County Roadway Safety Plan Updates

What is a County Roadway Safety Plan?

A County Roadway Safety Plan (CRSP) is a document that identifies safety concerns on county roads and suggests improvements that each county can implement. The Minnesota Department of Transportation in partnership with the Federal Highway Administration and the Minnesota county engineers worked together to develop these plans and by 2014, a CRSP was completed for each of the 87 counties in Minnesota. The "CRSP Updates" is an effort to review and update the initial CRSPs.

What is the goal of CRSP efforts?

The goal of the CRSPs is to support the statewide initiative of moving Minnesota Toward Zero Deaths through **continued reduction of fatal and serious injury crashes on county roadways.**

The CRSPs align with the Minnesota Strategic Highway Safety Plan and its statewide goal of fewer than 300 fatalities and fewer than 850 serious injuries by 2020 by providing Minnesota counties with a list of location-specific safety concerns and a prioritized list of roadway safety improvements or strategies that will have the greatest potential to reduce severe crashes.

> *"CRSP helped to shift our safety emphasis from reacting to severe crashes in spot locations to a proactive, systemwide approach. Our state's actionable commitment to TZD has made a life-saving difference."*
>
> *Mark Vizecky, State Aid Program Engineer, MnDOT*

Crash Facts

Approximately 60% of severe crashes occur on local roads.

- Nearly 50% of severe crashes involve vehicle lane departure
  - 42% of these crashes occurred along a curve
  - 37% of these involve hitting a fixed object
- Over 40% of severe crashes are intersection-related
  - 43% of these are angle crashes

Why the need for County Roadway Safety Plans?

The commitment to create a roadway safety plan for each of Minnesota's 87 counties was based on the following key facts:

1. Approximately 60% of severe crashes (those involving a fatality or serious injury) occur on local roadways; those operated by Minnesota's counties had the most severe crashes.
2. Local agencies are responsible for more than 90% of the state's roadway miles.
3. The majority of roadway safety investments have been made on the state system.

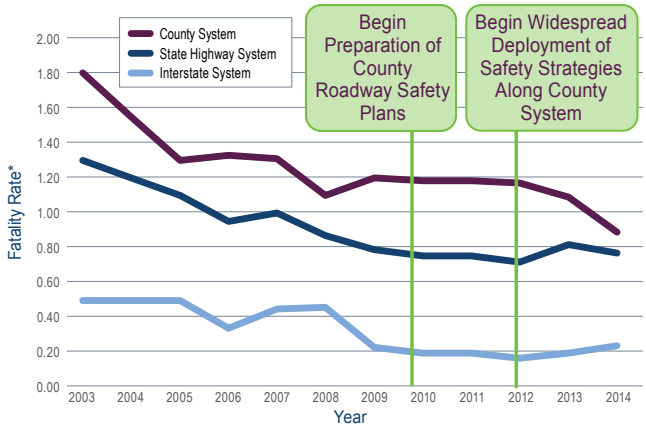
Consequently, it would be impossible to achieve Minnesota's long-term goal of zero fatalities if minimal investment is made to address safety on local roadways.

What are the results of CRSP so far?

The first round of CRSP projects resulted in the implementation of nearly $60 million of road safety improvements from 2012 to 2014. During this time, Minnesota's **county system *fatality crash rate decreased 25%** (Figure 1).

Although an initial success, there is more work to be done. In 2015, there were 472 severe crashes on Minnesota's county roadways. The CRSP Update effort is key to achieving continued declines in fatal and serious injury crashes.

Figure 1: Fatality Rates by System



** Fatality Crash Rate expressed as fatalities per 100 million vehicle miles traveled*

COUNTY ROADWAY Safety Plan Toward ZERO Deaths

March 2017

DEPARTMENT OF TRANSPORTATION

County Roadway Safety Plan Updates

How is the current CRSP Update different from the initial CRSP?

Building upon progress made and applying lessons learned from the initial CRSP, the following are a few of the enhancements to the CRSP Updates process:

- ✓ Updated five-year crash data (2011-2015)
- ✓ Two comprehensive crash analyses approaches:
  - A systemic review of all roadway characteristics to identify locations that are a higher risk for severe crashes
  - A review of locations with a higher number and rate of severe crashes.
- ✓ Continuous county engagement and customization based on each county's needs
- ✓ Additional safety improvements/strategies (e.g., chevron curve warning, Figure 2) with an emphasis on those proven to reduce crashes
- ✓ Research one-pagers on key safety strategies
- ✓ Optional county board member outreach

Figure 2: Example Safety Strategy: Chevron Curve Warning

> *"When we began the 2014 CRSP, many constituents were opposed to intersection lighting, viewing it as a waste of taxpayer dollars. Following implementation, they witnessed its benefits and now request that it be more widely deployed. CRSP has raised our awareness of effective safety strategies as well as the conversation about our safety program."*
>
> *Wayne Johnson, Otter Tail County Commissioner*

What will the CRSP updated plans include?

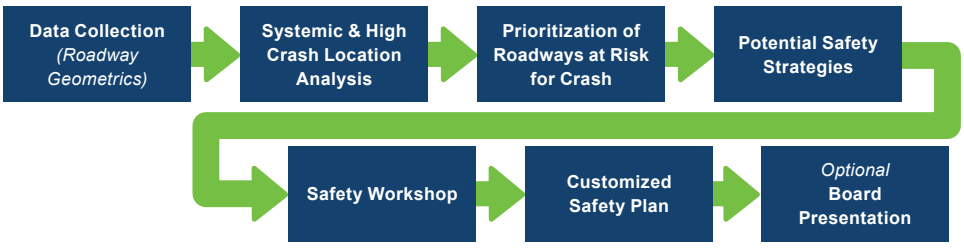
The updated CRSPs will include a safety prioritization and planning process based on each county's crash data and specific safety planning needs. Each plan will include a:

- Review of all county road segments, curves and intersections
- Data-driven review of crashes on county roads over the last five years
- Summary of safety focus areas and crash types (e.g., lane departure)
- List of recommended high priority safety strategies
- Prioritized list of locations that are most at risk for severe crashes in the future
- Prioritized list of location-specific safety strategies to consider for implementation

What is next?

Although the CRSP Updates process includes shared core components to build each county's safety plan (Figure 3), individualized engagement with each county will help to ensure each plan reflects unique county needs.

Figure 3: CRSP Update Process Components



The statewide project to update all County Roadway Safety Plans will occur in phases; the first phase involves 15 counties across the state (Figure 4) and will be completed in early 2018. END

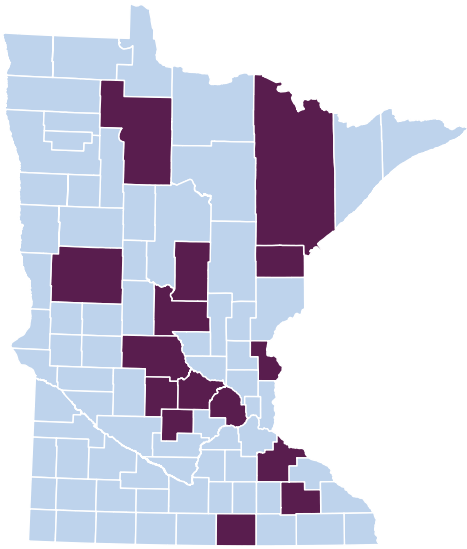


Figure 4: CRSP Updates Phase 1 Participating Counties

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