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
**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*
Statewide Crash Data – Total Crashes

Total Statewide Fatalities & Serious Injuries (2014-2018)

- Fatalities
- Serious Injuries

- 2014: 1044
- 2015: 1127
- 2016: 1992
- 2017: 1849
- 2018: 1701
<table>
<thead>
<tr>
<th>Rank</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>Unbelted Occupants</td>
<td>16%</td>
</tr>
<tr>
<td>8</td>
<td>Younger Drivers</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>

*Fatal and Serious Injury Crashes = 8,188 over 5 years*
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
Stakeholder Outreach
Who is involved?

TZD Leadership Team (SHSP Steering Committee)

SHSP Project Team

WHO IS INVOLVED?

Traffic safety professionals and advocates

General Public
2020-2024 Focus Area Priorities
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
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
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
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