



**2023-2026**  
**State of Michigan**

# **Strategic Highway Safety Plan**

**January 2023**



# 2023-2026 State of Michigan **Strategic Highway Safety Plan**





GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
OFFICE OF THE GOVERNOR  
LANSING

GARLIN GILCHRIST II  
LT. GOVERNOR

March 13, 2023

Dear Traffic Safety Partners:

As Governor of the State of Michigan, I am pleased to present the 2023-2026 Michigan Strategic Highway Safety Plan (SHSP). The Governor's Traffic Safety Advisory Commission initiated this update of Michigan's wide-ranging traffic safety plan to direct our future traffic safety endeavors. As a national traffic safety leader, Michigan has revised its Mission, Vision, and Goals, to incorporate the Safe System Approach as the strategy to advance roadway safety for all roadway users. With these changes, Michigan's plan provides the framework to reduce traffic crashes, and eliminate fatalities and serious injuries on our roadways.

Since the development of the last SHSP four years ago, Michigan's traffic safety partners have worked together in the areas of education, enforcement, engineering, and emergency medical services. Below is a list of some accomplishments from 2017 through 2021:

- Maintained more than 90 percent seat belt use.
- Reduced distracted driver fatalities by 6 percent.
- Reduced younger driver (20 years and younger) involved fatalities by 8 percent.
- Reduced suspected serious injuries by 2 percent.
- Reduced impaired fatalities by 5 percent.
- Reduced unrestrained and suspected serious injuries for children ages 10 years and younger by 26 percent.
- Reduced unrestrained and suspected serious injuries for children ages 7 years and younger by 36 percent.
- Reduced unrestrained and suspected serious injuries for children ages 7 years and younger in the Upper Peninsula by 100 percent.
- Reduced unrestrained adult rear seat occupants by 22 percent.
- Reduced older driver (65+ years) involved fatalities by less than 1 percent.

Michigan continues to shape the traffic safety culture by focusing on partnerships across all branches and levels of state and local government, as well as with private sector agencies. Thanks to the collective input and cooperation of traffic safety partners, when fully implemented this plan will help ensure all road users in Michigan travel safely – every trip, every time.

Sincerely,

Gretchen Whitmer  
Governor



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# Governor's Traffic Safety Advisory Commission

**Office of Highway Safety Planning**  
Ms. Katie Bower (Chair)

**Governor's Office**  
Mr. Steven A. Kiefer

**Michigan Department of Community Health**  
Ms. Linda Scarpetta

**Michigan Department of Education**  
Vacant

**Michigan Department of State**  
Mr. Robert Gwizdz (Interim)

**Michigan Department of State Police**  
Maj. Ryan Pennell

**Michigan Department of Transportation**  
Mr. Gregg Brunner

**Health and Adult Services Agency**  
Ms. Ashley Ellsworth

**Local Government Representatives**  
Sheriff Michael J. Poulin  
Chief Jon Gale  
Mr. William Miller



## Mission

Applying the Safe System Approach through statewide strategies and initiatives that accommodate human mistakes and injury tolerance levels to move Michigan Toward Zero Deaths.

## Vision

Eliminate fatal and serious injury crashes on Michigan's roadways.

## Goals

Eliminate fatalities from 1,131 in 2021 to 0 by 2050. Eliminate serious injuries from 5,979 in 2021 to 0 by 2050.

The Federal Highway Administration's (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490) and the National Highway Traffic Safety Administration's (NHTSA) Uniform Procedures for State Highway Safety Grants Program Interim Final Rule (23 CFR 1300) use the following terminology for serious injuries – "Suspected Serious Injury". For the purpose of this document, "Suspected Serious Injury" means the same as "Serious Injury".



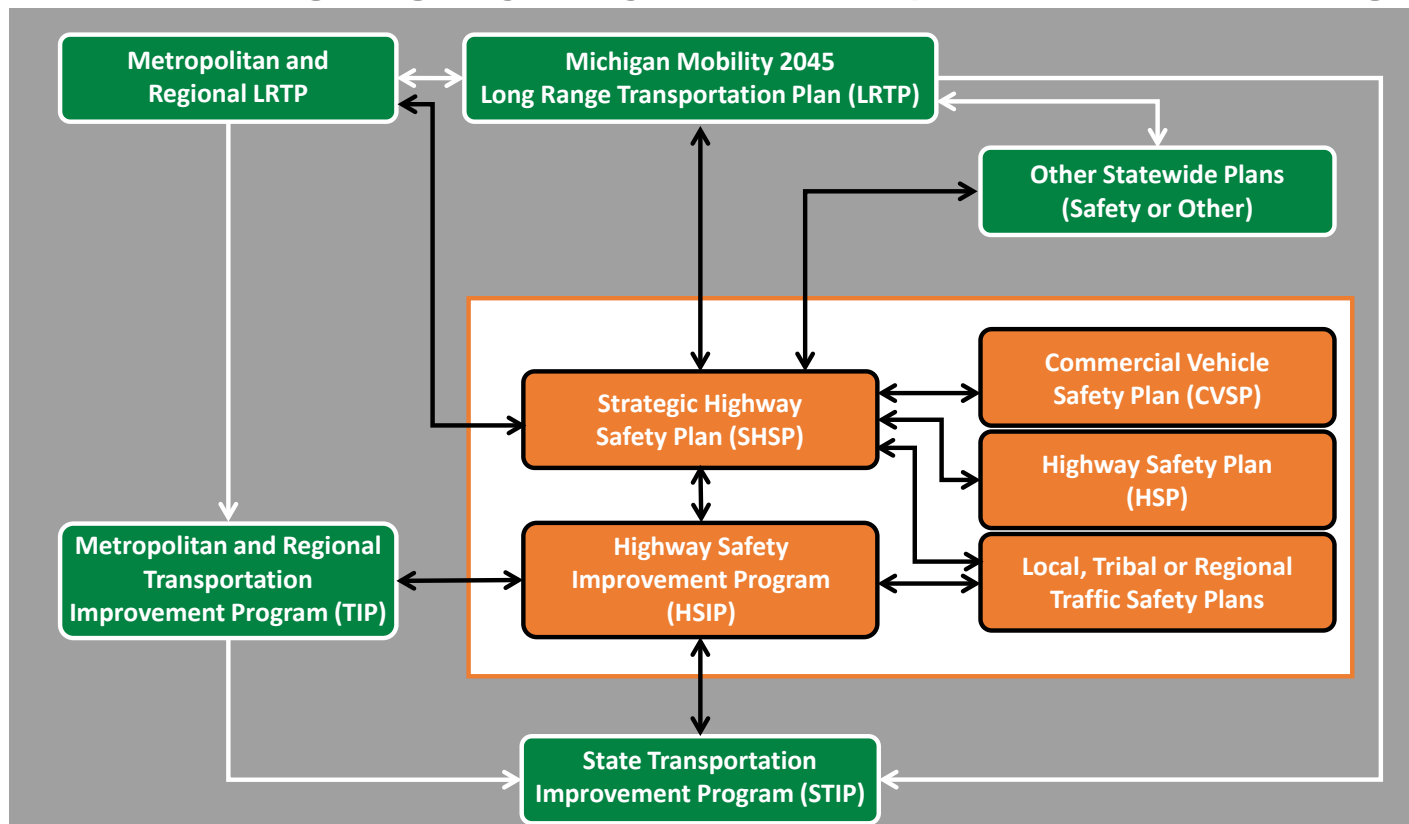
# INTRODUCTION

The Governor's Traffic Safety Advisory Commission (GTSAC) was formed by an Executive Order of the Governor in 2002 to guide the Michigan safety management process. Eleven Commissioners make up the GTSAC and represent the Governor's office, state agencies, and local governments. The GTSAC provides the leadership in identifying traffic safety challenges and championing strategies to address them in order to achieve Toward Zero Deaths (TZD) on Michigan roadways.

The development of the Strategic Highway Safety Plan (SHSP) is spearheaded by the GTSAC, in coordination with public and private stakeholders. It was originally required in 2003 as part of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Transportation Reauthorization. The Michigan SHSP is a data-driven, four-year comprehensive plan whose purpose is to identify key safety needs and guide investment decisions to eliminate highway fatalities and serious injuries. The SHSP allows all highway safety programs in the state to work together in an effort to align and leverage resources (see graphic below). It also positions the state and its safety partners to collectively address the state's safety challenges.

## RELATIONSHIP BETWEEN MICHIGAN'S SHSP AND OTHER SAFETY AND REGIONAL PLANS

Modified from Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives



# INTRODUCTION

The 2023-2026 Michigan SHSP is the 6th and most recent edition since first published in 2006. Each edition builds upon previous versions and is updated to reflect current conditions and safety needs. The 2023-2026 SHSP emphasizes stakeholder outreach, ensures equitable investment in underserved communities, and prioritizes safety for all road users regardless of mode of transportation.

The most significant change to the 2023-2026 Michigan SHSP is the incorporation of the Safe System Approach (SSA). The SSA presents a shift from traditional road safety practices because it focuses on human mistakes and human vulnerability. It looks to reduce or eliminate opportunities for fatal and serious injury crashes that create forces beyond what the body can tolerate. It seeks safety through vehicle and road design, as well as operational changes, rather than relying on behavioral changes. The focus is on all road users. Strategies based on the SSA are proactive, introduce redundancy in the system, and promote shared responsibility between all stakeholders with the goal of eliminating fatalities and serious injuries.

## SHSP TIMELINE

2006-2008

- First SHSP
- Twelve traffic safety emphasis areas identified
- Action Teams created to achieve statewide goals

2009-2012

- SHSP workshop with numerous traffic safety advocates
- Elimination of Work Zone Safety and creation of a new Emergency Medical Services emphasis area

2013-2016

- Significant stakeholder engagement
- A more data-driven approach
- Four emphasis areas identified
- Action Teams re-assigned to appropriate emphasis areas

2017-2018

- Substantial progress made towards previous goals
- Two-year update to align with gubernatorial terms

2019-2022

- Significant stakeholder engagement
- Changed age group of young driver emphasis area
- Additional public engagement promoted within Action Teams
- Focus remained on four broad emphasis areas

2023-2026

- Significant stakeholder engagement
- Focus remained on four broad emphasis areas
- Incorporate the Safe System Approach
- Implement Equity in strategy evaluation
- Rebranding of SHSP



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**PROUD PARTNER**  
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# CURRENT CONTEXT

Eliminating fatalities and serious injuries on Michigan roads is a challenge which must be confronted in the context of existing and ever-changing trends in the state.

**Michigan's population** has remained stable in the last 20 years, with a one percent increase between 2000 and 2021. The population is concentrated primarily in urban areas, with only 18 percent located in rural areas.

**Vehicle Miles Traveled (VMT)** increased at an annual rate of one percent between 2017 and 2019. A sharp drop occurred in 2020 due to the impact of COVID-19. While travel has normalized since the return to work, travel patterns have been altered due to changes in the work environment such as remote work and flexible hours.

**Commercial Vehicle Miles Traveled (CVMT)** increased 10 percent between 2017 and 2021 based on a five-year rolling average, emphasizing the importance of accommodating commercial vehicles on the transportation network.

**Local roads** are disproportionately affected by fatalities and serious injuries compared to the trunkline network. Despite accounting for less than half of the total VMT, 58 percent of fatalities or serious injuries occur on local roads.

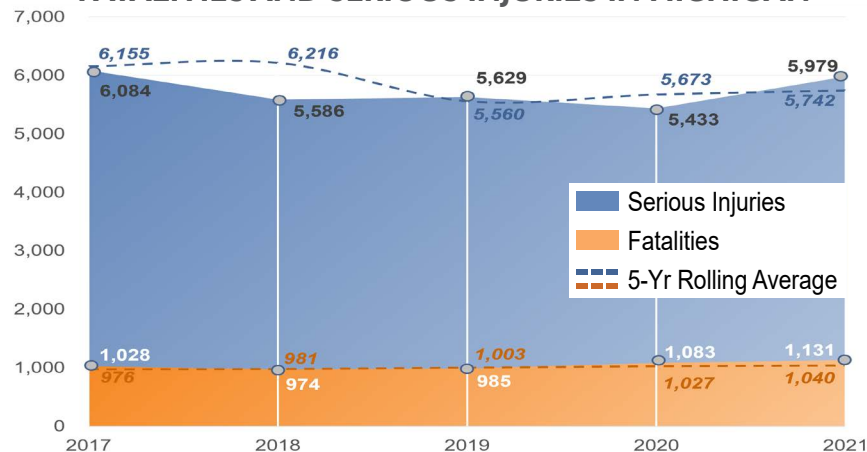
**Rural areas** are disproportionately affected by fatal crashes. They accommodate 31 percent of total VMT and 18 percent of the population but account for 40 percent of all fatalities.

**Michiganders use various modes of transportation** for business and recreation. According to the 2020 American Community Survey (ACS) five-year estimates, nearly 90 percent of residents either drive alone or carpool to work. The remainder use some other form of transportation such as public transit, walking, or work from home.

**Vulnerable Road Users (VRU)** consist of non-motorized users such as cyclists, pedestrians, and individuals operating a wheelchair or other personal mobility devices. Walking and biking have increased in the past five years, increasing the potential for interactions between vehicles and VRUs. Crash data indicates a sharp increase in corresponding fatalities and serious injuries.

**Emerging technologies** are quickly changing the way we drive and interact with the larger system. As the market share of connected and automated vehicles increases, the infrastructure of today must plan for the vehicles of tomorrow.

FATALITIES AND SERIOUS INJURIES IN MICHIGAN



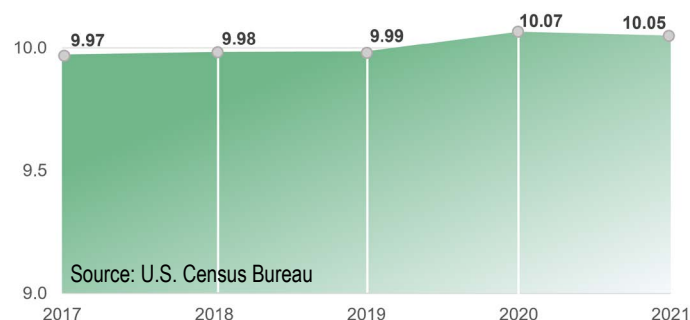
20 people are **KILLED** and 110 people are **SERIOUSLY INJURED** EVERY WEEK in Michigan

5-year rolling averages from 2017 to 2021 indicate statewide **FATALITIES INCREASED** by 7% while **SERIOUS INJURIES DECREASED** by 7%

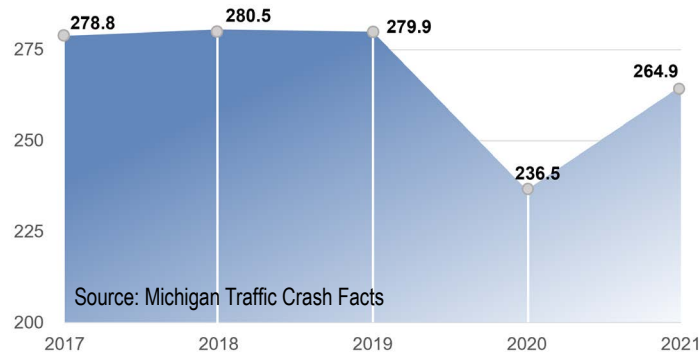


# CURRENT CONTEXT

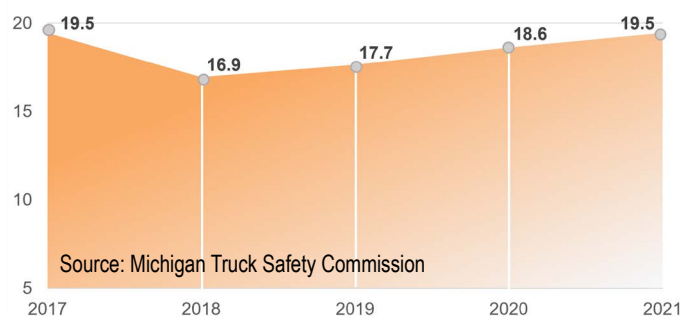
## MICHIGAN POPULATION (MILLIONS)



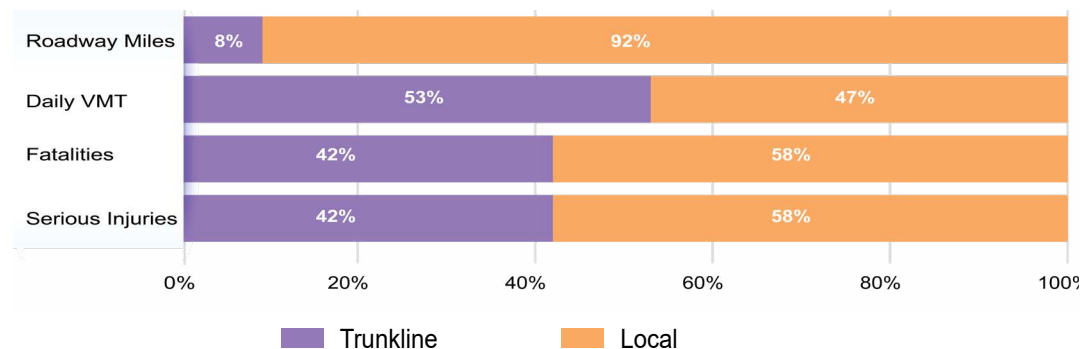
## DAILY VEHICLE MILES TRAVELED (MILLIONS)



## DAILY COMMERCIAL VEHICLE MILES TRAVELED (MILLIONS)

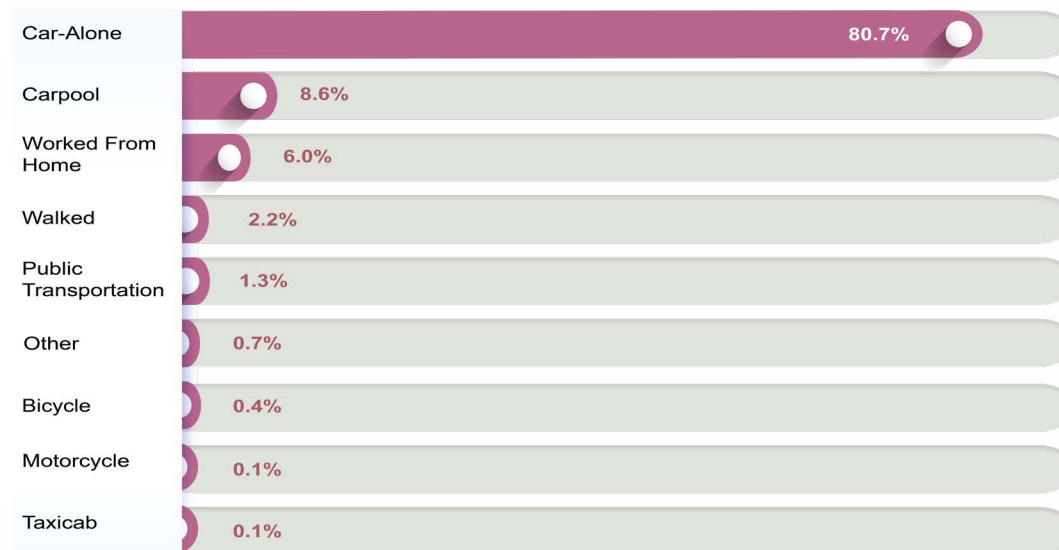


## TRUNKLINE AND LOCAL NETWORK



Note: Data presents 2021 five-year estimates

## MEANS OF TRANSPORTATION TO WORK



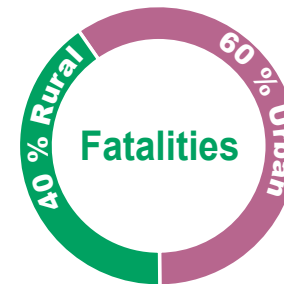
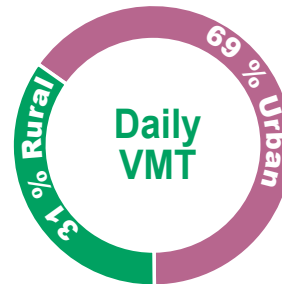
Source: American Community Survey, 2020 Five-Year Estimates



# CURRENT CONTEXT

Fatalities and serious injuries occur disproportionately on rural roads. In Michigan, 40 percent of fatalities and 35 percent of serious injuries occur on rural roads even though they only carry 31 percent of the daily VMT. In addition, only 18 percent of the population lives in rural areas. Many rural roads lack shoulders, have inadequate clear zones, and are often characterized by riskier driver behaviors such as not wearing seatbelts, impaired or distracted driving, and speeding.

## URBAN AND RURAL NETWORK



Note: Data presents 2021 five-year estimates

The High Risk Rural Roads (HRRR) program was established through a set aside of each state's apportionment of HSIP funds to address safety on lower functional rural roads. The program has the potential to improve safety throughout Michigan given the current rural safety context in the state. High Risk Rural Roads are defined in 23 U.S.C. 148(a)(1) as:

*“any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a state in accordance with an updated state SHSP.”*

The Bipartisan Infrastructure Law (BIL) passed in 2021 established a new Special Rule under the HSIP for VRU and retained the HRRR and Older Drivers and Pedestrians Special Rules originally introduced in Moving Ahead for Progress in the 21st Century (MAP-21) Act. The VRU Special Rule is part of a larger focus on non-motorist safety that includes a new requirement for all states to complete VRU safety assessments. The Special Rules are intended to deliver solutions and improve safety for the three identified safety areas. The FHWA completed the determinations of the three HSIP Special Rules for CY 2020 in spring of 2022. Michigan triggered the following special rules and is required to implement the following corresponding actions:

**HRRR Special Rule** – Michigan is required to obligate in FY 2023 an amount equal to at least 200 percent of its FY 2009 HRRR amount.

**Older Drivers and Pedestrians Special Rule** – Michigan is required to include strategies in this SHSP to address the increase in older driver and pedestrian fatal and serious injury rates. A secondary analysis should be conducted to determine whether the emphasis on safety programs and countermeasures should be focused on drivers and/or pedestrians. Recommendations included in the FHWA *Highway Design Handbook for Older Drivers and Pedestrians* would be considered.

**VRU Special Rule** – Michigan is required to obligate in FY 2023 not less than 15 percent of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users. All highway safety improvement projects, including those implemented under the VRU Special Rule, must be on a public road consistent with the SHSP and correct or improve a hazardous road location or feature, or address a highway safety problem.

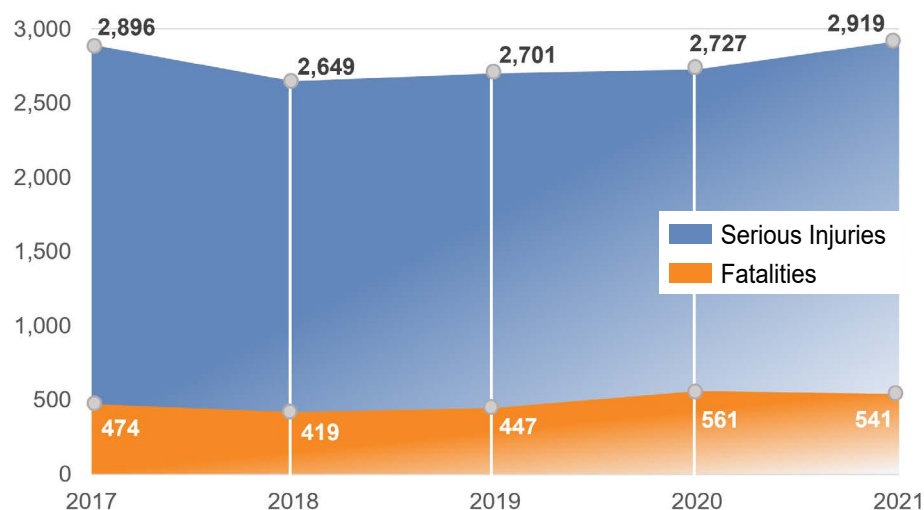




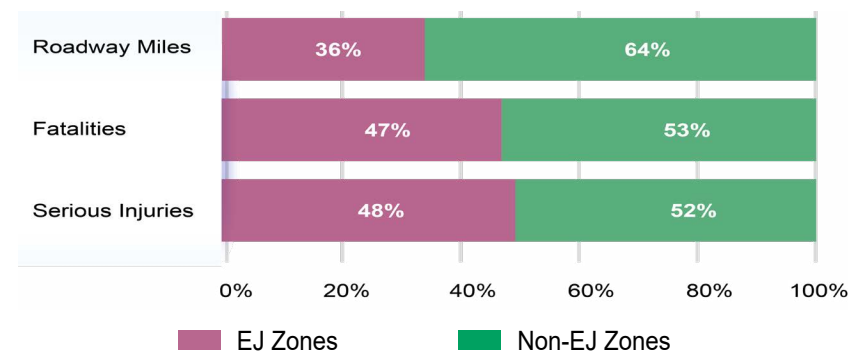
# CURRENT CONTEXT

Environmental Justice (EJ) ensures a healthy, productive, and sustainable environment for all people. Environmental justice in roadway safety focuses on addressing disproportionately impacted minority, low-income, or other potentially affected populations to achieve an equitable distribution of benefits and burdens.

**FATALITIES AND SERIOUS INJURIES  
IN ENVIRONMENTAL JUSTICE ZONES**



**ENVIRONMENTAL AND NON-ENVIRONMENTAL  
JUSTICE ZONES**



Note: Data presents 2021 five-year estimates

Fatalities and serious injuries in Michigan disproportionately impact minority or low-income areas. Environmental Justice Zones account for 36 percent of centerline road miles but 47 percent of fatalities and 48 percent of serious injuries in the state. Current trends indicate the number of fatalities and serious injuries in these zones are increasing at a higher rate than the rest of Michigan. In addition, fatalities due to traffic crashes disproportionately affect people living in rural areas, individuals with disabilities, and older adults. Traffic deaths among people who walk or bike are increasing more sharply than for those who drive. Moreover, not everyone has the income to purchase a new vehicle with lifesaving technology. These factors can detrimentally affect safety and must be accounted for in the implementation of strategies which provides equitable consideration for all road users.

# PLANNING PROCESS

The SHSP is a comprehensive statewide transportation safety plan which provides the framework for eliminating fatalities and serious injuries on all public roads. As such, the development of the 2023-2026 Michigan SHSP was a multifaceted effort that placed public outreach at the forefront, provided strategic direction for other plans, was data-driven, and built upon prior SHSPs.

## STAKEHOLDER ENGAGEMENT

With the support of the GTSAC, Michigan State Police (MSP), and Michigan Department of Transportation (MDOT), a substantial stakeholder engagement campaign was launched in August 2021 in anticipation of the 2023-2026 update to the SHSP. The intent was to engage a broader subset of the population in addressing Michigan's most critical safety issues and ensure that equitable investment in the safety needs of undeserved communities shall be met. The outreach was geared towards elected officials, Federally Recognized Tribes, Action Teams, and other stakeholders identified as key to the update. The outreach focused on first educating and communicating the purpose of the SHSP and subsequently gathering input on stakeholder priorities to ensure that community needs are incorporated in this update.

A survey was directed towards key stakeholders, which included the general public, regarding transportation priorities. The number one concern amongst respondents was distracted driving, followed by impaired driving, and roadway safety improvements. There was also growing concern surrounding pedestrian and bicycle safety, as well as inexperienced drivers.

The Action Teams were invited to provide further input on the SHSP update. Feedback from those who participated indicated a desire to prioritize designing for lower speeds for all modes, and for all users of all abilities and needs.

Invitations for listening sessions were extended to all 12 Federally Recognized Tribes in Michigan to share insights on transportation safety and potential opportunities to strengthen communications. Four accepted and participated. There was noted desire to improve communication channels with public road agencies and foster collaboration. Several tribes emphasized a growing importance on non-motorized users and public transit within their communities.

### Stakeholder Engagement



**457**  
Survey  
Respondents



**2** Action  
Teams  
Participated



**4** Tribal  
Listening  
Sessions

### SAFETY PRIORITIES

1. Distracted Driving
2. Impaired Driving
3. Safety Roadway Improvements
4. Pedestrian and Bicycle Safety
5. Inexperienced Drivers

### TRAVEL PREFERENCES (LOCAL)

1. Personal Vehicle (82%)
2. Walking or Biking (15%)
3. Public Transit (3%)

### BUDGETING PRIORITIES (TOP 5)

1. Local Roads
2. Freeways
3. Rural Roads
4. Enforcement
5. Pedestrian Walkways and Trails

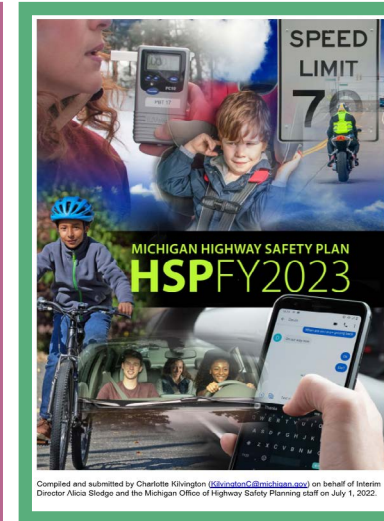
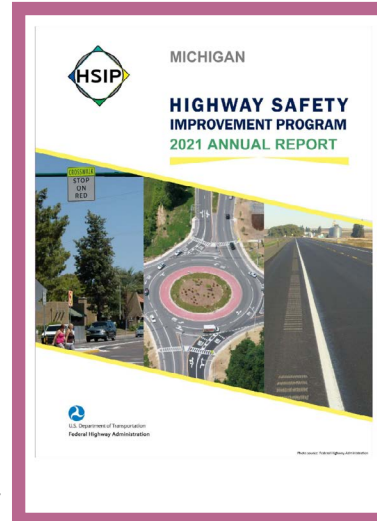


# PLANNING PROCESS

## STRATEGIC DIRECTION FOR OTHER PLANS

The Michigan SHSP is a strategic document that presents actionable goals for eliminating roadway crash fatalities and serious injuries in Michigan. The document provides strategic direction to the Michigan HSIP and HSP with the goal of TZD. The Michigan Mobility 2045 Plan, the LRTP, as well as other relevant documents are in alignment with the SHSP to ensure that roadway safety and the elimination of fatalities and serious injuries is a statewide priority.

At a more practical level, the SHSP directs HSIP funding and permits the Office of Highway Safety Planning (OHSP) to obtain HSP funds. Similarly, other transportation plans may utilize the SHSP to secure funds to improve roadway safety across the state.



## DATA-DRIVEN

The 2023-2026 edition of the Michigan SHSP, like previous editions, is built on an extensive evaluation of safety data. The SHSP leverages Michigan's state-of-the-art Traffic Crash Reporting System (TCRS) to establish a data-driven framework which gives Michigan the best chance to reach zero fatalities and serious injuries. The TCRS is maintained by the MSP Traffic Crash Reporting Unit (TCRU) and serves as the central repository for all traffic crash data in the state. The TCRS crash database provides an extensive list of attributes for each crash including geographic locations, crash characteristics, road conditions, weather conditions, behavioral factors, vehicular information, and driver demographics.

These datasets were used throughout the development of this SHSP to assist in identifying fatal and serious injury trends and other relevant statistics which ultimately lead to identification of appropriate and effective safety goals and strategies. Five years of crash data was evaluated from 2017 to 2021. The data was used to identify trends and factors that contribute to safety performance in Michigan.

The importance of the data-driven approach in this SHSP is best exemplified by the inclusion of the Traffic Records and Information System Action Team. The sole mission of this Action Team is to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data to enable stakeholders and partners to identify countermeasures to address traffic safety issues in Michigan.



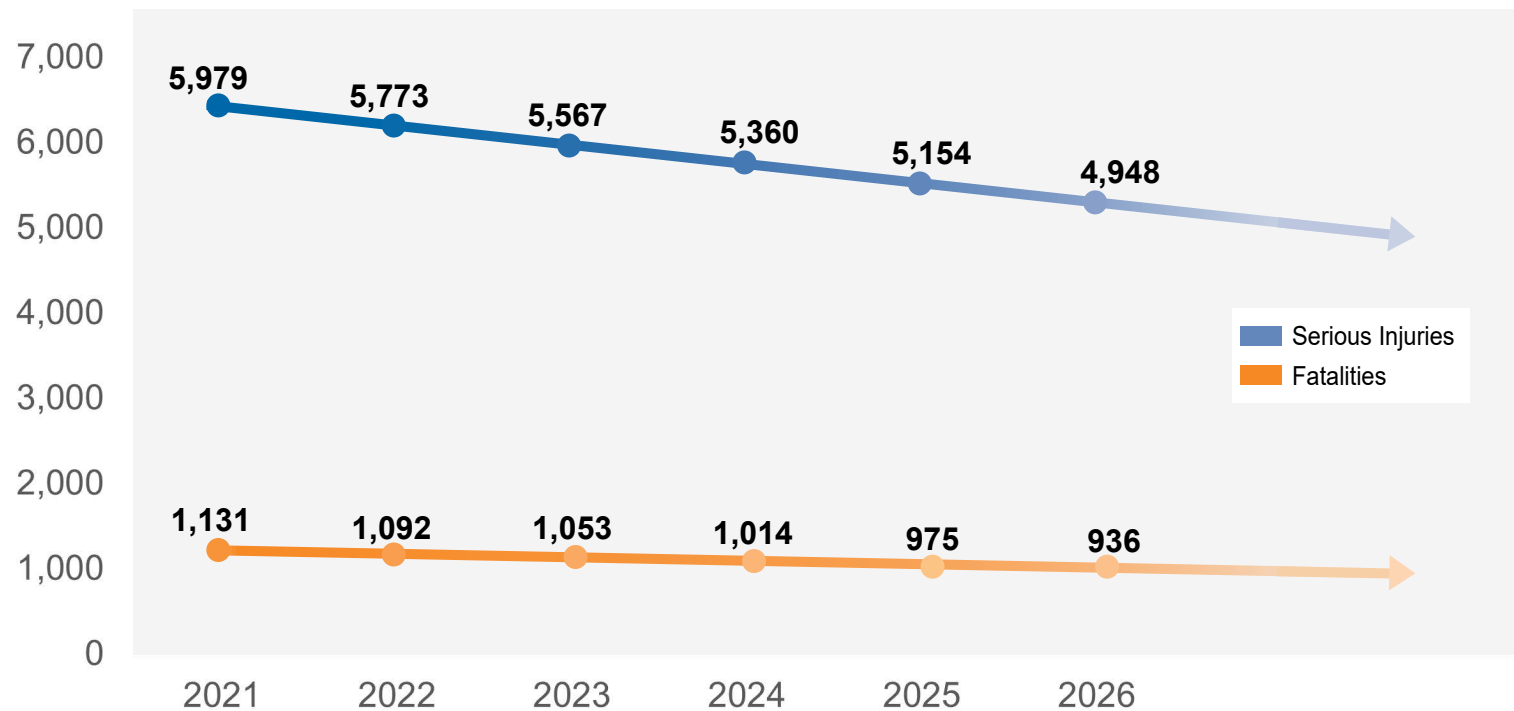
# MEASURING PROGRESS

The objective of this SHSP is to orient Michigan on an annual trend towards zero roadway fatalities and serious injuries by 2050. As we work TZD, the implementation of short-term goals for tracking progress becomes critical to help guide the change, sustain momentum, and strengthen behaviors that may lead Michigan to a new cultural shift in traffic safety.

Fatalities in Michigan were declining from 2017 to 2019 and then started increasing in 2020 and 2021 during the COVID-19 pandemic. Serious injuries fluctuated between 2017 and 2021. Despite efforts to achieve zero, significant progress has not been made. To make an impact, the GTSAC, MDOT, and MSP implemented the SSA as a tool for safety partners to achieve the TZD vision. Everyone has a role in creating a safe transportation network for all roadway users.

Michigan has established annual goals to measure progress in achieving TZD, as not even one death is acceptable. Annual evaluation of these goals provides a dynamic approach to addressing safety by allowing for implemented strategies to be revisited and updated to best serve Michigan's changing needs. The SHSP vision is TZD on Michigan roadways because all travelers should arrive at their destinations safely.

2023-2026 MICHIGAN SHSP ANNUAL SAFETY GOALS



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# STRATEGIES

## 5 E'S OF TRAFFIC SAFETY

The elimination of fatalities and serious injuries on Michigan roadways requires a coordinated effort to proactively address all potential crash risks. The success of achieving this vision in the future is dependent on the safety strategies implemented today. The 4 E's of traffic safety (Engineering, Education, Enforcement, and Emergency Services) are the traditional strategy approaches. To assist in reaching our goal of zero, a 5th E (Equity) is introduced and incorporated into this SHSP to address disproportionate crash risks and ensure safe mobility for all. Equity provides an important guiding principle in the transition towards the Safe System Approach (SSA).



### ENGINEERING

Michigan's roads are designed and built with safety at the forefront. Engineers and planners work to integrate infrastructure design elements to prevent and/or minimize crash frequency and severity. Proven safety countermeasures are implemented to address safety risks proactively and systemically.



### EDUCATION

Having the necessary knowledge and skills to navigate the transportation system is critical to establish a safety culture based on shared values, actions, and behaviors. Education works best when built on principles of shared responsibility where educators, parents, drivers, and other stakeholders demonstrate a commitment to safety.



### ENFORCEMENT

Law enforcement agencies remind drivers of the laws governing the transportation network and ensure drivers are held accountable for their actions. High-visibility operations and enforcement technology promote safety through the intent of traffic laws. Continuous reviews of current legislation ensure laws reflect the ever-changing safety needs and evolution of the transportation network.



### EMERGENCY RESPONSE

Effective emergency response can save lives. Medical first responders represent the first line of defense when an injury occurs in a crash and can be the difference between life or death. Additionally, emergency responders ensure proper traffic incident management is provided to prevent secondary crashes.



### EQUITY

Fatal and serious injury crashes disproportionately affect communities of color, people living in rural areas, people with disabilities, and older adults. Roadway deaths among people who walk or bike are increasing more sharply than people who drive. Infrastructure planning and design incorporates vulnerable road users and high-risk rural roads. There is a shared responsibility to create a transportation system that meets the needs of all users.





# STRATEGIES

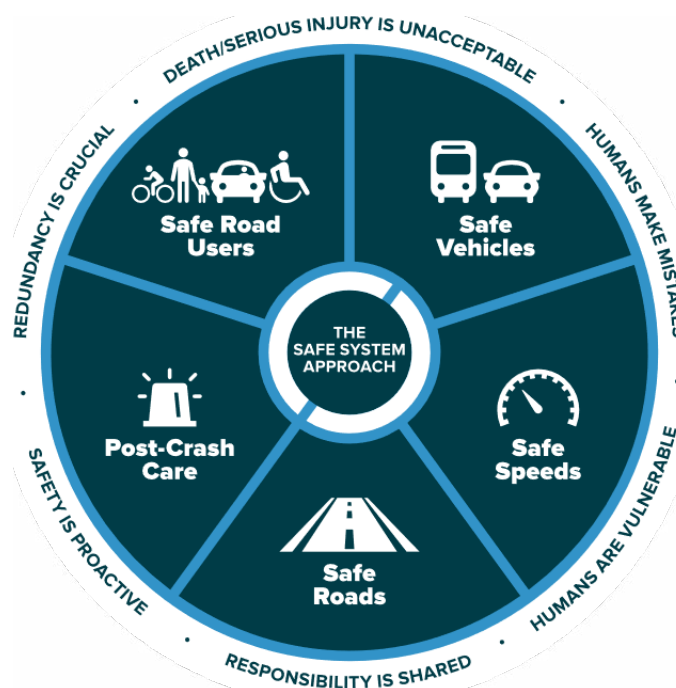
## THE SAFE SYSTEM APPROACH

The SSA represents an evolutionary step in addressing roadway safety as it is human centered. The SSA is founded on the principle that all humans make mistakes and that human bodies have a limited ability to tolerate crash impacts. It is a redundant system that strives to eliminate fatalities and serious injuries by reducing risks and anticipating mistakes. The responsibility of a crash is shared between road users, vehicles, speeds, roads, and post-crash care to ensure that crashes do not lead to fatalities or serious injuries. It requires all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people. It is critical to proactively design and operate a transportation system that is human-centric and accommodates human vulnerabilities. This SHSP implements the SSA to achieve TZD. Strategies are evaluated for the six principles and five elements of the SSA for the evolution from the traditional view of safety to the SSA view of safety.

### PRINCIPLES


-  Death/serious injury is unacceptable and no one should experience either
-  Humans make mistakes but the system can be designed and operated to anticipate them
-  Humans are vulnerable and have limits for tolerating crash forces
-  Responsibility is shared to ensure crashes do not lead to fatal or serious injuries
-  Safety is proactive and risks should be identified and mitigated before crashes occur
-  Redundancy is crucial so if one part fails the other parts protect the road users


### ZERO IS OUR GOAL





**SAFETY IS OUR SHARED  
RESPONSIBILITY AND WE  
ALL HAVE A ROLE**


### ELEMENTS

The system addresses the safety of all road users 

Safe vehicles are designed to minimize occurrence and severity of collisions 

Safe speeds can accommodate human injury tolerances 

Designing roads to accommodate human mistakes and injury tolerances can reduce severity of crashes 

Post-crash care provides emergency first response, forensic analysis at crash site, traffic incident management and other activities 



# STRATEGIES

## TRANSITIONING TO A SAFE SYSTEM APPROACH

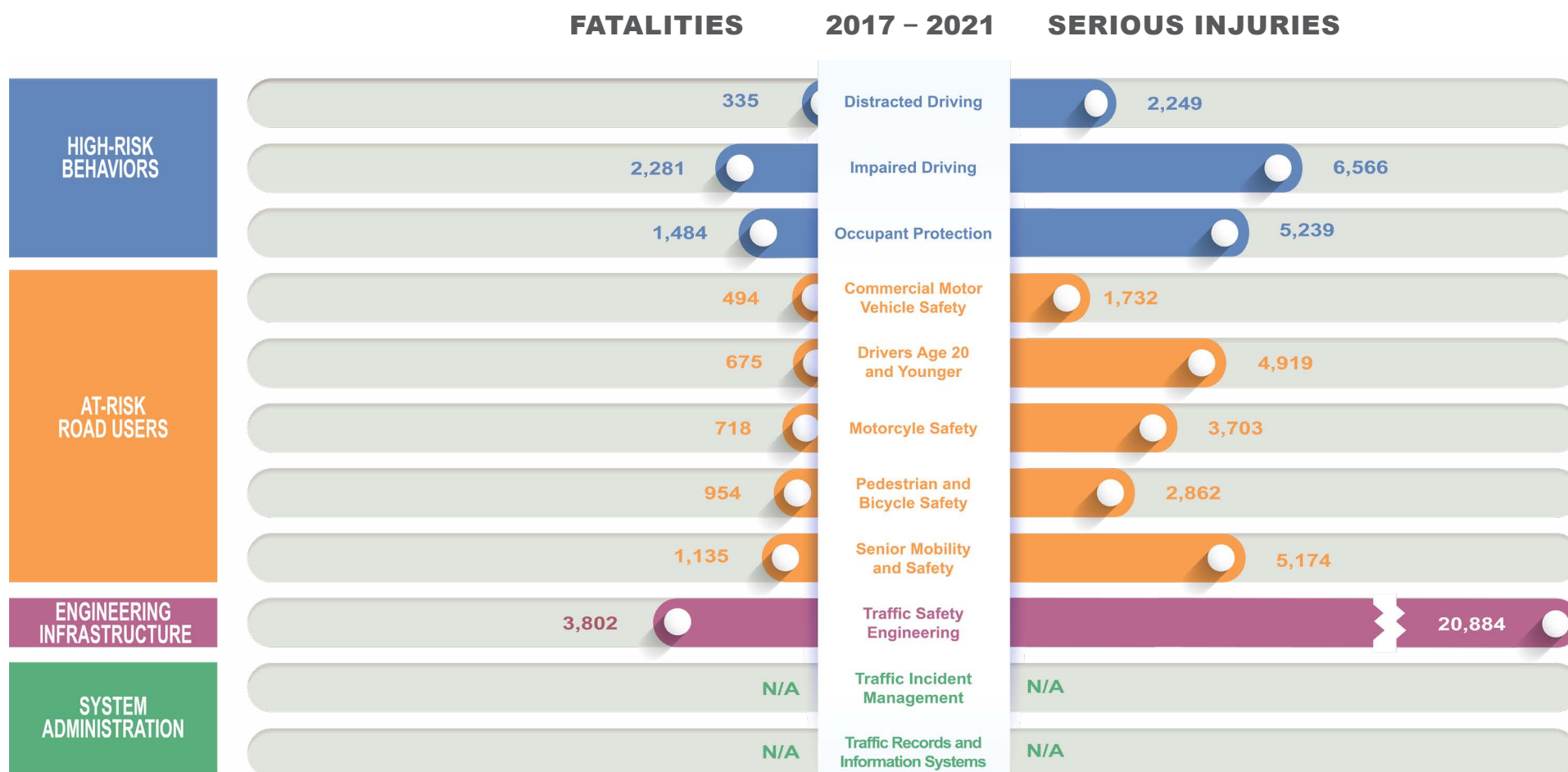
Applying the SSA will allow Michigan to reach zero deaths by addressing potential crash risks through a holistic view of safety. Under the SSA umbrella, strategies are implemented and organized based on the five elements that work cohesively by providing layers of protection and shared responsibilities.

The 5 E's of traffic safety remain an integral part of the SHSP. Each Safe System element can encompass one or more of the 5 E's. For example, two of the 5 E strategies, Engineering and Education, can fall under three Safe System elements, Safe Road Users, Safe Vehicles, and Safe Roads. This SHSP will focus on the Safe System elements and 5 E strategies that have a direct effect on the SHSP focus areas.



# EMPHASIS AREAS

The GTSAC guides the Michigan safety management process. The GTSAC has identified four emphasis areas of the SHSP which oversee traffic safety initiatives in Michigan. An emphasis area is an area of opportunity to improve safety through comprehensive strategies. These include High-Risk Behaviors, At-Risk Road Users, Engineering Infrastructure, and System Administration. The figure below presents the number of fatalities and serious injuries from 2017 to 2021 within these emphasis areas.



Note: Traffic Safety Engineering is based on intersection and lane departure data. Previous SHSP editions separated these values.

A fatality or serious injury may be associated with more than one emphasis area.

The total number of fatalities or serious injuries shown above is greater than actual statewide totals.

# EMPHASIS AREAS

## ACTION TEAMS

The four emphasis areas provide an umbrella under which 11 Action Teams have been identified to address targeted safety concerns within each area. The Action Teams form the framework to support and enhance the ability of the SHSP, GTSAC, associated agencies, and the public to eliminate fatal and serious injuries and achieve TZD.

Each Action Team creates its own action plan with goals, strategies, objectives, and activities. This establishes a living and breathing document whereby the progress of each Action Team can be tracked on an annual basis. Results are published annually in an accomplishments document. Combined, these Action Teams work to prevent deaths and serious injuries, design for human mistakes and limitation, reduce speeds, promote shared responsibility, and proactively identify and address risks.

Additional information on the GTSAC Action Teams can be found at: <https://www.michigan.gov/msp/divisions/ohsp/gtsac/>

## High-Risk Behaviors



Distracted Driving



Impaired Driving



Occupant Protection

## At-Risk Users



Commercial Motor Vehicle Safety



Drivers Age 20 and Younger



Motorcycle Safety



Pedestrian and Bicycle Safety



Senior Mobility and Safety

## Engineering Infrastructure



Traffic Safety Engineering

## System Administration



Traffic Incident Management



Traffic Records and Information Systems



# EMPHASIS AREAS

## ORGANIZATION

The following sections provide relevant fatal and serious injury statistics, trends (based on 5-year rolling averages), graphs (based on annual data), and accomplishments and key strategies for the emphasis areas and subsequent Action Teams. The information is presented in a uniform format for ease of use. The organization of the emphasis areas and Action Teams is presented below.

### SAFETY CONTEXT of the Action Team.

**KEY STRATEGIES** to be undertaken to help eliminate fatalities and serious injuries in Michigan. Strategies are organized by the SSA elements and corresponding 5 E's of safety that best describes it, though multiple relationships are possible. Not all SSA elements or 5 E's of safety are applicable for each Action Team.


### DISTRACTED DRIVING

Distracted driving can be defined as any activity a person engages in that takes their attention away from driving. These distractions can be visual (eyes off the road), manual (hands off the wheel), or cognitive (mind off the drive). Some examples include talking to passengers, eating or drinking, adjusting the radio, or being fatigued. Of primary concern is texting while driving as it results in persistent visual, manual, and cognitive distractions. Sending a text message increases the risk of collision by 23 times. Each time a driver looks away to send a text, they are concentrating on something other than the road for 4.6 seconds of every 6 seconds. At 55 mph, this is equivalent to driving the length of a football field blindfolded.

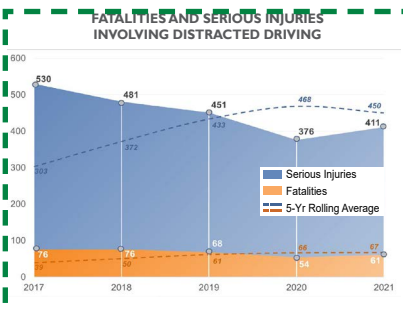
5-year rolling averages from 2017 to 2021 indicate **DISTRACTED DRIVING FATALITIES AND SERIOUS INJURIES** have **INCREASED** by **49%** and **72%** respectively

**1 in 3** distracted driving **CRASHES** occurred at an intersection

Over **1 in 4** distracted driving crashes are related to **ELECTRONICS USAGE**









### FATALITIES AND SERIOUS INJURIES INVOLVING DISTRACTED DRIVING



Year	Fatalities	Serious Injuries
2017	76	530
2018	36	451
2019	88	451
2020	64	376
2021	61	411

### DISTRACTED DRIVING STRATEGIES

<b>SAFE ROAD USERS</b>  <b>Conduct effective distracted driving public education initiatives</b> to educate the public on the dangers of distracted driving with the goal of changing driver behavior.  <b>Monitor distracted driving legislation</b> for related legislative activity in Michigan and throughout the United States.  <b>Promote distracted driving enforcement</b> to implement effective enforcement strategies.	Education and law enforcement initiatives encourage shared responsibility in reducing distracted driving behavior on Michigan roads. <i>Operation Ghost Rider</i> is one example of a multi-jurisdictional campaign which combines enforcement and distracted driving awareness. In 2021, this strategy reduced drivers cell phone use by 16 percent while enforcement was in effect. These reductions increased to 25 percent in the weeks following completion of enforcement activities.
<b>SAFE ROADS</b>  <b>Continue to implement low-cost roadway safety countermeasures</b> to alert distracted drivers and provide safe roadsides for vehicle recovery.  <b>Monitor the development of new countermeasures and identify those that could be implemented in Michigan</b> through updates to <i>Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices</i> report published by the NHTSA.	Roadway safety measures such as rumble strips, delineation, and flashing beacons are implemented throughout Michigan to mitigate distracted driving related errors. Roadside improvements such as fixed object removal, median cable barriers, and wider shoulders are provided concurrently to reduce the likelihood of injuries sustained. These treatments are installed proactively and systemically to reduce the frequency and severity of crashes on Michigan roads.
<b>POST-CRASH CARE</b>  <b>Improve data collection on driver distractions involved in crashes</b> by encouraging law enforcement officers to ask questions to determine if a crash was caused by driver distraction, and ensure officers mark the UD-10 as appropriate.	The development of a Safe System relies on proactively identifying and addressing risks. The MSP offers training to all enforcement agencies statewide to improve the accuracy of distracted driving crash statistics.

Additional information on the GTSAC Action Team for Distracted Driving current Action Plan and past Accomplishments can be found at: <https://www.michigan.gov/michigan/divisions/ohsp/gtsac/>

**HIGHLIGHTED DATA POINTS** accentuating the safety context of the Action Team. Changes in crash trends are based on a 5-year rolling average.

**SELECT ACCOMPLISHMENT** discussing the progress being made towards eliminating fatalities and serious injuries through targeted programs.

**FATALITIES AND SERIOUS INJURIES** related to the Action Team for the past five years based on annual data.



# DISTRACTED DRIVING

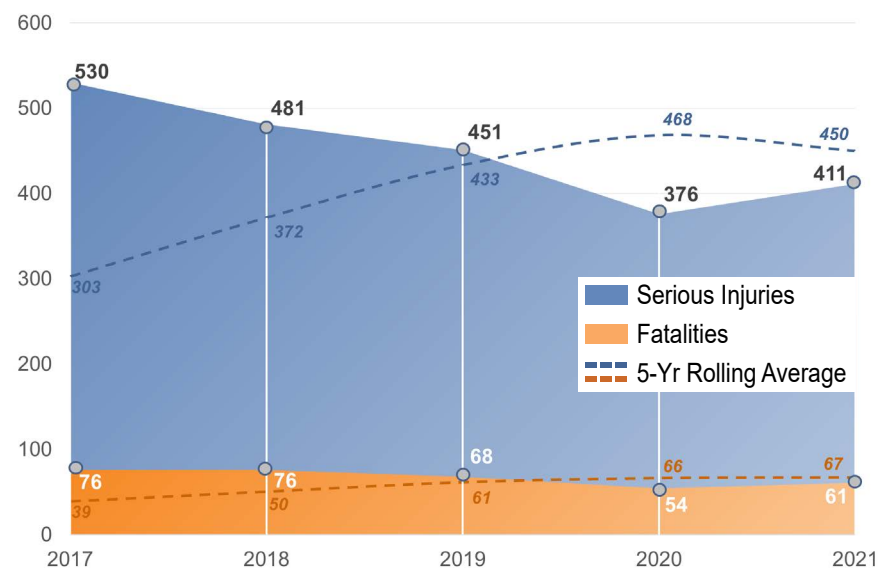
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5-year rolling averages from 2017 to 2021 indicate **DISTRACTED DRIVING FATALITIES** and **SERIOUS INJURIES** have **INCREASED** by **49%** and **72%** respectively

**1 in 3** distracted driving **CRASHES** occurred at an intersection

Over **1 in 4** distracted driving crashes are related to **ELECTRONICS USAGE**

**FATALITIES AND SERIOUS INJURIES INVOLVING DISTRACTED DRIVING**



Several outreach programs are implemented in high schools to educate younger, inexperienced drivers on the dangers of distracted driving as they are disproportionately involved in distracted driving related fatal crashes. The OHSP and Ford Motor Company sponsor *Strive For a Safer Drive* (S4SD), an annual teen-led safe driving initiative. The S4SD provides high schools with funding to support a traffic safety campaign, with 80 percent of schools focusing on distracted driving. Promotional efforts in 2021 resulted in participation of 23 schools from 15 counties representing 32,000 students.



# DISTRACTED DRIVING STRATEGIES

## SAFE ROAD USERS



**Conduct effective distracted driving public education initiatives** to educate the public on the dangers of distracted driving with the goal of changing driver behavior.



**Monitor distracted driving legislation** for related legislative activity in Michigan and throughout the United States.



**Promote distracted driving enforcement** to implement effective enforcement strategies.

Education and law enforcement initiatives encourage shared responsibility in reducing distracted driving behavior on Michigan roads. *Operation Ghost Rider* is one example of a multi-jurisdictional campaign which combines enforcement and distracted driving awareness. In 2021, this strategy reduced drivers cell phone use by 16 percent while enforcement was in effect. These reductions increased to 25 percent in the weeks following completion of enforcement activities.

## SAFE ROADS



**Continue to implement low-cost roadway safety countermeasures** to alert distracted drivers and provide safe roadsides for vehicle recovery.



**Monitor the development of new countermeasures and identify those that could be implemented in Michigan** through updates to *Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices* report published by the NHTSA.

Roadway safety measures such as rumble strips, delineation, and flashing beacons are implemented throughout Michigan to mitigate distracted driving related errors. Roadside improvements such as fixed object removal, median cable barriers, and wider shoulders are provided concurrently to reduce the likelihood of injuries sustained. These treatments are installed proactively and systemically to reduce the frequency and severity of crashes on Michigan roads.

## POST-CRASH CARE



**Improve data collection on driver distractions involved in crashes** by encouraging law enforcement officers to ask questions to determine if a crash was caused by driver distraction, and ensure officers mark the UD-10 as appropriate.

The development of a Safe System relies on proactively identifying and addressing risks. The MSP offers training to all enforcement agencies statewide to improve the accuracy of distracted driving crash statistics.



# IMPAIRED DRIVING

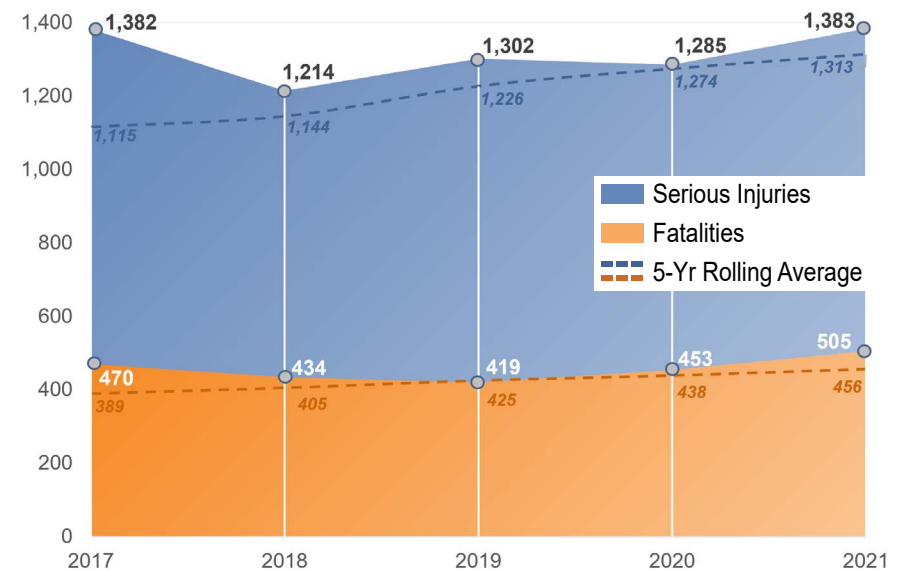
Impaired driving involves operating a vehicle under the influence of alcohol and/or legal or illegal drugs. These activities significantly affect one's ability to drive safely by impairing perception-reaction time, coordination, judgement, and causing short-term memory loss. This high-risk behavior is most prevalent among young male drivers and during weekend late night hours. Despite decades of efforts and progress, impaired driving remains a public health issue which continues to contribute to unacceptable death and serious injuries in the state. Each year, 30 to 40 percent of fatal crashes involve driving under the influence of alcohol and/or drugs. Michigan recognizes impaired driving as a public health issue and addresses it through coordinated efforts focused on prevention, enforcement, judicial, regulatory, and treatment countermeasures.

5-year rolling averages from 2017 to 2021 indicate impaired driving **FATALITIES INCREASED by 17%** and **SERIOUS INJURIES INCREASED by 18%**

**ALCOHOL** involved crashes account for **1 IN 3 FATALITIES**

**DRUG** involved crashes account for **1 IN 4 FATALITIES**

**FATALITIES AND SERIOUS INJURIES INVOLVING IMPAIRED DRIVING**



In partnership with Michigan law enforcement agencies, the OHSP conducts a targeted impaired driving enforcement campaign known as *Drive Sober or Get Pulled Over*. The OHSP reviews five-year trends of traffic crash data to determine the five counties with the highest concentration of fatal and serious injuries in alcohol and drug-related crashes. In 2021 this campaign garnered 541 drunk driving arrests and 144 arrests for driving under the influence of drugs.



# IMPAIRED DRIVING STRATEGIES

## SAFE ROAD USERS



**Support public information and education campaigns** through cutting-edge media appealing to various target audiences on the dangers of impaired driving.



**Provide enhanced training for all sectors of the criminal justice and substance use disorder communities** to implement behavior-changing strategies at each step of the system.



**Support impaired driving enforcement, with a special emphasis on High-Visibility Enforcement (HVE)** using tactics proven to reduce fatalities and severe injuries.



**Provide recommendations related to impaired driving policies and legislative efforts based on scientific data** to take a proactive data-driven approach to addressing impaired driving rather than an emotional reactionary approach.

Michigan pursues a comprehensive data-driven approach in addressing and preventing impaired driving. High-visibility enforcement campaigns are coordinated with national efforts and focus on areas with a high concentration of impaired driving fatal and serious injury crashes. Media campaigns target both the user and usage of alcohol and/or drugs. These efforts are expanding to non-traditional mediums such as sports arenas, fitness centers, and universities to most effectively reach the target population. New policy and legislation recommendations are similarly evidence-based to ensure the regulatory environment reflects current needs and future trends.

## SAFE VEHICLES



**Promote efforts to support sobriety courts and the use of ignition interlocks** by expanding programs to reach more qualified impaired driving offenders and reduce recidivism.

Sobriety courts and ignition interlocks address public health and safety by reducing repeat rates of drunk driving offenders. The State Court Administrative Office (SCAO) and the Michigan Department of State (MDOS) work together to concurrently implement and promote these strategies to minimize the likelihood of impaired driving crashes.





# OCCUPANT PROTECTION

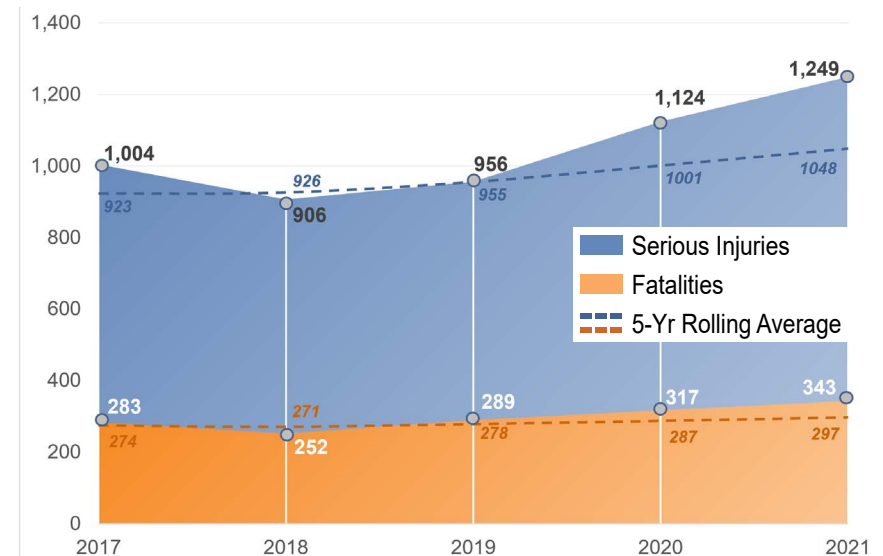
Wearing a seat belt is the most cost-effective way that a driver or occupant can protect themselves in case of a crash. A properly worn seat belt increases the chance of survival by 45 percent. A properly used car seat reduces the risk of death by 71 percent for infants and 54 percent for children aged one through four. Despite this widely-accepted knowledge, fatalities and serious injuries involving unrestrained occupants continue to occur. In 2021, statewide seat belt use in Michigan was reported at 92.6 percent. While higher than the national average, this is down from a peak of 94.4 percent in 2019. Every percentage change counts. It is estimated that a one percent increase in seat belt use eliminates 10 fatalities and 100 serious injuries.

5-year rolling averages from 2017 to 2021 indicate unrestrained occupant **FATALITIES INCREASED** by **8%** and **SERIOUS INJURIES INCREASED** by **13%**

**341 PEOPLE** in crashes were **EJECTED** from the vehicle while **NOT WEARING A SEAT BELT**

**SEAT BELTS** were **NOT WORN** IN **44%** of statewide **FATALITIES** with known restraint usage information

**FATALITIES AND SERIOUS INJURIES INVOLVING UNRESTRAINED OCCUPANTS**



The OHSP utilizes high-visibility tactics during annual periods of targeted *Click It or Ticket* enforcement. The *Click It or Ticket* campaign focuses on occupant restraint, including car seat and booster seat usage throughout the state. These efforts are concentrated in counties with higher documented rates of unbelted and impaired driving crash fatalities and serious injuries. Participating law enforcement agencies are provided educational materials to promote the goals of occupant restraint enforcement. As a result of these efforts, in 2021, statewide law enforcement issued 10,408 seat belt citations and 211 child restraint citations.





# OCCUPANT PROTECTION STRATEGIES

## SAFE ROAD USERS



**Evaluate the effectiveness of Occupant Protection Programs** to determine seat belt and car seat use in Michigan through research and direct observation studies.



**Provide recommendations related to occupant protection legislation** focusing policy efforts on passing a seat belt law for all seating positions and enhancing Child Passenger Safety laws.

Wearing a seat belt is an effective measure to minimize the risk of death and serious injury. Michigan continues to participate in annual seat belt surveys that track the status of restraint usage in the state. Data from these observational studies is used to target emerging safety trends, employ focused enforcement campaigns, promote educational strategies, and garner support for enhanced legislation. Michigan is proud to have an annual restraint use rate higher than the national average, which substantially contributes to saving lives.

## SAFE SPEEDS



**Support public information and education campaigns** to increase the availability of up-to-date occupant protection information for all passengers, including children.



**Implement Michigan's current Child Passenger Safety Strategic Plan** including technician training and recommendations to improve education to families throughout the state.



**Continue high-visibility enforcement** utilizing tactics proven to increase seat belt use and reduce fatalities and serious injuries in crashes.

Occupant restraints such as seat belts and car seats accommodate human injury tolerances at high speeds in the event of a crash. Education and enforcement initiatives which aim to increase proper restraint use are an important method of reducing the kinetic energy and impact force sustained in a crash. Public social media campaigns in 2021 promoting occupant protection produced over 134 million impressions statewide. Concurrent high-visibility targeted enforcement helped reinforce these behaviors where needed.



# COMMERCIAL MOTOR VEHICLE SAFETY

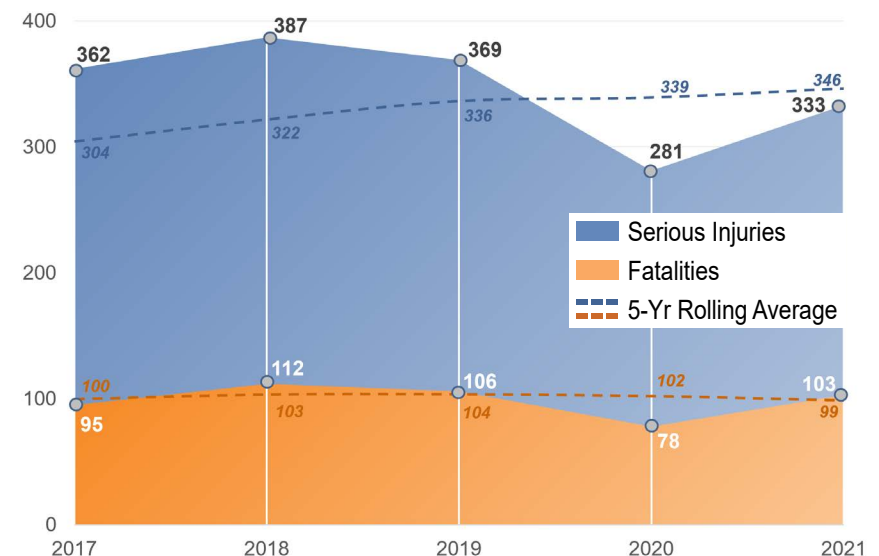
Commercial Motor Vehicles (CMVs) are a vital part of Michigan's economy, carrying goods and freight across the state and links to international destinations over several land border crossings. Unfortunately, crashes involving CMVs account for a significant number of fatalities and serious injuries. Most crashes are caused by mistakes from non-CMV vehicles. They disproportionately bear the cost of the crash, as CMVs are heavier, stiffer, and taller. Often these crashes are due to drivers underestimating the truck's stopping distance, acceleration, and maneuverability. Similarly, CMV drivers play a role in understanding and managing the dynamics of their vehicles.

5-year rolling averages from 2017 to 2021 indicate CMV **FATALITIES DECREASED** by **1%** and **SERIOUS INJURIES INCREASED** by **14%**

**9 in 10** CMV related **FATALITIES** are **OCCUPANTS OF OTHER VEHICLES**

The number of **COMMERCIAL DRIVER LICENSES** **DECREASED** by **17%** from 2017 to 2021

**FATALITIES AND SERIOUS INJURIES INVOLVING COMMERCIAL MOTOR VEHICLES**



The Michigan Center for Truck Safety (MCTS) conducted a statewide media campaign in 2021 to educate the public on how to share the road safely with CMVs. The campaign focused on the truck blind spot *No Zone* campaign initiated by the Federal Motor Carrier Safety Administration (FMCSA). Target media provided voiceovers and graphics of *No Zones* to avoid while driving around large trucks. The campaign included billboards, radio spots, fuel pump videos, and social media ads resulting in over 26.8 million impressions and over 487 thousand social post engagements.



# COMMERCIAL MOTOR VEHICLE SAFETY STRATEGIES

## SAFE ROAD USERS



**Improve CMV driver training and license programs** to increase the number of qualified and safe CMV drivers on Michigan roads.



**Promote awareness of seat belt usage, fatigue, and distracted driving** to reduce the number and severity of CMV involved crashes.



**Conduct CMV driver and general public awareness initiatives** to improve safety for all road users.



**Address driver shortages** by promoting truck driving as an alternate career choice.

The Michigan Truck Safety Commission (MTSC) education and awareness campaigns are based on principles of shared responsibility between CMV drivers and the general public. The *Share the Road* program teaches the public, truck, and bus drivers how to safely share the road and respect everyone's rights. Education materials are provided through print, electronic, media, and driver education programs. Best safety practices are continuously promoted in the CMV driver trainings and license programs to ensure safety principles are introduced from the beginning.

## SAFE VEHICLES



**Adopt technologies that improve safety and efficiency** of drivers, trucks, and enforcement operations.



**Support programs that promote vehicle maintenance and inspection** to minimize the number of crashes caused by vehicle defects.



**Promote CMV enforcement** including the MSP Special Truck Enforcement Team for roadside inspection.

Technologies such as lane departure warnings, blind spot detections, and electronic braking systems are becoming a necessity for truck operations due to their ability to improve safety. Programs promoting vehicle maintenance and inspections are implemented concurrently to help minimize crashes caused by vehicle defects. These efforts proactively address risks rather than wait for crashes to occur.

## POST-CRASH CARE



**Implement truck safety initiatives and best practices** that promote data-driven decisions to proactively address issues.

Timely, accurate, and accessible data are critical for effective safety management. The MTSC implements several data-oriented initiatives with the goal of improving current safety management processes.



# DRIVERS AGE 20 AND YOUNGER

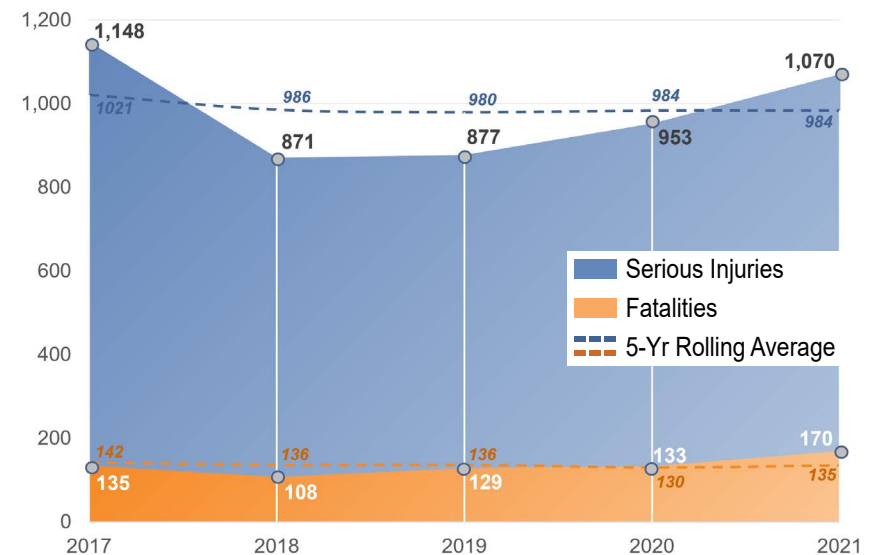
Drivers age 20 and younger are recognized as an at-risk road user group due to their lack of driving experience. Younger drivers are also more likely to engage in risky driving behaviors such as speeding and allowing shorter headways. When combined, these behaviors result in a disproportionate number and severity of crashes. Often, these are due to a lack of driver attention, underestimating dangerous conditions, failure to recognize hazards, and driving too fast for conditions.

5-year rolling averages from 2017 to 2021 indicate **YOUNG DRIVER FATALITIES** and **SERIOUS INJURIES** have **DECREASED** by **5%** and **4%** respectively

Drivers age 20 and younger comprise **7%** **OF ALL LICENSED DRIVERS** in Michigan, but are involved in **13%** of all **FATAL** crashes and **19%** of all **SERIOUS INJURY** crashes

Traffic crashes are the **LEADING CAUSE OF DEATH** for people **AGED 15-20**

**FATALITIES AND SERIOUS INJURIES INVOLVING DRIVERS AGE 20 AND YOUNGER**



The STOPPED program is a voluntary parental notification system developed by the Michigan Sheriffs' Association (MSA) to reduce the number of young drivers involved in motor vehicle crashes. Parents can register any vehicle operated by a driver under 21 with MSA online. If the vehicle is stopped by a participating law enforcement agency, a notification is sent to the registered owner of the vehicle. The notification includes information such as the reason for the stop and if citations were issued. The objective of the system is to engage parents in their teens' driving and change bad driving habits before becoming established. The STOPPED program is currently operating in all 83 Michigan counties and is free to parents.





# DRIVERS AGE 20 AND YOUNGER STRATEGIES

## SAFE ROAD USERS



**Promote parent awareness of teen driving risks and parent engagement, and assist parents in managing their teen's driving** by improving engagement methods and developing and promoting effective resources for parents.



**Improve young driver training** through reviews, improving education and training delivery, and develop new and/or enhance current educational programs.



**Employ school-based strategies** to reach young drivers in a familiar learning environment.



**Promote and support the enforcement/adjudication of laws pertaining to young drivers** including general and Graduated Driver Licensing (GDL) laws.



**Provide recommendations related to young driver legislation** to improve laws for younger drivers.



**Implement or improve graduated driver licensing systems** by supporting improvements of Michigan's GDL laws and improving accessibility in underserved communities.



**Employ activities focused on drivers aged 18-20** to identify and implement programs to improve safety in this age group.

The Michigan GDL program provides new drivers with the necessary skills to operate vehicles safely. Improvements to the program are universal, involve multiple stakeholders, and incorporate principles of shared responsibility.

The GDL requirements are reviewed frequently, and recommendations are provided based on the latest NHTSA information. Education curriculum and program delivery are updated regularly, tailored to the audience, and data-driven. For example, school-based programs include activities that best relate to the student population by promoting safety through use of driving simulators and parental engagement.

The GDL program incorporates principles of shared responsibility by promoting parental awareness and engagement. This is achieved through publications, the STOPPED program, and the MDOS notifications to parents when teens make mistakes and violate GDL restrictions.





# MOTORCYCLE SAFETY

Riding a motorcycle can be an exhilarating experience engaging all senses and providing a feeling of freedom. The activity however poses a unique set of challenges not seen in other road users. Motorcycling requires greater awareness, coordination, and stability than operating a vehicle. The rider remains unprotected for the duration of a trip, making them vulnerable in the event of a collision. Motorcyclists are 30 times more likely than car occupants to suffer from fatal or serious injuries in a crash. Factors such as alcohol impairment and excessive speed have been identified as common contributing factors. Lack of programs that promote driver endorsement and absence of protective equipment further exacerbate risks. Unendorsed motorcyclists account for nearly half of all fatal motorcycle-involved crashes. Whereas wearing a helmet can reduce the likelihood of dying in a crash by more than one-third.

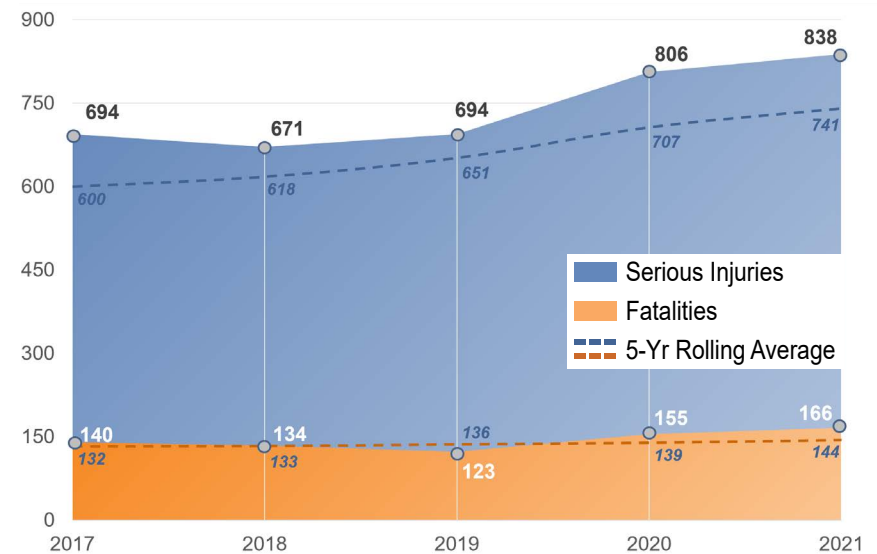
5-year rolling averages from 2017 to 2021 indicate **MOTORCYCLE FATALITIES** and **SERIOUS INJURIES** have **INCREASED** by **8%** and **23%** respectively

**SERIOUS INJURIES INCREASED** by **26%** in one year when Michigan **REMOVED THE HELMET LAW**

Nearly **1 IN 4** motorcyclists **DON'T WEAR A HELMET**



**FATALITIES AND SERIOUS INJURIES INVOLVING MOTORCYCLES**



The Michigan Rider Education Program uses both public and private organizations approved by MDOS to offer motorcycle rider education classes. Michigan has implemented strategies to increase the number of RiderCoaches certified by the Motorcycle Safety Foundation (MSF). A RiderCoach is a qualified and experienced rider who is trained and sponsored to teach beginner motorcyclists. MDOS is committed to ensuring instruction for RiderCoaches is provided in a facility certified by the MSF. Thousands of beginner motorcyclists in Michigan are trained each year by certified RiderCoaches.



# MOTORCYCLE SAFETY STRATEGIES

## SAFE ROAD USERS



**Manage a comprehensive motorcycle safety program** in Michigan in collaboration with safety partners and stakeholders.



**Educate motorcycle riders and passengers** of the benefits of protective gear including helmets.



**Encourage more motorcycle operators to seek out and take formal rider training** and to get their motorcycle endorsement.



**Provide rider education and training to students statewide** and provide the best professional development to rider training instructors.



**Educate riders of the dangers of impaired riding** and promote a culture of zero-tolerance.



**Encourage and support law enforcement agencies** to enforce laws, educate riders and motorists, and to promote motorcycle safety.

The safety of motorcycle riders can be best protected by applying principles of shared responsibility for all users. Programs such as Michigan's *Look Twice. Save a Life* campaign encourage all motorists to be aware and alert of their surroundings. The MDOS, OHSP, and MSF continuously work together to increase the number of endorsed motorcyclists and number of qualified RiderCoaches so that riders are experienced and practice safe behaviors.

## SAFE VEHICLES



**Promote increased use of high-visibility riding gear to operators and passengers** and develop targeted motorist awareness campaigns to increase public awareness of motorcyclists.



**Enact laws and regulations** that will influence and promote motorcycle safety among motorcycle operators and motorists.

Motorcyclists are classified as vulnerable road users due to their increased exposure to risk and likelihood to sustain fatal or serious injuries in a collision. Personal protective equipment are a proven and cost-effective method that can mitigate risks. Michigan promotes initiatives which encourage the use of safety protection equipment such as helmets, eye protection, and high-visibility clothing to help prevent injuries and save lives. Laws and regulations such as the *Eye Protection* law are continuously reviewed and updated to improve safety among both motorcycle riders and passengers.



# MOTORCYCLE SAFETY STRATEGIES

## SAFE ROADS



**Design, build and maintain a roadway** infrastructure that is conducive and safe for motorcyclists and all road users.

Safe System design standards consider the nuanced safety needs of motorcyclists and promote a network which is more forgiving to human mistakes and introduces redundancy in the system. These standards are considered in both road maintenance and new construction activities.

Improvements in pothole maintenance, leveling manhole covers, correcting uneven pavement conditions, and use of low friction joint sealants, crack fillers, and pavement markings are just some of the measures Michigan is implementing to improve motorcycle safety.

## POST- CRASH CARE



**Identify and develop specific messaging** to address priority problem areas supported by available data.



**Conduct regular analysis of data** to identify problem areas and to continually evaluate initiatives for effectiveness.



**Support and educate Emergency Medical Services (EMS) staff** on the unique nature of motorcycle crash scene trauma and response.

Michigan promotes processes which address motorcyclists' injuries in an expedient and efficient manner and that mitigate the occurrence of death and serious injuries. Support and education is provided for emergency medical service staff to deliver optimal care for those injured in a motorcycle crash. At the same time, safety evaluations are performed to identify high risk areas and crash causation factors to address potential safety issues before a crash occurs.



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# PEDESTRIAN AND BICYCLE SAFETY

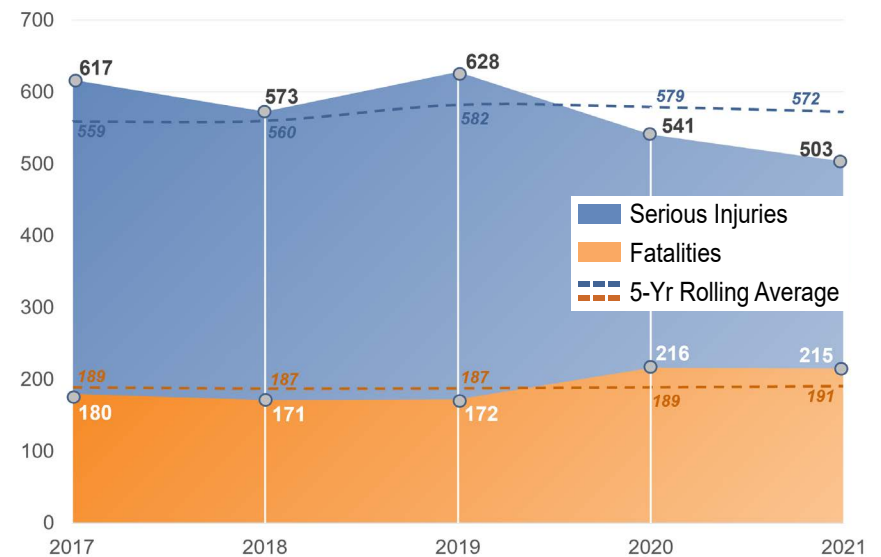
Michigan champions non-motorized transportation as a method offering improved mobility, accessibility, and opportunities for better health and physical activity. Given the lack of physical protection, it is not surprising that crashes involving pedestrians and bicyclists are disproportionately more deadly and severe compared to other modes. On a five-year rolling average, non-motorized users accounted for only 1.3 percent of statewide crashes but were victims of 13 percent of all fatal and serious injury crashes. Michigan's transition to the SSA recognizes the importance of safe travel for all, especially vulnerable road users like pedestrians and bicyclists. Due to recent increases in non-motorized activity, Michigan's safety funding for non-motorized programs grew four-fold between 2016-2020.

5-year rolling averages from 2017 to 2021 indicate pedestrian and bicycle **FATALITIES INCREASED by 1%** and **SERIOUS INJURIES INCREASED by 2%**

**1 IN 10** pedestrian-involved crashes result in a **FATALITY**, another **8 IN 10** result in **INJURIES**

**8 IN 10** bicyclist-involved crashes result in **INJURY**

**FATALITIES AND SERIOUS INJURIES INVOLVING PEDESTRIANS AND BICYCLISTS**



The League of Michigan Bicyclists has a seminar titled *Bike & Pedestrian Safety Education*, a program aimed at law enforcement and non-motorized users. These are free courses presented in partnership with MSP and are hosted statewide and virtually several times each year. The program educates non-motorized users on Michigan laws related to the use of the road. Law enforcement education focuses on how to accurately report non-motorized crashes on UD-10 forms. As part of the seminar, all parties explore new approaches to traffic safety that are data-driven and reimagine traditional safety practices through the lens of equity, empathy, and ethics in transportation.





# PEDESTRIAN AND BICYCLE SAFETY STRATEGIES

## SAFE ROAD USERS



**Recognize successful pedestrian and bicycle safety initiatives** by identifying existing and new research practices, programs, or initiatives that are successful or innovative.



**Raise awareness of pedestrian and bicycle safety** by improving motorist, bicyclist, and pedestrian knowledge and behavior.



**Provide recommendations related to pedestrian and bicycle safety legislation** by identifying inconsistencies or gaps in current law pertaining to pedestrian and bicycle safety.

The *Michigan Safe Passing* law went into effect in 2018 requiring a minimum of 3 feet of space when passing a bicyclist on the road. The legislation was developed in response to crash trends where unprotected bicyclists were falling victim to severe crashes. The new law was accompanied with an awareness campaign notifying the public of the new changes. Legal obligation and subsequent enforcement and education of the minimum passing space introduces a redundant system by which motorist mistakes can be mitigated and effectively help save lives.

## SAFE ROADS



**Identify and promote the use of best practices when designing and operating transportation facilities** by looking at network connectivity as well as pedestrian and bicycle facilities throughout Michigan.



**Achieve TZD** by supporting, promoting, and implementing the TZD National Strategy.

Michigan is a champion of the Complete Streets concept which aims to ensure mobility and safety on roads for all legal users. Complete Streets shares responsibility with owners and designers to proactively install spaces where vulnerable road users can experience safe travel on the network. As of 2015, 25 cities have Complete Streets plans and 72 more have passed resolutions.

## POST-CRASH CARE



**Determine focus communities, cities, and agencies for priority assistance** by reducing crashes and injuries among pedestrian and bicyclists in identified communities across the state.

Michigan strives to reach zero pedestrian and bicyclist fatalities and serious injuries through actions which are proactive and data-driven. These strategies focus on improving safety in communities at a higher risk of VRU crashes.



# SENIOR MOBILITY AND SAFETY

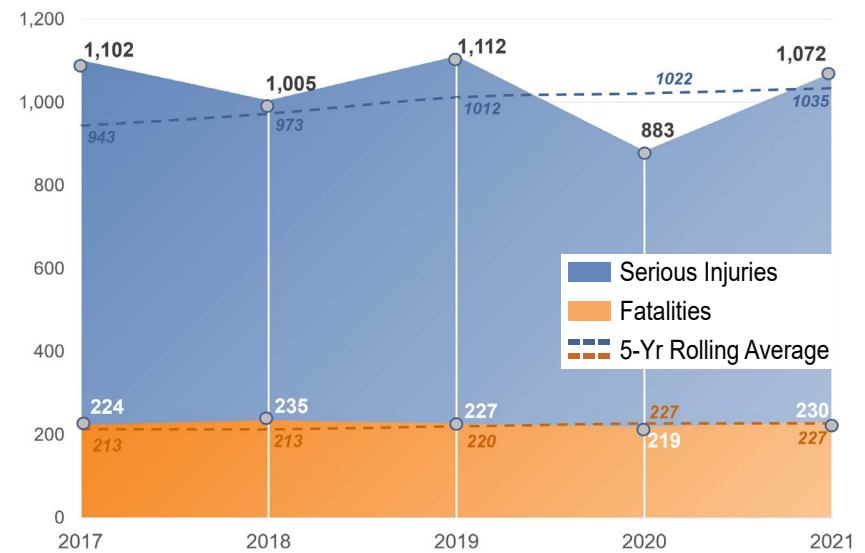
The number of drivers age 65 or older is expected to increase significantly in the next two decades. Medical advances and healthier lifestyle choices are ensuring we live and drive longer than before. By 2030 most baby boomers are expected to reach 65, further increasing the proportion of drivers age 65 and older. While older drivers practice safer driving relative to the overall population, the aging process poses unique safety challenges. Changes in vision, hearing, cognition, and motor performance, while individualistic, can increase safety risks. Absent any interventions, crashes involving older drivers are expected to increase in the coming years. There is a distinct need to increase options and awareness to maintain mobility and safety for older drivers for as long as independently possible.

5-year rolling averages from 2017 to 2021 indicate **FATALITIES** and **SERIOUS INJURIES** involving older drivers have **INCREASED** by **7%** and **10%** respectively

The number of **OLDER LICENSED DRIVERS** has **INCREASED 35%** in the last 10 years

Older drivers comprise **1 IN 4 LICENSED DRIVERS** in Michigan and represent **1 IN 10 DRIVERS** in all **CRASHES**

**FATALITIES AND SERIOUS INJURIES INVOLVING DRIVERS AGE 65 AND OLDER**



The Senior Mobility and Safety Action Team maintains the Safe Drivers Smart Options (SDSO) website as the vehicle of its social media messaging. The SDSO is an award-winning website which provides information for older adults, family members, friends, and healthcare professionals on issues that concern older driver mobility and safety. Established goals of the site are to help aging drivers continue driving safely, assist in the transition to driving retirement, and support the use of community-based mobility options to ensure lifelong mobility.



# SENIOR MOBILITY AND SAFETY STRATEGIES

## SAFE ROAD USERS



**Improve communication and coordination among partners at the state, regional, and local levels to enhance older driver mobility** at all levels.



**Provide recommendations related to older driver mobility and safety legislation** to improve legislation for older drivers.



**Promote and sponsor research in Michigan on older driver mobility issues** to identify gaps between services needed and services provided.



**Develop and/or enhance programs to identify older drivers at increased risk of crashes and take appropriate action** to enable older drivers retain as much driving mobility as feasible.

Responsibility for older driver mobility and safety in Michigan is shared among all road users and relevant stakeholders. Educational campaigns aim to inform drivers, family members, and professionals about keeping older drivers safe and mobile. Resources such as Michigan's *Guide for Aging Drivers and Their Families* provide information on licensing processes, safe driving, and alternative transportation options. These efforts are undertaken to help older drivers drive safely for as long as independently possible.

## SAFE ROADS



**Promote the design and operation of Michigan roadways with features that better accommodate the special needs of older drivers and pedestrians** and encourage their adoption by all agencies.



**Plan for an aging mobility and transportation dependent population** by encouraging agencies to consider the aging population and transportation dependency when planning their community.

Michigan systemically implements proven safety countermeasures such as signal backplates and considers reaction time of older drivers when timing signal clearance intervals. Research is ongoing to identify best practices and older driver related countermeasures that can and should be adopted in the state.

## SAFE VEHICLES



**Encourage older-driver-friendly transportation options** which sustain the individual's self-determination, dignity, mobility, and dependence.

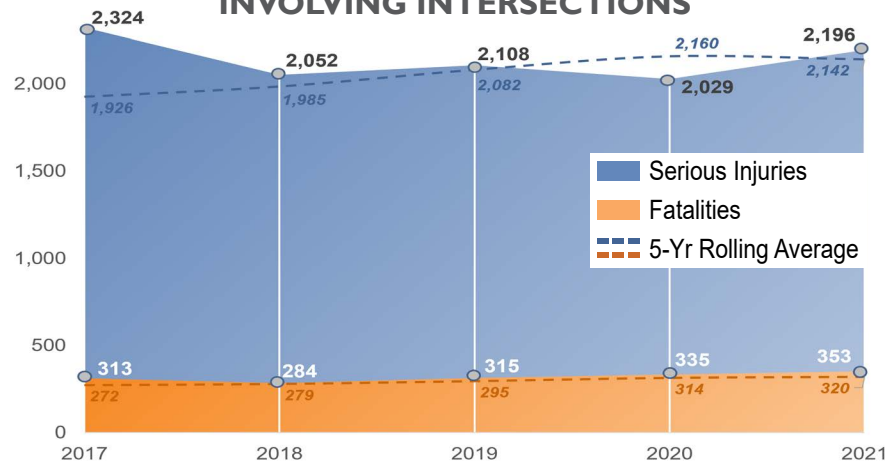
Several strategies are pursued to provide safe transportation options for older drivers. Programs like *MyRide2* help those in Southeast Michigan connect to safe transportation. Whereas programs like *Smart DriverTrek* educate the public on current and evolving vehicle safety technologies.



# TRAFFIC SAFETY ENGINEERING

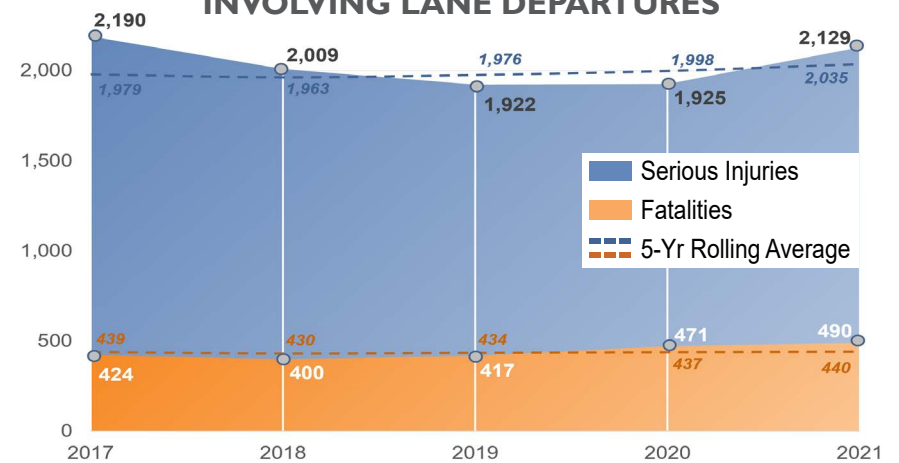
Traffic safety engineering is a key factor in the drive for TZD. In the traditional definition, traffic safety engineering focuses on applying engineering principles to identify safety risks and subsequent countermeasures that reduce the number and severity of crashes. Today's traffic safety environment however is more complex and requires a more holistic approach. In Michigan, this definition has evolved to also include close integration of positive communication, outreach, opportunities, recognition, and research activities. Traffic safety engineering is primarily focused on intersection and lane departure crashes. The identification of safety solutions is data-driven and takes various items into account such as location, roadway functional classification, geometrics, operations, and driver behavior.

**FATALITIES AND SERIOUS INJURIES  
INVOLVING INTERSECTIONS**



5-year rolling averages from 2017 to 2021 indicate **INTERSECTION** related **FATALITIES INCREASED** by **17%** while **SERIOUS INJURIES INCREASED** by **11%**

**FATALITIES AND SERIOUS INJURIES  
INVOLVING LANE DEPARTURES**



5-year rolling averages from 2017 to 2021 indicate **LANE DEPARTURE FATALITIES** remained **UNCHANGED** while **SERIOUS INJURIES INCREASED** by **3%**



The Michigan Traffic Safety Summit is an annual meeting connecting multi-disciplinary traffic safety stakeholders with the goal of improving safety on Michigan roads. Law enforcement, engineers, researchers, emergency responders, and other traffic safety professionals are encouraged to attend. The Safety Summit includes general sessions and workshops on a broad spectrum of safety topics such as those related to the SHSP emphasis areas and information on the latest traffic research and technology. The Safety Summit promotes collaboration between professionals and best practices in traffic safety.





# TRAFFIC SAFETY ENGINEERING STRATEGIES

## SAFE ROADS



**Promote research on safety** by identifying research opportunities and needs that can be promoted through different funding options. Utilize the research results for educational opportunities, promotion, and implementation.



**Increase the number, understanding, and application of countermeasures** by monitoring and promoting accepted, proven, and innovative countermeasures.



**Promote safety** by identifying, participating in, and promoting relevant safety activities in support of TZD.

The MDOT researches and identifies countermeasures proven to reduce fatal and serious injuries on its system and encourages adoption by local agencies. Countermeasures such as signal backplates, countdown pedestrian signals, rumble strips, and delineation are installed systemically as redundant systems that collectively safeguard road users from suffering death or severe injury due to human error. The MDOT continues to evaluate noteworthy practices across the country which may be applicable in Michigan.

## POST- CRASH CARE



**Identify data opportunities** regarding the collection, attribution, and administration of associated data, data systems, technologies, and techniques.

A key aspect of transportation engineering is quality assurance of traffic safety data systems. Strategic risk identification relies exclusively on this data. Approaches used to improve the data are multipronged and involve coordination and engagement with several stakeholders. These include local agencies, law enforcement, and other professionals and organizations involved in traffic data collection, management, and accessibility. The quality of the data ultimately helps intercept and address unforeseen safety issues, as well as facilitating data-driven based decision-making processes.





# TRAFFIC INCIDENT MANAGEMENT

Traffic Incident Management (TIM) in Michigan is part of a planned and coordinated multi-disciplinary process that detects, responds, and clears traffic crashes with speed and efficiency. While quick clearance of crashes is a major benefit in maintaining adequate traffic operations, it also help prevent secondary crashes which often are more severe. Similarly, expedient crash clearing minimizes the danger posed to on-scene responders and the general public. TIM in Michigan is guided by the National Unified Goal which is a shared set of objectives for stakeholders involved in traffic safety. These objectives include responder safety, safe and quick clearance, and prompt, reliable, interoperable communication.

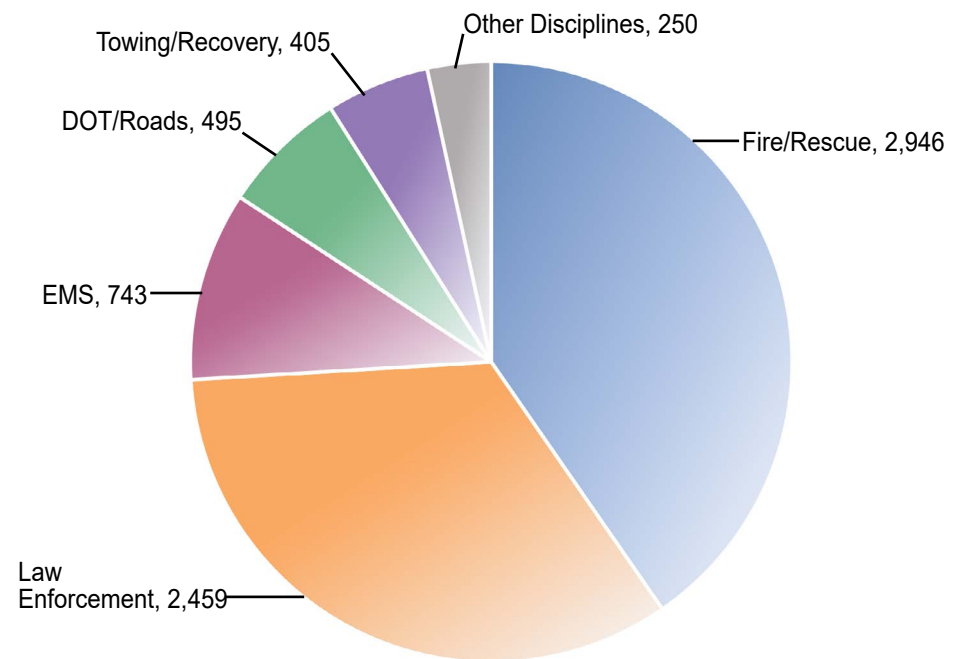
**TRAFFIC CRASHES**  
account for nearly **25% OF**  
**ALL TRAFFIC DELAYS**

**ONE MINUTE** of crash-related **FREEWAY LANE CLOSURE** results in **4 MINUTES OF DELAY** after the event

Nationally, **OVER 75** emergency responders are **STRUCK AND KILLED EACH YEAR** at crash scenes



**MICHIGAN FIRST RESPONDERS TRAINED THROUGH MI-TIME AS OF MAY 2019**



Michigan's Traffic Incident Management Effort (Mi-TIME) is a partnership between agencies including MDOT, law enforcement, fire, EMS, local road agencies, and towing services to work together to safely and efficiently clear traffic crashes from Michigan roads. Mi-TIME provides training to the responder community and interested stakeholders based on current TIM standards and best practices with the goal of enhancing crash clearing efforts and improving responder and motorist safety. As of May 2019, 7,298 first responders have been trained.



# TRAFFIC INCIDENT MANAGEMENT STRATEGIES

## POST-CRASH CARE



**Promote and educate on the use of high-visibility apparel for first responders** to increase compliance with high-visibility apparel requirements for all workers at a traffic crash scene.



**Provide public education on safe, quick clearance, and vehicle removal laws** through a targeted public education campaign to increase public awareness of the *Steer It, Clear It* and the *Move Over* law.



**Coordinate traffic incident response for all responders** through engagement with all stakeholders.



**Conduct Mi-TIME training for all stakeholder groups** by continuing Mi-TIME training for the first responder community.

Responsibility is shared amongst road users under the *Move Over* and *Steer it, Clear it* laws. This is underscored by the multi-disciplinary coordination approach promoted in these legislations to detect, respond, and clear traffic as quickly as possible.

The *Move Over* law requires drivers to slow down and move over a lane for authorized vehicles with emergency lights on. The *Steer it, Clear it* law requires drivers involved in a crash to move the vehicles from the travel way if the vehicle can be moved and there are no apparent injuries. Together, these rules minimize the odds of secondary crashes for the public involved in the crash as well as for the first responders.



# TRAFFIC RECORDS AND INFORMATION SYSTEM

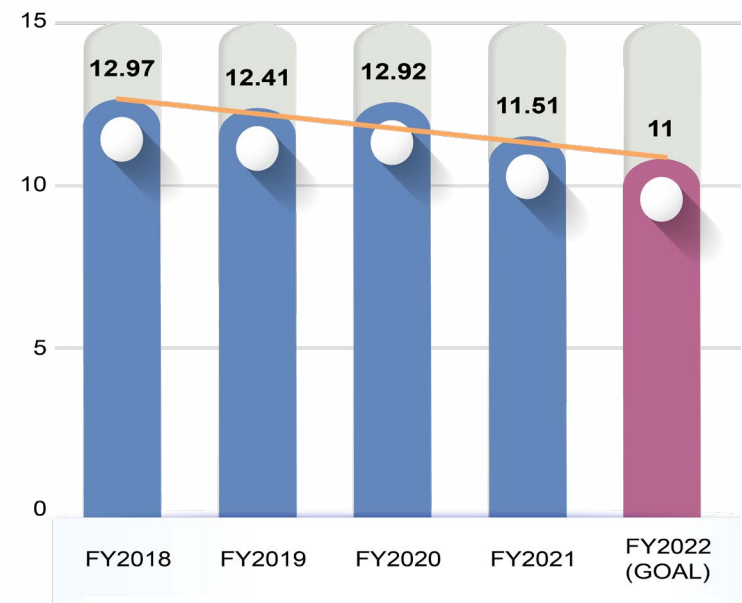
The Michigan traffic data system is part of a comprehensive traffic records database that is maintained by several statewide departments and is comprised of seven key data systems: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance, and Data Use and Integration. The effectiveness of the system relies on uninterrupted coordination between departments so that data remains complete, accessible, and viable for use. The Michigan Traffic Records Coordinating Committee (TRCC) provides the leadership in coordinating these efforts at a strategic level. The TRCC is comprised of a multi-disciplinary group of members who are driven by the need to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records. These efforts assist stakeholders in proactively identifying countermeasures to address traffic safety issues.

**95% OF ALL CRASH RECORDS** are entered in the TCRS database within **30 DAYS** of the crash

**96% OF REPORTS** are entered with **NO ERRORS** in **CRITICAL DATA ELEMENTS**

As of January 2020, Michigan is receiving nearly **100% of CRASH DATA ELECTRONICALLY**

**DAYS TO AVERAGE DATA ENTRY TO TCRS**



**MTCF**

Michigan Traffic  
Crash Facts

The Michigan Traffic Crash Facts (MTCF) website is the primary resource for Michigan crash data dating to 1952. The website includes a publication section which provides pre-established crash statistics on many topics including SHSP Action Team data, and a query tool which allows users to perform various advanced safety search functions. It is the winner of many awards, including a five-time winner of the *Best Traffic Records Web Page* award presented by the Association of Transportation Safety Information Professionals (ATSIP). In 2021, MTCF had 101,497 views, 77,629 data queries, and 12,815 new users.



# TRAFFIC RECORDS AND INFORMATION SYSTEM STRATEGIES

## POST-CRASH CARE



**Perform urban-rural data driven crash assessment** to assist in developing rural-specific countermeasures.



**Enhance MTCF Data Query tool** for more detailed analysis capabilities.



**Complete the surface type requirement for the Model Inventory of Roadway Elements (MIRE) Federal Data Elements database** to improve accuracy and timeliness of records.



**Assess the data quality of pedestrian, bicyclists, and motorcyclist crashes** to evaluate reporting accuracy of traffic data records.



**Provide materials to support law enforcement officer UD-10 training** to improve the quality of the traffic crash data.



**Remove data errors from the driver records database** to enhance ability of law enforcement to accurately identify and complete records.



**Develop crash analysis applications** to assist law enforcement quickly analyze crash statistics and generate reports.



**Improve quality of crash severity and injury assessment within EMS** for completeness of records.



**Provide technical support for crash data** to continue to maintain public accessibility.

The Michigan TRCC provides the strategic leadership for collecting, integrating, managing, and evaluating the traffic data system in the state. The system, comprised of seven key categories, represents a critical component of the Post-Crash Care element of the SSA. Ultimately, advances in the overall traffic data system support progress in other areas of safety, where proactive identification of trends and countermeasures has the potential to benefit Safe Road Users, Safe Vehicles, Safe Speeds, and Safe Roads.





# EVOLVING EMPHASIS AREAS

The transportation network in the 21st Century is rapidly evolving. Innovative technologies and changes in approach and operation within the network can present new safety challenges. The SHSP acknowledges that these emerging safety risks may slow the efforts aimed at eliminating fatalities and serious injuries. Through this acknowledgement, Michigan plans to track and address safety issues surrounding these evolving areas and use them as opportunities to accelerate progress and achieve TZD.



**Connected and Automated Vehicles** are a growing and critical technology that shows promise in significantly improving safety by removing driver error as a potential contributing factor. However, this new technology introduces new concerns and unknown risks in the system which need to be accounted for. Potential risks include cost related equity concerns, ethical dilemmas relative to vehicle reactions towards vulnerable users, fleet dynamics between automated and older vehicles, and privacy and security concerns.



**Micromobility** includes small, low-speed, human- or electric-powered vehicles like e-bikes and scooters. Users of these vehicles are vulnerable to severe injuries as many users do not wear helmets and travel in mixed traffic. Those using e-mobility options are at a greater risk due to higher operating speeds when compared to walking or bicycling. For example, class 3 e-bikes may reach 28 mph. As access to these devices improve, the proportion of micromobility users as a form of transportation increases. This presents an additional challenge as the anticipated growth outpaces the ability of local agencies to update ordinances and/or infrastructure.



**Public Transit** is essential in providing equitable transportation. Agencies throughout Michigan are continuously improving public transportation options to increase access and transportation choice. These modes can include local and intercity bus transit, vanpool services, trains, and rail. While public transit is a relatively safe mode of transportation, when crashes do occur, the cost of life can be substantial. Thus, it becomes imperative that occupants of high-capacity transit vehicles are safe during travel.



**Rail-Grade Crossings** are an area of concern that may become more prevalent as traffic volumes increase. While infrequent, 94 percent of all rail fatalities and injuries in the United States occur at a rail-grade crossing or while trespassing. The risk is higher in rural areas where warning or control devices such as signals, audible warnings, and cross-arms are uncommon.

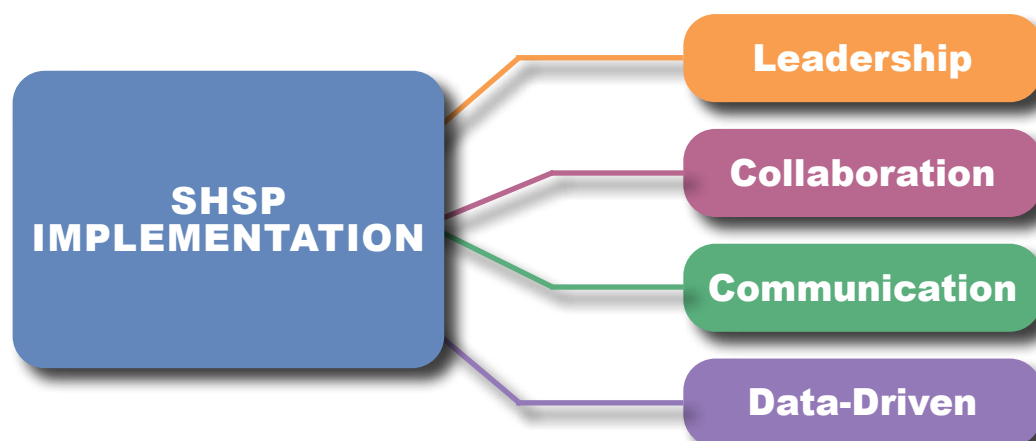


**Work Zones** are necessary in maintaining our roads; however, they are susceptible to human mistakes. The geometric changes, traffic shifts, and right-of-way constraints establish an environment that requires a driver's undivided attention. When combined with risky behaviors such as driving too fast within a work zone, distracted driving, or impaired driving, the potential for fatalities and serious injuries of road users and workers increases.



# IMPLEMENTATION

The SHSP becomes a living document through its implementation. Its success in reaching zero requires ongoing leadership, collaboration among agencies and organizations, effective communication to transform the safety culture, and a continuous data-driven approach. Effective deployment of these four elements facilitates the development of the Action Team action plans, integration and alignment with other safety and transportation plans, development of a marketing strategy, and effective program evaluation.



## LEADERSHIP

The GTSAC, comprised of 11 commissioners, provides the leadership for the implementation of the Michigan SHSP. The commissioners offer multidisciplinary safety expertise and represent the Governor's Office, state agencies, and local governments. The group meets quarterly each year and communicates regularly. Through its leadership, the GTSAC guides the safety management process in Michigan. This includes tracking progress and outcomes in each Action Team, evaluating the success of current strategies, and providing strategic direction for future SHSP updates. The leadership of the GTSAC shapes the culture of safety through its shared values, actions, and commitments.

## COLLABORATION

The responsibility to address safety in Michigan affects and involves everyone. The SHSP engages partners from all levels of government and various safety professionals, and promotes safety down to each individual. The Action Teams are comprised of professionals of multidisciplinary backgrounds who work together to implement the identified strategies. The plan is integrated and aligned with other safety and transportation plans such as the HSIP, HSP, and state and regional LRTPs. These undertakings ensure efficient use of resources, minimize duplication of efforts, and provide a common safety goal for Michigan.

## COMMUNICATION

A strong safety culture that ensures a commitment to safety over competing goals is required to reach zero. Many safety stakeholders in Michigan are already playing a role in promoting safety in their community. These efforts involve several mediums including schools, social media, newsletters, tv, radio, and dynamic message signs. Michigan is continuously implementing a Call to Action to promote the values and belief of TZD and the SSA. Agencies like the MDOT and the MSP continue their statewide safety campaigns annually and are challenging people to become TZD Champions.

## DATA-DRIVEN

The success of the SHSP lies in the ability to base decisions on accurate and comprehensive safety data. Michigan is fortunate to have one of the best state-of-the-art safety database in the nation, the TCRS. The TCRS is utilized throughout the SHSP and Action Team action plans, and is used to identify safety issues, implement strategies, measure progress, and evaluate programs.

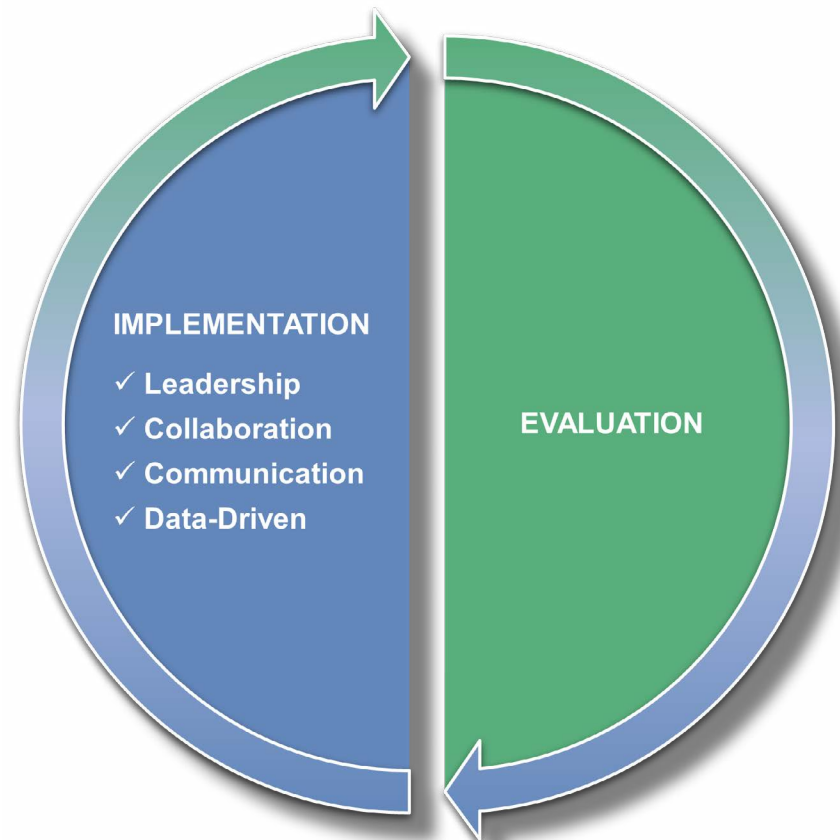


# EVALUATION

While implementation puts the plan into practice, program evaluation monitors progress, outcomes, and provides answers to the SHSP's efficiency and effectiveness. The two establish a feedback loop that is necessary to make the SHSP a living and breathing document.

Progress in the Michigan SHSP is evaluated at both the program level and Action Team level. At the program level, annual safety goals are identified to ensure the state reaches zero fatalities and serious injuries by 2050. At the same time, Action Teams provide individual annual performance targets which focus on improving safety within their respective emphasis area. Combined, these performance targets help attain the overall annual SHSP safety goals and get us closer to TZD.

It should be noted that these performance measures are not intended to be static. Instead, they should be updated annually to reflect changing safety conditions in Michigan. Similarly, all SHSP safety goals should be aligned with federal safety performance measures and other safety plans such as the HSIP and HSP.



An additional dimension to the SHSP evaluation process is the integration of the SSA guiding principles and elements. The evaluation process acts as a secondary check to ensure strategy implementation conforms to a new holistic view of safety. The schematic below illustrates the evaluation shift from the traditional view of safety to the SSA, which is the way we reach the ultimate goal of zero.

## TRADITIONAL SAFETY

Prevent Crashes  
Improve Human Behavior  
Control Speeding  
Individuals are Responsible  
React Based on Crash History

## SAFE SYSTEM



## SAFE SYSTEM APPROACH

Prevent Deaths and Serious Injuries  
Design for Human Mistakes and Limitations  
Reduce System Kinetic Energy  
Share Responsibility  
Proactively Identify and Address Risks



# CALL TO ACTION

## ACHIEVING **ZERO** TAKES EVERYONE WORKING TOGETHER

The SHSP vision is TZD on Michigan roadways because all travelers whether they drive, ride, walk, or bike should arrive at their destinations safely. The SSA is the tool used to achieve that vision and has been incorporated throughout the SHSP. Implementing the SSA is a shared responsibility, and everyone has a role in creating a safe transportation network for all road users.

Be a part of the change!

### IT IS IN OUR HANDS.

TOGETHER WE CAN MAKE PROGRESS EACH YEAR. TOGETHER WE CAN ACHIEVE MICHIGAN'S SAFETY VISION **ZERO.**



#### SAFE SYSTEM



#### FATALITIES



#### SERIOUS INJURIES

Here is what you can do to help:

**Individuals** – practice safe walking, driving, and riding behavior

**Families** – instill safety principles to children at a young age, monitor driving behaviors of family members, and speak up in a caring way when appropriate

**Schools** – teach our children and promote a commitment to safety by engaging parents, family members, and the community

**Community Organizations** – promote a safety culture by engaging with local and elected officials, leaders, and businesses

**Businesses** – adapt safety policies and actions within your organization

**Vehicle and Technology Providers** – prioritize safety in vehicles and associated technology to eliminate human driving error

**Emergency Responders or Health Professionals** – provide quality emergency response and health care to help save lives

**Engineering or Planning Professionals** – prioritize safety and implement proven strategies to make our roads safer

**Law Enforcement** – enforce traffic laws, promote safe driving, and work within the community to establish a safety culture

**Regional Planning Organizations** – provide resources and leadership and support your region through effective communication

**Elected Officials** – be a champion of safety throughout our communities through effective leadership

**State or Local Government** – provide the knowledge, resources, and leadership necessary to reach zero





# GLOSSARY

**5 E's of Traffic Safety** – Traditional approach to safety based on Engineering, Education, Enforcement, Emergency Services, and Equity principles used to eliminate fatalities and serious injuries on our roads.

**Action Team** – Team of traffic safety advocates established to improve safety within an emphasis area through the development of an action plan.

**At-Risk Road Users** – Emphasis area of the Michigan SHSP focused on road users who are overrepresented in traffic crashes, fatalities, and injuries.

**Automated Vehicles** – Vehicles equipped with technology capable of taking over some or all driving function from the human driver.

**Commercial Motor Vehicle** – Motor vehicle transporting passengers or property, and designed to transport 16 or more passengers, weight is 26,001 lb or more, or is carrying hazardous material.

**Complete Streets** – Roadways planned, designed, and constructed to provide appropriate access to all legal users inclusive of all modes of transportation.

**Connected Vehicles** – Vehicles equipped with technology capable of communicating bidirectionally with other vehicles, infrastructure, or other elements of a transportation system.

**Countermeasures** – A set of strategies effective in reducing traffic safety fatalities and serious injuries.

**Distracted Driving** – Any non-driving activity that diverts the attention from the primary task of driving.

**Emphasis Area** – An area of opportunity to improve safety through comprehensive safety strategies.

**Engineering Infrastructure** – Emphasis area of the Michigan SHSP focused on applying engineering principles, positive communication, outreach, opportunities, recognition, and research activities to identify safety risks and subsequent countermeasures that reduce the number and severity of crashes.

**Fatality** – Any injury which results in death within 30 days after the motor vehicle crash in which the injury occurred.

**Five-Year Rolling Average** – Average of five individual and consecutive years of data.

**Functional Classifications** – Road classification system based on mobility and land access.

**Graduated Driver Licensing** – A multi-staged process for issuing driver licenses for younger drivers to ensure they obtain satisfactory driving experience and exhibit safe driving behaviors.

**Headway** – The time interval between successive vehicles in a traffic stream.

**High Risk Rural Roads (HRRR)** – Any roadway functionally classified as a rural major or minor collector, or rural local roads with a fatal and serious injury crash rate above the statewide average for those functional crashes of roadway. A rural roadway that is likely to experience an increase in traffic volume that leads to a fatal and incapacitating injury crash rate in excess of the average statewide rate is also considered an HRRR.

**High-Risk Behaviors** – Emphasis area of the Michigan SHSP focused on preventable driving behaviors which lead to user errors and result in traffic crashes.

**Highway Safety Improvement Program (HSIP)** – Core federal program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads, and roads on tribal land.

**Highway Safety Plan (HSP)** – Annual plan identifying program activities supported by federal funds undertaken to reduce traffic crashes, fatalities, and injuries.

**Impaired Driver** – A person operating a motor vehicle while under the influence of alcohol and/or drugs.

**Intersection Crash** – A crash which occurs at an intersection or is influenced by an intersection.



**Lane Departure Crash** – A crash resulting from a vehicle crossing an edge line, center line, or otherwise leaving the traveled way.

**Local Road** – Any Michigan road not on the state trunkline system.

**Metropolitan Planning Organization (MPO)** – Policy board of an organization responsible for carrying out the metropolitan transportation planning process.

**Michigan Mobility 2045 Plan** – Long Range Transportation Plan for transforming Michigan's transportation system in the next 25 years.

**Micromobility** – Mode of motorized devices which operate at low speeds (typically 30 mph or less), small in size (less than 300 lb), and less than 3 feet wide.

**Non-Motorized** – Transportation modes including biking, walking, equestrian, and horse-drawn vehicles as well as other non-powered transportation devices.

**Older Drivers** – Drivers age 65 and older.

**Rail-Grade Crossing** – Type of intersection where a road crosses an at-grade railroad.

**Regional Traffic Safety Plans (RTSP)** – Framework for addressing a region's key safety needs and reducing fatalities and serious injuries on all of its roads.

**Safe System Approach (SSA)** – Human-centered, holistic approach that aims to eliminate fatalities and serious injuries for all road users.

**Safety Culture** – Shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals.

**Serious Injury** – Any injury, other than fatal, which incapacitates a person from continuing normal physical activity that was capable prior to the crash. The FHWA and the NHTSA use "Suspected Serious Injury" as the terminology for serious injuries. For the purpose of this document, "Suspected Serious Injury" means the same as "Serious Injury".

**Share the Road** – Transportation safety principles based on the understanding that all road users have the same rights, and we all are responsible to ensure each other's safety.

**Strategies** – A plan of action with the ultimate goal of eliminating fatalities and serious injuries on our roads.

**System Administration** – Emphasis area of the Michigan SHSP focused on identifying, diagnosing, and treating safety concerns in an effective and efficient manner.

**Toward Zero Deaths (TZD)** – National strategy of highway safety advocating for the elimination of deaths and serious injuries on our roads.

**Transportation Improvement Program (TIP)** – Federally mandated four-year program of all surface transportation projects within a region or state which receive federal funding or require federal action.

**Trunkline** – All roads in Michigan designated as interstates, US highways, and state highways, and are under the jurisdiction of the MDOT.

**UD-10 Traffic Crash Report** – State of Michigan crash report that law enforcement uses to document and report the details of a crash involving any type of vehicle.

**Unrestrained Occupant** – Any person not properly restrained by a safety belt, child safety seat, booster seat, or similar safety restraint device.

**Vulnerable Road User (VRU)** – Any road user such as a pedestrian, bicyclist, motorcyclist, or other non-motorized user who is unprotected by an outside shield and thus at a higher risk of injury in the event of a collision.

**Work Zone** – Area of a roadway marked for construction, maintenance, or utility work activities.

**Younger Drivers** – Drivers age 20 and younger.

# ACRONYMS

**AARP** – American Association of Retired Persons

**ACS** – American Community Survey

**AG** – Attorney General

**AI** – Artificial Intelligence

**ATSIP** – Association of Transportation Safety Information Professionals

**BIL** – Bipartisan Infrastructure Law

**CDL** – Commercial Drivers License

**CFR** – Code of Federal Regulations

**CMISST** – Center for the Management of Information for Safe and Sustainable Transportation

**CMV** – Commercial Motor Vehicles

**CPS** – Child Passenger Safety

**CVED** – Commercial Motor Carrier Enforcement Division

**CVMT** – Commercial Vehicle Miles Traveled

**CVSP** – Commercial Vehicle Safety Plan

**CY** – Calendar Year

**DA20YAT** – Drivers Age 20 and Younger Action Team

**DDAT** – Distracted Driving Action Team

**DWI** – Driving While Intoxicated

**EJ** – Environmental Justice

**EMS** – Emergency Medical Service

**FHWA** – Federal Highway Administration

**FMCSA** – Federal Motor Carrier Safety Administration

**FY** – Fiscal Year

**GDL** – Graduated Driver License

**GTSAC** – Governor's Traffic Safety Advisory Commission

**HSIP** – Highway Safety Improvement Program

**HSP** – Highway Safety Plan

**HRRR** – High Risk Rural Roads

**HVE** – High-Visibility Enforcement

**IDAT** – Impaired Driving Action Team

**LMB** – League of Michigan Bicyclists

**LRSP** – Local Road Safety Plan

**L RTP** – Long Range Transportation Plan

**LSI** – Local Safety Initiative

**MAP-21** – Moving Ahead for Progress in the 21st Century

**MATCP** – Michigan Association of Treatment Court Professionals

**MCRA** – Michigan Crisis Response Association

**MCSAT** – Motorcycle Safety Action Team

**MCTS** – Michigan Center for Truck Safety

**MDE** – Michigan Department of Education

**MDHHS** – Michigan Department of Health and Human Services

**MDOS** – Michigan Department of State

**MDOT** – Michigan Department of Transportation

**MDTSEA** – Michigan Driver and Traffic Safety Education Association

**MFF** – Michigan Fitness Foundation



**MI-EMSIS** – Michigan Emergency Medical Services Information System

**MIRE** – Model Inventory of Roadway Elements

**Mi-TIME** – Michigan's Traffic Incident Management Effort

**MJI** – Michigan Judicial Institute

**MLBA** – Michigan Licensed Beverage Association

**MLCC** – Michigan Liquor Control Commission

**MPO** – Metropolitan Planning Organization

**MSA** – Michigan Sheriffs' Association

**MSF** – Motorcycle Safety Foundation

**MSP** – Michigan State Police

**MTCF** – Michigan Traffic Crash Facts

**MTGA** – Michigan Trails and Greenways Alliance

**MTSC** – Michigan Truck Safety Commission

**MTU** – Michigan Technological University

**NHTSA** – National Highway Traffic Safety Administration

**OHSP** – Office of Highway Safety Planning

**OPAT** – Occupant Protection Action Team

**PBSAT** – Pedestrian and Bicycle Safety Action Team

**RSA** – Road Safety Audit

**RTSP** – Regional Traffic Safety Plan

**S4SD** – Strive for a Safer Drive

**SAFETEA-LU** – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

**SCAO** – State Court Administrative Office

**SDSO** – Safe Drivers Smart Options

**SEMCOG** – Southeast Michigan Council of Governments

**SHRP2** – Strategic Highway Research Program 2

**SHSP** – Strategic Highway Safety Plan

**SMSAT** – Senior Mobility and Safety Action Team

**SOS** – Secretary of State

**SRTS** – Safe Routes to School

**SSA** – Safe System Approach

**STIP** – State Transportation Improvement Program

**STOPPED** – Sheriffs Telling Our Parents and Promoting Educated Drivers

**TCRS** – Traffic Crash Reporting System

**TCRU** – Traffic Crash Reporting Unit

**TIA** – Transportation Improvement Association

**TIM** – Traffic Incident Management

**TIP** – Transportation Improvement Program

**TRCC** – Traffic Record Coordination Committee

**TSEAT** – Traffic Safety Engineering Action Team

**TZD** – Toward Zero Deaths

**UMTRI** – University of Michigan Transportation Research Institute

**USC** – United States Code

**VMT** – Vehicle Miles Traveled

**VRU** – Vulnerable Road User



## **VRU SAFETY ASSESSMENT – UNDER CONSTRUCTION**




*The information within this Appendix is considered a living document and therefore is not all-inclusive and may change over time. Details and specific resources available for each of the action items are tied to eligibility criteria.*




# DISTRACTED DRIVING ACTION PLAN SUMMARY

## PERFORMANCE MEASURES:

- Reduce injuries and fatalities caused by distracted driving
- Increase distracted driving awareness
- Increase distracted driving enforcement
- Improve the accuracy of distracted driving crash statistics
- Annually track Michigan driver hand-held cell phone use, including talking and texting
- Monitor hands-free distracted driving legislation



ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Conduct effective distracted driving public education initiatives				
Promote awareness of Michigan's texting law and Kelsey's law	Distracted Driving Action Team (DDAT) Action Plan	MDOS, OHSP	Federal/State funding	Ongoing
Support and promote the driving simulator program in Michigan high schools	DDAT Action Plan	OHSP	Federal funding	Ongoing
Promote the Strive for a Safer Drive program	HSP	Transportation Improvement Association (TIA), OHSP	Federal funding	Ongoing
Continue the annual Student Distracted Driving Awareness Billboard competition	DDAT Action Plan	TIA	Local/Private funding	Ongoing
Continue the Drive Safe for the Holidays radio spots	HSP	OHSP	Federal funding	Ongoing

# DISTRACTED DRIVING ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Support the Remembering Ally: Distracted Driving Awareness campaign	HSP	TIA, OHSP	Federal funding, Communications	Ongoing
Support National Distracted Driving Awareness Month	HSP	OHSP	Federal funding, Communications	Ongoing
Review and provide recommendations on distracted driving information in MDOS publications and website	DDAT Action Plan	MDOS	State funding	Ongoing
<b>Promote distracted driving enforcement</b>				
Share enforcement efforts and results through articles in OHSP's Safety Network Newsletter	HSP	OHSP	Federal funding	Short Term (1-2 years)
Continue and support Operation Ghost Rider, a multi-jurisdictional distracted driving enforcement campaign	Operation Ghost Rider is a MC Program for nonendorsed riders	TIA	Federal/State and Local/Private funding	Ongoing
Seek workshop opportunities at conferences to highlight successful enforcement strategies targeting distracted driving	HSP	OHSP	Federal funding	Ongoing
<b>Monitor the development of new countermeasures and identify those that could be implemented in Michigan</b>				
Provide updates and recommendations as appropriate	HSP	OHSP	Federal funding	Ongoing
<b>Monitor distracted driving legislation</b>				
Provide recommendations and updates as appropriate	DDAT Action Plan	TIA, OHSP	Federal/State and Local/Private funding	Ongoing



# DISTRACTED DRIVING ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Continue to implement low-cost roadway safety countermeasures				
Encourage the use of centerline and edge-line rumble strips by local agencies	Local Safety Initiative (LSI), Local Road Safety Plan (LRSP), Road Safety Audit (RSA), HSIP	FHWA, MDOT	Federal/State funding	Short Term (1-2 years)
Investigate the application of intersection warning systems in Michigan	HSIP	MDOT	Federal/State funding	Long Term
Investigate the application of transverse rumble strips in advance of stop-sign controlled intersections	HSIP	MDOT	Federal/State funding	Long Term
Implement centerline and edge-line rumble strips as part of construction standards	HSIP	MDOT	Federal/State funding	Ongoing
Investigate and implement roadway improvements (rumble strips, cable median barriers) to reduce likelihood and severity of run-off road and/or head-on collisions	HSIP	MDOT	Federal/State funding	Ongoing
Continue to install and enhance curve delineation in areas where run-off road crashes are occurring	HSIP	MDOT	Federal/State funding	Ongoing
Continue to recommend curve delineation for local road agencies	LSI, LRSP, RSA, HSIP	MDOT	Federal/State funding	Ongoing
Encourage local road agencies to remove roadside hazards and improve clear zone/recovery areas	LSI, LRSP, RSA, HSIP	MDOT	Federal/State funding	Ongoing
Encourage attendance of local road owning agencies at the Michigan Traffic Safety Summit	DDAT Action Plan	MDOT	Federal/State and Local/Private funding	Ongoing
Improve data collection on driver distractions involved in crashes				
MSP Criminal Justice Information Center offers UD-10 training to all statewide law enforcement agencies	HSP	OHSP	Federal funding	Short Term (1-2 years)



# DISTRACTED DRIVING ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Continue to present on importance of identifying and correctly coding “Driver Condition” and “Hazardous Action” sections on the UD-10	HSP	University of Michigan Transportation Research Institute (UMTRI)	Federal funding	Short Term (1-2 years)









# IMPAIRED DRIVING ACTION PLAN SUMMARY

## PERFORMANCE MEASURES:

- Decrease fatal and incapacitating injury crashes involving alcohol
- Decrease fatal and incapacitating injury crashes involving drugs


ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Support impaired driving enforcement, with a special emphasis on high-visibility enforcement</b>				
Conduct high-visibility impaired driving enforcement during national mobilizations	HSP	OHSP	Federal funding	Ongoing
<b>Promote efforts to support sobriety courts and the use of ignition interlocks</b>				
Continue to expand and/or support specialty courts to reach qualifiable drug/drunk driving offenders	HSP	SCAO	Federal funding	Mid-Term
Expand the use of ignition interlocks for drivers convicted of Driving While Intoxicated (DWI)	Impaired Driving Action Team (IDAT) Action Plan	SCAO, MDOS	State funding	Mid-Term
Conduct evaluations of recidivism rates for drunk driving offenders who enroll in specialty sobriety courts and ignition interlocks	HSP	SCAO, MDOS	State funding	Ongoing
Educate judicial personnel on the benefits of specialty courts and ignition interlocks	HSP	Michigan Judicial Institute (MJJ), Michigan Assn. of Treatment Court Professionals (MATCP), OHSP	Federal /State funding	Ongoing
<b>Support public information and education campaigns</b>				
Expand paid and earned media to non-traditional outlets during mobilization periods	HSP	OHSP	Federal funding, Communications	Mid-Term

# IMPAIRED DRIVING ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Continue developing both earned and paid media campaigns during national and state mobilizations where increased enforcement is present	HSP	OHSP	Federal funding, Communications	Ongoing
Continue to provide free traffic safety resource materials	HSP	OHSP	Federal funding, Communications	Ongoing
Partner agencies will continue to support their campaigns	HSP	IDAT Member Agencies	Federal funding, Communications	Ongoing
Provide enhanced training for all sectors of the criminal justice and substance use disorder communities				
Develop a process to provide training announcements and opportunities across professional spectrums	HSP	OHSP	Federal funding	Mid-Term
Continue to provide alcohol and drug impairment training to law enforcement officers	HSP	OHSP	Federal funding	Ongoing
Continue to provide legal updates and technical assistance to prosecutors and city attorneys via the Traffic Safety Resource Prosecutors	HSP	Prosecuting Attorneys Assn. of Michigan, OHSP	Federal funding	Ongoing
Continue to provide relevant and timely training for court personnel	HSP	MJI, OHSP	Federal funding	Ongoing
Continue to provide relevant and timely training for law enforcement agencies and retail licensee groups	HSP	Michigan Liquor Control Commission (MLCC), Michigan Crisis Response Association (MCRA), Michigan Licensed Beverage Association (MLBA), OHSP	Federal funding	Ongoing







# IMPAIRED DRIVING ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Continue to provide relevant and timely training for Michigan's substance abuse prevention and treatment professionals	IDAT Action Plan	Michigan Department of Health and Human Services (MDHHS)	State funding	Ongoing
Provide recommendations related to impaired driving policies and legislative efforts based on scientific data				
Continue to monitor and share new data and research to Impaired Driving Action Team members	HSP	OHSP, IDAT	Federal funding	Ongoing
Support evidence-based policy and legislative initiatives in the prevention, enforcement, adjudication, and treatment sectors	IDAT Action Plan	Participating Agencies	Federal/State funding	Ongoing

# OCCUPANT PROTECTION SAFETY ACTION PLAN SUMMARY

## PERFORMANCE MEASURES:

- Increase seat belt use for drivers and front seat passengers
- Reduce unrestrained fatalities in all seating positions
- Reduce unrestrained serious injuries
- Reduce the vehicle mileage fatality rate for unrestrained drivers

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Continue high-visibility enforcement</b>				 
Conduct high visibility seat belt and car seat enforcement annually	HSP	OHSP	Federal funding	Ongoing
Specify Child Passenger Safety (CPS) enforcement times and provide educational materials to promote to law enforcement officers	HSP	OHSP	Federal funding	Ongoing
<b>Support public information and education campaigns</b>				 
Support existing CPS technicians in every county in Michigan and add additional technicians to those counties with three or fewer	HSP	OHSP, CPS Instructors, Safe Kids Michigan	Federal funding	Short-Term
Compile a list of activities surrounding CPS Week and make it available on web and social media sites	HSP	OHSP, Safe Kids Michigan	Federal funding and Communications	Short-Term
Engage partner agencies to promote CPS Week via social media	HSP	OHSP, MDHHS, Safe Kids Michigan	Federal funding and Communications	Short-Term
Continue education efforts for parents and guardians of children 4'9" and under about the importance of booster seat use	HSP	OHSP, Safe Kids Michigan, MDOS, CS Mott Children's Hospital, Michigan Medical	Federal funding and Communications	Short-Term



# OCCUPANT PROTECTION SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Continue outreach to non-traditional outlets for media promotion	HSP	OHSP	Federal funding and Communications	Mid-Term
Continue communication to caregivers of school-aged children through various channels	HSP	OHSP, Safe Kids Michigan, MDOS	Federal funding and Communications	Mid-Term
Update and make available a standardized curriculum on CPS for law enforcement officers	HSP	OHSP	Federal funding and Communications	Mid-Term
Train MDHHS case workers with a car seat basics course	HSP	OHSP, MDHHS	Federal funding	Mid-Term
Continue public information and education efforts on the topic of heat stroke	HSP	OHSP, MDHHS	Federal funding	Mid-Term
Increase online information for CPS and technician contact information	HSP	OHSP, MDHHS, Safe Kids Michigan	Federal funding	Long-Term
Continue earned and paid media campaigns during concentrated enforcement periods	HSP	OHSP	Federal funding	Ongoing
Continue to fund courses for new CPS technicians, technician renewal courses, and continuing education courses	HSP	OHSP	Federal funding and Communications	Ongoing
Continue to provide free safety resource materials	HSP	OHSP, AAA, CS Mott Children's Hospital	Federal funding and Communications	Ongoing
Continue to support Strive for a Safer Drive	HSP	OHSP, Ford Driving Skills for Life	Federal funding	Ongoing
Develop a CPS awareness training curriculum for law enforcement	HSP	OHSP	Federal funding	Ongoing






# OCCUPANT PROTECTION SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Provide recommendations related to occupant protection legislation				
Adjust seat belt observation studies to include observed seat belt use for all 83 Michigan counties every 5-10 years	HSP	OHSP	Federal funding	Short-Term
Compile and distribute data to support proposed legislative changes	HSP	OHSP	Federal funding	Short-Term
Garner support for proposed legislative changes from several groups of stakeholders	Occupant Protection Action Team (OPAT) Action Plan	TBD	TBD	Short-Term
Identify legislators who will introduce and support a primary seat belt law for every occupant	OPAT Action Plan	TBD	TBD	Mid-Term
Propose and support legislation requiring all seating positions to wear a seat belt	OPAT Action Plan	TBD	TBD	Long-Term
Propose and support legislation requiring up-to-date CPS education and seat check locations at hospitals and children's emergency rooms prior to discharge	OPAT Action Plan	TBD	TBD	Long-Term
Propose and support legislation strengthening CPS laws	OPAT Action Plan	TBD	TBD	Long-Term
Implement Michigan's current Child Passenger Strategy Strategic Plan				
Create and implement law enforcement CPS training to increase knowledge of proper seat use	HSP	OHSP, CPS technician network	Federal funding	Short-Term
Increase technician recertification percentage	HSP	OHSP, CPS technician network	Federal funding	Short-Term




# OCCUPANT PROTECTION SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Gather information for potential pilot program where parents can exchange cost of ticket for a car seat distribution/education site	HSP	Safe Kids Michigan, OHSP	Federal funding	Long-Term
Continue to offer training for CPS instructors and technicians	HSP	OHSP	Federal funding	Ongoing
Create regional CPS Training Coordinator position	HSP	OHSP	Federal funding	Ongoing
<b>Evaluate the effectiveness of Occupant Protection Programs</b>				
Continue observational studies annually to determine driver and front passenger seat belt use in Michigan	HSP	OHSP, grant funded research institution	Federal funding	Ongoing
Continue the direct observation CPS and misuse studies	HSP	OHSP, grant funded research institution	Federal funding	Ongoing
Transition to electronic car seat checklist and data gathering	HSP	OHSP	Federal funding	Ongoing

# COMMERCIAL MOTOR VEHICLE SAFETY ACTION PLAN SUMMARY




## PERFORMANCE MEASURES:

- Prevent the CMV-involved fatality rate from increasing
- Reduce CMV-involved crashes through deployment and use of effective truck safety and enforcement technologies
- Promote a safe driving culture among users through education and public awareness programs
- Improve truck drivers' recruitment and training programs



ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Improve CMV driver training and license programs				
Explore the feasibility and cost-effectiveness of opening a skid pad facility in Michigan	CMV Strategic Plan	MTSC	State Grant	Ongoing
Continue providing the Driver Performance Measurement training to truck drivers through the Professional Driver Coaching program	CMV Strategic Plan	MTSC	State Grant	Ongoing
Improve defensive driving knowledge through the National Safety Council's Defensive Driving Course for the Professional Truck Driver	CMV Strategic Plan	MTSC	State Grant	Ongoing
Continue to educate motor carriers and drivers on the driver metrics in the FMCSA's Compliance, Safety, and Accountability program	CMV Strategic Plan	MTSC	State Grant	Ongoing
Advocate standardization of entry-level driver training during and after orientation programs to include state and federal regulations	CMV Strategic Plan	MTSC	State Grant	Ongoing
Underscore importance of training in stopping, backing maneuvers, and skid control for entry-level drivers	CMV Strategic Plan	MTSC	State Grant	Ongoing
Expand education and consider periodic training for motor carriers and drivers with Commercial Driver Licenses (CDLs) through several mediums	CMV Strategic Plan	MTSC	State Grant	Ongoing



# COMMERCIAL MOTOR VEHICLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Promote awareness of seat belt usage, fatigue, and distracted driving</b>				
Promote efforts to increase fatigue awareness among CMV drivers, shippers, carriers, and all other drivers	CMV Strategic Plan	MTSC	State Grant	Ongoing
Advocate for the education of motor carriers and CMV drivers on the dangers of distracted driving	CMV Strategic Plan	MTSC	State Grant	Ongoing
Encourage road agencies to continue incorporating rumble strips into new and existing roadways	Traffic & Safety	MDOT	Federal/State funding	Ongoing
Support efforts to enforce rules to control the use of cell phones while driving	CMV Strategic Plan	MSP - Commercial Motor Carrier Enforcement Division (CVED)	State Grant	Ongoing
Highlight the importance of efforts focused on programs for seat belt use	CMV Strategic Plan	CVED, MCTS	State Grant	Ongoing
<b>Address driver shortages</b>				
Promote inclusion of CDL training in community colleges and technical schools	CMV Strategic Plan	MTSC	State Grant	Ongoing
Encourage and support efforts that introduce the trucking industry as a career choice in high school and former military	CMV Strategic Plan	MTSC	State Grant	Ongoing
Identify and support efforts aimed at addressing the driver shortage, especially those potentially beneficial for Michigan	CMV Strategic Plan	MTSC	State Grant	Ongoing
<b>Adopt technologies that improve safety and efficiency</b>				
Explore the feasibility of automatic collection of inspection data to facilitate enforcement	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing


# COMMERCIAL MOTOR VEHICLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Explore implementing systems that use advanced technologies to assist police officers in identifying potential violators	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing
<b>Support programs that promote vehicle maintenance and inspection</b>				
Highlight the importance of driver training on how to identify problems with brake systems and tires to minimize the chances of a vehicle being placed in out-of-service during inspection	CMV Strategic Plan	MCTS	State Grant	Ongoing
Promote Periodic Inspection Training seminars for maintenance personnel	CMV Strategic Plan	MCTS	State Grant	Ongoing
Support efforts in conducting inspections, compliance reviews, and weigh station operations	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing
Advocate efforts to conduct targeted enforcement for regulatory compliance by both motor carriers and CMV drivers	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing
<b>Implement truck safety initiatives and best practices</b>				
Encourage efforts to analyze and correct unsafe roadway infrastructure and operational characteristics through engineering and enforcement interventions	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing
Emphasize the timely and accurate reporting of inspection and crash data	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing
Emphasize periodic analyses of crash data to provide longitudinal information on crashes and compare Michigan with other states	CMV Strategic Plan	UMTRI	State Grant	Ongoing
Encourage the effective utilization of CMV crash data in decision-making	CMV Strategic Plan	MCTS	State Grant	Ongoing







# COMMERCIAL MOTOR VEHICLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Participate in efforts to develop cooperative CMV safety programs and partnerships with state departments and other traffic safety partners	CMV Strategic Plan	MCTS	State Grant	Ongoing
Support mobile enforcement and implementation of STET operations in high-risk areas to improve compliance	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing
<b>Conduct CMV driver and general public awareness initiatives</b>				
Support the incorporation of Share the Road messages and information into materials targeting car and other light vehicle drivers through print and electronic media	CMV Strategic Plan	MCTS	State Grant	Ongoing
Support efforts to increase awareness of the Share the Road program in strategic locations such as the MDOS branch offices, Michigan Welcome Centers, and highway rest stops	CMV Strategic Plan	MCTS	State Grant	Ongoing
Increase the level of attention to truck safety issues in public and private driver education programs and tests	CMV Strategic Plan	MCTS	State Grant	Ongoing
Support the MCTS's efforts to enhance small carriers' awareness of the resources available to them	CMV Strategic Plan	MCTS	State Grant	Ongoing
Reach out to small carriers and encourage them to provide training to their entry-level drivers	CMV Strategic Plan	MCTS	State Grant	Ongoing
Support education and outreach to the public and industry on how to safely operate in and around CMVs	CMV Strategic Plan	MCTS	State Grant	Ongoing
Promote the MCTS's programs, especially the truck simulator, to increase its utilization	CMV Strategic Plan	MCTS	State Grant	Ongoing
Enhance the visibility/activities of the MTSC through effective promotions and communications	CMV Strategic Plan	MCTS	State Grant	Ongoing
Support efforts to encourage CMV and other drivers to engage in safer driving by encouraging implementation and enforcement of laws that will counter aggressive driving behaviors	CMV Strategic Plan	MSP-CVED	State Grant	Ongoing

# DRIVERS AGE 20 AND YOUNGER ACTION PLAN SUMMARY



## PERFORMANCE MEASURES:

- Support initiatives that lead to reducing total traffic fatalities that involve a driver age 20 and younger to be comparable to the percentage of total licensed drivers among the same age group
- Support initiatives that lead to reducing the percentage of serious injuries that involve a driver age 20 and younger to be comparable to the percentage of total licensed drivers among the same age group


ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Implement or improve graduated driver licensing systems				
Continue to explore recommended GDL provisions and their potential impact in Michigan	Drivers Age 20 and Younger Action Team (DA20YAT) Action Plan	DA20YAT	Public/Private funding	Ongoing
Support involvement to Michigan GDL as recommended by the NHTSA	DA20YAT Action Plan	DA20YAT	Federal funding	Short-Term (1-2 Years)
Support the accessibility to driver training for underserved communities	DA20YAT Action Plan	OHSP, AAA	Federal funding	Short-Term (1-2 Years)
Promote and support the enforcement/adjudication of laws pertaining to young drivers				
Continue to maintain the MDOS website and provide informational materials for parents/guardians of young drivers	DA20YAT Action Plan	MDOS	State funding	Ongoing
Continue to provide young driver materials as listed in Michigan's Traffic Safety Materials Catalog and on the OHSP website	HSP	OHSP	Federal funding	Ongoing
Develop and/or promote young driver related resource materials and content, distribute at events, and other methods as appropriate	HSP	DA20YAT, OHSP	Federal funding	Ongoing
DA20YAT members will continue to encourage respective communications teams to share teen driving law related posts	HSP	DA20YAT, OHSP	Federal funding	Ongoing



# DRIVERS AGE 20 AND YOUNGER ACTION PLAN SUMMARY



ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Monitor teen drivers as well as new drivers on probation and respond accordingly when traffic violation convictions are posted to the driving record	DA20YAT Action Plan	MDOS	State funding	Ongoing
Southeast Michigan Council of Governments (SEMCOG) will continue annual crash analysis to identify key safety needs to reduce fatalities and serious injuries	DA20YAT Action Plan	SEMCOG	Federal/State and Local/Private funding	Ongoing
Promote parent awareness of teen driving risks and parent engagement, and assist parents in managing teens' driving 				
Review current publications provided to parents of teen drivers and revise as appropriate, and seek and pursue opportunities for engagement with parents/legal guardians of teen drivers	DA20YAT Action Plan	MDOS	State funding	Ongoing
Continue to promote the ThinkFirst Parent Orientation program across Michigan	HSP	ThinkFirst	Federal funding	Ongoing
Continue the STOPPED program running in all 83 Michigan counties	DA20YAT Action Plan	MSA	Local/Private funding	Ongoing
Continue to send notifications to parents when their teens violate GDL restrictions	DA20YAT Action Plan	MDOS	State funding	Ongoing
Improve young driver training 				
Update Michigan's driver education curriculum to reflect changes and enhancements as needed	DA20YAT Action Plan	MDOS	State funding	Ongoing
Include information concerning laws pertaining to bicyclists, motorcycles, pedestrians and other VRUs in curriculum	DA20YAT Action Plan	MDOS	State funding	Ongoing
Provide information about sharing the road with CMVs to driver education instructors	DA20YAT Action Plan	MCTS	State grant	Ongoing
Michigan Driver and Traffic Safety Education Association (MDTSEA) reviews professional development offerings for driver education instructors, and presents topics on professional development	DA20YAT Action Plan	MDTSEA	Local/Private funding	Ongoing

# DRIVERS AGE 20 AND YOUNGER ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Explore training program opportunities for providers to include resource materials for parents and guardians of teen drivers	DA20YAT Action Plan	MDOS	State funding	Short-Term (1-2 Years)
Support and promote teen defensive driving programs	DA20YAT Action Plan	DA20YAT, OHSP	Federal funding	Ongoing
Develop and maintain a list of current educational programs for target groups of drivers	DA20YAT Action Plan	DA20YAT, OHSP	Federal funding	Short-Term (1-2 Years)
<b>Employ school-based strategies</b>				
Promote teen traffic safety education and resources to schools and encourage their implementation	HSP	MDE, OHSP	Federal funding	Ongoing
Continue the Strive for a Safer Drive program	HSP	TIA, OHSP	Federal funding	Ongoing
Coordinate to deliver presentations regarding teen driver safety by discouraging distracted and impaired driving, education on GDL, and encouraging proper restraint usage	HSP	Michigan Trauma Coalition - Injury Prevention, OHSP	Federal funding	Ongoing
Support and promote the driving simulator program in Michigan high schools	HSP	OHSP and MSP	Federal funding	Ongoing
Support and promote Student Leadership Services, a student-led program series that includes driver safety programs	HSP	Student Leadership Services, OHSP	Federal funding	Ongoing
Support and promote teen defensive driving programs	HSP	DA20YAT, OHSP	Federal funding	Ongoing
Develop and maintain a list of current educational programs for target groups of drivers	HSP	DA20YAT, OHSP	Federal funding	Short-Term (1-2 Years)



# DRIVERS AGE 20 AND YOUNGER ACTION PLAN SUMMARY



ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Provide recommendations related to young driver safety legislation				
Employ activities focused on drivers age 18-20				
Explore updating the written driver knowledge test given to 18+ year olds to more closely align with GDL students under 18	DA20YAT Action Plan	MDOS	State funding	Short-Term (1-2 Years)
Review the licensing process and explore opportunities to improve and/or require some form of driver education for drivers age 18-20	DA20YAT Action Plan	MDOS	State funding	Short-Term (1-2 Years)



# MOTORCYCLE SAFETY ACTION PLAN SUMMARY




## PERFORMANCE MEASURES:

- Reduce and prevent motorcycle crashes, fatalities, and serious injuries
- Develop and implement training programs for motorcyclists
- Develop and implement public awareness and education campaigns
- Develop and implement EMS education
- Develop and implement safety legislation to improve motorcycle safety
- Make roadway design and maintenance conducive to safe motorcycling

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Manage a comprehensive motorcycle safety program</b>				
Designate a lead agency to coordinate Michigan's comprehensive motorcyclist safety program	HSP	MDOS	Federal funding	Ongoing
Engage with other states and national motorcyclist safety programs	HSP	OHSP	Federal funding	Ongoing
Reach out and invite more partners and stakeholders to the Motorcycle Safety Action Team (MCSAT) for development and collaboration	MCSAT	MCSAT	Local/Private funding	Ongoing
Create a five-year, data-driven MCSAT Action Plan, supported by one-year MCSAT Action Plans	MCSAT Action Plan	MCSAT	Federal/State and Local/Private funding	Ongoing
<b>Educate motorcycle riders and passengers on benefits of protective gear</b>				
Promote the benefits and encourage the use of all protective gear through the rider education program and outreach events	HSP	OHSP, MCSAT	Federal funding	Ongoing
Educate the public and motorcyclists about the benefits of wearing a helmet and protective gear	HSP	OHSP	Federal funding	Ongoing
Support current state law that all riders under 21 are required to wear a helmet and increase penalties for those under 21 who do not wear a helmet	MCSAT Action Plan	MCSAT	Federal/State and Local/Private funding	Ongoing






# MOTORCYCLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Develop, implement, and evaluate communication strategies surrounding the use of all protective gear	HSP	OHSP	Federal funding	Ongoing
<b>Encourage more motorcycle operators to seek out and take formal rider training</b>				
Increase penalties for unendorsed motorcycle operators	MCSAT Action Plan	MCSAT	TBD	Ongoing
Conduct regular inspections of and provide regular refresher training for third-party examiners and testers	HSP	MDOS, OHSP	Federal/State funding	Ongoing
Evaluate and update the motorcycle operator licensing, test questions, and knowledge test provided to students	MCSAT Action Plan	MDOS	State funding	Ongoing
<b>Provide rider education and training to students statewide</b>				
Ensure any increase in motorcycle license plate, endorsement, and/or registration fees must include funds being added to the State Motorcycle Safety Fund for rider training	MCSAT Action Plan	MCSAT	Federal/State and Local/Private funding	Ongoing
Increase funding for the motorcycle rider education program to a level that will allow it to meet current demand and reduce the age of the motorcycle fleet	HSP	MCSAT	Federal/State funding	Ongoing
Provide annual regional professional development opportunities and periodic statewide conferences for stakeholders	HSP	OHSP	Federal funding	Ongoing
Evaluate program performance using data-driven metrics	HSP	OHSP	Federal funding	Ongoing
Ensure that every RiderCoach/instructor receives at least one quality assurance visit every three years	HSP	OHSP	Federal funding	Ongoing
<b>Educate riders of the dangers of impaired riding</b>				
Conduct a crash-data analysis to identify priority target populations and geographic areas	HSP	UMTRI	Federal funding	Ongoing
Conduct outreach to motorcycle rider groups to promote a safety culture, specifically with zero-tolerance policies for impaired riding	MCSAT Action Plan	MSAT	Local/Private funding	Ongoing






# MOTORCYCLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Create a high-visibility motorcycle Operating While Intoxicated (OWI) enforcement campaign	HSP	OHSP	Federal funding	Ongoing
<b>Enact laws and regulations to improve motorcycle safety</b>				
Update the current Eye Protection law to require motorcycle operators and passengers to wear compliant eye protection	MCSAT Action Plan	MCSAT	Local/Private funding	Ongoing
Create legislation to impose strict fines and penalties on motorcycle owners who allow unendorsed riders to utilize their motorcycles	MCSAT Action Plan	MCSAT	Local/Private funding	Ongoing
Create legislation to enact a mandatory universal helmet law	MCSAT Action Plan	MCSAT	Local/Private funding	Ongoing
<b>Encourage and support law enforcement in motorcycle-related subject areas</b>				
Continue to educate law enforcement, prosecutors, and courts about the important role they play in saving lives	HSP	OHSP	Federal funding	Ongoing
Encourage all law enforcement agencies with motorcycle units to combine outreach and enforcement strategies	HSP	OHSP	Federal funding	Ongoing
Continue to support law enforcement agencies with data to target outreach, education, and high-visibility enforcement strategies	HSP	OHSP	Federal funding	Ongoing
<b>Support and educate EMS staff on motorcycle-related subject areas</b>				
Train EMS personnel to specifically address the types of crash trauma caused by motorcycle crashes and provide optimal care	MCSAT Action Plan	MCSAT	Federal/State funding	Ongoing
Promote and provide training in motorcycle accident scene management	MCSAT Action Plan	MCSAT	Federal/State funding	Ongoing
Collaborate with state SMS Director to provide annual EMS training to licensed EMS personnel	MCSAT Action Plan	MCSAT	Federal/State funding	Ongoing





# MOTORCYCLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Design, build, and maintain roadway infrastructure to be conducive and safe for motorcyclists and all users</b>				
Examine and enforce the policies and practices of several maintenance activities that benefit motorcycle safety	MCSAT Action Plan	MDOS	State funding	Ongoing
Collaborate with statewide road agency maintenance and work zone personnel on safety concerns of motorcycles	MCSAT Action Plan	MDOS	State funding	Ongoing
Educate transportation professionals of the operational characteristics of motorcycles and the roadway design and maintenance needs specific to motorcyclists	MCSAT Action Plan	MDOT	Federal/State funding	Ongoing
Study the impact of the new Safety Edge roadway shoulder edge-drop treatments	HSIP	MDOT	Federal/State funding	Ongoing
<b>Promote increased use of high-visibility riding gear to operators and passengers</b>				
Promote increased use of high-visibility riding gear among instructors	HSP	MDOS, OHSP	Federal/State funding	Ongoing
Analyze crash data to determine characteristics of crashes where the motorcyclists were determined to be at fault	HSP	UMTRI, OHSP	Federal funding	Ongoing
Engage motorcycle clubs and organizations in the planning and implementation of protective gear campaigns	HSP	OHSP	Federal funding	Ongoing
<b>Identify and develop specific messaging towards data-driven priority problem areas</b>				
Coordinate and develop an explicit, annual strategic communication plan prior to riding season	HSP	OHSP	Federal funding	Ongoing
Convene a meeting after riding season to review campaign outcomes, evaluate new data, and promote improvements	MCSAT Action Plan	MCSAT	Local/Private funding	Ongoing
Raise public awareness of motorcyclist training opportunities, rider endorsement requirements, awareness, and use of high-visibility gear	HSP	OHSP	Federal funding	Ongoing
Promote importance of a comprehensive motorcycling mindset through the Ride Safe to Ride Again campaign	HSP	OHSP	Federal funding	Ongoing
Educate motorists to increase awareness of motorcyclists through the Look Twice Save a Life campaign	HSP	MDOS, OHSP	Federal/State funding	Ongoing



# MOTORCYCLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Conduct regular analysis of data to identify problem areas and evaluate effectiveness				 
Analyze motorcycle crash data to determine if there are high crash locations or if crashes are related to design characteristics	HSP	UMTRI, OHSP	Federal funding	Ongoing
Conduct a follow-up analysis to crash-causation studies to identify most prevalent causal and correlated factors in motorcycle crashes	HSP	UMTRI, OHSP	Federal funding	Ongoing
Convene a multidisciplinary team to review causation study and develop specific recommendations for countermeasures	MCSAT Action Plan	MCSAT	Federal/State and Local/Private funding	Ongoing
Develop specific statewide goals for motorcycle safety	MCSAT Action Plan	MCSAT	Local/Private funding	Ongoing







# PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN SUMMARY

## PERFORMANCE MEASURES:

- Reduce the number of pedestrian crashes at intersections and midblock crossings
- Reduce the number of pedestrian crashes that occur due to missing or substandard pedestrian infrastructure
- Reduce the number of cycling crashes that occur on road segments and at intersections
- Eliminate fatal and serious pedestrian and bicyclist crashes


ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Recognize successful pedestrian and bicycle safety initiatives				
Recognize proactive or highly active jurisdictions in promoting safety of pedestrians and bicyclists	Pedestrian and Bicycle Safety Action Team (PBSAT) Action Plan	PBSAT	Federal/State and Local/Private funding	Ongoing
Identify successful community stories and promote statewide	PBSAT Action Plan	PBSAT	Local/Private funding	Ongoing
Recognize/assist with content to the MDOT Work Zone Manual	PBSAT Action Plan	MDOT	Federal/State funding	Ongoing
Update pedestrian and bicycle safety programs and initiatives resource list	PBSAT Action Plan	PBSAT	Federal/State and Local/Private funding	Ongoing
Fund pedestrian and bicycle safety projects	HSIP, HSP	MDOT, SEMCOG, OHSP	Federal/State and Local/Private funding	Ongoing
Identify and invite cities and villages with yield/stop for pedestrian in crosswalks and/or safe passing ordinances to apply for 405(h) funds	HSP	OHSP	Federal funding	Ongoing

# PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN SUMMARY


ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Raise awareness of pedestrian and bicycle safety				
Analyze and distribute pedestrian and bicycle crash data	HSIP, HSP	OHSP, MDOT, League of Michigan Bicyclists (LMB), MDHHS, UMTRI	Federal/State funding	Ongoing
Educate motorists, pedestrians, and bicyclists on safe behavior and laws	HSIP, HSP	MDOS, PBSAT, OHSP, Michigan Fitness Foundation (MFF), Michigan Department of Education (MDE), MSP, LMB, MDHHS, MDOT	Federal/State and Local/Private funding	Ongoing
Review and revise the knowledge exams and pool of questions for GDL and Temporary Instruction Permits	PBSAT Action Plan	MDOS	State funding	Ongoing
Collaborate amongst pedestrian and bicycle committees, action teams, and other groups meeting to discuss pedestrian and bicycle safety issues	PBSAT Action Plan	American Association of Retired Persons (AARP), EMS community, MDOT	Federal/State funding	Ongoing
Encourage and/or support revisions and updates to educational and training materials related to motor vehicle drivers that recognize multi-modal transportation	PBSAT Action Plan	MDOT, PBSAT	Federal/State funding	Ongoing



# PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN SUMMARY





ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Engage and educate law enforcement personnel and traffic professionals on pedestrian and bicycle laws and data	HSP	MDE, LMB, OHSP, MSP	Federal funding	Ongoing
Fund pedestrian and bicycle safety projects	HSIP, HSP	OHSP, MDOT, PBSAT, MFF	Federal, State and Local funding	Short-Term (1-2 years)
Support implementation of statewide or local pedestrian and/or bicycle safety media campaigns	HSP	OHSP	Local/Private funding	Short-Term (1-2 years)
Incorporate pedestrian and bicycle safety planning into Metropolitan Planning Organization (MPO) and rural task force safety planning process	LSI, LRSP, RSA, HSIP	MDOT, FHWA	Federal/State funding	Short-Term (1-2 years)
<b>Provide recommendations related to pedestrian and bicycle safety legislation</b>				
Monitor legislation that may impact pedestrian and bicycle safety	PBSAT Action Plan	PBSAT	Local/Private funding	Ongoing
Encourage local agencies to adopt Complete Streets policies	PBSAT Action Plan	LMB, MFF	Local/Private funding	Ongoing
Develop legislation that incorporates the full pedestrian and bicycle safety guidance of the Uniform Vehicle Code into the Michigan Vehicle Code	PBSAT Action Plan	TBD	Local/Private funding	Ongoing
Develop legislation prohibiting the riding of a bicycle while under the influence of drugs or alcohol	PBSAT Action Plan	TBD	Local/Private funding	Ongoing
Develop proposed legislation that supports: increased driver education for bicyclists and pedestrians, and enhance penalties for crashes involving vulnerable users	PBSAT Action Plan	MFF, LMB	Local/Private funding	Ongoing
Consider and monitor pedestrian safety practices	PBSAT Action Plan	MDOT, MFF, LMB, OHSP	Federal/State and Local/Private funding	Ongoing

# PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Develop proposed legislation that supports: strengthening distracted driving laws, penalties for recklessly endangering bicyclists, etc.	PBSAT Action Plan	MDOT, MFF, LMB	Federal/State and Local/Private funding	Ongoing
<b>Identify and promote the use of best practices when designing and operating transportation facilities</b>				
Conduct trainings highlighting best practices at all levels of government	PBSAT Action Plan	MDOT, LMB	Federal/State funding	Ongoing
Investigate innovative training programs nationwide	PBSAT Action Plan	MDOT, MDHHS	Federal/State funding	Ongoing
Promote national webinars and trainings from various professional organizations	PBSAT Action Plan	MDOT	Federal/State funding	Ongoing
Encourage best practices including sidewalks, shoulders, refuge islands, road diets, bike lanes, and Pedestrian Hybrid Beacons	HSIP, PBSAT Action Plan	MDOT, FHWA	Federal/State funding	Ongoing
Promote and support RSA and Safe Routes to School (SRTS)	HSP, Traffic & Safety	MDOT, OHSP	Federal/State funding	Ongoing
Identify and encourage best practices for emerging technologies in transportation	HSIP, HSP	MDOT, OHSP	Federal/State funding	Ongoing
Promote and support the SRTS process, strategies, and practices	PBSAT Action Plan	PBSAT	Local/Private funding	Ongoing
Identify best practices for college campuses	PBSAT Action Plan	PBSAT, MDOT	Federal/State funding	Ongoing
Encourage and support data collection and sharing on new and existing bicycle and pedestrian facilities	HSIP, PBSAT Action Plan	PBSAT, MDOT	Federal/State funding	Ongoing
Promote pedestrian and bicycle related resource materials and content at events and via other methods as appropriate	HSP, Traffic & Safety	MDOS, MDOT, LMB, OHSP, Michigan Trails and Greenways Alliance (MTGA)	Federal/State funding	Ongoing



# PEDESTRIAN AND BICYCLE SAFETY ACTION PLAN SUMMARY



ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Achieve TZD				 
Determine focus communities, cities, and agencies for priority assistance				 
Provide resources as feasible on pedestrian and bicycle crashes in identified communities	HSIP, HSP	MDOT, OHSP, LMB	Federal/State funding	Ongoing
Monitor communities with high or above average crashes involving pedestrians and bicyclists	HSIP, HSP	MDOT, OHSP	Federal/State funding	Ongoing
Identify and document crash location characteristics and crash type characteristics	HSIP, HSP	MDOT, OHSP	Federal/State funding	Ongoing
Utilize crash data along with other data points to identify schools/districts that qualify for support from SRTS	PBSAT Action Plan	PBSAT, MFF	Federal/State and Local/Private funding	Ongoing
Increase the rate at which 405(h) funds are expended	HSP	OHSP	Federal funding	Ongoing
Identify and publicize best practices in using 405(h) grant funds	HSP	OHSP	Federal funding	Ongoing
Advocate for increased spending on pedestrian and bicycle initiatives from programs focused on safety	PBSAT Action Plan	PBSAT	Local/Private funding	Ongoing
Provide technical assistance to communities to identify acceptable and feasible crash countermeasures	Traffic & Safety, PBSAT Action Plan	MDOT, FHWA	Federal/State funding	Ongoing



# SENIOR MOBILITY AND SAFETY ACTION PLAN SUMMARY



## PERFORMANCE MEASURES:

- Decrease older driver involved fatalities
- Decrease older driver involved serious injuries
- Prevent older driver involved crashes from increasing


ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Promote and sponsor research in Michigan on older driver mobility issues				
Investigate alternative transportation needs and issues, particularly gaps between services needed and provided in Michigan	Senior Mobility and Safety Action Team (SMSAT) Action Plan	MDOT, AAA-1B, University of Mich.	Federal/State and Local/Private funding	Short-Term (1-2 Years)
Seek out and identify current research opportunities within the state and worldwide on older driver mobility issues	HSP	SMSAT, OHSP	Federal/State funding	Ongoing
Plan for an aging mobility and transportation dependent population				
Identify applicable agencies and invite them to be part of the action team to enhance and promote older driver mobility and safety	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing
Promote usage of resources such as: MI Traffic Crash Facts, SDSO website, and Michigan's Guide for Aging Drivers and Their Families	HSP	SMSAT, OHSP	Federal/State funding	Ongoing
Work on educating state and local governments on the importance of creating communities that are older adult friendly	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing
Hold quarterly meetings where state traffic safety professionals share tips, materials, and ideas related to older driver safety	SMSAT Action Plan	MDOS, OHSP	Federal/State funding	Ongoing



# SENIOR MOBILITY AND SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Promote the design and operation of Michigan roadways with features that better accommodate the special needs of older drivers and pedestrians				
Support actions by the GTSAC Traffic Safety Engineering Action Team (TSEAT) to provide for easier navigation and safer operations at intersections through design and operational improvements	SMSAT Action Plan	MDOT	Federal/State funding	Ongoing
Review and adopt replicable practices from FHWA Older Driver Highway Design Handbook and any other resources for potential adoption in Michigan	SMSAT Action Plan	MDOT	Federal/State funding	Ongoing
Support installation of backplates at east-west signal approaches and on all approaches at high-crash intersections and encourage local agencies to do the same	HSIP	MDOT	Federal/State funding	Ongoing
Consider utilizing countermeasures outlined in the project related to the Older Driver and Pedestrian Special Rule	HSIP, HSP	MDOT, OHSP	Federal/State funding	Long Term
Develop and/or enhance programs to identify older drivers at increased risk of crashes and take appropriate action				
Develop social media messaging to educate aging drivers, family members, and professionals about older driver mobility and safety	HSP	SMSAT	Federal/State funding	Short-Term (1-2 Years)
Provide and coordinate law enforcement training pertaining to older drivers	HSP	OHSP	Federal/State funding	Short-Term (1-2 Years)
Explore development of electronic form for health professionals to request for driver evaluation	SMSAT Action Plan	MDOS	State funding	Short-Term (1-2 Years)
Encourage Michigan law enforcement officers to use the SDSO website for educational opportunities	HSP	OHSP	Federal/State funding	Ongoing
Coordinate sessions at the Michigan Traffic Safety Summit on Older Driver Safety	HSP	OHSP	Federal/State funding	Ongoing

# SENIOR MOBILITY AND SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Develop resources for law enforcement, medical professionals, family, and friends to refer older drivers for re-examination	SMSAT Action Plan	MDOS	State funding	Ongoing
Seek opportunities for providing older driver safety training to medical professionals	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing
Develop and implement an older driver mobility message for the MDOS Motor Vehicle Network to air in Secretary of State (SOS) branch offices	SMSAT Action Plan	MDOS	State funding	Ongoing
Explore the need to identify in-vehicle advanced technologies shown to increase driver safety	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing
Continue to conduct driver reexaminations for drivers who are referred by physicians, law enforcement, family, friends, or others	SMSAT Action Plan	MDOS	State funding	Ongoing
Support Michigan's Guide for Aging Drivers and Their Families publication including recommendations, funding, etc.	HSP	MDOS, MDOT, OHSP	Federal/State and Local/Private funding	Ongoing
Attend events, meetings, and conferences, etc. to present and/or distribute information related to aging driver issues and programs	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing
Monitor connected vehicle technology and infrastructure as it relates to older driver mobility	SMSAT Action Plan	MDOT	Federal/State funding	Ongoing
<b>Encourage older-driver-friendly transportation options</b>				
Continue to provide transportation options through Myride2, educate individuals on public transportation use	SMSAT Action Plan	MDOT, AAA-1B	Federal/State and Local/Private funding	Short-Term (1-2 Years)





# SENIOR MOBILITY AND SAFETY ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Support efforts to grow Regional Transit Authority in Southeast Michigan	SMSAT Action Plan	MDOT, AAA-1B	Federal/State and Local/Private funding	Short-Term (1-2 Years)
Support mobility management services and options throughout the state including Myride2 in SE Michigan	SMSAT Action Plan	MDOT, AAA-1B	Federal/State and Local/Private funding	Short-Term (1-2 Years)
Develop partnerships with the medical community regarding physician reporting of drivers needing evaluation	SMSAT Action Plan	MDOS	State funding	Short-Term (1-2 Years)
Explore opportunities for regional transportation throughout the State of Michigan	SMSAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Support the AARP Smart DriverTek program	SMSAT Action Plan	AARP	Private funding	Short-Term (1-2 Years)
Promote transportation options, including transit for non-emergency medical transportation	SMSAT Action Plan	MDHHS, MDOT	Federal/State funding	Ongoing
Support and facilitate CarFit events in Michigan	HSP	Michigan Trauma Coalition, AARP, OHSP, MDOS, AAA	Federal/State and Local/Private funding	Ongoing
AARP will continue to provide the AARP Smart Driver Safety Course	SMSAT Action Plan	AARP	Private funding	Ongoing
Promote and utilize AARP's We Need to Talk program	SMSAT Action Plan	AARP	Private funding	Ongoing
Recruit presenters, facilitators, and trainers to offer the Smart Driver, We Need to Talk, and Smart DriverTek programs	SMSAT Action Plan	AARP	Private funding	Ongoing
Identify resources available to help older drivers maintain, limit, or retire from driving, and develop recommendations on promotion	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing



# SENIOR MOBILITY AND SAFETY ACTION PLAN SUMMARY





ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Provide information to driver's regarding local resources and contact information for alternative transportation options	SMSAT Action Plan	MDOS, MDOT	Federal/State funding	Ongoing
Monitor ridesharing services and explore options for promoting these services to the older driver population	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing
Support and promote Older Driver Safety Awareness Week in October	SMSAT Action Plan	SMSAT, OHSP	Federal/State and Local/Private funding	Ongoing
<b>Provide recommendations related to older driver mobility and safety legislation</b>				
Review other state licensing laws and explore need for policy change	SMSAT Action Plan	SMSAT	Federal/State and Local/Private funding	Ongoing
Explore opportunities to make legislative changes to Public Health Code to allow nurse practitioners to sign DA-88 Driver Re-examination Form	SMSAT Action Plan	Beaumont Hospital - Royal Oak	Private funding	Ongoing
<b>Improve communication and coordination among partners at the state, regional, and local levels to enhance older driver mobility</b>				
Explore the need to provide older driver mobility and safety outreach to the Attorney General (AG) and the judicial system	SMSAT Action Plan	AG	State funding	Short-Term (1-2 Years)
Michigan Aging and Adult Services Agency continue to serve as a conduit between the aging network and statewide efforts to enhance older driver mobility	SMSAT Action Plan	MDHHS	State funding	Ongoing
Continue to engage public transportation providers, older adults, and people with disabilities in planning efforts to enhance statewide mobility	SMSAT Action Plan	AAA-1B, Action Team	Local/Private funding	Ongoing
Promote coordination and communication between transit agencies, transit associations, and MDOT to improve transit availability and access for older adults	SMSAT Action Plan	MDOT	Federal/State funding	Ongoing



# TRAFFIC SAFETY ENGINEERING ACTION PLAN SUMMARY





## PERFORMANCE MEASURES:

- Reduce fatal, severe, and total crashes through positive communication, outreach, opportunities, recognition, and research
- Consider the safety of trunkline, non-trunkline, urban and rural, high and low-speed segments, and intersections

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Promote research on safety</b>  				
Provide biannual of local, state, national, and international relevant research in a matrix format	TSEAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Encourage TSEAT members and other GTSAC groups to publish efforts	TSEAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Monitor and promote relevant local, state, national, and international research regardless of status	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Provide a summary of the annual Transportation Research Board (TRB) conference	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Determine potential opportunities for participation in pooled fund efforts	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
<b>Increase the number, understanding, and application of countermeasures</b>  				
Promote resources and training such as FHWA's Every Day Counts	TSEAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Monitor research undergoing in other states and by federal agencies for countermeasures relevant to Michigan	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Promote Michigan-specific research by universities, non-profits, and consultants for consideration in current and future projects	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Promote implementations of innovative countermeasures by MDOT and local agencies	HSIP	MDOT	Federal/State funding	Ongoing



# TRAFFIC SAFETY ENGINEERING ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Promote safety</b>				 
Identify innovative approaches and engage government agencies, officials, and the general public	TSEAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Dynamically consider the state of electronic resources and use them for the promotion of materials	TSEAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Through outreach and meeting structure, build a more diverse TSEAT membership across Michigan	TSEAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Continue to emphasize the use of the Michigan Traffic Safety Summit in efforts to support goals	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Identify, research, recognize, and promote actions that reduce crashes and suggest for award/recognition at traffic safety events	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Semiannual collection and update of presentations, speakers, and promotional materials	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Identify, communicate, develop, and disseminate relevant training across diverse environments	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
<b>Identify data opportunities</b>				 
Biannual updates to safety tools matrix	TSEAT Action Plan	MDOT	Federal/State funding	Short-Term (1-2 Years)
Increase interaction with members of the Michigan TRCC	HSIP	MDOT, OHSP	Federal/State funding	Short-Term (1-2 Years)
Promote the importance of data within participating agencies	HSIP	MDOT, OHSP	Federal/State funding	Short-Term (1-2 Years)
Monitor the types, uses, benefits, and collection of roadway data and attributes	TSEAT Action Plan	MDOT	Federal/State funding	Ongoing
Interact with enforcement community to maintain connection to UD-10 data elements	HSIP	MDOT, OHSP	Federal/State funding	Ongoing







# TRAFFIC SAFETY ENGINEERING ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Participate in CDUG	HSIP	MDOT, OHSP	Federal/State funding	Ongoing

# TRAFFIC INCIDENT MANAGEMENT ACTION PLAN SUMMARY



## Performance Measures:

- Increase compliance with high-visibility apparel requirements
- Increase public awareness of the Steer It, Clear It Law
- Continue Mi-TIME to train the first responder community

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Promote and educate on the use of high-visibility apparel for first responders				 
Educate new first responders on high-visibility apparel requirements and benefits in basic academies	TIM Action Plan	MSP, Bob Adams Towing	Federal/State and Local/Private funding	Ongoing
Promote high-visibility requirements through newsletters and associations	HSP	MSP, MDOT	Federal/State funding	Ongoing
Provide public education on safe, quick clearance, and vehicle removal laws				 
Continue implementation for the Mi-TIME/Strategic Highway Research Program 2 (SHRP2), TIM program and update with Michigan specific information	TIM Action Plan	MDOT, FHWA, AAA	Federal/State funding	Ongoing
Increase awareness of the Move Over Law through several mediums; increase outreach during National Traffic Incident Response Awareness Week	HSP	Move Over Michigan, TIM Action Team, OHSP	Federal funding	Ongoing
Use Captain Clear It and public outreach for Safe, Quick Clearance; increase outreach during National Traffic Incident Response Awareness Week	TIM Action Plan	MDOT, FHWA, AAA	Federal/State and Local/Private funding	Ongoing
Educate agencies, associations, and companies on the Hold Harmless law	TIM Action Plan	TIM Action Team	Federal/State and Local/Private funding	Ongoing







# TRAFFIC INCIDENT MANAGEMENT ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Coordinate traffic incident response for all responders</b>				
Continue implementation for the Mi-TIME/SHRP2 TIM program including relevant updates related to Michigan first responders	TIM Action Plan	MDOT, FHWA	Federal/State funding	Ongoing
Promote the development and coordination of local TIM teams	TIM Action Plan	MDOT, FHWA	Federal/State funding	Ongoing
Enhance mutual understanding of first responders of the roles and responsibilities at a traffic incident by creating a video	TIM Action Plan	MSP, Professional Med Team, Inc., MDOT	Federal/State funding	Ongoing
Champion the topic of TIM at conferences, trainings, meetings, for all TIM Stakeholder groups	TIM Action Plan	TIM Action Team	Federal/State and Local/Private funding	Ongoing
<b>Conduct Mi-TIME training for all stakeholder groups</b>				
Continue implementation for the Mi-TIME/SHRP2 TIM program	TIM Action Plan	MDOT, FHWA, TIM Action Team	Federal/State funding	Ongoing
Share toolbox items with first responders including training materials and examples of standard operating procedures and guidelines	TIM Action Plan	MSP, Bob Adams Towing	Federal/State and Local/Private funding	Ongoing
Encourage a TIM general session and breakout sessions at the Traffic Safety Summit and other relevant conferences	HSP	TIM Action Team	Federal funding	Ongoing

# TRAFFIC RECORDS AND INFORMATION SYSTEM ACTION PLAN SUMMARY

## PERFORMANCE MEASURES:





- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data and systems to enable stakeholders and partners to identify proactive countermeasures to address traffic safety issues

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Perform urban-rural data driven crash assessment				 
Label reported crashes in term of rural/urban categories in the form of filters on the MTCF website	HSP	UMTRI, Center for the Management of Information for Safe and Sustainable Transportation (CMISST)	Federal funding	Ongoing
Develop an analysis report for rural crashes that considers contextual factors inherent to these crashes by consulting with OHSP staff	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Design new rural crash data publications for the statewide, UP, and county/community publications	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Create additional rural and urban crash density maps that show the proportion of rural and urban crashes, fatalities, and serious injuries by county	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Enhance MTCF Data Query Tool				 
Provide the ability to chain multiple independent queries to form an “OR” type operation	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Add option for visualizing data over the time of the query	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Add support for a query output that shows 5- and 10-year trends	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing











# TRAFFIC RECORDS AND INFORMATION SYSTEM ACTION PLAN SUMMARY



ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Complete the surface type requirement for the MIRE Federal Data Elements database				 
Analyze and refine Artificial Intelligence (AI) algorithms and report conclusions	HSP	MDOT, Michigan Technological University (MTU), OHSP	Federal/State funding	Ongoing
Report findings to MDOT regarding strengths and weaknesses of each data collection method	TRCC Action Plan	MDOT, MTU	Federal/State funding	Ongoing
Hold monthly meetings on this activity	TRCC Action Plan	MDOT, MTU	Federal/State funding	Ongoing
Provide written guide detailing when each method should be used to obtain the best results	TRCC Action Plan	MDOT, MTU	Federal/State funding	Ongoing
Fine tune the unpaved identification algorithms produced in the previous FY2021 work to determine when it is best to use each	HSP	MDOT, MTU, OHSP	Federal/State funding	Ongoing
Compare AI algorithm results to real world data	HSP	MDOT, MTU, OHSP	Federal/State funding	Ongoing
Refine AI algorithms to ensure the most accurate data is collected	HSP	MDOT, MTU, OHSP	Federal/State funding	Ongoing
Assess the data quality of pedestrian, bicyclist, and motorcyclist crashes				 
Obtain external data sources and complete linkages	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Complete evaluation of missing data	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Prepare a draft and final report on findings	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing

# TRAFFIC RECORDS AND INFORMATION SYSTEM ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Provide materials to support law enforcement officer UD-10 training				 
Run quarterly reports to track crash report timeliness, accuracy, and completeness	HSP	OHSP	Federal funding	Ongoing
Provide hands-on training materials and supplies for the various trainees through several mediums	HSP	OHSP	Federal funding	Ongoing
Remove data errors from the driver records database				 
Resolve discrepancies between the federal database compared to the MDOS website	TRCC Action Plan	MDOS	Federal/State funding	Ongoing
Determine state ownership for records of drivers licensed in multiple states	TRCC Action Plan	MDOS	Federal/State funding	Ongoing
Develop crash analysis applications				 
Obtain a list of law enforcement agencies who will be receiving funding for specific enforcement efforts	HSP	OHSP	Federal funding	Ongoing
Contact agencies to determine willingness to partner with OHSP to evaluate success of targeted enforcements in relation to high crash segment area data	HSP	OHSP	Federal funding	Ongoing
Obtain statistics from OHSP enforcement effort by agency	HSP	OHSP	Federal funding	Ongoing
Identify high crash road segments in an agency's jurisdiction for further targeted enforcement	HSP	OHSP	Federal funding	Ongoing
TCRU will develop reports, charts, and graphs to share with agencies	HSP	OHSP	Federal funding	Ongoing
TCRU will create statistics to evaluate performance of enforcement efforts to establish a baseline for future years	HSP	OHSP	Federal funding	Ongoing



# TRAFFIC RECORDS AND INFORMATION SYSTEM ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
<b>Improve quality of crash severity and injury assessment within EMS</b>				
Identify data elements within Michigan Emergency Medical Services Information System (MI-EMSIS) that contribute to a crash record	HSP	MTU, OHSP	Federal/State funding	Ongoing
Create report in MI-EMSIS to assess individual elements and the presence or absence of data	HSP	MDOT, MTU, OHSP	Federal/State funding	Ongoing
Create graphical representation of element present reporting	HSP	MDOT, MTU, OHSP	Federal/State funding	Ongoing
Utilize the crash record MI-EMSIS report, create individual reports based on agency, medical control authorities, software vendors, and regional medical control authorities	HSP	MDOT, MTU, OHSP	Federal/State funding	Ongoing
Develop template for documentation improvement plans to insert data from MI-EMSIS reports	HSP	MDOT, MTU, OHSP	Federal/State funding	Ongoing
<b>Provide technical support for crash data</b>				
Meet with OHSP to define any changes to publications	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Evaluate website content and analysis tools	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Present website updates and obtain user feedback	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Update action team trend tables	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Rolling release upload of MTCF publications to website	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Acquire data from outside sources	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing

# TRAFFIC RECORDS AND INFORMATION SYSTEM ACTION PLAN SUMMARY

ACTION	PLAN	LEAD AGENCY	RESOURCES	TIMEFRAME
Complete general system programming improvements to website tools	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Make available UMTRI researchers to respond to OHSP requests	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing
Provide crash data analysis through Traffic Crash Facts and other data sources	HSP	UMTRI, CMISST, OHSP	Federal funding	Ongoing



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