



2020-2024 Strategic Highway Safety Plan

Met Council – TAC Planning

November 14, 2019

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

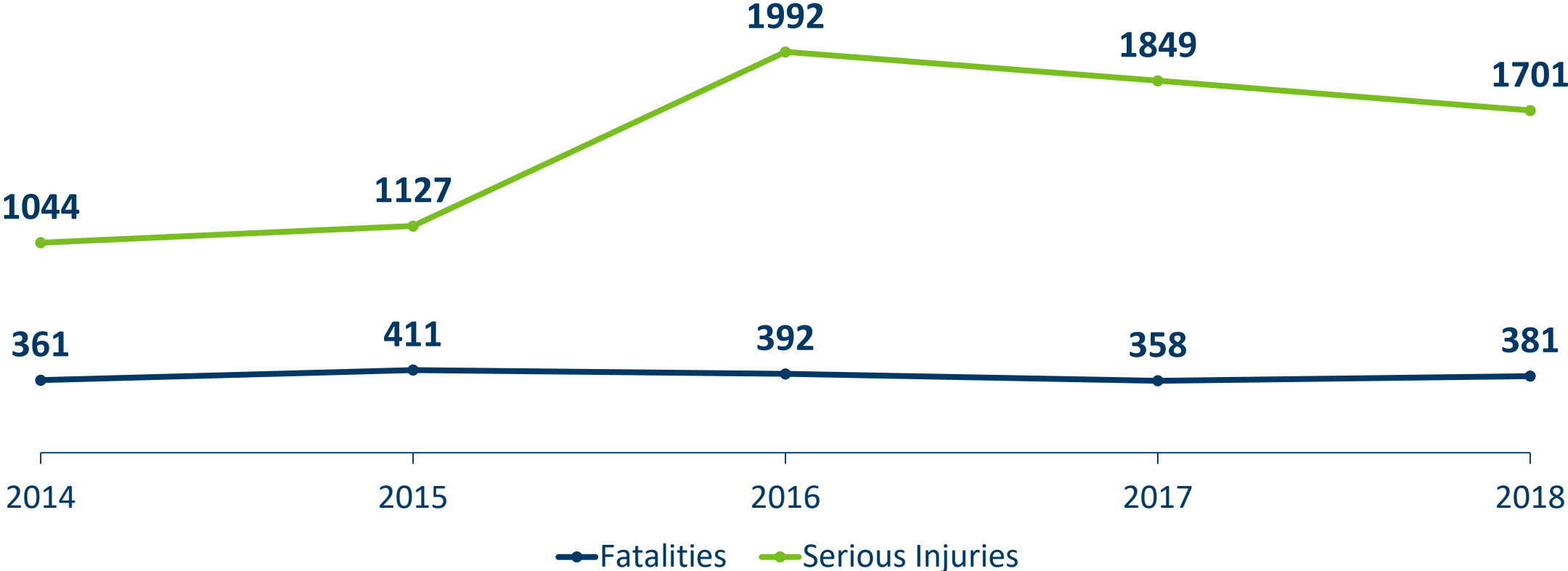




Statewide Crash Data Review

Statewide Crash Data – Total Crashes

Total Statewide Fatalities & Serious Injuries (2014-2018)



Statewide Crash Data – Summary

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

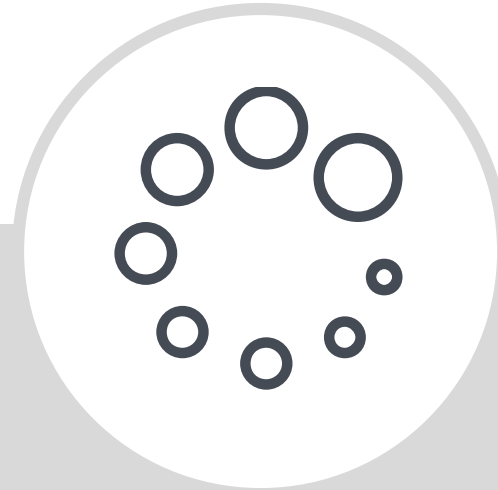
1	Intersections	47%	6	Motorcyclists	17%	12	Head-On	11%
2	Single Vehicle Run off the Road	31%	7	Unbelted Occupants	16%	13	Commercial Vehicles	9%
				Younger Drivers	16%			
3	Impairment	25%	9	Unlicensed Drivers	14%	14	Bicyclists	4%
4	Speed	20%	10	Inattention	13%	15	Work Zones	2%
5	Older Drivers	18%	11	Pedestrians	12%	16	Trains	0.4%

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?



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

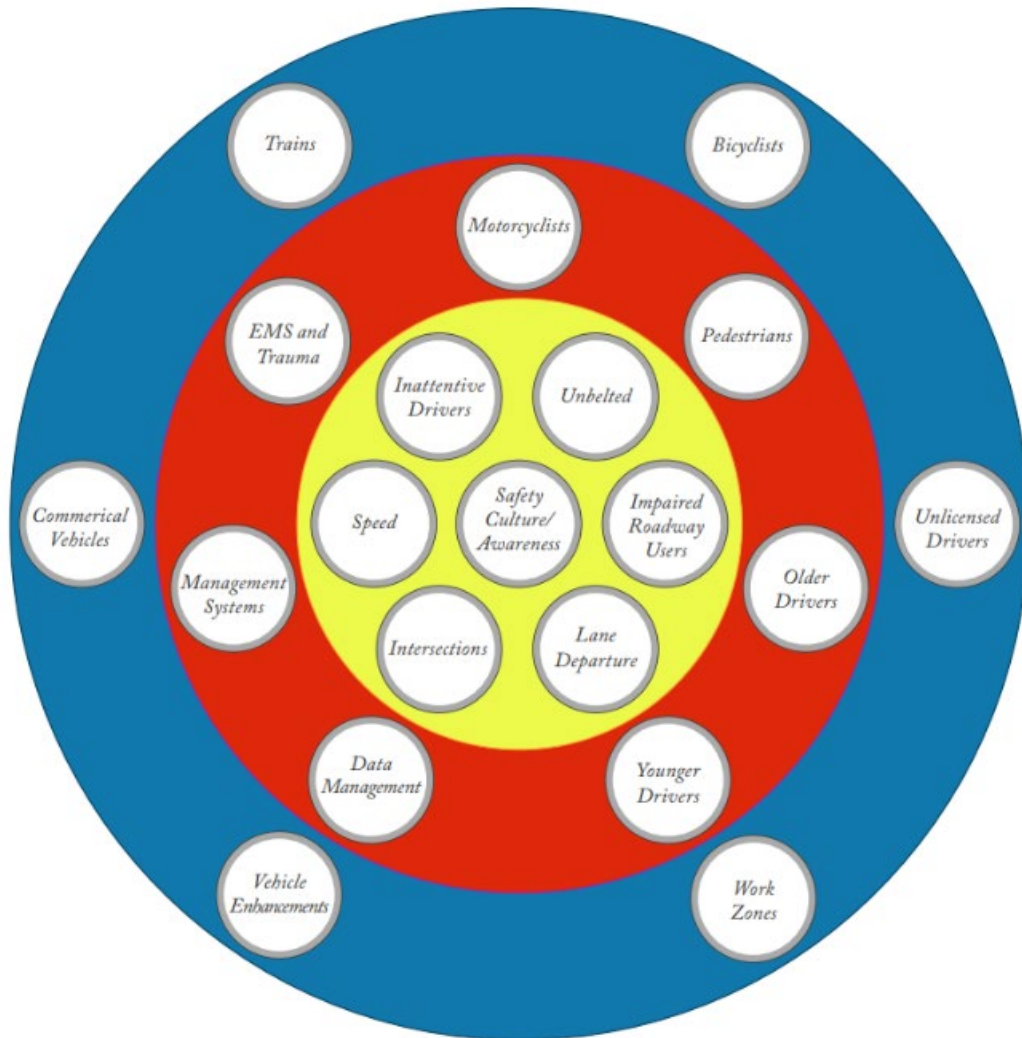
Cities, counties, state patrol, local law enforcement, tribes, MPOs, state agencies, driver education, EMS, advocacy groups, associations, academia, consultants.

Targeted Stakeholder Input



2020-2024 Focus Area Priorities

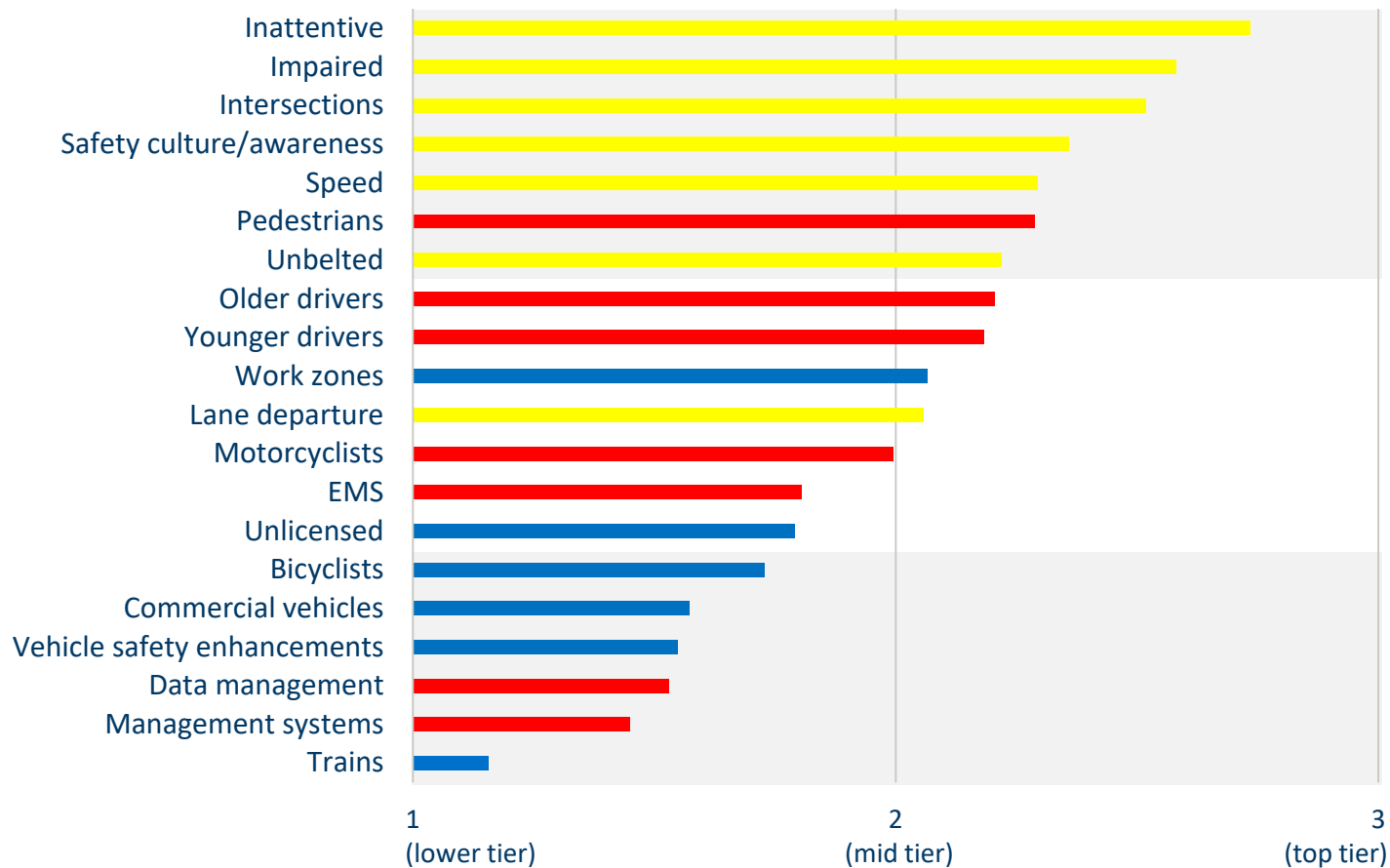
2014-2019 (PREVIOUS) Focus Area Priorities



- 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



Total participants = 546 respondents; West Central workshop not included



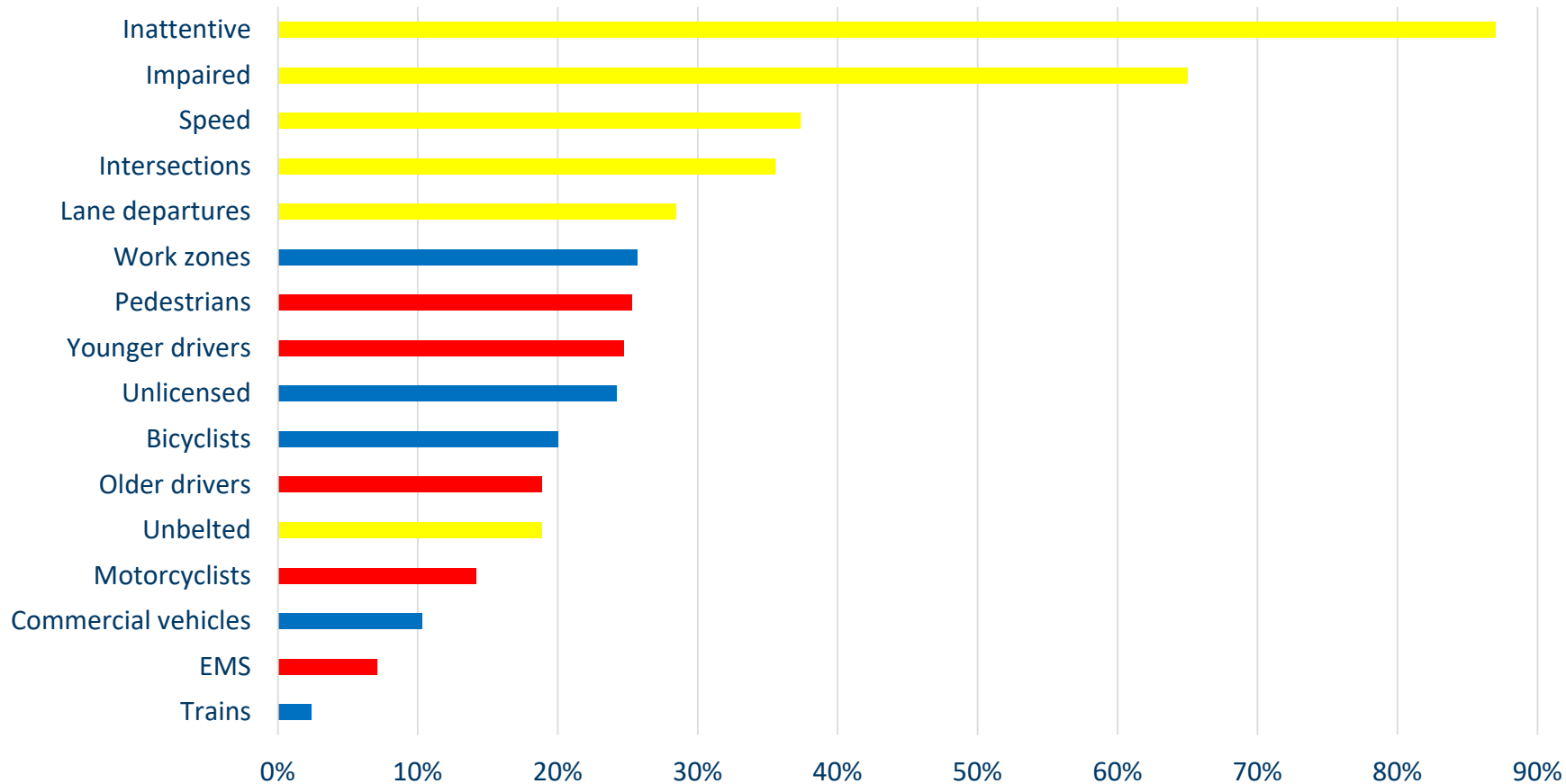
- **Pedestrians** (mid to top)
- **Work zones** (low to mid)
- **Unlicensed** (low to mid)



- **Lane departure** (top to mid)
- **Data management** (mid to low)
- **Management systems** (mid to low)

Input from Public Survey – Focus Area Priorities

Frequency Selected in top 3 statewide by focus area



Total survey respondents = 2,636

Survey did not ask about:

- Traffic safety culture and awareness
- Vehicle safety enhancements
- Data management
- Management systems

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



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

- 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**

SHSP Contact Information



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