 1300 1400 1500 1600 1700

Closing Comments
SHSP Contact Information

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