



APPROACH

Zero is our goal. A Safe System is how we get there.



Highway Safety Improvement Program
Data Driven Decisions

State Aid Traffic Safety Update

2023 MCEA Summer Conference

Girma Feyissa | Traffic Safety Engineer

June 22, 2023



Update

- Highway Safety Improvement Program
 - Crash Data – Law Enforcement
- County Roadway Safety Plan (CRSP)
 - Safe Streets For All (SS4A) – Comprehensive Safety Action Plan
- MN Local Road Safety Regional Workshop



Data + HSIP = Safer Roads.

Highway Safety Improvement Program (HSIP)



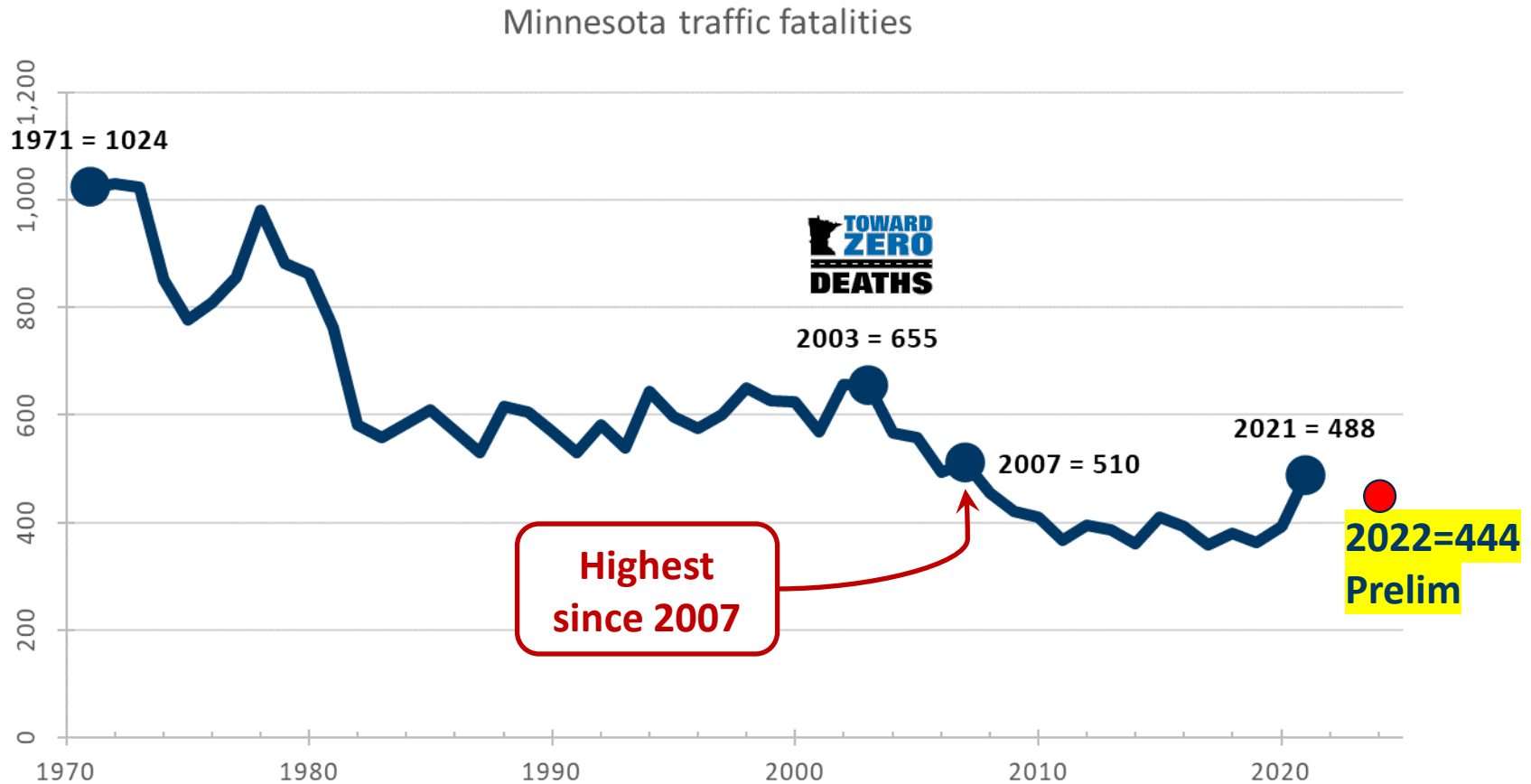
Highway Safety Improvement Program (HSIP)

What?

- A Core Federal Aid Program
 - Goal: “Reduce fatal and serious injurie crashes on ALL public roads”
- Supports USDOT/FHWA Mission and Policy
 - America has the safest system in the world and
 - Strive for Zero Roadway Deaths
- Supports MN Towards Zero Death (TZD) Goal
- Federal share 90% with 10% Local match
- Certain safety projects are eligible for 100% federal share
 - Up to 10% of the funds
 - Based on availability

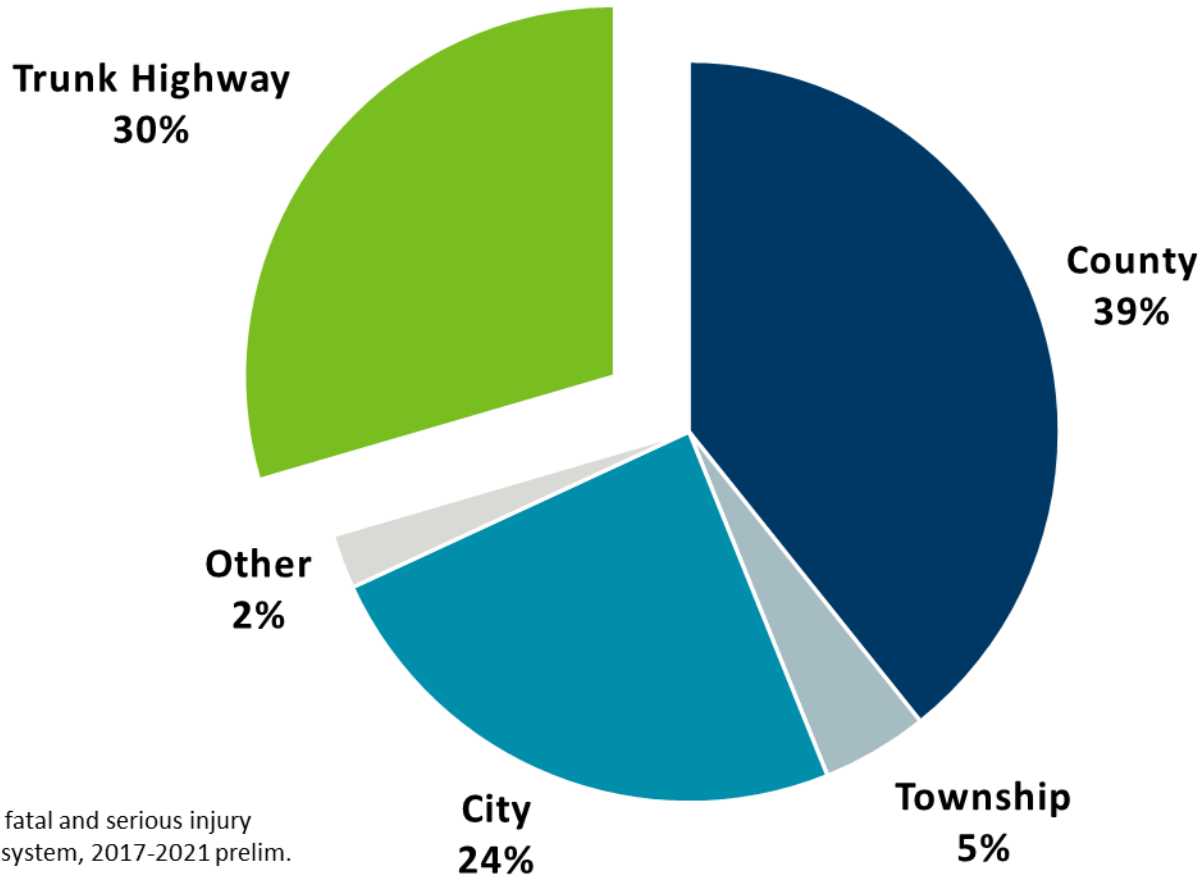
Highway Safety Improvement Program (HSIP)

Why?



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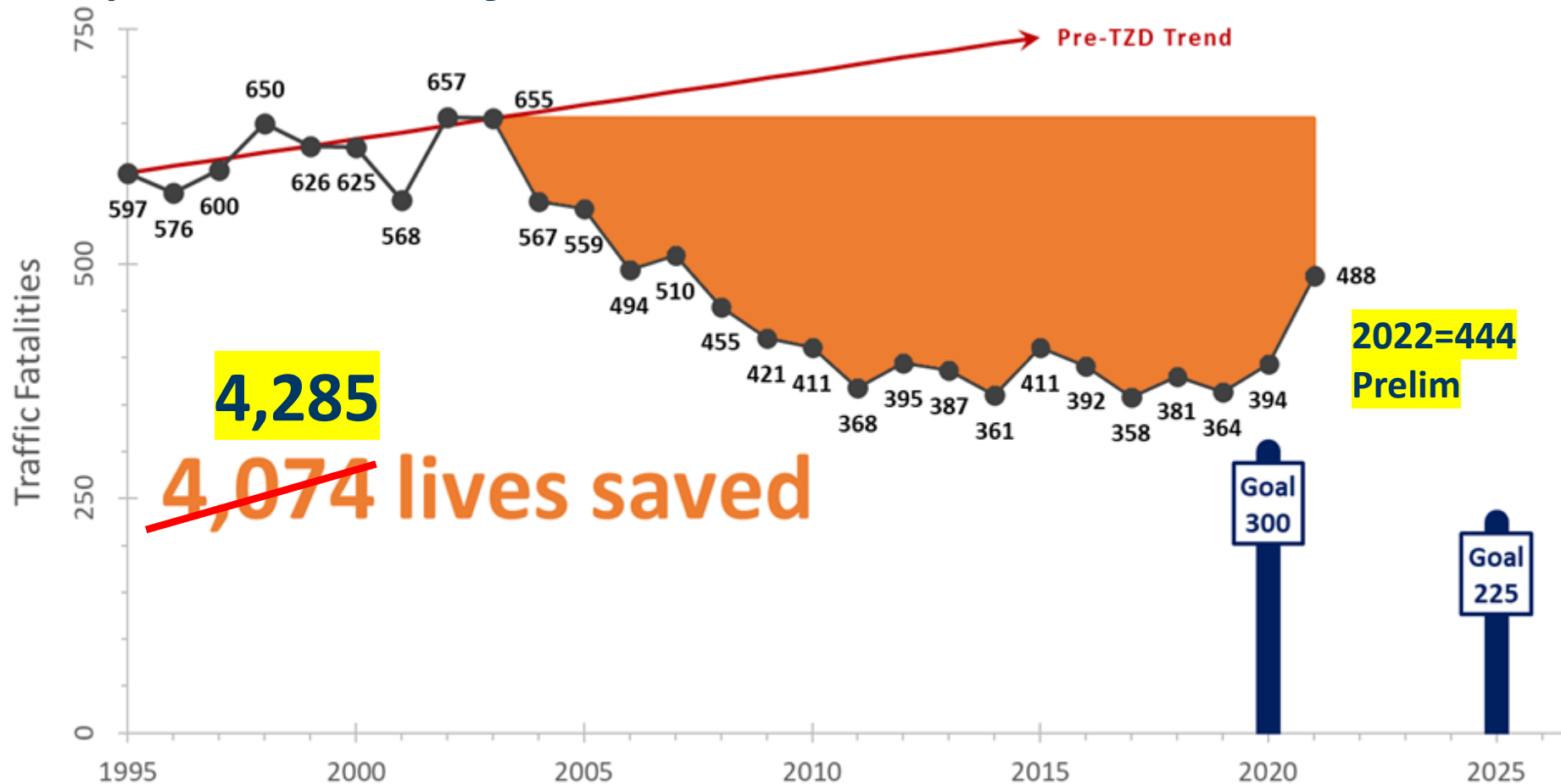


Minnesota fatal and serious injury crashes by system, 2017-2021 prelim.

Fatal Crashes along Minnesota Roads

Highway Safety Improvement Program (HSIP)

Why? Because your work makes a difference



HSIP Eligible Projects

How?

- Consistent with SHSP
- Selected through Data-Driven approach
 - Proactive or Systemic (County Road Safety Plans - CRSP)
 - Reactive in some cases
- Focus on reducing Fatal and Serious Injury Crashes
- HSIP funds can also be used to:
 - Develop local road Safety Plans (CRSP)
 - Engineering Assistance for local roads (PE/CE)
 - In Minnesota we use PE/CE assistance for Multi County Projects
- Open to all public roads
 - Allow cities, counties, tribes and MPOs to participate
 - Deliver webinar annually and invite locals to attend – this fall

Fall 2022 Solicitation Summaries - GM

What?

ATP	# Applications	# of Awards	Fed. Funds
1	8	6	\$ 2,954,100.00
2	6	5	\$ 1,328,137.00
3	16	14	\$ 7,549,329.00
4	2	2	\$ 412,780.00
6	14	14	\$ 5,587,396.00
7	7	5	\$ 2,382,950.00
8	6	6	\$ 1,385,526.00
Grand Total	59	52	\$ 21,600,218.00

Fall 2022 Solicitation – Type of Projects (GM)

What?

Treatment Types	Fed. Funds
6-inch Edgelines GIWR paint	\$2,079,326.00
6-inch Edgelines Surface Applied	\$1,541,802.00
Centerline rumble strips	\$39,487.00
Install Signal	\$400,000.00
Intersection Geometrics - curve realignment	\$750,000.00
Intersection Geometrics - Skew Correction	\$675,000.00
Intersection Lighting	\$274,000.00
Intersection Lighting and LED Stop Sign	\$27,000.00
J-turn	\$750,000.00
Mumble strips and Intersection lighting	\$843,714.00
Preliminary engineering	\$130,946.00
Roundabout	\$8,130,000.00
Rumble stripes	\$4,399,655.00
Rumble strips and 6-inch GIWR paint	\$464,288.00
Transverse rumbles + LED stop signs	\$180,000.00
Turn Lanes	\$915,000.00
Grand Total	\$21,600,218.00

All Counties' Involvement in HSIP

2008-2022

~\$153 Million

HSIP Finals 2008-2022	No of Projects	HSIP Funding
Segments		
Edgeline Improvement	9	\$1,782,000
Shoulder Improvement	128	\$35,539,000
Signing	3	\$126,000
Miscellaneous Improvements	1	\$630,000
Rumble Strip	39	\$3,523,000
Striping	313	\$37,070,000
Guardrail	2	\$220,000
Rumble StripE	30	\$3,331,000
Lane Reassignment	1	\$245,000
Clear Zone	2	\$298,000
Total Segments	524	\$82.3 million
Intersections		
Geometrics	28	\$14,230,000
Lighting	63	\$6,315,000
Signing	39	\$2,617,000
Roundabout	21	\$16,417,000
Miscellaneous Improvements	27	\$14,243,000
Signal System	27	\$5,977,000
RICWS	12	\$2,236,000
Pavement Markings	2	\$274,000
Intersections Totals	224	\$64.5 million
Curves		
Chevrons	64	\$3,313,000
Geometrics	2	\$636,000
Shoulder Improvement	6	\$1,498,000
High Friction Surface Treatment	2	\$952,000
Guardrail	1	\$130,000
Total Curves	75	\$6.5 million
Totals	823	\$153 million

Fall Greater MN 2023 Solicitation

When?

- September – Application period opens around Labor Day
- September, October – Application information webinars
- **Wednesday November 22, 2023 – Application period closes**
- December, January – Selection Committee Meetings
- February – Awards
- Volunteers needed for selection committee
 - Review applications,
 - 2-3 meetings in December and January
 - Thank you - **Mel Odens!!!**
- Email or Call with questions.



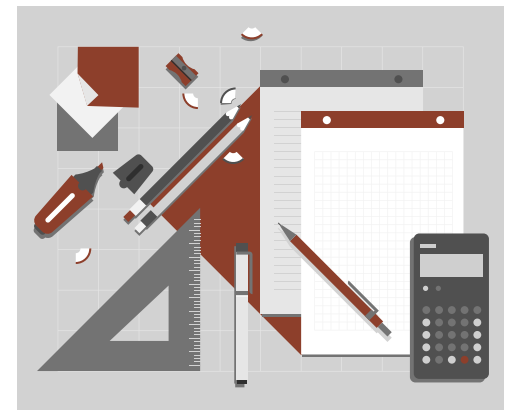
HSIP - Available Target Funds

How Much? Available ~ \$37.7 Million in GM

ATP	2025	2026	2027	2028*
1	0	0	1,700,000	2,300,000
2	0	150,000	1,200,000	1,200,000
3	150,000	2,225,000	3,750,000	4,700,000
4	350,000	1,725,000	1,900,000	1,900,000
6	225,000	950,000	2,150,000	3,300,000
7	175,000	225,000	1,525,000	2,100,000
8	575,000	900,000	925,000	1,400,000
Total	1,475,000	6,175,000	13,150,000	16,900,000

Hints for Successful Application

- Competitive Process
- Both CRSP 1 and CRSP 2 based applications welcome
 - Proactive or Reactive Projects
- Provide some context and narrative:
 - Details please –
“If you scratched your head when you filled your application, we will be pulling hairs when we try to understand it”
 - Less is more - Emphasis on **Safety** not operation or mobility
 - Obtain cost from contractors - Use round numbers
- Provide HSIP project sheets, maps of locations
- Get support from MnDOT, City, MPO early on.
 - Use the existing application form to get MPO support
 - <http://www.dot.state.mn.us/stateaid/trafficsafety.html>
- Ped/Bike Projects Highly Encouraged
 - FHWA focus – may be extra points
 - **Reach out to us before applying**



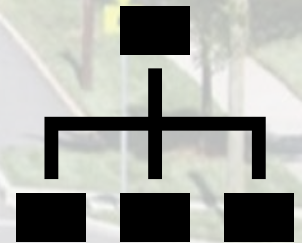
Data Driven – Without Data?



- Law Enforcement not reporting crash data
 - Mostly PDO – Misinterpretation of the law
 - Staff Shortage
 - Reports seen for violations and insurance
- Crash data used by crash prevention professionals
 - Engineering
 - Understand crash causation, severity, location, time, date, season
 - Invest in countermeasure based on Data (Proactive, Reactive)
 - Law Enforcement
 - Behavioral Trends, Targeted enforcement – Locations, Staffing,
 - Crash Investigation – Fatality review and other
 - EMS – location of trauma centers, staffing, etc.
 - Education – Behavioral trends, drivers' education update
 - Legislation – Behavioral trends, passing laws (Seat belt, graduated licensing, hands free)
- **Talk to your Sheriffs – Stress importance of Crash Data**

Undercounted is Underinvested

Incomplete crash reports impact efforts to save lives.



Data + HSIP = Safer Roads.



County Road Safety Plan (CRSP)

CRSP Update – Phase 3

- Goal of the CRSP Efforts:
 - to support the statewide initiative of moving Minnesota Toward Zero Deaths through continued reduction of fatal and serious injury crashes
- Original CRSP 2010-2014
 - All MN counties received their CRSP I
 - Safety projects using own funds or HSIP
- The new updates started in 2016
 - Phase 1 – 2020 (14 Counties)
 - Phase 2 – 2023 (17 Counties)
 - Phase 3 – Start in 2023 (12 Counties)
 - Kick-off July/August (18 months contract)
 - 7 counties – Safe Streets and Roads for All (**SS4A**) Plans
 - 5 wanted standard CRSP reports

CRSP Update – Phase 3

- Four consultants selected
 - Under negotiation

Consultant	Group	Counties
HDR Inc.	B	Dakota*, Chippewa*, and Steele
SRF Consulting Group	C	Isanti*, Cass*, and Cottonwood
Alliant Engineering Inc.	A	Anoka*, Renville and Nicollet
Kimley-Horn	D	Hubbard*, Pennington and Kanabec*

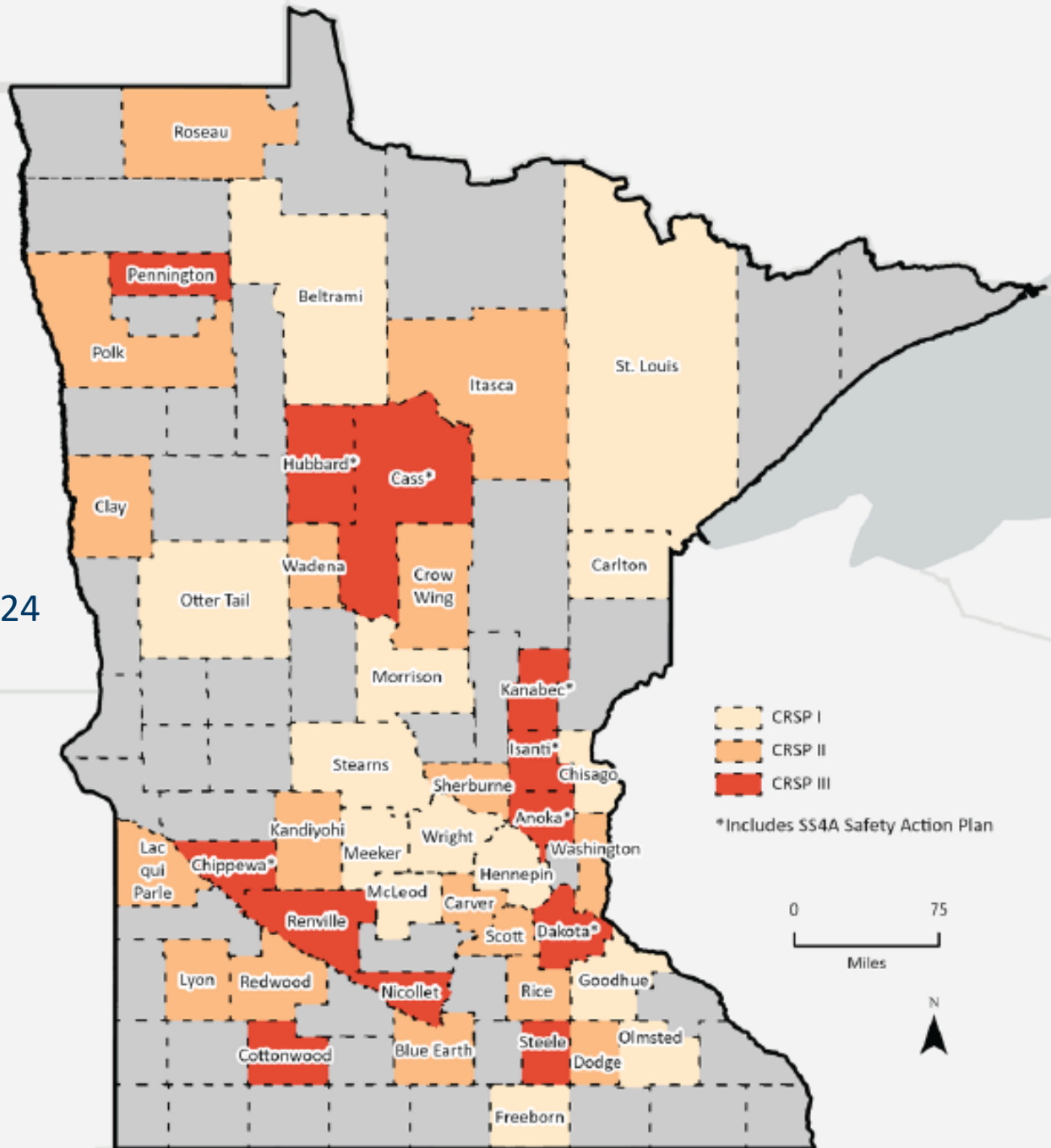
* - will need SS4A Comprehensive Safety Action Plans (SAP)

- HDR Inc. will serve as coordinating consultant

CRSP Update

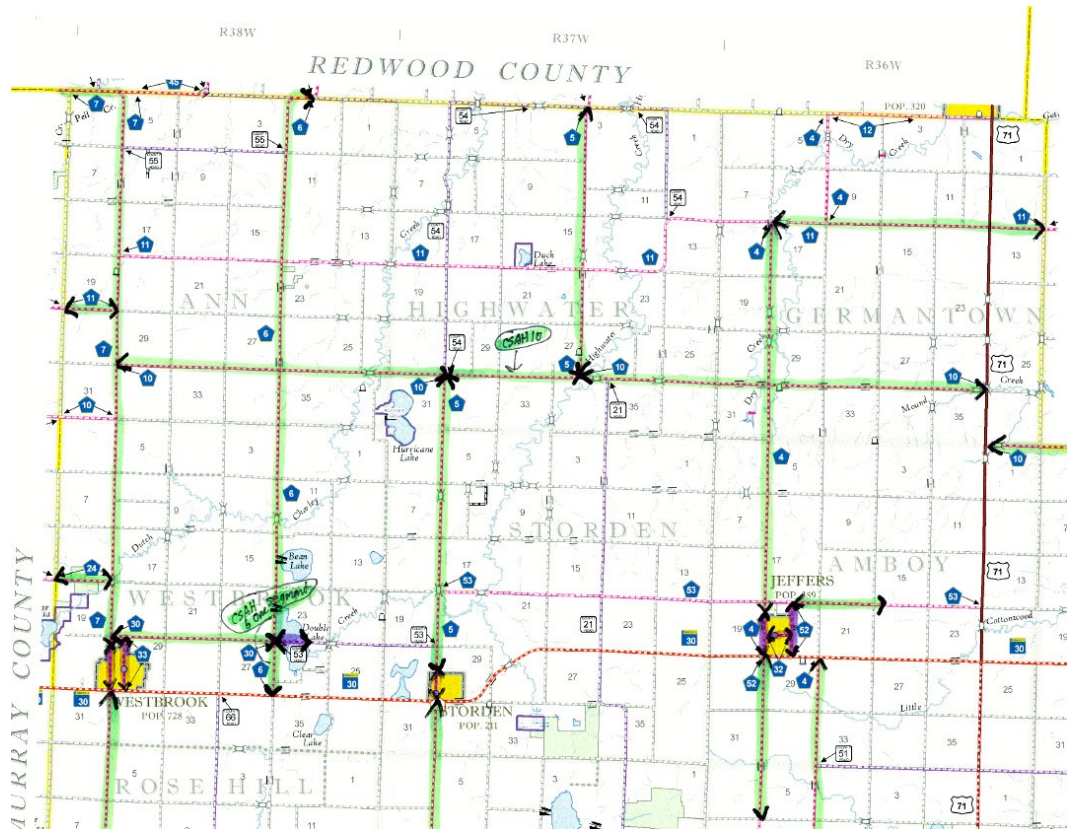
- Phase 1 – 14 Counties
- Phase 2 – 17 Counties
- Phase 3 – 12 Counties
- Phase 4 – ?

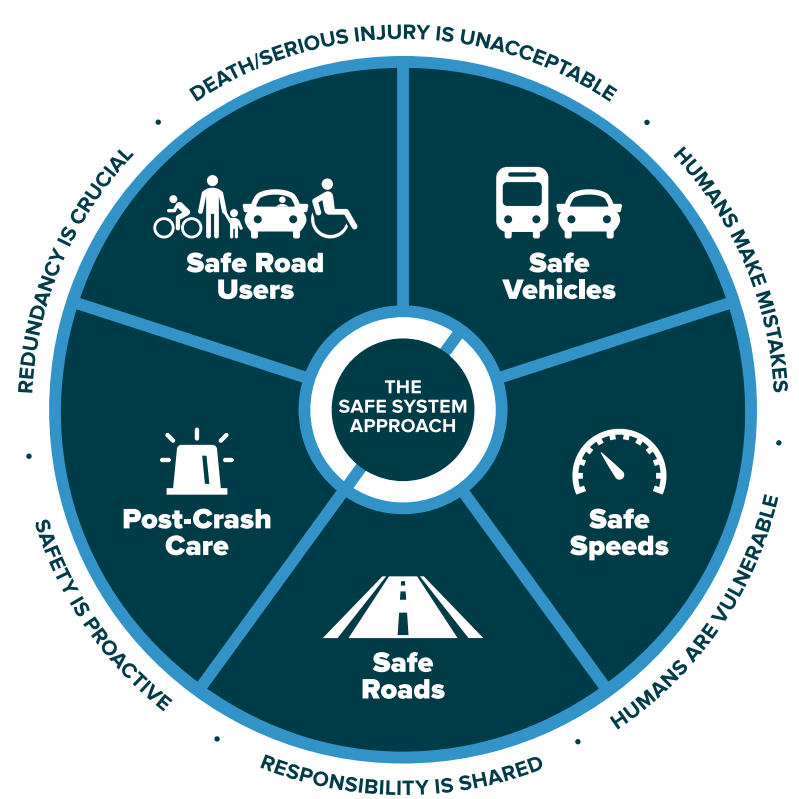
Phase 4 – August 2024
12-16 Counties
Announcement February 2024
20% match required



CRSP Update – Phase 3

- Preparation work
 - Segmentation of Roads (Rural, Urban)
 - SS4A counties
 - Getting board buy in
 - Establishing task force





MN Local Road Safety Regional Workshops

Regional Traffic Safety Workshops

- Deliver Regional Traffic Safety Workshops
 - **Engineering focused** (not TZD)
 - 24 In person workshops (minimum 2-per ATP in GM, 4-metro, 6-backup)
 - Include cities, counties, district, MPOs
 - Review updated state and regional crash data,
 - Discuss specific traffic safety challenges faced by local road authorities
 - Review the Safe System approach to traffic safety and (TZD) 2.0 initiatives,
 - Review safety research, engineering solutions with goals to reduce K/A crashes
 - Review potential traffic safety funds available to locals
 - Discuss equity and Vulnerable Road users in traffic safety
 - **Volunteers needed**
 - Three to five meetings (1-1.5hr/meeting)
 - One meeting per month
 - 2-4 County and 3-6 city engineering staff per district
 - Participate in the workshops in your region
 - Contact girma.Feyissa@state.mn.us for more

Regional Traffic Safety Workshops

- Proposals received from 3 contractors
- Scoring and Selection Completed
- Working with MnDOT Contract Admin on Final Details

Takeaways

HSIP – Greater MN

- New solicitation this fall
- \$37.7 Million available
- Volunteer needed

CRSP

- Phase 3 – Kick off August
 - 18 Months duration
- Phase 4 – August 2024
 - 20% Match required

Traffic Safety Workshops

- Volunteers needed
- 3-5 meetings
- 1-1.5 hrs./meeting
- Once a month

Crash Data - Law Enforcement

- Engineers use crash data
- Impacts efforts to save lives
- Not for insurance purposes only

Questions?

Thank you again!

Girma Feyissa

girma.Feyissa@state.mn.us

651-366-3818