

ACTS 2025 Position Statements

The Advisory Council on Traffic Safety supports the following positions:

2025 Funding Need – Ongoing funding is needed to continue the traffic safety efforts supported by the 2023 transportation bill.

1. \$20M in state funding should be appropriated to the Advisory Council and/or the Departments of Transportation and Public Safety for the purpose of funding grants for high-risk rural roadways, Safe Road Zones, law enforcement training on traffic safety, safe rides home programs, work zone safety redesigns, vulnerable road user protection, fatality and injury reduction and state match for federal traffic safety funding.
2. Funding should be provided for sustained staffing for MNTrauma data management and analysis. MNTrauma data complements the traffic data management center information for prevention, response and safety decisions.

Policy Positions

3. Continuing driver education has been shown to effectively change driving behavior. Minnesota should consider continuing driver education beyond the current defensive driving education insurance discount available to drivers over 55 year of age. Continuing driver education should be considered for young adults as they leave high school or upon their first driver's license renewal, for older drivers on a regular basis after age 65, and for repeat violators of speed, impairment and distraction laws.
4. Helmet use should be promoted or required for all roadway users riding on a motorized vehicle capable of moving faster than 5 miles per hour.
5. Near-term roadway safety improvements should be built to sufficient resiliency standards. Resilient safety improvements have longer-term safety benefits than low-cost quick-build improvements but are not always pursued due to cost concerns.
6. Impairment research and study in Minnesota should be expanded beyond the current single location and also include poly-drug research. Expanded impairment research/study is needed as more impairing substances like marijuana and psycho-active mushrooms are being used by drivers on Minnesota roadways.
7. Efforts to reduce speeds and speeding should be supported including enforcement grants, speed safety cameras, selectively targeted activities like speed racing, and right-of-way design changes.
8. A safe systems approach to traffic safety should be used as the basis for transportation system planning and implementation. This approach must consider all aspects of injury and fatality prevention and protection including human factors, roadway and vehicle design, maintenance and resiliency, roadway culture and education, compliance and enforcement, and emergency response for all people in, on or near the roadway.