



TRAVELER SAFETY

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I. TRAVELER SAFETY

MINNESOTA STATEWIDE POLICY PLAN

I. Traveler Safety

A. Reduce the number of fatalities and serious injuries for all travel modes

1. Toward Zero Deaths & The Four E’s

a. MnDOT will continue to support the Toward Zero Deaths (TZD) initiative and its comprehensive approach toward highway safety that targets “The Four Es”: Education, Enforcement, Engineering, and Emergency medical services.

- i. Incorporate safety enhancements systematically into state highway and local road projects programmed for construction.
- ii. Target law enforcement initiatives toward key areas that are problematic including:
 - Campaigns to reduce impaired driving, aggressive driving, and speeding on all roads like Safe and Sober, and Highway Enforcement of Aggressive Traffic (HEAT).
 - Red-light running and violations of pedestrian crosswalk rules.
 - Enforcement support for commercial vehicle inspections.
- iii. Support private health care investments in the emergency trauma care system.
- iv. Support educational initiatives including:
 - Safe Communities Coalitions and TZD regional efforts.
 - Programs targeted toward high-risk groups that are over represented in fatal and severe injury crashes such as teen and elderly drivers.
 - Work with trucking and agricultural organizations to educate drivers on truck safety regulations and best driving practices.
 - Continue support for education programs to promote rail safety and rail crossing safety, including continued support for national programs, such as Operation Lifesaver.
 - Promote good safety practices in construction and maintenance work zones through MnDOT’s Work Zone Safety awards program.

- Work with other transportation agencies and organizations to improve understanding of bicycling and pedestrian crossing rules and compliance.
 - License and train bus drivers including administering the safety, drug and alcohol program through the Rural Transit Assistance Program (RTAP).
 - v. Work with railroads to identify and implement railroad crossing safety enhancements such as low-cost improvements to signs and striping, signal upgrades, medians, and quiet zones.
 - vi. Administer the Safe Routes to School program and provide statewide coordination for local transportation agencies.
 - vii. Continue to improve decision-support systems like crash records, TIS, and vehicle licensing systems as well as the regional transportation management center (RTMC) where state patrol, state highway maintenance, and traffic operations dispatch are collocated. The goal of these improvements will be to provide more timely and accurate information for analyzing crashes as well as targeting highway improvements and enforcement activities.
2. Systemwide Cost Effective Safety Enhancements
 - a. MnDOT will pursue system-wide, cost-effective safety investments on the state highway system that addresses fatal and severe injury crashes. The types of investments will be data driven and incorporated into all applicable projects.
 3. Local Road Safety
 - a. State and local road authorities, police, and public health professionals will work together to address safety on the local roadway system.
 - i. Work with city and county engineers to identify system-wide, cost-effective strategies and investment options for targeted safety improvements on the local roadway system.
 - ii. Apply technology, where appropriate, to aid in local enforcement efforts.
 - iii. Encourage and support interagency cooperation and safety awareness through safety conferences and pilot projects. This should encourage broader participation and involvement from local law enforcement, emergency response, and health care providers.
 - iv. Encourage local jurisdictions to set, monitor, and report safety performance measures and targets for their own communities.
 - v. Encourage local agencies to enhance safety of pedestrian and bicycle systems through Safe Routes to School programs and other enhancement programs.
 4. Air & Rail Safety
 - a. MnDOT will continue to monitor and report air safety. MnDOT will also continue to monitor, inspect, and report rail accidents, derailments, safety-related rail infrastructure conditions, and will begin issuing citations for rail safety violations.
 - i. MnDOT will continue to monitor air safety issues and will continue to work with local airports to provide and maintain the Minnesota Weather Access System (MnWAS) and Automated Weather Station Systems (AWOS).
 - ii. MnDOT will also continue to operate and maintain electronic air navigation aids to augment the federal electronic air navigation system in Minnesota.

- iii. MnDOT will continue to monitor, inspect, and report rail accidents, derailments, and safety-related rail infrastructure conditions.
- iv. MnDOT will begin tracking and reporting train derailments as derailments can be an indicator of quality in railroad maintenance and operations, and can be a public health risk.

MN/DOT STRATEGIC PLAN

I. Safety

- A. Develop a safe, reliable & sustainable transportation system.
 - a. Reduce transportation-related fatalities and injuries through the use of new and improved technology and safety measures.
 - b. Monitor the condition of existing infrastructure in order to maintain a reliable and efficient transportation system.
 - c. Flagship Initiative: Toward Zero Deaths (TZD)

MINNESOTA STRATEGIC HIGHWAY SAFETY PLAN

- A. The "mission" of the SHSP and/or TZD program is to move Minnesota toward zero deaths on our roads, using Education, Enforcement, Engineering & Emergency Services.

- 1. Spend at least 70% of the safety investment on low cost proactive strategies in Greater Minnesota.
 - i. Invest in rural roads (90% of the fatalities occur on roads classified as rural).
 - ii. Invest in two-lane facilities (67% of the fatalities).
 - iii. Invest in low cost and proven strategies that can be widely deployed across the system.
 - iv. Develop a process to aid implementation of safety projects on the local road system.
 - v. Focus investments in improving the edges of roadways (paved shoulders, safety wedge, rumble strips/stripes).
 - vi. Build partnerships with law enforcement to address alcohol-related, speeding related and unbelted vehicle occupant fatalities and injuries.
 - vii. Invest in freeway and multi-lane facilities (70% of the fatalities).
 - viii. Continue investing in safety projects on the local road system.
 - ix. Focus investments in road edges and median barriers on freeway facilities and intersection improvements on multi-lane arterials.
 - x. Build partnerships with law enforcement to address serious crashes related to speeding and red-light running.

I. Impaired Driving and Seat Belt Use

- A. CEA 1 – Reducing Impaired Driving & Increasing Seat Belt Use

II. Highway Intersections

- A. CEA 2 – Improving the Design and Operation of Highway Intersections

- i. Spend 70% of the safety investment on reactive strategies at identified high crash locations in the Metro District. (Currently, Metro District's safety program is almost exclusively reactive.)
- ii. Invest in low cost and proven strategies that can be widely deployed across the system.

III. Young Drivers & Aggressive Driving

- A. CEA 3 – Addressing Young Drivers (Under the Age of 21) Over Involvement & Curbing Aggressive Driving (Speeding-Related)
 - 1. Reduce the number of statewide traffic fatalities to 400 or fewer by 2010.

IV. Collisions

- A. CEA 4 – Reducing Head-On and Across-Median Crashes, Keeping Vehicles on the Roadway & Minimizing the Consequences of Leaving the Road

V. Education

- A. CEA 5 – Increasing Driver Safety Awareness & Improving Information Systems

MINNESOTA AVIATION SYSTEM PLAN

I. Safety & Security

- A. Increase the safety and security of transportation systems and their users.

ADA TRANSITION PLAN

I. Safety

- A. Maintain safety as a priority

ITS ARCHITECTURE PLAN

I. Crash Frequency

- A. Improve the Safety of the State's Transportation System by reducing crash frequency.

- 1. Reduce crash frequency.

- a. O-1 Reduce crashes due to road weather conditions.
- b. O-2 Reduce crashes due to unexpected congestion.
- c. O-3 Reduce secondary crashes.
- d. O-4 Reduce incident clearance time.
- e. O-5 Reduce crashes due to red-light running.
- f. O-6 Reduce crashes due to unsafe drivers, vehicles and cargo on the transportation system.
- g. O-7 Reduce lane departure crashes.
- h. O-8 Reduce crashes due to roadway/geometric restrictions.
- i. O-9 Reduce crashes at railroad crossings.
- j. O-10 Reduce crashes at intersections.
- k. O-11 Reduce speed differential.
- l. O-12 Reduce crashes due to driver errors and limitations.
- m. O-13 Reduce crashes involving pedestrians or non-motorized vehicles.
- n. O-14 Reduce violation of traffic laws.

2. Reduce fatalities and life changing injuries.
 - a. O-5 Reduce crashes due to red-light running.
 - b. O-9 Reduce crashes at railroad crossings.
 - c. O-10 Reduce crashes at intersections.
 - d. O-11 Reduce speed differential.
 - e. O-15 Reduce emergency/incident response time.
 - f. O-16 Enhance emergency/incident response effectiveness.
 - g. O-17 Safeguard public safety personnel while they are at roadway incidents and emergencies.
 - h. O-18 Reduce speed violations.
3. Safeguard the motoring public from homeland security and/or Hazmat incidents.
 - a. O-15 Reduce emergency/incident response time.
4. Reduce crashes in work zones.
 - a. O-4 Reduce incident clearance time.
 - b. O-11 Reduce speed differential.
 - c. O-24 Reduce congestion and delay.
 - d. O-25 Enhance safety of workers.

II. Mobility, Security, Convenience & Comfort

A. Enhance Mobility, Security, Convenience and Comfort for the Transportation System.

1. Reduce stress caused by transportation.
 - a. O-3 Reduce secondary crashes.
 - b. O-11 Reduce speed differential.
 - c. O-14 Reduce violation of traffic laws.
 - d. O-18 Reduce speed violations.

GREATER MINNESOTA TRANSIT PLAN

I. Safety & Reliability

A. Provide a safe and reliable transit environment.

- i. Work with transit providers to develop safety and security plans.
- ii. Provide continuing defensive driver training for transit operators through the Rural Transit Assistance Program (RTAP).
- iii. Make available safety and security training for transit staff.

STATEWIDE 20-YEAR HIGHWAY INVESTMENT PLAN

I. Traveler Safety

A. Roadway Enhancements

1. Allocate three times the District's Highway Safety Improvement Program Goal (including District match)
 - a. Reducing the number of fatalities and serious injury crashes on state highways through systematic lower-cost roadway enhancements such as median cable barriers and edge treatments, and cost-effective capacity improvement projects on high volume corridors

ST. CLOUD APO 2035 TRANSPORTATION PLAN

I. Safety

A. Improve the Safety of All Transportation Modes and Users

1. Increase system safety & security.
2. Increase safety for multi-modal users, including bike/pedestrian & transit.
3. Improve quality of life for people living, working, and utilizing metro area.
 - i. Implement low-cost safety improvements
 - ii. Implement intersection safety improvements from TSM Report
 - iii. Increase HSIP, SRTS, HES & HRRR safety investments

METROPOLITAN COUNCIL 2030 TRANSPORTATION PLAN

I. Transit System

A. A Cost-Effective and Attractive Regional Transit Network

1. Regional transit providers will preserve, operate, maintain and expand the transit system in a cost-effective manner that optimizes existing and future investments. The Council will continue to improve transit service coordination, travel speed, passenger safety, financial incentives and customer amenities to make the system more attractive, visible, travel time competitive and user-friendly.
 - a. Transit Safety and Security
 - i. Working with transit operators and communities, the Council will continue striving to provide a secure and **safe** environment for passengers and employees on vehicles and at transit facilities through provision of transit police services, employee awareness, public education, security partnerships and security investments.

II. Aviation

A. Protecting Airspace and Operational Safety

1. Safety is the number one priority in the planning and provision of aviation facilities and services. Local ordinances should control all proposed structures 200 feet or more above ground level at the site to minimize potential general airspace hazards.
 - a. Notification to FAA
 - i. The local governmental unit is required to notify the Federal Aviation Administration (FAA) prior to approving local permits for proposed tall structures.
 - b. Locating Tall Structures

- i. Structures over 500 feet tall should be clustered, and no new structures over 1,000 feet tall should be built in the region unless they are replacements or provide for a function that cannot otherwise be accommodated.
- c. Airport/Community Zoning
 - i. Joint Airport/Community Zoning Boards should be established at each of the region's system airports to develop and adopt an airport safety zoning ordinance.

DIRECTIONS 2035 DULUTH-SUPERIOR LONG RANGE TRANSPORTATION PLAN

I. Safety

A. Improve and increase the safety of the Duluth-Superior transportation system

1. Reduce automobile crashes
 - a. Reduce all auto crashes in the Duluth-Superior area, especially those resulting in injuries or fatalities.
 - i. Ensure safety planning efforts are consistent with policies and objectives of MN and WI State Highway Safety Plans.
 - ii. Use crash data to identify problematic locations - recommend appropriate improvements.
 - iii. Conduct regular TSM assessment of network - maintain database.
 - iv. Ensure every study or plan includes analysis of safety factors.
 - v. Review proposed transportation projects to weigh in on potential safety improvements.
 - vi. Assist regional initiatives to increase safety education and enforcement efforts (e.g., Towards Zero Deaths, MN Safe Communities Coalition).
2. Reduce bike and pedestrian accidents
 - a. Reduce crashes involving pedestrians and cyclists in the Duluth-Superior area/
 - i. Include bike/ped analyses during regular TSM assessment and maintain a database.
 - ii. Identify and study important, high volume pedestrian & bicycle corridors in the MIC area.
 - iii. Advocate for jurisdictions to maintain visibility of pavement markets, signage and signals.
 - iv. Promote recommendations of Safe Routes to School plans.
 - v. Facilitate coordination among jurisdictions and business to add missing sidewalk links and improve accessibility.
 - vi. Promote local pedestrian & bicycle safety education and "Share the Road" initiatives.
3. Reduce conflicts at rail crossings
 - a. Reduce conflicts at rail crossings in the Duluth-Superior area
 - i. Inventory rail crossings and characteristics.
 - ii. Study traffic volumes, daily train trips, and crash exposure ratings; recommend improvements.
4. This should be in greater MN metro and regional mobility or community dev. And transportation policy area

2035 LA CROSSE AND LA CRESCENT METROPOLITAN AREA TRANSPORTATION PLAN

I. Education

- a. Roadway users need to be educated about the rules of the road for all users so that motorists, bicyclist and pedestrians alike know how to interact with other users.
 - i. Continue educating the public through the activities listed above (e.g., making presentations, providing informational materials, etc.)
 - ii. Make educational materials available to the public on the web, at public kiosks, at local establishments, and at the MPO office.
 - iii. Continue with other education recommendations as presented in the TDP and the regional bicycle plan.

II. Emergency Services

- a. Emergency services and traffic incidents
 - i. Work with the FHWA, state DOTs, and local jurisdictions to develop a regional traffic incident management program.

III. Engineering

- a. Design and operate roads to a standard that provides an efficient and safe travel environment for all users (exclusive of user behavior).
 - i. Continue to assist La Crosse County staff implement SRTS initiatives and CAP recommendations.
 - ii. Enact a Complete Streets policy at the County and municipal levels.
 - iii. Encourage municipal engineering and public works departments to adopt the ITE guide, Context-Sensitive Solutions for Major Urban Thoroughfares in Walkable Communities.
 - iv. Incorporate Complete Streets into the Surface Transportation Program-Urban (STP-U) project prioritization criteria.

FARGO-MOORHEAD METROPOLITAN TRANSPORTATION PLAN

1. Reduce the number and severity of transportation system crashes
 - a. Improve intersection safety.
 - i. Identify high crash-rate intersections and analyze crash types.
 - ii. Require adequate building setbacks in land-use and zoning policies for corner lots to maintain adequate sight distances.
 - iii. Consider all intersection design options, including three-quarter access and roundabouts.
 - iv. Install pedestrian countdown timers.
 - v. Provide timely winter maintenance such as snow plowing, and ice and slush removal as appropriate.
 - vi. Develop a regional signal timing manual to provide uniformity in signal operations.
 - b. Reduce roadway and lane departure crashes.
 - i. Consider safety options like rumble strips, rumble stripes, and cable barriers and install as appropriate.
 - ii. Minimize or eliminate skewing of lanes.
 - iii. Establish consistency with metropolitan access management guidelines.
 - c. Improve road safety for bicyclists and pedestrians.

- i. Provide and maintain appropriate roadway crossing safety.
 - ii. Implement additional safety measures where higher bike or ped crossings exist.
 - iii. Provide appropriate bicycle and pedestrian facilities adjacent and parallel to roadways.
 - iv. Support a higher measure of safety for corridors that cross major barriers like rivers, interstate highways, and railroad tracks.
 - d. Recognize that driver behavior is often a significant contributing factor in crashes.
 - i. Support law enforcement efforts to decrease crash rates, such as sobriety check points, seat belt use encouragement, and speed enforcement.
 - ii. Support restriction of cell phone use by drivers.
 - iii. Support increased driver education efforts.
 - iv. Design roadways to be self-regulating (especially for speed) to the maximum extent possible.
- 2. Provide an improved, safe and efficient public transit service

GRAND FORKS-EAST GRAND FORKS MPO TRANSPORTATION PLAN

- 1. Provide a safe transportation system
 - a. Identify and incorporate available state Strategic Highway Safety Plans into Plan update
 - i. Recommended improvements should not conflict with the SHSPs of North Dakota and Minnesota.
 - b. Reduce incidence of traffic crashes on the roadway system.
 - i. A reduction in crash rates and number of crashes compared with previous years, by type of facility.
 - ii. Identification and reduction in crashes at high-incident locations.
 - c. Preserve, maintain and improve identified safe routes to school routes.
 - i. Recommended street and highway improvements adjacent to SRTS route should not degrade pedestrian and bicycle safety, and when possible should enhance pedestrian and bicycle safety
 - d. Provide safe on-board service.
 - i. The number of bus crashes, as defined by the National Transit Database Reporting System, shall not exceed two per 100,000 bus miles.
 - e. Reduce points of automobile conflicts with non-motorized traffic.
 - i. Educate bicyclists, pedestrians and drivers on the rules of the road.
 - ii. Develop a bicycle and pedestrian friendly roadway environment.
 - iii. Implement for sidewalk locations per AASHTO standards in A Policy on Geometric Design of Highways and Street.
 - iv. Adopt guidelines for safe pedestrian crossings.
 - v. Continue to use of easements as a means of providing a continuous network of pedestrian facilities.
 - f. Reduce bike/pedestrian - auto accidents by 2%, and increase bike helmet use by 3% each year.
 - i. Seek repeal of state and local laws which state that whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such paths and not use the roadway

- ii. Include bicycle and pedestrian accidents in the monitoring and surveillance report.
- iii. Annually identify and remove hazards to bicycle and pedestrian travel as part of maintenance program.
- iv. Include bicycle and pedestrian facilities as part of Traffic Safety Management.
- v. Request that police reports include information on bicycle helmet use in accident reports.
- vi. Survey bicycle helmet use in the GF-EFG metropolitan area.
- vii. Request support from health institutions in order to obtain information on bicycle and pedestrian accidents and injuries not reported to police
- g. Enforce existing laws relating to bicycles and pedestrians.
 - i. Develop local enforcement programs to target key violations and locations of bicyclists and drivers involved.
 - ii. Encourage the use of bicycle patrols by local police departments in urban areas to provide a good example of bicycling conduct.
 - iii. Develop specific procedures for dealing with young violators.
 - iv. Monitor the number, location and type of issued citations/warnings related to bicycles.
 - v. Promote local licensing/registration programs to assist in deterring bicycle theft.
 - vi. Emphasize enforcement of posted automobile speed limits on roadways with designated bike and pedestrian facilities.
 - vii. Enforce ordinance on parking near intersections and crosswalks.
- h. Implement bike and pedestrian safety education programs at the local level
 - i. Include a bike and pedestrian safety section in the driver education program.
 - ii. Teach basic bike and pedestrian safety to children in Kindergarten through grade 3.
 - iii. Implement school safety patrol program in Grand Forks.
 - iv. Participate in National Bike and Pedestrian Safety Weeks.

ROCHESTER COUNCIL OF GOVERNMENTS TRANSPORTATION PLAN

I. Design

- A. Design the transportation system to meet functional and structural demands safely, efficiently and effectively
 - a. Provide for safe travel on all segments of the transportation system
 - i. Respond to critical increases in system level accident trends.
 - ii. Respond to safety concerns at critical locations exhibiting statistically high accident rates.
 - b. Provide for adequate capacity and safe operations at system crossroads
 - i. Provide for safe and efficient operation at highway crossings.
 - ii. Ensure that all multimodal corridor crossings are safe.
 - c. Facilitate the delivery of emergency response and public safety services
 - i. Promote partnerships among emergency response, public safety and transportation authorities to implement mutually beneficial technology.

II. Management

- A. Manage transportation systems to maximize effectiveness while minimizing impacts to the fiscal, economic, social, natural and built environments
 - a. Provide for timely annual maintenance of the transportation system
 - i. Provide cost-effective operations supporting safety and environmental goals.

III. Land Use

- A. Encourage land use patterns which will maximize accessibility while minimizing the demand for vehicular travel growth
 - a. Promote local street systems that reinforce the character and identity of neighborhood residential environments
 - i. Support safe bicycle and pedestrian activity in residential neighborhood areas with appropriate traffic calming measures.

IV. Alternative Modes

- A. Encourage individuals to travel the share of trips made using alternative modes of travel
 - a. Increase the level of amenity associated with alternative modes of travel
 - i. Provide safe and secure facilities for pedestrians and bicyclists.

V. Information & Education

- A. Provide citizens, businesses and leaders of the community with information they need to make informed transportation choices
 - a. Improve pedestrian, cyclist and motorist understanding of how to share common roadway space
 - i. Promote and encourage an attitude of mutual respect and accommodation between bicyclists and motorists on all streets where bicycle use is legal.
 - ii. Improve cyclist and motorist understanding of laws pertaining to on-street bicycle travel and safe cycling practice.
 - iii. Provide adequate cyclist education to all children, parents and adults.

VI. Technology

- A. Stimulate the application of new technology to the solution of transportation problems
 - a. Provide strategic direction for the application of new technologies to the solution of transportation needs
 - i. Complete and periodically update a strategic plan for ITS deployment focused on technologies that will improve the efficiency, safety or effectiveness of transportation service in the region

VII. Commercial Transport Services

- i. ROCOG in cooperation with state and county officials should complete a Truck Route Study for the purpose of identifying specific safety, operational or routing deficiencies on the truck route network which can be used to formulate a Truck Route Capital Improvements initiative.

VIII. Freight Rail Service

- i. If rail traffic volume and speeds increase in the future, ROCOG in cooperation with local communities should support efforts in terms of educational and driver awareness programs to highlight the dangers of railroad crossings.

IX. Safety

1. Collaborations
 - i. Local roadway, law enforcement, emergency response and public health agencies should continue to coordinate review of fatal and serious injury crashes through the Safe Communities Fatality Review Board.
 - ii. Local roadway, law enforcement, emergency response and public health agencies should continue involvement in the Southeast Minnesota Regional TZD Partnership.
 - iii. ROCOG and its partner agencies should continue to participate in joint efforts such as Safe and Sober, Operation NightCap, HEAT, and other initiatives targeted at reducing impaired driving, addressing aggressive and distracted driving, and education and training targeted at younger and older drivers.
 - iv. ROCOG should facilitate completion of a Rochester Safe Routes to School Study.
 - v. ROCOG should work with its partners to insure the timeliness and quality of crash data which is critical to support highway safety efforts.
2. Education
 - i. Create a website dedicated to regional transportation safety that incorporates links to the regional safety reports and plans, current safety initiatives, news links, and contact information.
 - ii. Continue to make safety education and outreach a top priority.
3. Enforcement
 - i. Provide needed support for law enforcement initiatives to reduce speeding, improve seat belt compliance and reduce drinking and driving.
 - ii. Create a partnership with law enforcement agencies to facilitate red-light running enforcement through signal confirmation lights as recommended in the Olmsted County Safety Plan.
4. Engineering
 - i. Continue to monitor crash data on a regular basis.
 - ii. Identify locations where detailed investigations of safety problems through use of the Road Safety Audit procedure should be conducted.
 - iii. Continue to implement access management requirements at the site development level as well as through corridor studies, particularly on critical Principal Arterial corridors.
 - iv. Reduce frequency and severity of intersection conflicts through traffic signal coordination and operational improvements.
 - v. Review all preservation projects to identify opportunities for proactively incorporating low-cost safety improvements.
 - vi. Consider the incorporation of low cost engineering improvements in all reconstruction and improvement projects to improve roadway safety, focused on reducing and separating vehicle conflicts, reducing crash severity, and improving guidance and communication to drivers to reduce driver error.
 - vii. Implement strategies to improve safety for walking and biking
5. Planning

- i. ROCOG and its partner agencies should consider establishing a process to identify high priority projects that would be eligible for funding under the various targeted safety funding programs in order to have a set of projects "on the shelf" that have demonstrated community support in advance of responding to solicitation notices
- ii. ROCOG and its partners should consider establishing a Safe Routes for Seniors program to address special concerns association with travel of seniors in areas where concentration of senior populations area found.

X. TDM and Sustainability

1. Influence travel choice

- i. Complete Safe Routes to Schools (SRTS) Plan for Rochester and Small Cities School Districts.

XI. Bicycle and Pedestrian Travel

1. System development strategies

- i. Other enhancements in a suburban environment needed to make shoulder or roadways more conducive to bicycling and walking include controlling the amount of private access onto arterials and other major roads; providing safe crossing locations of high speed roads; connecting properties adjacent to each other on cul-de-sacs and dead-end streets with paths.
- ii. To improve the accessibility and usability of the bikeway and walkway network and achieve greater system continuity, address deterrents created by barriers such as narrow bridges, wide streets with no center refuge area, and missing links in the system. Key actions include providing adequate width for bicyclists and pedestrians on all new and reconstructed bridges and freeway underpasses and overpasses; and adding separate non-motorized crossings in urban areas over waterways or freeways where existing crossings are spaced more than a mile apart.
- iii. Data on crashes involving bicyclists, pedestrians and autos should be monitored on a routine basis to determine where needs may exist for better signing, lighting or traffic control, for education initiatives targeted to users of the area, or for new facilities to reduce risks to bicyclists and pedestrians. An on-going study program involving completion of Road Safety Audits or Intersection Safety Audits should be considered to provide the level of detailed study needed to evaluate the significance of risks at high crash locations. Initial efforts should be focused on downtown Rochester due to the high incidence of crashes involving pedestrians and bicyclists in the core area.

2. Education

- i. Education efforts should focus on building awareness through measures such as safety campaigns in the media, curriculum content within schools and driver education classes, and making information available through venues such as websites or public access television.

3. Roadway Management and Land Use Considerations

- i. "Traffic calming" has grown in popularity as a way to slow motorists, reduce cut-through traffic, reduce the impact of collisions and improve the roadway corridor environment for bicyclists and pedestrians in residential areas. Consideration of traffic calming improvements is usually managed through development of a neighborhood traffic management plan (NTMP). All NTMP efforts should include consideration of improvement needs for bicycle and pedestrians during the plan development process.

- ii. Member agencies of the ROCOG Transportation Technical Advisory Committee should coordinate with school district facility planners to support a Safe Routes to School (SR2S) program and to identify improvements needed to enhance pedestrian access to schools in local comprehensive, transportation and school district planning efforts.
 - iii. Develop a Safe Route to School Plan for Rochester with the help of member agencies and school district facility planners.
- 4. Education/Encourage Initiatives
 - i. The Rochester Bicycle System Map should be updated on a periodic basis and staff should work with the BPAC and local Bicycle Clubs on the content of the map/brochure, including expanded safety and bicycle use information.
 - ii. Interim signage should be provided at temporary trail endings to direct users to nearest routes.
 - iii. New facilities, bicycle safety and education workshops, and other activities related to implementation of the Bikeway Plan should be publicized more widely to make residents aware of system expansion efforts and opportunities to learn more about non-motorized transportation choices.
- 5. Urban Area Considerations – Walkways
 - i. On urban roadways where path facilities are not specifically identified on the ROCOG Bikeway Plan, sidewalks should be provided on both sides, unless there are physical limitations and land use characteristics that render a sidewalk unsuitable on one side. In these situations, safe and convenient crossing opportunities must be provided to allow pedestrians to proceed to the side with sidewalks.
 - ii. A Working
- 6. Improving Pedestrian Crossings
 - i. Highway crossings are one of the most challenging aspects of pedestrian travel and the location where nearly all pedestrian-motorist collisions occur. Particularly in areas of high pedestrian activity methods to improve crossing safety should be considered.
- 7. Innovative Pedestrian Safety Measures
 - i. Communities should experiment with innovative ways to increase pedestrian safety. New strategies should be tried on a small scale and may work only under specific circumstances.