



The 2025–2029 Strategic Highway Safety Plan

Northeast Minnesota Toward Zero Deaths Regional Workshop

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Introductions



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What is the Strategic Highway Safety Plan (SHSP)?

What is the SHSP?

The Minnesota **Strategic Highway Safety Plan** (SHSP)

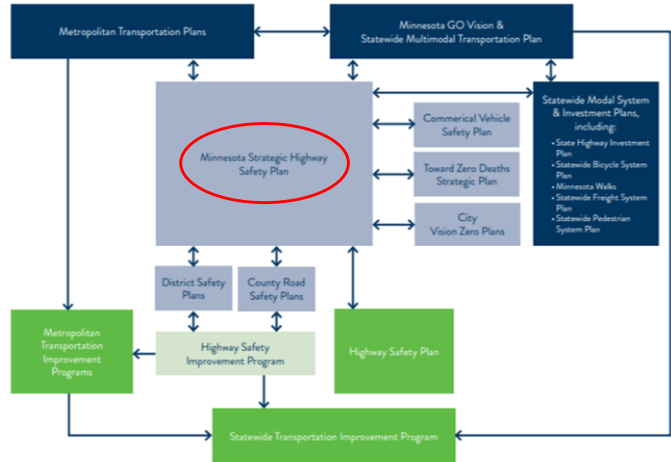
- Sets statewide direction to reduce traffic *fatalities and serious injuries* for all roadway users
- Recognizes that a single crash can have multiple contributing factors
- Promotes partnerships to positively impact safety
- Is informed by data *and* input from traffic safety professionals and advocates from many disciplines
- Is required by federal law and updated every 5 years



What is the SHSP?

The Minnesota Strategic Highway Safety Plan (SHSP)

- Federally required – but not just a checkbox for Minnesota
- Sets spending priorities for HSIP and HSP
- Relevant for all traffic safety partners: *state, county, local, tribal*
- Helps feed traffic safety elements of other plans



What is the SHSP?

What's inside the current SHSP?

- Crash Data and Trends
- Engagement Results
- Focus Areas
- Priorities
- Action-Oriented Strategies to Reduce Crashes

ACTION ORIENTED STRATEGIES: CORE FOCUS AREAS

IMPAIRED ROADWAY USERS	
TIMEFRAME	TACTIC
STRATEGY 1	INCREASE PUBLIC AWARENESS TO REDUCE IMPAIRED DRIVING
ON-GOING	T1.1 Increase public awareness of the dangers of impaired driving through media campaigns targeting issues and high-risk driver groups. Use crash data analysis and market research to identify high-risk driver groups. Use full range of print, digital, broadcast and electronic material distribution methods for public awareness purposes.
ON-GOING	T1.2 Tailor messaging to emphasize personal responsibility so all drivers know that even a little impairment can be dangerous.
ON-GOING	T1.3 Include evidence-based information about the effects of drugs other than alcohol on driver impairment. Improve data collection and analysis for impaired driving offenses related to drugs other than alcohol.
YEARS 1-2	T1.4 Develop a uniform public complaint reporting form for use in a "See Something, Say Something" initiative to identify suspected habitually impaired drivers and to identify alcohol retailers that serve underage persons.
STRATEGY 2	SUPPORT COMMUNITY-BASED INITIATIVES TO KEEP IMPAIRED DRIVERS OFF THE ROAD
ON-GOING	T2.1 Promote expansion and use of safe ride home options.
YEARS 1-2	T2.2 Implement best practice models of privately-sponsored public transit safe ride programs.
YEARS 1-2	T2.3 Develop a template for community-based Place of Last Drink data collection and analysis. ✓
YEARS 1-2	T2.4 Identify and implement successful approaches to partnering with alcohol retailers and servers to prevent over-serving and to reduce alcohol sales to underage persons. Increase community-based efforts to prevent alcohol consumption by underage persons.
YEARS 1-2	T2.5 Expand availability of Responsible Beverage Server Training to all counties. ✓
YEARS 3-5	T2.6 Identify and pilot test best practice models of effective, cost efficient alcohol retailer-based safe ride home programs.

What is the SHSP?

What's new in the 2025-2029 SHSP?

- Includes a review of best practices around the country
- Incorporates the Safe System Approach
- Elevates equity and the needs of vulnerable populations
- Embraces positive social norming and behavior change
- Includes customized reports for regions around the state



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SHSP Combines Crash Data and Stakeholder Input



Advisory Council on Traffic Safety (TZD Leadership Team)



TZD Conferences and Regional Workshops (2023 & 2024)



Meetings with Tribes, MPOs, Cities, Counties, ATPs, Etc.



Equity-Focused Outreach Meetings



Vulnerable Road User Safety Assessment



Online Public Engagement (Surveys, Etc.)

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Elevating Equity in the 2025-2029 SHSP

MnDOT's Equity Commitment

MnDOT is committed to creating an equitable transportation system.

Transportation equity means the benefits and burdens of transportation systems, services and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making.

Crashes by Demographic Inputs: BIPOC Communities + Low Income

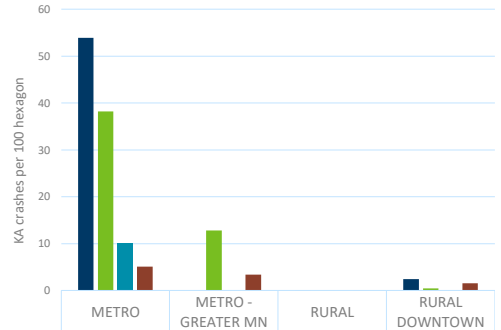


Areas with high poverty rates have **3.9 times** as many fatal and injury pedestrian crashes per square mile as high income/low poverty areas.



Areas where a majority of residents are Black, Indigenous, and People of Color have almost **9 times** as many fatal and injury pedestrian crashes per square mile as majority white areas.

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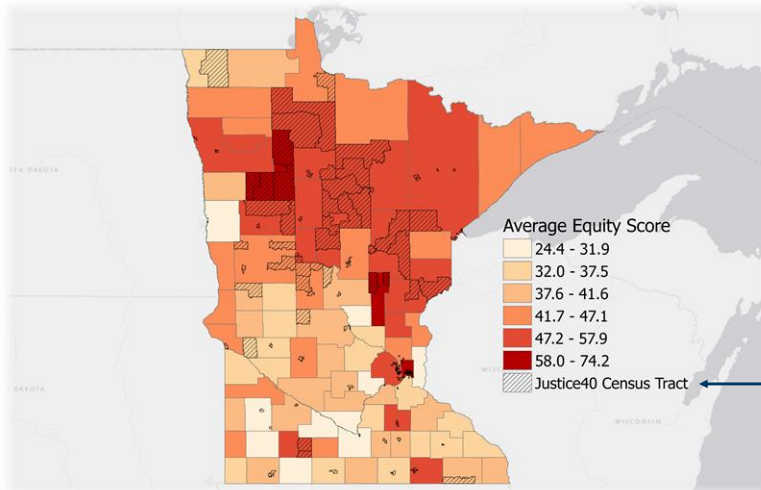


	METRO	METRO - GREATER MN	RURAL	RURAL DOWNTOWN
■ At least 40% low income - At least 50% POC	53.89		0.02	2.44
■ At least 40% low income - Less than 50% POC	38.19	12.84	0.01	0.44
■ Less than 40% low income - At least 50% POC	10.00		0.00	
■ Less than 40% low income - Less than 50% POC	5.08	3.41	0.02	1.56

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Crash Data Analysis - Equity



Justice40 Census Tracts are federally recognized as disadvantaged communities and include all Federally Recognized Tribes (regardless of land ownership)

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Traffic Safety Focus Areas

Focus Areas

Minnesota's traffic safety focus areas are

crash types

or

**factors that contribute to
crashes**

Focus Areas

Inattentive drivers

Drivers who are not focusing on the task of driving because of distractions, such as talking on the phone or texting.



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Focus Areas

Impaired roadway users

Persons using the road who are under the influence of alcohol, cannabis, illicit drugs or prescription drugs.



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Focus Areas

Unbelted vehicle occupants

Drivers or passengers who are not restrained in the appropriate fashion based on age or weight.



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Focus Areas

Unlicensed drivers

Drivers who are without a license or with a license that has been suspended, revoked, expired, or canceled.



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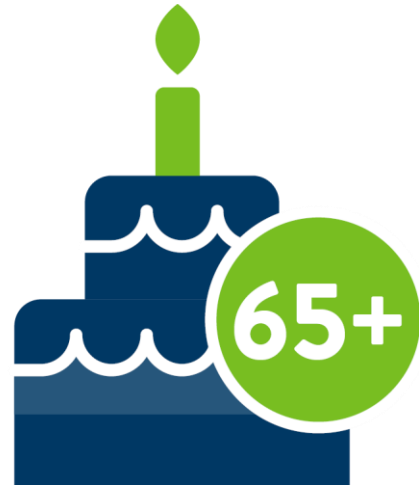
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Focus Areas

Older drivers

Drivers who are 65 years of age or older. The number of older drivers will continue to increase as the “baby boom” generation ages and continues to drive.



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Focus Areas

Younger drivers

Drivers who are under 21 years of age. Newly licensed drivers with less than a year’s experience are particularly vulnerable to crashes. A lack of driving experience and a tendency toward risk taking also contribute to crashes involving younger drivers.



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Focus Areas

Speed

Drivers who are driving aggressively, over the posted speed limit or too fast for conditions. The probability of death or serious injury grows with higher speed at impact.



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Focus Areas

Pedestrians

All persons walking, exiting from vehicles or operating a mobility assistance device (e.g., wheel chair) on public roadways who are struck by a motor vehicle.



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Focus Areas

Bicyclists

All persons riding a bicycle on a street, trail, bike lane or sidewalk who are struck by a motor vehicle.



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Focus Areas

Motorcyclists

Drivers and passengers on motorcycles.



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Focus Areas

Commercial vehicles

Vehicles weighing over 10,000 pounds, including any commercial vehicle or bus.



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Focus Areas

Trains

Motor vehicle crashes involving trains.



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Focus Areas

Intersections

Crashes that occur where two or more roadways intersect.



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Focus Areas

Lane departure

Crashes that involve vehicles leaving their original lane of travel. This includes **run-off-the-road** and **head-on** crashes.



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Focus Areas

Work zones

Crashes occurring in, or related to, a roadway work zone.



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Focus Areas

EMS & trauma systems

All response and emergency treatment systems involved in caring for victims of traffic crashes.



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Focus Areas

Vehicle safety enhancements

Vehicles features that can be added or optimized to provide increased safety for vehicle occupants. These may include airbags, stability control or lane departure alert as well as emerging connected and automated vehicle technology.



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Focus Areas

Data management

Fundamental data and systems used to evaluate traffic safety. This includes crash, vehicle, driver, roadway, citation/adjudication, and injury surveillance data.



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Focus Areas

Management systems

Management systems encompass the policies, processes and management approaches that integrate engineering, education, enforcement, emergency services and other disciplines and organizations.



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Focus Areas

Traffic safety culture

This is an overarching focus area, fostering a culture of traffic safety in Minnesota supports all focus areas.

Traffic safety culture is the shared belief system of a group of people that influences their choice of behavior and actions that affect traffic safety.



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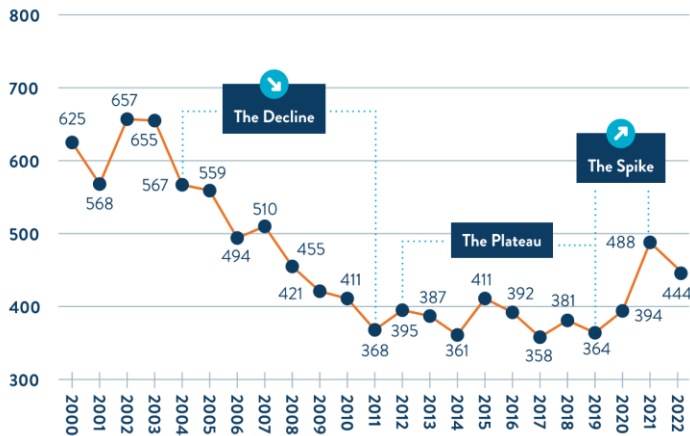
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Crash Data Overview

Crash Trends

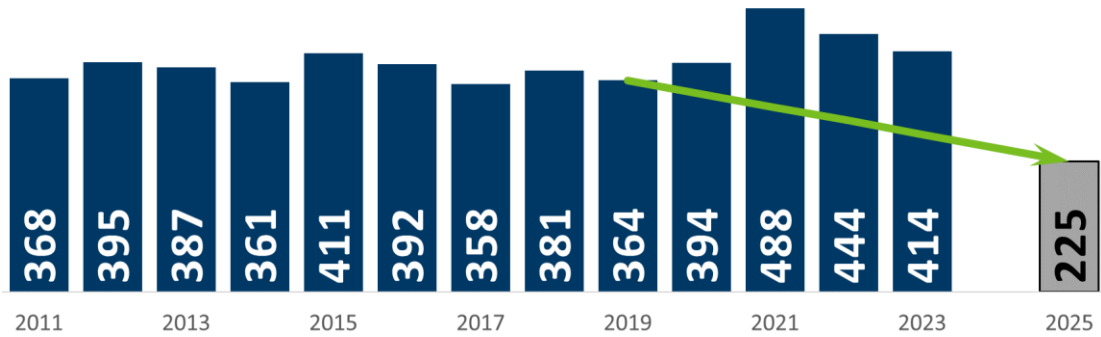
Minnesota Traffic Deaths: 2000-2022



Statewide Progress Toward SHSP Goal

2023 crashes preliminary as of 03/25/2024

Minnesota Statewide Progression to 225 in 2025



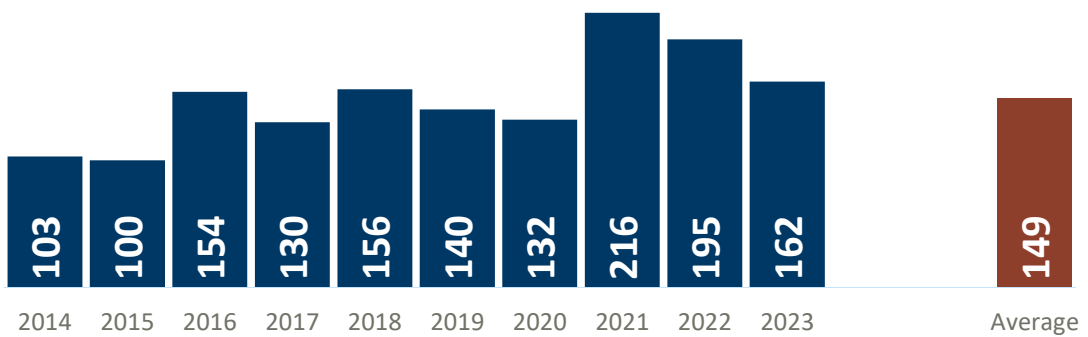
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Metro Progress Toward SHSP Goal

Metro Regional Crash Data



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Statewide Crash Data – Focus Area Ranking

Fatal and Serious Injury Crashes = 8,188 over 5 years (2014-2018)

1	Intersections	47%	6	Motorcyclists	17%	12	Head-On	11%
2	Single Vehicle Run off the Road	31%	7	Unbelted Occupants	16%	13	Commercial Vehicles	9%
				Younger Drivers	16%			
3	Impairment	25%	9	Unlicensed Drivers	14%	14	Bicyclists	4%
4	Speed	20%	10	Inattention	13%	15	Work Zones	2%
5	Older Drivers	18%	11	Pedestrians	12%	16	Trains	0.4%

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Statewide Crash Data – Trends

Fatal and Serious Injury Crashes = 8,930 over 5 years (2018-2022 - Preliminary) – Up 9% over previous 5 years

1	Intersections	49%	6	Older Drivers	18%	11	Head-On	11%
2	Single Vehicle Run off the Road	32%	7	Motorcycles	17%	12	Commercial Vehicles	9%
3	Impairment	28%	8	Younger Drivers	16%	13	Inattention	8%
4	Speed	23%	9	Unbelted Occupants	15%	14	Bicyclists	4%
5	Unlicensed Drivers	20%	10	Pedestrians	12%	15	Work Zones	2%
						16	Trains	0.2%

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SHSP Activity: Focus Area Prioritization

Crazy 8's

- Let's Play Crazy 8's ... MnDOT's version!



Round 1: Identify your group's top 8 focus areas

- Inattentive drivers
- Impaired roadway users
- Unbelted vehicle occupants
- Unlicensed drivers
- Older drivers
- Younger drivers
- Speed
- Pedestrians
- Bicyclists
- Motorcyclists
- Commercial vehicles
- Trains
- Intersections
- Lane departure
- Work zones
- EMS & trauma systems
- Vehicle safety enhancements
- Data management
- Management systems
- Traffic safety culture

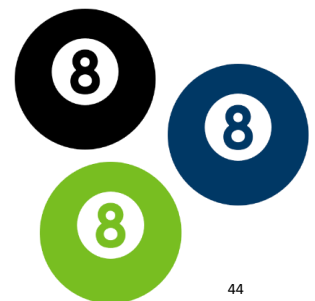
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Round 2: Narrow down to 6

- Of your top 8, which 2 are less important to focus on?
- Why?



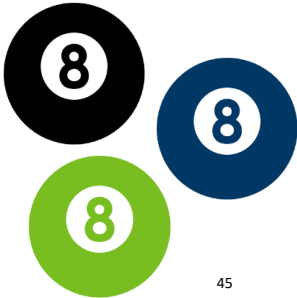
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Round 3: Narrow down to 4

- Of your top 6, which 2 are less important to focus on?
- Why?



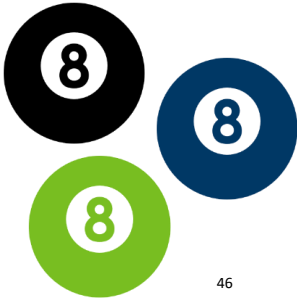
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Round 4: Narrow down to 2

- Of your top 4, which 2 are less important to focus on?
- Why?



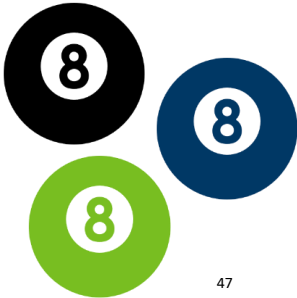
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Round 5: Narrow down to 1

- Of your top 2, which 1 is the most important?
- Why?



Crazy 8's Report Out



2030 Traffic Safety Goal

What should the 2030 goal be for fatalities
Statewide and in the Metro Region?

