

Traffic Safety Culture	
On-going	TSC.1 Share fatal and serious injury crash report details with multi-disciplinary review committees. Encourage localities without a review committee to form a multi-disciplinary group.
	TSC.2 Increase coordination and collaboration efforts between zero-fatality programs in the state.
Years 1-2	TSC.3 Restart the Traffic Safety Culture committee. Initial projects may include participation in the Montana traffic safety culture pooled fund study and expanding the Park Rapids pilot project to other regions. *
	TSC.4 For school-based health educators and school resource officers, develop and distribute updated age-appropriate informational resources on safe behaviors while walking/bicycling in or near roadways and while riding in passenger vehicles.
	TSC.5 Initiate data collection and analysis to identify high priority traffic safety risks facing underserved communities. *

\* Year 1 Priority Tactic

++ 5 Year Priority Strategy

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# Core Focus Areas

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# Inattentive Drivers

## Strategy 1: Improve education and awareness about inattentive driving

On-going	T1.1 Increase education about inattentive driving and provide background data and statistics that highlight the dangers of inattentive driving. Educate on other distractions in addition to cell-phone use related to inattentive driving. Provide education to people of all ages (not just teen drivers).	*
	T1.2 Increase education on drowsy driving and provide background data and statistics on the dangers of drowsy driving. Enumerate in education materials the warning signs of drowsy driving and offer prevention tactics to avoid drowsy driving.	
Years 1-2	T1.3 Increase funding to create and distribute messaging and resources for education on inattentive driving.	

## Strategy 2: Provide more enforcement and legislative actions to lower inattentive driving rates

Years 1-2	T2.1 Increase the use of high-visibility law enforcement presence to target distracted drivers. Evaluate funding levels and provide more funding for enforcement efforts if appropriate.	*
	T2.2 Encourage judges to reduce leniency in sentencing distracted driving offenders.	*
	T2.3 Update penalties for distracted driving violations that result in death or serious injury.	

## Strategy 3: Support the advancement of technology improvements and road design to reduce the impact of inattentive driving

On-going	T3.1 Encourage use of cell phone settings and apps that limit incoming distractions while driving. Encourage insurance companies to offer incentives for drivers to use these settings or apps.	
	T3.2 Encourage the use of existing motor vehicle technology designed to reduce distracted driving crashes, such as lane departure warning alerts, forward collision warning alerts, and automatic braking.	
Years 3-5	T3.3 Support the transition to emerging motor vehicle technology to reduce human error, such as autonomous vehicles.	

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# Impaired Roadway Users

## Strategy 1: Increase public awareness to reduce impaired driving

On-going	T1.1 Increase public awareness of the dangers of impaired driving through media campaigns to target issues and high-risk driver groups identified through crash data analysis and market research.
	T1.2 Use full range of print, digital, broadcast and electronic material distribution methods for public awareness purposes.
	T1.3 Tailor messaging to emphasize personal responsibility so all drivers know that even a little impairment can be dangerous.
	T1.4 Include evidence-based information about the effects of drugs other than alcohol on driver impairment. Improve data collection and analysis for impaired driving offenses related to drugs other than alcohol.
Years 1-2	T1.5 Develop a uniform public complaint reporting form for use in a “ <i>See Something, Say Something</i> ” initiative to identify suspected habitually impaired drivers and to identify alcohol retailers that serve underage persons.

## Strategy 2: Support community-based initiatives to keep impaired drivers off the road

On-going	T2.1 Promote expansion and use of safe ride home options.	
Years 1-2	T2.2 Implement best practice models of privately-sponsored public transit safe ride programs.	
	T2.3 Develop a template for community-based Place of Last Drink (POLD) data collection and analysis.	*
	T2.4 Identify and implement successful approaches to partnering with alcohol retailers and servers to prevent over-serving and to reduce alcohol sales to underage persons. Increase community-based efforts to prevent alcohol consumption by underage persons.	
	T2.5 Expand availability of Responsible Beverage Server Training (RBST) to all counties.	*
Years 3-5	T2.6 Identify and pilot test best practice models of effective, cost efficient alcohol retailer-based safe ride home programs.	

## Strategy 3: Provide funding, training and technology for impaired driving law enforcement

On-going	T3.1 Conduct high-visibility, coordinated statewide impaired driving enforcement events linked with paid and earned media. Identify areas with high rates of impaired driving to prioritize enforcement efforts.	
	T3.2 Conduct locally coordinated Driving While Impaired (DWI) saturation patrols. Use the Office of Traffic Safety (OTS) DWI Dashboard to identify high risk locations and time periods for impaired driving crashes.	
	T3.3 Identify and pilot test promising technology for roadside detection of suspected use of drugs other than alcohol.	
	T3.4 Increase Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training opportunities for law enforcement personnel.	
Years 1-2	T3.5 Encourage law enforcement agencies to establish zero tolerance guidance for officers when encountering suspected impaired drivers.	
	T3.6 Compile baseline county-specific data on drug-related crashes, DWI-Drug citations, and chemical test results for tetrahydrocannabinol (THC) and other drugs.	*

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Impaired Roadway Users	
<b>Strategy 4: Improve DWI law, adjudication process, and post-conviction sanctions to deter impaired driving</b>	
On-going	T4.1 Identify and support legislative solutions that strengthen the DWI law and make it more effective at deterring impaired driving and reducing repeat offenses.
Years 1-2	T4.2 Convene a NHTSA Safety Program Assessment of the OTS Impaired Driving Program to identify strengths, weaknesses and opportunities for improvement.
	T4.3 Study the effectiveness of screening and brief intervention techniques for DWI offenders.
Years 3-5	T4.4 Provide supplemental funding for counties interested in establishing DWI post-conviction Victim Impact Panels.
	T4.5 Establish more DWI Courts.

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# Intersections

## Strategy 1: Improve safety through intersection roadway design changes and alternative intersections

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On-going	T1.1 Increase education and public outreach about alternative intersection designs and how to use them. Support data-driven solutions, and explore ways to communicate the safety benefits of alternative intersections.
	T1.2 Incorporate transit, bicyclists, and pedestrians in intersection design. Provide facilities to accommodate people walking, rolling, and bicycling to limit conflicts with vehicles.
Years 1-2	T1.3 Design intersections to lower crossing conflict points, manage access points, and reduce the number of severe crashes at intersections. Apply alternative design to intersections with a high frequency of severe crashes or systemic risk factors.
	T1.4 Apply alternative intersection designs on a corridor level approach.

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## Strategy 2: Improve corridor and signalized intersection safety through intersection traffic design and signal timing

On-going	T2.1 Improve signal timings at signalized intersections. Update signalized corridor timing, coordination, and phasing to reduce stops.
Years 1-2	T2.2 Improve the visibility of vehicles and pedestrians at intersections with lighting and unobstructed sightlines.
	T2.3 Improve signing and pavement markings. Incorporate technologies and proven countermeasures as appropriate.
	T2.4 Provide leading pedestrian intervals to improve pedestrian safety where appropriate. Consider installing blank out signs to restrict turns where appropriate during pedestrian intervals.

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## Strategy 3: Update planning policy

Years 1-2	T3.1 Reduce over-building the roadway and apply performance-based practical design based on existing demand and safety risks.
	T3.2 Facilitate coordination between state, regional, and local agencies for intersection projects. Participate with all user groups so the project fits the community.
	T3.3 Support improvements with a data-driven approach by linking high-crash intersections and corridors with design-related issues.
Years 3-5	T3.4 Research enhanced analytics and data collection for intersection-based crashes to be used for future safety decisions.

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## Strategy 4: Increase education and enforcement of red light running

On-going	T4.1 Increase red-light running enforcement. Identify locations with high rates of red light running to focus enforcement on. Use technology to assist with enforcement such as blue light alert systems and enhanced red-light cameras (i.e., camera-assisted enforcement).
	T4.2 Increase public awareness of risks associated with red light running. Crashes caused by red light running at signalized intersections can involve pedestrians and bicyclists, in addition to other vehicles.
Years 1-2	T4.3 Identify locations with high rates of red light running to target enforcement.
Years 3-5	T4.4 Encourage legislative changes to allow automated red-light enforcement cameras.

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# Speeding

## Strategy 1: Increase education and awareness about safe speeds and aggressive driving

On-going	T1.1 Increase education efforts about the dangers of speeding and aggressive driving, especially among younger drivers. Utilize data and statistics along with a case study narrative to deliver the point effectively.
	T1.2 Increase media messaging to spread awareness that unsafe speed kills.
	T1.3 Use education and messaging to change culture of normalized excessive speeding.

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## Strategy 2: Utilize enforcement to reduce speeding

On-going	T2.1 Increase high visibility enforcement to reduce speeding. Provide more funding to law enforcement to support additional speed reduction efforts.
Years 1-2	T2.2 Utilize speed camera-assisted enforcement as appropriate. Place signs in areas with the speed cameras to notify drivers of their presence.
	T2.3 Encourage legislative changes to allow for automated speed enforcement.
Years 3-5	T2.4 Improve the data management of speed-related crashes. Educate law enforcement to update MnCrash once crash reconstruction is complete.

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## Strategy 3: Improve road design and speed limit signing

Years 1-2	T3.1 Use geometric elements and traffic calming techniques to design roads for appropriate speeds. Utilize road diets where appropriate.
	T3.2 Use appropriate speed limits that account for roadway design, traffic, land use, and context.
	T3.3 Install dynamic speed feedback signs, preferably with geometric improvements, to gain compliance with speed limits where speeds/crashes are an issue.
Years 3-5	T3.4 Implement variable speed limits to account for changing driving conditions. Encourage legislative changes to allow for regulatory variable speed limits.

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# Lane Departure

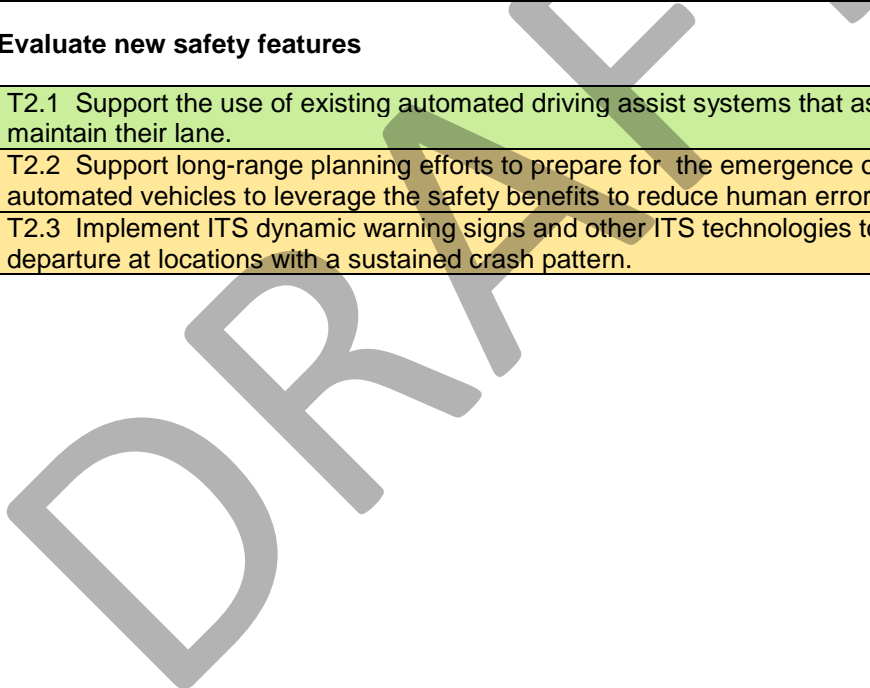


## Strategy 1: Design roadways to reduce the frequency and severity of lane departure crashes

On-going	T1.1 Install rumble strips and mumble strips on centerlines and edges of roads, especially along two-lane roadways, to tactically warn drivers if their vehicles leave the desired travel area.
	T1.2 Install improved pavement markings, such as wet reflective edge stripes and wider (i.e. 6" instead of 4") markings.
	T1.3 Maintain clear zones to reduce obstructions and fill in drop-offs on high speed corridors. Maintain a clear down-slope if within a clear zone. Maintain traversable driveways and embankments to reduce stopping or rolling hazards.
	T1.4 Design improved geometry for highway curves to reduce the chance of vehicles exiting the roadway (where low-cost treatments are ineffective).
	T1.5 Install median cable barrier along divided highways with narrow medians or center buffers with tubular delineators along two-lane highways.
Years 3-5	T1.6 Install delineators along high volume, high risk corridors to assist drivers, especially in inclement weather or nighttime conditions.

## Strategy 2: Evaluate new safety features

Years 1-2	T2.1 Support the use of existing automated driving assist systems that assist drivers maintain their lane.
Years 3-5	T2.2 Support long-range planning efforts to prepare for the emergence of highly automated vehicles to leverage the safety benefits to reduce human error
	T2.3 Implement ITS dynamic warning signs and other ITS technologies to reduce lane departure at locations with a sustained crash pattern.





# Unbelted Occupants

## Strategy 1: Increase public awareness to improve the use of seat belts and child restraints

On-going	T1.1 Increase public awareness of the high risk associated with failure to wear seat belts and transporting children without proper restraints through paid and earned media campaigns targeting high-risk driver groups as well as underserved communities.	
	T1.2 Tailor messaging so all drivers understand their liability for ensuring all passengers are properly restrained.	
	T1.3 Build strong partnerships with the medical community and insurance providers to increase public understanding of the risk of increased injury severity for failure to wear seat belts or to properly restrain children.	
Years 1-2	T1.4 Conduct data-driven analysis to bring awareness about the risk of increased injury severity for not being properly restrained in a traffic crash.	*
	T1.5 Identify best practice models of employer-based workplace policies on seat belt use.	
	T1.6 Identify best practice models of effective school and community-based outreach methods that target teen drivers. Incorporate results in teen-focused TZD events and materials.	

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## Strategy 2: Provide funding and training for seat belt law enforcement

On-going	T2.1 Conduct high visibility statewide seat belt enforcement events linked with paid and earned media.	
Years 1-2	T2.2 Evaluate crash data to identify locations and time periods at greatest risk of unrestrained vehicle occupants.	*
	T2.3 Increase supplemental funding for localized seat belt saturation enforcement details that target known high risk locations and time periods.	
	T2.4 Encourage law enforcement agencies to establish zero tolerance guidance for officers when encountering suspected unbelted drivers. Conduct outreach to courts to encourage consistent adjudication of seat belt and child passenger seat citations.	
	T2.5 Update Occupant Protection Usage and Enforcement (OPUE) curriculum for law enforcement officers.	

## Strategy 3: Improve seat belt and child passenger safety law and training programs

On-going	T3.1 Convene a NHTSA Safety Program Assessment of the OTS Occupant Protection Program to identify strengths, weaknesses and opportunities for improvement.	
Years 3-5	T3.3 Add training on the importance of proper use of child passenger safety seats to driver education curriculum standards.	
	T3.4 Increase funding support for outreach training to families, caregivers and child care professionals on the proper use of child safety restraints.	

# Strategic Focus Areas

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# Older Drivers

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## Strategy 1: Increase public awareness of the safety risks faced by older drivers

Years 1-2	T1.1 Identify best practice examples that promote self-regulation of driving behavior and self-awareness of declining physical and cognitive abilities.	
	T1.2 Develop and distribute updated informational resources on safe driving behaviors and alternative modes of travel for social service organizations, medical professionals, and families of at-risk drivers.	
	T1.3 Develop educational resources focused on alternative intersection and roadway design concepts and practices.	
	T1.4 Update informational resources for law enforcement, medical professionals and families of at-risk drivers on assessing a person's fitness to drive.	*
	T1.5 Increase the promotion of DVS-approved crash prevention/defensive driving courses for drivers age 55 or older. Promote the use of <i>CarFit</i> programs to promote self-awareness of safety, comfort and mobility needs.	*
	T1.6 Work with medical professionals to educate patients on base-line cognitive abilities required for driving.	

## Strategy 2: Evaluate fitness to drive

Years 1-2	T2.1 Design and implement a roadside evaluation protocol for law enforcement to determine fitness to drive for drivers of all ages.	*
	T2.2 Identify best practices in age-appropriate vision screening.	
	T2.3 Evaluate patterns and trends of crashes involving potential deficiencies in driver fitness.	
Years 3-5	T2.4 Identify and encourage legislative changes that establish tests for base-line cognitive and physical abilities required for driving.	

## Strategy 3: Improve traffic design to benefit older drivers

On-going	T3.1 Continue to research and implement best practices for traffic signage and pavement markings to improve legibility and visibility.	
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## Strategy 4: Improve alternative transportation options

Years 1-2	T4.1 Increase funding to make community-based mobility alternatives more accessible, especially in rural areas.	
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# Pedestrians



## Strategy 1: Increase education and awareness for drivers and pedestrians

On-going	T1.1 Conduct a high profile pedestrian education campaign with increased media coverage targeted at drivers and pedestrians. Include curriculum on <i>Walk! Bike! Fun!</i> and <i>Vision Zero</i> programs in addition to current laws.
	T1.2 Promote pedestrian-related laws in an easy-to-understand manner for public outreach.
Years 1-2	T1.3 Develop local/community partnerships like advocacy groups and parent-teacher organizations. Create local strategies in partnership with underserved communities and communities with high pedestrian demand.
	T1.4 Promote <i>Safe Routes to School</i> guidelines about education, encouragement, engineering, enforcement, evaluation, and equity.

## Strategy 2: Improve design and maintenance for pedestrian safety

On-going	T2.1 Establish policies with all agencies to maintain pedestrian facilities for all four seasons, including proper snow and ice removal. Expedite maintenance of sidewalks to deter people from walking in the road.	
	T2.2 Provide appropriate crossing time at signalized/active crossings. Consider timing strategies to better accommodate pedestrian needs.	
Years 1-2	T2.3 Design roads and facilities for pedestrians, such as sidewalks, mid-block breaks, and bump outs. Identify areas with inadequate pedestrian facilities that could be improved. Provide the appropriate number of safe pedestrian crossings to accommodate pedestrian needs.	*
	T2.4 Design for appropriate road capacity to reduce crosswalk length and crosswalk conflicts. Utilize road diets (4-lane to 3-lane conversions) where appropriate.	*
	T2.5 Install proper signing at crosswalks and evaluate current signing standards. Increase the use dynamic signing options at mid-block crossings where there are high volumes of pedestrian traffic. Promote the use of advance stop bars and/or yield lines at all crosswalks.	
	T2.6 Improve lighting around pedestrian facilities to increase pedestrian visibility.	*
Years 3-5	T2.7 Evaluate passive pedestrian detection technology.	

## Strategy 3: Promote policy changes that impact pedestrian safety

On-going	T3.1 Increase funding for pedestrian facilities.
Years 1-2	T3.2 Improve pedestrian volume data collection to identify trends and numbers for health, law, plans, and policies.
	T3.3 Develop pedestrian plans and <i>Complete Streets</i> plans at local levels.

# Younger Drivers

## Strategy 1: Increase public awareness to improve the safety of younger drivers

Years 1-2	T1.1 Develop age-appropriate teen and young adult-focused content for the annual <i>Toward Zero Death</i> conference. Provide funding to supplement the cost of a cohort of teens and young adults to attend the conference.	*
	T1.2 Evaluate teen driver-involved crash reports to determine if seat belt use varies under different circumstances. Incorporate findings into driver education curriculum and public information initiatives focused on younger drivers.	
	T1.3 Increase public awareness of provisions in the Graduated Driver Licensing law for younger drivers.	
	T1.4 Increase outreach programs to teenagers to educate on teen-driver safety. Conduct a teen-focused <i>Toward Zero Deaths</i> (TZD) summit.	*
Years 3-5	T1.5 Translate the <i>Minnesota Driver's Manual</i> into Hmong, Russian, Somali and Vietnamese for use by teens and adults with limited English proficiency to reinforce safe driving habits after earning a driver license.	

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## Strategy 2: Improve driver education and the Graduated Driver License law

Years 1-2	T2.1 Review the current driver education program and identify ways to strengthen and improve it.	*
	T2.2 Evaluate the suitability of driver education simulations currently in use.	
	T2.3 Evaluate the long term driving performance of drivers who complete local option driver improvement (traffic school) classes in lieu of paying fines related to traffic offenses.	
	T2.4 Evaluate the first 3-year driving performance of young drivers who were subject to updated Graduated Driver License (GDL) requirements that began in 2015.	
	T2.5 Review current GDL law to identify ways to strengthen and improve it. Encourage legislative changes that reduce the risk of harm to younger drivers, including driver education requirements and parental supervision elements of the GDL law.	*

# Work Zones



<b>Strategy 1: Reduce speeding within work zones</b>	
On-going	T1.1 Use appropriate enforcement to reduce speeding and distracted driving in work zones, especially during peak travel periods. Develop and deploy strategies to best enforce work zones.
	T1.2 Increase visible enforcement presence, possibly with decoy squad cars. Increase funding for additional law enforcement resources.
Years 1-2	T1.3 Encourage legislative changes to legalize automated camera enforcement in work zones.
	T1.4 Install automated/enhanced speed enforcement or camera-assisted enforcement in work zones.
	T1.5 Install dynamic speed feedback signs to alert drivers if they are speeding.
	T1.6 Evaluate travel speeds within work zones to apply appropriate speed limits. Incorporate "Workers Present" speed limits in work zones during times when workers are present.
Years 3-5	T1.7 Apply physical or geometric features to calm traffic in work zones.
<b>Strategy 2: Incorporate work zone notifications and education</b>	
On-going	T2.1 Increase public education and training for driving in work zones. Create greater public awareness about moving over for disabled vehicles, law enforcement, construction, etc. ( <i>Ted Foss Law</i> ).
	T2.2 Apply consistent and appropriate warning signs in advance of work zones, especially when workers are present.
Years 1-2	T2.3 Use advance warning signs / DMS boards for changing work zone conditions, travel times, and incidents within work zone.
Years 3-5	T2.4 Establish best practices of radar-based audible and visible warning systems to warn workers of speeding vehicles. Consider installing warning systems within work zones.
<b>Strategy 3: Use innovative work zone planning techniques</b>	
Years 1-2	T3.1 Change traditional work schedules based on traffic trends. Avoid closing lanes when excessive queuing could occur.
	T3.2 Use full road closures to avoid traffic conflicts and to accelerate work where appropriate.
	T3.3 Maintain accessible pedestrian routes with Alternative Pedestrian Routes (APR) and Temporary Pedestrian Access Routes (TPAR) and provide clear bicycle detour routes. Protect pedestrian routes if they are detoured into the roadway.
Years 3-5	T3.4 Work with phone applications or develop an application to distribute work zone alerts when vehicles approach work zones.
<b>Strategy 4: Design safer work zones</b>	
Years 1-2	T4.1 Increase separation between workers and vehicles with lane shifts, crossovers, barriers, or other techniques.
	T4.2 Install vision screens to limit gawker effect.
	T4.3 Use automated flagger devices or temporary signals to limit exposure between vehicles and workers.
	T4.4 Consider work zone intrusion notification systems, such as (portable) rumble strips.

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<h1>Commercial Vehicles</h1>	
<b>Strategy 1: Improve enforcement for commercial vehicles</b>	
On-going	T1.1 Improve enforcement of unsafe commercial vehicles and their operators, and provide training for local law enforcement focused on commercial vehicles.
Years 1-2	T1.2 Encourage more effective communication about motor vehicle enforcement between law enforcement agencies and commercial vehicle enforcement personnel.
	T1.3 Provide additional law enforcement at commercial vehicle inspection sites to assist with driver impairment checks.
Years 3-5	T1.4 Require agriculture trucks follow commercial vehicle inspection requirements.
<b>Strategy 2: Improve the network of commercial vehicle rest areas</b>	
Years 3-5	T2.1 Provide additional truck parking facilities along highways. Increase the efficiency of existing truck parking spaces. Provide additional information systems to inform truck drivers of available spaces.
	T2.2 Coordinate with commercial properties along highways to support auxiliary truck parking. Evaluate using an insurance pool to mitigate liability concerns with property owners.
<b>Strategy 3: Increase education on commercial vehicle safety</b>	
On-going	T3.1 Increase outreach to underserved communities on licensing requirements.
Years 1-2	T3.2 Provide more public awareness for blind spot dangers for trucks, such as the <i>No Zone</i> campaign.
	T3.3 Support education for truck drivers and mechanics about the federal <i>Whistleblower Protection Act</i> . Encourage reporting of companies that pressure employees to break federal commercial vehicle laws, including hours of service limits.
	T3.4 Educate trucking association members on work zone safety.
<b>Strategy 4: Support new vehicle technology</b>	
Years 3-5	T4.1 Study the potential safety implications of truck platooning technology, wherein multiple commercial vehicles travel in close proximity to each other.

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# Motorcyclists

## Strategy 1: Increase public awareness and education to improve motorcycle safety

On-going	T1.1 Develop and distribute updated informational resources on safe driving behaviors by motorcycle drivers and passengers, emphasizing both legal requirements and best practices. Coordinate with motorcycle community groups to educate riders on safe riding techniques and self-protection.	
Years 1-2	T1.2 Develop and distribute updated informational resources on sharing the road with motorcycles, emphasizing the need for vigilance at intersections.	*
	T1.3 Encourage experienced motorcycle riders to take the OTS Intermediate Rider Course as refresher training.	
	T1.4 Evaluate motorcycle crash patterns and trends. Incorporate the findings into driver education curriculum and public information initiatives.	
	T1.5 Include injury outcome data analysis and other evidence-based information about the risk of increased injury severity for motorcycle riders not wearing head protection when involved in a traffic crash.	
	T1.6 Work with motorcycle dealerships to sell right-sized bikes and to encourage rider training to buyers.	
	T1.7 Identify best practices in rider education content and delivery mechanisms for incorporation into Minnesota rider education programming.	

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## Strategy 2: Improve motorcycle safety-related policies

Years 1-2	T2.1 Convene a NHTSA Safety Program Assessment of the OTS Motorcycle Safety Program to identify strengths, weaknesses and opportunities for improvement.	*
	T2.2 Evaluate the first 3-year driving performance of motorcycle drivers who complete the Basic Rider Course to identify Minnesota-specific topics that need greater emphasis in the Motorcycle Safety Foundation curriculum.	
	T2.3 Review current legislation to identify opportunities to encourage legislative changes (such as universal helmet law) that reduce the risk of harm to motorcycle riders.	*
Years 3-5	T2.4 Identify and remove barriers to obtaining a motorcycle endorsement.	

## Strategy 3: Improve highway design and maintenance policies

Years 1-2	T3.1 Improve highway work zone signage policy and practice to increase motorcyclists' awareness of temporary road conditions.	
	T3.2 Update roadway pavement maintenance priorities to emphasize remedying conditions particularly difficult for motorcyclists.	
Years 3-5	T3.3 Design motorcycle forgiving infrastructure along routes with high motorcycle traffic.	