

Overview

■ Model Process

- Document ATP Crash Characteristics
- Disaggregate by Critical Emphasis Area
- Disaggregate by State vs. Local Road System
- Disaggregate by Counties With-in ATP

■ Observations

Statewide Fatalities (2001-2005)

Total Fatalities 3,008

Total Vehicle Occupant Fatalities 2,429

Driver Behavior Based Emphasis Areas

Unbelted (Based on Veh. Occ. Fatalities)	1,271	(52%)	1
Alcohol-Related	1,068	(36%)	2
Speeding-Related	850	(28%)	5
Involved Drivers Under 21	718	(24%)	6

Infrastructure Based Emphasis Areas

Single Vehicle ROR	965	(32%)	4
Intersection	1,004	(33%)	3
Head-On and Sideswipe	611	(20%)	7

Emphasis
Area
Fatality
Rank

ATP 1 Fatalities (2001-2005)

		Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
	Total Fatalities	Unbelted	Alcohol- Related	Speeding -Related	Young Driver Involved	Single Vehicle ROR	Inter- section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP 1 Total	310	145 (57%)	117 (38%)	77 (25%)	66 (21%)	121 (39%)	81 (26%)	56 (18%)
State Trunk Highway	176 (57%)	80 (54%)	53 (30%)	40 (23%)	30 (17%)	57 (32%)	47 (27%)	40 (23%)
Local Roads	134 (43%)	65 (63%)	64 (48%)	37 (28%)	36 (27%)	64 (48%)	34 (25%)	16 (12%)

ATP 2 Fatalities (2001-2005)

		Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
	Total Fatalities	Unbelted	Alcohol- Related	Speeding -Related	Young Driver Involved	Single Vehicle ROR	Inter- section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP 2 Total	174	95 (64%)	72 (41%)	33 (19%)	30 (17%)	64 (37%)	65 (37%)	27 (16%)
State Trunk Highway	78 (45%)	43 (60%)	25 (32%)	16 (21%)	15 (19%)	15 (19%)	36 (46%)	22 (28%)
Local Roads	96 (55%)	52 (68%)	47 (49%)	17 (18%)	15 (16%)	49 (51%)	29 (30%)	5 (5%)

ATP 3 Fatalities (2001-2005)

		Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
	Total Fatalities	Unbelted	Alcohol- Related	Speeding -Related	Young Driver Involved	Single Vehicle ROR	Inter- section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
District 3 Total	581	265 (53%)	232 (40%)	146 (25%)	144 (25%)	221 (38%)	182 (31%)	166 (29%)
State Trunk Highway	280 (48%)	124 (50%)	87 (31%)	63 (23%)	59 (21%)	82 (29%)	88 (31%)	101 (36%)
Local Roads	301 (52%)	141 (57%)	145 (48%)	83 (28%)	85 (28%)	139 (46%)	94 (31%)	65 (22%)

ATP 4 Fatalities (2001-2005)

		Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
	Total Fatalities	Unbelted	Alcohol- Related	Speeding -Related	Young Driver Involved	Single Vehicle ROR	Inter- section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP 4 Total	218	105 (55%)	98 (45%)	72 (33%)	57 (26%)	94 (43%)	70 (32%)	40 (18%)
State Trunk Highway	118 (54%)	56 (50%)	43 (36%)	37 (31%)	33 (28%)	34 (29%)	41 (35%)	28 (24%)
Local Roads	100 (46%)	49 (63%)	55 (55%)	35 (35%)	24 (24%)	60 (60%)	29 (29%)	12 (12%)

ATP 6 Fatalities (2001-2005)

		Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
	Total Fatalities	Unbelted	Alcohol- Related	Speeding -Related	Young Driver Involved	Single Vehicle ROR	Inter- section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP 6 Total	368	168 (54%)	108 (29%)	124 (34%)	89 (24%)	142 (39%)	99 (27%)	78 (21%)
State Trunk Highway	217 (59%)	87 (45%)	38 (18%)	62 (29%)	40 (18%)	68 (31%)	66 (30%)	50 (23%)
Local Roads	151 (41%)	81 (68%)	70 (46%)	62 (41%)	49 (32%)	74 (49%)	33 (22%)	28 (19%)

ATP 7 Fatalities (2001-2005)

	Total Fatalities	Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
		Unbelted	Alcohol-Related	Speeding-Related	Young Driver Involved	Single Vehicle ROR	Inter-section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP 7 Total	205	86 (50%)	57 (28%)	43 (21%)	46 (22%)	62 (30%)	75 (37%)	37 (18%)
State Trunk Highway	112 (55%)	43 (43%)	24 (21%)	23 (21%)	20 (18%)	20 (18%)	38 (34%)	31 (28%)
Local Roads	93 (45%)	43 (60%)	33 (35%)	20 (22%)	26 (28%)	42 (45%)	37 (40%)	6 (6%)

ATP 8 Fatalities (2001-2005)

	Total Fatalities	Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
		Unbelted	Alcohol-Related	Speeding-Related	Young Driver Involved	Single Vehicle ROR	Inter-section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP 8 Total	207	104 (55%)	60 (29%)	51 (25%)	55 (27%)	67 (32%)	86 (42%)	51 (25%)
State Trunk Highway	108 (52%)	43 (42%)	14 (13%)	21 (19%)	27 (25%)	17 (16%)	44 (41%)	45 (42%)
Local Roads	99 (48%)	61 (71%)	46 (46%)	30 (30%)	28 (28%)	50 (51%)	42 (42%)	6 (6%)

Metro ATP (2001-2005 Fatalities)

		Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
	Total Fatalities	Unbelted	Alcohol- Related	Speeding -Related	Young Driver Involved	Single Vehicle ROR	Inter- section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP Metro Total	945	303 (45%)	324 (34%)	304 (32%)	231 (24%)	224 (24%)	347 (37%)	188 (20%)
State Trunk Highway	465 (49%)	162 (45%)	167 (36%)	145 (31%)	103 (22%)	108 (23%)	126 (27%)	112 (24%)
Local Roads	480 (51%)	141 (45%)	157 (33%)	159 (33%)	128 (27%)	116 (24%)	221 (46%)	76 (16%)

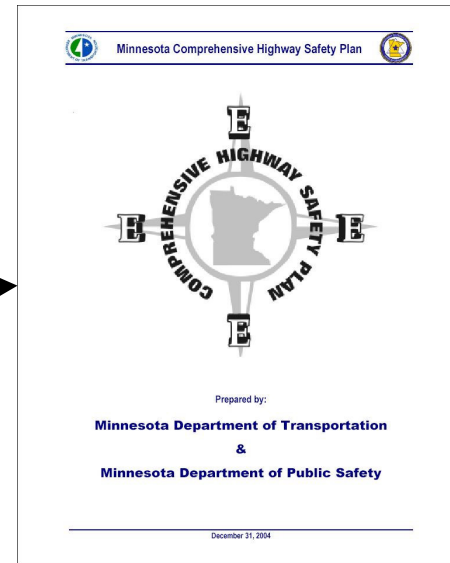
Out State ATPs (2001-2005 Fatalities)

		Driver Behavior Based Emphasis Areas				Infrastructure Based Emphasis Areas		
	Total Fatalities	Unbelted	Alcohol- Related	Speeding -Related	Young Driver Involved	Single Vehicle ROR	Inter- section	Head-on & Sideswipe
Statewide	3,008	1,271 (52%)	1,068 (36%)	850 (28%)	718 (24%)	965 (32%)	1,004 (33%)	611 (20%)
ATP Total	2,063	968 (55%)	744 (36%)	546 (26%)	487 (24%)	741 (36%)	658 (32%)	424 (21%)
State Trunk Highway	1,089 (53%)	476 (49%)	284 (26%)	262 (24%)	224 (21%)	282 (26%)	360 (33%)	295 (27%)
Local Roads	974 (47%)	492 (63%)	460 (47%)	284 (29%)	263 (27%)	459 (47%)	298 (31%)	129 (13%)

Detailed Model Process (1 of 2)

Universes of Possible Safety Strategies

Strategic Planning Process
- Data & Partner
- Driven Prioritization



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

Engineering

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

Education

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

EMS

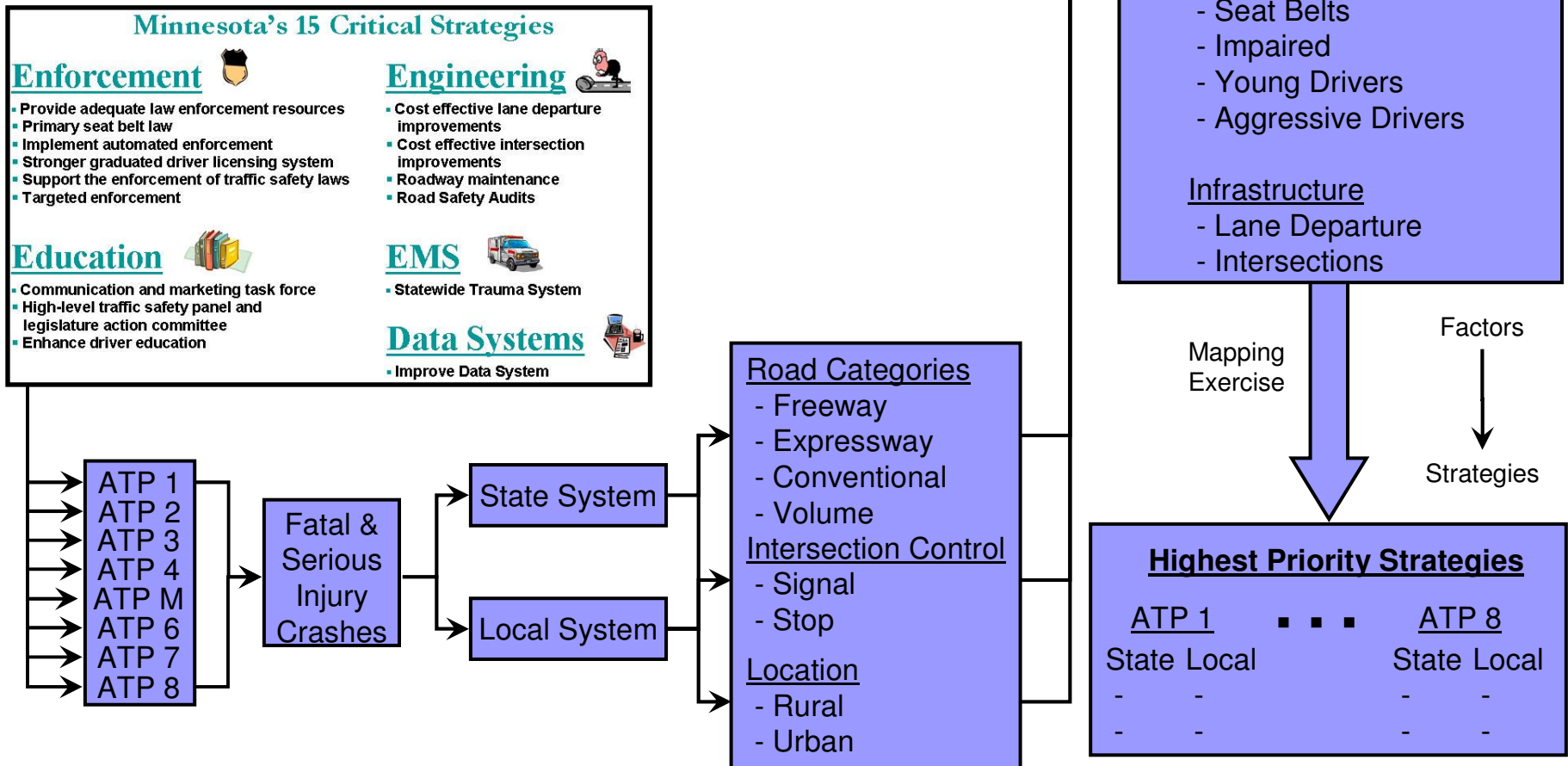
- Statewide Trauma System

Data Systems

- Improve Data System

→ December 31, 2004

Detailed Model Process (2 of 2)



October, 2006 → July, 2007



Prioritization for the State TH System

STEP 1: Identify Priority Facility Types

Priority Facility Types for the State System - ATP 1

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	87	6	11	0.6	1.0	0.5	4.5	✓	
	4-lane Expressway	152	9	24	0.9	1.5	0.9	3.2	✓	
	4-Lane Undivided	8	0	2	1.2	2.0	0.0	3.6		
	4-Lane Divided Conventional (Non expressway)	17	0	2	0.9	1.5	0.0	1.5		
	2-Lane	ADT < 1,500	577	15	13	0.9	1.6	4.9	0.2	✓
		1,500 < ADT < 5,000	539	14	28	0.8	1.2	1.2	0.8	✓
		5,000 < ADT < 8,000	57	4	11	1.0	1.7	1.7	2.1	✓
		ADT > 8,000	3	0	1	0.6	1.0	0.0	2.8	
	Sub Total		1,440	48	92					
	Urban	Freeway	12	1	4	1.4	2.0	0.3	19.3	
4-lane Expressway		7	2	3	1.4	2.2	2.4	7.7		
4-Lane Undivided		12	0	1	3.1	4.7	0.0	11.8		
4-Lane Divided Conventional (Non expressway)		3	0	1	2.0	3.2	0.0	8.7		
Three-Lane		6	0	2	1.2	1.6	0.0	3.8		
Five-Lane		5	0	2	1.8	2.9	0.0	10.3		
2-Lane		ADT < 1,500	17	0	1	2.0	3.8	0.0	0.5	
		1,500 < ADT < 5,000	22	0	0	1.9	2.4	0.0	2.2	
		5,000 < ADT < 8,000	9	0	2	1.8	2.5	0.0	4.4	
		ADT > 8,000	9	0	1	1.2	1.9	0.0	5.0	
Sub Total		102	3	17						

Source: Mn/DOT crash records, 2004-2005

- 94% of fatal crashes and 84% of serious injury crashes were rural facilities.
- All priority facility types are rural.

STEP 1: Identify Priority Facility Types

Priority Facility Types for the State System - ATP 2

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	9	0	0	1.3	1.6	0.0	4.0		
	4-lane Expressway	116	1	10	0.8	1.1	0.2	1.5	✓	
	4-Lane Undivided	1	0	0	1.8	4.1	0.0	2.5		
	4-Lane Divided Conventional (Non expressway)	0	0	0	0.0	0.0	0.0	0.0		
	2-Lane	ADT < 1,500	1,027	7	21	0.6	1.1	1.2	0.2	✓
		1,500 < ADT < 5,000	551	15	26	0.7	1.1	1.5	0.6	✓
		5,000 < ADT < 8,000	26	0	0	0.8	1.3	0.0	1.8	
		ADT > 8,000	2	0	0	2.1	2.7	0.0	7.0	
	Sub Total		1,730	23	57					
	Urban	Freeway	0	0	0	0.0	0.0	0.0	0.0	
4-lane Expressway		10	1	4	3.1	4.6	1.8	8.4	✓	
4-Lane Undivided		7	0	4	3.8	5.1	0.0	18.5		
4-Lane Divided Conventional (Non expressway)		0	0	0	0.0	0.0	0.0	0.0		
Three-Lane		3	0	0	1.8	2.6	0.0	5.1		
Five-Lane		0	0	0	0.0	0.0	0.0	0.0		
2-Lane		ADT < 1,500	15	0	0	2.4	3.7	0.0	0.9	
		1,500 < ADT < 5,000	29	0	3	1.5	2.1	0.0	1.5	
		5,000 < ADT < 8,000	10	0	2	2.0	2.9	0.0	4.7	
		ADT > 8,000	5	1	1	2.7	3.8	2.5	10.5	
Sub Total		80	2	14						

Source: Mn/DOT crash records, 2004-2005

- 92% of fatal crashes and 80% of serious injury crashes were rural facilities.
- Most priority facility types are rural.

STEP 1: Identify Priority Facility Types

Priority Facility Types for the State System - ATP 3

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	123	16	18	0.4	0.6	0.6	4.6	✓	
	4-Lane Expressway	175	24	29	0.8	1.2	1.1	5.0	✓	
	4-Lane Undivided	10	0	2	0.8	1.2	0.0	3.3		
	4-Lane Divided Conventional (Non expressway)	36	5	2	1.1	1.6	1.3	5.5	✓	
	2-Lane	ADT < 1,500	296	8	9	1.1	1.9	3.3	0.4	✓
		1,500 < ADT < 5,000	555	23	28	0.7	1.2	2.0	0.8	✓
		5,000 < ADT < 8,000	170	12	20	0.9	1.5	1.5	2.2	✓
		ADT > 8,000	136	18	28	0.9	1.4	1.5	3.7	✓
	Sub Total		1,501	106	136					
	Urban	Freeway	0	0	0	0.0	0.0	0.0	0.0	
4-Lane Expressway		2	0	0	2.6	3.3	0.0	16.7		
4-Lane Undivided		2	0	1	2.8	3.8	0.0	3.9		
4-Lane Divided Conventional (Non expressway)		15	0	31	4.6	7.3	0.0	39.6	✓	
Three-Lane		13	0	4	3.2	4.3	0.0	13.4		
Five-Lane		3	1	1	4.6	6.4	3.5	22.4		
2-Lane		ADT < 1,500	7	0	1	0.9	1.9	0.0	0.3	
		1,500 < ADT < 5,000	28	0	6	2.2	3.5	0.0	2.5	
		5,000 < ADT < 8,000	12	1	1	2.6	3.5	1.8	5.8	
		ADT > 8,000	16	0	6	3.7	5.2	0.0	14.9	
Sub Total		99	2	51						

Source: Mn/DOT crash records, 2004-2005

- 98% of fatal crashes and 73% of serious injury crashes were rural facilities.
- Most priority facility types are rural.

STEP 1: Identify Priority Facility Types

Priority Facility Types for the State System - ATP 4

Facility Type	Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority		
		Fatal	Serious Injury							
Rural	Freeway	121	8	12	0.5	0.8	0.6	2.9	✓	
	4-Lane Expressway	69	1	8	0.5	0.8	0.2	1.9		
	4-Lane Undivided	0	0	0	0.0	0.0	0.0	0.0		
	4-Lane Divided Conventional (Non expressway)	1	0	0	0.3	0.3	0.0	0.5		
	2-Lane	ADT < 1,500	789	6	14	0.7	1.2	1.1	0.2	✓
		1,500 < ADT < 5,000	488	12	19	0.6	1.0	1.2	0.6	✓
		5,000 < ADT < 8,000	48	6	3	1.0	1.6	2.8	2.3	✓
		ADT > 8,000	2	0	1	0.6	0.9	0.0	1.8	
	Sub Total	1,517	33	57						
	Urban	Freeway	3	1	0	1.5	1.9	1.2	19.4	
4-Lane Expressway		9	1	7	2.9	4.2	0.9	16.1	✓	
4-Lane Undivided		5	0	2	5.2	7.1	0.0	28.9		
4-Lane Divided Conventional (Non expressway)		4	0	0	3.5	4.4	0.0	16.4		
Three-Lane		0	0	0	4.6	7.6	0.0	16.7		
Five-Lane		0	0	0	0.0	0.0	0.0	0.0		
2-Lane		ADT < 1,500	18	0	1	1.2	1.7	0.0	0.5	
		1,500 < ADT < 5,000	42	0	6	2.3	3.3	0.0	2.5	
		5,000 < ADT < 8,000	8	0	1	2.2	3.1	0.0	4.8	
		ADT > 8,000	4	0	3	2.7	4.1	0.0	9.4	
Sub Total	94	2	20							

Source: Mn/DOT crash records, 2004-2005

- 94% of fatal crashes and 74% of serious injury crashes were rural.
- Most priority facility types are rural.

STEP 1: Identify Priority Facility Types

Priority Facility Types for the State System - ATP 6

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	217	18	31	0.7	1.0	0.6	4.7	✓	
	4-Lane Expressway	106	6	18	0.9	1.2	0.5	4.6	✓	
	4-Lane Undivided	0	0	0	0.0	0.0	0.0	0.0		
	4-Lane Divided Conventional (Non expressway)	30	2	12	1.7	2.7	0.8	6.9	✓	
	2-Lane	ADT < 1,500	240	3	5	1.4	2.1	1.8	0.5	
		1,500 < ADT < 5,000	559	13	31	0.9	1.4	1.1	0.9	✓
		5,000 < ADT < 8,000	99	12	10	1.1	1.7	2.7	2.6	✓
		ADT > 8,000	26	4	4	0.8	1.3	2.5	2.6	
	Sub Total		1,277	58	111					
	Urban	Freeway	5	0	3	1.3	1.8	0.0	26.8	
4-Lane Expressway		3	0	2	3.5	5.2	0.0	29.3		
4-Lane Undivided		6	0	9	5.4	8.2	0.0	25.0		
4-Lane Divided Conventional (Non expressway)		36	6	12	2.4	3.8	2.0	10.3	✓	
Three-Lane		0	0	0	0.0	0.0	0.0	0.0		
Five-Lane		1	0	0	2.4	3.0	0.0	13.9		
2-Lane		ADT < 1,500	8	0	0	3.6	4.4	0.0	1.2	
		1,500 < ADT < 5,000	36	0	2	1.9	2.6	0.0	2.3	
		5,000 < ADT < 8,000	44	7	9	1.5	2.3	3.2	3.9	✓
		ADT > 8,000	23	2	6	1.7	2.5	1.0	7.8	
Sub Total		162	15	43						

Source: Mn/DOT crash records, 2004-2005

- 79% of fatal crashes and 72% of serious injury crashes were rural.
- Most priority facility types are rural.

STEP 1: Identify Priority Facility Types

Priority Facility Types for the State System - ATP 7

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	146	6	5	0.6	0.8	0.7	1.8	✓	
	4-Lane Expressway	85	7	3	0.8	1.1	1.0	3.6	✓	
	4-Lane Undivided	7	0	0	0.5	0.6	0.0	0.5		
	4-Lane Divided Conventional (Non expressway)	4	0	1	1.3	1.8	0.0	2.8		
	2-Lane	ADT < 1,500	325	3	3	0.9	1.3	1.3	0.3	
		1,500 < ADT < 5,000	560	14	28	0.8	1.2	1.3	0.8	✓
		5,000 < ADT < 8,000	74	7	3	0.7	1.0	2.1	1.6	✓
		ADT > 8,000	25	2	1	0.8	1.1	1.3	2.5	
	Sub Total		1,227	39	44					
	Urban	Freeway	0	0	0	0.0	0.0	0.0	0.0	
4-Lane Expressway		8	0	3	1.8	2.4	0.0	10.7		
4-Lane Undivided		9	1	3	2.8	4.1	1.1	13.5		
4-Lane Divided Conventional (Non expressway)		7	2	0	2.6	3.6	3.4	11.6		
Three-Lane		0	0	0	3.6	5.1	0.0	13.8		
Five-Lane		1	1	0	2.7	3.3	8.1	11.3		
2-Lane		ADT < 1,500	9	1	1	1.7	3.2	15.1	0.6	
		1,500 < ADT < 5,000	43	0	3	2.6	3.7	0.0	3.0	
		5,000 < ADT < 8,000	12	1	2	2.0	2.9	1.9	4.5	
		ADT > 8,000	8	0	1	2.8	4.1	0.0	9.7	
Sub Total		98	6	13						

Source: Mn/DOT crash records, 2004-2005

- 87% of fatal crashes and 77% of serious injury crashes were rural facilities.
- All priority facility types are rural.

STEP 1: Identify Priority Facility Types

Priority Facility Types for the State System - ATP 8

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	0	0	0	0.0	0.0	0.0	0.0		
	4-lane Expressway	9	1	2	1.0	1.8	2.4	2.4		
	4-Lane Undivided	1	0	0	0.0	0.0	0.0	0.0		
	4-Lane Divided Conventional (Non expressway)	35	4	7	1.0	1.6	2.1	2.7	✓	
	2-Lane	ADT < 1,500	521	6	9	0.8	1.3	1.6	0.3	✓
		1,500 < ADT < 5,000	665	19	25	0.6	1.0	1.4	0.6	✓
		5,000 < ADT < 8,000	109	4	5	0.7	1.1	0.8	1.5	✓
		ADT > 8,000	3	0	0	1.5	2.1	0.0	5.2	
	Sub Total		1,342	34	48					
	Urban	Freeway	0	0	0	0.0	0.0	0.0	0.0	
4-lane Expressway		0	0	0	0.0	0.0	0.0	0.0		
4-Lane Undivided		1	0	0	5.6	8.2	0.0	19.1		
4-Lane Divided Conventional (Non expressway)		2	0	1	5.1	7.4	0.0	19.9		
Three-Lane		7	0	4	3.3	4.7	0.0	10.7		
Five-Lane		2	0	1	3.2	4.1	0.0	10.7		
2-Lane		ADT < 1,500	7	0	0	2.9	4.2	0.0	1.1	
		1,500 < ADT < 5,000	37	0	2	2.0	2.9	0.0	2.2	
		5,000 < ADT < 8,000	16	1	2	2.6	3.9	1.4	5.9	
		ADT > 8,000	10	2	1	4.0	5.8	2.5	15.5	
Sub Total		82	3	11						

Source: Mn/DOT crash records, 2004-2005

- 92% of fatal crashes and 81% of serious injury crashes were rural facilities.
- All priority facility types are rural.

STEP 1: Identify Priority Facility Types

Crash Summary by Facility Types – ATP Metro

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	122	22	24	0.6	0.9	0.5	11.1	✓	
	4-lane Expressway	111	17	65	1.0	1.5	0.7	10.3	✓	
	4-Lane Undivided	0	0	0	2.5	3.1	0.0	14.8		
	4-Lane Divided Conventional (Non expressway)	1	0	0	1.3	2.0	0.0	9.2		
	2-Lane	ADT < 1,500	13	0	2	0.0	0.0	0.0	0.5	
		1,500 < ADT < 5,000	89	5	8	1.0	1.5	2.0	1.3	
		5,000 < ADT < 8,000	98	8	18	1.2	2.0	1.8	2.7	✓
		ADT > 8,000	137	17	33	1.3	2.0	1.2	6.9	✓
	Sub Total		571	69	150					
	Urban	Freeway	267	43	128	1.2	1.6	0.2	41.7	✓
4-lane Expressway		124	17	81	1.9	2.7	0.5	23.9	✓	
4-Lane Undivided		20	2	25	5.8	7.8	0.7	41.3	✓	
4-Lane Divided Conventional (Non expressway)		21	3	19	5.0	6.8	0.9	38.6	✓	
Three-Lane		9	0	2	3.1	4.3	0.0	16.8		
Five-Lane		2	0	3	5.6	8.8	0.0	52.4		
2-Lane		ADT < 1,500	1	0	0	4.0	6.3	0.0	2.1	
		1,500 < ADT < 5,000	9	0	0	2.8	3.9	0.0	3.7	
		5,000 < ADT < 8,000	26	2	2	2.3	3.3	1.6	5.5	
		ADT > 8,000	54	6	20	3.0	4.2	1.1	15.6	✓
Sub Total		533	73	280						

Source: Mn/DOT crash records, 2004-2005

- 51% of fatal crashes and 65% of serious injury crashes were urban.
- Priority facility types are almost equally split between rural and urban roadways.

Crash Summary by Facility Types – Out State Districts

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	702	54	77	0.6	0.8	0.6	3.7	✓	
	4-lane Expressway	712	49	94	0.8	1.2	0.8	3.5	✓	
	4-Lane Undivided	27	0	4	0.9	1.4	0.0	2.5		
	4-Lane Divided Conventional (Non expressway)	123	11	24	1.2	1.9	1.2	4.4		
	2-Lane	ADT < 1,500	3,774	48	74	0.8	1.4	1.9	0.3	✓
		1,500 < ADT < 5,000	3,916	110	185	0.7	1.2	1.4	0.7	✓
		5,000 < ADT < 8,000	583	45	52	0.9	1.4	1.7	2.0	✓
		ADT > 8,000	198	24	35	0.9	1.4	1.5	3.5	✓
	Sub Total		10,034	341	545					
	Urban	Freeway	21	2	7	1.4	1.9	0.3	21.3	
4-lane Expressway		41	4	19	2.4	3.5	0.9	12.6		
4-Lane Undivided		43	1	20	3.9	5.6	0.3	16.9		
4-Lane Divided Conventional (Non expressway)		66	8	45	3.3	5.1	1.2	17.6		
Three-Lane		30	0	10	2.8	3.8	0.0	10.1		
Five-Lane		12	2	4	2.8	3.9	1.6	13.7		
2-Lane		ADT < 1,500	81	1	4	1.9	3.0	1.8	0.7	
		1,500 < ADT < 5,000	238	0	22	2.1	3.0	0.0	2.4	
		5,000 < ADT < 8,000	111	10	19	2.0	2.8	1.9	4.6	
		ADT > 8,000	75	5	19	2.6	3.7	0.8	10.5	
Sub Total		718	33	169						

Source: Mn/DOT crash records, 2004-2005

- 91% of fatal crashes and 76% of serious injury crashes were rural.
- All priority facility types are rural.

Crash Summary by Facility Types - Statewide

Facility Type		Miles	Crashes		Crash Rate	Severity Rate	Fatal Rate	Crash Density	Priority	
			Fatal	Serious Injury						
Rural	Freeway	824	76	101	0.6	0.8	0.6	4.8	✓	
	4-lane Expressway	823	66	159	0.9	1.3	0.8	4.4	✓	
	4-Lane Undivided	27	0	4	0.9	1.4	0.0	2.7		
	4-Lane Divided Conventional (Non expressway)	124	11	24	1.2	1.9	1.2	4.4		
	2-Lane	ADT < 1,500	3,787	48	76	0.8	1.4	1.9	0.3	✓
		1,500 < ADT < 5,000	4,005	115	193	0.7	1.2	1.4	0.8	✓
		5,000 < ADT < 8,000	681	53	70	0.9	1.5	1.7	2.1	✓
		ADT > 8,000	334	41	68	1.1	1.7	1.4	4.9	✓
	Sub Total		10,606	410	695					
	Urban	Freeway	288	45	135	1.2	1.6	0.2	40.2	✓
4-lane Expressway		165	21	100	1.9	2.8	0.6	21.1	✓	
4-Lane Undivided		62	3	45	4.7	6.5	0.5	24.6		
4-Lane Divided Conventional (Non expressway)		87	11	64	3.9	5.7	1.1	22.7	✓	
Three-Lane		39	0	12	2.9	4.0	0.0	11.6		
Five-Lane		14	2	7	3.4	5.0	1.3	18.9		
2-Lane		ADT < 1,500	82	1	4	2.0	3.1	1.7	0.7	
		1,500 < ADT < 5,000	246	0	22	2.1	3.1	0.0	2.4	
		5,000 < ADT < 8,000	138	12	21	2.0	2.9	1.8	4.8	
		ADT > 8,000	129	11	39	2.7	3.9	0.9	12.6	
Sub Total		1,251	106	449						

Source: Mn/DOT crash records, 2004-2005

- 79% of fatal crashes and 61% of serious injury crashes were rural.
- Most priority facility type are rural roadways.

Summary of Key Statistics by District and by Rural/Urban Classification

	Mn/DOT District																														
	1			2			3			4			6			7			8			Greater Minnesota			Metro						
	Mi.	K	CD	Mi.	K	CD	Mi.	K	CD	Mi.	K	CD	Mi.	K	CD	Mi.	K	CD	Mi.	K	CD	Mi.	K	CD	Mi.	K	CD				
Rural																															
Freeway	87	6	45	9	0	4	123	16	4.6	121	8	2.9	217	18	14.7	146	6	1.8	0	0	0	702	54	3.7	122	22	11.1				
4-Lane Expressway	152	9	3.2	116	1	1.5	175	24	5	69	1	1.9	106	6	4.6	85	7	3.6	9	1	2.4	702	49	3.5	111	17	10.3				
2-Lane	ADT < 1,500	577	15	0.2	1027	7	0.2	296	8	0.4	789	6	0.2	240	3	0.5	325	3	0.3	521	6	0.3	3774	48	0.3	13	0	0.5			
	1,500 ≤ ADT < 5,000	534	14	0.8	551	15	0.6	555	23	0.8	488	12	0.6	559	13	0.9	560	14	0.8	665	19	0.6	3916	110	0.7	89	5	1.3			
	5,000 ≤ ADT < 8,000	57	4	2.1	26	0	1.8	170	12	2.2	48	6	2.3	99	12	2.6	74	7	1.6	109	4	1.5	583	45	2	98	8	2.7			
	ADT ≥ 8,000	3	0	2.8	2	0	7	136	18	3.7	1	0	1.8	26	4	2.6	25	2	3.5	3	0	5.2	198	24	3.5	137	17	6.9			
Urban																															
Freeway	12	1	19.3	0	0	0	0	0	0	3	1	19.4	5	0	26.8	0	0	0	0	0	0	21	2	21.3	267	43	41.7				
4-Lane Expressway	7	2	7.7	10	1	8.4	2	0	16.7	9	1	16.1	3	0	29.3	8	0	10.7	0	0	0	41	4	12.6	124	17	23.9				
4-Lane Undivided	12	0	11.8	7	0	18.5	2	0	3.9	5	0	28.9	6	0	25	9	1	13.5	1	0	1.1	43	1	16.9	20	2	41.3				
4-Lane Divided (Non Exp.)	3	0	8.7	0	0	0	15	0	39.6	4	0	16.4	36	6	10.3	7	2	11.6	2	0	19.9	66	8	17.6	21	3	38.6				
3-Lane	6	0	3.8	3	0	5.1	13	0	13.4	0	0	16.7	0	0	0	0	0	13.8	7	0	10.7	30	0	10.1	9	0	16.8				
5-Lane	5	0	10.3	0	0	0	3	1	22.4	0	0	0	1	0	13.9	1	1	11.3	2	0	10.7	12	2	13.7	2	0	52.4				
2-Lane	57	0	2.5	59	1	2.7	63	1	6	72	0	2.6	111	9	4	72	2	3.6	70	3	4.8	505	16	38	90	8	11.5				

Mi.: Miles of roadway in each facility type classification

K: Number of fatal crashes that occurred on each facility type (2004-2005)

CD: Total crash density for each facility type.

Priority Facility Types – State System Summary

Facility Type		ATP District							
		1	2	3	4	6	7	8	M
Rural	Freeway	✓ (6)		✓ (16)	✓ (8)	✓ (18)	✓ (6)		✓ (22)
	4-lane Expressway	✓ (9)	✓ (1)	✓ (24)		✓ (6)	✓ (7)		✓ (17)
	4-Lane Undivided								
	4-Lane Divided Conventional (Non expressway)			✓ (5)		✓ (2)		✓ (4)	
	2-Lane ADT < 1,500	✓ (15)	✓ (7)	✓ (8)	✓ (6)		✓ (14)	✓ (6)	
	2-Lane 1,500 ≤ ADT < 5,000	✓ (14)	✓ (15)	✓ (23)	✓ (12)	✓ (13)	✓ (7)	✓ (19)	
	5,000 ≤ ADT < 8,000	✓ (4)		✓ (12)	✓ (6)	✓ (12)		✓ (4)	✓ (8)
	ADT ≥ 8,000			✓ (18)					✓ (17)
Urban	Freeway								✓ (43)
	4-lane Expressway		✓ (1)	✓ (0)	✓ (1)				✓ (17)
	4-Lane Undivided								✓ (2)
	4-Lane Divided Conventional (Non expressway)					✓ (6)			✓ (3)
	Three-Lane								
	Five-Lane								
2-Lane ADT < 1,500									
	1,500 ≤ ADT < 5,000								
	5,000 ≤ ADT < 8,000					✓ (7)			
	ADT ≥ 8,000								✓ (6)

✓ indicates priority facility types for each District, (#) indicates total number of fatal crashes
Source: Mn/DOT crash records, 2004-2005

- In the Metro ATP, 51% of the fatal crashes occurred on segments classified as urban.
- In the out state ATPs, 91% of the fatal crashes occurred on segments classified as rural.
- Over the 2-year period, 374 fatal crashes (72%) occurred in the outstate Districts vs. 142 fatal crashes (28%) in the Metro.
- In the outstate Districts, the greatest number of severe crashes occurs on two-lane rural roads (573 of 1,088; 53%).
- In Metro, the greatest number of severe crashes occurs on freeways (217 of 572; 38%).

STEP 2: Summarize Data & Rank Facility Types

State TH Ranking Process

- 1) Facility type with most K+A receives ✓✓✓.
- 2) Facility type with second most K+A receives ✓✓.
- 3) Facility type with third most K+A receives ✓.
- 4) Facility type with greatest number of K's across districts receives additional ✓ (not to exceed 3).

Priority Facility Type	Fatal
	Single Vehicle ROR
Rural	
Freeway	11
4-Lane Expressway	10 (1 st)
Multi-Lane Subtotal	21
2-Lane Conventional: ADT < 1,500	11
2-Lane Conventional: 1,500 ≤ ADT < 5,000	10
2-Lane Conventional: ADT ≥ 8,000	4 (1 st)
2-Lane Conventional Subtotal	25
Rural Subtotal	56
Urban	
4-Lane Divided Conventional (Non expressway)	1 (1 st)
Multi-Lane Subtotal	1
Urban Subtotal	1
TOTAL	57

Priority Facility Type	K + A
	Single Vehicle ROR
Rural	
Freeway	25
4-Lane Expressway	26 ✓✓
Multi-Lane Subtotal	56
2-Lane Conventional: ADT < 1,500	30 ✓✓
2-Lane Conventional: 1,500 ≤ ADT < 5,000	36 ✓✓✓
2-Lane Conventional: ADT ≥ 8,000	14 ✓
2-Lane Conventional Subtotal	95
Rural Subtotal	151
Urban	
4-Lane Divided Conventional (Non expressway)	3 ✓
Multi-Lane Subtotal	3
Urban Subtotal	3
TOTAL	154

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP 1

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	2	3	4	7	3	0	9
4-Lane Expressway	4	8	6	5	14	6 (1 st)	9
Multi-Lane Subtotal	6	11	10	12	17	6	18
2-Lane Conventional: ADT < 1,500	8 (1 st)	7	3	8	4	2	14 (1 st)
2-Lane Conventional: 1,500 ≤ ADT < 5,000	14 (1 st)	15	13 (1 st)	7	14	12	8
2-Lane Conventional: 5,000 ≤ ADT < 8,000	1	3	0	0	1	3	1
2-Lane Conventional Subtotal	23	25	16	15	19	17	23
Rural Subtotal	29	36	26	27	36	23	41
Urban							
Urban Subtotal	0	0	0	0	0	0	0
TOTAL	29	36	26	27	36	23	41

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	9 ✓	8	7	22 ✓✓	8	0	24 ✓
4-Lane Expressway	9 ✓	16 ✓✓	19 ✓✓	15 ✓	41 ✓✓	10 ✓✓✓	18
Multi-Lane Subtotal	18	24	26	37	49	10	42
2-Lane Conventional: ADT < 1,500	22 ✓✓✓	13 ✓	10 ✓	15 ✓	15 ✓	4	28 ✓✓✓
2-Lane Conventional: 1,500 ≤ ADT < 5,000	29 ✓✓✓	32 ✓✓✓	25 ✓✓✓	25 ✓✓✓	42 ✓✓✓	21 ✓✓✓	37 ✓✓✓
2-Lane Conventional: 5,000 ≤ ADT < 8,000	4	9	7	8	13	5 ✓	11
2-Lane Conventional Subtotal	55	54	42	48	70	30	76
Rural Subtotal	73	78	68	85	119	40	118
Urban							
Urban Subtotal	0	0	0	0	0	0	0
TOTAL	73	78	68	85	119	40	118

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP 2

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
4-Lane Expressway	2	1	2	0	5	1	1
Multi-Lane Subtotal	2	1	2	0	5	1	1
2-Lane Conventional: ADT < 1,500	7	12 (1 st)	4	7	14 (1 st)	2	9
2-Lane Conventional: 1,500 ≤ ADT < 5,000	7	16	7	9	15	15	8
2-Lane Conventional Subtotal	14	28	11	16	29	17	17
Rural Subtotal	16	29	13	16	34	18	18
Urban							
4-Lane Expressway	2	0	0	0	1	1	0
Multi-Lane Subtotal	2	0	0	0	1	1	0
Urban Subtotal	2	0	0	0	1	1	0
TOTAL	18	29	13	16	35	19	18

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
4-Lane Expressway	9 ✓✓	11 ✓	9 ✓	4 ✓	22 ✓	1	7 ✓
Multi-Lane Subtotal	9	11	9	4	22	1	7
2-Lane Conventional: ADT < 1,500	28 ✓✓✓	31 ✓✓✓	15 ✓✓	18 ✓✓	27 ✓✓✓	7 ✓✓	33 ✓✓✓
2-Lane Conventional: 1,500 ≤ ADT < 5,000	28 ✓✓✓	39 ✓✓✓	26 ✓✓✓	25 ✓✓✓	40 ✓✓✓	29 ✓✓✓	29 ✓✓
2-Lane Conventional Subtotal	56	70	41	43	67	36	62
Rural Subtotal	65	81	50	47	89	37	69
Urban							
4-Lane Expressway	4 ✓	1	2	2	7	2 ✓	2
Multi-Lane Subtotal	4	1	2	2	7	2	2
Urban Subtotal	4	1	2	2	7	2	2
TOTAL	69	82	52	49	96	39	71

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP 3

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	3	15	6	13	6	10 (1 st)	11
4-Lane Expressway	6 (1 st)	22 (1 st)	17 (1 st)	10	38 (1 st)	5	10 (1 st)
4-Lane Divided Conventional (Non expressway)	4 (1 st)	3 (1 st)	2	1 (1 st)	5	2	1 (1 st)
Multi-Lane Subtotal	13	40	25	24	49	17	22
2-Lane Conventional: ADT < 1,500	7	6	1	6	2	1	11
2-Lane Conventional: 1,500 ≤ ADT < 5,000	9	19 (1 st)	9	8	17	21	10
2-Lane Conventional: 5,000 ≤ ADT < 8,000	9 (1 st)	11 (1 st)	5	12 (1 st)	11	16 (1 st)	9
2-Lane Conventional: ADT ≥ 8,000	5 (1 st)	6	5	6	11	12	4 (1 st)
2-Lane Conventional Subtotal	30	42	20	32	41	50	34
Rural Subtotal	43	82	45	56	90	67	56
Urban							
4-Lane Divided Conventional (Non expressway)	0	1	1	0	1	0	1 (1 st)
Multi-Lane Subtotal	0	1	1	0	1	0	1
Urban Subtotal	0	1	1	0	1	0	1
TOTAL	43	83	46	56	91	67	57

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	4	26	18	29 ✓✓✓	14	14 ✓	25
4-Lane Expressway	17 ✓✓✓	37 ✓✓✓	41 ✓✓✓	21 ✓✓	85 ✓✓✓	8	26 ✓
4-Lane Divided Conventional (Non expressway)	7 ✓	5 ✓	5	6 ✓	13	3	5 ✓
Multi-Lane Subtotal	28	68	64	56	112	25	56
2-Lane Conventional: ADT < 1,500	23 ✓✓✓	15	9	18 ✓	17	8	30 ✓✓
2-Lane Conventional: 1,500 ≤ ADT < 5,000	23 ✓✓✓	39 ✓✓✓	25 ✓✓	15	46 ✓	32 ✓✓✓	36 ✓✓✓
2-Lane Conventional: 5,000 ≤ ADT < 8,000	12 ✓	18 ✓	15	17 ✓	30	27 ✓✓✓	15
2-Lane Conventional: ADT ≥ 8,000	15 ✓✓	27 ✓	24 ✓	12	53 ✓✓	21 ✓	14 ✓
2-Lane Conventional Subtotal	73	99	73	62	146	88	95
Rural Subtotal	101	167	137	118	258	113	151
Urban							
4-Lane Divided Conventional (Non expressway)	4	4	22	15	53 ✓✓	2	3 ✓
Multi-Lane Subtotal	4	4	22	15	53	2	3
Urban Subtotal	4	4	22	15	53	2	3
TOTAL	105	171	159	133	311	115	154

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP 4

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	0	5	1	6	1	5	4
Multi-Lane Subtotal	0	5	1	6	1	5	4
2-Lane Conventional: ADT < 1,500	8 (1 st)	8	6 (1 st)	9 (1 st)	9	2	11
2-Lane Conventional: 1,500 ≤ ADT < 5,000	11	15	12	7	15	10	6
2-Lane Conventional: 5,000 ≤ ADT < 8,000	2	7	4	3	6	6	0
2-Lane Conventional Subtotal	21	30	22	19	30	18	17
Rural Subtotal	21	35	23	25	31	23	21
Urban							
4-Lane Expressway	0	0	1	1	5	0	2
Multi-Lane Subtotal	0	0	1	1	5	0	2
Urban Subtotal	0	0	1	1	5	0	2
TOTAL	21	35	24	26	36	23	23

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	3 ✓	11 ✓	7	15 ✓✓✓	6	8 ✓	15 ✓
Multi-Lane Subtotal	3	11	7	15	6	8	15
2-Lane Conventional: ADT < 1,500	13 ✓	17 ✓✓	19 ✓✓✓	14 ✓✓✓	23 ✓✓	5	23 ✓✓✓
2-Lane Conventional: 1,500 ≤ ADT < 5,000	29 ✓✓✓	25 ✓✓✓	35 ✓✓✓	12	40 ✓✓✓	21 ✓✓✓	22 ✓✓
2-Lane Conventional: 5,000 ≤ ADT < 8,000	5 ✓✓	8	7	6 ✓	16	10 ✓✓	2
2-Lane Conventional Subtotal	47	50	61	32	79	36	47
Rural Subtotal	50	61	68	47	85	44	62
Urban							
4-Lane Expressway	1	2	8 ✓	2	22 ✓	1	2
Multi-Lane Subtotal	1	2	8	2	22	1	2
Urban Subtotal	1	2	8	2	22	1	2
TOTAL	51	63	76	49	107	45	64

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP 6

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	5	13	6	16	10	8	21 (1 st)
4-Lane Expressway	1	10	5	11 (1 st)	15	4	3
4-Lane Divided Conventional (Non expressway)	2	2	0	0	5 (1 st)	0	0
Multi-Lane Subtotal	8	25	11	27	30	12	24
2-Lane Conventional: 1,500 ≤ ADT < 5,000	8	6	8	6	11	8	14 (1 st)
2-Lane Conventional: 5,000 ≤ ADT < 8,000	3	7	5	9	10	5	10 (1 st)
2-Lane Conventional Subtotal	11	13	13	15	21	13	24
Rural Subtotal	19	38	24	42	51	25	48
Urban							
4-Lane Divided Conventional (Non expressway)	1	4 (1 st)	4 (1 st)	5 (1 st)	6 (1 st)	6 (1 st)	1 (1 st)
Multi-Lane Subtotal	1	4	4	5	6	6	1
2-Lane Conventional: 5,000 ≤ ADT < 8,000	1 (1 st)	6 (1 st)	4 (1 st)	6 (1 st)	3 (1 st)	8 (1 st)	1
2-Lane Conventional Subtotal	1	6	4	6	3	8	1
Urban Subtotal	2	10	8	11	9	14	2
TOTAL	21	48	32	53	60	39	50

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	11 ✓✓	27 ✓✓✓	13	43 ✓✓✓	34 ✓✓	13 ✓✓	47 ✓✓✓
4-Lane Expressway	6 ✓	22	20 ✓✓	17 ✓✓	45 ✓✓✓	9	19 ✓
4-Lane Divided Conventional (Non expressway)	11 ✓✓	8	7	5	25 ✓	1	5
Multi-Lane Subtotal	28	57	40	65	104	23	71
2-Lane Conventional: 1,500 ≤ ADT < 5,000	24 ✓✓✓	23 ✓✓	29 ✓✓✓	23 ✓✓	45 ✓✓✓	25 ✓✓✓	43 ✓✓✓
2-Lane Conventional: 5,000 ≤ ADT < 8,000	5	11 ✓	15	16	22	11 ✓	15 ✓
2-Lane Conventional Subtotal	29	34	44	39	67	36	58
Rural Subtotal	57	91	84	104	171	59	129
Urban							
4-Lane Divided Conventional (Non expressway)	2	10 ✓	17 ✓✓	12 ✓	28 ✓✓	9 ✓	1 ✓
Multi-Lane Subtotal	2	10	17	12	28	9	1
2-Lane Conventional: 5,000 ≤ ADT < 8,000	3 ✓	10 ✓	7 ✓	8 ✓	21 ✓	11 ✓✓	1
2-Lane Conventional Subtotal	3	10	7	8	21	11	1
Urban Subtotal	5	20	24	20	49	20	2
TOTAL	62	111	108	124	220	79	131

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP 7

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	1	4	2	4	2	1	6
4-Lane Expressway	3	4	2	1	9	3	1
Multi-Lane Subtotal	4	8	4	5	11	4	7
2-Lane Conventional: 1,500 ≤ ADT < 5,000	1	13 (1 st)	10	9	11	12	7
2-Lane Conventional: 5,000 ≤ ADT < 8,000	2	6	1	3	3	4	2
2-Lane Conventional Subtotal	3	19	11	12	14	16	9
Rural Subtotal	7	27	15	17	25	20	16
TOTAL	7	27	15	17	25	20	16

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	3 ✓	7 ✓	6 ✓✓	8 ✓✓	4	6 ✓	15 ✓✓
4-Lane Expressway	5 ✓✓	7 ✓	4 ✓	4	16 ✓✓	4	4 ✓
Multi-Lane Subtotal	8	14	10	12	20	10	19
2-Lane Conventional: 1,500 ≤ ADT < 5,000	19 ✓✓✓	38 ✓✓✓	30 ✓✓✓	22 ✓✓✓	43 ✓✓✓	27 ✓✓✓	30 ✓✓✓
2-Lane Conventional: 5,000 ≤ ADT < 8,000	5 ✓✓	11 ✓✓	3	6 ✓	10 ✓	7 ✓✓	4 ✓
2-Lane Conventional Subtotal	24	49	33	28	53	34	34
Rural Subtotal	32	63	43	40	73	44	53
Urban							
Urban Subtotal	0	0	0	0	0	0	0
TOTAL	32	63	43	40	73	44	53

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP 8

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
4-Lane Divided Conventional (Non expressway)	0	3 (1 st)	3 (1 st)	1 (1 st)	3	3 (1 st)	0
Multi-Lane Subtotal	0	3	3	1	3	3	0
2-Lane Conventional: ADT < 1,500	4	7	4	4	6	3 (1 st)	4
2-Lane Conventional: 1,500 ≤ ADT < 5,000	2	17	13 (1 st)	11 (1 st)	20 (1 st)	24 (1 st)	6
2-Lane Conventional: 5,000 ≤ ADT < 8,000	1	2	2	3	5	6	0
2-Lane Conventional Subtotal	7	26	19	18	31	33	10
Rural Subtotal	7	29	22	19	34	36	10
TOTAL	7	29	22	19	34	36	10

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
4-Lane Divided Conventional (Non expressway)	2	5 ✓	9 ✓	6 ✓	15 ✓	4 ✓	6 ✓
Multi-Lane Subtotal	2	5	9	6	15	4	6
2-Lane Conventional: ADT < 1,500	16 ✓✓✓	19 ✓✓	12 ✓✓	9 ✓	15 ✓	10 ✓✓	17 ✓✓
2-Lane Conventional: 1,500 ≤ ADT < 5,000	12 ✓✓	38 ✓✓✓	41 ✓✓✓	30 ✓✓✓	61 ✓✓✓	46 ✓✓✓	24 ✓✓✓
2-Lane Conventional: 5,000 ≤ ADT < 8,000	8 ✓	12 ✓	11 ✓	13 ✓✓	15 ✓✓	20 ✓✓	5
2-Lane Conventional Subtotal	36	69	64	52	91	76	46
Rural Subtotal	38	74	73	58	106	80	52
Urban							
Urban Subtotal	0	0	0	0	0	0	0
TOTAL	38	74	73	58	106	80	52

STEP 2: Summarize Data & Rank Facility Types

Fatal and Serious Injury Crash Summary for Priority Facility Types – ATP Metro

Priority Facility Type	Fatal Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	6 (1 st)	19 (1 st)	12 (1 st)	20 (1 st)	11* (1 st)	6	20
4-Lane Expressway	6 (1 st)	15 (1 st)	9	7	31	4	4
Multi-Lane Subtotal	12	34	21	27	42	10	24
2-Lane Conventional: 5,000 ≤ ADT < 8,000	3	7	7 (1 st)	6	13 (1 st)	8	5
2-Lane Conventional: ADT ≥ 8,000	3	14 (1 st)	12 (1 st)	9 (1 st)	16 (1 st)	23 (1 st)	1
2-Lane Conventional Subtotal	6	21	19	15	29	31	6
Rural Subtotal	18	55	40	42	71	41	30
Urban							
Freeway	42 (1 st)	33 (1 st)	21 (1 st)	71 (1 st)	73* (1 st)	9 (1 st)	50 (1 st)
4-Lane Expressway	8 (1 st)	12 (1 st)	10 (1 st)	8 (1 st)	34 (1 st)	7 (1 st)	6 (1 st)
4-Lane Undivided	3 (1 st)	0	0	0	3 (1 st)	0	0
4-Lane Divided Conventional (Non expressway)	2 (1 st)	1 (1 st)	3	1	6 (1 st)	0	1 (1 st)
Multi-Lane Subtotal	55	46	34	80	116	16	57
2-Lane Conventional: ADT ≥ 8,000	2 (1 st)	4 (1 st)	3 (1 st)	2 (1 st)	8	5 (1 st)	1 (1 st)
2-Lane Conventional Subtotal	2	4	3	2	8	5	1
Urban Subtotal	57	50	37	82	124	21	58
TOTAL	75	105	77	124	195	62	88

Priority Facility Type	Fatal + Serious Injury Crashes						
	Alcohol-Related	Unbelted Veh. Occupant	Under the Age of 21	Speeding-Related	Intersection	Head-on and Sideswipe	Single Vehicle ROR
Rural							
Freeway	19 ✓	37 ✓	28 ✓	42 ✓✓	35* ✓	8	50 ✓✓
4-Lane Expressway	26 ✓✓	38 ✓✓	45 ✓	32	152 ✓	12	30
Multi-Lane Subtotal	45	75	73	74	187	20	80
2-Lane Conventional: 5,000 ≤ ADT < 8,000	11	14	19 ✓	10	32 ✓	17 ✓	17
2-Lane Conventional: ADT ≥ 8,000	17	27 ✓	32 ✓	25 ✓	55 ✓	43 ✓✓	7
2-Lane Conventional Subtotal	28	41	51	35	87	60	24
Rural Subtotal	73	116	124	109	274	80	104
Urban							
Freeway	123 ✓✓✓	87 ✓✓✓	88 ✓✓✓	166 ✓✓✓	244* ✓✓✓	28 ✓✓✓	150 ✓✓✓
4-Lane Expressway	54 ✓✓✓	39 ✓✓✓	57 ✓✓✓	48 ✓✓✓	220 ✓✓✓	17 ✓✓	31 ✓✓
4-Lane Undivided	17 ✓	6	16	8	63 ✓	13	6
4-Lane Divided Conventional (Non expressway)	7 ✓	3 ✓	16	4	49 ✓	3	4 ✓
Multi-Lane Subtotal	201	135	177	226	576	61	191
2-Lane Conventional: ADT ≥ 8,000	10 ✓	11 ✓	17 ✓	13 ✓	53	13 ✓	2 ✓
2-Lane Conventional Subtotal	10	11	17	13	53	13	2
Urban Subtotal	211	146	194	239	629	74	193
TOTAL	284	262	318	348	903	154	297

* Intersection crashes coded to freeways are likely located at the ramp terminals.

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP 1

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway				
		Rural Freeway	Rural Expressway	Rural 2-Lane		
				ADT < 1,500	1,500 ≤ ADT < 5,000	5,000 ≤ ADT < 8,000
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.	✓	✓	✓✓✓	✓✓✓	
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.		✓✓	✓	✓✓✓	
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.		✓✓	✓	✓✓✓	
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓✓	✓	✓	✓✓✓	
Improving the Design and Operation of Highway Intersections	Utilize indirect left-turn treatments.		✓✓			
	Provide lighting to increase intersection visibility.		✓✓	✓	✓✓✓	
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.		✓✓✓			
	Utilize centerline rumble strips on undivided, two-way roads.				✓✓✓	✓
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble stripes).	✓		✓✓✓	✓✓✓	
	Enhance warning of sharp curves. Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓		✓✓✓	✓✓✓	
	Eliminate shoulder drop-offs. Pave shoulders. Add safety wedge (45 degree beveled to edge of pavement).	✓		✓✓✓	✓✓✓	

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP 2

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway			Urban Expressway
		Rural Expressway	Rural 2-Lane		
			ADT < 1,500	1,500 ≤ ADT < 5,000	
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.	✓✓	✓✓✓	✓✓✓	
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.	✓	✓✓✓	✓✓✓	
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.	✓	✓✓	✓✓✓	
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓	✓✓	✓✓✓	
Improving the Design and Operation of Highway Intersections	Utilize indirect left-turn treatments.	✓			
	Provide lighting to increase intersection visibility.	✓	✓✓✓	✓✓✓	
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.				✓
	Utilize centerline rumble strips on undivided, two-way roads.		✓✓	✓✓✓	
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble stripes).	✓	✓✓✓	✓✓	
	Enhance warning of sharp curves. Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓	✓✓✓	✓✓	
	Eliminate shoulder drop-offs. Pave shoulders. Add safety wedge (45 degree beveled to edge of pavement).	✓	✓✓✓	✓✓	

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP 3

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway							
		Rural Freeway	Rural Expressway	Rural 4-Lane Divided Conv.	Rural 2-Lane			Urban 4-Lane Divided Conv.	
					ADT < 1,500	1,500 ≤ ADT < 5,000	5,000 ≤ ADT < 8,000		ADT ≥ 8,000
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.		✓✓✓	✓	✓✓✓	✓✓✓	✓	✓✓	
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.		✓✓✓	✓		✓✓✓	✓	✓	
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.		✓✓✓			✓✓		✓	
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓✓✓	✓✓	✓	✓		✓		
Improving the Design and Operation of Highway Intersections	Utilize indirect left-turn treatments.		✓✓✓						✓✓
	Provide lighting to increase intersection visibility.		✓✓✓			✓		✓✓	✓✓
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.	✓							
	Utilize centerline rumble strips on undivided, two-way roads.					✓✓✓	✓✓✓	✓	
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble stripes).		✓	✓	✓✓	✓✓✓		✓	✓
	Enhance warning of sharp curves.		Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓	✓	✓✓	✓✓✓	✓	✓
	Eliminate shoulder drop-offs.		Pave shoulders.	✓	✓	✓✓	✓✓✓	✓	✓
			Add safety wedge (45 degree beveled to edge of pavement).						

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP 4

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway			
		Rural Freeway	Rural 2-Lane ADT < 1,500	Rural 2-Lane 1,500 ≤ ADT < 5,000	Urban Expressway 5,000 ≤ ADT < 8,000
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.	✓	✓	✓✓✓	✓✓
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.	✓	✓✓	✓✓✓	
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.		✓✓✓	✓✓✓	✓
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓✓✓	✓✓✓		✓
Improving the Design and Operation of Highway Intersections	Utilize indirect left-turn treatments.				✓
	Provide lighting to increase intersection visibility.		✓✓	✓✓✓	✓
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.	✓			
	Utilize centerline rumble strips on undivided, two-way roads.			✓✓✓	✓✓
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble stripes).	✓	✓✓✓	✓✓	
	Enhance warning of sharp curves. Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓	✓✓✓	✓✓	
	Eliminate shoulder drop-offs. Pave shoulders. Add safety wedge (45 degree beveled to edge of pavement).	✓	✓✓✓	✓✓	

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP 6

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway					
		Rural Freeway	Rural Expressway	Rural 4-Lane Divided Conv.	Rural 2-Lane 1,500 ≤ ADT < 5,000	Rural 2-Lane 5,000 ≤ ADT < 8,000	Urban 4-Lane Divided Conv.
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.	✓✓	✓	✓✓	✓✓✓		✓
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.	✓✓✓			✓✓	✓	✓ ✓
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.		✓✓		✓✓✓		✓✓ ✓
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓✓✓	✓✓		✓✓		✓ ✓
Improving the Design and Operation of Highway Intersections	Utilize indirect left-turn treatments.		✓✓✓	✓			✓✓
	Provide lighting to increase intersection/interchange visibility.	✓✓ (ramp terminals)	✓✓✓	✓	✓✓✓		✓✓ ✓
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.	✓✓					✓
	Utilize centerline rumble strips on undivided, two-way roads.				✓✓✓	✓	✓✓
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble stripes).	✓✓✓	✓		✓✓✓	✓	✓
	Enhance warning of sharp curves. Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓✓✓	✓		✓✓✓	✓	✓
	Eliminate shoulder drop-offs. Add safety wedge (45 degree beveled to edge of pavement).	✓✓✓	✓		✓✓✓	✓	✓

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP 7

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway			
		Rural Freeway	Rural Expressway	Rural 2-Lane	
				1,500 ≤ ADT < 5,000	5,000 ≤ ADT < 8,000
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.	✓	✓✓	✓✓✓	✓✓
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.	✓	✓	✓✓✓	✓✓
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.	✓✓	✓	✓✓✓	
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓✓		✓✓✓	✓
Improving the Design and Operation of Highway Intersections	Utilize indirect left-turn treatments.		✓✓		
	Provide lighting to increase intersection visibility.			✓✓✓	✓
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.	✓			
	Utilize centerline rumble strips on undivided, two-way roads.			✓✓✓	✓✓
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble stripes).	✓✓	✓	✓✓✓	✓
	Enhance warning of sharp curves. Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓✓	✓	✓✓✓	✓
	Eliminate shoulder drop-offs. Pave shoulders. Add safety wedge (45 degree beveled to edge of pavement).	✓✓	✓	✓✓✓	✓

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP 8

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway			
		Rural 4-Lane Divided Conv.	Rural 2-Lane		
			ADT < 1,500	1,500 ≤ ADT < 5,000	5,000 ≤ ADT < 8,000
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.	✓✓✓	✓✓	✓	
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.	✓	✓✓	✓✓✓	
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.	✓	✓✓	✓✓✓	
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓	✓✓	✓✓✓	
Improving the Design and Operation of Highway Intersections	Utilize indirect left-turn treatments.	✓			
	Provide lighting to increase intersection visibility.	✓	✓	✓✓✓	
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.	✓			
	Utilize centerline rumble strips on undivided, two-way roads.		✓✓	✓✓✓	
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble strips).	✓	✓✓	✓✓✓	
	Enhance warning of sharp curves. Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓	✓✓	✓✓✓	
	Eliminate shoulder drop-offs. Pave shoulders. Add safety wedge (45 degree beveled to edge of pavement).	✓	✓✓	✓✓✓	

STEP 3: Apply Rankings to Strategies

Priority Strategies by Facility Type for the State System – ATP Metro

Minnesota CHSP: Critical Emphasis Area	Countermeasure	State Trunk Highway								
		Rural Freeway	Rural Expressway	Rural 2-Lane		Urban Freeway	Urban Expressway	Urban 4-Lane Undivided	Urban 4-Lane Divided Conv.	Urban 2-Lane ADT ≥ 8,000
				5,000 ≤ ADT < 8,000	ADT ≥ 8,000					
Reducing Impaired Driving	Conduct highly publicized sobriety saturation to deter impaired drivers.	✓	✓✓			✓✓✓	✓✓✓	✓	✓	✓
Increasing Seat Belt Use	Conduct highly publicized targeted enforcement to increase seat belt use.	✓	✓✓		✓	✓✓✓	✓✓✓		✓	✓
Addressing Young Drivers Over Involvement	Create a communications/marketing task force to raise awareness or establish a traffic safety panel to coordinate agencies.	✓	✓	✓	✓	✓✓✓	✓✓✓			✓
Curbing Aggressive Driving	Conduct highly publicized targeted enforcement to deter aggressive driving.	✓✓			✓	✓✓✓	✓✓✓			✓
Improving the Design and Operation of Highway Intersections	Install confirmation lights on the back side of mast arms to assist in traditional red-light running enforcement.		✓				✓✓✓	✓	✓	
	Add turn lanes, offset turn lanes and/or longer turn lanes.		✓	✓	✓		✓✓✓	✓	✓	
	Utilize indirect left-turn treatments.		✓				✓✓✓		✓	
	Provide or enhance lighting to increase intersection visibility.		✓	✓	✓		✓✓✓	✓	✓	
	Implement driveway closures/relocations.		✓	✓	✓		✓✓✓	✓	✓	
	Restrict or eliminate turning maneuvers by signing, providing channelization or closing median openings.	*	✓				* ✓✓✓	✓	✓	
	Install larger regulatory and warning signs at intersections.		✓	✓	✓		✓✓✓	✓	✓	
	Deploy mainline dynamic flashing beacons to warn drivers of entering traffic.		✓	✓	✓		✓✓✓	✓	✓	
	Use freeway style guide signs along high-speed segments.		✓				✓✓✓	✓	✓	
	Employ signal coordination.		✓				✓✓✓	✓	✓	
Improve operation of pedestrian and bicycle facilities at signalized intersections (i.e., countdown heads)		✓				✓✓✓	✓	✓		
Reducing Head-On and Across-median Crashes	Construct median barriers for narrow-width medians on multilane roads.	X				✓✓✓	✓✓			
	Utilize centerline rumble strips on undivided, two-way roads.			✓	✓✓✓					✓
Keeping Vehicles on the Roadway and Minimizing the Consequences of Leaving the Road	Utilize shoulder or mid-lane rumble strips (or edgeline rumble stripes).	✓✓	X			✓✓✓	✓✓			
	Enhance warning of sharp curves. Utilize brighter or wider lane markings (see Enhance Pavement Markings).	✓✓	X			✓✓✓	✓✓			
	Eliminate shoulder drop-offs. Add safety wedge (45 degree beveled to edge of pavement).	✓✓	X			✓✓✓	✓✓			

* Apply strategies consistent with cross-street at ramp terminals.
X Recommended strategies that were not prioritized in the ranking process.



Prioritization for the Local Road System

STEP 1: Summarize Data & Rank Counties

Two-Part County Ranking Process

Part 1: Across Counties Within an ATP

- County with most K+A receives ✓✓✓.
- County with second most K+A receives ✓✓.
- County with third most K+A receives ✓.
- Any county where percentage of K+A is at least 10 points above ATP average receive additional ✓ (not to exceed 3).
- County with most fatalities receives additional ✓ (not to exceed 3).
- County with highest percentage of fatalities receives additional ✓ (not to exceed 3).

Part 2: Within Each County

- 1) If a county receives no ✓s in the across county analysis, the county will have their greatest opportunity to reduce severe crashes identified with an X.

Driver Behavior and **Infrastructure** emphasis areas will be handled separately.

	FATALITIES			
	Under the Age of 21 #	%	Rate	Sp #
Statewide	718	24%	0.3	
ATP Total	66	21%	0.3	
Local Road System	36	27%	0.4	
County A	2	33%		
County B	5	36%		
County C	1	50%		
County D	2	11%		
County E	2	40%		
County F	2	33%		
County G	7	35%		
County H	15	24%		

	FATALITIES + SERIOUS INJURIES			
	Under the Age of 21 #	%	Rate	Sp #
Statewide	4343	29%	1.6	
ATP Total	284	25%	1.3	
Local Road System	171	28%	2.0	
County A	10	30%	X	
County B	18	38%	✓✓✓	
County C	5	45%	✓✓	
County D	8	15%		
County E	3	19%		
County F	5	36%	✓	
County G	17	25%	✓	
County H	105	29%	✓✓✓	

STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP 1

	TOTALS			FATALITIES																					
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%		Rate
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide
ATP 1 Total	310	253	21940803324	66	21%	0.3	77	25%	0.4	117	38%	0.5	145	57%	0.7	121	39%	0.6	81	26%	0.4	56	18%	0.3	ATP 1 Total
Local Road System	134	104	8595781788	36	27%	0.4	37	28%	0.4	64	48%	0.7	65	63%	0.8	64	48%	0.7	34	25%	0.4	16	12%	0.2	Local Road System
Aitkin	6	3	304,061,868	2	33%		0	0%		2	33%		1	33%		3	50%		2	33%		1	17%		Aitkin
Carlton	14	11	782,362,482	5	36%		4	29%		4	29%		5	45%		6	43%		3	21%		4	29%		Carlton
Cook	2	1	199,455,806	1	50%		1	50%		0	0%		0	0%		1	50%		0	0%		0	0%		Cook
Itasca	19	15	996,101,260	2	11%		2	11%		7	37%		9	60%		10	53%		5	26%		1	5%		Itasca
Koochiching	5	5	203,860,118	2	40%		1	20%		5	100%		3	60%		3	60%		0	0%		0	0%		Koochiching
Lake	6	6	327,642,832	2	33%		2	33%		5	83%		5	83%		4	67%		0	0%		0	0%		Lake
Pine	20	13	751,780,634	7	35%		6	30%		12	60%		11	85%		9	45%		6	30%		1	5%		Pine
Saint Louis	62	50	5,030,516,788	15	24%		21	34%		29	47%		31	62%		28	45%		18	29%		9	15%		Saint Louis

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																					
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%		Rate
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP 1 Total	1138	919	21940803324	284	25%	1.3	307	27%	1.4	333	29%	1.5	389	42%	1.8	409	36%	1.9	343	30%	1.6	163	14%	0.7	ATP 1 Total
Local Road System	603	463	8595781788	171	28%	2.0	170	28%	2.0	200	33%	2.3	212	46%	2.5	239	40%	2.8	167	28%	1.9	66	11%	0.8	Local Road System
Aitkin	33	23	304,061,868	10	30%		10	30%	✓	15	45%	✓✓	9	39%		19	58%	✓	9	27%	✓	4	12%	✓	Aitkin
Carlton	48	33	782,362,482	18	38%	✓✓✓	8	17%		12	25%		11	33%		16	33%		7	15%		9	19%	✓✓✓	Carlton
Cook	11	7	199,455,806	5	45%	✓✓	5	45%	✓✓	3	27%		2	29%		6	55%	✓✓	0	0%		0	0%		Cook
Itasca	52	39	996,101,260	8	15%		7	13%		18	35%		21	54%	✓✓	25	48%	✓✓	14	27%	✓✓	3	6%		Itasca
Koochiching	16	13	203,860,118	3	19%		4	25%		10	63%	✓✓	5	38%		7	44%	X	4	25%		1	6%		Koochiching
Lake	14	13	327,642,832	5	36%	✓	8	57%	✓✓	8	57%	✓✓	9	69%	✓	10	71%	✓✓	1	7%		1	7%		Lake
Pine	69	52	751,780,634	17	25%	✓	22	32%	✓✓	31	45%	✓✓✓	28	54%	✓✓✓	27	39%	✓✓	18	26%	✓✓	9	13%	✓✓	Pine
Saint Louis	360	283	5,030,516,788	105	29%	✓✓✓	106	29%	✓✓✓	103	29%	✓✓✓	127	45%	✓✓✓	129	36%	✓✓✓	114	32%	✓✓✓	39	11%	✓✓✓	Saint Louis

= Between 5 and 10 percentage points above ATP average
 = More than 10 percentage points above ATP average

STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP 2

	TOTALS			FATALITIES																						
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection				Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate		#	%	Rate	
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide	
ATP 2 Total Local Road System	174	148	9,812,213,686	30	17%	0.3	33	19%	0.3	72	41%	0.7	95	64%	1.0	64	49	37%	0.7	65	37%	0.7	27	16%	0.3	ATP 2 Total Local Road System
Beltrami	16	11	996,796,966	3	19%		3	19%		10	63%		6	55%		6	38%		8	50%		0	0%		Beltrami	
Clearwater	14	13	274,672,398	1	7%		4	29%		7	50%		7	54%		9	64%		4	29%		1	7%		Clearwater	
Hubbard	19	14	434,321,404	2	11%		5	26%		10	53%		11	79%		12	63%		1	5%		0	0%		Hubbard	
Kittson	8	7	199,517,890	1	13%		1	13%		4	50%		6	86%		4	50%		3	38%		0	0%		Kittson	
Lake of the Woods	5	3	104,428,940	0	0%		0	0%		2	40%		2	67%		4	80%		1	20%		0	0%		Lake of the Woods	
Marshall	3	2	462,750,398	0	0%		0	0%		1	33%		0	0%		0	0%		2	67%		0	0%		Marshall	
Norman	5	3	243,785,608	0	0%		0	0%		1	20%		3	100%		4	80%		1	20%		1	20%		Norman	
Pennington	4	4	373,868,022	1	25%		1	25%		0	0%		2	50%		0	0%		3	75%		2	50%		Pennington	
Polk	10	10	1,028,021,566	2	20%		2	20%		6	60%		8	80%		5	50%		3	30%		1	10%		Polk	
Red Lake	3	2	147,666,794	2	67%		1	33%		3	100%		2	100%		2	67%		0	0%		0	0%		Red Lake	
Roseau	9	7	369,770,478	3	33%		0	0%		3	33%		5	71%		3	33%		3	33%		0	0%		Roseau	

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																					
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection				Head-on and Sideswipe		
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate		#	%	Rate
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP 2 Total Local Road System	599	485	9,812,213,686	154	26%	1.6	136	23%	1.4	231	39%	2.4	256	53%	2.6	220	37%	2.2	204	34%	2.1	64	11%	0.7	ATP 2 Total Local Road System
Local Road System	342	274	4,635,600,464	91	27%	2.0	87	25%	1.9	150	44%	3.2	146	53%	3.1	160	47%	3.5	94	27%	2.0	19	6%	0.4	
Beltrami	93	69	996,796,966	28	30%	✓✓✓	22	24%	✓✓✓	40	43%	✓✓✓	35	51%	✓✓✓	41	44%	✓✓✓	34	37%	✓✓✓	4	4%	✓✓✓	Beltrami
Clearwater	32	26	274,672,398	7	22%	✓	12	38%	✓	20	63%	✓	11	42%	✓	22	69%	✓	5	16%	✓	2	6%	✓✓	Clearwater
Hubbard	60	49	434,321,404	12	20%	✓	20	33%	✓✓	31	52%	✓✓✓	28	57%	✓✓	35	58%	✓✓✓	8	13%	✓	4	7%	✓✓✓	Hubbard
Kittson	11	10	199,517,890	1	9%		1	9%		5	45%		7	70%		5	45%	X	3	27%		0	0%		Kittson
Lake of the Woods	10	7	104,428,940	0	0%		0	0%		4	40%	X	4	57%	X	5	50%	✓	3	30%		0	0%		Lake of the Woods
Marshall	12	10	462,750,398	4	33%	X	1	8%		3	25%		3	30%	X	4	33%	X	4	33%	X	0	0%		Marshall
Norman	12	10	243,785,608	4	33%	X	2	17%		3	25%		6	60%	✓	10	83%	✓✓	2	17%		1	8%	✓	Norman
Pennington	12	8	373,868,022	4	33%	X	4	33%	X	3	25%		4	50%	X	2	17%		7	58%	✓✓	2	17%	✓✓✓	Pennington
Polk	68	58	1,028,021,566	21	31%	✓✓	21	31%	✓✓	27	40%	✓	34	59%	✓✓	27	40%	✓	21	31%	✓✓	2	3%	✓✓✓	Polk
Red Lake	6	5	147,666,794	4	67%	✓✓	2	33%	✓	5	83%	✓✓	4	80%	✓✓	5	83%	✓	1	17%		0	0%		Red Lake
Roseau	26	22	369,770,478	6	23%	✓	2	8%		9	35%		10	45%		4	15%		6	23%		4	15%	✓✓✓	Roseau

Yellow = Between 5 and 10 percentage points above ATP average
 Pink = More than 10 percentage points above ATP average

STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP 3

	TOTALS			FATALITIES																					
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#		%	Rate
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide
ATP 3 Total Local Road System	581 301	497 247	37,293,889,842 14,219,887,352	144 85	25% 28%	0.4 0.6	146 83	25% 28%	0.4 0.6	232 145	40% 48%	0.6 1.0	265 141	53% 57%	0.7 1.0	191 120	33% 40%	0.5 0.8	182 94	31% 31%	0.5 0.7	135 56	23% 19%	0.4 0.4	ATP 3 Total Local Road System
Benton	14	11	766,764,790	3	21%		4	29%		7	73%		8	73%		3	21%		3	21%		4	29%		Benton
Cass	26	20	799,490,362	7	27%		11	42%		21	81%		16	80%		12	46%		6	23%		5	19%		Cass
Crow Wing	24	18	1,782,888,140	5	21%		6	25%		16	67%		10	56%		8	33%		7	29%		4	17%		Crow Wing
Isanti	21	18	698,030,498	6	29%		3	14%		8	38%		10	56%		5	24%		7	33%		9	43%		Isanti
Kanabec	10	10	291,995,660	6	60%		4	40%		4	40%		8	80%		3	30%		4	40%		0	0%		Kanabec
Mille Lacs	12	11	470,436,032	2	17%		3	25%		6	50%		9	82%		8	67%		4	33%		1	8%		Mille Lacs
Morrison	24	19	919,047,712	6	25%		6	25%		15	63%		13	68%		11	46%		6	25%		7	29%		Morrison
Sherburne	40	33	1,459,881,522	13	33%		10	25%		11	28%		16	48%		14	35%		15	38%		5	13%		Sherburne
Stearns	54	45	3,785,298,000	15	28%		19	35%		26	48%		19	42%		29	54%		13	24%		10	19%		Stearns
Todd	18	16	590,418,840	5	28%		5	28%		7	39%		9	56%		5	28%		9	50%		3	17%		Todd
Wadena	11	11	332,737,372	1	9%		2	18%		4	36%		5	45%		3	27%		6	55%		1	9%		Wadena
Wright	47	35	2,322,898,424	16	34%		10	21%		20	43%		18	51%		19	40%		14	30%		7	15%		Wright

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																					
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#		%	Rate
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP 3 Total Local Road System	2243 1412	1838 1125	37,293,889,842 14,219,887,352	671 454	30% 32%	1.8 3.2	554 373	25% 26%	1.5 2.6	616 434	27% 31%	1.7 3.1	795 494	43% 44%	2.1 3.5	661 476	29% 34%	1.8 3.3	932 568	42% 40%	2.5 4.0	329 177	15% 13%	0.9 1.2	ATP 3 Total Local Road System
Benton	71	52	766,764,790	25	35%	X	18	25%		14	20%		20	38%		14	20%		35	49%	X	5	7%		Benton
Cass	115	96	799,490,362	33	29%		40	35%	✓✓	54	47%	✓	66	69%	✓✓	40	35%		31	27%		19	17%	✓	Cass
Crow Wing	117	98	1,782,888,140	36	31%		37	32%		45	38%	✓	49	50%		48	41%	✓	26	22%		12	10%		Crow Wing
Isanti	100	77	698,030,498	30	30%		36	36%	✓	27	27%		29	38%		39	39%		30	30%		17	17%	✓	Isanti
Kanabec	28	23	291,995,660	14	50%	✓✓	13	46%	✓	12	43%	✓	17	74%	✓	12	43%	✓	9	32%		3	11%		Kanabec
Mille Lacs	45	39	470,436,032	9	20%		13	29%		16	36%		24	62%	✓✓	19	42%	✓	15	33%		10	22%		Mille Lacs
Morrison	93	75	919,047,712	31	33%		18	19%		29	31%		39	52%	X	36	39%	X	27	29%		16	17%		Morrison
Sherburne	183	147	1,459,881,522	55	30%	✓	44	24%	✓✓	55	30%	✓	56	38%	✓	50	27%	✓	81	44%	✓✓✓	19	10%	✓	Sherburne
Stearns	364	292	3,785,298,000	120	33%	✓✓✓	91	25%	✓✓✓	87	24%	✓✓✓	90	31%	✓✓✓	115	32%	✓✓✓	204	56%	✓✓✓	33	9%	✓✓✓	Stearns
Todd	66	56	590,418,840	19	29%		19	29%		23	35%		25	45%	X	28	42%	✓	28	42%		7	11%		Todd
Wadena	36	29	332,737,372	7	19%		9	25%		15	42%	✓	13	45%		15	42%	✓	14	39%	✓	1	3%		Wadena
Wright	194	141	2,322,898,424	75	39%	✓✓✓	35	18%		57	29%	✓✓	66	47%	✓✓	60	31%	✓✓	68	35%	✓	35	18%	✓✓✓	Wright

Yellow = Between 5 and 10 percentage points above ATP average
 Pink = More than 10 percentage points above ATP average

STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP 4

	TOTALS			FATALITIES																					
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
	#	#		#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide
ATP 4 Total Local Road System	218	191	15,712,509,054	57	26%	0.4	72	33%	0.5	98	45%	0.6	105	55%	0.7	94	43%	0.6	70	32%	0.4	40	18%	0.3	ATP 4 Total Local Road System
Becker	19	13	802,510,566	6	32%		8	42%		14	74%		9	69%		13	68%		2	11%		3	16%		Becker
Big Stone	0	0	131,291,226	0	-		0	-		0	-		0	-		0	-		0	-		0	-		Big Stone
Clay	8	6	1,169,744,730	2	25%		0	0%		3	38%		2	33%		3	38%		4	50%		0	0%		Clay
Douglas	16	12	942,130,178	5	31%		8	50%		7	44%		6	50%		12	75%		7	44%		0	0%		Douglas
Grant	4	4	175,418,342	0	0%		2	50%		3	75%		4	100%		2	50%		1	25%		0	0%		Grant
Mahnomen	3	2	142,879,022	0	0%		1	33%		2	67%		2	100%		2	67%		0	0%		0	0%		Mahnomen
Otter Tail	30	23	1,673,775,510	6	20%		9	30%		15	50%		13	57%		15	50%		10	33%		5	17%		Otter Tail
Pope	5	3	258,966,972	1	20%		0	0%		3	60%		2	67%		3	60%		1	20%		1	20%		Pope
Stevens	3	3	225,030,762	2	67%		2	67%		2	67%		1	33%		2	67%		1	33%		0	0%		Stevens
Swift	6	6	272,283,990	2	33%		3	50%		3	50%		6	100%		5	83%		3	50%		0	0%		Swift
Traverse	4	4	119,686,996	0	0%		1	25%		1	25%		3	75%		1	25%		0	0%		3	75%		Traverse
Wilkin	2	2	246,287,228	0	0%		1	50%		2	100%		1	50%		2	100%		0	0%		0	0%		Wilkin

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																					
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
	#	#		#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP 4 Total Local Road System	922	763	15,712,509,054	305	33%	1.9	234	25%	1.5	265	29%	1.7	338	44%	2.2	336	36%	2.1	338	37%	2.2	151	16%	1.0	ATP 4 Total Local Road System
Becker	90	73	802,510,566	30	33%	✓✓✓	18	20%	✓	33	37%	✓✓	35	48%	✓✓	45	50%	✓✓✓	22	24%		10	11%	✓✓	Becker
Big Stone	7	7	131,291,226	2	29%		3	43%	✓	0	0%		3	43%		2	29%		2	29%		2	29%	✓	Big Stone
Clay	53	40	1,169,744,730	14	26%		15	28%		16	30%		17	43%	X	22	43%		23	43%	✓✓	4	8%		Clay
Douglas	68	46	942,130,178	24	35%	✓	22	32%	✓✓	20	29%	✓	25	54%	✓✓✓	24	35%	✓	32	47%	✓✓✓	8	12%	✓	Douglas
Grant	16	14	175,418,342	2	13%		8	50%	✓✓	10	63%	✓✓	7	50%	✓✓	9	56%	✓	5	31%		1	6%		Grant
Mahnomen	17	13	142,879,022	7	41%		1	6%		7	41%	✓	10	77%	✓✓	5	29%		0	0%		5	29%	✓	Mahnomen
Otter Tail	224	180	1,673,775,510	78	35%	✓✓✓	64	29%	✓✓✓	64	29%	✓✓✓	70	39%	✓✓✓	93	42%	✓✓✓	74	33%	✓✓✓	47	21%	✓✓✓	Otter Tail
Pope	21	18	258,966,972	9	43%		3	14%		7	33%		11	61%	✓	10	48%	✓✓	8	38%		5	24%		Pope
Stevens	21	18	225,030,762	12	57%	✓✓	5	24%	✓	6	29%		9	50%		11	52%	✓	7	33%		1	5%		Stevens
Swift	27	25	272,283,990	12	44%	✓	6	22%		7	26%		18	72%	✓✓	15	56%	✓✓	15	56%	✓✓	1	4%		Swift
Traverse	4	4	119,686,996	0	0%		1	25%		1	25%		3	75%	✓	1	25%		0	0%		3	75%	✓✓	Traverse
Wilkin	13	9	246,287,228	3	23%		4	31%		5	38%	✓	4	44%		7	54%	✓✓	2	15%		1	8%		Wilkin

Yellow = Between 5 and 10 percentage points above ATP average
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STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP 6

	TOTALS			FATALITIES																				Statewide	
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
	#	#		#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide
ATP 6 Total Local Road System	368	311	27,314,644,632	89	24%	0.3	124	34%	0.5	108	29%	0.4	168	54%	0.6	142	39%	0.5	99	27%	0.4	78	21%	0.3	ATP 6 Total Local Road System
Dodge	11	11	435,809,594	4	36%		5	45%		2	18%		8	73%		6	55%		4	36%		4	36%		Dodge
Fillmore	6	6	504,417,892	2	33%		1	17%		2	33%		4	67%		3	50%		2	33%		0	0%		Fillmore
Freeborn	14	11	935,890,736	2	14%		5	36%		10	71%		8	73%		10	71%		5	36%		0	0%		Freeborn
Goodhue	22	19	1,018,869,654	8	36%		12	55%		9	41%		13	68%		11	50%		4	18%		3	14%		Goodhue
Houston	4	4	325,457,110	1	25%		4	100%		3	75%		4	100%		4	100%		0	0%		0	0%		Houston
Mower	6	6	838,137,652	2	33%		2	33%		1	17%		1	17%		3	50%		3	50%		0	0%		Mower
Olmsted	32	20	2,771,440,716	16	50%		12	38%		13	41%		10	50%		12	38%		6	19%		8	25%		Olmsted
Rice	19	15	1,035,995,708	4	21%		9	47%		12	63%		13	87%		12	63%		4	21%		2	11%		Rice
Steele	12	11	850,035,868	7	58%		4	33%		1	8%		8	73%		3	25%		2	17%		5	42%		Steele
Wabasha	9	9	406,365,344	0	0%		4	44%		7	78%		5	56%		5	56%		0	0%		3	33%		Wabasha
Winona	16	7	868,737,760	3	19%		4	25%		10	63%		7	100%		5	31%		3	19%		3	19%		Winona

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																				Statewide	
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
	#	#		#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP 6 Total Local Road System	1741	1400	27,314,644,632	511	29%	1.9	462	27%	1.7	340	20%	1.2	529	38%	1.9	540	31%	2.0	693	40%	2.5	256	15%	0.9	ATP 6 Total Local Road System
Dodge	45	40	435,809,594	16	36%	X	10	22%		4	9%		16	40%	X	17	38%	X	14	31%		8	18%		Dodge
Fillmore	50	33	504,417,892	10	20%		17	34%	X	10	20%		16	48%		23	46%	✓	9	18%		6	12%		Fillmore
Freeborn	94	71	935,890,736	28	30%		24	26%		25	27%		32	45%	X	34	36%		41	44%	X	8	9%		Freeborn
Goodhue	110	88	1,018,869,654	40	36%		45	41%	✓✓	28	25%	✓	38	43%	✓✓	52	47%	✓✓	23	21%		20	18%	✓	Goodhue
Houston	29	25	325,457,110	11	38%		13	45%	✓✓	12	41%	✓	15	60%	✓✓	17	59%	✓✓	3	10%		3	10%		Houston
Mower	81	65	838,137,652	25	31%	X	16	20%		12	15%		20	31%		16	20%		44	54%	✓✓	4	5%		Mower
Olmsted	256	197	2,771,440,716	87	34%	✓✓✓	64	25%	✓✓✓	39	15%	✓✓	59	30%	✓✓	57	22%	✓✓✓	137	54%	✓✓✓	27	11%	✓✓✓	Olmsted
Rice	172	132	1,035,995,708	66	38%	✓	49	28%	✓✓	57	33%	✓✓✓	63	48%	✓✓✓	79	46%	✓✓✓	66	38%	✓✓	14	8%		Rice
Steele	88	72	850,035,868	32	36%	✓	19	22%		14	16%		29	40%		16	18%		47	53%	✓✓	13	15%	✓✓	Steele
Wabasha	41	36	406,365,344	13	32%		12	29%		12	29%	✓	19	53%	✓	23	56%	✓	14	34%		7	17%		Wabasha
Winona	102	69	868,737,760	38	37%	✓	33	32%		26	25%		22	32%	✓	32	31%		34	33%		23	23%	✓✓	Winona

Yellow = Between 5 and 10 percentage points above ATP average
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STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP 7

	TOTALS			FATALITIES																					
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%		Rate
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide
ATP 7 Total Local Road System	205	171	17,441,070,042	46	22%	0.3	43	21%	0.2	57	28%	0.3	86	50%	0.5	62	30%	0.4	75	37%	0.4	37	18%	0.2	ATP 7 Total Local Road System
Blue Earth	16	10	1,503,877,166	5	31%		3	19%		7	44%		5	50%		6	38%		8	50%		0	0%		Blue Earth
Brown	6	5	670,821,272	1	17%		4	67%		3	50%		4	80%		4	67%		0	0%		1	17%		Brown
Cottonwood	3	3	361,153,584	2	67%		0	0%		0	0%		3	100%		1	33%		3	100%		0	0%		Cottonwood
Faribault	6	5	431,894,650	1	17%		1	17%		4	67%		4	80%		5	83%		7	17%		0	0%		Faribault
Jackson	9	9	407,683,716	2	22%		0	0%		0	0%		4	44%		0	0%		7	78%		0	0%		Jackson
Le Sueur	18	14	596,663,760	4	22%		6	33%		8	44%		10	71%		8	44%		5	28%		1	6%		Le Sueur
Martin	11	8	716,493,184	4	36%		4	36%		4	36%		5	63%		5	45%		6	55%		1	9%		Martin
Nicollet	3	2	568,946,906	1	33%		0	0%		1	33%		2	100%		1	33%		0	0%		1	33%		Nicollet
Nobles	5	5	624,420,786	3	60%		1	20%		1	20%		1	20%		4	80%		2	40%		0	0%		Nobles
Rock	2	0	340,107,108	0	0%		0	0%		1	50%		0	-		1	50%		0	0%		0	0%		Rock
Sibley	1	0	426,129,968	0	0%		0	0%		0	0%		0	0%		0	0%		1	100%		1	100%		Sibley
Waseca	7	7	432,639,658	2	29%		1	14%		3	43%		4	57%		4	57%		3	43%		0	0%		Waseca
Watowan	6	4	358,542,404	1	17%		0	0%		1	17%		1	25%		3	50%		1	17%		1	17%		Watowan

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																					
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%		Rate
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP 7 Total Local Road System	869	701	17,441,070,042	259	30%	1.5	195	22%	1.1	226	26%	1.3	307	44%	1.8	265	30%	1.5	351	40%	2.0	119	14%	0.7	ATP 7 Total Local Road System
Blue Earth	145	111	1,503,877,166	48	33%	✓✓✓	25	17%	✓✓✓	35	24%	✓✓✓	37	33%	✓✓✓	34	23%	✓✓✓	72	50%	✓✓✓	14	10%	✓✓✓	Blue Earth
Brown	32	24	670,821,272	12	38%		11	34%	✓	13	41%	✓	10	42%	✓	13	41%	✓	12	38%	✓	2	6%	✓	Brown
Cottonwood	19	18	361,153,584	7	37%	✓	1	5%		7	37%	✓	12	62%	✓✓	5	26%	✓	9	47%	✓	0	0%		Cottonwood
Faribault	33	26	431,894,650	7	21%		8	24%		17	52%	✓✓✓	20	77%	✓✓	19	58%	✓✓	9	27%		2	6%		Faribault
Jackson	32	31	407,683,716	3	9%		15	47%	✓✓	12	38%	✓	12	39%	✓	21	66%	✓✓	10	31%		0	0%		Jackson
Le Sueur	68	55	596,663,760	28	41%	✓✓✓	21	31%	✓✓✓	25	37%	✓✓✓	32	58%	✓✓✓	25	37%	✓✓✓	20	29%	✓	11	16%	✓✓✓	Le Sueur
Martin	43	31	716,493,184	19	44%	✓✓	11	26%	✓	8	19%		18	58%	✓	13	30%	✓	21	49%	✓✓	3	7%	✓✓	Martin
Nicollet	29	19	568,946,906	9	31%		11	38%	✓	6	21%		8	42%	✓	13	34%	✓	7	24%		3	10%	✓✓	Nicollet
Nobles	33	26	624,420,786	19	58%	✓✓	8	24%		4	12%		12	46%		12	36%		15	45%		3	9%	✓	Nobles
Rock	23	15	340,107,108	7	30%		7	30%		6	26%		11	73%	✓	4	17%		8	35%	X	2	9%		Rock
Sibley	29	24	426,129,968	6	21%		9	31%		10	34%	X	7	29%		10	34%		10	34%	✓	3	10%	✓✓✓	Sibley
Waseca	34	29	432,639,658	11	32%		8	24%		10	29%		18	62%	✓	17	50%	✓	15	44%		2	6%		Waseca
Watowan	15	11	358,542,404	5	33%		6	40%	✓	3	20%		5	45%		7	47%	✓	3	20%		1	7%	✓	Watowan

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STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP 8

	TOTALS			FATALITIES																					
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
	#	#		#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide
ATP 8 Total Local Road System	207	188	12,489,973,298	55	27%	0.4	51	25%	0.4	60	29%	0.5	104	55%	0.8	67	32%	0.5	86	42%	0.7	51	25%	0.4	ATP 8 Total Local Road System
Chippewa	8	8	310,931,280	4	50%		2	25%		5	63%		6	75%		1	13%		5	63%		0	0%		Chippewa
Kandiyohi	20	18	1,168,963,202	3	15%		3	15%		4	20%		11	61%		12	60%		8	40%		1	5%		Kandiyohi
Lac Qui Parle	5	4	256,686,298	2	40%		3	60%		3	60%		4	100%		5	100%		1	20%		0	0%		Lac Qui Parle
Lincoln	7	6	202,408,448	4	57%		6	86%		6	86%		5	83%		4	57%		4	57%		0	0%		Lincoln
Lyon	5	5	518,246,190	1	20%		2	40%		3	60%		3	60%		4	80%		0	0%		0	0%		Lyon
McCleod	8	8	785,970,658	1	13%		3	38%		2	25%		5	63%		4	50%		5	63%		0	0%		McCleod
Meeker	12	6	457,703,334	4	33%		2	17%		7	58%		6	100%		6	50%		4	33%		3	25%		Meeker
Murray	6	5	269,227,266	0	0%		1	17%		2	33%		4	80%		2	33%		3	50%		1	17%		Murray
Pipestone	2	1	232,964,732	1	50%		0	0%		1	50%		1	100%		1	50%		1	50%		0	0%		Pipestone
Redwood	3	3	561,012,936	0	0%		2	67%		3	100%		2	67%		0	0%		0	0%		1	33%		Redwood
Renville	16	15	568,203,724	7	44%		5	31%		8	50%		11	73%		7	44%		8	50%		0	0%		Renville
Yellow Medicine	7	7	316,562,664	1	14%		1	14%		2	29%		3	43%		4	57%		3	43%		0	0%		Yellow Medicine

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																					
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
	#	#		#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP 8 Total Local Road System	919	796	12,489,973,298	309	34%	2.5	209	23%	1.7	215	23%	1.7	338	42%	2.7	278	30%	2.2	412	45%	3.3	164	18%	1.3	ATP 8 Total Local Road System
Chippewa	36	32	310,931,280	17	47%	✓✓	8	22%	✓✓	15	42%	✓✓✓	24	75%	✓✓	14	39%	✓	16	44%	✓	1	3%		Chippewa
Kandiyohi	176	148	1,168,963,202	67	38%	✓✓✓	33	19%	✓✓✓	37	21%	✓✓✓	53	36%	✓✓✓	49	28%	✓✓✓	95	54%	✓✓✓	20	11%	✓✓✓	Kandiyohi
Lac Qui Parle	22	21	256,686,298	8	36%	✓	9	41%	✓	8	36%	✓	10	48%	✓	19	86%	✓✓✓	5	23%		0	0%		Lac Qui Parle
Lincoln	20	18	202,408,448	7	35%	✓	13	65%	✓✓✓	11	55%	✓	11	61%	✓	15	75%	✓	5	25%		0	0%		Lincoln
Lyon	25	22	518,246,190	8	32%	X	6	24%		8	32%	X	7	32%		14	56%	✓	6	24%		1	4%		Lyon
McCleod	65	50	785,970,658	17	26%	✓	13	20%	✓	13	20%		25	50%	✓✓	19	29%	✓	32	49%	✓✓	3	5%		McCleod
Meeker	44	31	457,703,334	15	34%		11	25%		15	34%	✓✓✓	12	39%		19	43%	✓✓✓	16	36%		9	20%	✓✓✓	Meeker
Murray	22	17	269,227,266	2	9%		4	18%		8	36%	✓	11	65%	✓	10	45%	✓	10	55%		2	9%		Murray
Pipestone	19	17	232,964,732	4	21%		1	5%		2	11%		10	59%	✓✓	5	26%		10	53%	X	3	16%		Pipestone
Redwood	38	31	561,012,936	13	34%		9	24%		15	39%	✓✓✓	16	52%	✓✓	13	34%		8	21%		8	21%	✓✓	Redwood
Renville	55	50	568,203,724	24	44%	✓✓✓	19	35%	✓✓✓	14	25%	✓✓✓	24	48%	✓✓	17	31%	✓	28	51%	✓✓	1	2%		Renville
Yellow Medicine	22	18	316,562,664	6	27%		7	32%		7	32%		9	50%	X	8	36%		9	41%	X	6	27%		Yellow Medicine

Yellow = Between 5 and 10 percentage points above ATP average
 Pink = More than 10 percentage points above ATP average

STEP 1: Summarize Data & Rank Counties

Local System Priorities by County – ATP Metro

	TOTALS			FATALITIES																					
	Total Fatalities #	Vehicle Occupant Fatalities #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%		Rate
Statewide	3,008	2,429	276,072,182,210	718	24%	0.3	850	28%	0.3	1,068	36%	0.4	1,271	52%	0.5	965	32%	0.3	1,004	33%	0.4	611	20%	0.2	Statewide
ATP Metro Total	945	670	134,067,078,332	231	24%	0.2	304	32%	0.2	324	34%	0.2	303	45%	0.2	224	24%	0.2	347	37%	0.3	188	20%	0.1	ATP Metro Total
Local Road System	480	312	55340468788	128	27%	0.2	159	33%	0.3	157	33%	0.3	141	45%	0.3	116	24%	0.2	221	46%	0.4	76	16%	0.1	Local Road System
Anoka	63	46	7,155,182,826	22	35%		19	30%		18	29%		18	39%		12	19%		23	37%		11	17%		Anoka
Carver	16	15	1,574,232,946	3	19%		7	44%		8	50%		10	67%		13	81%		1	6%		3	19%		Carver
Chisago	14	11	1,097,141,144	6	43%		3	21%		5	36%		4	29%		4	29%		3	21%		5	36%		Chisago
Dakota	61	43	8,186,374,328	25	41%		26	43%		20	33%		25	58%		14	23%		33	54%		5	8%		Dakota
Hennepin	159	85	21,520,184,224	34	21%		47	30%		44	28%		34	40%		26	16%		92	58%		26	16%		Hennepin
Ramsey	80	50	8,993,015,306	16	20%		31	39%		27	34%		20	40%		20	25%		37	46%		10	13%		Ramsey
Scott	38	32	2,686,769,096	6	16%		8	21%		15	39%		16	50%		10	26%		12	32%		8	21%		Scott
Washington	49	30	4,127,568,918	16	33%		18	37%		20	41%		14	47%		17	35%		20	41%		8	16%		Washington

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																					
	Total Fatalities + Serious Injuries #	Vehicle Occupant Fatalities + Serious Injuries #	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection			Head-on and Sideswipe			
				#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%		Rate
Statewide	15,174	9456	276,072,182,210	4343	29%	1.6	3511	23%	1.3	3573	24%	1.3	4,351	46%	1.6	3845	25%	1.4	6896	45%	2.5	2216	15%	0.8	Statewide
ATP Metro Total	6735	4974	134,067,078,332	1849	27%	1.4	1412	21%	1.1	1344	20%	1.0	1393	28%	1.0	999	15%	0.7	3622	54%	2.7	971	14%	0.7	ATP Metro Total
Local Road System	4907	3499	55340468788	1397	28%	2.5	956	19%	1.7	882	18%	1.6	941	27%	1.7	651	13%	1.2	2871	59%	5.2	693	14%	1.3	Local Road System
Anoka	636	493	7,155,182,826	225	35%	✓✓	136	21%	✓	113	18%	✓	136	28%	✓✓	103	16%	✓✓	352	55%	✓	98	15%	✓✓	Anoka
Carver	104	83	1,574,232,946	29	28%		21	20%	✓	23	22%	✓	33	40%	✓✓	46	44%	✓✓	37	36%		14	13%		Carver
Chisago	94	70	1,097,141,144	30	32%	✓	24	26%		27	29%		31	44%	✓	41	44%	✓	23	24%		13	14%	✓	Chisago
Dakota	546	418	8,186,374,328	197	36%		105	19%		86	16%		136	33%	✓✓	77	14%	✓	328	60%		65	12%		Dakota
Hennepin	2108	1405	21,520,184,224	494	23%	✓✓✓	374	18%	✓✓✓	328	16%	✓✓✓	338	24%	✓✓✓	178	8%	✓✓✓	1322	63%	✓✓✓	321	15%	✓✓✓	Hennepin
Ramsey	822	566	8,993,015,306	222	27%	✓✓	158	19%	✓✓	151	18%	✓✓	134	24%	✓	71	9%		518	63%	✓✓	84	10%	✓	Ramsey
Scott	281	233	2,686,769,096	91	32%	X	66	23%		72	26%		68	29%		58	21%		147	52%	X	54	19%		Scott
Washington	316	231	4,127,568,918	109	34%	X	72	23%		82	26%		65	28%		77	24%	✓	144	46%		44	14%		Washington

= Between 5 and 10 percentage points above ATP average
 = More than 10 percentage points above ATP average

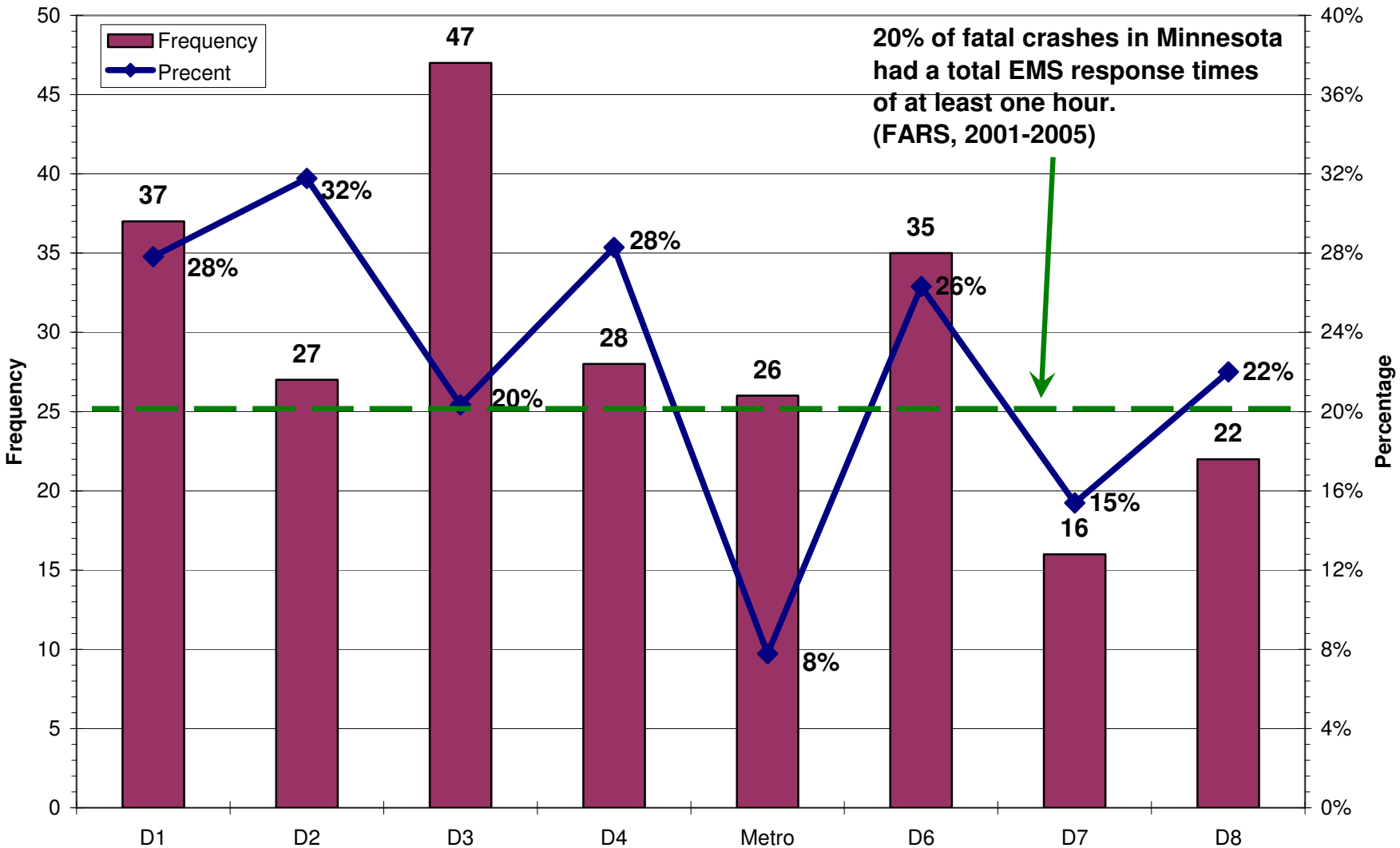
Local System Priorities Across State

	TOTALS			FATALITIES																		Statewide Total Local Road System Total			
	Total Fatalities	Vehicle Occupant Fatalities	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection				Head-on and Sideswipe		
	#	#	#	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate		#	%	Rate
Statewide Total	3008	2429	276,072,182,210	718	24%	0.3	850	28%	0.3	1068	36%	0.4	1271	52%	0.5	965	32%	0.3	1005	33%	0.4	612	20%	0.2	
Local Road System Total	1454	1094	112,031,156,842	391	27%	0.3	443	30%	0.4	617	42%	0.6	633	58%	0.6	575	40%	0.5	519	36%	0.5	205	14%	0.2	
ATP 1 Total	310	253	21,940,803,324	66	21%	0.3	77	25%	0.4	117	38%	0.5	145	57%	0.7	121	39%	0.6	81	26%	0.4	56	18%	0.3	
ATP 2 Total	174	148	9,812,213,686	30	17%	0.3	33	19%	0.3	72	41%	0.7	95	64%	1.0	64	37%	0.7	65	37%	0.7	27	16%	0.3	
ATP 3 Total	581	497	37,293,889,842	144	25%	0.4	146	25%	0.4	232	40%	0.6	265	53%	0.7	191	33%	0.5	182	31%	0.5	135	23%	0.4	
ATP 4 Total	218	191	15,712,509,054	57	26%	0.4	72	33%	0.5	98	45%	0.6	105	55%	0.7	94	43%	0.6	70	32%	0.4	40	18%	0.3	
ATP 6 Total	368	311	27,314,644,632	89	24%	0.3	124	34%	0.5	108	29%	0.4	168	54%	0.6	142	39%	0.5	99	27%	0.4	78	21%	0.3	
ATP 7 Total	205	171	17,441,070,042	46	22%	0.3	43	21%	0.2	57	28%	0.3	86	50%	0.5	62	30%	0.4	75	37%	0.4	37	18%	0.2	
ATP 8 Total	207	188	12,489,973,298	55	27%	0.4	51	25%	0.4	60	29%	0.5	104	55%	0.8	67	32%	0.5	86	42%	0.7	51	25%	0.4	
ATP Metro Total	945	670	134,067,078,332	231	24%	0.2	304	32%	0.2	324	34%	0.2	303	45%	0.2	224	24%	0.2	347	37%	0.3	188	20%	0.1	
ATP 1 Local Road System	134	104	8,595,781,788	36	27%		37	28%		64	48%		65	63%		64	48%		34	25%		16	12%		Local Road System ATP 1
ATP 2 Local Road System	96	76	4,635,600,464	15	16%		17	18%		47	49%		52	68%		49	51%		29	30%		5	5%		Local Road System ATP 2
ATP 3 Local Road System	301	247	14,219,887,352	85	28%		83	28%		145	48%		141	57%		120	40%		94	31%		56	19%		Local Road System ATP 3
ATP 4 Local Road System	100	78	6,160,005,522	24	24%		35	35%		55	55%		49	63%		60	60%		29	29%		12	12%		Local Road System ATP 4
ATP 6 Local Road System	151	119	9,991,158,034	49	32%		62	41%		70	46%		81	68%		74	49%		33	22%		28	19%		Local Road System ATP 6
ATP 7 Local Road System	93	72	7,439,374,162	26	28%		20	22%		33	35%		43	60%		42	45%		37	40%		6	6%		Local Road System ATP 7
ATP 8 Local Road System	99	86	5,648,880,732	28	28%		30	30%		46	46%		61	71%		50	51%		42	42%		6	6%		Local Road System ATP 8
ATP Metro Local Road System	480	312	55,340,468,788	128	27%		159	33%		157	33%		141	45%		116	24%		221	46%		76	16%		Local Road System ATP Metro

	TOTALS			FATALITIES + SERIOUS INJURIES ("A" Crashes Only)																		Statewide Total Local Road System Total			
	Total Fatalities	Vehicle Occupant Fatalities	Vehicle Miles Traveled	Under the Age of 21			Speeding-Related			Alcohol-Related			Unbelted Vehicle Occupant			Single Vehicle ROR			Intersection				Head-on and Sideswipe		
	#	#	#	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate	#	%	Rate		#	%	Rate
Statewide Total	15166	11876	276,072,182,210	4342	29%	1.6	3509	23%	1.3	3570	24%	1.3	4345	37%	1.6	3708	24%	1.3	6895	45%	2.5	2217	15%	0.8	
Local Road System Total	9972	7511	112,031,156,842	3041	30%	2.7	2312	23%	2.1	2390	24%	2.1	2748	37%	2.5	2531	25%	2.3	4775	48%	4.3	1276	13%	1.1	
ATP 1 Total	1138	919	21,940,803,324	284	25%	1.3	307	27%	1.4	333	29%	1.5	389	42%	1.8	409	36%	1.9	343	30%	1.6	163	14%	0.7	
ATP 2 Total	599	485	9,812,213,686	154	26%	1.6	136	23%	1.4	231	39%	2.4	256	53%	2.6	220	37%	2.2	204	34%	2.1	64	11%	0.7	
ATP 3 Total	2243	1838	37,293,889,842	671	30%	1.8	554	25%	1.5	616	27%	1.7	795	43%	2.1	661	29%	1.8	932	42%	2.5	329	15%	0.9	
ATP 4 Total	922	763	15,712,509,054	305	33%	1.9	234	25%	1.5	265	29%	1.7	338	44%	2.2	336	36%	2.1	338	37%	2.2	151	16%	1.0	
ATP 6 Total	1741	1400	27,314,644,632	511	29%	1.9	462	27%	1.7	340	20%	1.2	529	38%	1.9	540	31%	2.0	693	40%	2.5	256	15%	0.9	
ATP 7 Total	869	701	17,441,070,042	259	30%	1.5	195	22%	1.1	226	26%	1.3	307	44%	1.8	265	30%	1.5	351	40%	2.0	119	14%	0.7	
ATP 8 Total	919	796	12,489,973,298	309	34%	2.5	209	23%	1.7	215	23%	1.7	338	42%	2.7	278	30%	2.2	412	45%	3.3	164	18%	1.3	
ATP Metro Total	6735	4974	134,067,078,332	1849	27%	1.4	1412	21%	1.1	1344	20%	1.0	1393	28%	1.0	999	15%	0.7	3622	54%	2.7	971	14%	0.7	
ATP 1 Local Road System	603	463	8,595,781,788	171	28%		170	28%		200	33%		212	46%		239	40%		167	28%		66	11%		Local Road System ATP 1
ATP 2 Local Road System	342	274	4,635,600,464	91	27%		87	25%		150	44%		146	53%		160	47%		94	27%		19	6%		Local Road System ATP 2
ATP 3 Local Road System	1412	1125	14,219,887,352	454	32%		373	26%		434	31%		494	44%		476	34%		568	40%		177	13%		Local Road System ATP 3
ATP 4 Local Road System	561	447	6,160,005,522	193	34%		150	27%		176	31%		212	47%		244	43%		190	34%		88	16%		Local Road System ATP 4
ATP 6 Local Road System	1068	828	9,991,158,034	366	34%		302	28%		239	22%		329	40%		366	34%		432	40%		133	12%		Local Road System ATP 6
ATP 7 Local Road System	535	420	7,439,374,162	181	34%		141	26%		156	29%		202	48%		193	36%		211	39%		46	9%		Local Road System ATP 7
ATP 8 Local Road System	544	455	5,648,880,732	188	35%		133	24%		153	28%		212	47%		202	37%		242	44%		54	10%		Local Road System ATP 8
ATP Metro Local Road System	4907	3499	55,340,468,788	1397	25%		956	25%		882	25%		941	31%		651	19%		2871	41%		693	15%		Local Road System ATP Metro

Yellow = Between 5 and 10 percentage points above Statewide average
Pink = More than 10 percentage points above Statewide average

Fatal Crashes where the Total EMS Response Time was at Least One Hour



Observations

- The crash data supports the previous selection of Critical Emphasis Areas
 - Impaired Driving
 - Safety Belt Usage
 - Young Drivers
 - Aggressive Drivers
 - Lane Departures
 - Intersections
 - Driver Safety Awareness
 - Data Information Systems

Observations – ATP 1

- Distribution of fatalities among the CEAs is generally similar to statewide averages with the following exceptions
 - Unbelted (+ 5% points)
 - Single Vehicle ROR (+ 7% points)
 - Intersection (- 7% points)
- For alcohol-related, young driver involved, and single vehicle ROR, the number of fatalities on the local system exceeds the number on the state system.
- 57% of fatalities occur on the STH system and 43% on the local system.

Observations – ATP 1

- Fatal crashes on the State's system are far overrepresented on rural facilities (94%).
- Severe crashes on the State's rural system are overrepresented on two-lane rural roads in ATP 1 (61%).

Observations – ATP 1

- The analysis of the factors contributing to severe crashes in ATP 1 suggest the following high-priority infrastructure based improvements:
 - Rural Freeways and/or Expressways: Street lights, Indirect turn treatments in median cross-overs, Median Barriers, Edgeline rumblestrips, Shoulder edge treatments
 - Rural 2-Lane State Highways: Street lights, Centerline rumblestrips, Edgeline rumblestrips, Shoulder edge treatments
 - Rural Local Highways: Street lights, Enhanced pavement markings, Edgeline or centerline rumblestrips, Shoulder edge treatments
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Observations – ATP 2

- Distribution of fatalities among the CEAs differs from the statewide averages by:
 - Unbelted (+ 12% points)
 - Alcohol-related (+ 5% points)
 - Speeding-related (- 9% points)
 - Young Driver Involved (- 7% points)
 - Single Vehicle ROR (+ 5% points)
 - Intersection-related (+ 4% points)
 - Head-on (- 4% points)
- For each Emphasis Area, the number of fatalities on the local system exceeds the number on the state system, with two exceptions – head-on & intersection-related
- 45% of fatalities occur on the STH system and 55% on the local system.

Observations – ATP 2

- Fatal crashes on the State's system are far overrepresented on rural facilities (92%).
- Severe crashes on the State's rural system are overrepresented on two-lane rural roads in ATP 2 (86%).

Observations – ATP 2

- The analysis of the factors contributing to severe crashes in ATP 2 suggest the following high-priority infrastructure based improvements:
 - Rural Expressways: Street lights, Indirect turn treatments in median cross-overs, Edgeline rumblestrips
 - Rural 2-Lane State Highways: Street lights, Centerline rumblestrips, Edgeline rumblestrips, Shoulder edge treatments
 - Rural Local Highways: Street lights, Enhanced pavement markings, Edgeline rumblestrips, Shoulder edge treatments
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Observations – ATP 3

- Distribution of fatalities among the CEAs is generally similar to statewide averages with the following exceptions
 - Alcohol-related (+ 4% points)
 - Single Vehicle ROR (+ 6% points)
 - Head-on crashes (+ 9% points)
- For each Emphasis Area, the number of fatalities on the local system exceeds the number on the state system, with one exception – head-on
- 48% of fatalities occur on the STH system and 52% on the local system.

Observations – ATP 3

- Fatal crashes on the State's system are far overrepresented on rural facilities (98%)
- Severe crashes on the State's rural system are overrepresented on two-lane rural roads in ATP 3 (60%).

Observations – ATP 3

- The analysis of the factors contributing to severe crashes in ATP 3 suggest the following high-priority infrastructure based improvements:
 - Rural Freeways & Expressways: Median Barriers
 - Rural Expressways: Street lights, Indirect turn treatments in median cross-overs, Edgeline rumblestrips
 - Rural 2-Lane State Highways: Street lights, Centerline rumblestrips, Edgeline rumblestrips, Shoulder edge treatments
 - Rural Local Highways: Street lights, Enhanced pavement markings, Edgeline rumblestrips, Shoulder edge treatments
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Observations – ATP 4

- Distribution of fatalities among the CEAs is generally similar to statewide averages with the following exceptions
 - Alcohol-related (+ 9% points)
 - Speeding-related (+ 5% points)
 - Single vehicle ROR (+ 11% points)
- For alcohol-related and single vehicle ROR, the number of fatalities on the local system exceeds the number on the state system.
- 54% of fatalities occur on the STH system and 46% on the local system.

Observations – ATP 4

- Fatal crashes on the State's system are far overrepresented on rural facilities (94%).
- Severe crashes on the State's rural system are overrepresented on two-lane rural roads in ATP 4 (68%).

Observations – ATP 4

- The analysis of the factors contributing to severe crashes in ATP 4 suggest the following high-priority infrastructure based improvements:
 - Freeways and/or Expressways: Street lights, Indirect turn treatments in median cross-overs, Median Barriers, Edgeline rumblestrips, Shoulder edge treatments
 - Rural 2-Lane State Highways: Street lights, Centerline rumblestrips, Edgeline rumblestrips, Shoulder edge treatments
 - Rural Local Highways: Street lights, Enhanced pavement markings, Edgeline rumblestrips, Shoulder edge treatments
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Observations – ATP 6

- Distribution of fatalities among the CEAs is generally similar to statewide averages with the following exceptions
 - Alcohol-related (- 7% points)
 - Speeding-related (+ 6% points)
 - Single vehicle ROR (+ 7% points)
 - Intersection-related (- 6% points)
- For alcohol-related, young driver involved, and single vehicle ROR, the number of fatalities on the local system exceeds the number on the state system.
- 59% of fatalities occur on the STH system and 41% on the local system.

Observations – ATP 6

- Fatal crashes on the State's system are far overrepresented on rural facilities (79%).
- Severe crashes on the State's rural system are overrepresented on 2-lane rural roads in ATP 6 (49%).

Observations – ATP 6

- The analysis of the factors contributing to severe crashes in ATP 6 suggest the following high-priority infrastructure based improvements:
 - Rural Expressways: Street lights, Indirect turn treatments in median cross-overs, Edgeline rumblestrips
 - Rural 2-Lane State Highways: Street lights, Centerline rumblestrips, Edgeline rumblestrips, Shoulder edge treatments
 - Rural Local Highways: Street lights, Enhanced pavement markings, Edgeline rumblestrips, Shoulder edge treatments
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Observations – ATP 7

- Distribution of fatalities among the CEAs is generally similar to statewide averages with the following exceptions
 - Alcohol-related (- 8% points)
 - Speeding-related (- 7% points)
 - Intersection-related (+ 4% points)
- For alcohol-related, young driver involved, and single vehicle ROR, the number of fatalities on the local system exceeds the number on the state system.
- 55% of fatalities occur on the STH system and 45% on the local system.

Observations – ATP 7

- Fatal crashes on the State's system are far overrepresented on rural facilities (87%).
- Severe crashes on the State's rural system are overrepresented on 2-lane rural roads in ATP 7 (73%).

Observations – ATP 7

- The analysis of the factors contributing to severe crashes in ATP 7 suggest the following high-priority infrastructure based improvements:
 - Rural Expressways: Street lights, Indirect turn treatments in median cross-overs, Edgeline rumblestrips
 - Rural 2-Lane State Highways: Street lights, Centerline rumblestrips, Edgeline rumblestrips, Shoulder edge treatments
 - Rural Local Highways: Street lights, Enhanced pavement markings, Edgeline rumblestrips, Shoulder edge treatments
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Observations – ATP 8

- Distribution of fatalities among the CEAs is generally similar to statewide averages with the following exceptions
 - Alcohol-related (- 7% points)
 - Intersection-related (+ 9% points)
 - Head-on (+ 5% points)
- For each Emphasis Area, the number of fatalities on the local system exceeds the number on the state system, with two exceptions – head-on & intersection-related.
- 52% of fatalities occur on the STH system and 48% on the local system.

Observations – ATP 8

- Fatal crashes on the State's system in ATP 8 are far overrepresented on rural facilities (92%).
- Severe crashes on the State's rural system are overrepresented on 2-lane rural roads in ATP 8 (83%).

Observations – ATP 8

- The analysis of the factors contributing to severe crashes in ATP 8 suggest the following high-priority infrastructure based improvements:
 - Rural 4-lane Non-Expressways: Street lights, Indirect turn treatments in median cross-overs, Median Barriers, Edgeline rumblestrips, Shoulder edge treatments
 - Rural 2-Lane State Highways: Street lights, Centerline rumblestrips, Edgeline rumblestrips, Shoulder edge treatments
 - Rural Local Highways: Street lights, Enhanced pavement markings, Edgeline or centerline rumblestrips, Shoulder edge treatments
 - On State and Local 2-Lane Highways - the number of passing related serious crashes is very high –agencies should consider reconfirming the limits of the Passing/No Passing zones.
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Observations – ATP Metro

- Distribution of fatalities among the CEAs is generally similar to statewide averages with the following exceptions
 - Unbelted (- 7%)
 - Speeding-related (+ 4% points)
 - Single vehicle ROR (- 8% points)
 - Intersection-related (+ 4% points)
- For speeding-related, young driver involved, single vehicle ROR, and intersection-related, the number of fatalities on the local system exceeds the number on the state system.
- 49% of fatalities occur on the STH system and 51% on the local system.
- 24% of serious injuries occur on the STH system and 76% on the local system.

Observations – ATP Metro

- Fatal crashes on the State's system are nearly split between rural (49%) and urban (51%) facilities.
- Severe crashes on the State's system are overrepresented on freeways (38%) and expressways (31%) in ATP Metro.

Observations – ATP Metro

- The analysis of the factors contributing to severe crashes in ATP Metro suggest the following high-priority infrastructure based improvements:
 - Freeways: Median Barriers, Edgeline rumblestrips, Shoulder edge treatments
 - Expressways & Multi-Lane Arterials: Indirect turn treatments, Edgeline rumblestrips, Shoulder edge treatments
 - Two-Lane State Highways: Edgeline rumblestrips, Shoulder edge treatments
 - Local Streets & Highways: Street lights, Enhanced pavement markings, Edgeline rumblestrips, Shoulder edge treatments
 - Intersection Countermeasures: Red-light running enforcement, Roundabouts, Access Management, etc.
- These types of strategies would be most effectively deployed using a proactive (as opposed to reactive) approach.

Notes on the Ranking System

- More ✓s suggest better opportunities to reduce number of fatalities and serious injuries.
- ✓s can help distinguish between similar projects that have similar forecast crash reduction factors.
- A ✓ does NOT guarantee selection of a specific project for safety funding.
- Lack of a ✓ does NOT suggest that a county or facility type would be ineligible for safety funding.