

# ACTS 12/11/2024

Results of round robin input on priority strategies and tactics for the 2025 Strategic Highway Safety Plan.

## Feedback Response Key

- **Already Included:** The feedback is generally addressed in the Draft SHSP, whether through the strategies/tactics or the narrative discussion.
- **Recommended Action:** Further action is recommended to ensure that ACTS member feedback is fully incorporated into the plan. Three types of recommendations are provided as indicated by the following color scheme:
  - Feedback can be incorporated with minor edits to strategies and tactics.
  - Feedback can be incorporated as discussion within the document body/narrative.
  - Additional discussion with MnDOT/PMT is needed before incorporating feedback.

*Note: While all feedback was heard and considered, some specific feedback may be beyond the scope of a high-level plan like the SHSP. The recommended actions seek to incorporate all feedback while maintaining consistency with the scope of the SHSP.*

## Feedback

### In-Person Participants

- Jim Kosluchar (Fridley/representing City Engineers) – 1) Continue to enforce existing roadway regulations. 2) Safety for all roadway users.
  - **These priorities are supported by:**
    - *The “Continue what Works” Guiding Principle: Several tactics/strategies were carried forward from the current SHSP, identified in coordination with safety stakeholders.*
    - *VRUSA: The VRUSA combines data analysis and engagement to develop a set of vulnerable road user-specific strategies.*
  - **Already Included**
- Andy Witter (Woodbury/representing County Engineers) - Counties vary, but rural road safety is a priority. Counties can't implement solutions at every rural road intersection – partner with automotive industry regarding technology in vehicles.
  - *Vehicle safety technologies are addressed within the Support Solutions and Vehicle Safety Enhancements strategies/tactics.*
  - *Intersections Tactic 3.3 identifies the need to engage local, state, and regional agencies on intersection projects. While no specific reference is made to CRSP – that is a key avenue for this type of coordination. The CRSP does make specific reference to the SHSP.*
    - *Option: Incorporate specific reference to CRSP.*
  - **Recommended Action**
    - Highlight the need for increased interagency coordination on rural road safety within relevant strategies/tactics. This may include specific references to the County Roadway Safety Plans (CRSP) program and other coordination opportunities. **(DONE)**

- Paul Aasen (MN Safety Council) – Double down on rural road safety. 1) excess speed and road runoff crashes. 2) Seatbelts (buckle up).
  - ***See above regarding Intersections Tactic 3.3.***
  - ***The SHSP includes specific Speed, Lane Departure, and Unbelted strategies/tactics.***
  - ***Already Included***
- Reed Leidle (Safety Signs/Contractors) - Construction work zones – safety of workers and their mental health, and the public. Also need to influence driver behavior. Need accurate work zone speed data, speed safety cameras, connected work zones – real time accurate notifications to navigation mapping systems, continued funding for workzone safety. Also education piece – utilize proven methods on projects once they are let.
  - ***These priorities are addressed through Work Zones strategies and tactics.***
  - ***Already Included***
- MN. Rep. Steve Elkins – Implementation of legislation passed last session: 1) Bike safety legislation. 2) Speed Safety Cameras. 3) Addressing aging population bloc
  - ***Without knowing the specific legislation referred to, the SHSP identifies a range of bicyclist and older driver strategies/tactics.***
  - ***Expanded adoption of speed safety cameras is mentioned several times throughout the strategies/tactics, including specifically in Speed Strategy 3.***
  - ***Traffic safety cameras will also be addresses within the Emerging Issues section of the document.***
  - ***Already Included***
- Kyle Shelton (CTS) - 1) Speeding – underlying challenge 2) Connected and autonomous vehicles, including how do we communicate with the feds and other states to enable and coordinate and put pressure on OEMs and others to encourage technologies in new safety standards.
  - ***In line with Kyle’s message, speed is treated as an “umbrella” Focus Area in the SHSP.***
  - ***Advancement of CAV tech is addressed in Vehicle Safety Enhancements Focus Area.***
  - ***Already Included***
- Pete Hosmer (A+ Driver School) – Driver education! For most people it was 30-40 years ago. Need extended/continued education for all. We all think we are great drivers but we think others aren’t. 2) Recent legislation regarding online driver education - how can we use this to get all drivers to do online education. 75% of Mpls. public school students are on free and reduced lunch and most wait till they are 18 to get their licenses and do not do drivers education.
  - ***Both of these priorities are addressed through the Older Drivers and Younger Drivers strategies/tactics.***
  - ***Already Included***
- Gina Calistro - Technology – like passive alcohol detection systems. 2) Advocate for interlock for repeat offenders.
  - ***Ignition interlock is addressed in the Impairment strategies/tactics.***
  - ***Passive alcohol detection systems are an emerging and promising technology, but the topic may still be too controversial to address in the SHSP.***
  - ***Already Included***
- Chief Jeff Tate (Shakopee Police) – 1) Seatbelts. 2) Distracted, 3) Drunk/drugged driving.
  - ***These priorities are addressed through the Unbelted, Inattention, and Impaired strategies/tactics.***

- **Already Included**
- Dylan Ferguson (EMS Rep) – 1) Safety of ALL responders – law enforcement, EMS, etc. 2) Keep looking at more training, make it more accessible statewide. 3) Providing resources to keep local ambulances on the road so they can continue to deliver care so they can focus on post crash care.
  - **These priorities are addressed through the EMS and Trauma Systems strategies/tactics.**
  - **Already Included**
- Cheryl Quinn (representing Vulnerable Road Users) 1) Separate VRUs from auto traffic. 2) More attractive bike facilities, separated from vehicles. This is also a public health issue/opportunity – get people fitter. Also reduces dependence on foreign oil, etc. that would benefit general public.
  - **Separation of bicycle and pedestrian facilities is mentioned in various tactics. The connection between active modes and health, and increased coordination with public health partners, is highlighted throughout the Bicyclists and Pedestrians strategies/tactics.**
  - **Already Included**
- Heidi Schallberg (Met Council) 1) People walking and biking – people outside vehicles, 2) Ensure that state aid standards are flexible enough to protect walk/bike users and adaptable to technology – such as e-bikes, etc. 3) Equity
  - **SHSP includes the following:**
    - ***Pedestrians Focus Area – Tactic 2.3: Increase funding for pedestrian facilities at the state, regional, and local levels, including planning efforts such as Complete Streets. Pair with an increase in funding for targeted pedestrian safety campaigns that amplify the effectiveness of engineering***
    - ***Bicyclists Focus Area – Tactic 2.4: Increase funding for bicyclist facilities at the state, regional, and local levels, including planning efforts such as bicycle plans or Complete Streets. Pair with an increase in funding for targeted bicycling safety campaigns that amplify the effectiveness of engineering***
  - **Should discuss how to address the theme of funding more specifically – whether within strategies/tactics or the plan narrative.**
  - **Recommended Action**
    - Address funding in the document body/narrative, emphasizing how funding decisions made by congress, State legislature, State agencies, counties, and cities support traffic safety investments and lead to lives saved. Discuss how funding decisions and programs (State Aid) can be improved to better support traffic safety.
  - **(DONE)**
- Josephine Donohue (AAA) 1) Ignition interlock for all offenders. 2) Motorcycle helmet law.
  - **Ignition interlock for all offenders included in the Impairment Focus Area, Tactic 4.1.**
  - **Motorcyclists Tactic 2.4 includes requiring endorsement holders to wear a helmet for the first two – but shies away from across-the-board helmet requirement.**
  - **Notes from OTS on helmet tactics:**
    - **OTS concerned a helmet mandate will not be supported; suggest T2.4 strategy instead as a step toward shifting early established habits and thinking around helmets.**
    - **ACTS 8/14/24 meeting: Members discussed moving universal helmet law forward as a recommended legislative initiative.**
  - **Recommended Action**





- Becky Putzke (Law Enforcement Liaison) – 1) Traffic enforcement – greater emphasis for safety purposes. Enforcement has taken a beating in recent years. 2) Greater focus on multiple roles that law enforcement officer plays in traffic safety – eg traffic management, first one on scene, crash reporting – may roles; we have underemphasized this. 3) Deep dive into law enforcement training – would like to see what they are doing in schools – are they teaching the why this is important vs just how to do a traffic stop or crash report, etc.
  - ***Enforcement and engagement with law enforcement partners are central themes throughout the SHSP strategies/tactics. Enforcement is one of the 4E's, and is identified as a key implementation component for specific tactics.***
  - **Already Included**
- Nick Martini (MN Association of Pupil Transportation) – 1) Inattention – most often people say they didn't see the bus! Safety of kids on and off the bus. 2) School Zones – inattention also plays a role here. Arrival/departure time is only a 20-30 minute process each time – not a long time to pay attention. Stop arm violations on school buses are a big problem. There are so many distractions in cars.
  - ***Safety pedestrian and bicycle safety investments in school zones, as well as school bus arm violation camera enforcement, is addressed in the Pedestrians and Bicyclists focus areas.***
  - **Already Included**
- Gayra Ostgaard – (MN Dept of Education) – 1) Access to education for all. 2) Inattentive – students are on buses and traveling on buses to activities all day – not just in school zones/times. 3) A lot of students are able to walk to school – what are we doing for students on foot and around schools. 4) Bus driver shortage – push forward strategies to address this.
  - ***Education – including education to diverse drivers – is highlighted in Unlicensed Drivers, Traffic Safety Culture, and others.***
  - ***The strategies/tactics for Inattentive support safer transit use for students and other users.***
  - **Already Included**
- John Hausladen (MN Trucking Association) – Trucks have similar challenges as buses. 1) Speed enforcement. 2) Distracted, disregard for physics. 3) Continue education. 4) Roadside enforcement for speed and distraction. Most people run into trucks vs other way around.
  - ***Speed enforcement, reducing distracted driving, and increased education are addressed throughout the strategies/tactics. A variety of tactics will support the above priorities for freight transportation safety.***
  - **Already Included**
- Judge Meyer – 1) Focus on impaired driving. 2) DRE saturation throughout the state, esp. with marijuana. 3) Early screening and assessment. 4) Need to have different laws for drugged vs. drunk driving – there is much more drugged now.
  - ***These priorities are addressed within the Impairment focus area strategies/tactics.***
  - **Already Included**
- Charles Young (MN DHS) – 1) Vulnerable User Protection, including children and people with disabilities. DHS has a project reviewing wheelchair safety in vehicles and in crosswalks. 2) Workforce shortage – people hope it can be addressed through automated vehicles. Need to ensure their safety – but also how do we pay for these services when they are ready.
  - ***Investments to improve the accessibility of non-motorized facilities are highlighted throughout Pedestrian, Bicyclist, and VRUSA strategies.***

- *Could be more deliberate in adding the word “accessible” to Pedestrian and Bicyclist, to emphasize that these will be built to ADA standards.*
- **Recommended Action**
  - Better emphasize accessibility by adding key language (“ADA-compliant,” “accessible,” and other) to relevant strategies/tactics. Where appropriate/necessary, develop additional accessibility-specific strategies/tactics. **(DONE)**
- Michelle Severson (MN Council on Disability) – 1) People with disabilities don’t have option to travel in own vehicle, are often pedestrians. Size of cars – they are heavier and taller than ever before – can’t see person in wheelchair. 2) Also maintain ped infrastructure for people in wheelchairs or walkers.
  - *Investments to improve the accessibility of non-motorized facilities are highlighted throughout Pedestrian, Bicyclist, and VRUSA strategies.*
  - *Could be more deliberate in adding the word “accessible” to Pedestrian and Bicyclist, to emphasize that these will be built to ADA standards.*
  - **Recommended Action**
    - Better emphasize accessibility by adding key language (“ADA-compliant,” “accessible,” and other) to relevant strategies/tactics. Where appropriate/necessary, develop additional accessibility-specific strategies/tactics. **(DONE)**
- Chris Hartzell (Woodbury) – 1) At local level we are struggling to hire police officers; need meaningful legislation regarding speed cameras. 23 states have speed cameras – solves a lot of issues. 2) Changing speed limits doesn’t change behavior without geometrics. 3) Need to get back to roots – public safety officers – education and enforcement. 4) Prioritize safe System Approach. 5) Prioritize VRUs.
  - *Expanded adoption of speed safety cameras is mentioned several times throughout the strategies/tactics, including specifically in Strategy 3 under the Speed Focus Area*
  - *Lowering speed through roadway design is addressed through Speed - Strategy 6: Design roadways to encourage appropriate speeds and reduce crash severities.*
  - *A dedicated set of VRU safety strategies is provided in the VRUSA.*
  - **Already Included**
- Sargent Ramos (Washington County Sheriff) – 1) Enforcement - high visibility. 2) Education re: drugs – driving while high.
  - *Enforcement and education around impaired driving are addressed within Impairment strategies/tactics.*
  - **Already Included**
- Rep Elkins – 1) Constituent re license being taken away. Get on top of aging baby boomers who will need their car keys taken away – get on top of this before it hits.
  - *The topic of aging drivers is addressed through Older Driver strategies/tactics.*
  - **Already Included**

#### Comments from Council Chairs

- Catherine Diamond (MDH) – 1) Sees opportunities for public health to support traffic safety. 2) Also looking at social determinants of health – e.g., poverty rate and how it plays into traffic fatalities and access to different types of vehicles. 3) Also data collection and analysis – merge public health data

and traffic data and apply it to programs and policies. 4) Focus on health of older people – driving, and transportation needs to be on everyone’s mind.

- ***Increased collaboration between traffic safety professionals and public health partners is woven throughout the strategies/tactics.***
- ***Merging public health data and traffic data is addressed in Data Management strategies/tactics.***
- ***Already Included***
- Mike Hanson (DPS) – First, all of the above! 1) Data innovation and technology will eventually come together – how do we utilize all the tools we have to get us there faster.
  - ***Support for new safety technologies is addressed in various focus areas including Inattention, Lane Departure, Commercial Vehicles, EMS and Trauma Systems, and Vehicle Safety Enhancements***
  - ***Emerging Issues section of the document will provide additional discussion.***
  - ***Already Included***
- Brian Sorenson (MnDOT) – We are talking about eliminating fatalities and serious injuries. 1) Invest for long term – focus on education. Excited about regional coordinators and state patrol. But integrate traffic safety into every curriculum K-12. Teachers should be doing this. 2) Safe System – loves that the SHSP is integrating it. Need to look at safety differently – we’ve done a lot of good but need to look at it differently. Behaviors aren’t going to go away. We need to set up the road in a way that people are not losing their lives. Partner with counties and cities, and advocacy at the national level.
  - ***The TSC focus are includes a variety of education- and messaging-focused tactics. Safety education and norming is a theme within various additional focus areas (Bicyclists, Pedestrians, Speed, Inattention, Impairment, etc.). Education is one of the 4E’s, and is associated with specific tactics throughout the list.***
  - ***Safe System Approach elements are assigned to specific strategies throughout the list.***
  - ***Already Included***