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The 2025–2029 Strategic Highway Safety Plan

Southeast Minnesota Toward Zero Deaths Regional Workshop

May 8, 2024

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

MINNESOTA **2020-2024 STRATEGIC HIGHWAY SAFETY PLAN** JULY 2020

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

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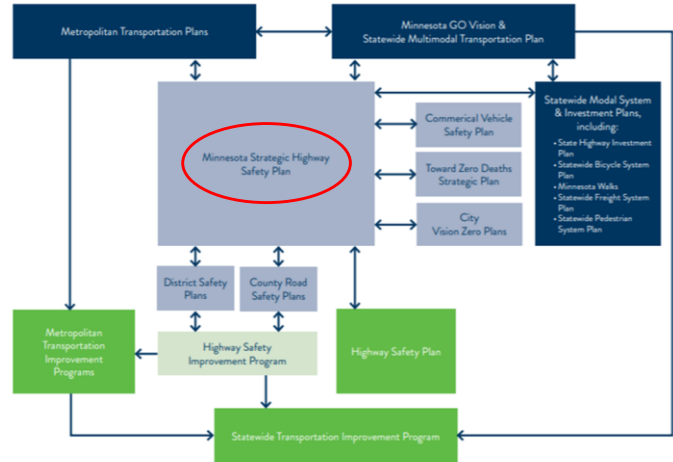
What is the SHSP?

What's inside the current SHSP?

- Crash Data and Trends

- Engagement Results

- Focus Areas

- Priorities

- Action-Oriented Strategies to Reduce Crashes

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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
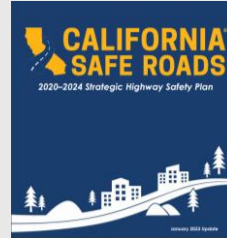
SHSP Combines Crash Data and Stakeholder Input

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

$\$\downarrow$

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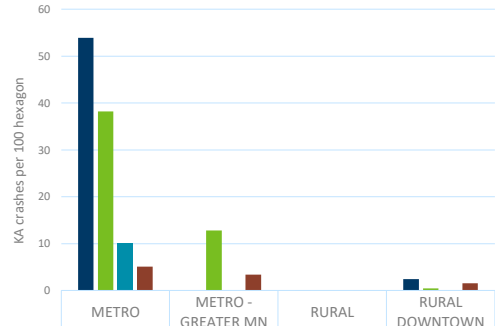
	METRO	METRO - GREATER MN	RURAL	RURAL DOWNTOWN
■ At least 40% low income - At least 50% POC	53.89		0.02	2.44
■ At least 40% low income - Less than 50% POC	38.19	12.84	0.01	0.44
■ Less than 40% low income - At least 50% POC	10.00		0.00	
■ Less than 40% low income - Less than 50% POC	5.08	3.41	0.02	1.56

(Chart: KA crashes per 100 hexagon)

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Crash Data Analysis - Equity

Average Equity Score
- 24.4 – 31.9
- 32.0 – 37.5
- 37.6 – 41.6
- 41.7 – 47.1
- 47.2 – 57.9
- 58.0 – 74.2
- Justice40 Census Tract
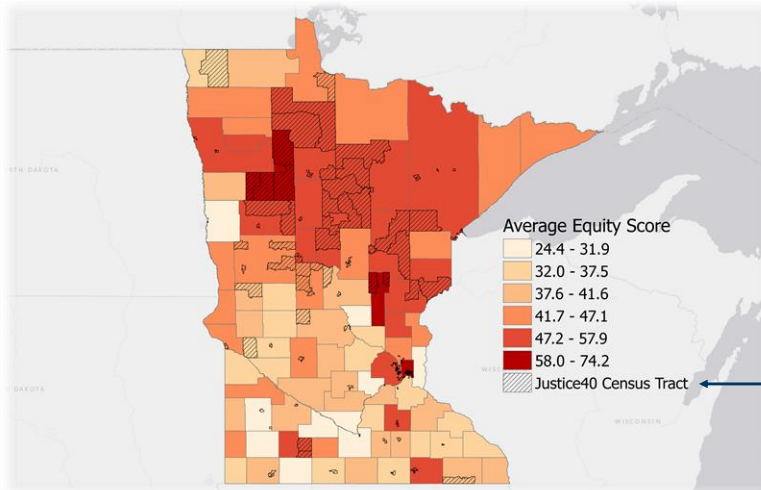
Justice40 Census Tracts are federally recognized as disadvantaged communities and include all Federally Recognized Tribes (regardless of land ownership)

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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.

Focus Areas

Impaired roadway users

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

Focus Areas

Unbelted vehicle occupants

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

Focus Areas

Unlicensed drivers

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

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.
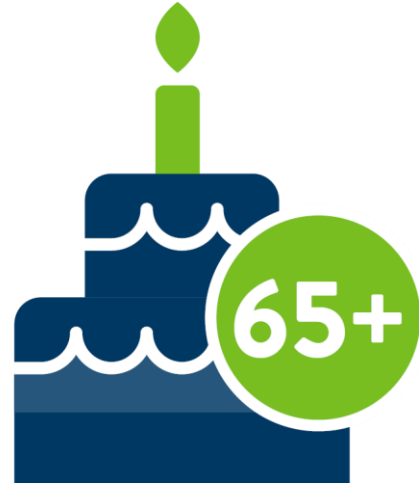
Focus Areas

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.

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.

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.

Focus Areas

Bicyclists

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

Focus Areas

Motorcyclists

Drivers and passengers on motorcycles.

Focus Areas

Commercial vehicles

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

Focus Areas

Trains

Motor vehicle crashes involving trains.

Focus Areas

Intersections

Crashes that occur where two or more roadways intersect.

Focus Areas

Lane departure

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

Focus Areas

Work zones

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

Focus Areas

EMS & trauma systems

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

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.

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.

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.

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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Crash Data Overview

Crash Trends

Minnesota Traffic Deaths: 2000-2022

The Decline

The Spike

The Plateau

Data points:
- 2000: 625
- 2001: 568
- 2002: 657
- 2003: 655
- 2004: 567
- 2005: 559
- 2006: 494
- 2007: 510
- 2008: 455
- 2009: 421
- 2010: 411
- 2011: 368
- 2012: 395
- 2013: 387
- 2014: 361
- 2015: 411
- 2016: 392
- 2017: 358
- 2018: 381
- 2019: 364
- 2020: 394
- 2021: 488
- 2022: 444
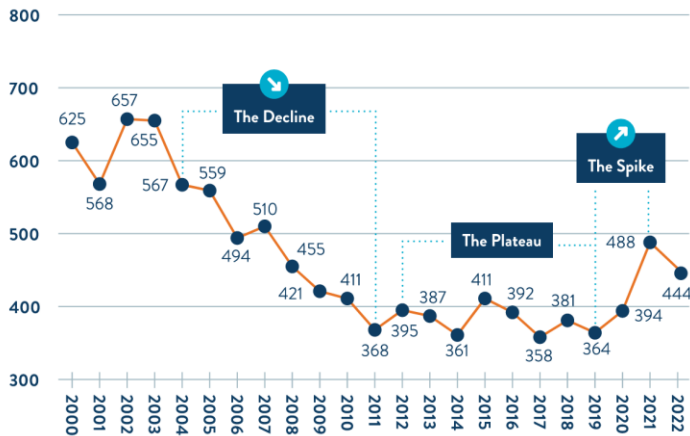
Statewide Progress Toward SHSP Goal

2023 crashes preliminary as of 03/25/2024

Minnesota Regional Progression to 225 in 2025

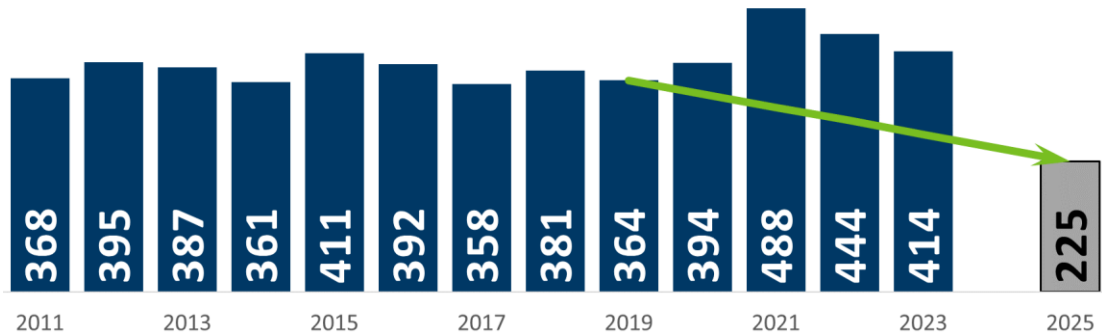| Year	Value
2011	368
	395
2013	387
	361
2015	411
	392
2017	358
	381
2019	364
	394
2021	488
	444
2023	414
2025	225

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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
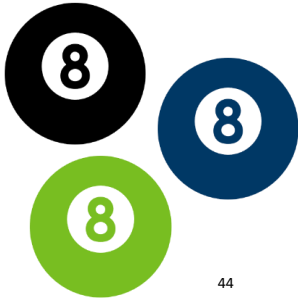- Management systems
- Traffic safety culture

Round 2: Narrow down to 6

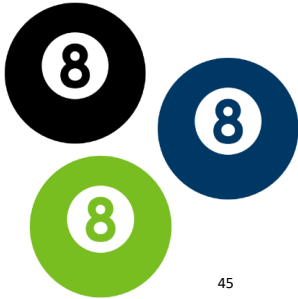- Of your top 8, which 2 are less important to focus on?

- Why?

Round 3: Narrow down to 4

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

- Why?

Round 4: Narrow down to 2

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

- Why?

Round 5: Narrow down to 1
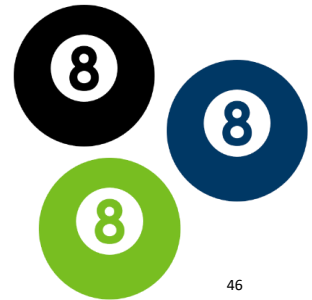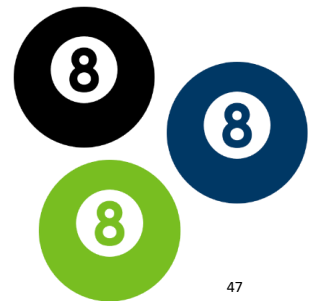
- Of your top 2, which 1 is the most important?

- Why?

Crazy 8's Report Out

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2030 Traffic Safety Goal

What should the 2030 goal be for Statewide fatalities?

The ultimate goal is 0 fatalities. We can't get there right away and want a realistic yet aggressive benchmark for 2030.

Minnesota Regional Progression to 225 in 2025

368	395	387	361	411	392	358	381	364	394	488	444	414		225	?

2011 2013 2015 2017 2019 2021 2023 2025 **2030**

2023 crashes preliminary as of 03/25/2024