



MINNESOTA TOWARD **ZERO** DEATHS

15 Years of Minnesota TZD: Major Accomplishments and What the Future Holds?

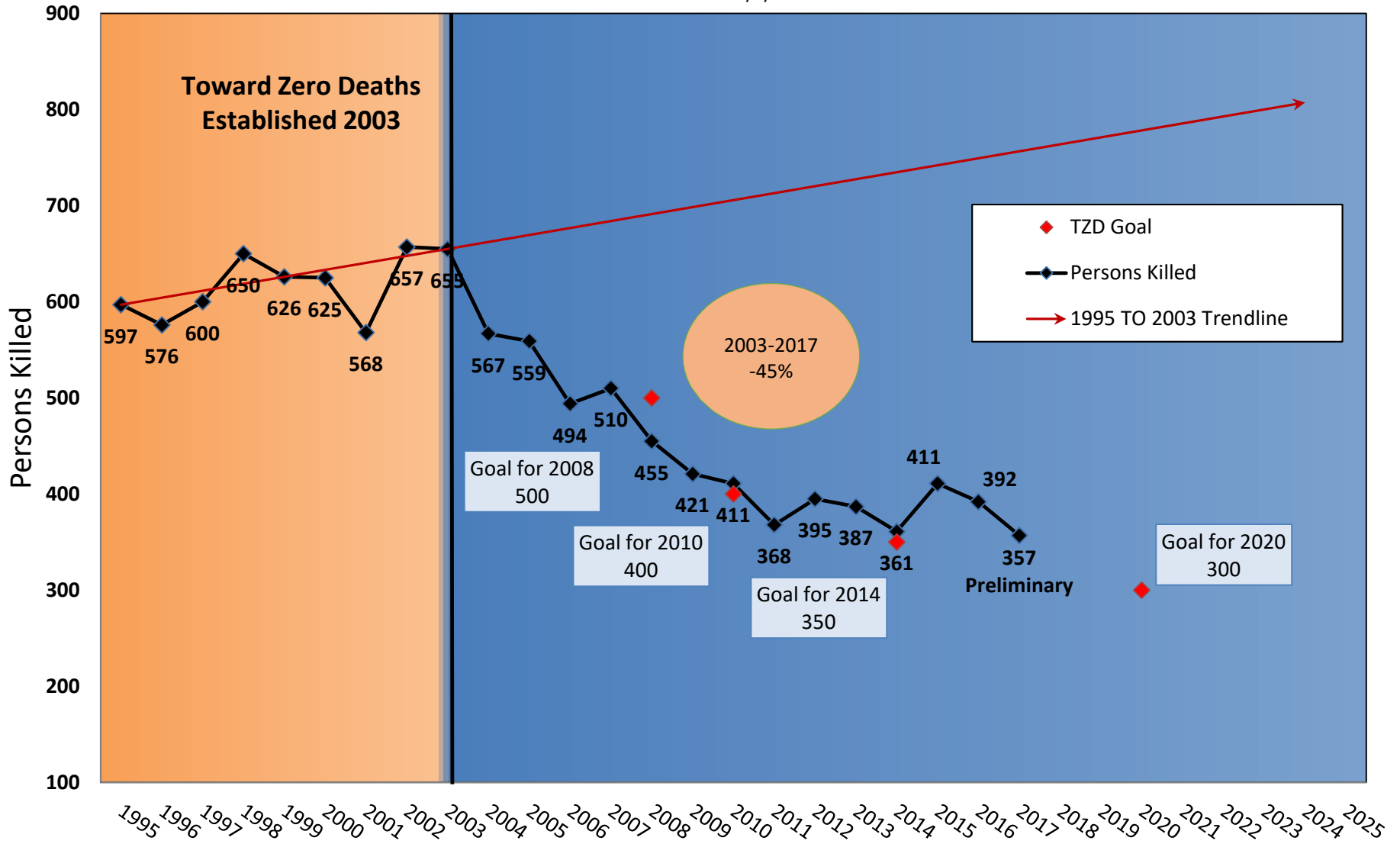
*Kristine Hernandez, Statewide Toward Zero Deaths Program Coordinator,
Office of Traffic Safety & Technology, MnDOT*



April 5, 2018

Minnesota Roadway Fatalities

Source: MnDOT 3/5/2018



High Tension Cable Median Barrier Inplace as of December 2016



HTCMB miles in place - 2003 to 2016

District	2003	2004	2007	2014	2015	2016
Duluth	0	0	0	0	0	0
Bemidji	0	0	0	0	0	0
Redwood	0	0	0	0	0	0
Detroit Lakes	0	0	0	0	0	0
Wadena	0	0	0	0	0	0
Mankato	0	0	24	24	24	24
Willmar	0	0	0	0	0	0
Melrose	0	0	0	0	0	0
TOTAL	0	0	24	24	24	24

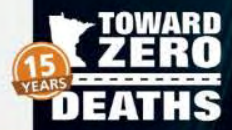
Legend

- HTCMB installed
- Interstate
- US Highway
- MN Highway

MeDOT Office of Traffic, Safety & Technology February 2017

Minnesota High Tension Cable Median Barrier

2003: None
**2014: More than
450 miles**
2016: 578 miles



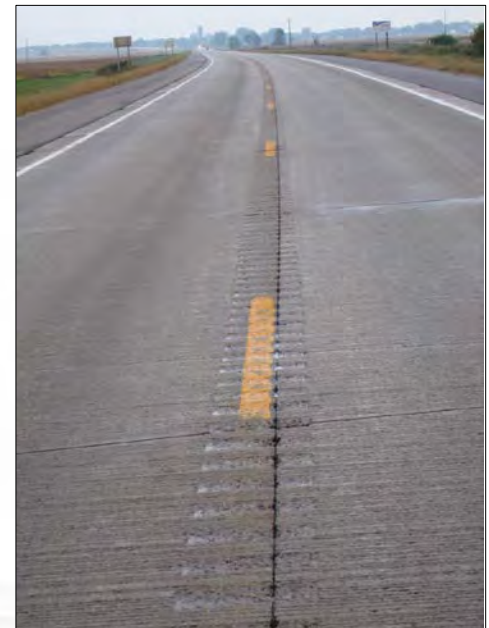
Roundabouts



- Removes Right Angle Crash potential (T-bone crashes)
- Reduces severe crashes by 80-90%
- Delay Reduction versus a 4-way Stop or Signalization

Description	Total Crashes	K	A	B	C	PDO
Before Crash Rate	0.442	0.0062	0.015	0.054	0.124	0.243
After Crash Rate	0.323	0.001	0.0025	0.022	0.054	0.244
Percent Increase/Decrease (By Rate)	-27.0%	-89.9%	-83.4%	-60.9%	-56.3%	+0.4%

Edgeline & Centerline Rumble Strips



Reduced Conflict Intersections

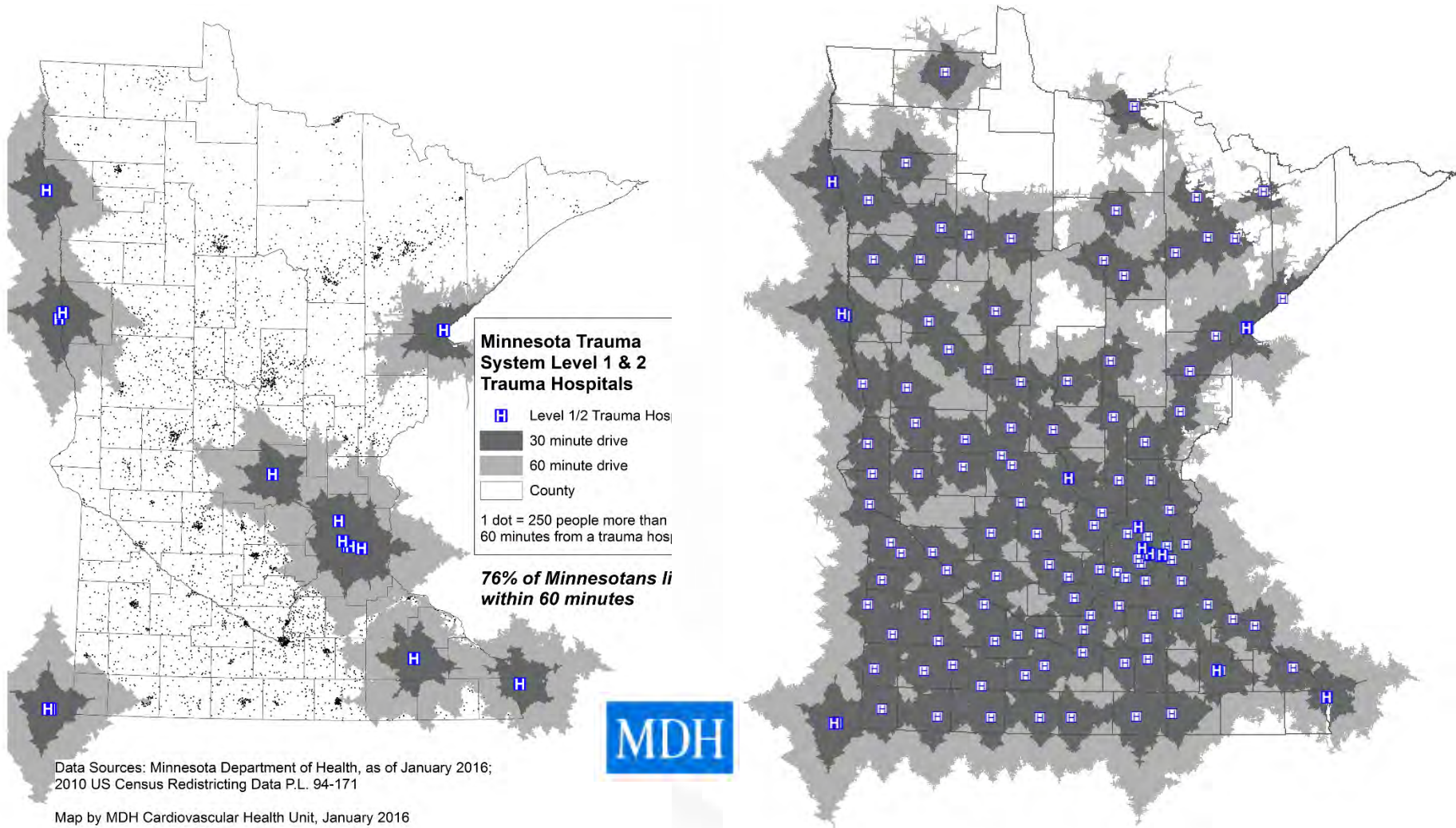


- 100% Reduction in Fatal and Serious Injury Crashes
- 77% Reduction in Right Angle Crashes
- Many more sites planned, programmed, or in development

DWI Courts

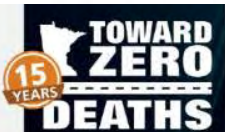


Established Statewide Trauma System



Data Sources: Minnesota Department of Health, as of January 2016;
2010 US Census Redistricting Data P.L. 94-171

Map by MDH Cardiovascular Health Unit, January 2016



Pre- and Post-TZD

Statewide Auto Launch Policy

- “Es” coming together for incident management
- Reduces response time
- Removes liability in decision-making



NHTSA Region 5

Illinois, Indiana,
Michigan, Minnesota,
Ohio and Wisconsin



Enforcement

- Highly Visible
- Targeted
- Coordinated state and local efforts
- Multi-state border to border efforts



Driver License Sanctions – Ignition Interlock



The number of impaired (BAC \geq 0.08%) drivers in fatal crashes falls

- ↓ 3% when states require interlocks for repeat offenders only
- ↓ 8% when states require interlocks for repeat offenders and first offenders with high BACs
- ↓ 16% when states require interlocks for all DUI offenders, including first offenders

Teen Hands-on Learning Activities



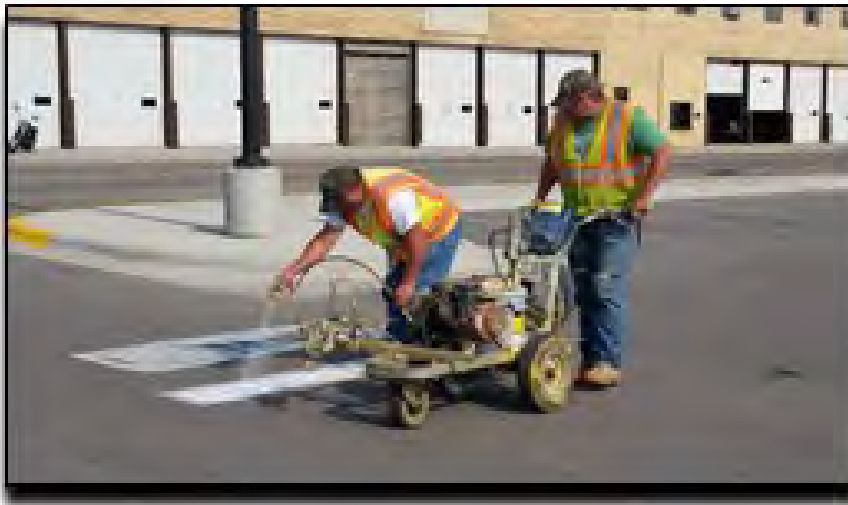
Wheel of Distraction



Pedal Kart Obstacle Course

TZD *Buckle Up Stencil*

Example: Bemidji State University
(Pennington & Red Lake Counties)





What is *Traffic Safety Culture*?

Shared:

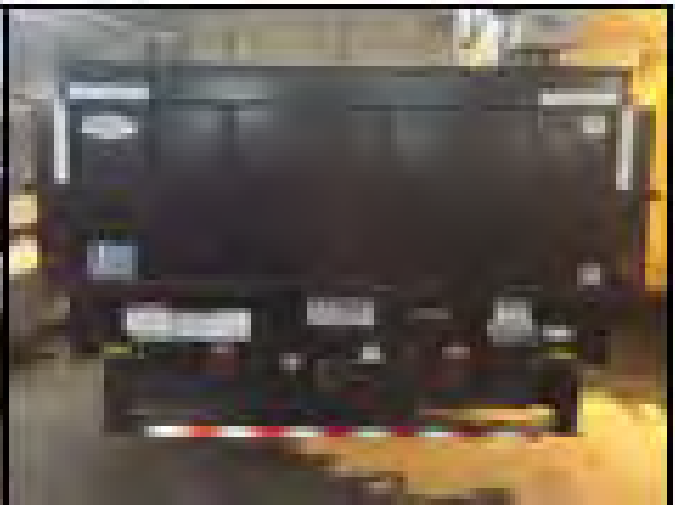
- Values
- Beliefs
- Norms
- Attitudes



North Memorial Health Care



Safeway Driving School



**MnDOT
Fleet &
Watercraft!**

2017: 3-Year Traffic Safety Culture Community Pilot Program begins

3-Phase Work Plan

- Establish community partnerships
- Develop traffic safety culture strategies
- Implement traffic safety strategies



Message Monday!



November 2016

Partnering with MnDOT & DPS

Sharing with Iowa & Wisconsin DOTs

Traffic Safety Culture



What Makes TZD Successful?

- Addresses all roads
- Multi-disciplined, “4-E” approach
- Proactive/systematic
- Breakdown obstacles (time, attention, silos, resources, habits, turf, credit, attitude)



What lies ahead?



The Future: Automated Vehicles



Future: Partnerships with neighboring states

- North Dakota
- South Dakota
- Iowa
- Wisconsin



Minnesota TZD State Conference or Midwest TZD Conference?

What's next?

Please share your ideas with us!



We are in this together for our communities, families and friends.

Questions & Answers

Contact Information

Kristine Hernandez

Statewide Toward Zero Deaths Program Coordinator
MnDOT Office of Traffic, Safety & Technology

Kristine.Hernandez@state.mn.us

(507) 286-7601