

MINNESOTA  
TOWARD **ZERO** DEATHS

# TZD Update

Minnesota County Engineers Association

January 20, 2022

Brian Sorenson, State Traffic Engineer



# Today's Objectives

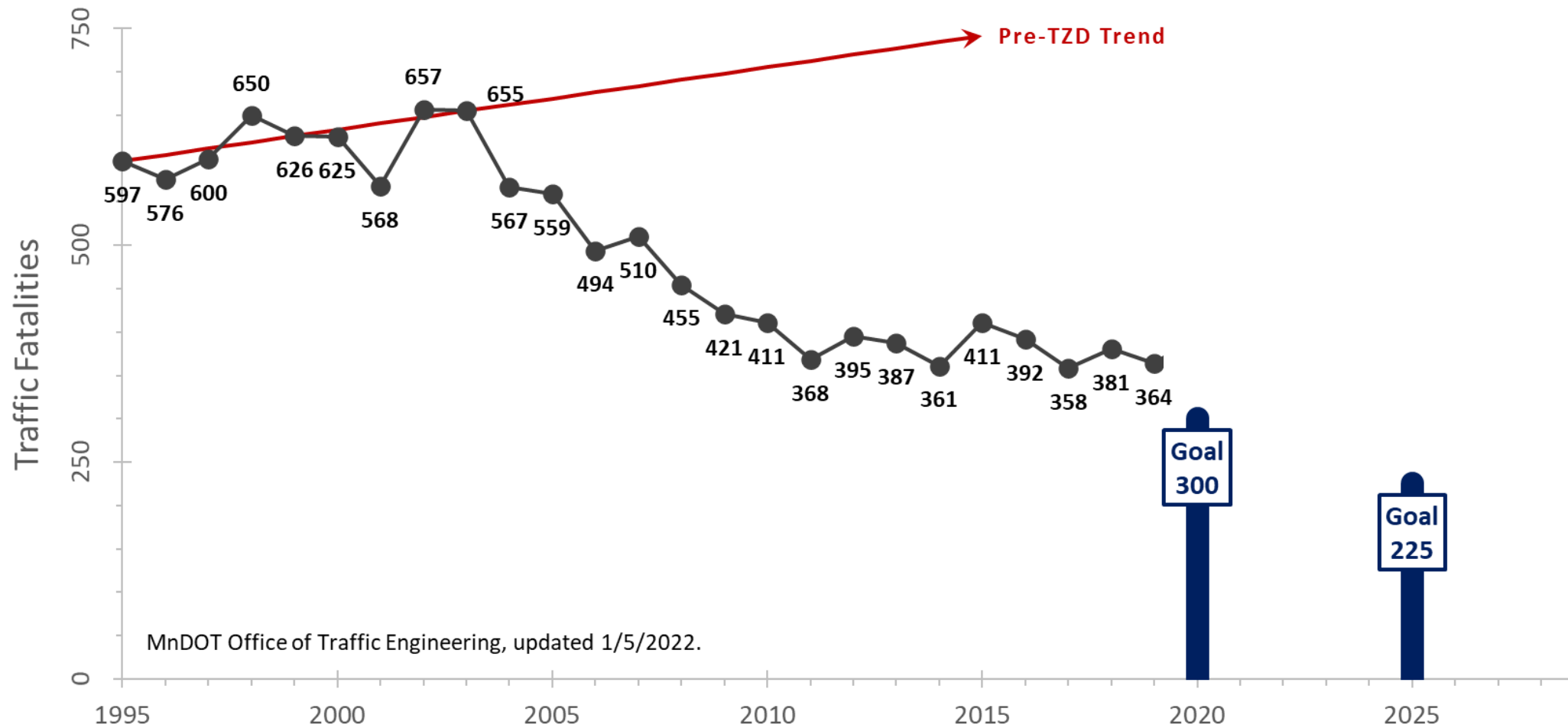
1. Fatality Update
2. TZD 2.0 Update
3. HSIP/County Road Safety Plan Update

## Fatality Update

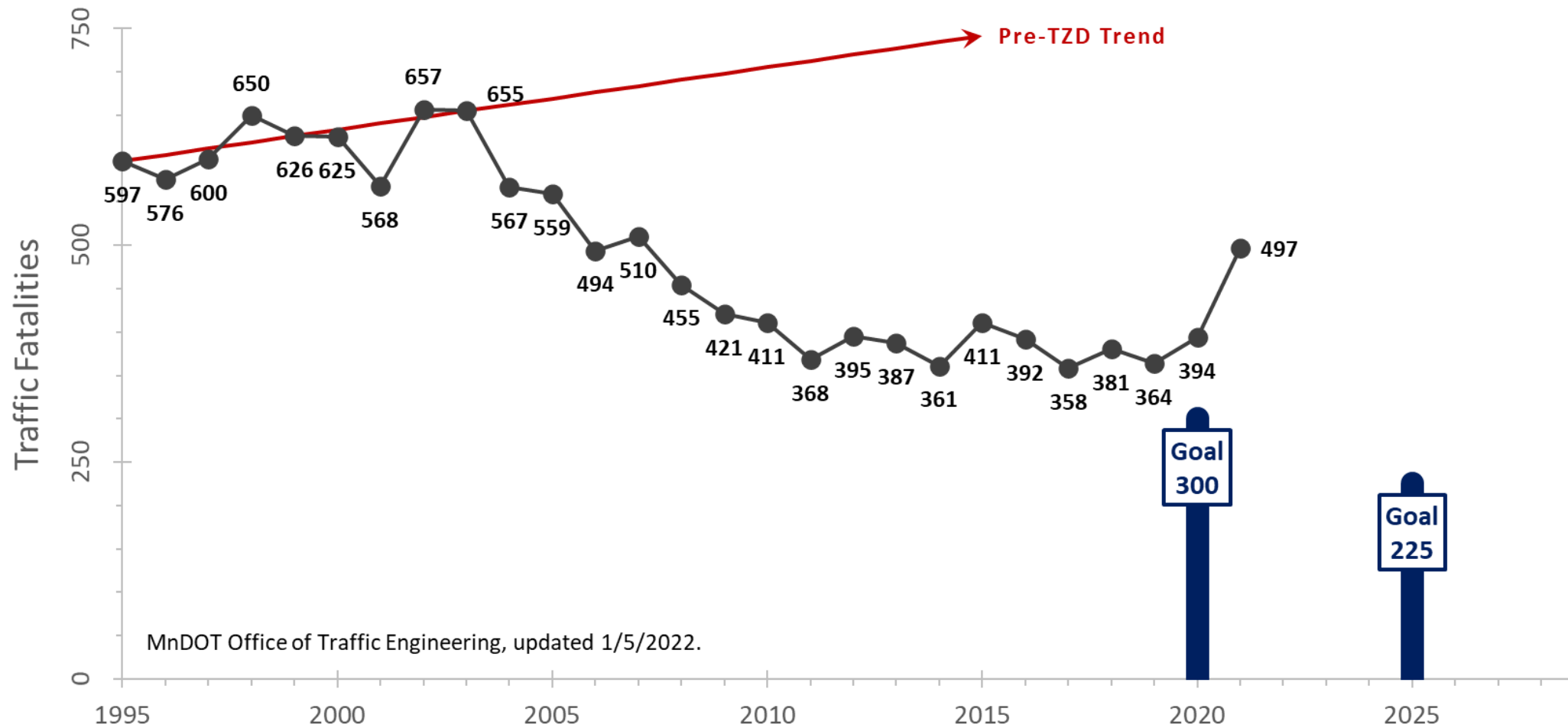
### Minnesota Fatalities in 2021: **498** (preliminary)

- Highest number of fatalities since 2007 (510)
- 26% increase largest single year percentage increase since 1944 (274 to 336)
- Serious Injury crashes have been consistent 2019-2021

# Statewide Fatalities Since 1995

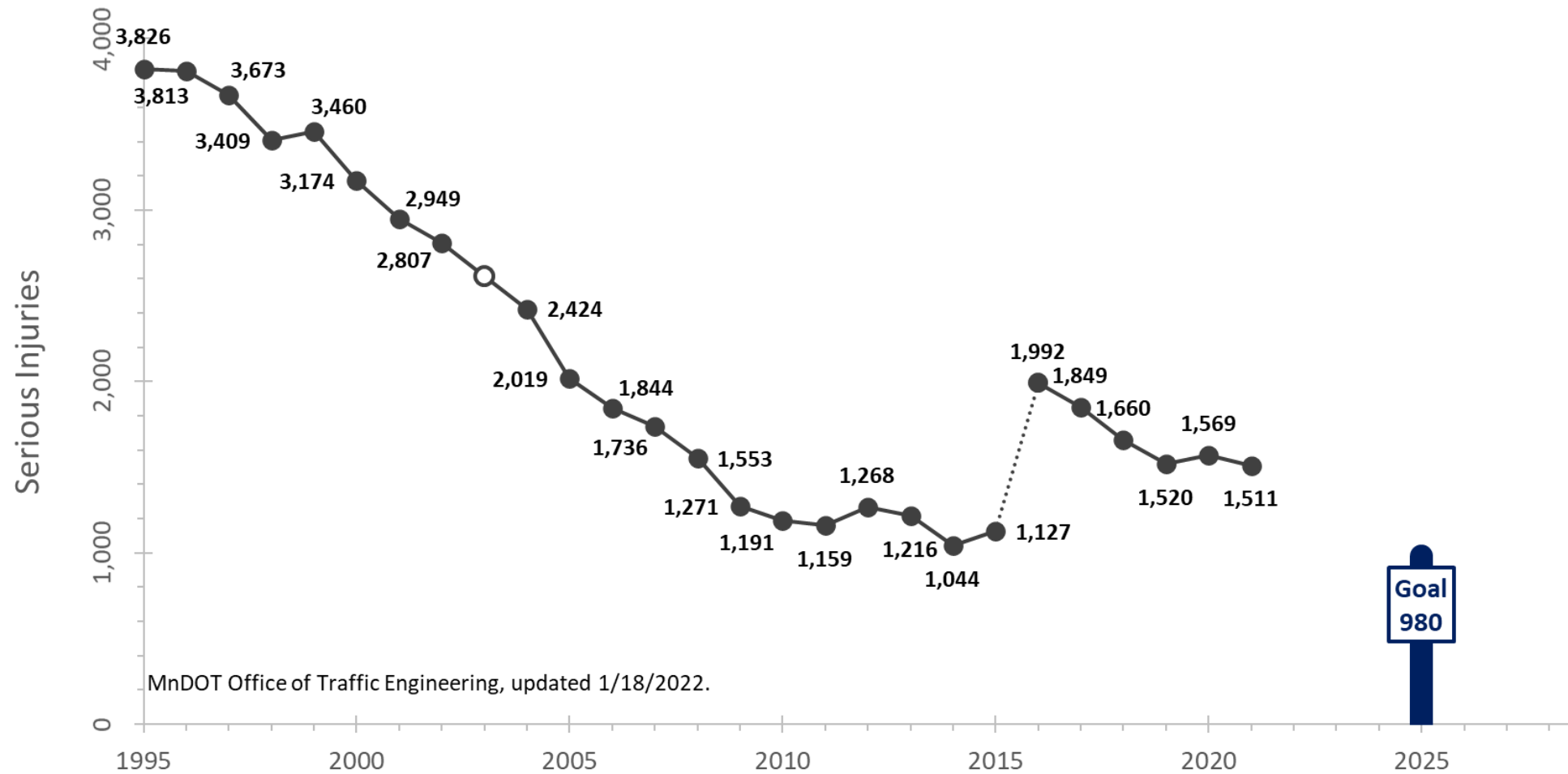


# Statewide Fatalities Since 1995

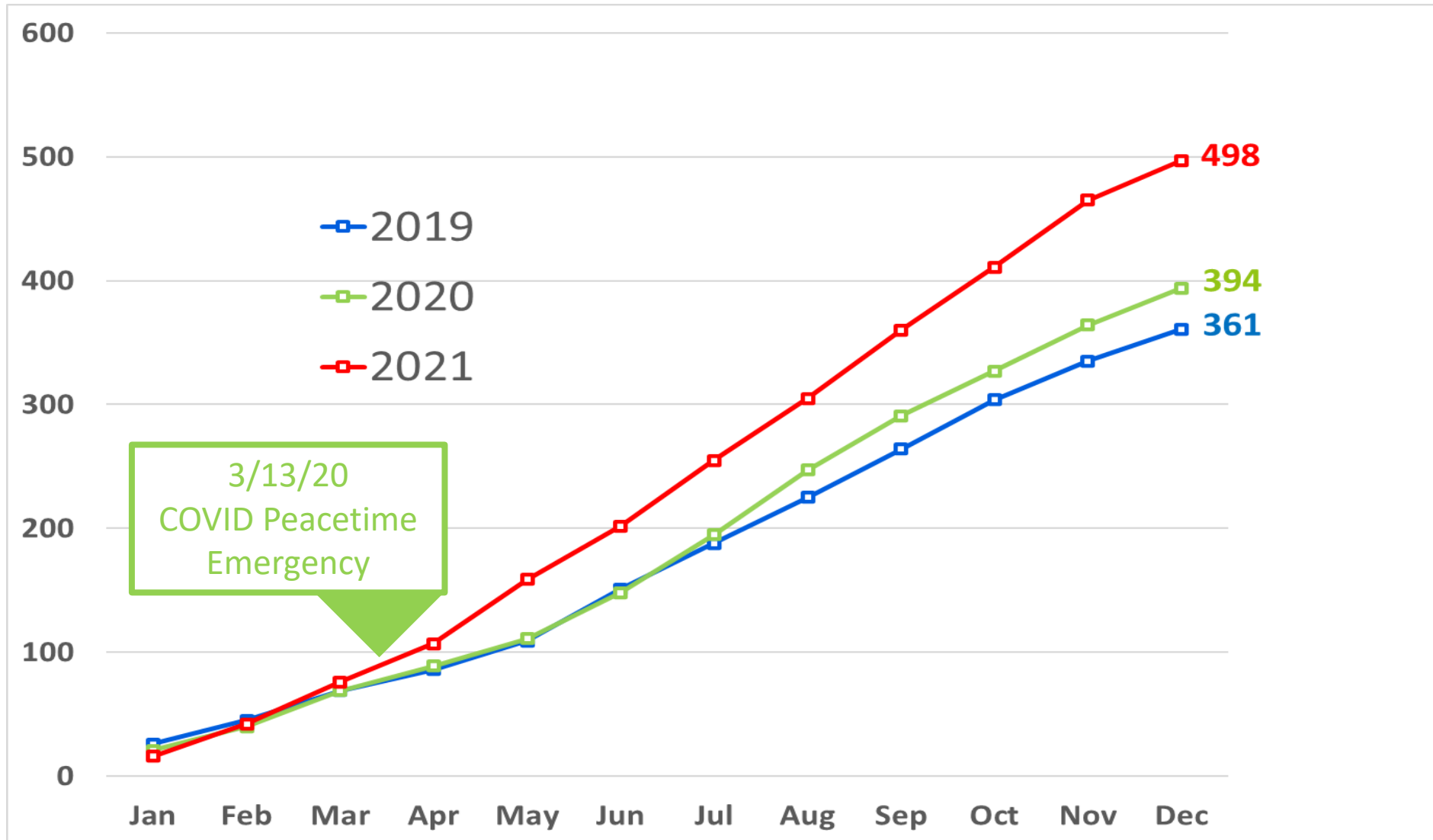


MnDOT Office of Traffic Engineering, updated 1/5/2022.

# Statewide Serious Injuries Since 1995



# Statewide Fatalities By Month (2019-2021)



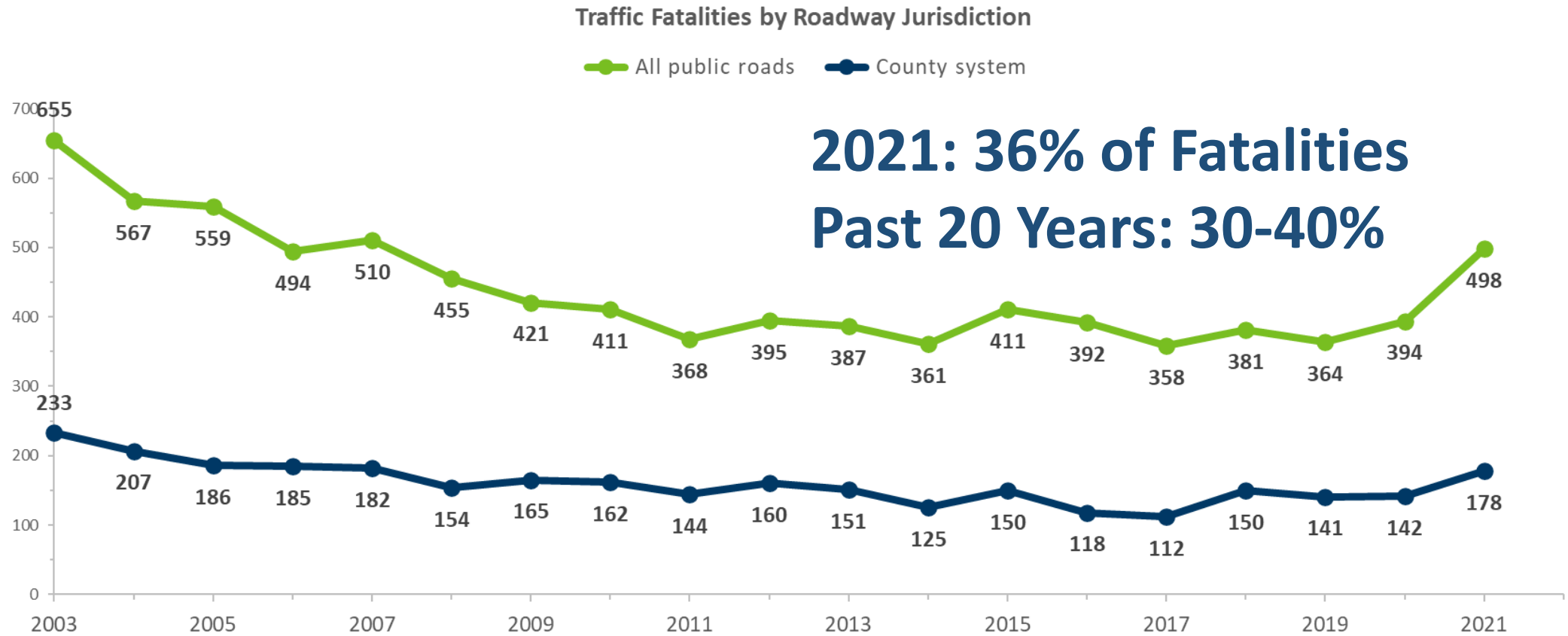
# Fatality Update

Not just a Minnesota issue, but...

State	2019-2021 PRELIMINARY 2-Year % Increase
Vermont	55%
South Dakota	43%
Louisiana	37%
<b>Minnesota</b>	<b>37%</b>
Utah	33%
Illinois	31%
Connecticut	30%
Montana	30%



# County System Fatalities



# Fatal crash trends by system

Roadway system	2017-2019 average	2020	2020 % change	2021 (preliminary)	2021 % change
State	157.0	163	<b>+4%</b>	206	<b>+31%</b>
County	124.0	135	<b>+9%</b>	158	<b>+27%</b>
City	43.0	51	<b>+19%</b>	58	<b>+35%</b>
Township	14.0	16	<b>+14%</b>	15	<b>+7%</b>
Other*	3.0	4	<b>+33%</b>	27	<b>+800%</b>
<b>Total</b>	<b>341.0</b>	<b>369</b>	<b>+8%</b>	<b>464</b>	<b>+36%</b>

\* Preliminary “other” includes ramps and connectors which will be adjusted to corresponding networks

# Fatality Update

## Why have fatalities jumped?

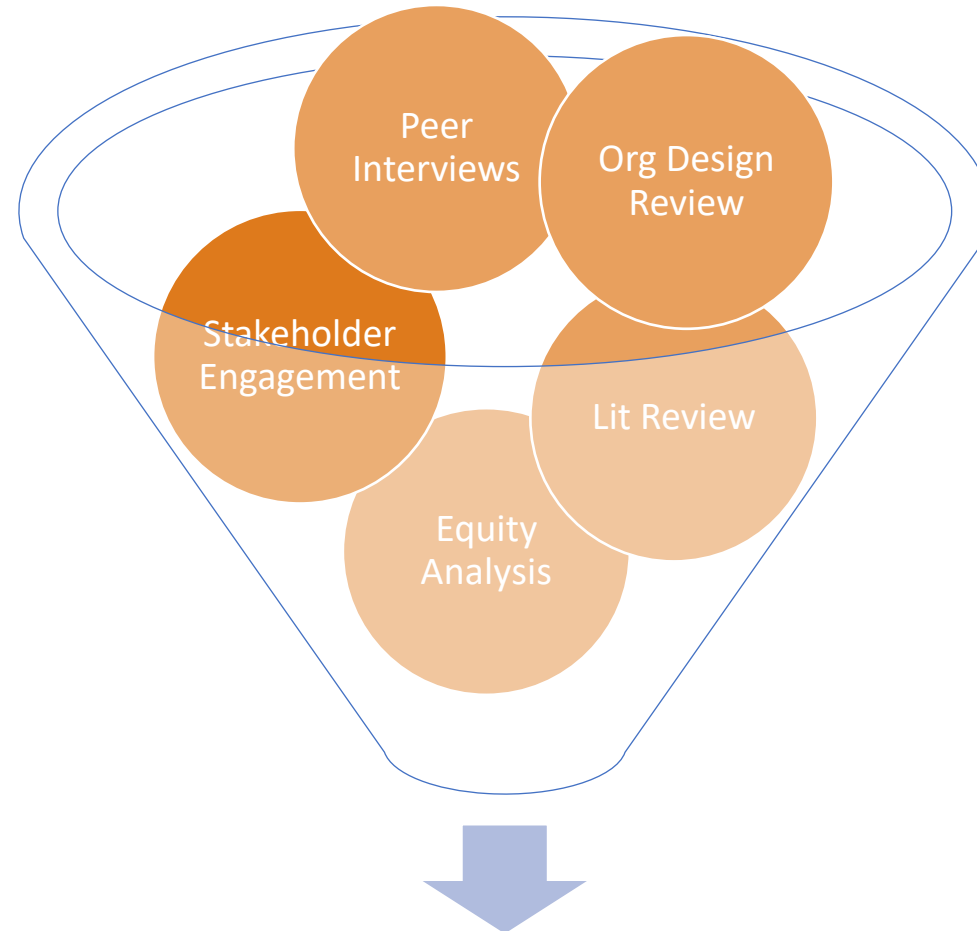
- Changes in enforcement have resulted in significant increases in speed and unbelted as factors in fatal crashes
  - 116% increase in speed-related fatalities from 2019-2021
  - 49% increase in unbelted fatalities from 2019-2021
- Overall, more people are more willing to engage in risky driving behaviors

## What can we do about it?

- Short Term
- Long Term

# TZD 2.0

Identifying opportunities areas for TZD



Opportunities for TZD to enhance program structure and operations to increase overall effectiveness

# TZD 2.0 Engagement Tactics



**TZD Regional Workshops**  
*(292 participants)*



**Steering Committee**  
*(21 members)*



**Existing Stakeholder Interviews**  
*(~40 participants)*



**Statewide Survey**  
*(138 responses)*



**New Voices Stakeholder Interviews**  
*(~25 participants)*

# TZD 2.0 - What We Heard

Aspects of TZD to keep and enhance

## What's Working

- Cross-agency collaborations
- Multi-disciplinary approach (5Es working together)



Innovative strategies



Opportunities to share ideas and learn from others



Local empowerment, leadership and ownership



Funding opportunities



Effective education and communication materials for current focus



Good tools and resources for partners

# TZD 2.0 - What We Heard

Aspects of TZD to address and improve

## Key Challenges

- Culture and individual behavior is hard to change
- Lack of public understanding / awareness
- Imbalance between agency influence
- Unclear decision making



Not enough staff support or not the right skillsets in the right place



Lack of diversity and cultural sensitivity



Not enough political support



Climate towards enforcement



Not enough participation or buy-in



Not enough reliance on data in decision making



Need different/better messaging and communication strategies



Funding – difficult to use

# TZD 2.0 - Moving to a New State

Structure and operations help TZD focus on what matters





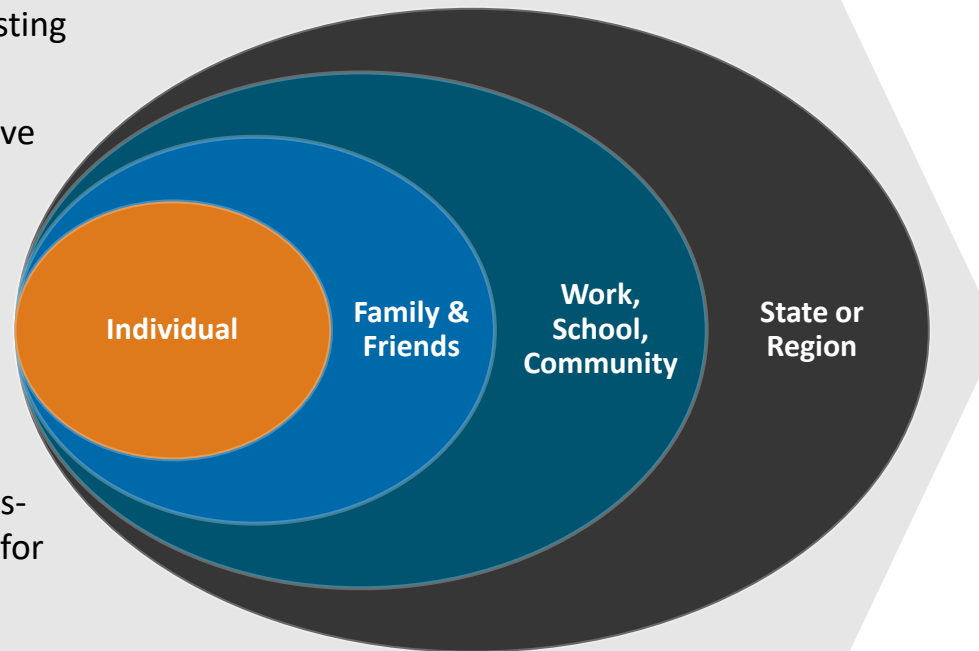
# Building a Culture of Traffic Safety

A traffic safety culture is created through Positive Community Norming

## A Social Ecological Approach

Using the environment to create lasting changes to beliefs and behavior

- Uses proven principles of Positive Community Norming
- Founded on the principle that the solutions exist
- Engages community and organizations to help drive individual behavior and beliefs
- Driven by hope from a strengths-based orientation and concern for critical issue
- Part of MN Strategic Highway Safety Plan



True, Lasting Transformation to Traffic Safety Culture



# Designing and Operating a Safe System

Safe System provides a safety net when things go wrong

## Safe System Approach

Designs and operates traffic systems and structures to protect against human mistakes and injury tolerances and avoid death and serious injuries

Focus of Federal Highway Administration Approach



“Safety net” to protect people when mistakes happen/they make poor choices

# Consultant Implementation Recommendations— Summary

1. Secure partnership commitments with new agencies
2. Hire an Executive Director
3. Hire statewide staff
4. Determine Where To House TZD staff
5. Secure additional State funding for TZD
  - Ongoing flexible State funding for TZD
  - One-time, near-term infusion of State funding to speed up culture building focus

## TZD funding needs

TZD Regional Coordinators assembling list of regional funding needs by the end of February

What does TZD need funding for to be successful?

- Regional initiatives/programs/supplies
  - Support for local agencies, coalitions, and grantees
- Education, outreach, and messaging
- Federal funding match

# Highway Safety Improvement Program (HSIP)

Bipartisan Infrastructure Law (IIJA) Adds \$9M - \$13M/Yr to HSIP through FY2026

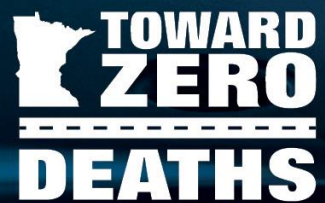
- OTE/State Aid working on how best to make funding available to the counties

Local share has been adjusted to 65% for future solicitations (historically 60%)

# County Road Safety Plans

## Phase 2 Underway

- Phase 2, Round 2 plans (17) will be completed this year
- Will be looking for counties interested in being part of Round 3 in 2023 – let State Aid know if you are interested
- 80% federal, 20% local match



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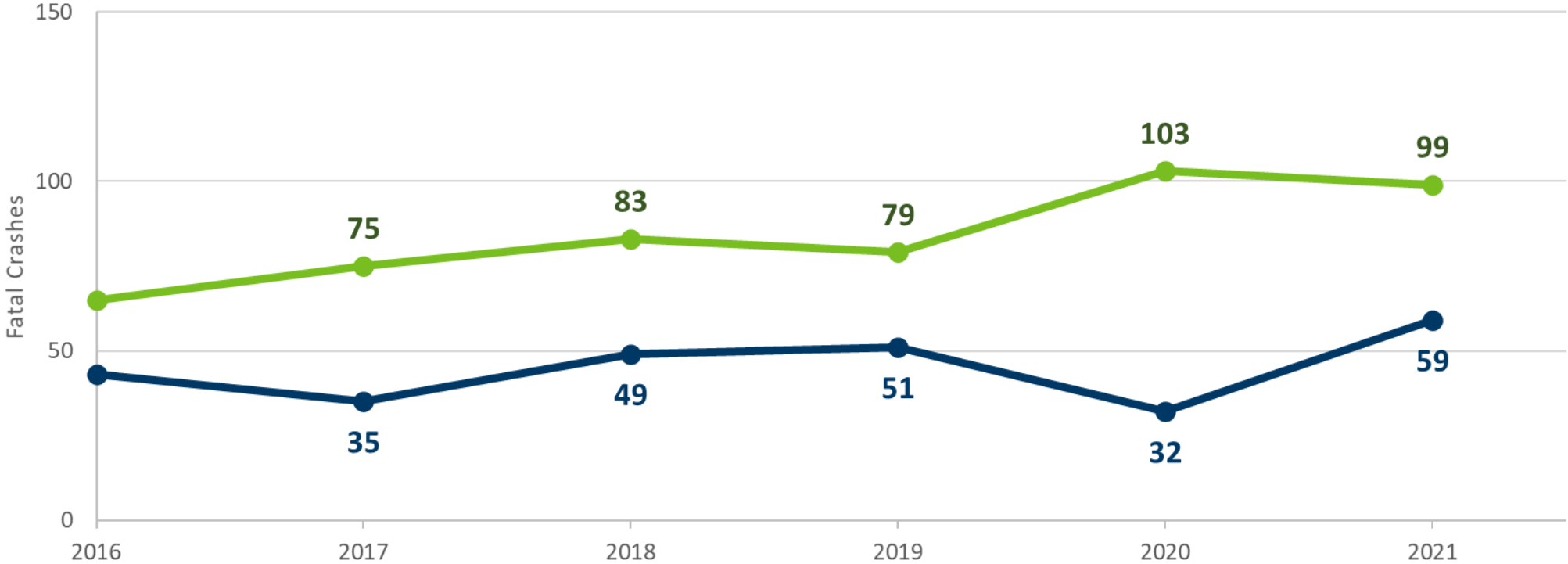
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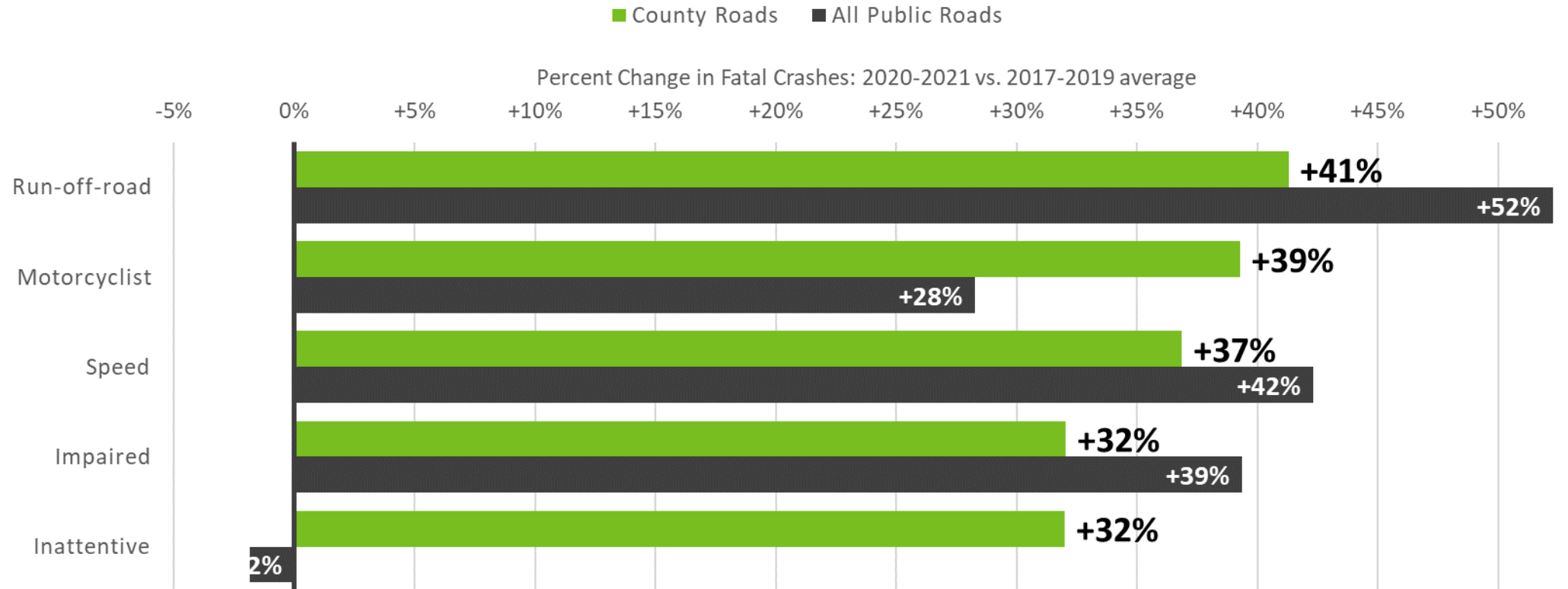
### Fatal Crashes on County System

8-county Metro Greater Minnesota

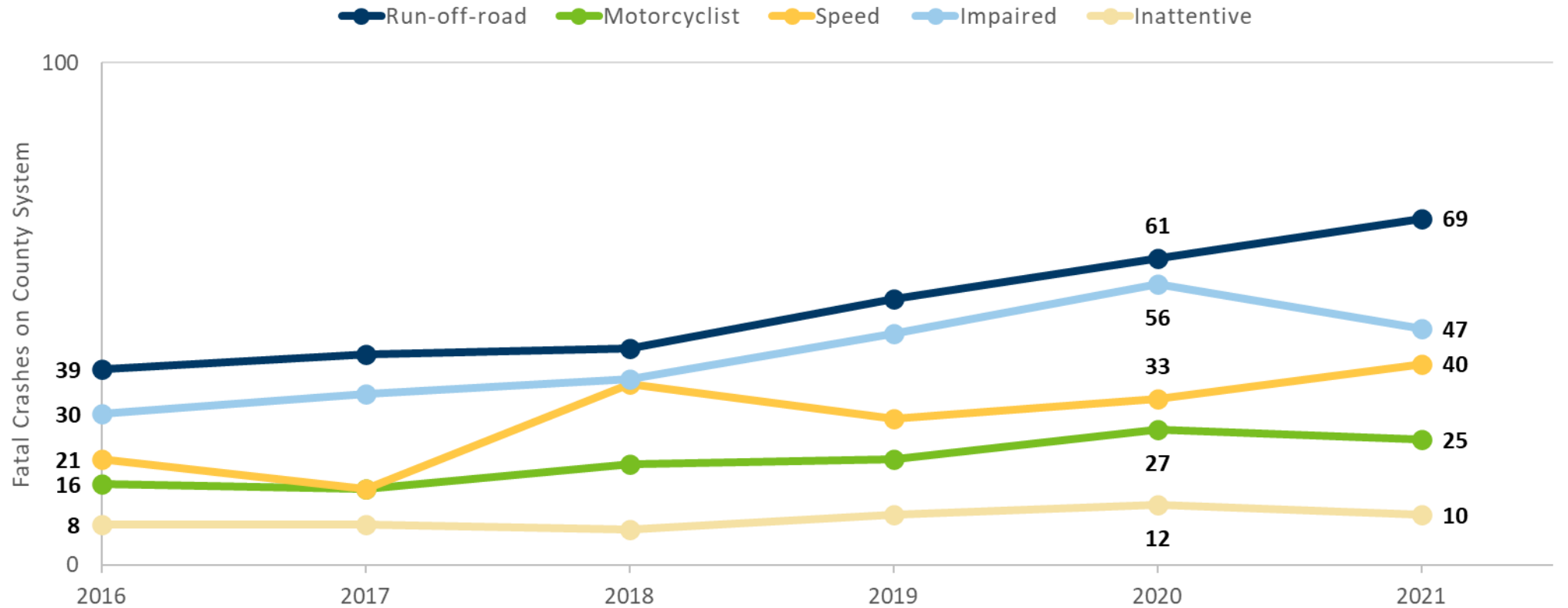




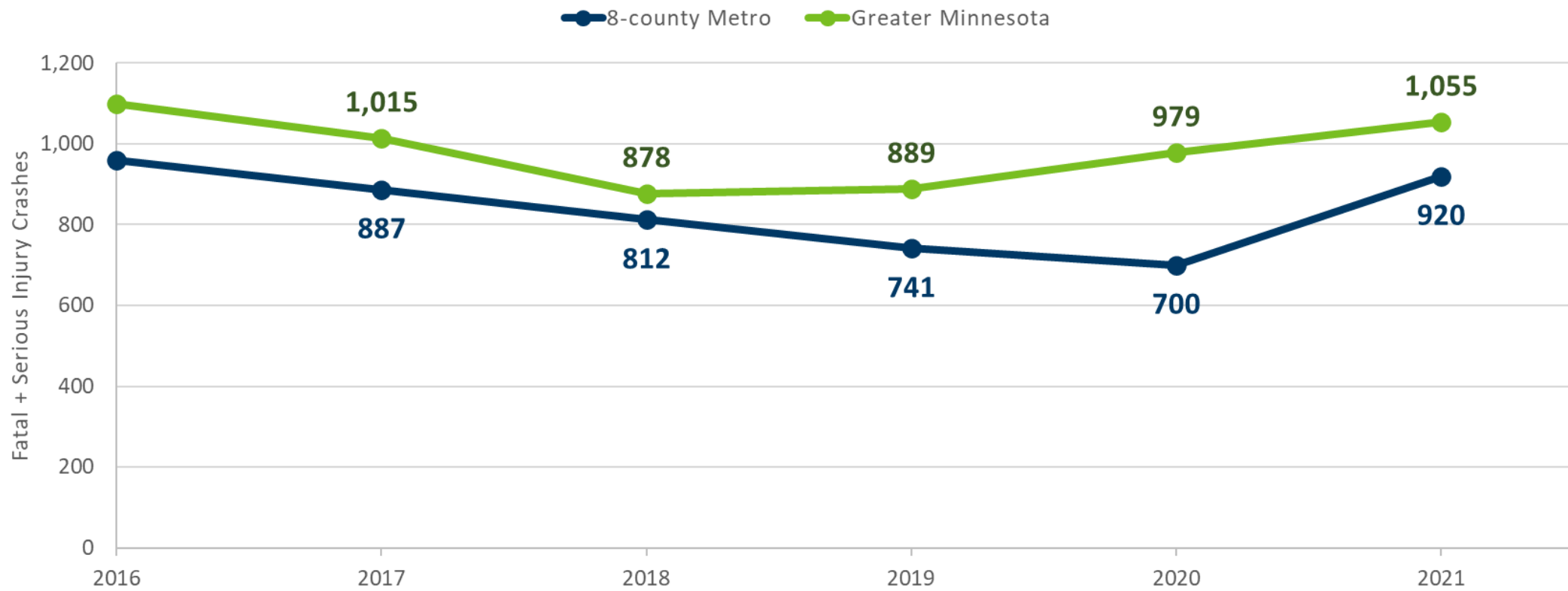
## Strategic Highway Safety Plan Focus Areas: Top Five by Increase on County System



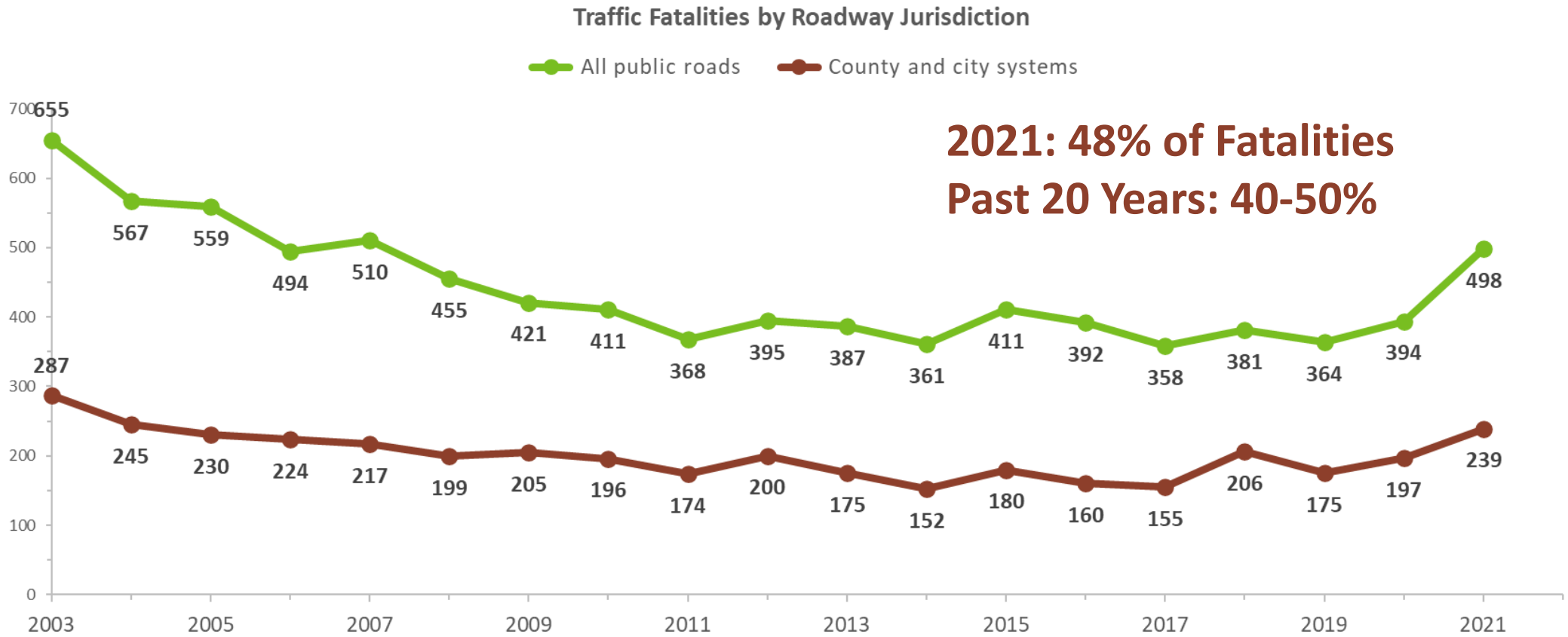
## Strategic Highway Safety Plan Focus Areas: Top Five by Increase on County System



## Fatal and Serious Injury Crashes on County System



# County and City System Fatalities

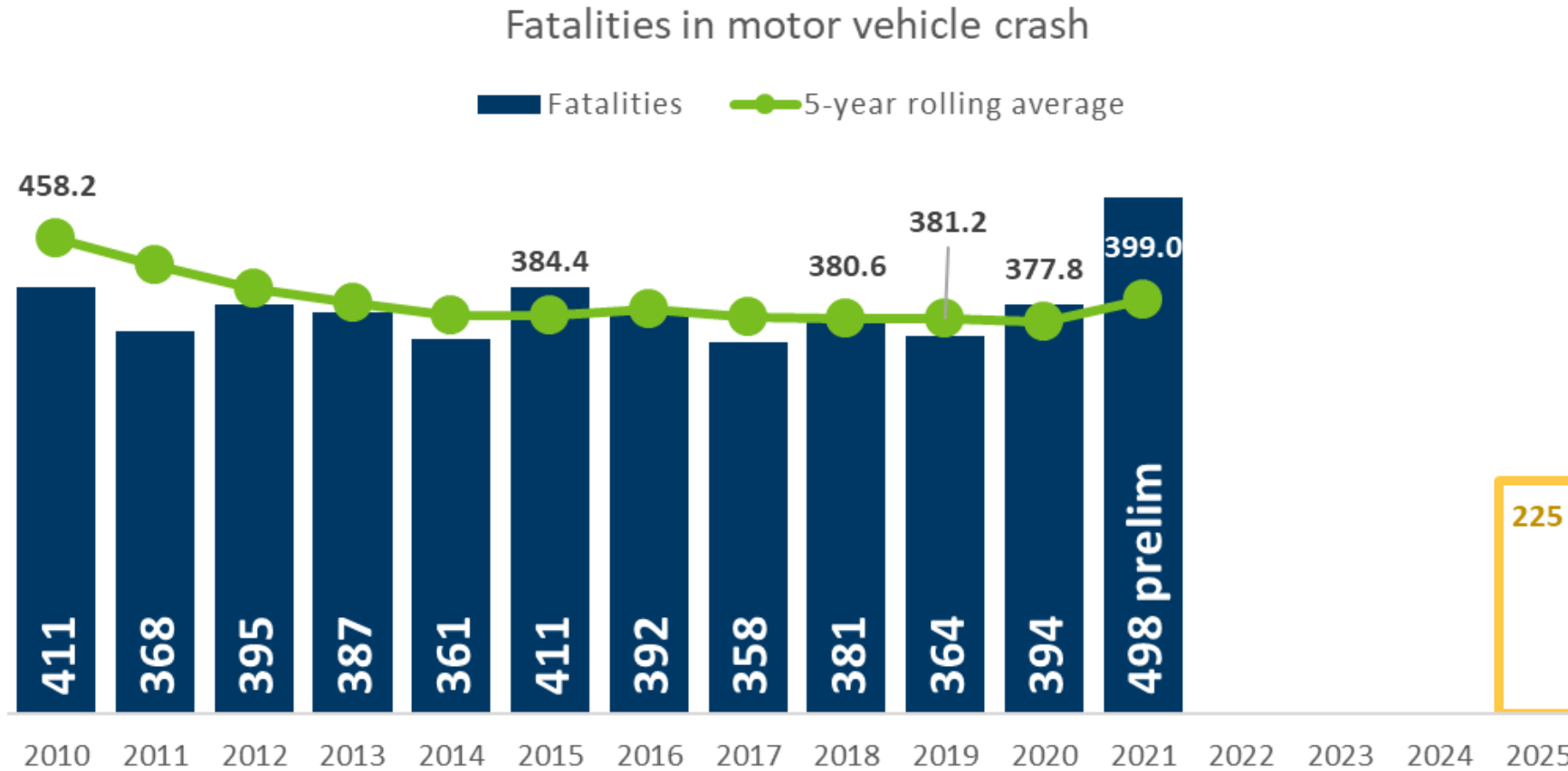


## Serious injury crash trends by system

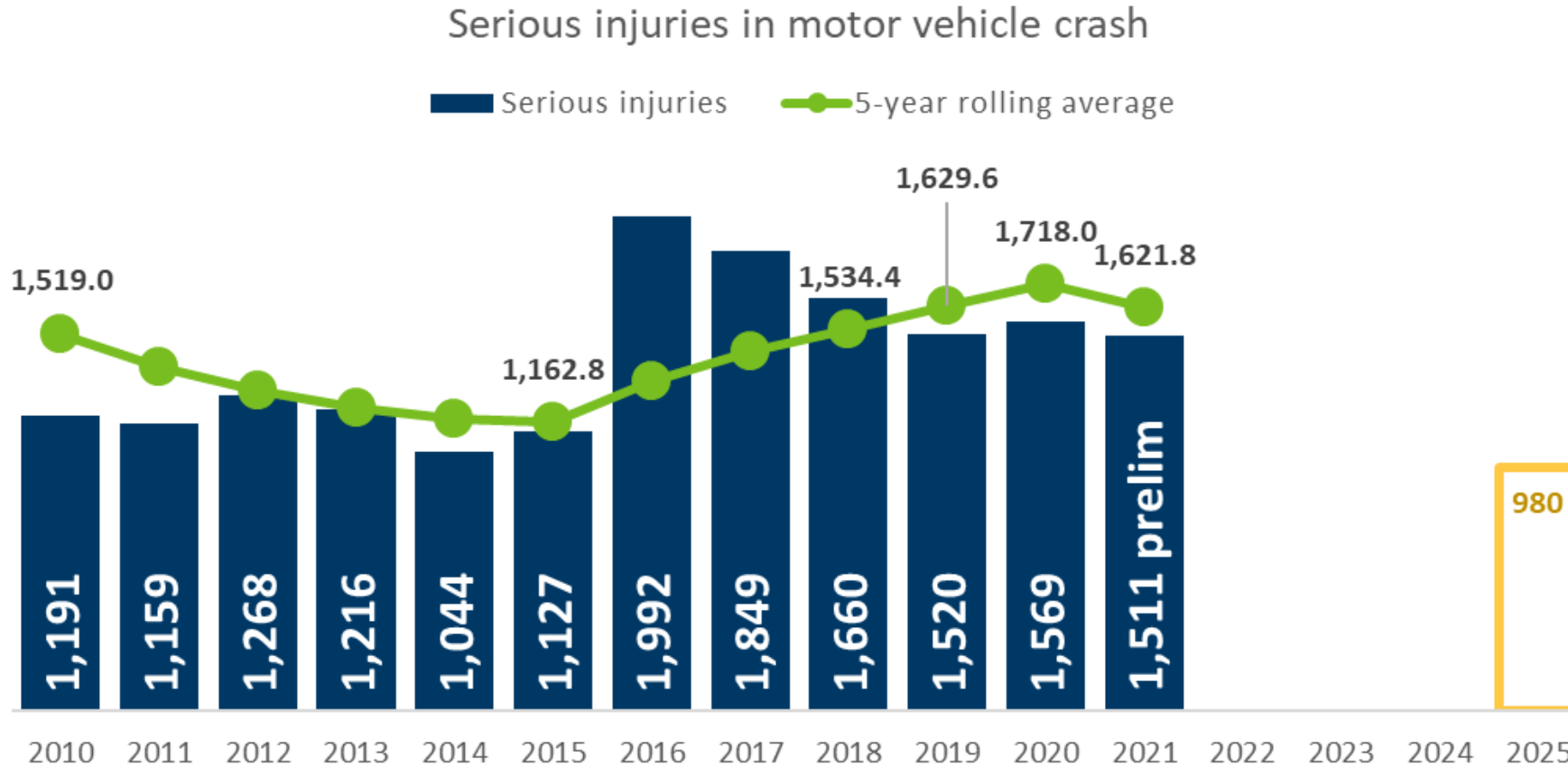
Roadway system	2017-2019 average	2020	2020 % change	2021 (preliminary)	2021 % change
State	355.0	322	-9%	352	-1%
County	549.7	541	-2%	618	<b>+12%</b>
City	407.7	345	-15%	373	-9%
Township	66.3	78	<b>+18%</b>	60	-10%
Other*	21.0	24	<b>+14%</b>	108	<b>+414%</b>
<b>Total</b>	<b>1,399.7</b>	<b>1,310</b>	<b>-6%</b>	<b>1,511</b>	<b>+8%</b>

\* Preliminary “other” includes ramps and connectors which will be adjusted to corresponding networks

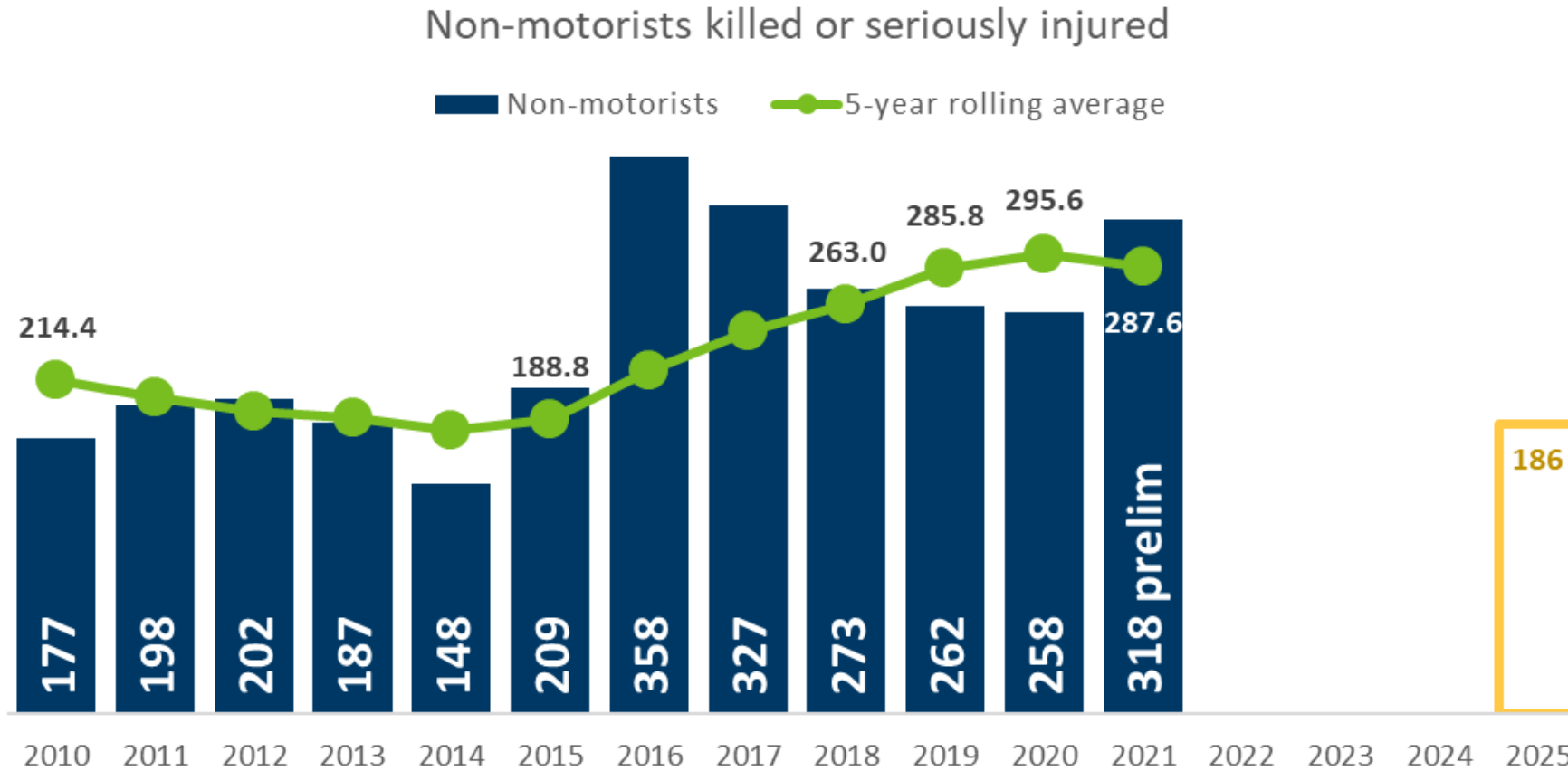
# PM1 Trends: fatalities



# PM1 Trends: serious injuries

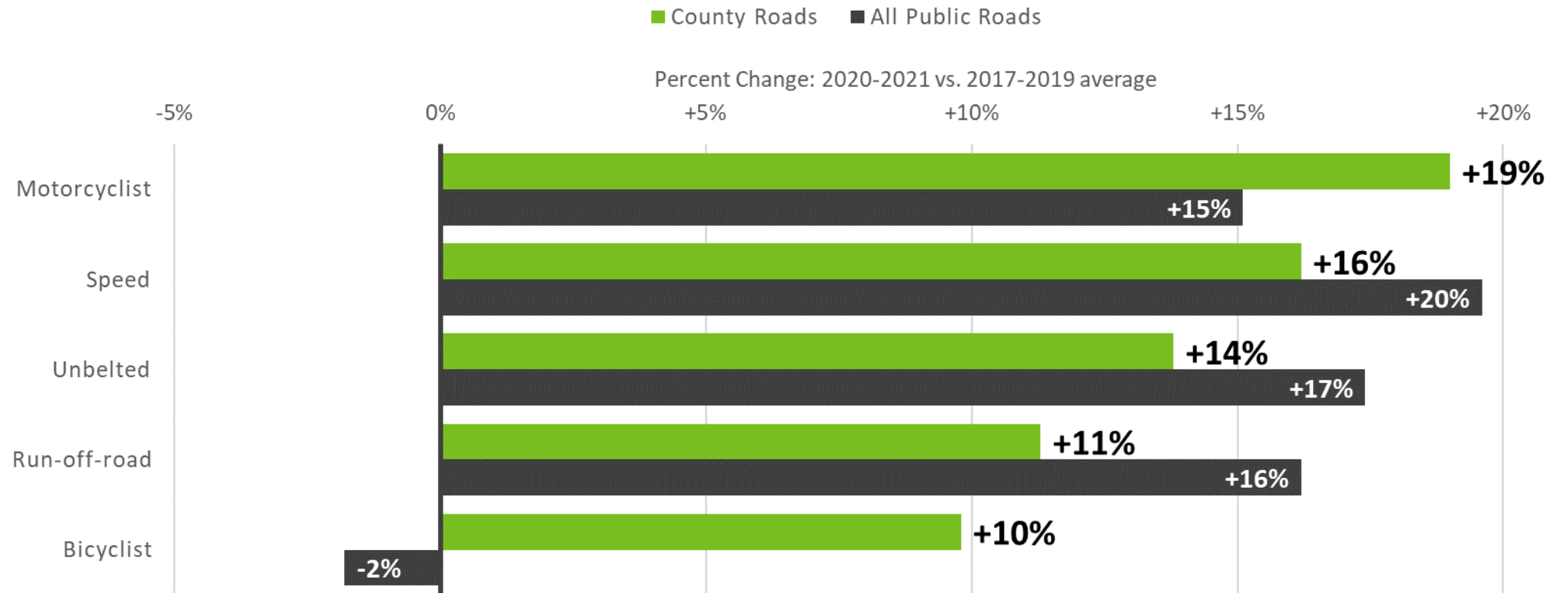


# PM1 Trends: non-motorist fatalities & serious injuries

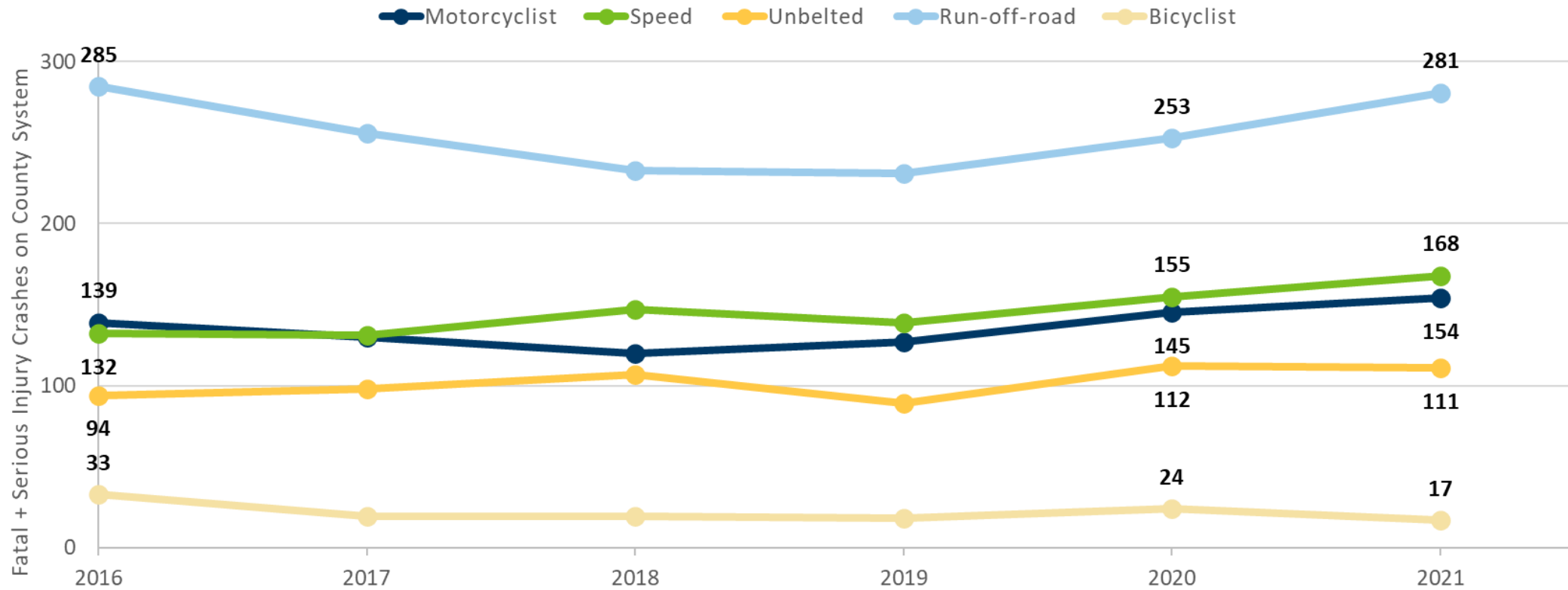




## Strategic Highway Safety Plan Focus Areas: Top Five by Increase on County System



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# Process to Implementation

Change will take time

Co-chairs have been meeting with intention of championing a final set of recommendations

- Not currently supportive of consultant recommendation to place positions outside of State agencies
- There are funding needs and we are preparing for a funding ask
- Regions are being asked to provide areas of funding need and amounts to support any funding request
- Changes through IJA will be taken into account with funding needs