



MINNESOTA

2020-2024 STRATEGIC HIGHWAY SAFETY PLAN

JULY 2020

MINNESOTA SHSP ACTION PLAN REPORT



Acronyms

AAA = American Automobile Association

ARIDE = Advanced Roadside Impaired Driving Enforcement

DPS = Department of Public Safety

AGED = Alcohol and Gambling Enforcement Division

BCA = Bureau of Criminal Apprehension

DVS = Driver and Vehicle Services

OTS = Office of Traffic Safety

State Patrol CVS = State Patrol Commercial Vehicle Section

DRE = Drug Recognition Expert

DWI = Driving While Intoxicated

FMCSA = Federal Motor Carrier Safety Administration

GDL = Graduated Driver's Licensing

HSIP = Highway Safety Improvement Program

ICE = Intersection Control Evaluation

MDH = Minnesota Department of Health

MMAP = Mobility for Minnesota's Aging Population

MnDOT = Minnesota Department of Transportation

CAV-X = Connected and Automated Vehicle Office

ITS = Intelligent Transportation Systems Unit

OPMTS = Office of Project Management and Technical Support

OTAT = Office of Transit and Active Transportation

OTE = Office of Traffic Engineering

NCHRP = National Cooperative Highway Research Program

NHTSA = National Highway Traffic Safety Administration

PEL = Planning and Environmental Linkages

POLD = Place of Last Drink

SHSP = Strategic Highway Safety Plan

SRC = State Road Construction

THC = Tetrahydrocannabinol

TSC = Traffic Safety Culture

TZD = Toward Zero Deaths

Action Plans

Thirty tactics from the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP) are identified as year one priorities. The following action plans are provided to support the implementation of these tactics. Some tactics are combined into a single action plan. Each action plan identifies which agencies are leading the effort, what the goals of the tactic(s) are, and key steps to reach that goal. Other supplemental information is provided, such as partnership agencies, which E of safety is affected, funding sources, performance measures, and secondary focus areas that are associated with the tactic(s).

Traffic Safety Culture:

TSC.3 Restart the Traffic Safety Culture committee. Initial projects may include participation in the traffic safety culture pooled fund study and expanding the Park Rapids pilot project to other regions.

TOPIC	DETAILS
Lead Agency	MnDOT (OTE)
Primary Partners	DPS (OTS and State Patrol), MDH, TZD Leadership Team
Primary E	Education, Engineering, Enforcement, Emergency Medical Services
Funding Source	No special funding sources
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Creation of the Traffic Safety Culture (TSC) committee. 2. Number of major actions or projects.
Deployment Goal	<ol style="list-style-type: none"> 1. Conduct 4 meetings within one year after creation. 2. Participate in the TSC pooled fund to develop tools and services to transform the traffic safety culture at all levels. 3. Transfer lessons learned from Park Rapids TSC community pilot program to all regions.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify committee chair and members. 2. Meet no less than once per quarter. 3. Identify at least two major actions or projects.
Secondary Focus Areas	Not applicable – traffic safety culture benefits all focus areas.

Inattentive Drivers:

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).

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	State Patrol, DVS, MnDOT, MDH, safe community coalitions
Primary E	Education
Funding Source	DPS media relations fund
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Creation of new education materials. 2. Number of people engaged in outreach.
Deployment Goal	<ol style="list-style-type: none"> 1. Create new education materials for inattentive drivers and begin advertisement process. 2. Engage 2 million people through enhanced education campaigns.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Research related fatal and serious injury crashes, including persons involved and other national research. 2. Create new educational material suitable for different outreach methods (print, social media, radio, TV, earned) and identify funding levels to reach drivers. 3. Conduct education campaigns.
Secondary Focus Areas	Intersections, Lane Departure, Older Drivers, Young Drivers

Inattentive Drivers:

T2.1 Increase the use of enhanced high-visibility law enforcement presence to target distracted drivers. Evaluate funding levels and provide more funding for enforcement efforts if appropriate.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	State Patrol, County and City law enforcement, transit agencies, highway maintenance departments
Primary E	Enforcement, Education
Funding Source	DPS (OTS) (limited funding)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Number of fatal and serious injury crashes involving inattentive driving. 2. Number of contacts with drivers such as verbal warnings, written warnings, and citations. 3. Earned media coverage of enforcement campaigns before and after.
Deployment Goal	<ol style="list-style-type: none"> 1. At a minimum 2 enforcement campaigns in the targeted cities and counties.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify target counties or cities (e.g., 10 counties) with the highest frequency/rate of fatal or serious injury distracted driving crashes. 2. Evaluate enforcement levels and funding to target distracted drivers across target counties. 3. Plan and execute at least 2 high-visibility enforcement campaigns in targeted counties.
Secondary Focus Areas	Impaired Roadway Users, Intersections, Lane Departure, Unbelted Occupants, Young Drivers

Inattentive Drivers:

T2.2 Encourage judges to reduce leniency in sentencing distracted driving offenders.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	TZD Leadership Team, Courts
Primary E	Enforcement, Education
Funding Source	DPS judicial liaison outreach coordinator (fully funded position)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. List of counties with highest frequency/rate of fatal or serious injury inattentive driving crashes. 2. List of counties with highest frequency/rate of reduced charges. 3. Number of judges outreached.
Deployment Goal	<ol style="list-style-type: none"> 1. At least 50 judges engaged.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify the 10 counties with highest frequency/rate of fatal or serious injury inattentive driving crashes. 2. Identify the 10 counties with the greatest frequency/rate of reducing charges. 3. Visit all judges in each top-10 county.
Secondary Focus Areas	Impaired Roadway Users, Intersections, Lane Departure, Unbelted Occupants, Young Drivers

Impaired Roadway Users:

T2.3 Develop a template for community-based Place of Last Drink (POLD) data collection and analysis.

TOPIC	DETAILS
Lead Agency	DPS (AGED)
Primary Partners	OTS, State Patrol, County and City law enforcement, Minnesota Chiefs of Police Association, Minnesota Sheriffs' Association
Primary E	Enforcement, Education
Funding Source	DPS (AGED) grant
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Creation of POLD template and tools to be used by individual communities. 2. Number of agencies/communities engaged.
Deployment Goal	<ol style="list-style-type: none"> 1. Develop a POLD process and share with communities to explain the benefits of tracking POLD. 2. At least one regional meeting/webinar held. 3. At least 100 law enforcement agencies engaged.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Create/update POLD template. 2. Develop data collection process and tools. 3. Hold regional meetings and/or webinars to educate about and promote using the form.
Secondary Focus Areas	N/A

Impaired Roadway Users:

T2.5 Expand availability of Responsible Beverage Server Training to all counties.

TOPIC	DETAILS
Lead Agency	DPS (OTS, AGED)
Primary Partners	TZD Regional Coordinators, MDH, local government alcohol licensor
Primary E	Enforcement, Education
Funding Source	DPS (AGED) statewide training coordinator (fully funded position)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Creation/update of RBST training material. 2. Number of trainings held.
Deployment Goal	Conduct training in at least 20 counties
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify responsible staff for leading program. 2. Create/update training material. 3. Conduct training in counties from every region in Minnesota.
Secondary Focus Areas	Intersection, Speeding, Lane Departure, Unbelted Occupants

Impaired Roadway Users:

T3.6 Compile baseline county-specific data on drug-related crashes, DWI-Drug citations, and chemical test results for tetrahydrocannabinol and other drugs.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	MDH, BCA, State Patrol, County and City law enforcement
Primary E	Enforcement, Education
Funding Source	DPS (OTS) initial funding with partnership from BCA and MDH
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Updated policy to collect chemical tests in all impaired crashes and citations. 2. Creation of baseline data for impaired crashes for each county.
Deployment Goal	Establish baseline data for drug impairment levels.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Update policy to collect chemical test results for THC and other drugs in all impaired crashes and DWI-Drug citations. 2. Collect data for a suitable period of time. 3. Analyze data to establish baseline presence of drugs in crashes and citations
Secondary Focus Areas	N/A

Impaired Roadway Users:

T4.2 Convene a NHTSA Safety Program Assessment of the OTS Impaired Driving Program to identify strengths, weaknesses and opportunities for improvement.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	State Patrol, NHTSA
Primary E	Enforcement, Education
Funding Source	DPS (OTS)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Complete assessment. 2. Number of implemented opportunities for improvement.
Deployment Goal	Implement at least two identified opportunities for improvement before end of 2020.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Schedule assessment. 2. Complete assessment and identify opportunities for improvement. 3. Implement opportunities for improvement.
Secondary Focus Areas	N/A

Intersections:

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.

T3.3 Support improvements with a data-driven approach by linking high-crash intersections and corridors with design-related issues.

TOPIC	DETAILS
Lead Agency	MnDOT (OTE)
Primary Partners	MnDOT (Districts, Geometric Design, State Aid, OPMTS), County and City Public Works, engineering consultants
Primary E	Engineering
Funding Source	HSIP, construction funds (SRC)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Number of intersections and corridors to be improved. 2. Reduction in fatal and serious injury crashes at intersections.
Deployment Goal	<ol style="list-style-type: none"> 1. Updated road design policies and technical guidance. 2. Identify and begin project development for up to 5-10 intersections/corridors per year over the course of the plan.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Review and update MnDOT design practices/policies to encourage greater use of alternative intersections. Update state-provided technical guidance such as the Road Design Manual, Intersection Control Evaluation Manual, and the Facilities Design Guide. Incorporate guidance from published sources such as the Restricted Crossing U-Turn technical memo. 2. Identify Top 25 intersections/corridors for fatal and serious injury crossing path crashes (e.g., right angle, turning). 3. Perform initial study for each location and identify potential design solutions. 4. Begin project development process (ICE, alternative study, PEL) for each location.
Secondary Focus Areas	Older Drivers, Young Drivers

Speeding:

T3.1 Use Performance Based Practical Design geometric elements and traffic calming techniques to design roads for appropriate speeds based on land use. Utilize road diets where appropriate.

TOPIC	DETAILS
Lead Agency	MnDOT (OTE, OPMTS)
Primary Partners	MnDOT (Districts, Geometric Design, State Aid, Maintenance), County and City Public Works, engineering consultants
Primary E	Engineering
Funding Source	Construction funds (SRC)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Number of roadways to be improved. 2. Reduction in speeding-related fatal and serious injury crashes.
Deployment Goal	<ol style="list-style-type: none"> 1. Updated road design policies and technical guidance. 2. Provide speed-related road design training to all 8 Districts.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Review and update MnDOT design practices/policies to encourage designs that reflect appropriate speeds and consider road diets. Update state-provided technical guidance (such as the Road Design Manual) with information from the Advanced Flexible Design workshops, the Performance Based Practical Design policy, and NCHRP 15-76 (upon publication). 2. Consider and deploy road diets at appropriate locations based on analysis. 3. Identify or create course material on designing and maintaining facilities to manage speeds. Training should address vulnerable road users in addition to vehicles/drivers. 4. Provide at least one training in each District open to state, local and consultants.
Secondary Focus Areas	Pedestrians, Bicyclists

Unbelted Occupants:

T1.4 Conduct data-driven analysis of the increased injury severity rate of unbelted occupants in a traffic crash.

T2.2 Evaluate crash data to identify locations and time periods at greatest risk of unrestrained vehicle occupants.

TOPIC	DETAILS
Lead Agency	MDH
Primary Partners	DPS (OTS), MnDOT, Minnesota Hospital Association, Minnesota Emergency Medical Services Regulatory Board
Primary E	Education, Enforcement
Funding Source	DPS (OTS) crash records fund for initial funding in partnership with MDH
Outcome Performance Measures	<ol style="list-style-type: none"> 1. List of locations, times, and demographics overrepresented in unbelted deaths and serious injuries. 2. Number of people reached through public engagement.
Deployment Goal	<ol style="list-style-type: none"> 1. Identify locations with the highest rates of unbelted deaths/serious injuries and share with law enforcement 2. Identify which demographics are overrepresented in unbelted deaths/serious injuries and create targeted outreach material for those communities. 3. Engage 500,000 people through public outreach campaigns.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Analyze data to identify crash severity outcome by restraint use, seating position and demographics as well as locations/times overrepresented in unbelted deaths and serious injuries. 2. Share location/time information with law enforcement. 3. Create outreach material to target audiences. 4. Conduct public outreach campaign for the target audiences.
Secondary Focus Areas	N/A

Older Drivers:

T1.4 Update informational resources for law enforcement, medical professionals and families of at-risk drivers on assessing a person’s fitness to drive.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	MDH, DVS, Mobility for Minnesota’s Aging Population (MMAP)
Primary E	Education, Enforcement
Funding Source	DPS (OTS) education and outreach fund with dedicated staff for at-risk drivers (fully funded positions)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Updated informational resources for interested parties to assess a person’s fitness to drive. 2. Number of organizations/agencies engaged.
Deployment Goal	<ol style="list-style-type: none"> 1. Distribute updated informational resources to all relevant organization/agencies. 2. Conduct at least 2 education/outreach efforts in every county.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Update current resources with latest national examples and research and provide to regional TZD coordinators. 2. Regional TZD coordinators perform outreach and education to law enforcement, medical facilities, community organizations, etc.
Secondary Focus Areas	N/A

Older Drivers:

T1.5 Increase the promotion of DVS-approved crash prevention/defensive driving courses for drivers age 55 or older. Promote the use of CarFit® programs to promote self-awareness of safety, comfort and mobility needs.

TOPIC	DETAILS
Lead Agency	DPS
Primary Partners	Minnesota Safety Council, AAA Minnesota, Mobility for Minnesota’s Aging Population (MMAP), community education programs
Primary E	Education, Enforcement
Funding Source	No special funding sources
Outcome Performance Measures	1. Compiled list of approved crash prevention/defensive driving courses. 2. Number of organizations/agencies engaged.
Deployment Goal	1. Distribute informational resources to all relevant organization/agencies. 2. Conduct at least 1 course in each region.
Key Steps or Action Items	1. Compile list of approved courses for regional TZD coordinators. 2. Regional TZD coordinators to organize courses for law enforcement, medical facilities, community organizations, etc.
Secondary Focus Areas	N/A

Older Drivers:

T2.1 Design and implement a roadside evaluation protocol for law enforcement to determine fitness to drive for drivers of all ages.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	State Patrol, County and City law enforcement, MDH, DVS
Primary E	Enforcement, Education
Funding Source	No special funding sources
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Creation/adoption of evaluation procedure to determine fitness to drive for all drivers. 2. Number of law enforcement officers trained.
Deployment Goal	<ol style="list-style-type: none"> 1. Create/adopt an evaluation program and begin training. 2. Train at least 400 law enforcement officers (if search identifies existing program).
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Conduct search to determine if an acceptable program already exists in another jurisdiction. 2. If one exists, create program to train law enforcement officers. 3. If none exists, hire research entity to develop an evaluation procedure.
Secondary Focus Areas	N/A

Pedestrians:

T2.3 Based on land use, 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, including in rural areas or on tribal lands. 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.

T2.6 Improve lighting around pedestrian facilities to increase pedestrian visibility, including near transit stops and in rural areas.

TOPIC	DETAILS
Lead Agency	MnDOT (OTE, OTAT)
Primary Partners	MnDOT (Districts, Geometric Design, State Aid, OPMTS), County and City Public Works, engineering consultants
Primary E	Engineering
Funding Source	HSIP funds, Construction funds, Safe Routes to School
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Number of pedestrian improvements installed. 2. Reduction in pedestrian fatalities and serious injuries.
Deployment Goal	<ol style="list-style-type: none"> 1. Complete at least 10 pedestrian improvement projects in urban, rural, and tribal areas and promote them as case studies. 2. Provide pedestrian and lighting training. 3. Update appropriate manual and practices
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify or create course material on planning and designing pedestrian facilities and lighting pedestrian facilities. Review current training materials for best content. 2. Provide at least one training open to state, local and consultants. Combine with existing training, where possible. 3. Review and update MnDOT design and traffic manuals/practices to encourage greater use of pedestrian designs and pedestrian lighting, 4. Create pilot allowing HSIP to help fund low cost/high benefit pedestrian safety improvements identified in scoping field walks and/or safety planned processes.
Secondary Focus Areas	Intersections, Speeding, Impaired Roadway Users

Young Drivers:

T1.1 Develop age-appropriate teen and young adult-focused content for the annual Toward Zero Death conference. Provide funding to supplement the cost of a cohort of teens and young adults to attend the conference.

T1.4 Increase outreach programs to teenagers to educate on teen-driver safety. Conduct and heavily promote a teen-focused Toward Zero Deaths summit. Leverage the DPS Teen Driver Safety Task Force and the DVS Driver’s Education Work Group in developing outreach programs.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	TZD Leadership Team, Teen Driver Safety Task Force, Minnesota Department of Education
Primary E	Education
Funding Source	TZD conference fund
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Number of teens attending TZD conference and teen-focused TZD summit. 2. Teen-focused TZD summit conducted.
Deployment Goal	<ol style="list-style-type: none"> 1. Support at least 50 teens to attend the TZD annual conference. 2. At least 200 teens to attend the teen-focused TZD summit.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify responsible staff for leading program. 2. Identify and fund teens to attend TZD conference. 3. Work with teen leaders and organization to plan, promote and conduct a teen-focused TZD summit.
Secondary Focus Areas	Impaired Roadway Users, Intersections, Speeding, Lane Departure, Unbelted Occupants

Young Drivers:

T2.1 Review the current driver education program and identify ways to strengthen and improve it.

TOPIC	DETAILS
Lead Agency	DPS (DVS)
Primary Partners	State Patrol, Driver Testing and Education work group, Teen Driver Safety Task Force, OTS, driving instructors
Primary E	Education
Funding Source	No special funding sources
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Updated driver education program. 2. Number of driving instructors engaged.
Deployment Goal	Develop an updated driver’s education program and outreach to all driving instructors in the state.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Update current program requirements based on latest national examples and research. 2. Conduct outreach and training to driving instructors.
Secondary Focus Areas	N/A

Younger Drivers:

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.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	Teen Driver Safety Task Force, State Patrol, DVS, safety advocates
Primary E	Education, Enforcement
Funding Source	No special funding sources
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Completed white paper. 2. Number of key stakeholders engaged. 3. Enabling legislation to strengthen and improve GDL law.
Deployment Goal	Distribution of white paper to at least 25 key stakeholders.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Prepare white paper to explain benefits and needed changes to existing laws 2. Distribute white paper to interested persons and groups (state legislators, driving instructors, local agencies, safety advocacy organizations, etc.) to increase their understanding and acceptance of how an improved GDL law can reduce the risk of harm to younger drivers.
Secondary Focus Areas	N/A

Work Zones:

T1.3 Encourage legislative changes to allow for a pilot project to test automated camera enforcement in work zones.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	MnDOT (OTE, Districts, Maintenance, State Aid), County and City Public Works, MDH, County and City law enforcement, road construction industry, safety advocates
Primary E	Engineering, Enforcement, Education, Emergency Medical Services
Funding Source	No special funding sources.
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Completed white paper. 2. Number of key stakeholders engaged. 3. Enabling legislation to allow automated enforcement in long duration work zones that have high volumes, high speeds, and/or restricted areas to conduct traditional enforcement.
Deployment Goal	Distribution of white paper to at least 25 key stakeholders
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Prepare white paper to explain benefits and needed changes to existing laws. 2. Distribute white paper to interested persons and groups (state legislators, road construction industry, local agencies, safety advocacy organizations, etc.) to increase their understanding and acceptance of how automated enforcement can reduce crashes in work zones.
Secondary Focus Areas	Inattentive Drivers, Intersections, Speeding, Lane Departure, Commercial Vehicles, Motorcycles

Work Zones:

T1.4 Install automated/enhanced speed enforcement or camera-assisted enforcement in work zones.

TOPIC	DETAILS
Lead Agency	MnDOT (OTE)
Primary Partners	MnDOT (Districts, Maintenance, State Aid, ITS/CAV-X), County and City Public Works, DPS (OTS), MDH, County and City law enforcement, road construction industry, safety advocates
Primary E	Engineering, Enforcement, Education
Funding Source	Project budget and funding for construction law enforcement presence
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Number of construction projects used to test methods. 2. Update to work zone guidance.
Deployment Goal	<ol style="list-style-type: none"> 1. Test speed enforcement methods on at least 10 construction projects. 2. Updated work zone guidance material.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify construction projects to test speed enforcement methods. 2. Deploy, monitor, and evaluate effectiveness of tested methods. 3. Review and update applicable work zone guidance to encourage use of appropriate speed enforcement method.
Secondary Focus Areas	Inattentive Drivers, Intersections, Speeding, Lane Departure, Commercial Vehicles, Motorcycles

Work Zones:

T4.1 Increase separation between workers and vehicles with lane shifts, crossovers, barriers, or other techniques.

TOPIC	DETAILS
Lead Agency	MnDOT (OTE)
Primary Partners	MnDOT (Districts, Geometric Design, Maintenance, State Aid), County and City public works, road construction industry, engineering consultants
Primary E	Engineering, Enforcement, Education
Funding Source	Construction funds (SRC)
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Number of construction projects used to increase separation. 2. Update to work zone guidance.
Deployment Goal	Implement increased separation for at least 5 construction projects.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Identify potential construction projects to review for methods to increase separation between workers and vehicles. 2. Begin update of applicable work zone guidance to encourage use of appropriate separation methods.
Secondary Focus Areas	N/A

Commercial Vehicles:

T1.2 Encourage more effective communication about motor vehicle enforcement between law enforcement agencies and commercial vehicle enforcement personnel.

TOPIC	DETAILS
Lead Agency	DPS (State Patrol CVS)
Primary Partners	OTS, County and City law enforcement, FMCSA
Primary E	Enforcement, Education
Funding Source	No special funding sources
Outcome Performance Measures	1. Number of law enforcement agencies who attended workshops with Commercial Vehicle enforcement personnel.
Deployment Goal	1. Perform workshops with 50 law enforcement agencies.
Key Steps or Action Items	1. LELs identify law enforcement agencies that want increase commercial vehicle enforcement. 2. Commercial Vehicle Section schedules workshops to work with their officers in classroom and ride-alongs.
Secondary Focus Areas	N/A

Commercial Vehicles:

T1.3 Provide additional law enforcement at commercial vehicle inspection sites to assist with driver impairment checks.

TOPIC	DETAILS
Lead Agency	DPS (State Patrol)
Primary Partners	State Patrol CVS, OTS, County and City law enforcement, FMCSA
Primary E	Enforcement, Education
Funding Source	DPS (OTS)
Outcome Performance Measures	1. Number of campaigns held to check for impaired drivers of commercial vehicles.
Deployment Goal	1. Conduct at least 5 coordinated campaigns.
Key Steps or Action Items	1. Identify funding to provide additional officers at commercial vehicle inspection sites, with a preference for officers that are ARIDE or DRE certified. 2. Conduct coordinated enforcement campaigns.
Secondary Focus Areas	Impaired Roadway Users

Motorcycles:

T1.2 Develop and distribute updated informational resources on sharing the road with motorcycles, emphasizing the need for vigilance at intersections.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	TZD Leadership Team, Minnesota Motorcycle Safety Advisory Task Force, motorcycle safety advocates
Primary E	Education
Funding Source	DPS (OTS) education and outreach fund
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Updated informational resources for Share the Road with motorcycles. 2. Number of organizations/agencies engaged.
Deployment Goal	<ol style="list-style-type: none"> 1. Distribute updated informational resources to all relevant organizations. 2. Conduct at least 5 education/outreach efforts in every region.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Update current resources with latest national examples and research and provide to regional TZD coordinators. 2. Regional TZD coordinators perform outreach and education to law enforcement, motorcycle dealerships, etc.
Secondary Focus Areas	Intersections

Motorcycles:

T2.3 Review current legislation to identify opportunities to encourage legislative changes that reduce the risk of harm to motorcycle riders.

TOPIC	DETAILS
Lead Agency	DPS (OTS)
Primary Partners	Minnesota Motorcycle Safety Advisory Task Force, motorcycle safety advocates
Primary E	Education, Emergency Medical Services, Enforcement
Funding Source	No special funding sources
Outcome Performance Measures	<ol style="list-style-type: none"> 1. Completed white paper. 2. Number of key stakeholders engaged. 3. Enabling legislation to reduce the risk of harm to motorcycle riders.
Deployment Goal	Distribution of white paper to at least 25 key stakeholders.
Key Steps or Action Items	<ol style="list-style-type: none"> 1. Prepare white paper to explain benefits and needed changes to existing laws 2. Distribute white paper to interested persons and groups (state legislators, motorcycle industry, local agencies, safety advocacy organizations, etc.) to increase their understanding and acceptance of motorcycle safety opportunities.
Secondary Focus Areas	Impaired Roadway Users, Intersections, Speeding, Lane Departure