

Road Safety Audits Minnesota Experience

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Minnesota's Strategic Highway Safety Plan (SHSP)

- A Comprehensive Highway Safety Plan was developed in 2004 as an outgrowth of our Toward Zero Death (TZD) program
- CHSP was updated to become a SHSP
- SHSP adopted and approved in 2007
- Updated and verified traffic safety strategies
- Guidance for future funding

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

Evolution of RSA's

- First Generation
- Second Generation
- Project Safety Reviews
- Third Generation - Road Safety Plans

1st Generation RSA

- Single intersections / locations
- Requested by District
- Reactive
- Short term, lower cost solutions
- Long term, higher cost solutions
- District must respond to recommendations

2nd Generation RSA

- Corridor or County Wide approach
- Multiple intersections and/or sections
- Numerous stakeholders
- Funded through solicitation process
- Focus is on local roadways
- Meeting with Stakeholders required to discuss safety and TZD

Observation

Mn/DOT's typical layout of intersection guide signs intercepts sight lines from the stop signs.



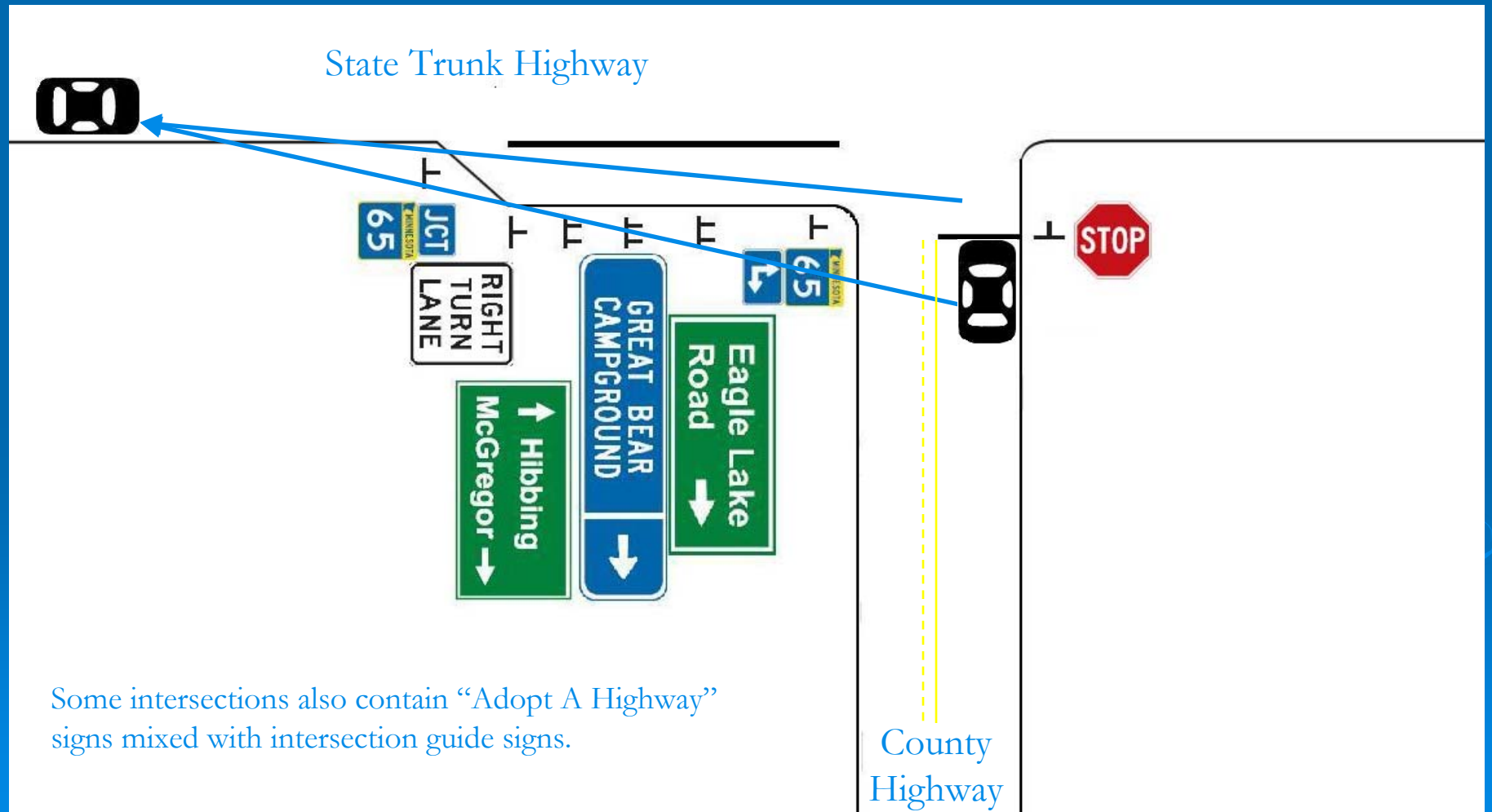
Suggestion

Develop/adopt a revised typical layout that relocates all of the signs away from the intersection.



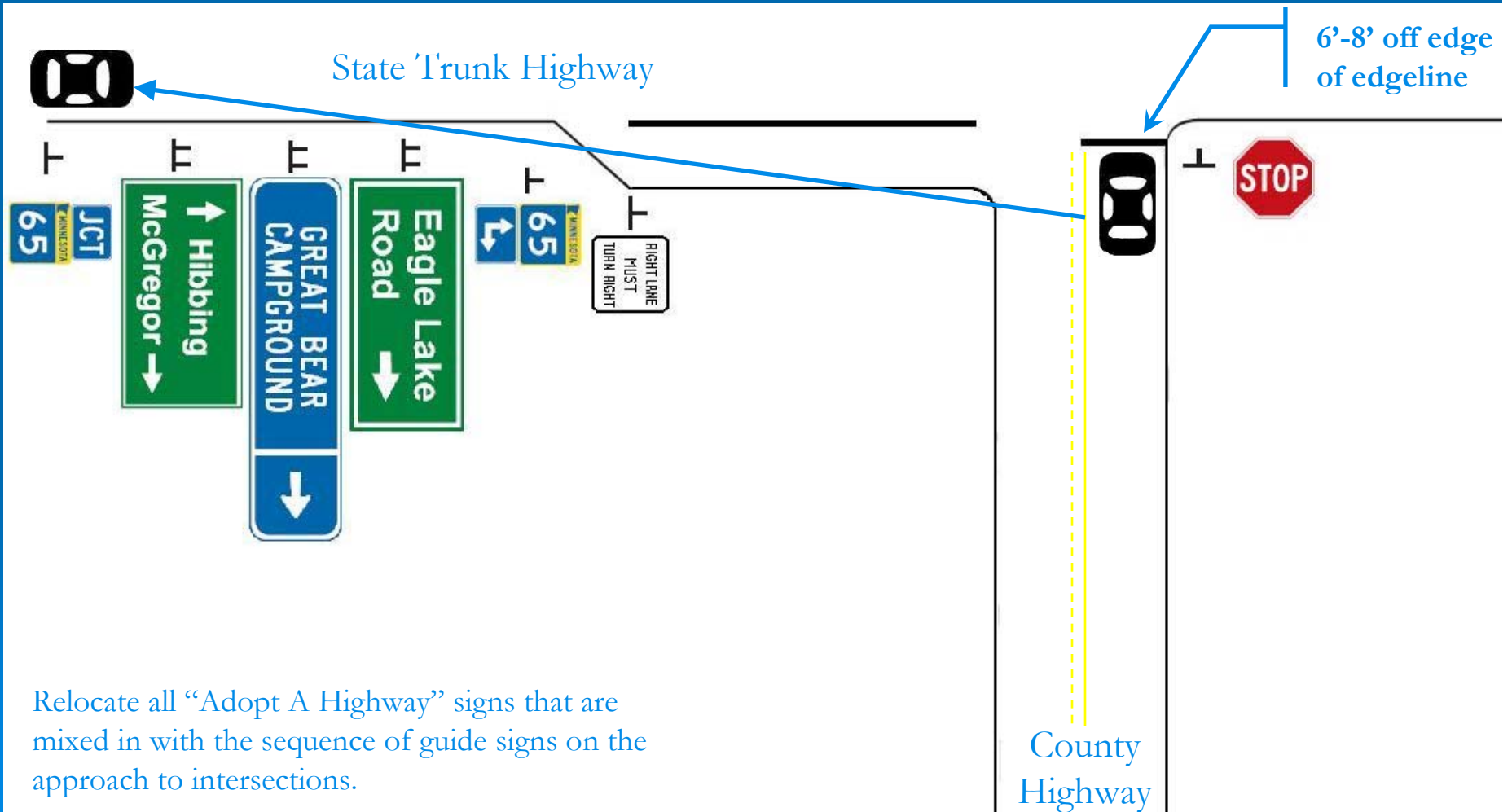
Signing

Existing Typical Layout of Trunk Highway Guide Signs



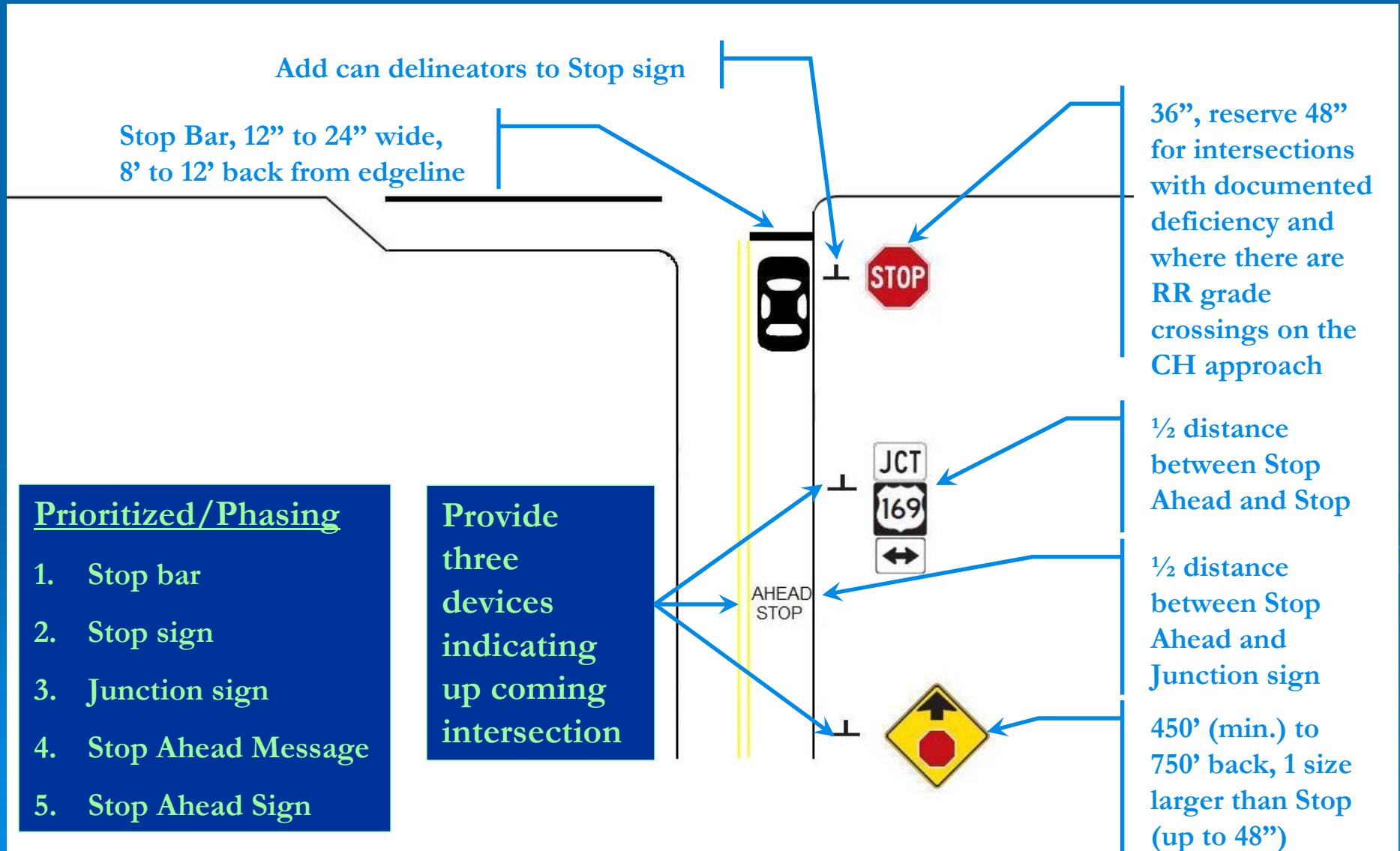
Signing

Revised Typical Layout of Trunk Highway Guide Signs



Signing

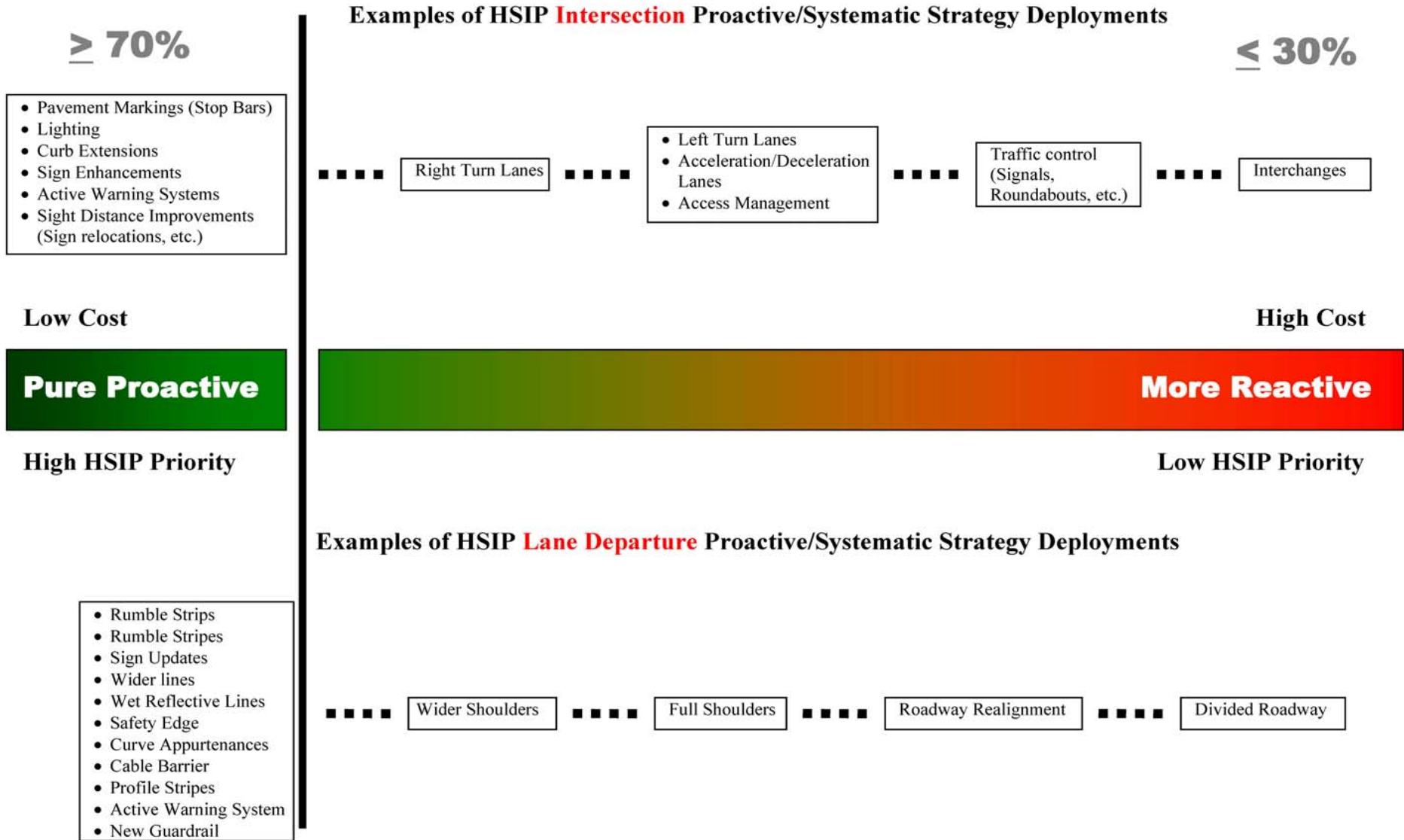
Revised Typical Layout of County Highway Traffic Control Devices



Implementation of RSA's

- Jurisdiction provides funding
- Legislative funding for Counties
- HSIP Funding (New for 2009 and beyond)
 - Focus on low cost systematic improvements
- Central Safety Fund
 - Cable Median Barrier
 - Lane departure strategies

GREATER MN PROACTIVE SPECTRUM



NOTE: The Proactive Spectrum is not all inclusive of all safety strategies. Additional strategies may be appropriate for some roadways.

Project Safety Reviews


- Safety opportunities in pavement preservation
- Suggest safety improvements – low cost, proactive and higher cost improvements
- All projects will have a safety review. Results, recommendations and decisions will be documented by project manager

3rd Generation of RSAs

➤ Road Safety Plans

- Utilize SHSP to determine safety needs
- Systematic deployment of proactive measures
 - Rumble stripes
 - Enhanced signing
 - Pavement markings
- Identify low cost, reactive applications
- Maps a plan for safety improvements for the immediate future
- Preparation for annual safety solicitation

Future of RSA's

- Continue to assist in First Generation RSA's
 - Implement SHSP through Project Safety Reviews
 - Implement SHSP through Road Safety Plans
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Questions?

