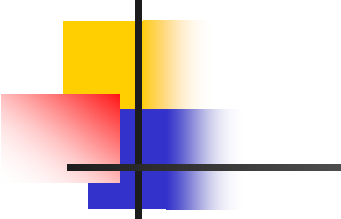




*Minnesota Comprehensive  
Highway Safety Plan –  
(CHSP)*

*North Dakota Rural Transportation  
Safety and Security Summit  
August 23, 2006*

**It's All About Safety!**





- **91,274 traffic crashes occurred**
  - 567 people died
  - 40,073 people were injured
  - \$1.8 billion estimated economic cost to Minnesota
  
- **4,841 traffic crashes involved alcohol**
  - 177 people died
  - 3,622 people were injured
  - \$288 million estimated economic cost to Minnesota
  
- **Traffic fatalities decreased 14.8% from 2003 (655 in 2003 to 551 in 2005)**
  
- **Estimated 2005 fatalities at 551**

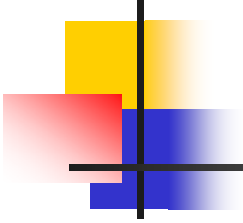
*Minnesota Motor Vehicle Crash Facts 2004, compiled and prepared by the Minnesota Department of Public Safety*

# Safety is a DOT Priority!



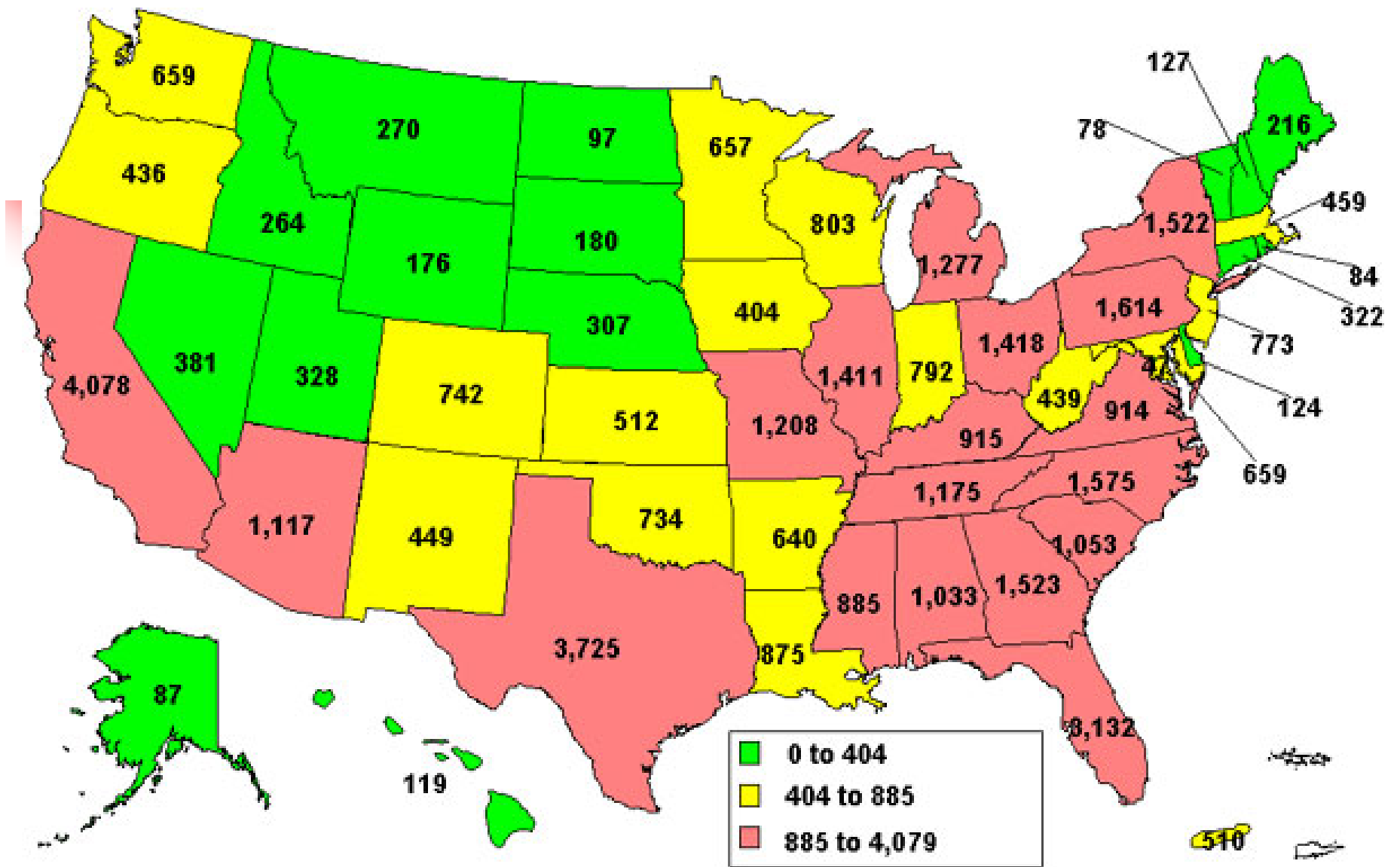
*“...history is calling us to another important task...the battle to stop the death and injury on our roads and highways...I want everyone to know in this Department – that our priority for the next 18 months is to use every tool available to reduce death and injury on our highways.”*

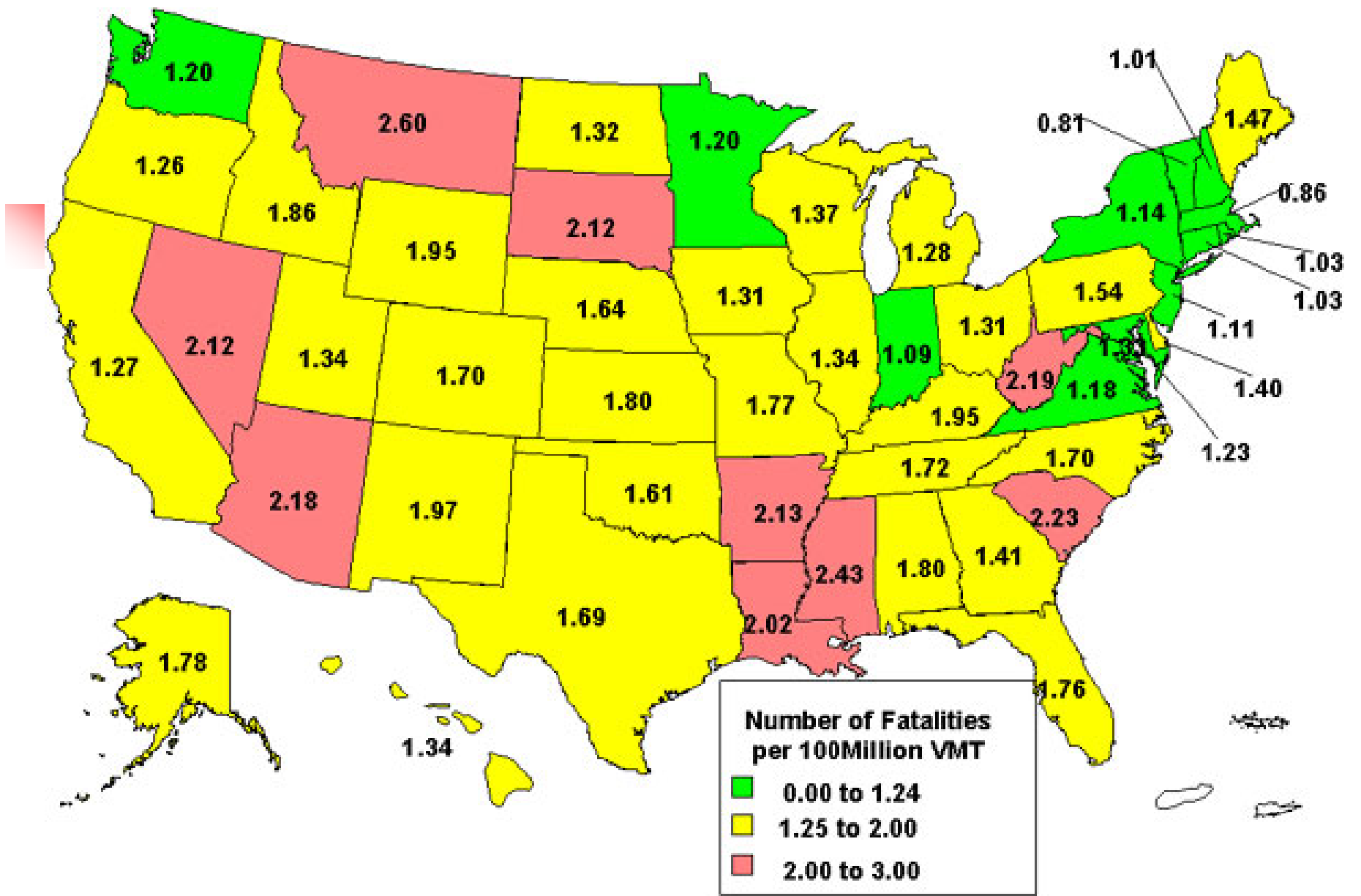
**US DOT Secretary Norman Mineta speaking to an “All Hands Meeting” with staff from NHTSA, FHWA and FMCSA, July 2003**



**AASHTO and FHWA have set a national goal to reduce the traffic fatality rate to 1.0/100MVM by 2008. A 1.0 fatality rate isn't enough for Minnesota.**

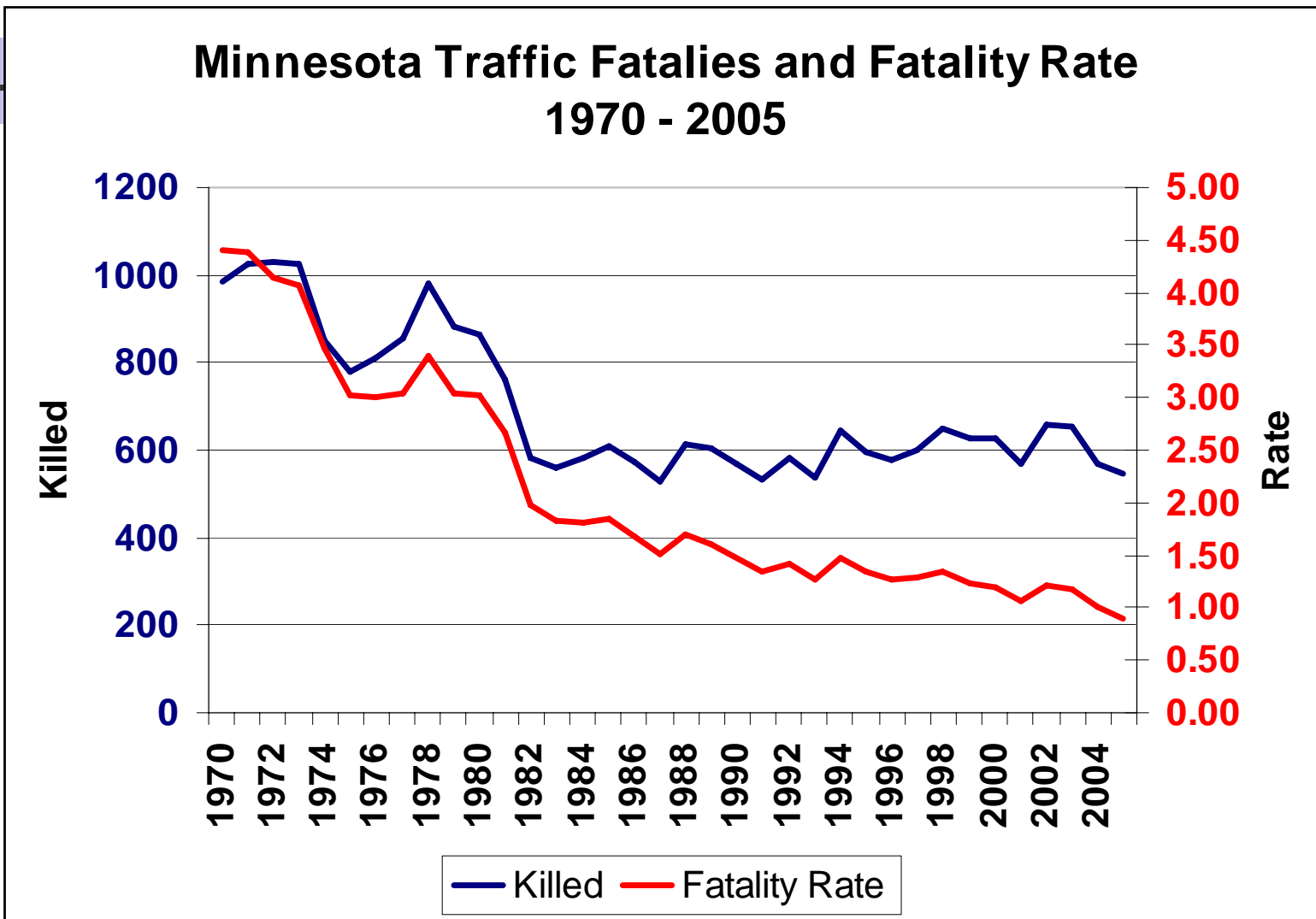
**“Zero Deaths” becomes the proposed benchmark.**







## Minnesota Traffic Fatalies and Fatality Rate 1970 - 2005







## *Vision*

To reduce fatalities and serious injuries on Minnesota's roads to zero

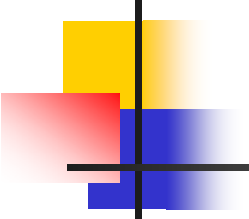
## *Mission*

To move the state of Minnesota toward zero traffic deaths on our roads through the application of **engineering, enforcement, education, emergency services,** research activities and community involvement.



# *Minnesota Comprehensive Highway Safety Plan (CHSP)*





# *Comprehensive Highway Safety Plan (CHSP)*

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- Minnesota Plan:
  - Data and Information Driven
  - Performance Measures
- Vision: *To reduce fatal and life changing crashes on Minnesota roadways by aggressively implementing **systematic and proactive safety strategies** with an ultimate goal of moving **Towards Zero Deaths***



## *CHSP Background*

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The previous approach to addressing traffic safety issues isn't working - the fatality rate has flattened and the actual number of fatalities is increasing.

### *Solution:*

- *All Roads*
- *All Four E's*
- *Proactive and Systematic*



# *Minnesota's Critical Emphasis Areas*

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- 1 Increasing Seat Belt Use & Reducing Impaired Driving
- 2 Improving the Design and Operation of Highway Intersections
- 3 Lane Departure
  - Reducing Head-On and Across Median Crashes
  - Keeping Vehicles on the Roadway
  - Minimizing the Consequence of Leaving the Roadway
- 4 Young Drivers & Curbing Aggressive Driving
- 5 Increasing Driver Safety Awareness & Improving Information and Decision Support Systems

CHSP

# Minnesota's 15 Critical Strategies

## Enforcement



- Provide adequate law enforcement resources
- Primary seat belt law
- Implement automated enforcement
- Stronger graduated driver licensing system
- Support the enforcement of traffic safety laws
- Targeted enforcement

## Education



- Communication and marketing task force
- High-level traffic safety panel and legislature action committee
- Enhance driver education

## Engineering



- Cost effective lane departure improvements
- Cost effective intersection improvements
- Roadway maintenance
- Road Safety Audits

## EMS



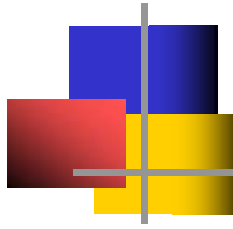
- Statewide Trauma System

## Data Systems



- Improve Data System

[Effectiveness - 111704.xls - Base!A1](#)



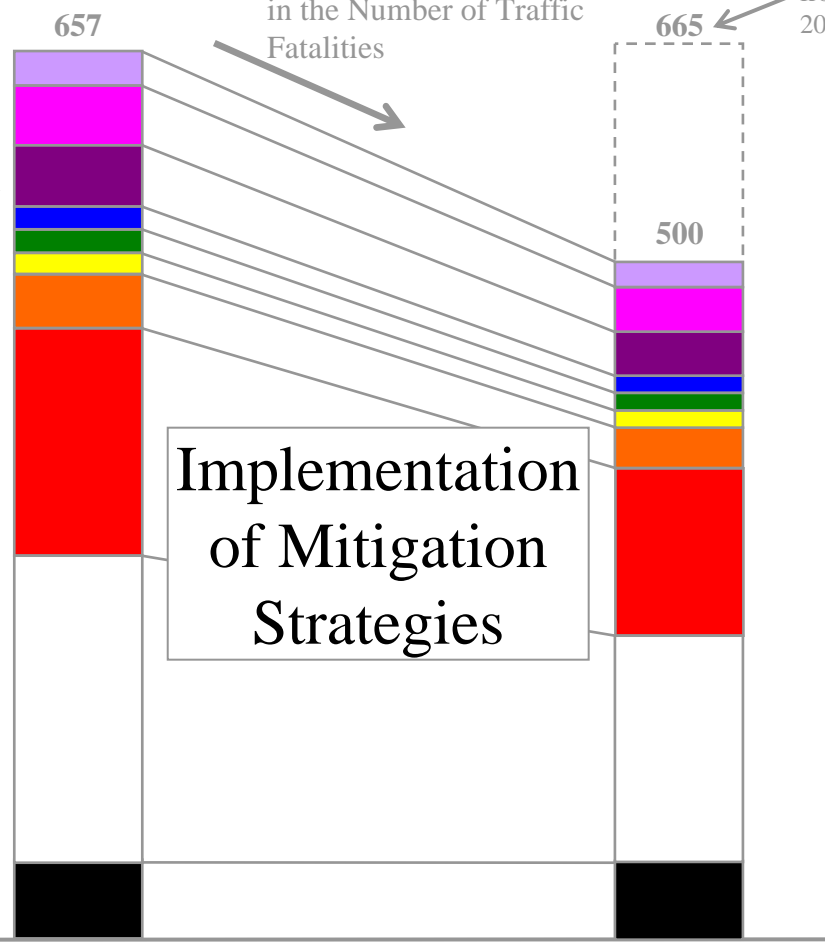
**Critical Emphasis Areas**

- Driver Safety Awareness
- Ran-Off the Road
- Head-On & Across Median
- Aggressive Drivers
- Young Drivers
- Signalized Intersections
- Unsignalized Intersections

**Alcohol Related**

**Unbelted**

All Others



**Safety Goal**

Nearly a 25% Reduction in the Number of Traffic Fatalities

Based on trends from the 1993 to 2002 crash data

2003

2008



# *CHSP Complete*

## *December 31, 2004*

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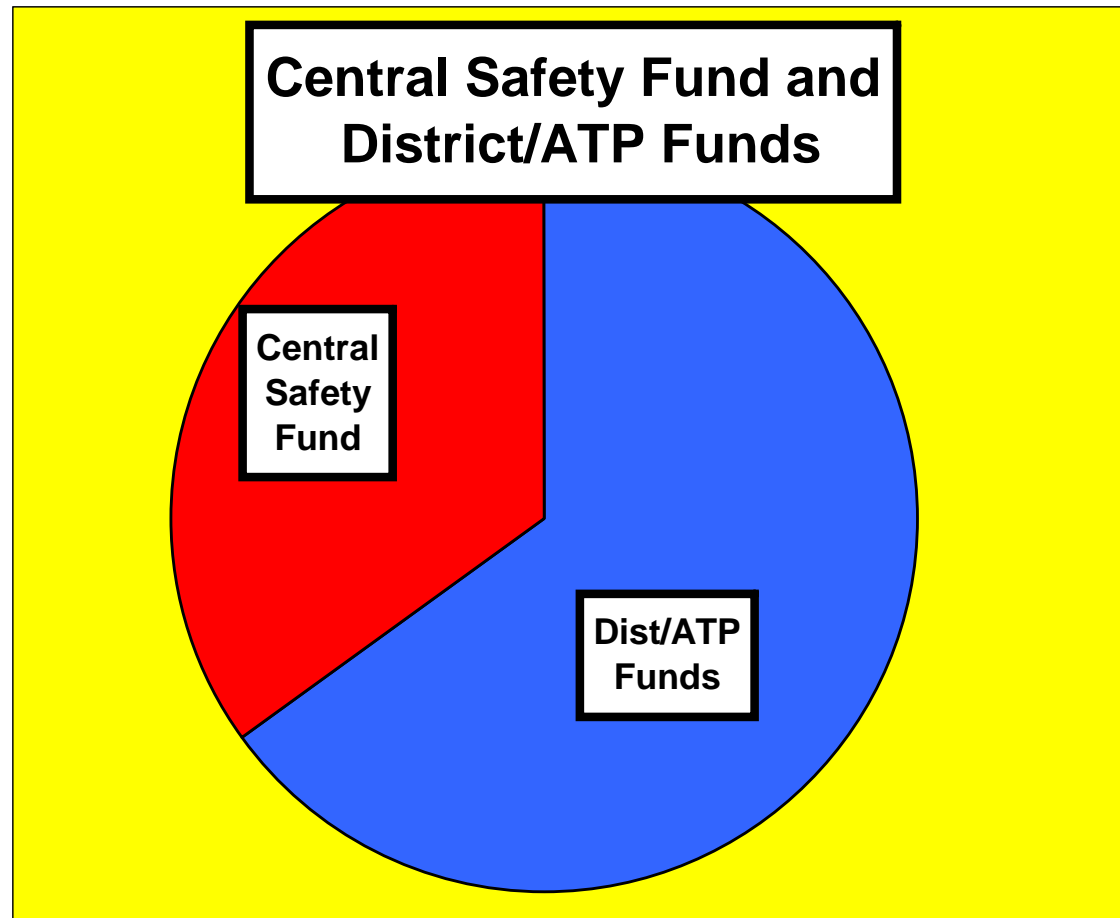
*Implementation Requires  
Commitment:*

- Champions
- Funding Model
- Projects



CHSP

*Funding for 'Safety Projects'*





CHSP

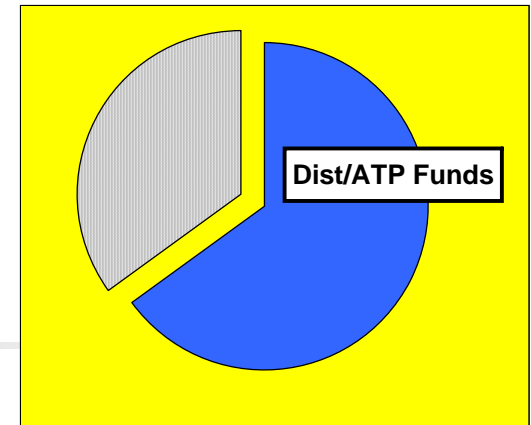
## *Safety Project Definition:*

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- **Reactive:** A project/activity whose purpose is to correct an existing safety issue, identified by crash history (Top 350).
- and/or
- **Proactive:** A project/activity that is intended to reduce fatal and life changing crashes by implementing safety strategies identified in the MN CHSP.

CHSP

## *District/ATP Funds*

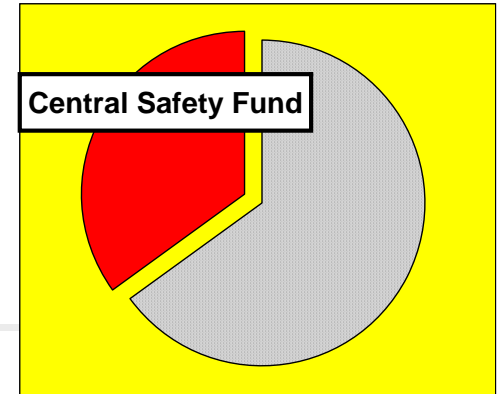


- Utilize funds currently directed to ATPs
- Follow SAFETEA-LU HSIP Guidance
- Set Spending Goals based on where Fatal and Serious Injury Crashes are occurring
- District/ATP report on process and scheduled projects

CHSP

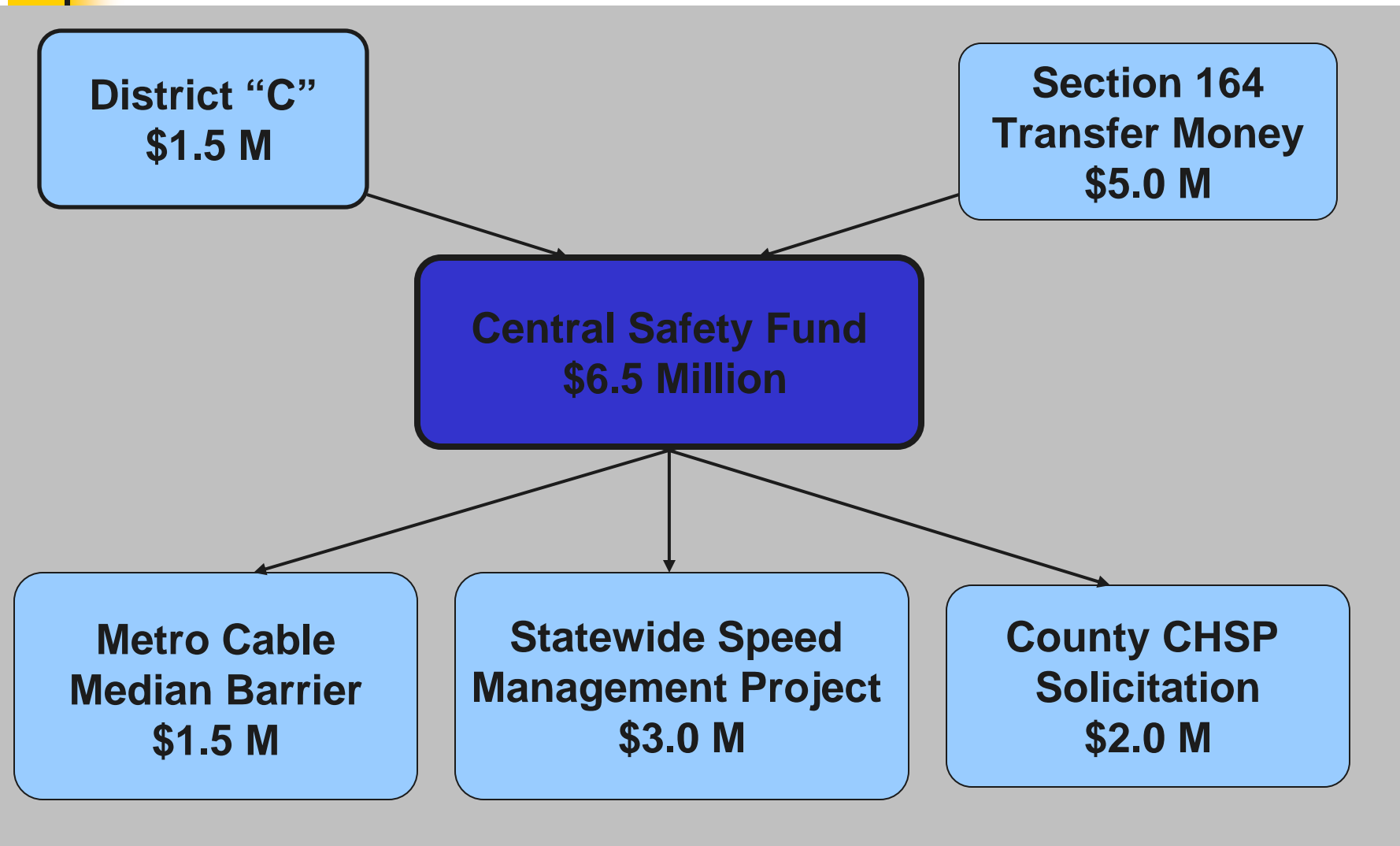
# *Central Safety Fund*

(Federal Funds)



- Administered by OTSO (supported by OTS and State Patrol)
- Statewide Engineering, Enforcement, Education and EMS Safety Projects
  - Central Selection Committee
  - Competitive Process

# Comprehensive Highway Safety Plan Implementation





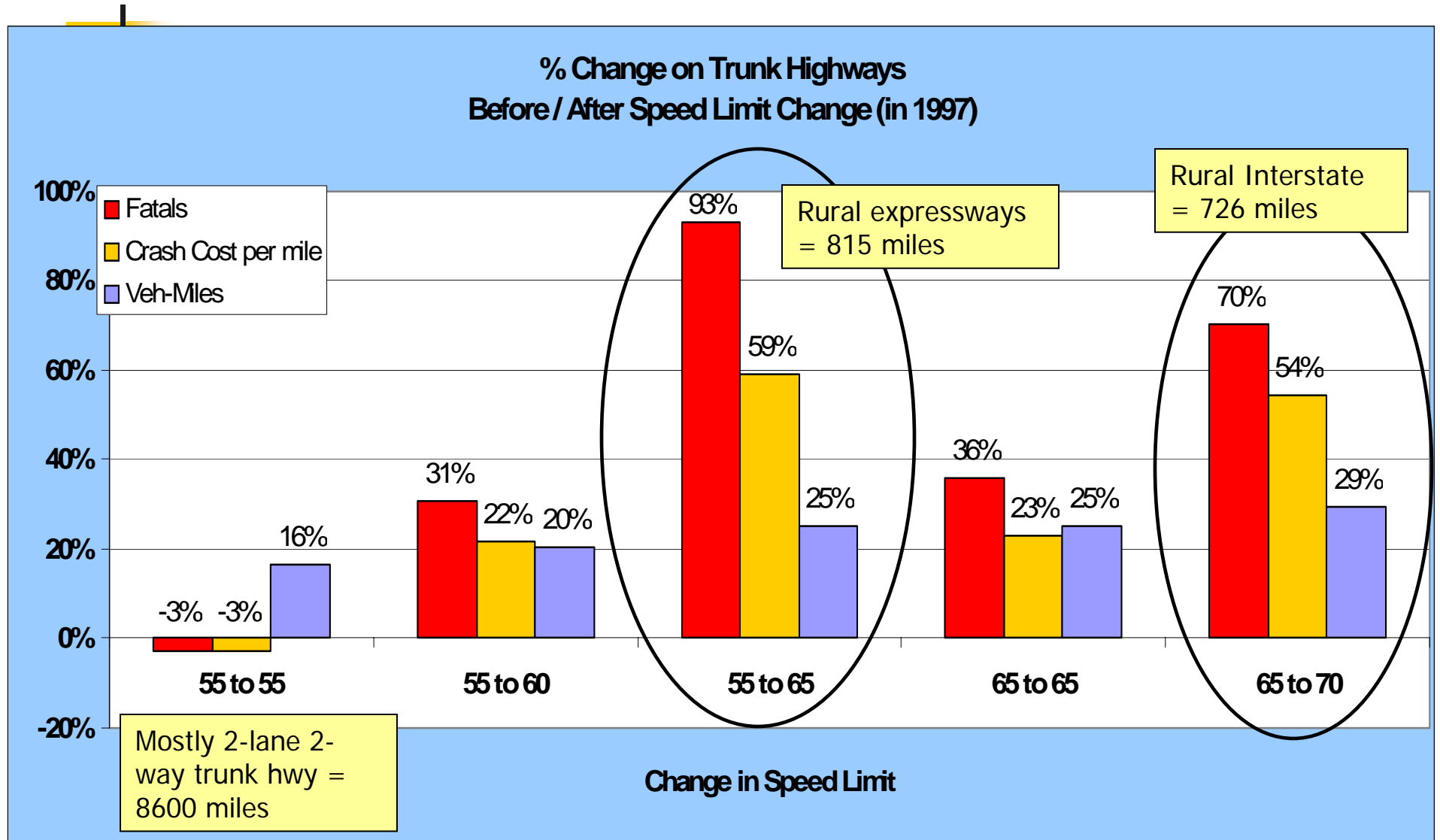
# *CHSP Implementation*

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## Projects:

- *Posted Speed Limit Increase??....YES!*
  - 55MPH to 60MPH – To better fit the roadway characteristics (**Engineering**)
  - Increased **Enforcement** on these and rural 4 lane divided Expressways and Freeways
  - Public Information Campaign (**Education**)
  - Comprehensive Evaluation (U of M)

# 5 yr Crash Comparisons



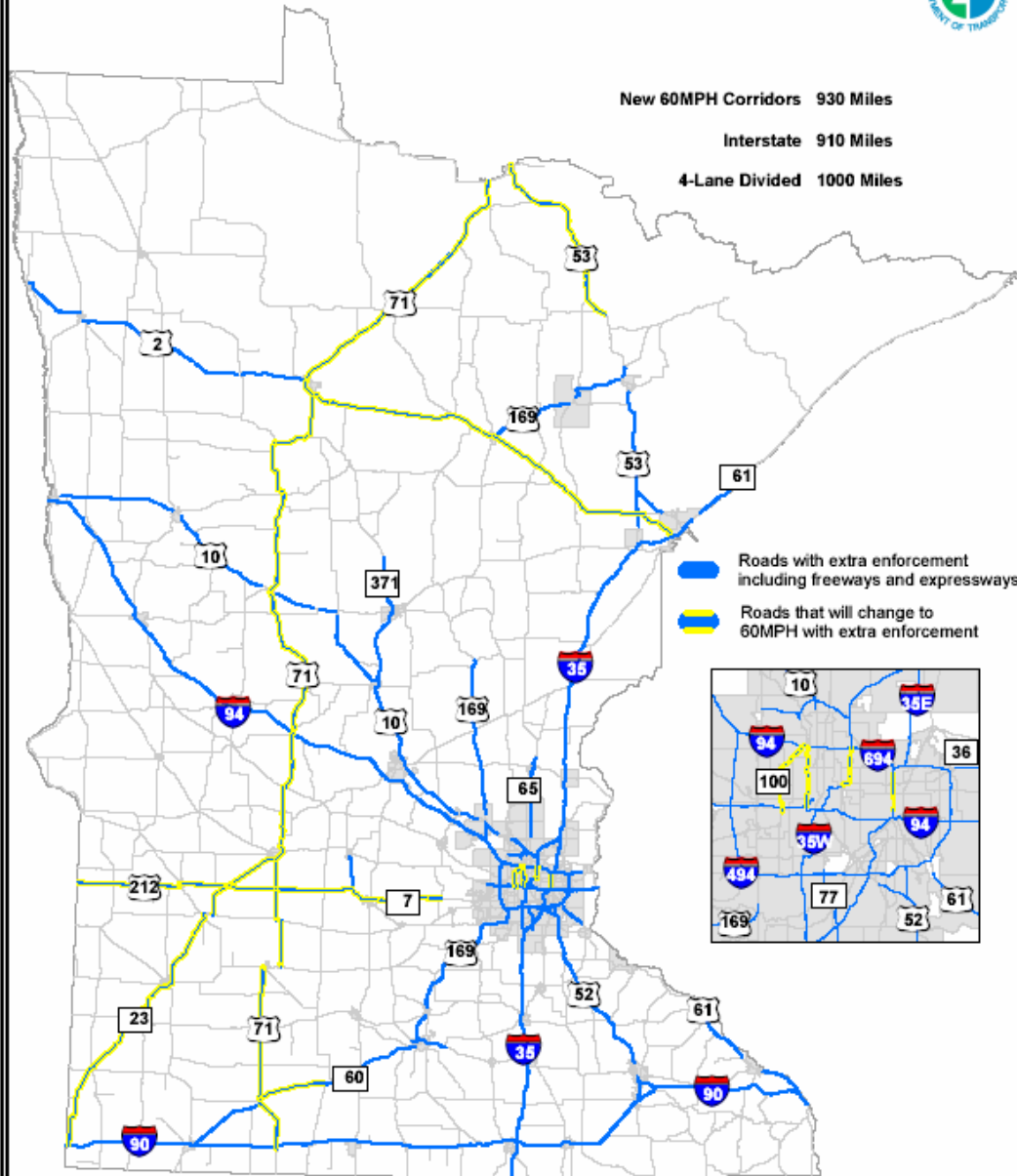
# Speed Management Project



New 60MPH Corridors 930 Miles

Interstate 910 Miles

4-Lane Divided 1000 Miles



- Roads with extra enforcement including freeways and expressways
- Roads that will change to 60MPH with extra enforcement

Map prepared by the Mn/DOT Office of Traffic, Security, and Operations - July 2005





# *CHSP Implementation*

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## *Speed Mgmt Project Results:*

- *Speed Mgmt Project :*
  - 14773 Speed Citations Issued
  - Metro Vehicles traveling over 70 mph –  
*Down 28%*
  - Greater MN Vehicles traveling over 70 mph -  
*Down 42%*
  - Citations for DWI, Warrants, Firearms, etc.

*(First 6 Months of Project)*

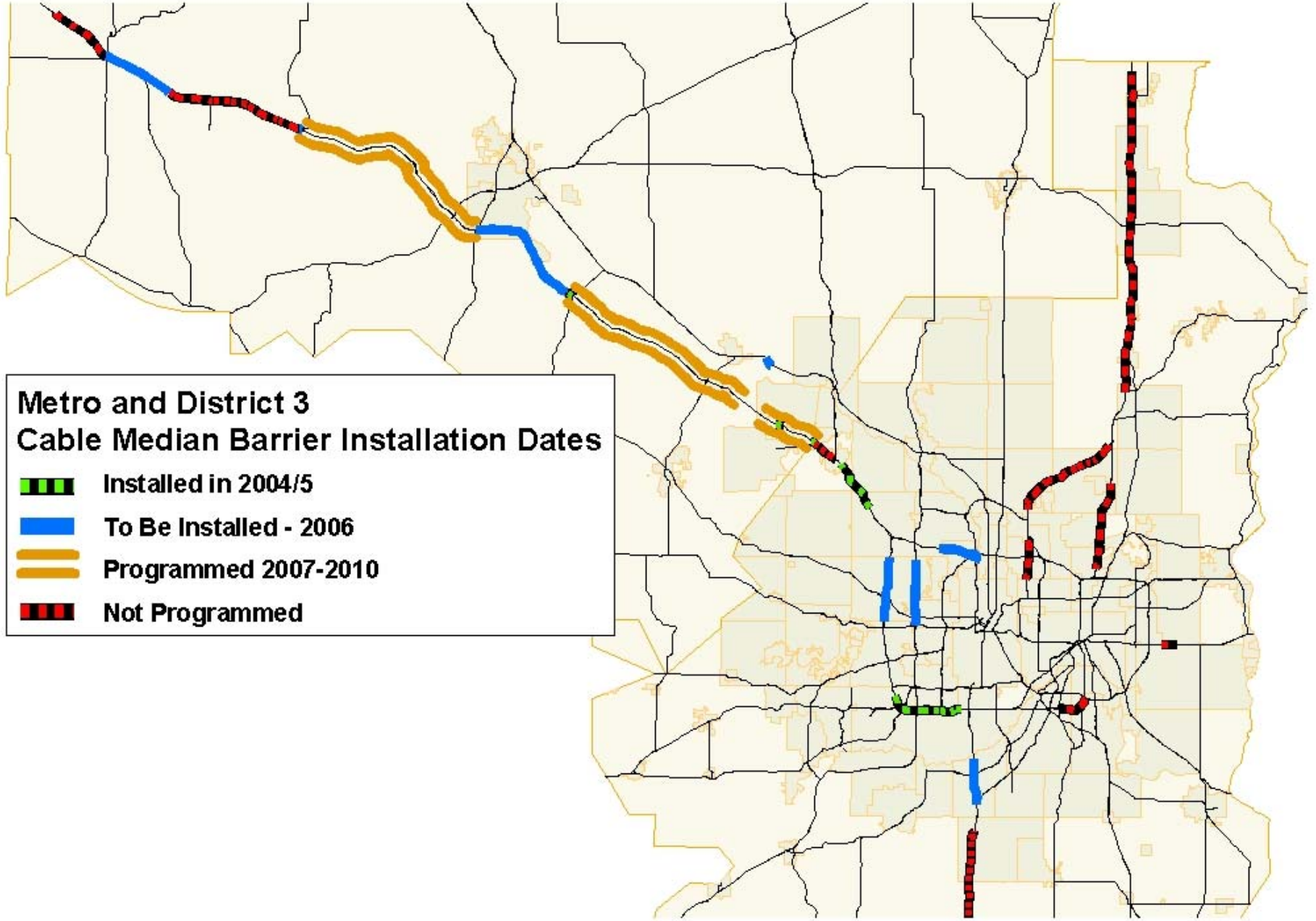


# *CHSP Implementation*

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## Projects (cont.):

- *Cable Median Barrier:*
  - First location 10 miles on I-94 Northwest Twin Cities (2004)
  - Next four locations based on six years of cross-median crash data
  - Estimated Construction Cost \$1.65M letting in March, 2006
  - Placement of cable barrier will be adjacent to shoulder
    - I-94 in Brooklyn Center (.6 miles)
    - I-35W in Burnsville (2.3 miles)
    - TH 169 in Plymouth (3.5 miles)
    - I-494 in Plymouth (4.4 miles)



**Metro and District 3  
Cable Median Barrier Installation Dates**

-  Installed in 2004/5
-  To Be Installed - 2006
-  Programmed 2007-2010
-  Not Programmed

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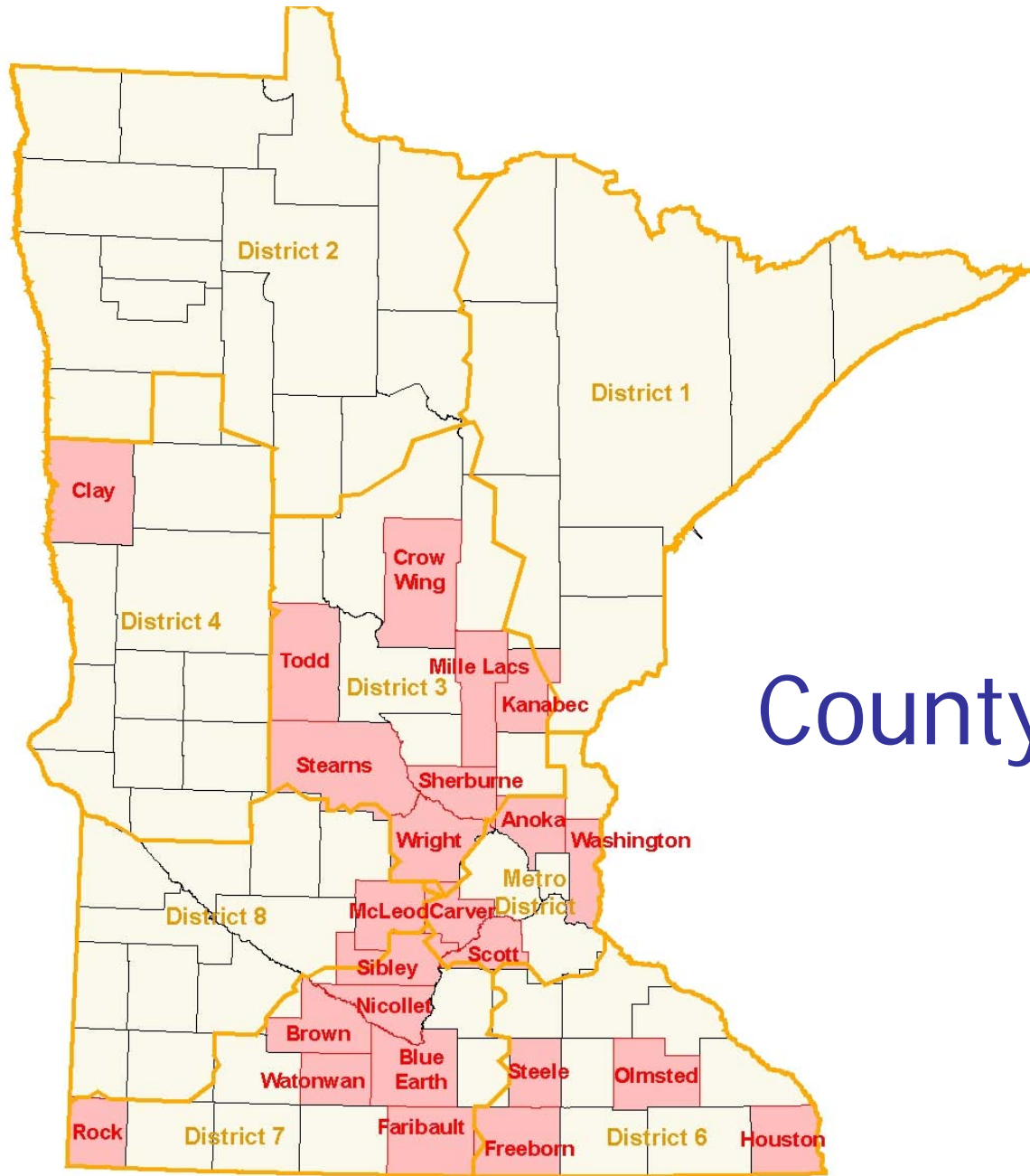


# *CHSP Implementation*

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## Projects (cont.):

- *Solicitation to Road Authorities:*
  - Incorporate 4 “E” Approach
  - Received 40 applications from 27 Counties
  - Funded 27 projects with max \$75,000 per County
    - Intersection improvements and Lane Departure Strategies
    - Safety Audits
    - Lighting, signing, guardrail, shoulder/turn lane improvements, clearing sight triangles
  - 2<sup>nd</sup> solicitation Fall 2006

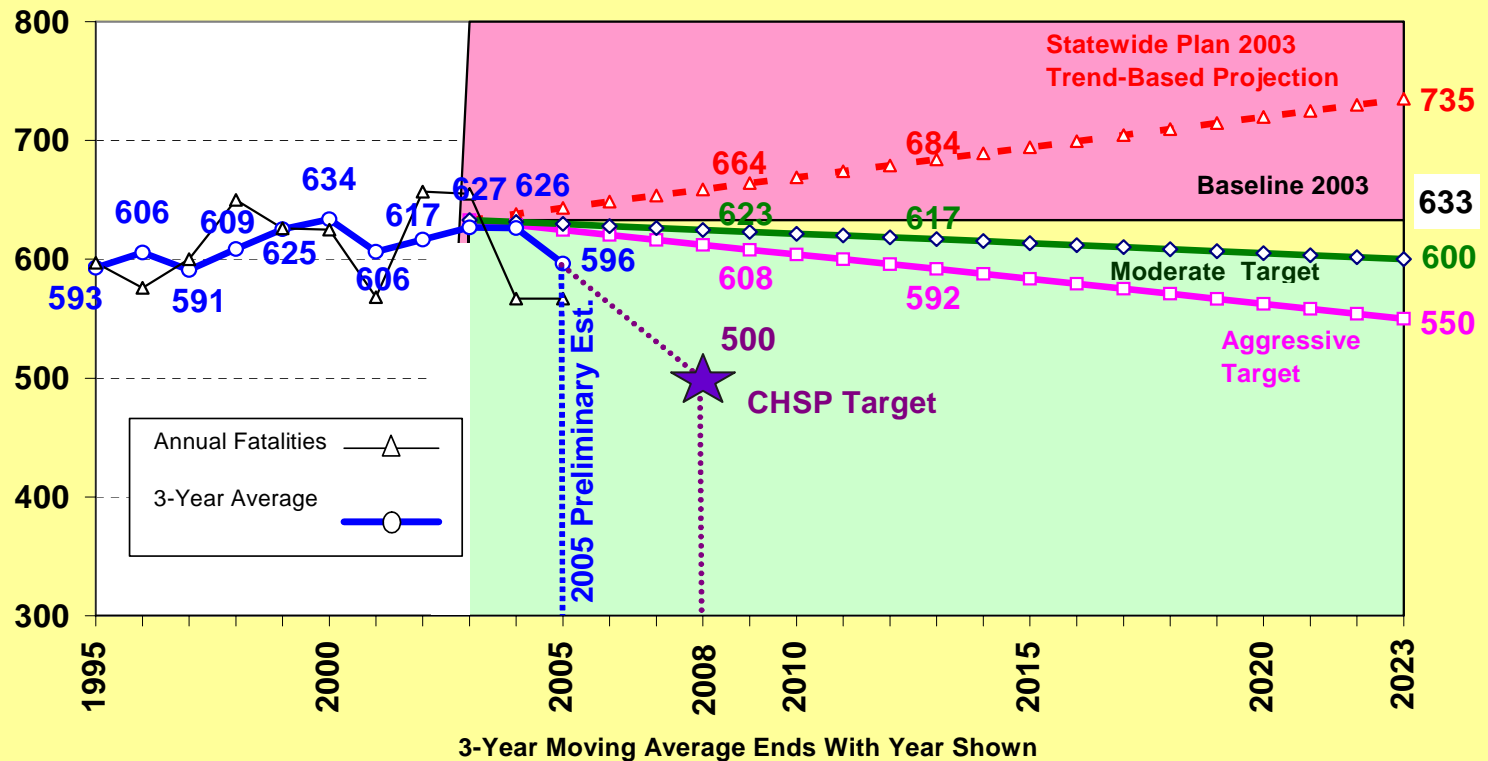


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# County CHSP Grants

## Minnesota Fatalities - All State & Local Roads

Results vs. 2003 Statewide Plan and CHSP Targets



**Mn/DOT Measure:** Total fatalities on all state and local roads (3-year average)

*Last two years promising (2005 - est 561 and 2004 - 567)*



*Result of CHSP  
Implementation:*

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The CHSP is a dynamic and useful  
tool driving MINNESOTA

*Toward Zero Deaths!*