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SHSP Update | October 2024

PROJECT STATUS

Stakeholder and Public Engagement

- The SHSP project team conducted a range of public and stakeholder engagement over the past year. This has included TZD Regional Workshops and Roundtables, community events, focused engagement with underserved communities, and more.
- Several engagement activities are in progress or scheduled. These include:

In Progress	Future
• DPS Coordination • Updates to CRSP Counties • General Public Engagement Round 1	• Direct stakeholder engagement (Met Council, DPS, MDH, MnDOT Traffic Incident Management, others) • General Public Engagement Round 2 • TZD Annual Conference • TZD Regional Workshops

SHSP Prioritization Framework

- The SHSP will prioritizes strategies with the highest potential to reduce roadway fatalities and serious injuries.
- The project team has completed a draft of the SHSP prioritization framework. The framework is now being refined with feedback from the PMT and ACTS Working Group.
- The final SHSP prioritization framework will be presented to ACTS members at the December 11, 2024 meeting.

SHSP Document Development

- The project team is reviewing and finalizing the draft SHSP document outline.
- The document writing phase will begin in early October.

SHSP Strategies Development

- A first set (Round 1) of draft safety strategies has been completed for the following SHSP Focus Areas: Intersections, Lane Departure, Pedestrians, Inattention, Motorcycle Safety, Unlicensed Drivers
- The Round 1 strategies have been reviewed by the PMT and ACTS Working Group, but comments have not yet been incorporated. All feedback will be incorporated once ACTS members have had the opportunity to comment.

MATERIALS FOR ACTS REVIEW

- ACTS review is requested for the Round 1 draft safety strategies: Intersections, Lane Departure, Pedestrians, Inattention, Motorcycle Safety, Unlicensed Drivers.
- Please provide comments by **Wednesday, October 16.** Comments can be emailed directly to:
    - Tim Burkhardt (Alliant): tburkhardt@alliant-inc.com
    - Zach Chappell (Alliant): zchappell@alliant-inc.com
- The draft strategies for review can be found in the following pages of this packet.

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Strategies Review Companion

DEFINITIONS

The SHSP framework uses several concepts to express ***what*** approaches can be used to reduce fatalities and serious injuries and ***how*** these approaches can be implemented.

ACTS members should be aware of the following definitions as they review the draft safety strategies:

- Focus Area: Focus Areas represent factors that contribute to fatal and serious injury crashes. Within the SHSP, each Focus Area includes various traffic safety strategies. The ACTS is being asked to review draft strategies for the following Focus Areas: Intersections, Lane Departure, Pedestrians, Inattention, Motorcycle Safety, and Unlicensed Drivers.
- Strategy: Strategies represent the "what." They describe a key opportunity to reduce crashes associated with a specific Focus Area. Strategies are meant to be high-level, with a variety of tactics contributing to their implementation.
- Tactic: Tactics represent the "how." They are specific actions that can be taken by implementation partners to achieve a strategy's objective. Various tactics are provided for each strategy.
- Key Tactic: A strategy may include various "key tactics." Key tactics are considered to be especially impactful, often have strong CMFs, and will be given implementation priority.

REVIEW QUESTIONS

- Strategies
    - Are the safety strategies worded clearly? Do they effectively identify core traffic safety opportunities and objectives?
    - Are any strategies missing that are key to reducing crashes for a specific Focus Area?
- Tactics and Key Tactics
    - Do the tactics provide actionable steps towards advancing a safety strategy?
    - Are any tactics missing that are important for advancing a safety strategy?
    - Should any additional existing tactics be designated as key tactics? Should any new key tactics be added?

Focus Area: Intersections	Four E's of Traffic Safety	Safe System Approach Element(s)
Strategy 1: Improve safety through intersection roadway design changes and alternative intersections		
• **Tactic 1.1 (Key Tactic): Design intersections to eliminate critical conflict points. Highly effective examples include roundabouts, J-Turns, ¾ intersections, restricted movement intersections, and others.**	• Engineering	• Safe Roads • Safe Speeds
• **Tactic 1.2: Incorporate pedestrian, bicycle, and transit facilities in intersection design. Highly effective examples include installing sidewalks, enhanced crosswalk markings, median refuge islands, and curb extensions.**	• Engineering	• Safe Roads • Safe Speeds
• **Tactic 1.3: 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.**	• Education	• Safe Road Users
Strategy 2: Incorporate enhanced safety features at intersections		
• **Tactic 2.1 (Key Tactic): Improve the visibility of all road users at intersections through use of lighting and unobstructed sightlines.**	• Engineering	• Safe Roads
• **Tactic 2.2: Improve signing and pavement markings.**	• Engineering	• Safe Roads
• **Tactic 2.3: Prioritize safety for pedestrians, bicyclists, and transit users through safety features. Highly effective examples include rectangular rapid flashing beacons and pedestrian hybrid beacons, leading pedestrian intervals at signalized intersections, and other protected pedestrian movements at signalized intersections.**	• Engineering	• Safe Roads
Strategy 3: Update planning policy		
• **Tactic 3.1 (Key Tactic): Incorporate a safety-first approach to intersection planning.**	• Engineering	• Safe Roads • Safe Speeds
• **Tactic 3.2 (Key Tactic): Support legislation to improve intersection safety options, for example automated speed enforcement or automated red light enforcement.**	• Enforcement	• Safe Speeds • Safe Road Users

Focus Area: Intersections	Four E's of Traffic Safety	Safe System Approach Element(s)
• **Tactic 3.3: Facilitate coordination between state, regional, and local agencies for intersection projects, and include participation of user groups.**	• Engineering	• Safe Roads
• **Tactic 3.4: Pursue enhanced analytics and data collection for intersection-based crashes.**	• Engineering	• Safe Roads
Strategy 4: Reduce driver speeding to reduce the severity of intersection crashes		
• **Tactic 4.1: Improve road design and incorporate speed-reducing factors. Highly effective examples include reduced lane width, urbanization, radar feedback devices, and raised medians.**	• Engineering	• Safe Roads
• **Tactic 4.2: Increase education and awareness about speeding and aggressive driving.**	• Education	• Safe Speeds • Safe Road Users
• **Tactic 4.3: Utilize enforcement to reduce speeding.**	• Enforcement	• Safe Speeds • Safe Road Users

Focus Area: Lane Departure	Four E's of Traffic Safety	Safe System Approach Element(s)
Strategy 1: Design highways to reduce the frequency and severity of lane departure crashes		
• **Tactic 1.1 (Key Tactic): Design roadways to bring awareness to roadway edges and reduce the frequency of lane departure crashes. Highly effective examples include rumble strips and edge line markings.**	• Engineering	• Safe Roads
• **Tactic 1.2 (Key Tactic): Design edge of roadway to reduce the severity of lane departure crashes. Highly effective examples include maintaining clear zones, appropriate shoulder widths, cable barrier/other barriers, Safety Edge℠ installation, and appropriate slope design.**	• Engineering	• Safe Roads
Strategy 2: Design curves to reduce the frequency and severity of lane departure crashes		
• **Tactic 2.1 (Key Tactic): Implement designs to improve curve visibility and reduce the frequency of lane departure crashes. Highly effective examples include rumble strips, enhanced edge line markings, chevrons/delineators, lighting, high friction surface treatment, and designing appropriate curve radii.**	• Engineering	• Safe Roads
• **Tactic 2.2 (Key Tactic): Design edge of roadway within curves to reduce the severity of lane departure crashes. Highly effective examples include clear zones, appropriate shoulder widths, cable barrier/other barriers, Safety Edge℠ installation, and appropriate slope design.**	• Engineering	• Safe Roads
Strategy 3: Evaluate new safety features		
• **Tactic 3.1: Support new vehicle technologies which reduce severe lane departure crashes.**	• Vehicles	• Safe Vehicles • Safe Road Users
• **Tactic 3.2: Implement ITS and other technologies to reduce severe lane departure crashes at high-risk locations or locations with a sustained crash pattern. Examples include sequential dynamic flashing chevrons, speed warning for sharp curves, variable speed limits for inclement weather, and wrong way driving detection.**	• Engineering	• Safe Roads • Safe Road Users

Focus Area: Pedestrians	Four E's of Traffic Safety	Safe System Approach Element(s)
Strategy 1: Increase education and awareness about pedestrian safety for all road users		
• **Tactic 1.1 (Key Tactic): Conduct high-profile pedestrian safety education campaigns with increased media coverage targeted at drivers and pedestrians, including school-aged children. Include easy-to-understand information on Safe Routes to School, Walk! Bike! Fun!, Vision Zero programs, and pedestrian-related laws.**	• Education	• Safe Road Users
• **Tactic 1.2: Develop local/community partnerships to encourage a culture of pedestrian safety. Coordinate and develop relationships with advocacy groups, parent-teacher organizations, universities, chambers of commerce, and underserved communities/communities with high pedestrian demand.**	• Education	• Safe Road Users
Strategy 2: Improve road design and maintenance for pedestrian safety		
• **Tactic 2.1 (Key Tactic): Improve intersection and roadway design to provide safer walking and crossings for pedestrians. Highly effective examples include installing sidewalks, enhanced crosswalk markings and signs, leading pedestrian intervals, median refuge islands, 4-lane to 3-lane conversions, and curb extensions.**	• Engineering	• Safe Roads • Safe Speeds
• **Tactic 2.2 (Key Tactic): Provide adequate and safe midblock pedestrian crossing facilities. Highly effective examples include pedestrian hybrid beacons or rectangular rapid flashing beacons, curb bump outs, median refuge islands, lighting to increase pedestrian visibility, and enhanced pavement markings and signs.**	• Engineering	• Safe Roads • Safe Speeds
• **Tactic 2.3: Provide an adequate network of pedestrian facilities separated from vehicular traffic where there is pedestrian demand.**	• Engineering	• Safe Roads
• **Tactic 2.4: Establish policies to maintain pedestrian facilities for all four seasons, including proper snow and ice removal. Expedite maintenance of sidewalks and curb ramps to deter people from walking or rolling in the road. Incorporate pedestrian facility design and maintenance as part of the planning process.**	• Engineering	• Safe Roads • Safe Road Users
Strategy 3: Promote policy changes that reduce severe pedestrian crashes		
• **Tactic 3.1 (Key Tactic): Improve pedestrian-related data collection to identify trends and numbers for health, law, plans, and policies. Data types include pedestrian volumes, vehicle speeds, pedestrian crashes and near misses, pedestrian facilities, and inventory of outreach and planning efforts.**	• Engineering	• Safe Roads • Safe Road Users

Focus Area: Pedestrians	Four E's of Traffic Safety	Safe System Approach Element(s)
• **Tactic 3.2: Develop pedestrian plans and Complete Streets plans at regional and local levels.**	• Engineering	• Safe Roads
• **Tactic 3.3: Increase funding for pedestrian safety campaigns and pedestrian facilities.**	• Education • Engineering	• Safe Roads • Safe Road Users
• **Tactic 3.4: Explore school bus stop arm violation camera enforcement.**	• Enforcement	• Safe Road Users

Focus Area: Inattentive Drivers	Four E's of Traffic Safety	Safe System Approach Element(s)
Strategy 1: Improve the quality of inattentive driving crash data		
• **Tactic 1.1 (Key Tactic): In collaboration with Minnesota Traffic Records Coordinating Committee, ensure enforcement crash reporting and the attribute values are aligned with the 2024 edition of the Model Minimum Uniform Crash Criteria (MMUCC).**	• Enforcement • Engineering	• Safe Road Users • Safe Roads
• **Tactic 1.2: Obtain funding to conduct annual observational survey to collect inattentive driving behavioral data.**	• Education?	• Safe Road Users
Strategy 2: Improve education and awareness to reduce inattentive driving		
• **Tactic 2.1: Analyze crash data to identify the target demographic to determine key messages and effective media platforms to reach the identified target.**	• Education • Enforcement	• Safe Road Users
• **Tactic 2.2 (Key Tactic): Increase funding for public information and outreach to support pre- and post-enforcement inattentive driving campaigns including problem identification data and key messaging highlighting risks and enforcement campaign results.**	• Education • Enforcement	• Safe Road Users
• **Tactic 2.3: Promote employer adoption and enforcement of policies that prohibit employees from engaging in distracting behaviors while driving on the job.**	• Education	• Safe Road Users
• **Tactic 2.4: Establish new funding to create a state-wide coalition (or Task Force) to coordinate state and local efforts to combat inattentive driving.**	• Education • Enforcement • Engineering • Emergency Medical and Trauma Services	• Safe Road Users • Safe Roads • Safe Vehicles • Post-Crash Care
Strategy 3: Strengthen enforcement tools and criminal penalties to reduce inattentive driving		
• **Tactic 3.1: Increase the use of enhanced high-visibility enforcement, coupled with public information campaigns about the enforcement, to higher-risk groups.**	• Enforcement • Education	• Safe Road Users
• **Tactic 3.2 (Key Tactic): Identify new funding for law enforcement tools and equipment needed to identify offenders and effectively enforce Minnesota's distracted and careless driving laws.**	• Enforcement • Education	• Safe Road Users

Focus Area: Inattentive Drivers	Four E's of Traffic Safety	Safe System Approach Element(s)
• **Tactic 3.3: Strengthen judicial support to convict and sentence distracted drivers.**	• Enforcement	• Safe Road Users
• **Tactic 3.4 (Key Tactic): Strengthen criminal penalties for distracted driving causing severe injuries or death through 1) legislative changes to the Criminal Vehicular Homicide (CVH) and Criminal Vehicular Operation (CVO) statutes to specifically include the "use of an electronic device while driving" and 2) supporting an increase in the severity levels for CVH and CVO within the Minnesota Sentencing Guidelines Grid.**	• Enforcement	• Safe Road Users
Strategy 4: Support the advancement of technology improvements to reduce inattentive driving		
• **Tactic 4.1 (Key Tactic): Fund pilot program coupled with media outreach for the use of telematic monitoring systems to provide real-time feedback on high-risk driving behavior to encourage mid-driving correction and crash prevention.**	• Education	• Safe Road Users
• **Tactic 4.2: Promote the use of cell phone settings and apps that limit incoming distractions while driving.**	• Education	• Safe Road Users
• **Tactic 4.3: Promote awareness and use of Advanced Driver Assistance System (ADAS) vehicle technology such as collision avoidance to help drivers operate safely and prevent accidents.**	• Education	• Safe Vehicles • Safe Road Users

Focus Area: Motorcyclists	Four E's of Traffic Safety	Safe System Approach Element(s)
Strategy 1: Strengthen public awareness and education to improve motorcycle safety		
• **Tactic 1.1 (Key Tactic): Promote rider understanding of the safety benefits of high-visibility and protective gear and safe riding behaviors, such as: helmets and all personal protective gear, highly visible clothing and motorcycle, the risks of impaired riding, and new motorcycle licensing/riding laws.**	• Education	• Safe Road Users
• **Tactic 1.2 (Key Tactic): Promote peer-to-peer outreach and identify and equip key influencers of motorcycle advocacy groups and clubs with key safety messages and talking points to strengthen social norms and shared helmet-use behavior.**	• Education	• Safe Road Users
• **Tactic 1.3: Develop and distribute updated informational resources for drivers on sharing the road with motorcycles, emphasizing the need for vigilance at intersections and curves.**	• Education	• Safe Road Users
• **Tactic 1.4: Encourage experienced motorcycle riders to take the Intermediate Rider Course as refresher training.**	• Education	• Safe Road Users • Safe Speeds
• **Tactic 1.5: 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.**	• Education • Emergency Medical Response	• Safe Road Users • Safe Speeds
Strategy 2: Improve motorcycle safety-related policies		
• **Tactic 2.1 (Key Tactic): Convene a 2027 NHTSA Safety Program Assessment of the OTS Motorcycle Safety Program to identify strengths, weaknesses and opportunities for improvement.**	• Education • Enforcement • Engineering	• Safe Road Users • Safe Speed • Safe Roads
• **Tactic 2.2 (Key Tactic): Pilot or promote the use of ignition interlock devices on the motorcycles of all DWI offenders.**	• Enforcement • Education	• Safe Road Users
• **Tactic 2.3: Enact universal helmet-use law for all riders.**	• Enforcement • Education	• Safe Road Users

Focus Area: Motorcyclists	Four E's of Traffic Safety	Safe System Approach Element(s)
• **Tactic 2.4 (Key Tactic): Require motorcycle endorsement holders to wear a helmet for the first two years after receiving their endorsement. This applies regardless of age, and any passengers during that time must also wear a helmet.**	• Enforcement • Education	• Safe Road Users
Strategy 3: Strengthen enforcement of motorcycle rider high-risk behaviors		
• **Tactic 3.1: Implement comparing vehicle registration and driver licensing files to detect and encourage unlicensed riders to obtain motorcycle endorsement**	• Education • Enforcement (?)	• Safe Road Users
• **Tactic 3.2: Expand utilization of vehicle impoundment or forfeiture for substance-impaired and/or high-speed riders.**	• Enforcement	• Safe Road Users • Safe Speed

Focus Area: Unlicensed Drivers	Four E's of Traffic Safety	Safe System Approach Element(s)
Strategy 1: Enhanced law enforcement contact		
• **Tactic 1.1: Strengthen frequency of law enforcement contact with illegal drivers through stepped-up impaired driving, speed, distracted and seat belt enforcement.**	• Enforcement • Education	• Safe Road Users • Safe Speeds
Strategy 2: Employ sanctions to identify and prevent invalid licensed driving		
• **Tactic 2.1 (Key Tactic): Require the use of ignition interlock devices by all DUI offenders to eliminate invalid license driving during the license sanction period.**	• Enforcement • Education	• Safe Road Users •
• **Tactic 2.2: Strengthen law enforcement use of license plate and vehicle sanctions to prevent unlicensed and invalid licensed drivers from continuing to drive.**	• Enforcement • Education	• Safe Road Users
• **Tactic 2.3: Conduct scan of best practices of other states in addressing unlicensed drivers including the use of limiting license suspensions to dangerous driving behaviors and develop refined SHSP unlicensed driver recommendations.**	• Enforcement • Education	• Safe Road Users
Strategy 3: Improve real-time driver monitoring and feedback to promote safe driving for inexperienced drivers		
• **Tactic 3.1 (Key Tactic): Fund pilot program coupled with media outreach for the use of telematic monitoring systems to provide real-time feedback on high-risk driving behavior to encourage mid-driving correction and crash prevention.**	• Education	• Safe Road Users • Safe Speed
Strategy 4: Increase driver awareness of and improve driver education and training for all drivers		
• **Tactic 4.1: Incorporate unlicensed driving into screening and brief intervention approaches in emergency departments, trauma centers, and social service settings to increase motivation to obtain drivers training, a driver's license, and to connect drivers to training and licensing services.**	• Education	• Safe Road Users
• **Tactic 4.2: Promote outreach and information resources on driver training and licensing procedures to high-risk populations.**	• Education	• Safe Road Users

Focus Area: Unlicensed Drivers	Four E's of Traffic Safety	Safe System Approach Element(s)
• **Tactic 4.3 (Key Tactic): Create a robust driver education program and require for all new drivers (including those 18 and above).**	• Education	• Safe Road Users • Safe Speeds
• **Tactic 4.4: Require recurrent on-line driver refresher course every 4 or 8 years, concurrent with driver's 4-year license renewal.**	• Education	• Safe Road Users • Safe Speeds
• **Tactic 4.5: Dedicate and sustain funding and providers for driver education classroom and skills training for all new drivers (including those age 18 and above).**	• Education	• Safe Road Users • Safe Speeds