

New and Improved!



The 2025–2029 Strategic Highway Safety Plan

Minnesota TZD Annual Conference
Rochester, MN November 15, 2023

Introductions



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Engineer



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Transportation Equity
Planning Coordinator



Agenda

Time	Topic
9:45 – 9:55	SHSP Overview (<i>Hannah Johnson</i>)
9:55 – 10:15	Statewide Crash Data (<i>Derek Leuer</i>)
10:15 – 10:30	Equity and Engagement (<i>Abdullahi Abdulle</i>)
10:30 – 10:40	Bringing it Together (<i>Hannah Johnson</i>)
10:40 – 11:00	Q&A

But First...





What is the SHSP?

What is the SHSP?

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

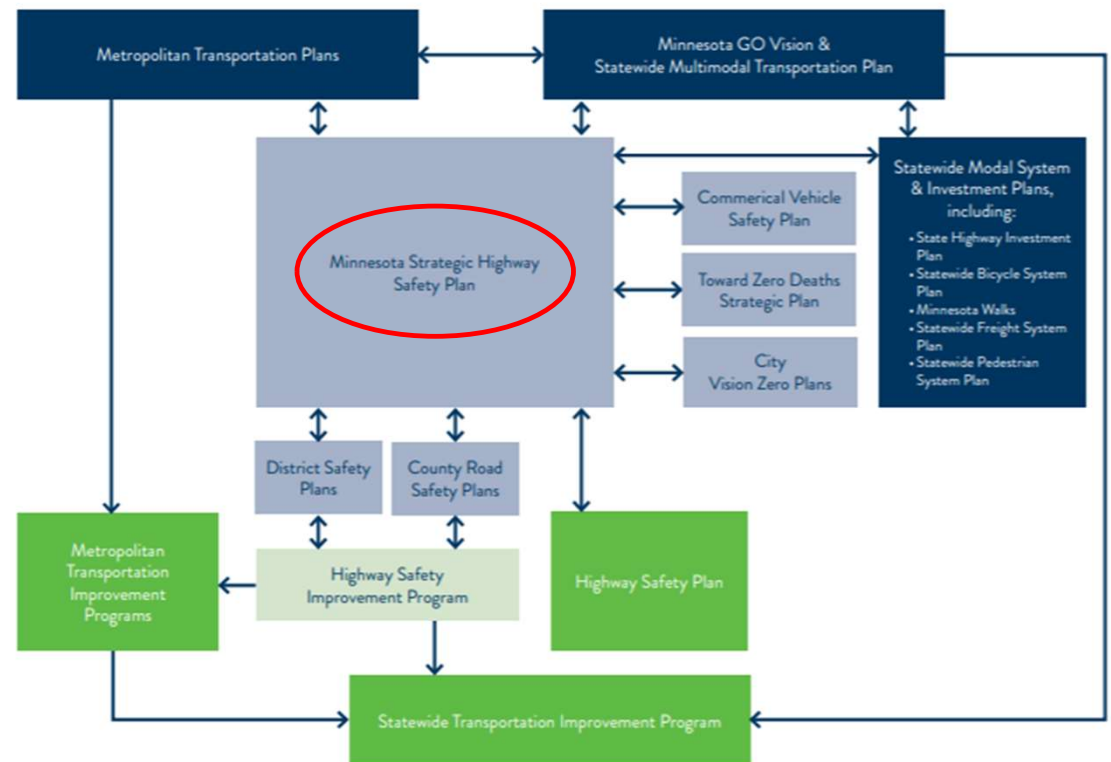
- Sets statewide direction to reduce traffic *fatalities and serious injuries* for all roadway users
- Recognizes that a single crash can have multiple contributing factors
- Promotes partnerships to positively impact safety
- Is informed by data *and* input from traffic safety professionals and advocates 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*
- 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.

2025-2029 SHSP: Timeline

New and Improved!



Step 01

ANALYZE CRASH DATA

Present summary of crash
data analysis

Fall 2023



Step 02

GATHER INPUT

Input sessions, TZD regional
workshops and other venues

Spring/Summer 2024



Step 03

SUMMARIZE & STRATEGIZE BASED ON INPUT

- Summarize input from outreach activities
- Finalize focus area priorities and strategies

Fall 2024



Step 04

FINALIZE PLAN

Finalize the SHSP

Commenting:
(December 2024 -March 2025)
Sign: April 2025!





Minnesota Crash Data Overview

Crash Focus Areas



Minnesota Statewide - Crash Focus Areas

2018 to 2022 (preliminary) fatal and serious injury crashes on trunk highways

		Minnesota Statewide			
		All Roadways		Trunk Highways	
Total Severe Crashes		8,930	100%	2,647	30%
Core Areas	Intersection	4,385	49%	1,098	41%
	Lane Departure	3,860	43%	1,176	44%
	<i>Run-Off-Road</i>	2,840	32%	816	31%
	<i>Head-On</i>	1,020	11%	360	14%
	Impaired	2,469	28%	735	28%
	Speed	2,080	23%	689	26%
	Unbelted	1,331	15%	524	20%
	Inattentive	747	8%	252	10%
Strategic	Older Driver	1,645	18%	602	23%
	Motorcycle	1,511	17%	408	15%
	Younger Driver	1,423	16%	356	13%
	Non-motorist	1,380	15%	254	10%
	<i>Pedestrian</i>	1,045	12%	207	8%
	<i>Bicyclist</i>	335	4%	47	2%
	Commercial Vehicles	774	9%	428	16%
	Work Zone	197	2%	99	4%
Connected	Unlicensed	1,809	20%	528	20%
	Trains	20	0%	3	0%
	Deer/Animal	186	2%	52	2%
	Winter Weather	1,014	11%	385	15%

Minnesota Statewide - Crash Focus Areas

2018 to 2022 (preliminary) fatal and serious injury crashes on all local roads

		Minnesota Statewide			
		All Roadways		All Local Roads	
Total Severe Crashes		8,930	100%	6,283	70%
Core Areas	Intersection	4,385	49%	3,287	52%
	Lane Departure	3,860	43%	2,684	43%
	<i>Run-Off-Road</i>	2,840	32%	2,024	32%
	<i>Head-On</i>	1,020	11%	660	11%
	Impaired	2,469	28%	1,734	28%
	Speed	2,080	23%	1,391	22%
	Unbelted	1,331	15%	807	13%
	Inattentive	747	8%	495	8%
Strategic	Older Driver	1,645	18%	1,043	17%
	Motorcycle	1,511	17%	1,103	18%
	Younger Driver	1,423	16%	1,067	17%
	Non-motorist	1,380	15%	1,126	18%
	<i>Pedestrian</i>	1,045	12%	838	13%
	<i>Bicyclist</i>	335	4%	288	5%
	Commercial Vehicles	774	9%	346	6%
	Work Zone	197	2%	98	2%
Connected	Unlicensed	1,809	20%	1,281	20%
	Trains	20	0%	17	0%
	Deer/Animal	186	2%	134	2%
	Winter Weather	1,014	11%	629	10%

Statewide Crash Data – Summary

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%

Statewide Crash Data – Summary

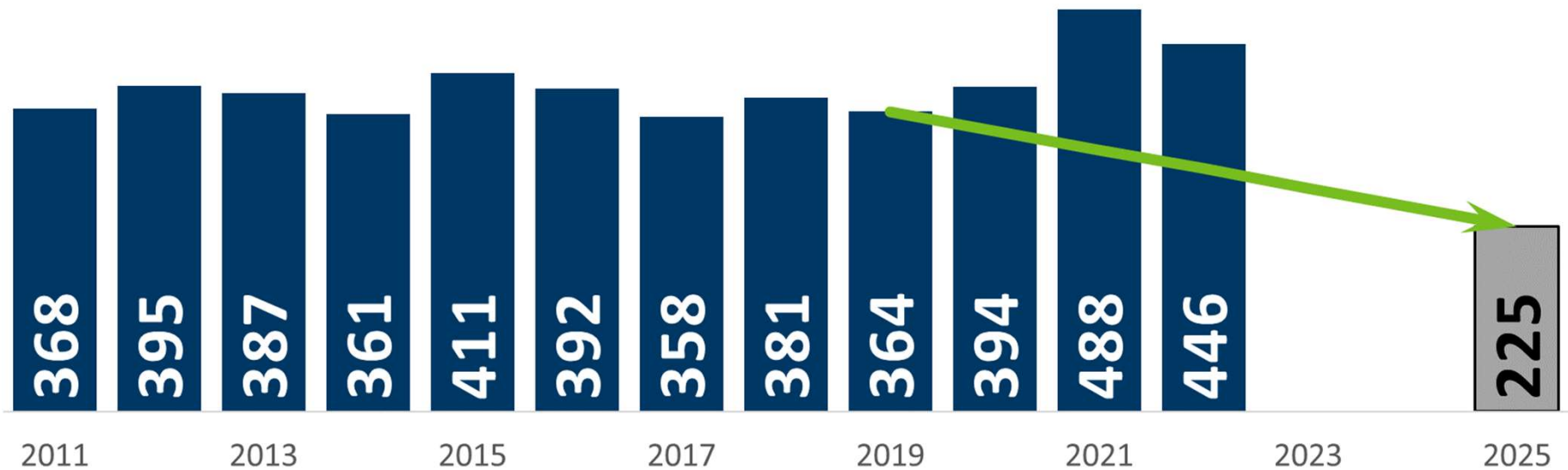
Fatal and Serious Injury Crashes = 8,930 over 5 years (2018-2022 - Preliminary) – Up 9% over previous 5 years

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%

Statewide Progress Toward SHSP Goal

2022 crashes preliminary as of 04/14/2023

Minnesota Progression to 225 in 2025



Greater Minnesota Progress Toward SHSP Goal

2022 crashes preliminary as of 04/14/2023

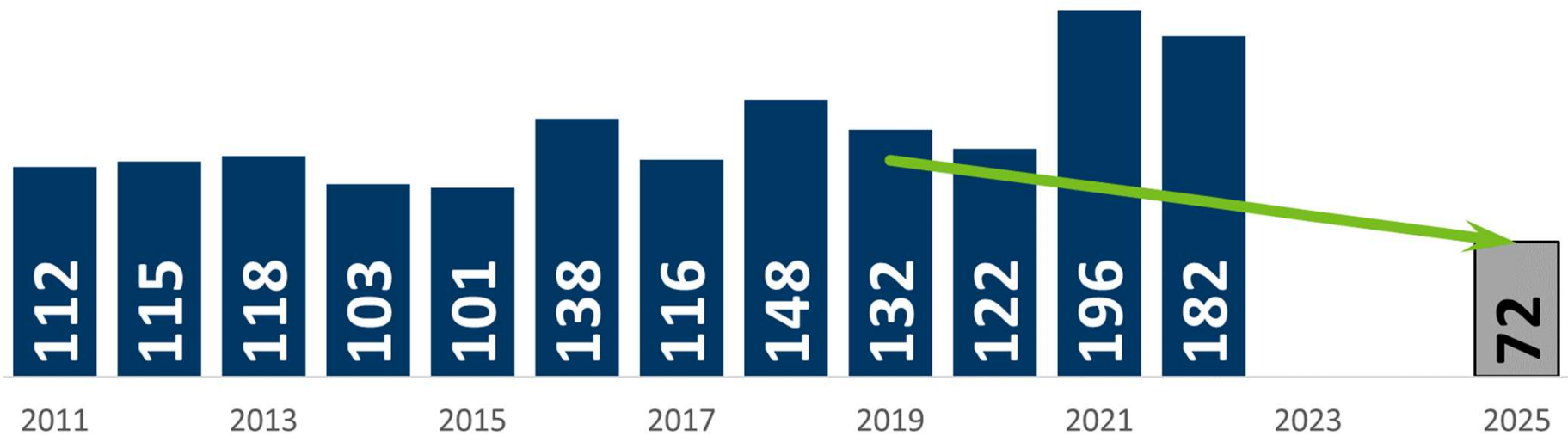
Greater Minnesota Progression to 225 in 2025



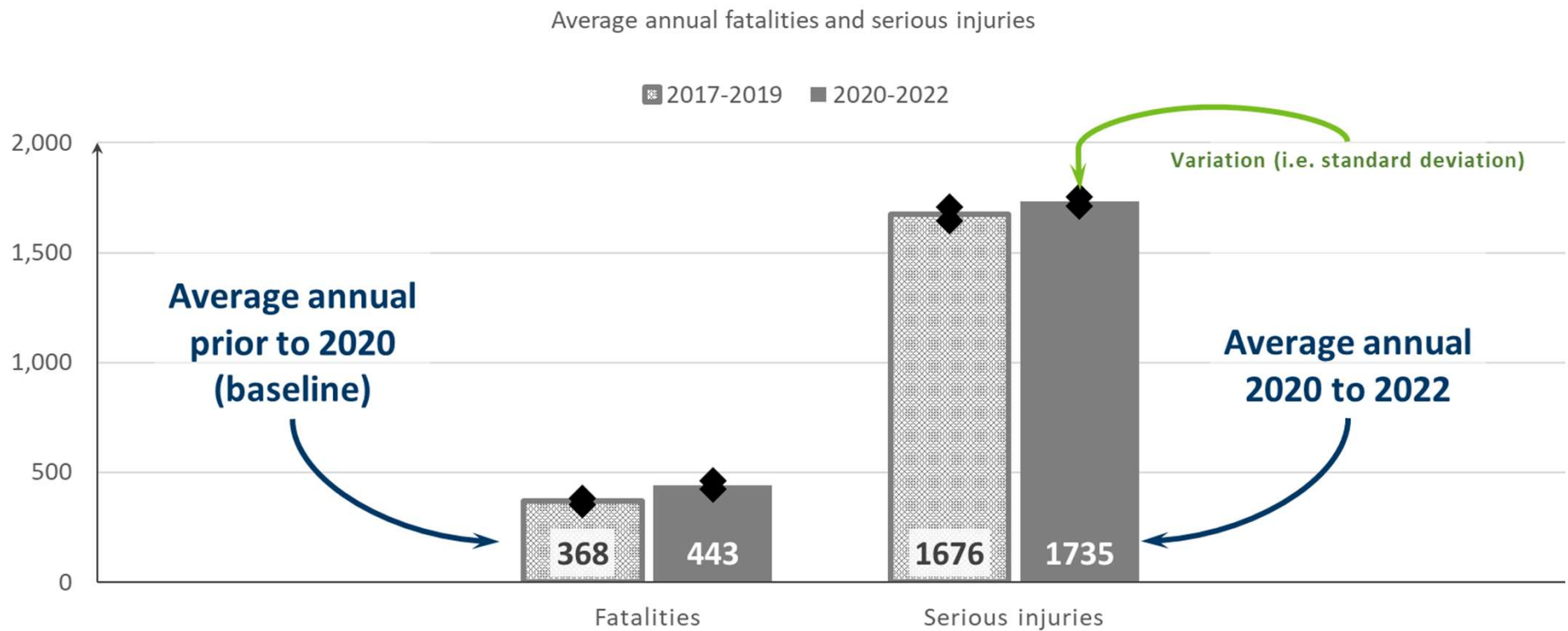
Metro Region Progress Toward SHSP Goal

2022 crashes preliminary as of 04/14/2023

Metro Regional Progression to 225 in 2025



Trends Pre-/Post-2020



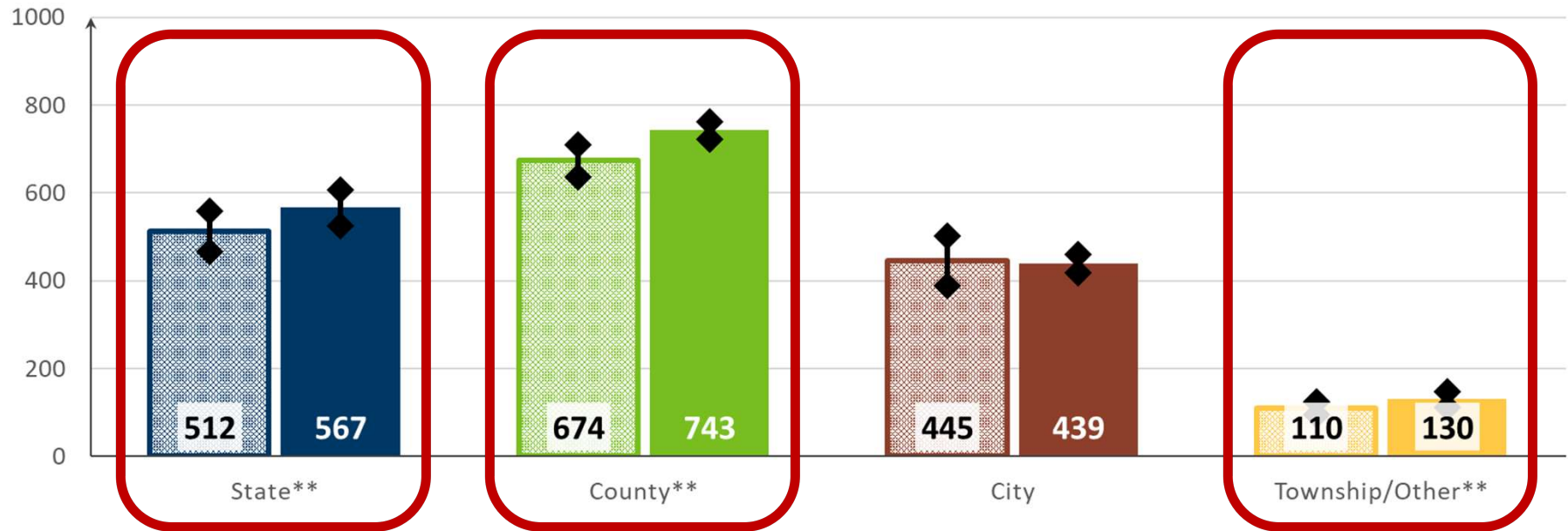
Roadways | All Public Roads

2022 crashes preliminary as of 04/14/2023

Average annual fatal and serious injury crashes by roadway jurisdiction

** denotes a percent change greater than the percent change in all fatal and serious injury crashes

▨ 2017-2019 ■ 2020-2022



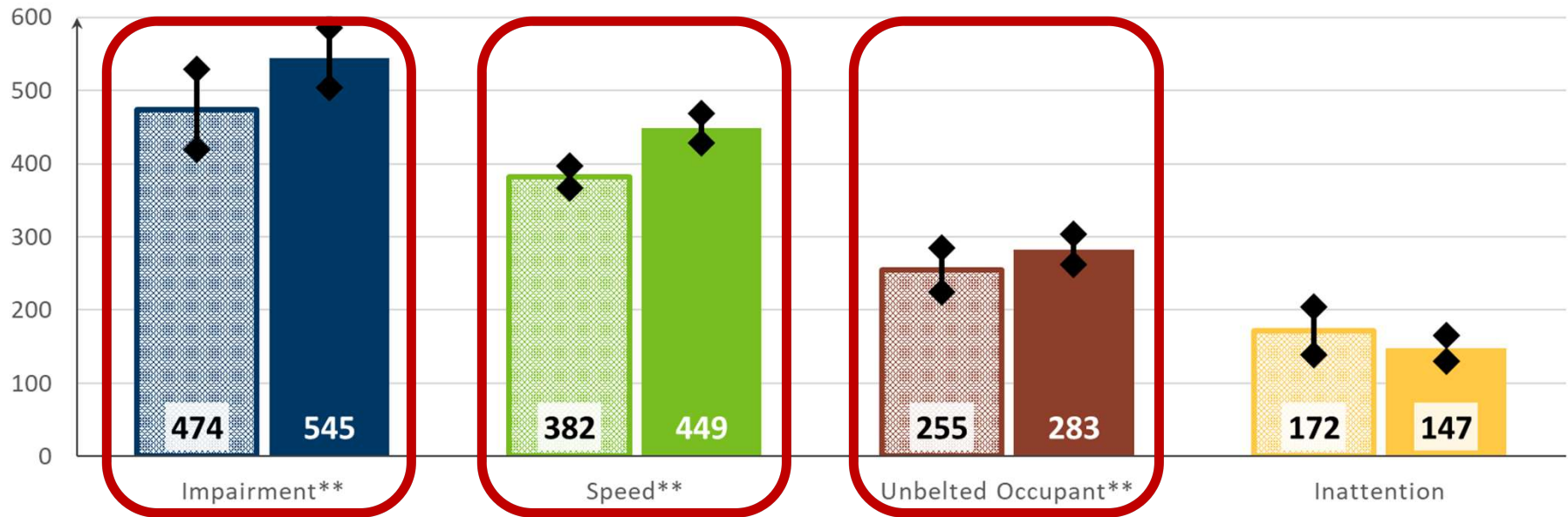
Behaviors | All Public Roads

2022 crashes preliminary as of 04/14/2023

Average annual fatal and serious injury crashes in behavior focus areas

** denotes a percent change greater than the percent change in all fatal and serious injury crashes

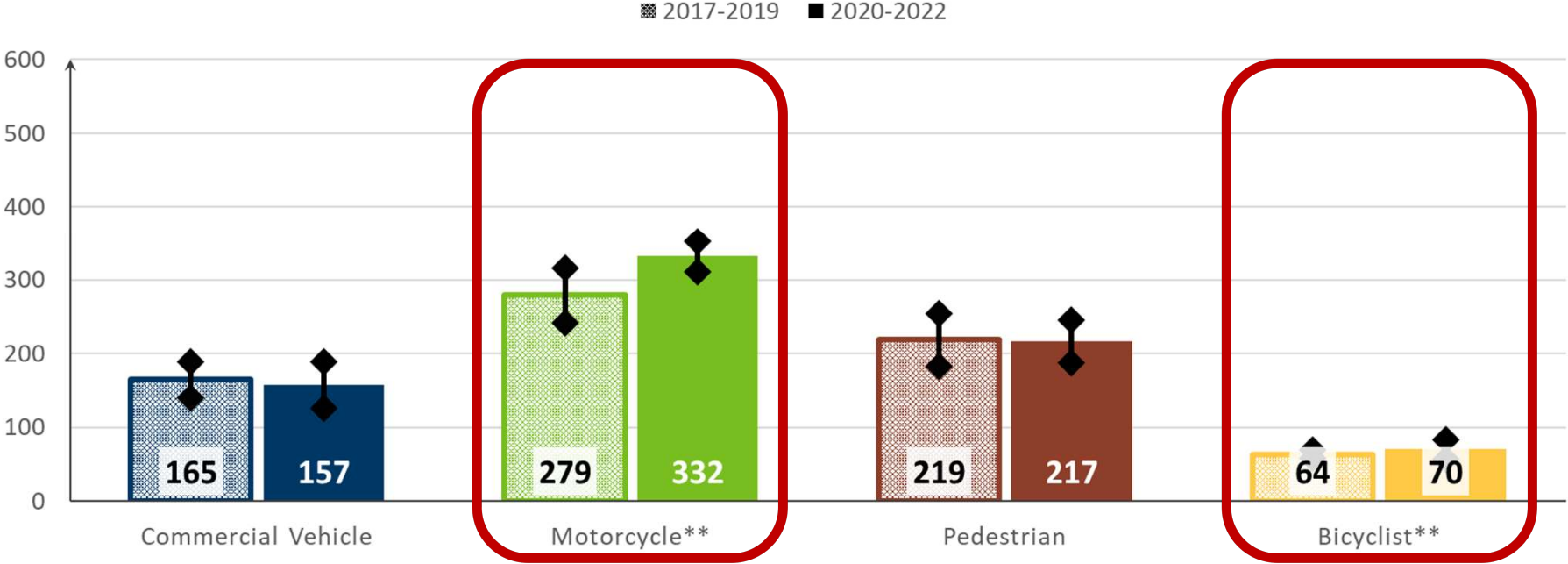
▨ 2017-2019 ■ 2020-2022



Modes | All Public Roads

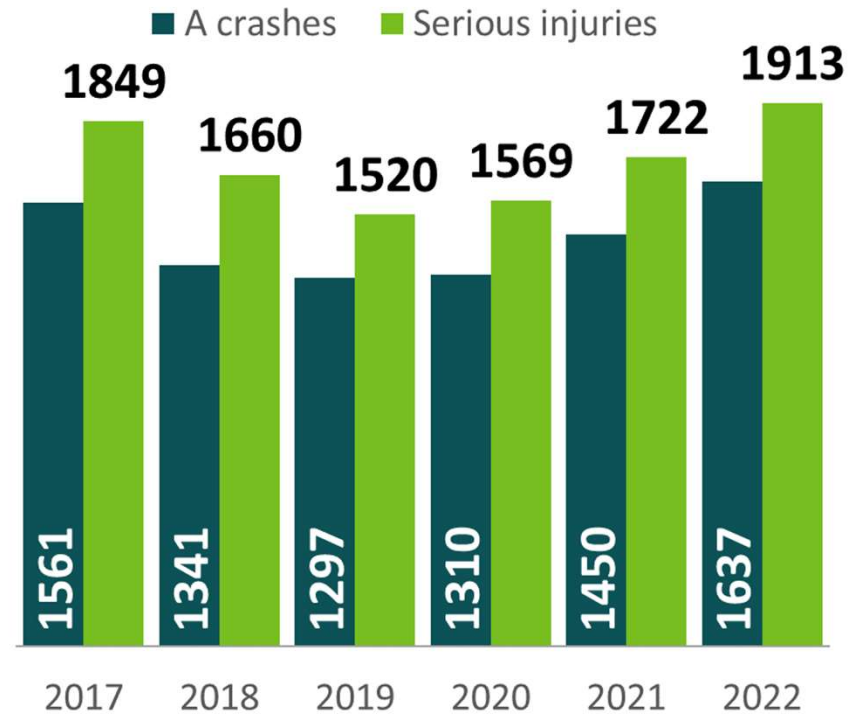
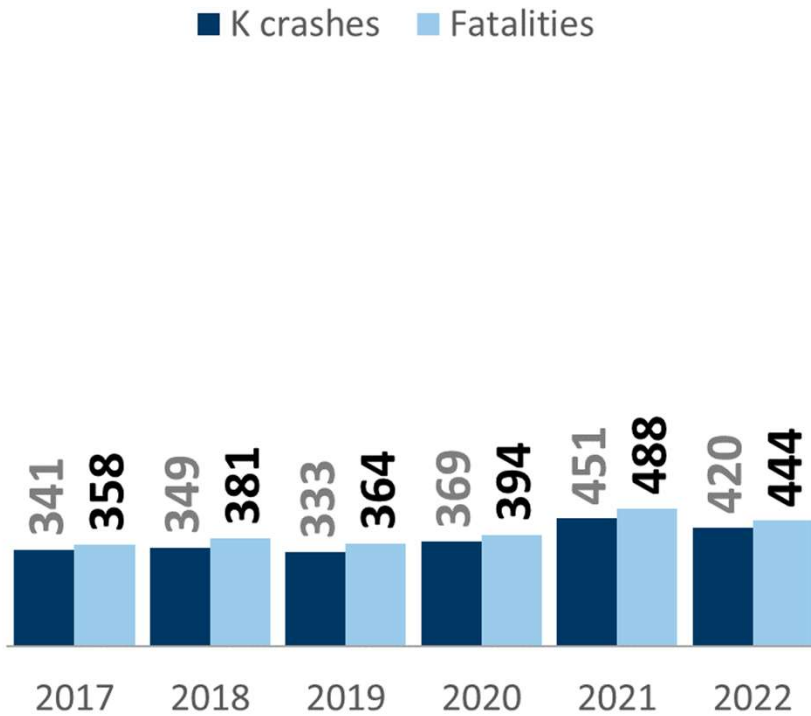
2022 crashes preliminary as of 04/14/2023

Average annual fatal and serious injury crashes in modal focus areas
*** denotes a percent change greater than the percent change in all fatal and serious injury crashes*



Statewide Trends

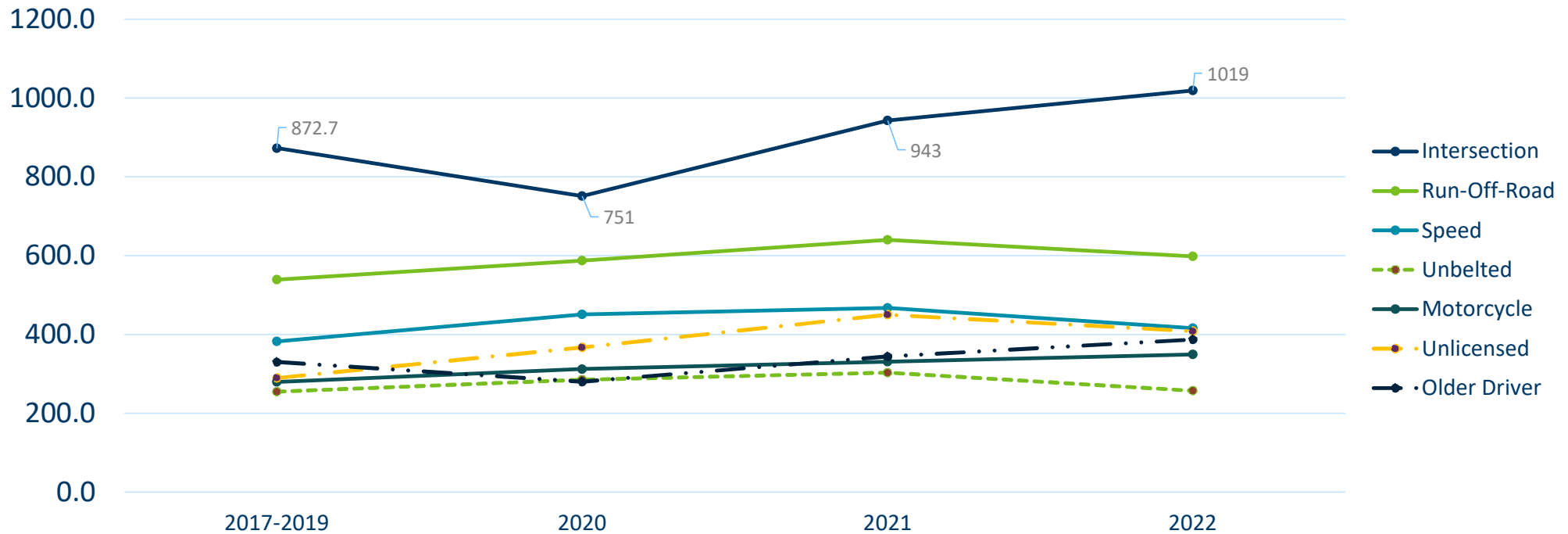
2022 crashes preliminary as of 04/14/2023



Statewide Crash Data – Summary

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

SHSP Focus Areas (2018-2022)



Key Takeaways | All Public Roads

2022 crashes preliminary as of 04/14/2023

A. Fatal and serious injury crashes 2020-2022 greater than 2017-2019

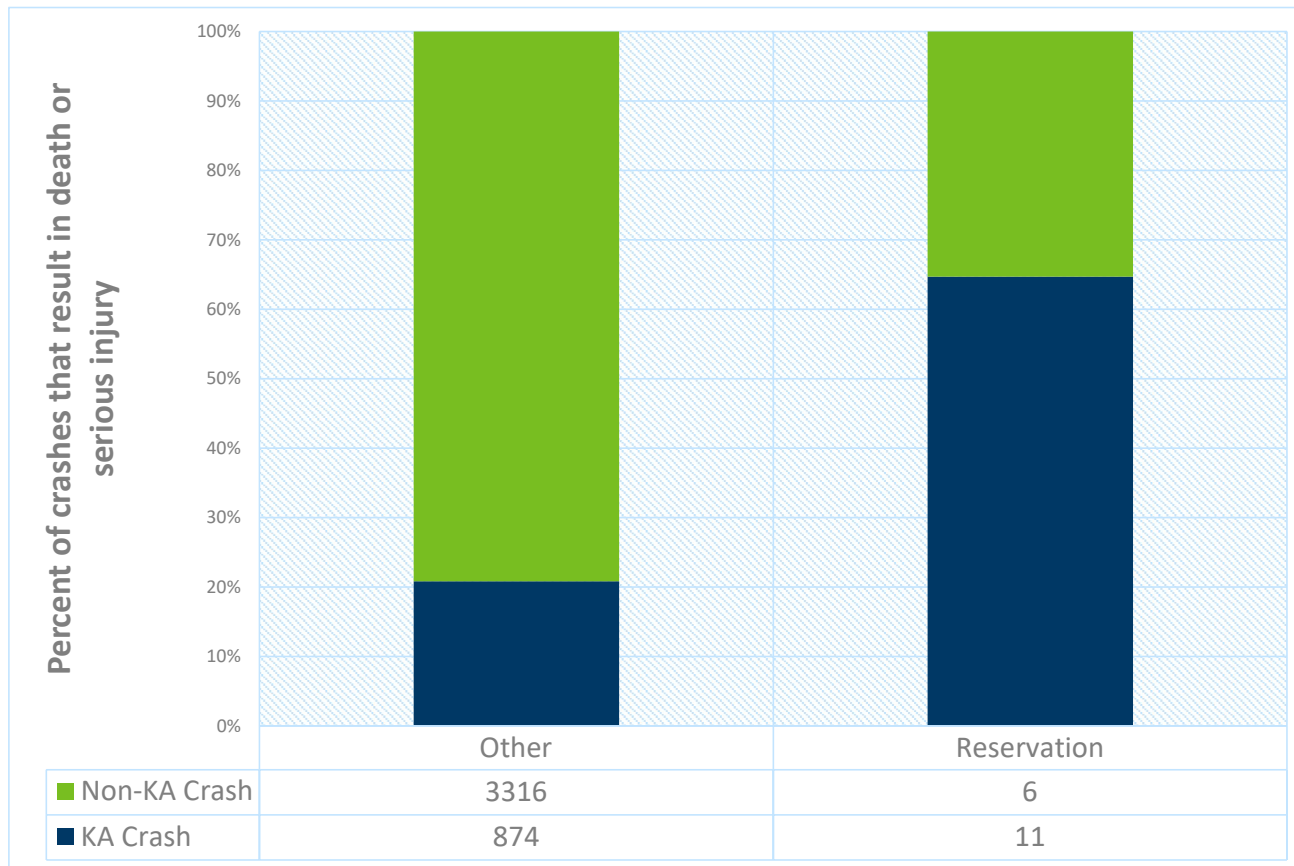
- +8% relative to baseline

B. Crash types greater than baseline and trending up:

- Impairment, [Speed greater than baseline but may have plateaued]
- Motorcycle, Bicyclist
- Unlicensed Driver, Younger Driver, Older Driver
- Intersection/Interchange, Run-off-road, Head-on

C. There were 12 counties with ZERO fatalities!

Crashes by SPACE Demographic Inputs and Severity: Reservations



Note: Crashes on reservations may be under-reported in DPS/MnDOT's database.

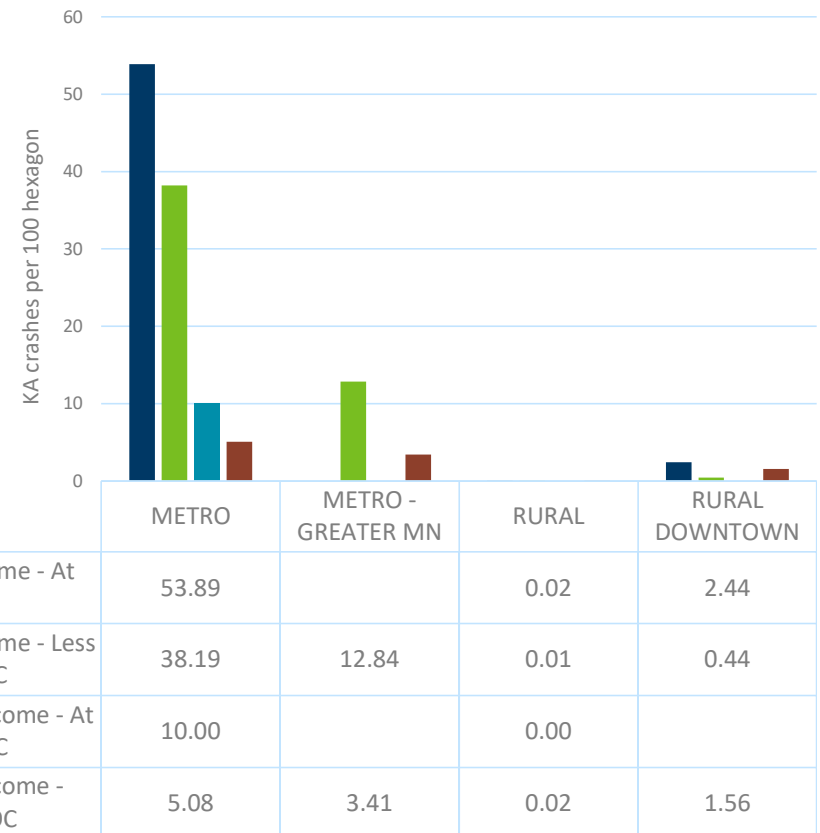
Crashes by Demographic Inputs: BIPOC Communities + Low Income



Areas with high poverty rates have **3.9x** 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 **9x** as many fatal and injury pedestrian crashes per square mile as majority white areas.







Equity and Engagement

“

MnDOT acknowledges the transportation system and agency decisions have underserved, excluded, harmed, and overburdened some communities. We understand some of our past decisions denied Black and Indigenous communities as well as people with disabilities the full participation of transportation benefits. These and other underserved communities have historically carried disproportionate burdens of transportation decisions.

A photograph of a worker in a high-visibility vest and cap holding a stop sign on a road. The worker is standing on a paved road with a white line. In the background, there is a concrete barrier and some greenery. A large blue semi-transparent box is overlaid on the image, containing white text.

“ MnDOT is committed to creating an equitable transportation system

An aerial photograph of a city landscape. In the foreground, there is a wide river with a sandy bank. A concrete bridge spans across the river. To the left, there is a large green field. In the background, a city skyline is visible under a clear blue sky. A dark blue semi-transparent box is overlaid on the center of the image, containing white text.

“ 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.

Other Definitions

Fair and Just

- **Fair**
 - Everyone has access to transportation outcomes that are free from bias and discrimination
- **Just**
 - Taking proactive measures to ensure benefits are adequately accessible to underserved communities

Underserved Communities

- Share a characteristic or geography
- Have been systematically denied opportunities to participate in economic, social and civic life
- May be based on racial, gender, sexual orientation, geographic, disability, income, and other characteristics
- These characteristics often overlap, increasing the impact experienced

Equity Stakeholder Intersectionality

- ✓ Underrepresented
- ✓ Underserved
- ✓ **Experience safety disparities**



SHSP Considerations

- Process
- Priorities
- Strategies
- Outcomes

Engagement and the 2025-2029 SHSP



Advisory Council on Traffic Safety (TZD Leadership Team)



TZD Conferences and Regional Workshops (2023 & 2024)



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



Equity-Focused Outreach Meetings



Vulnerable Road User Safety Assessment



Online Public Engagement (Surveys, Etc.)

New and Improved!

What's New for the 2025-2029 SHSP?

2025-2029 SHSP: Requirements

- Vulnerable Roadway User Safety Assessment
 - IIJA requirement due November 15, 2023
 - Update required for SHSP
- Fiscal Year (FY) 2021 Older Drivers and Pedestrians Special Rule: 23 U.S.C
- Highway Safety Improvement Program (HSIP) Implementation Plan



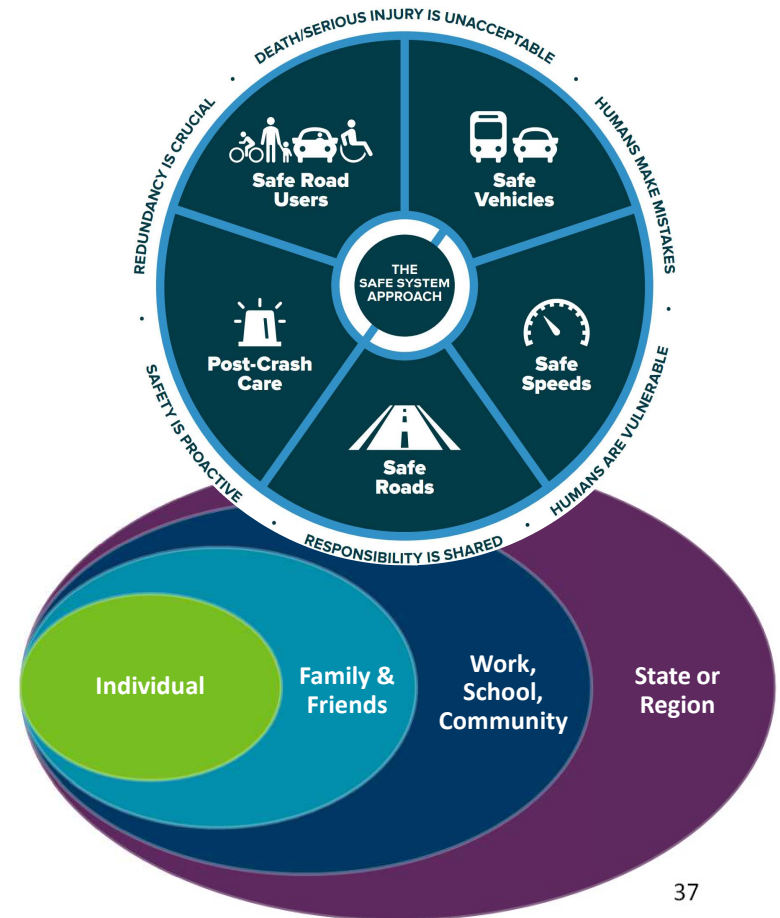
2025-2029 SHSP: Included

- Advisory Council on Traffic Safety
- Best practices review
- Equity integration
- Better engagement (more options)
- More region-specific data/tactics
- More action orientation
- Dashboard pilot



2025-2029 SHSP: Process and Content

- Strategies around TZD 2.0
 - Safe System Approach
 - Traffic Safety Culture (Addressing Beliefs, Positive Community Norming)
 - Empowering Regions, Local Community Engagement
 - Data, Analytics, Research
- Incorporate identified safety needs
 - District and County Safety Plan Updates
 - Vulnerable Road User Safety Assessment
 - How to fit with new DPS HSP approach (3-yr)
- How do we take resources into account?



2025-2029 SHSP: Implementation

- Statewide engagement map for public to input Ideas
- Action Teams develop strategies/tactics by Focus Area
- Use engagement process to create awareness of TZD and Priority Safety Issues (be strategic)
- Should strategies/tactics be specific to regions? Set priorities for each region?



And Finally...





Discussion

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11/22/2023

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