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
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/Summer 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
Statewide Crash Data – Total Crashes

Total Statewide Fatalities & Serious Injuries (2014-2018)

- Fatalities
- Serious Injuries

Year | Fatalities | Serious Injuries
--- | --- | ---
2014 | 361 | 1044
2015 | 411 | 1127
2016 | 392 | 1992
2017 | 358 | 1849
2018 | 381 | 1701
### Statewide Crash Data – Summary

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

<table>
<thead>
<tr>
<th></th>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Intersections</td>
<td>47%</td>
</tr>
<tr>
<td>2</td>
<td>Single Vehicle Run off the Road</td>
<td>31%</td>
</tr>
<tr>
<td>3</td>
<td>Impairment</td>
<td>25%</td>
</tr>
<tr>
<td>4</td>
<td>Speed</td>
<td>20%</td>
</tr>
<tr>
<td>5</td>
<td>Older Drivers</td>
<td>18%</td>
</tr>
<tr>
<td>6</td>
<td>Motorcyclists</td>
<td>17%</td>
</tr>
<tr>
<td>7</td>
<td>Younger Drivers</td>
<td>16%</td>
</tr>
<tr>
<td>8</td>
<td>Unbelted Occupants</td>
<td>16%</td>
</tr>
<tr>
<td>9</td>
<td>Unlicensed Drivers</td>
<td>14%</td>
</tr>
<tr>
<td>10</td>
<td>Inattention</td>
<td>13%</td>
</tr>
<tr>
<td>11</td>
<td>Pedestrians</td>
<td>12%</td>
</tr>
<tr>
<td>12</td>
<td>Head-On</td>
<td>11%</td>
</tr>
<tr>
<td>13</td>
<td>Commercial Vehicles</td>
<td>9%</td>
</tr>
<tr>
<td>14</td>
<td>Bicyclists</td>
<td>4%</td>
</tr>
<tr>
<td>15</td>
<td>Work Zones</td>
<td>2%</td>
</tr>
<tr>
<td>16</td>
<td>Trains</td>
<td>0.4%</td>
</tr>
</tbody>
</table>
Statewide Crash Data – Trends

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

TRENDING UP
- 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
Stakeholder Outreach
WHO IS INVOLVED?

TZD Leadership Team (SHSP Steering Committee)

SHSP Project Team

Traffic safety professionals and advocates

General Public
2020-2024 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
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

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
</table>
| **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 |
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 Install rumble strips and mumble strips on centerlines and edges of roads, especially along two-lane roadways
  - T1.2 Install improved pavement markings, such as wet reflective edge stripes and wider markings
  - T1.3 Maintain clear zones to reduce obstructions and fill in drop-offs on high speed corridors
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
Brad Utecht
Transportation Planning Director
Bradley.Utecht@state.mn.us
(651) 366-4835