The 2025–2029 Strategic Highway Safety Plan

Northwest Minnesota TZD Workshop

May 1, 2025

Introductions

Derek Leuer

State Traffic Safety Engineer

DEPARTMENT OF TRANSPORTATION

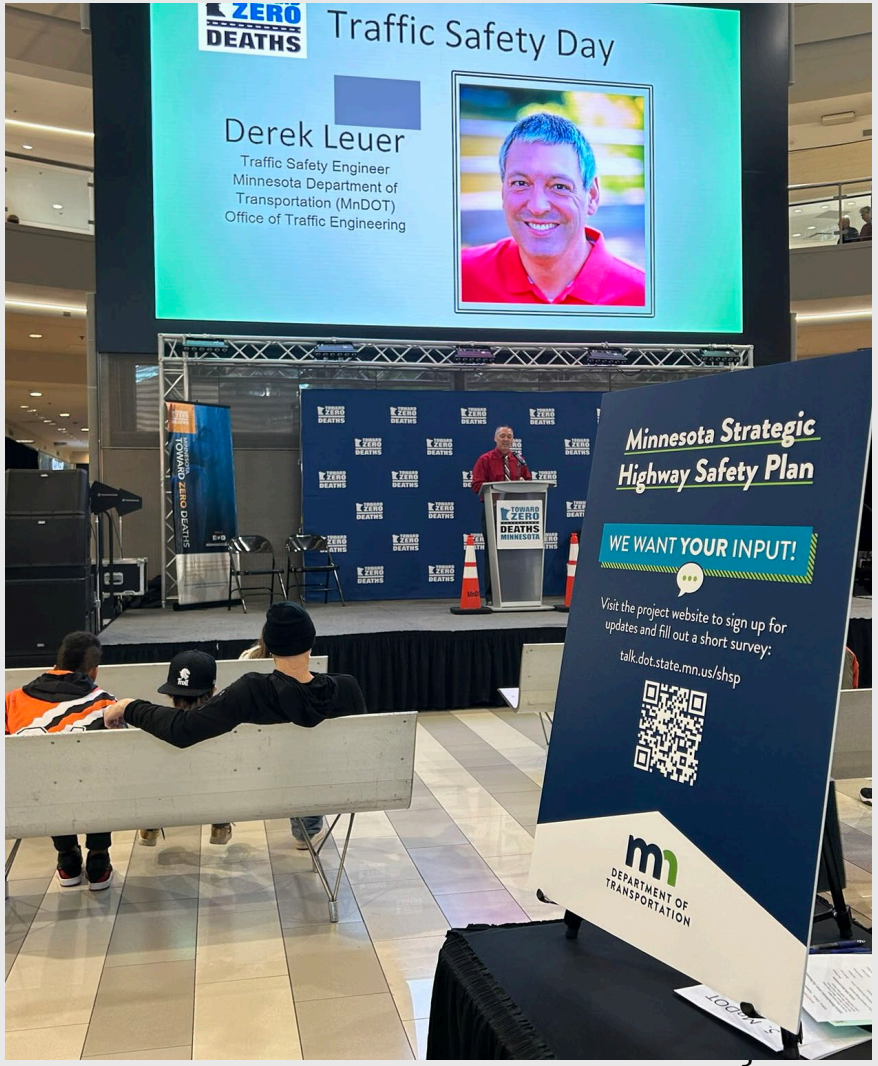
Whitney Mason

Statewide Multimodal Transportation Plan Coordinator

DEPARTMENT OF TRANSPORTATION

What is the SHSP?

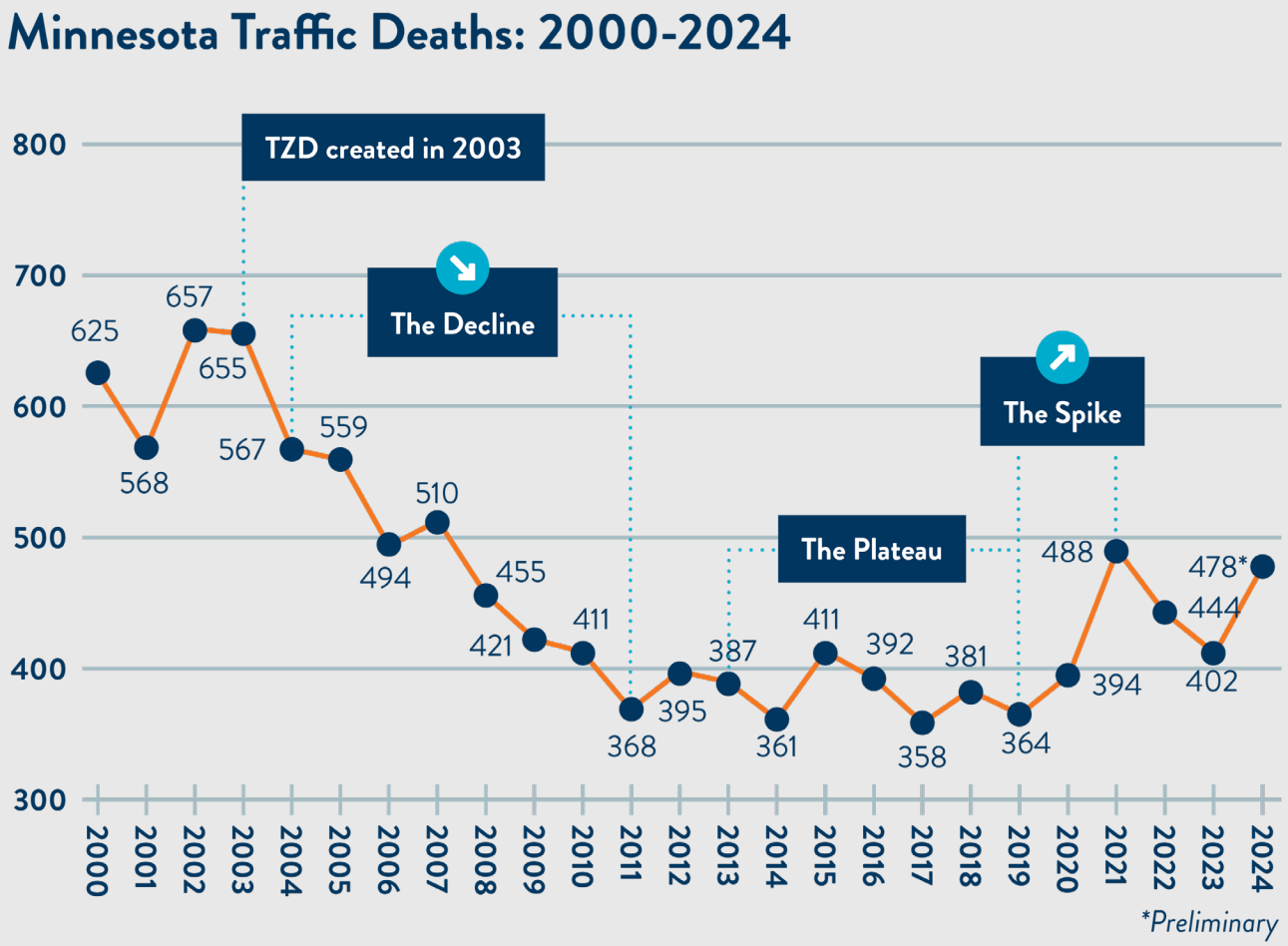
- Goal-reduce fatal and serious injury or **K and A Crashes**
- Required to receive Federal HSIP funds **Highway Safety Improvement Program**
- Updated every 5 years
- Promotes Partnerships
- Plan Development led by Depts of:
  - **Public Safety**
  - **Health**
  - **Transportation**



Minnesota: Committed to Action

As 2025 begins, Minnesota faces a sobering truth about highway safety: The sharp increase in fatal and serious injury crashes that began with the COVID pandemic continues today. ***2021 saw the highest number of fatalities on Minnesota's roadways in more than a decade, with 2024 close behind****.*

Like others throughout the country, we seek a new paradigm to achieve our traffic safety goals.



2025-2029 SHSP: Timeline

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

We Are Here!

Commenting:
Final Draft March14-April 14, 2025
Sign: May 2025

SHSP Crash Focus Areas

Minnesota's Traffic Safety Focus Areas

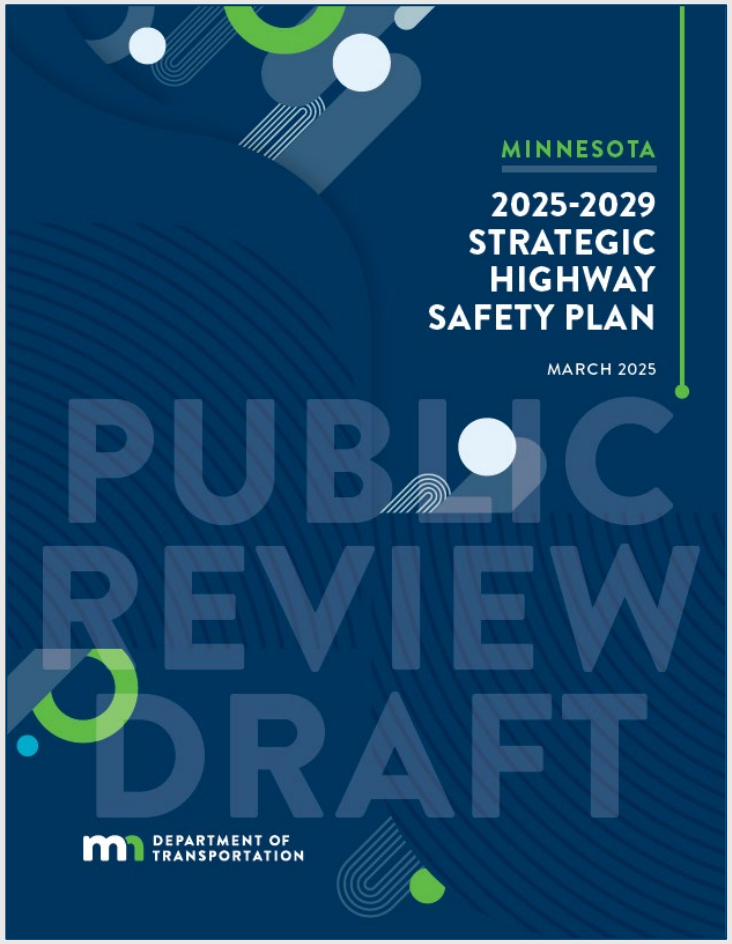
or

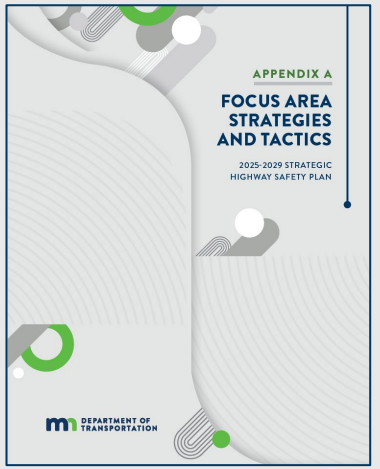
top reporting factors that contribute to crashes

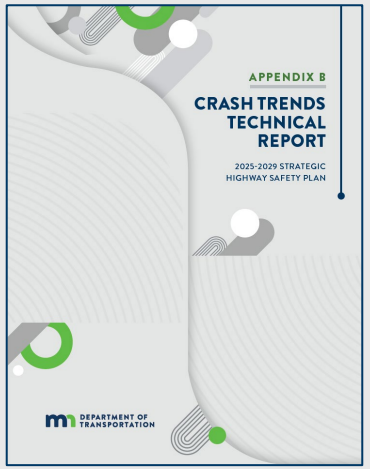
Category	Focus Area
Road Users	Unlicensed Drivers
	Older Drivers
	Motorcycles
	Younger Drivers
	Pedestrians
	Commercial Vehicles
	Bicyclists
Roadways	Intersections
	Lane Departure
	Work Zones
	Trains
User Behavior	Impairment
	Speed
	Unbelted
	Inattention
Support Solutions	Traffic Safety Culture
	EMS and Trauma Systems
	Vehicle Safety Enhancements
	Management Systems
	Data Management

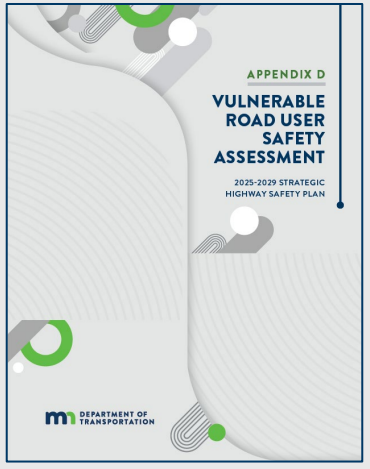
2025-2029 SHSP

- SHSP Plan Document
- Appendices:
  - A. Focus Area Strategies and Tactics
  - B. Crash Trends Technical Report
  - C. Engagement Report
  - D. Vulnerable Road User Safety Assessment









SHSP Guiding Principles

INCORPORATE THE SAFE SYSTEM APPROACH

Focus area strategies identify corresponding Safe System Approach elements, highlighting the multiple layers of defense that each strategy incorporates.

PROMOTE A TRAFFIC SAFETY CULTURE

The SHSP incorporates a traffic safety culture focus area and includes strategies to activate new work within agencies, TZD, and other organizations

INTEGRATE EQUITY

The SHSP identified selected focus areas as equity emphasis focus areas, based on their degree of association with social and mobility vulnerability factors

IDENTIFY EMERGING ISSUES

The plan includes a discussion of emerging issues for further attention and action.

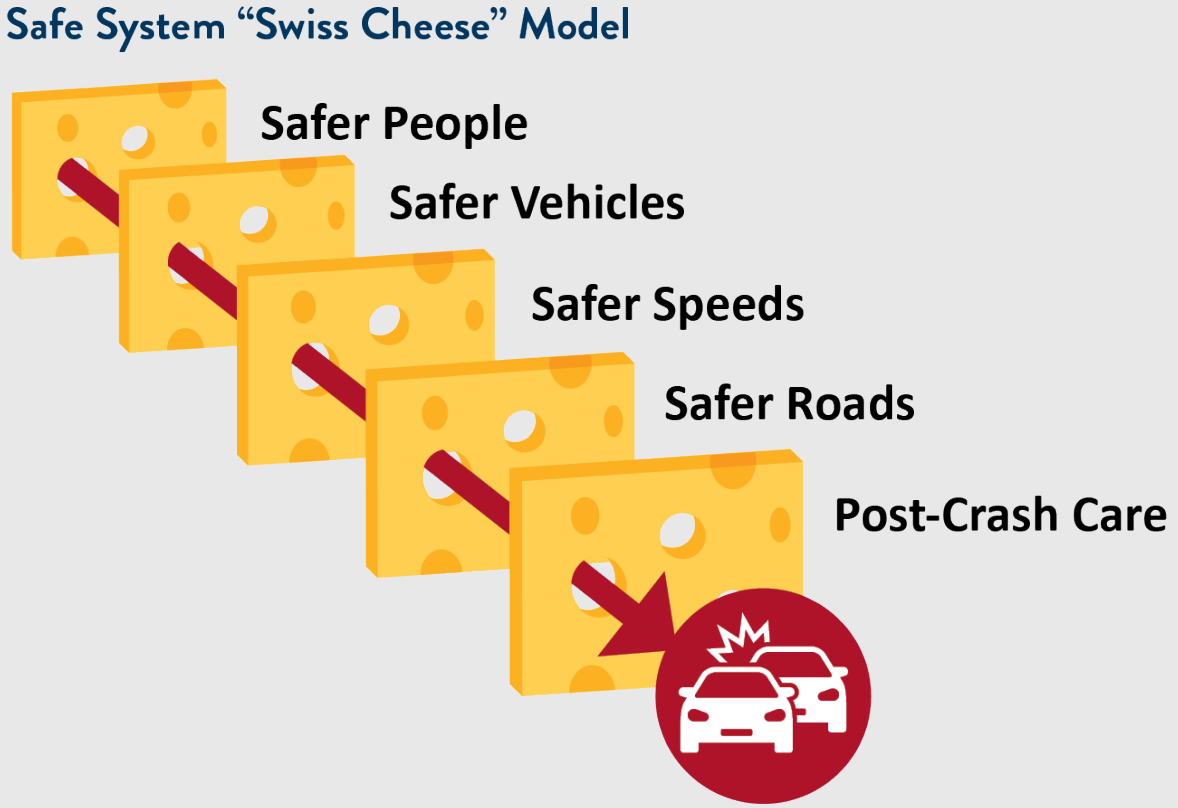
CONTINUE WHAT WORKS

The plan reflects the input of stakeholders and other professionals regarding the most important existing strategies and tactics to continue

Safe System Approach-All Hands on Deck

SSA Principles

- Deaths and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- **Redundancy is Crucial**

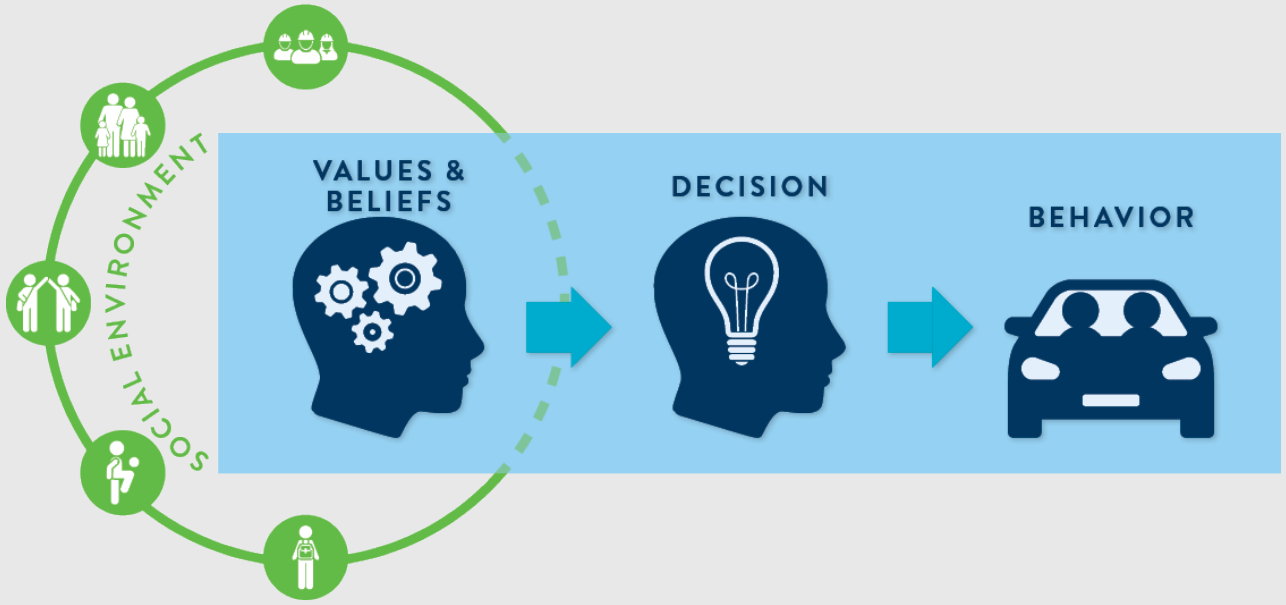


The " Swiss Cheese Model" of redundancy creates layers of protection. Death and serious injuries only happen when all layers fail.

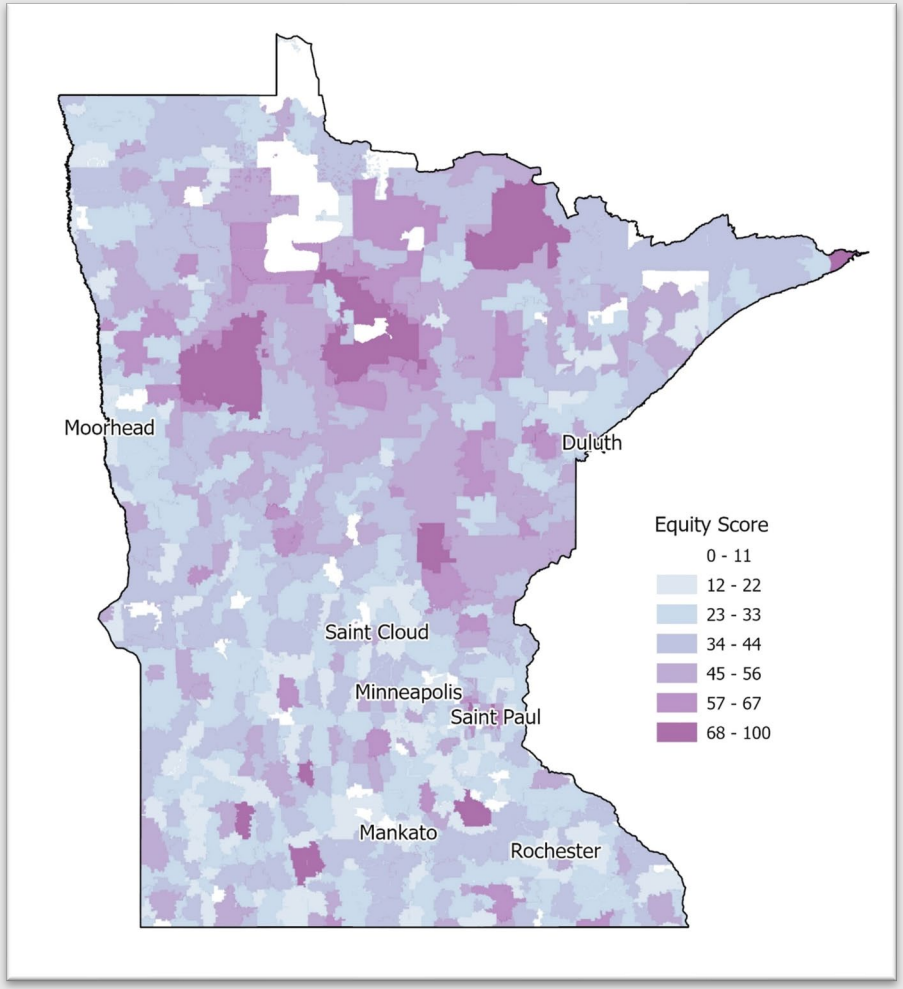
Safe System Pyramid-Based on Health Models that Address Epidemics-Emphasizes Upstream Solutions

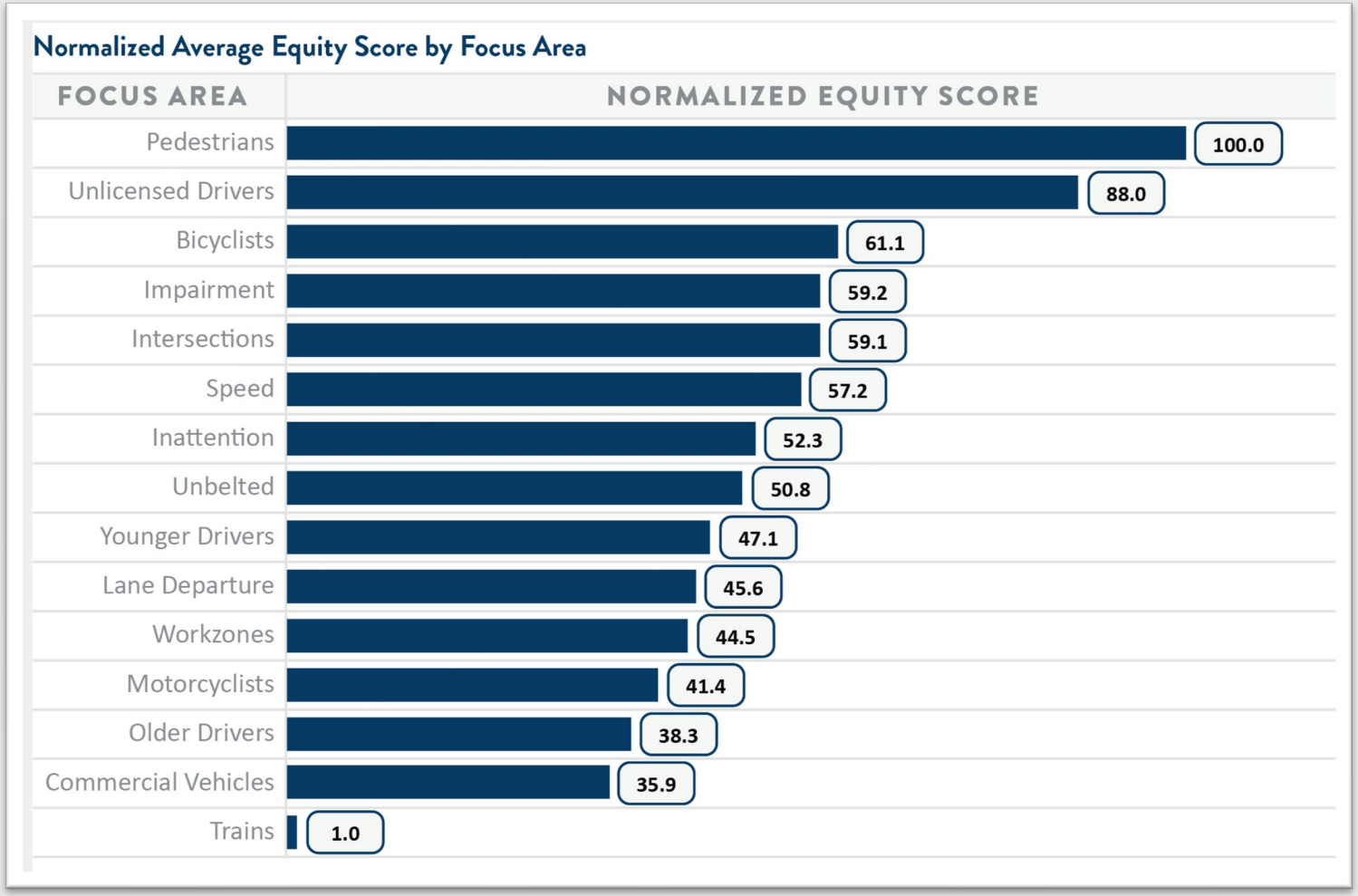
Traffic Safety Culture-It takes a Village

- Traditional approach: Focus on changing the behavior of individual road users who engage in risky behavior
- Traffic Safety Culture approach: Leverage the safe majority as allies in reaching shared traffic safety goals
- SHSP identifies specific tactics to grow traffic safety culture in the state through investment, education, and outreach



Top Six Designated “Equity Focus Areas”





9 SPACE Tool Data Layers Overlaid with Fatal (K) & Serious Injury (A) Crashes

SOCIAL VULNERABILITY CRITERIA	DATA THRESHOLD DEFINITION
1. Younger Residents	Population age 5-17 exceeds statewide average
2. Older Residents	Population age 65+ exceeds statewide average
3. Nativity	Population non-citizen, foreign born exceeds statewide average
4. Native American Residents	Population Native American Indian exceeds statewide average
5. Disability Status	Population with a disability exceeds statewide average
6. Environmental Justice	MPCA Area of Environmental Concern
7. Unemployment	Unemployment rate exceeds statewide average
8. Poverty	Poverty rate exceeds 25%
9. Household Vehicle Access	Percent of households with access to 0 vehicles is greater than 0%

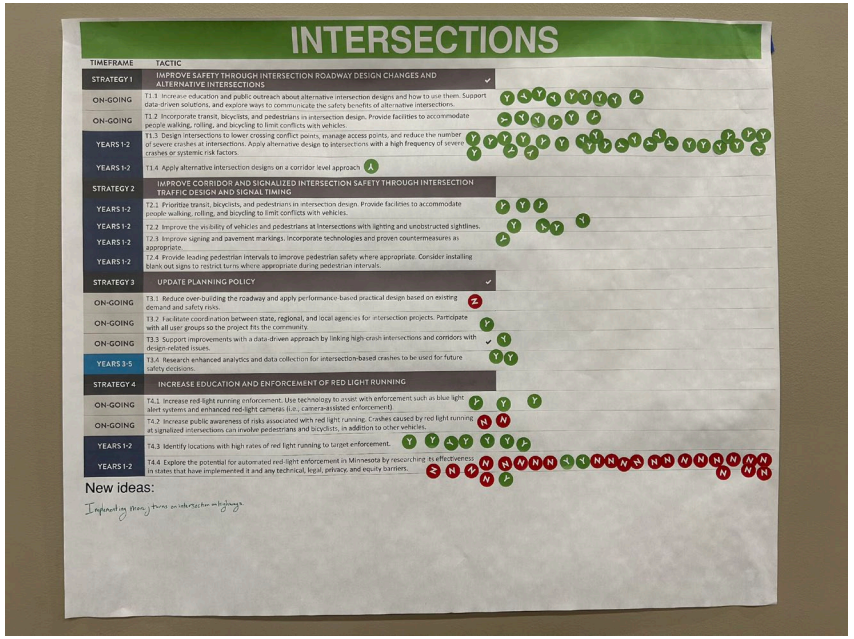
Advisory Council on Traffic Safety (ACTS)

ACTS: New Leadership

- In 2023, Legislature established the ACTS and designated it as the lead for the state's TZD
- Advises the Governor and commissioners of Public Safety, Transportation, and Health on traffic safety action
- Includes 35 members representing broad range of safety roles and organizations
- ACTS will play a key leadership role in implementing and funding the SHSP strategies and tactics

Engagement Exercises @ TZD Workshops

- **Strategy Assessment**
  - Participants receive both “Y” (KEEP DOING THIS) and “N” (STOP DOING THIS) stickers, which they used to assess strategies from the existing SHSP
  - Participants were also invited to write in strategies they felt were missing

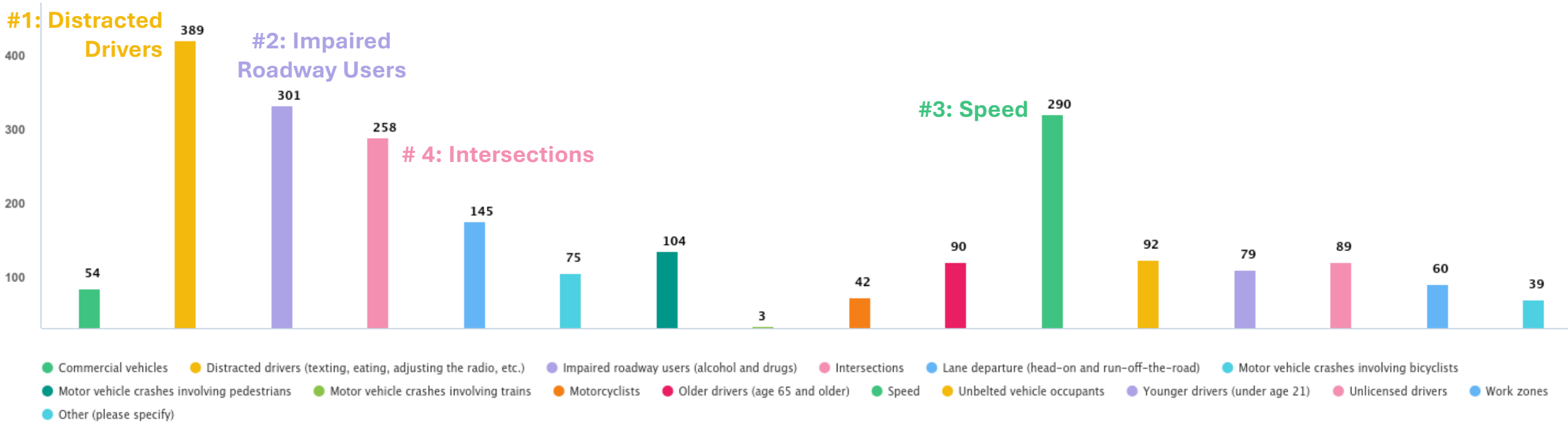


11 TZD Workshops brought professionals to the table

More than 800 people from across Minnesota participated in workshops and roundtables

Let’s Talk Transportation - Focus Area Rankings

1,725 visits, 777 engaged



Targeted Outreach Interviews

Key discussion themes

- **Accessibility and Access**: equal access to safe transportation and prioritizing disabled voices
- **Education**: community-building events, continued education of new road features
- **Engineering**: improve infrastructure to equally cater to all modes, consider minimal cost enhancements
- **Enforcement**: further enforcement of **speeding**, **distracted driving, and reckless driving**
- **Culture**: ensure messaging is explicit, build connections in the community to **promote traffic safety culture**

Minneapolis & St. Paul neighborhood organizations

Disability advocates

Racial justice advocates

Ped/Bike advocates

Motorcycle advocates

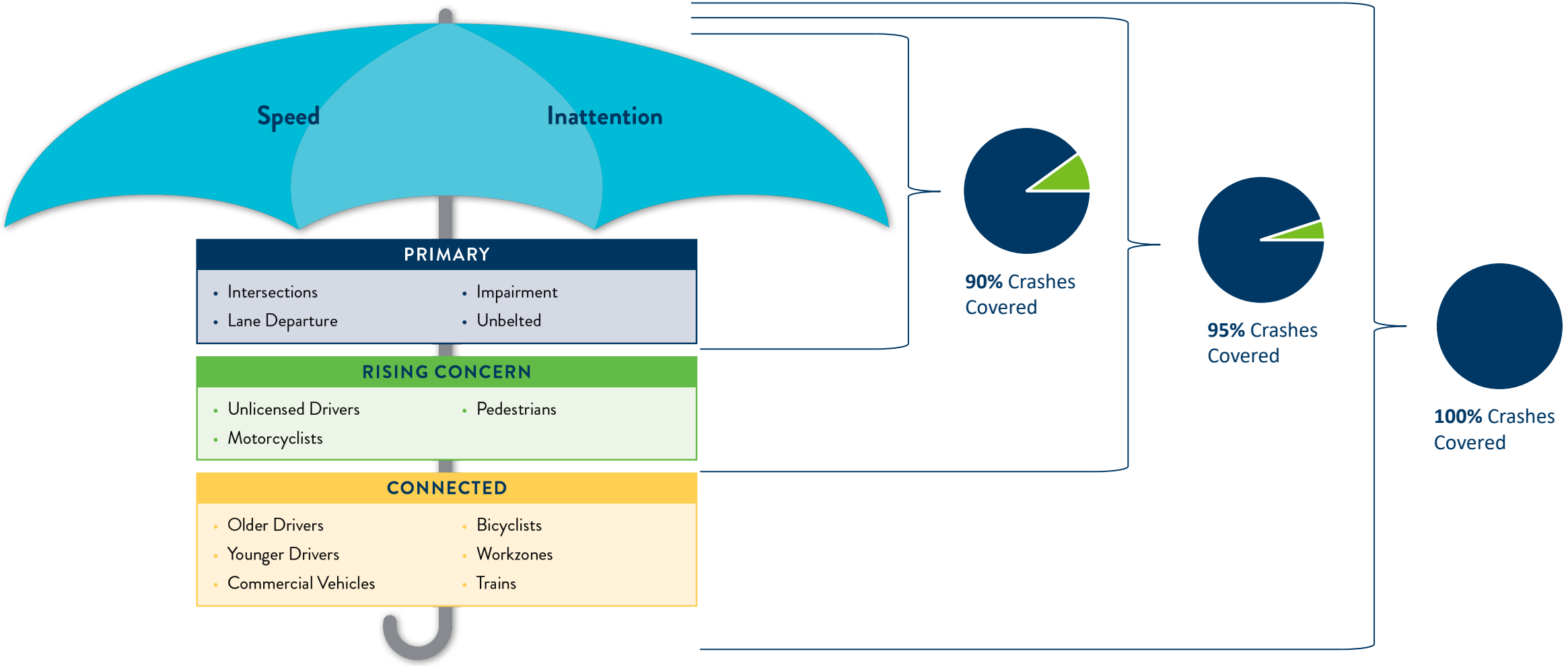
Tribal liaison

What We Heard-Broadly

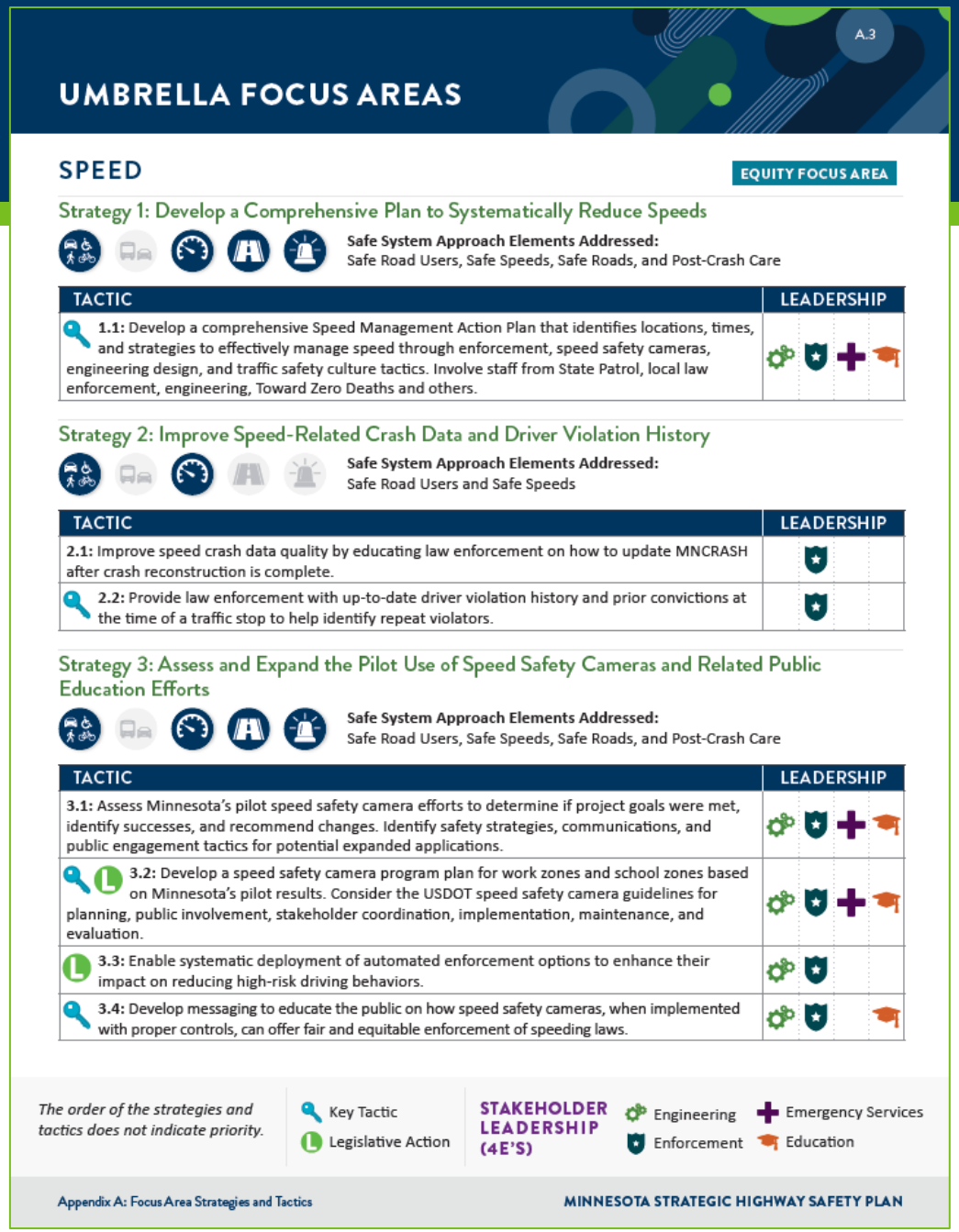
- **Top focus areas consistently included speed, inattentive drivers, intersection safety, and impaired roadway users**
- General concern with crash data trends, apprehension about 225 by 2025 goal
- Popular safety solutions most often focused on infrastructure and education improvement tactics
- Mixed opinions related to automated enforcement (speed/red-light cameras) and vehicle automation enhancements (range from lane assist technology to full automation) as solutions
- **Recommendations to make the next SHSP (particularly strategies and tactics) more user-friendly and easier to understand at a glance**
- Vulnerable roadway users, such as pedestrians and bicyclists, were emphasized in materials and equity analysis but did not rise as a top concern for many engagement participants. Interest in ATV/UTV safety, specifically in greater Minnesota, increasing in recent years.
- Most people feel a responsibility to keep our roads and highways safe, but fewer people believe their friends feel the same way – indication of a need to improve Traffic Safety Culture

SHSP Prioritization Framework

Focus Areas and Categories



Focus Area Strategies and Tactics



A.3

UMBRELLA FOCUS AREAS

SPEED

EQUITY FOCUS AREA

Strategy 1: Develop a Comprehensive Plan to Systematically Reduce Speeds

Safe System Approach Elements Addressed:
Safe Road Users, Safe Speeds, Safe Roads, and Post-Crash Care

TACTIC	LEADERSHIP
1.1: Develop a comprehensive Speed Management Action Plan that identifies locations, times, and strategies to effectively manage speed through enforcement, speed safety cameras, engineering design, and traffic safety culture tactics. Involve staff from State Patrol, local law enforcement, engineering, Toward Zero Deaths and others.	

Strategy 2: Improve Speed-Related Crash Data and Driver Violation History

Safe System Approach Elements Addressed:
Safe Road Users and Safe Speeds

TACTIC	LEADERSHIP
2.1: Improve speed crash data quality by educating law enforcement on how to update MNCRASH after crash reconstruction is complete.	
2.2: Provide law enforcement with up-to-date driver violation history and prior convictions at the time of a traffic stop to help identify repeat violators.	

Strategy 3: Assess and Expand the Pilot Use of Speed Safety Cameras and Related Public Education Efforts

Safe System Approach Elements Addressed:
Safe Road Users, Safe Speeds, Safe Roads, and Post-Crash Care

TACTIC	LEADERSHIP
3.1: Assess Minnesota's pilot speed safety camera efforts to determine if project goals were met, identify successes, and recommend changes. Identify safety strategies, communications, and public engagement tactics for potential expanded applications.	
L **3.2:** Develop a speed safety camera program plan for work zones and school zones based on Minnesota's pilot results. Consider the USDOT speed safety camera guidelines for planning, public involvement, stakeholder coordination, implementation, maintenance, and evaluation.	
L **3.3:** Enable systematic deployment of automated enforcement options to enhance their impact on reducing high-risk driving behaviors.	
3.4: Develop messaging to educate the public on how speed safety cameras, when implemented with proper controls, can offer fair and equitable enforcement of speeding laws.	

The order of the strategies and tactics does not indicate priority.

Key Tactic
L Legislative Action

STAKEHOLDER LEADERSHIP (4E'S)
Engineering
Emergency Services
Enforcement
Education

75 Strategies

- **242 total tactics**
- **106 of which are Key Tactics**
- **23 tactics which require legislative action**

Key:

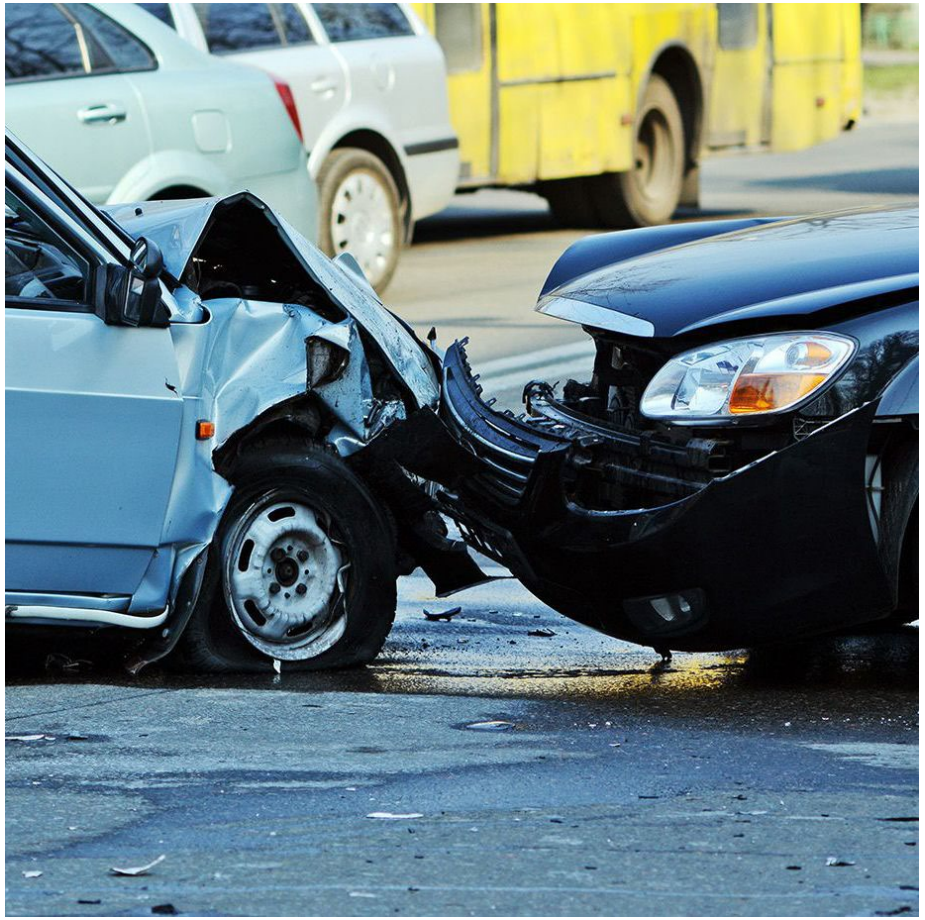
- **Strategy** is the "what"
- **Tactic** is the "how"
- **Key Tactics** highlight especially impactful or timely actions
- **Equity Focus Area** designation is given to the top six focus areas by equity score

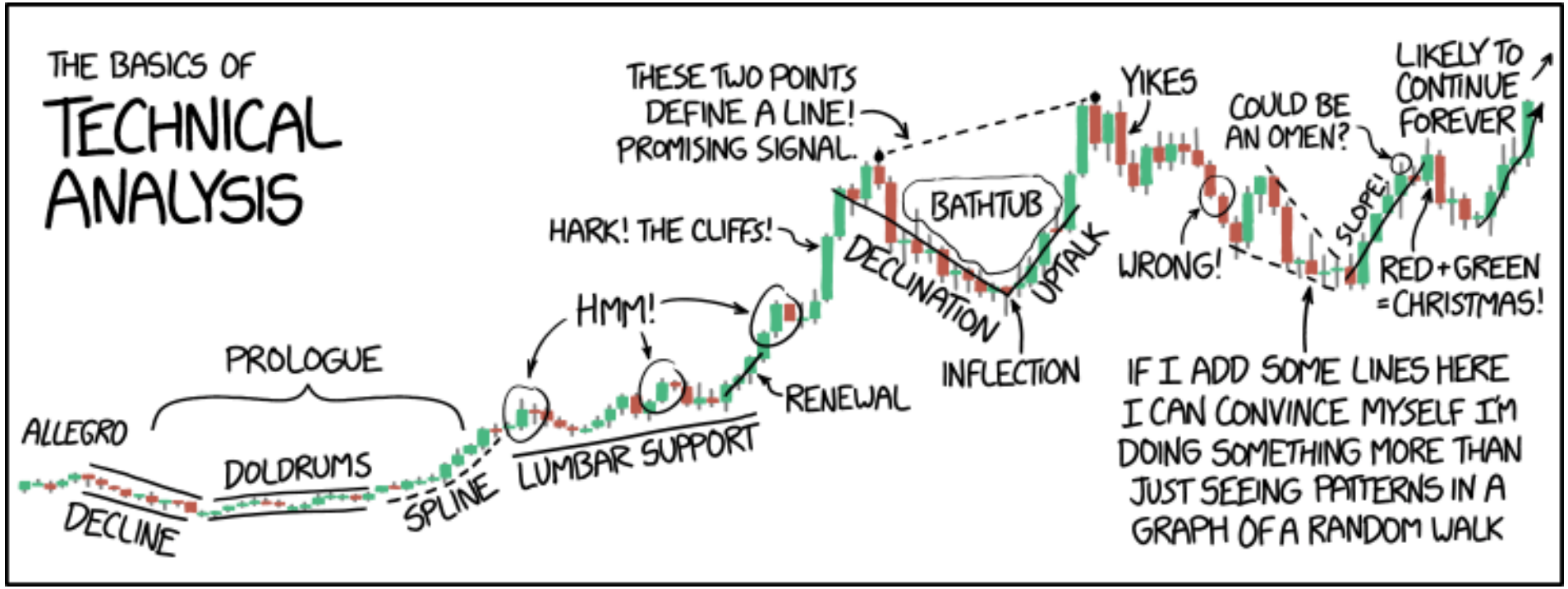
April 23, 2024, Northwest TZD Workshop Summary

Northwest TZD Top Tactic by “Yes” Stickers

TACTIC	DESCRIPTION	Yes	No
TSC4	For school-based health educators and school resource officers, develop and distribute updated age-appropriate informational resources on safe behaviors while walking/bicycling in or near roadways and while riding in passenger vehicles.	5	0

We each have a story and yet...





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Northwest Regional Crash Trends

Derek Leuer | State Traffic Safety Engineer

Office of Traffic Engineering

May 1, 2025

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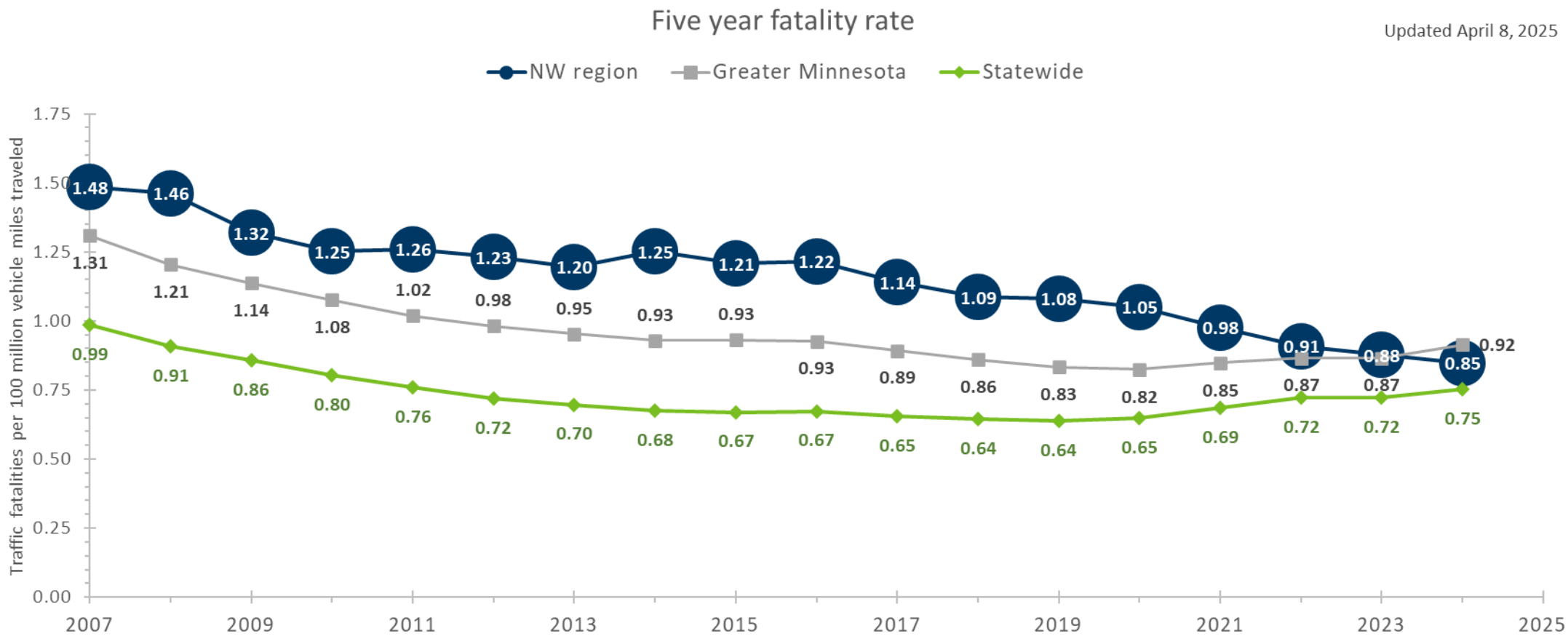
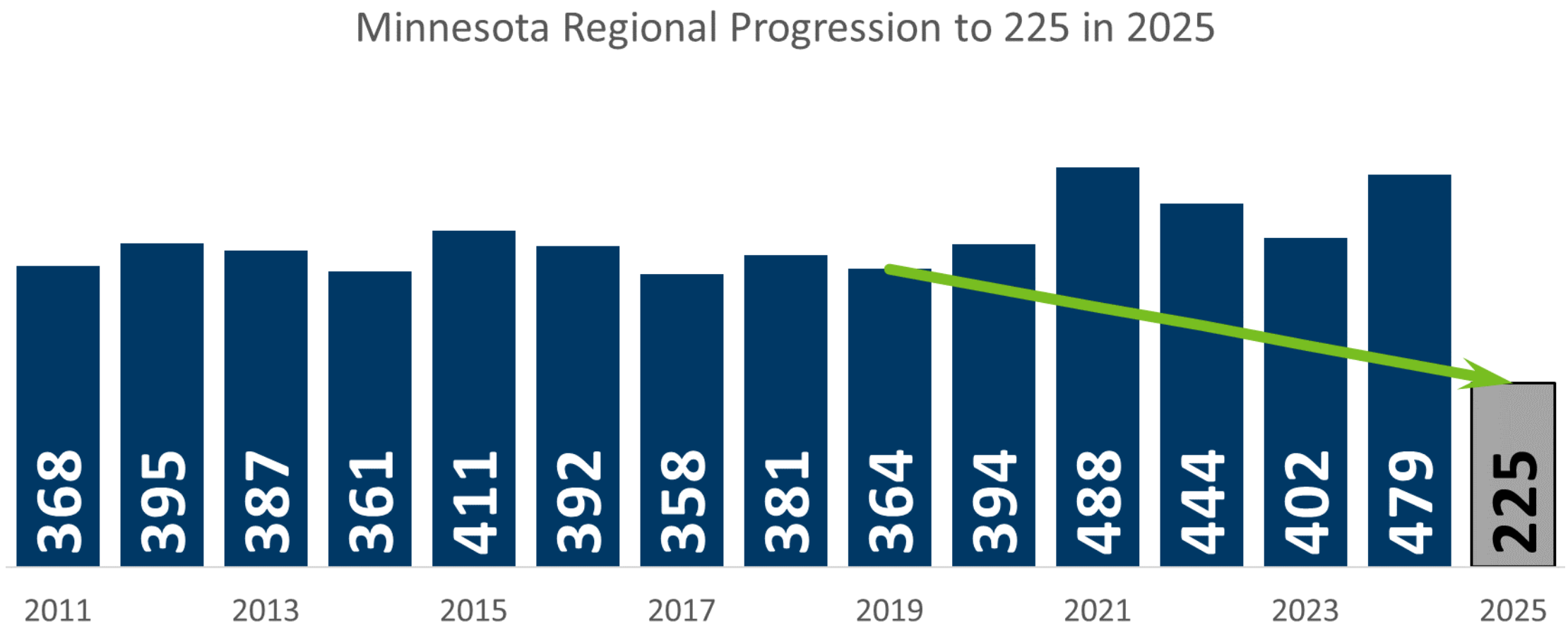
Traffic Fatalities by Exposure

2024 crashes preliminary as of 04/08/2025



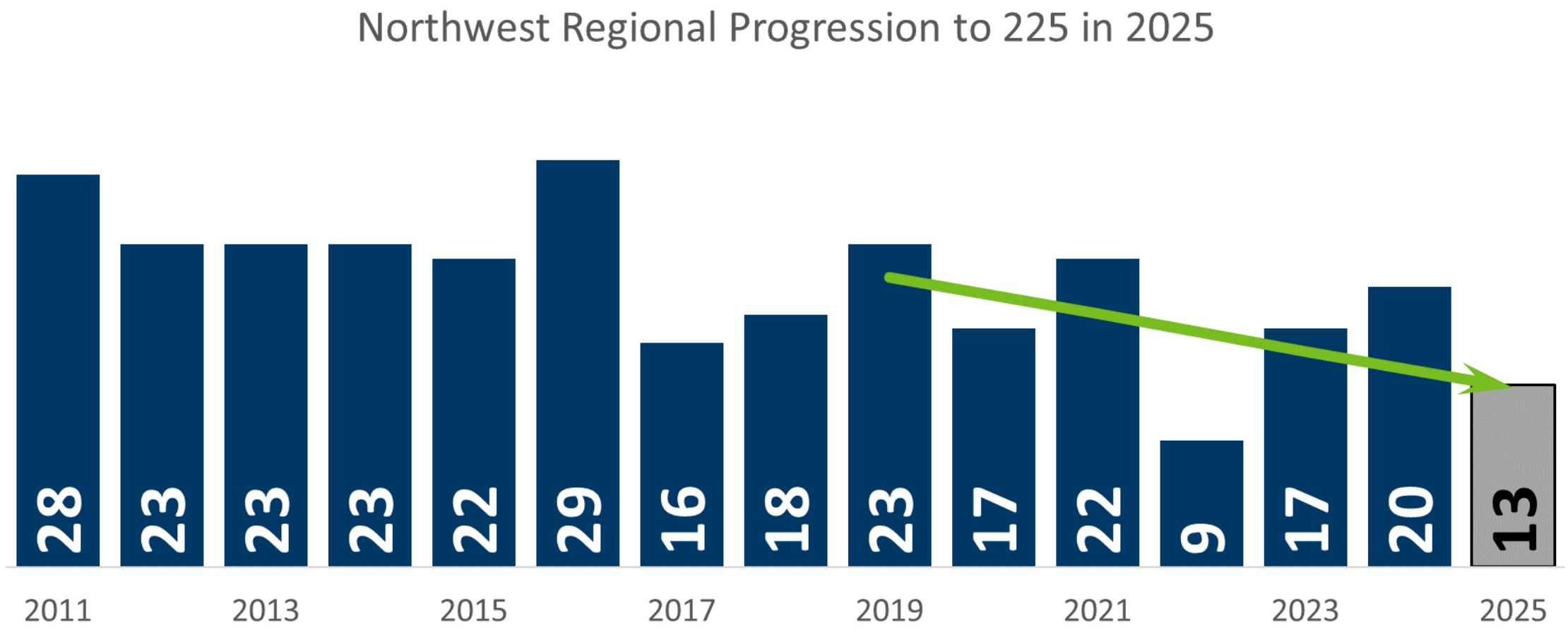
Statewide Progress Toward SHSP Goal

2024 crashes preliminary as of 04/08/2025



Regional Progress Toward SHSP Goal

2024 crashes preliminary as of 04/08/2025



Regional Trends

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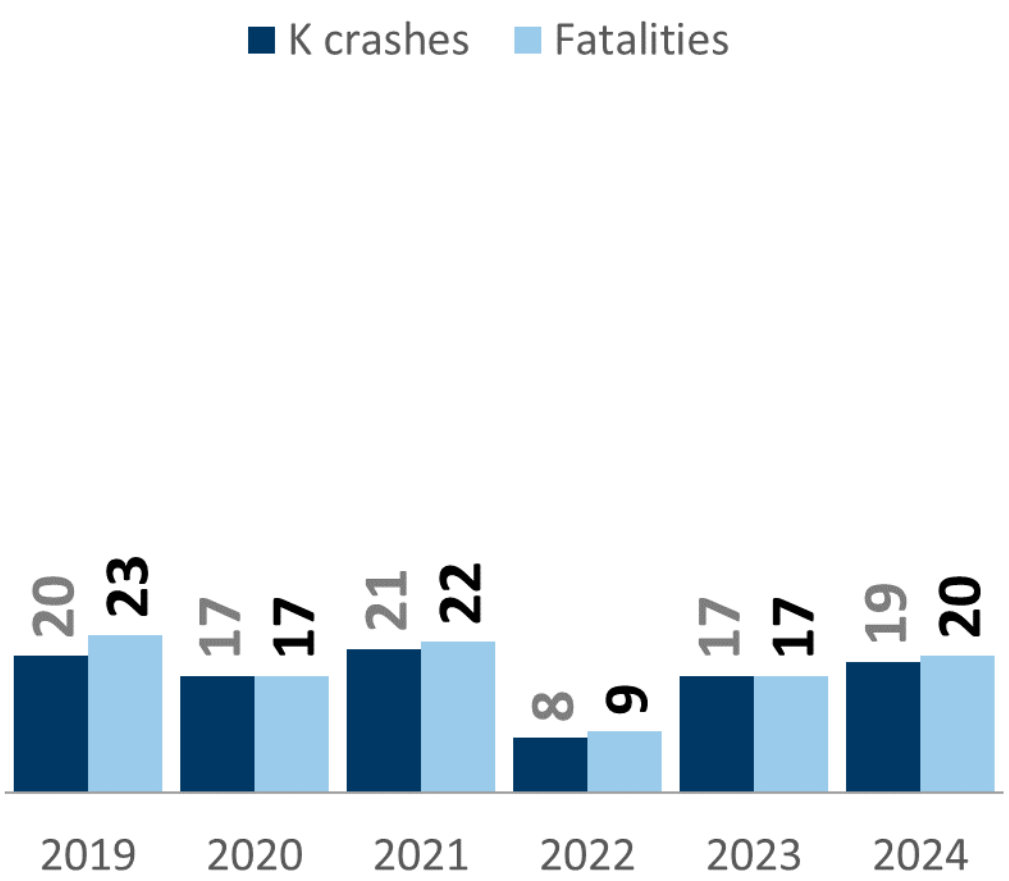
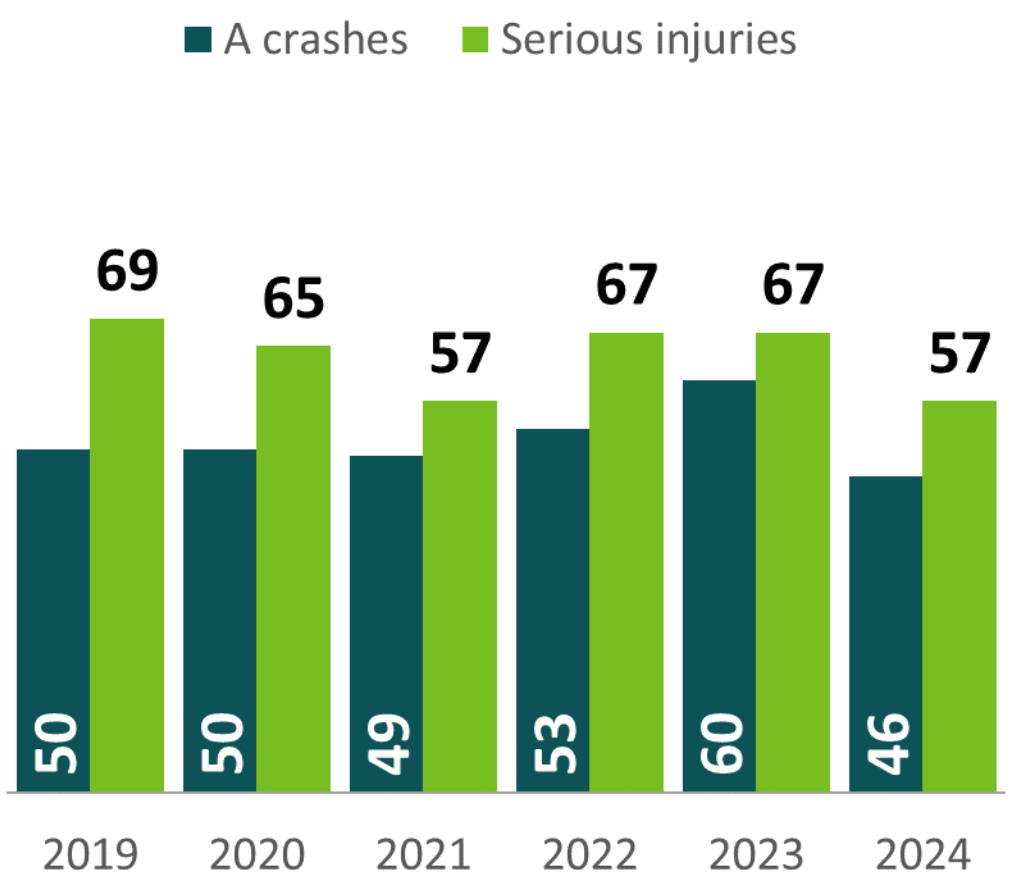
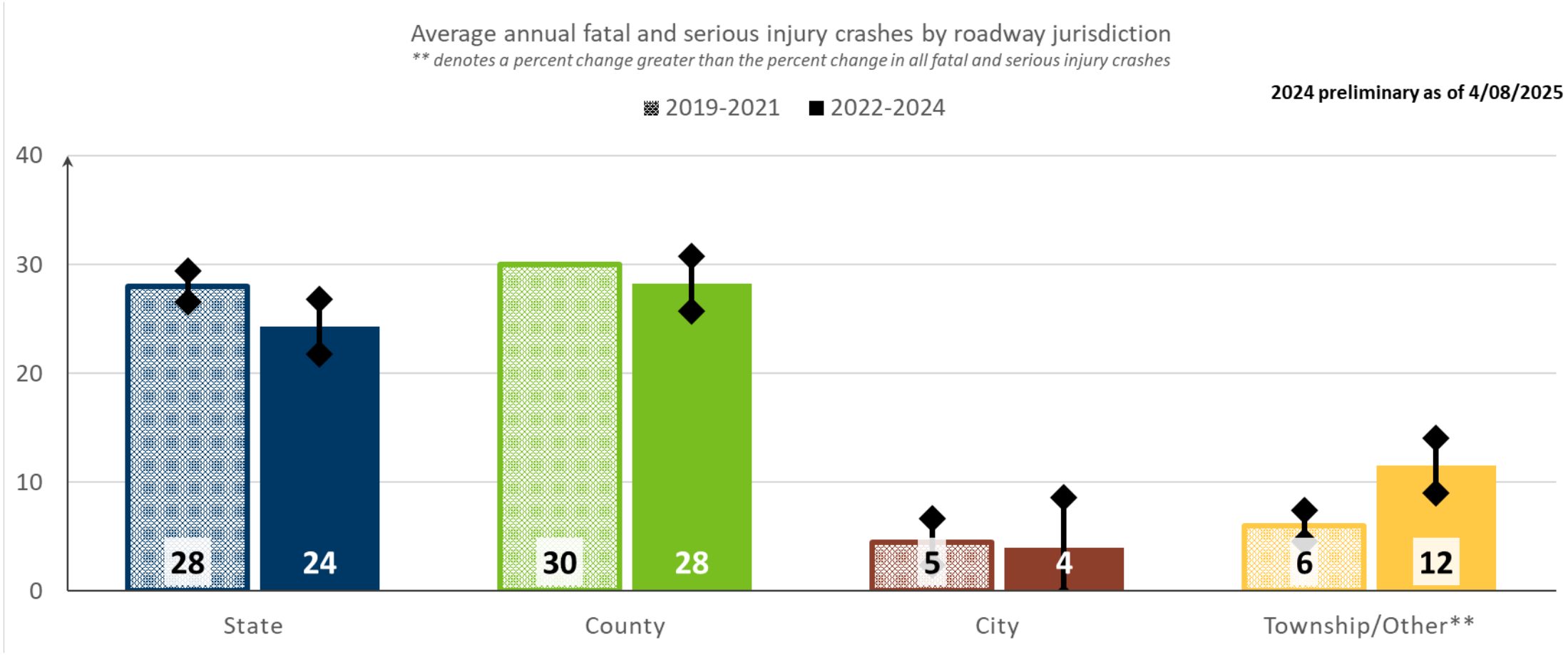
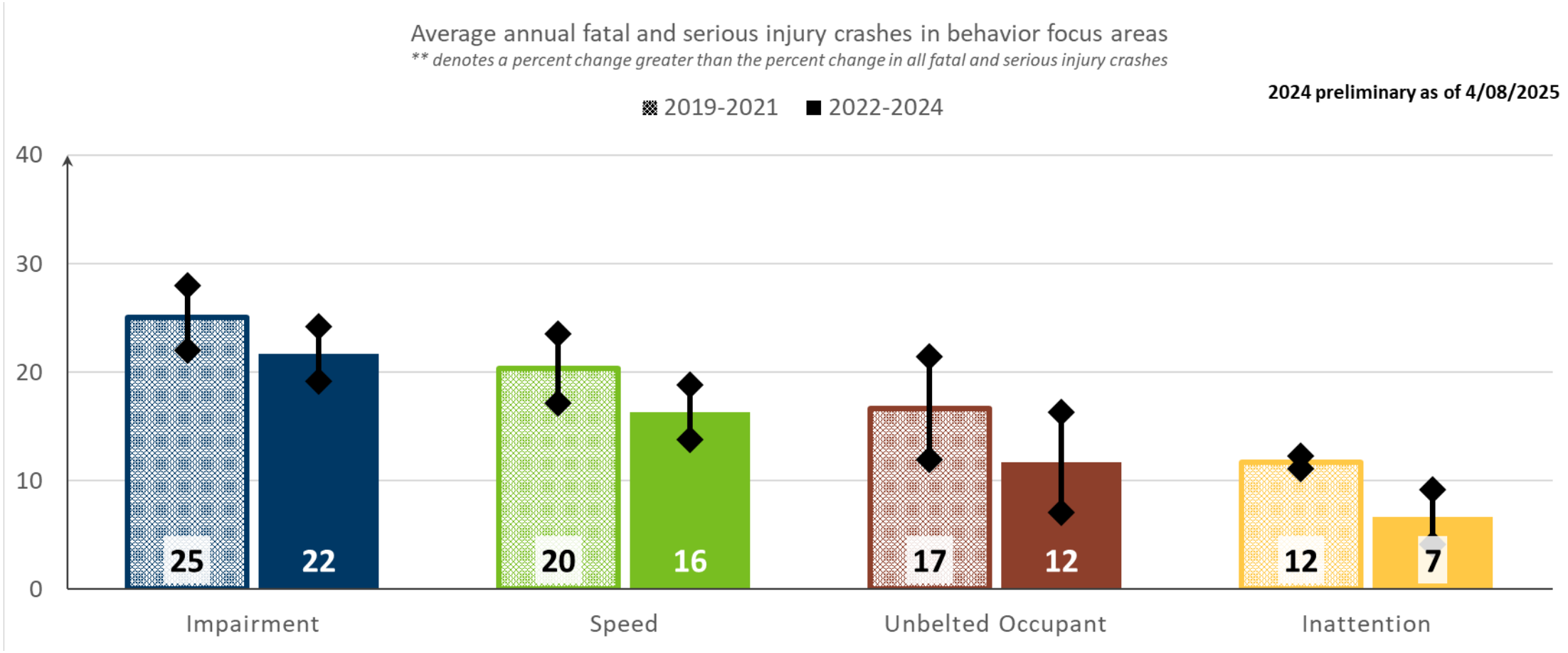




Roadways | Northwest Region



Behaviors | Northwest Region



Behavior Trends | Northwest Region

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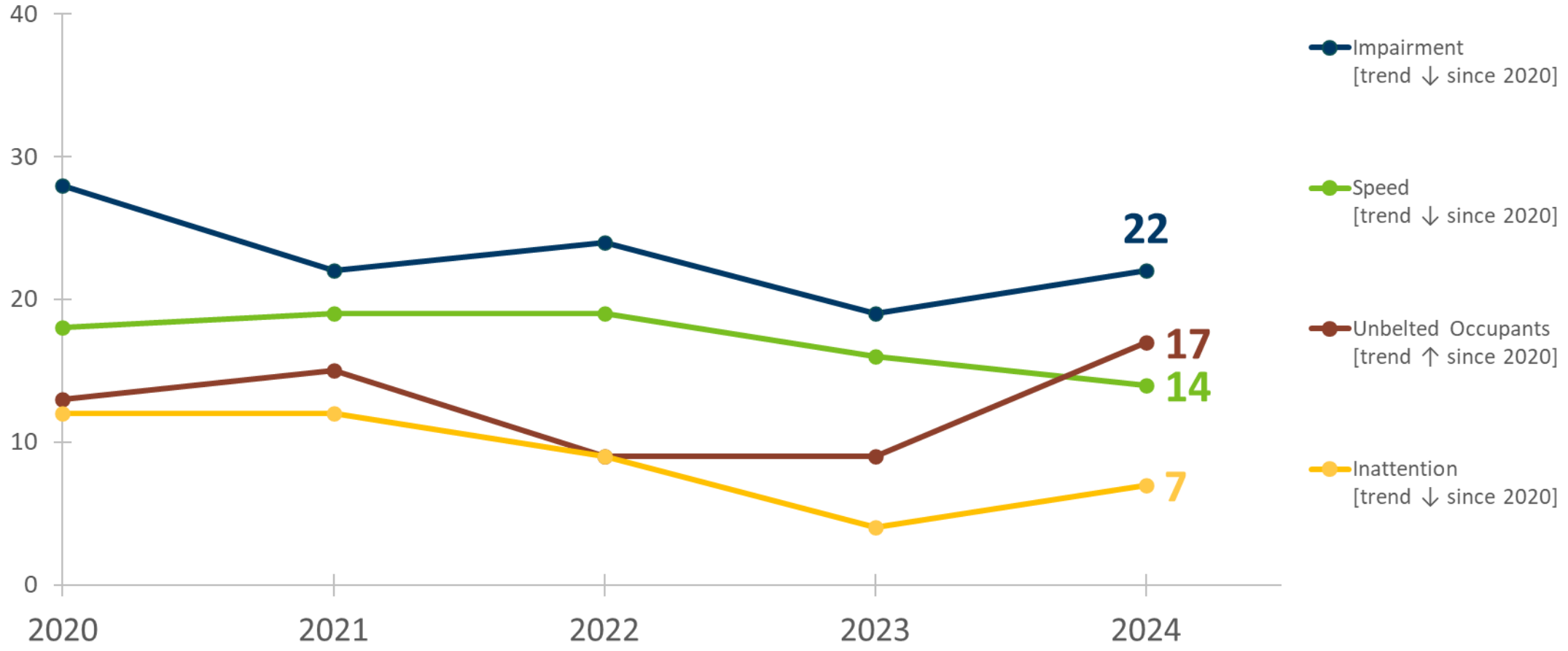
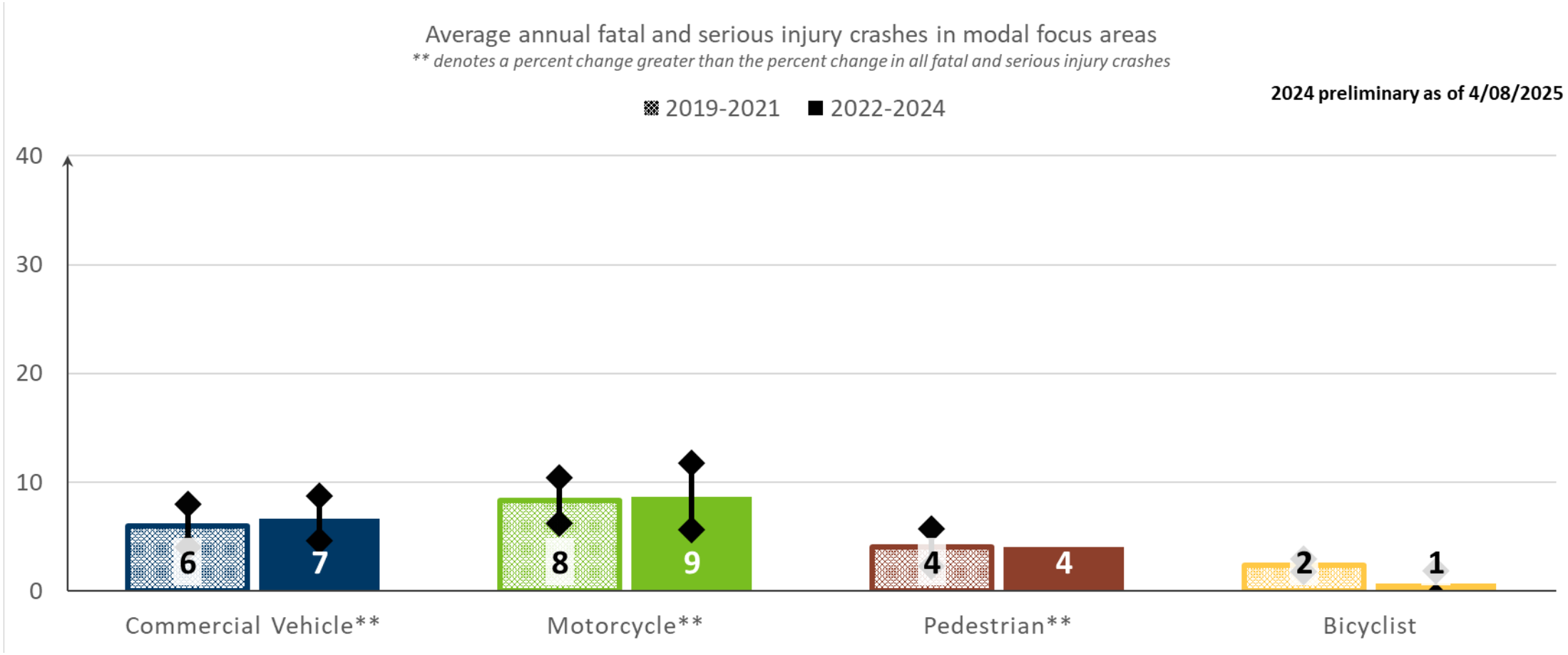
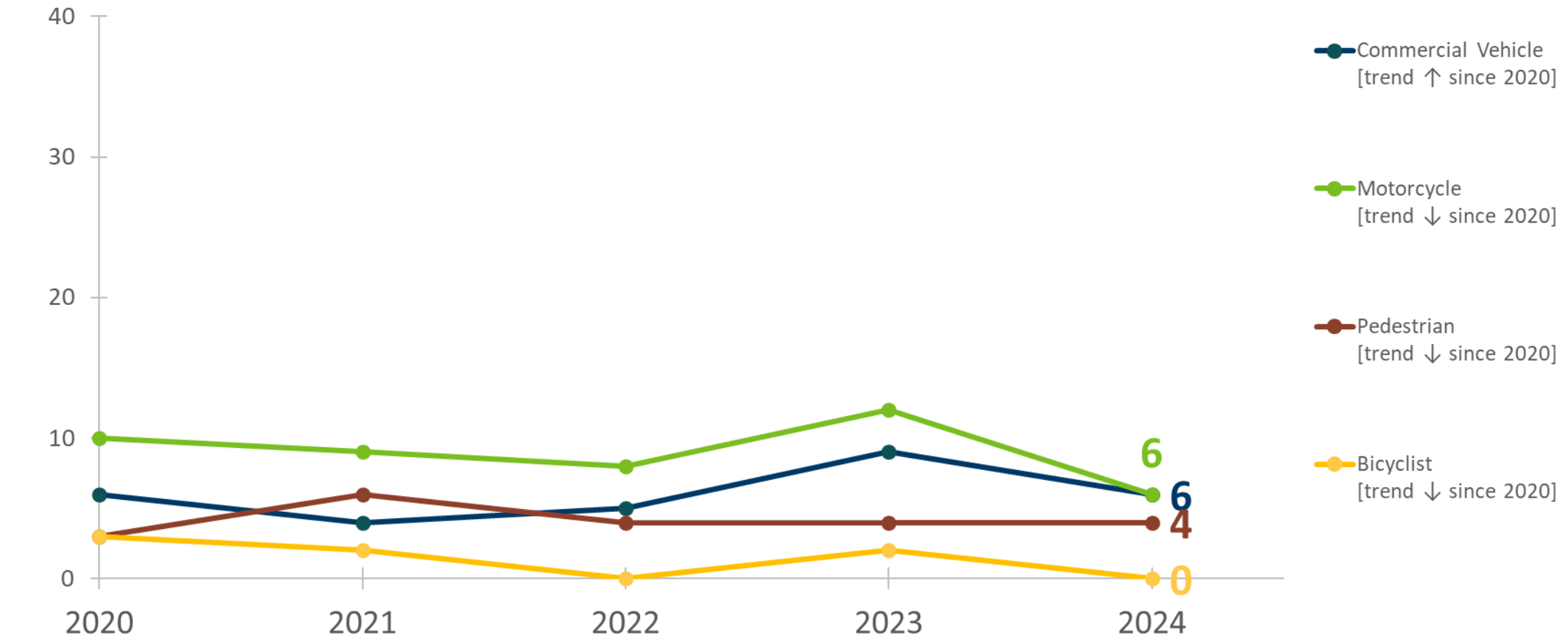


Modes | Northwest Region

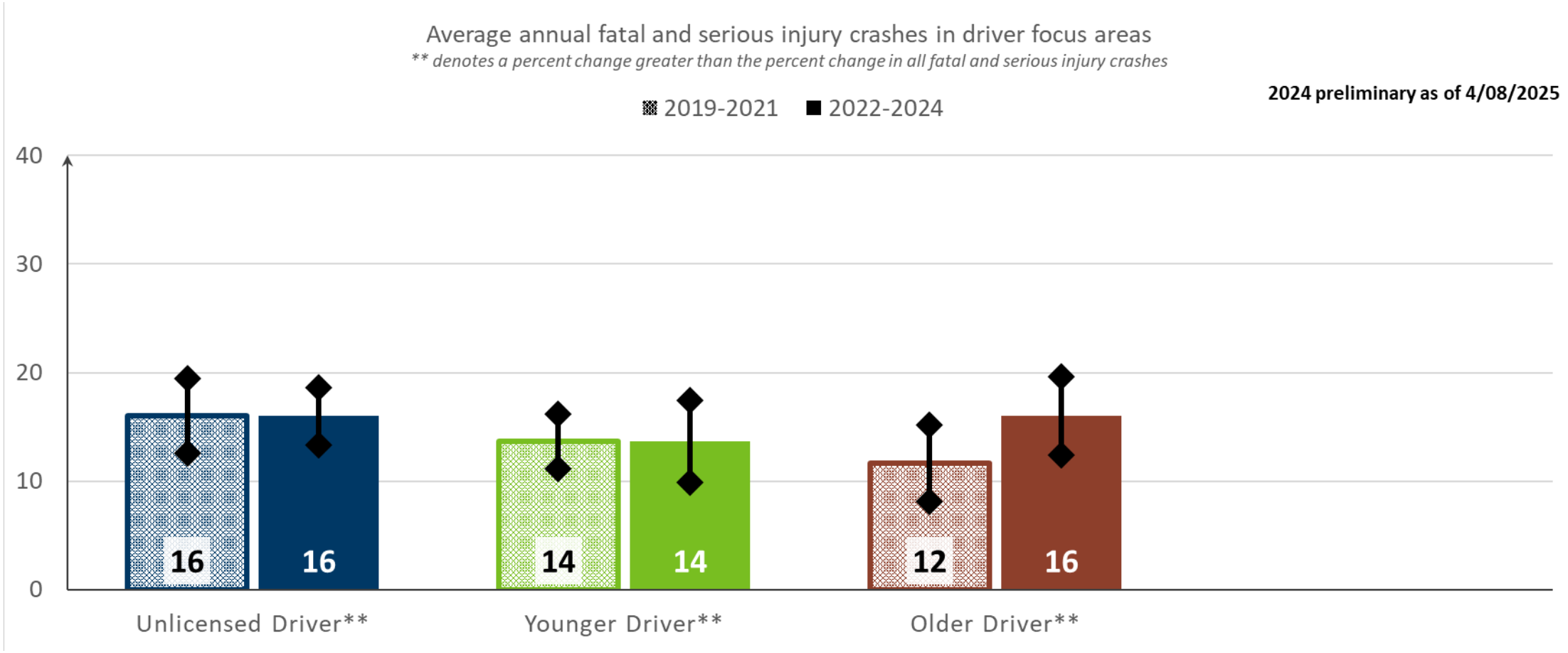


Mode Trends | Northwest Region

2024 crashes preliminary as of 04/08/2025



Drivers | Northwest Region



Driver Trends | Northwest Region

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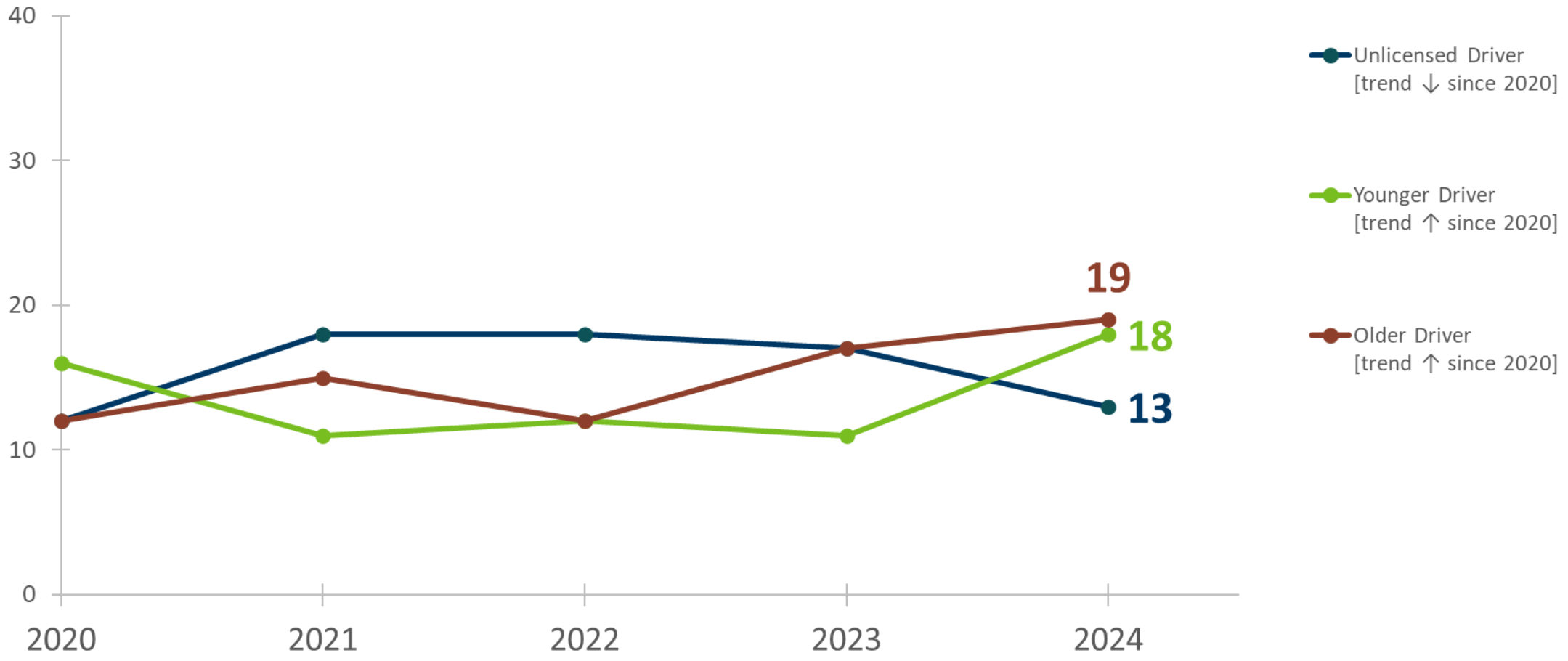
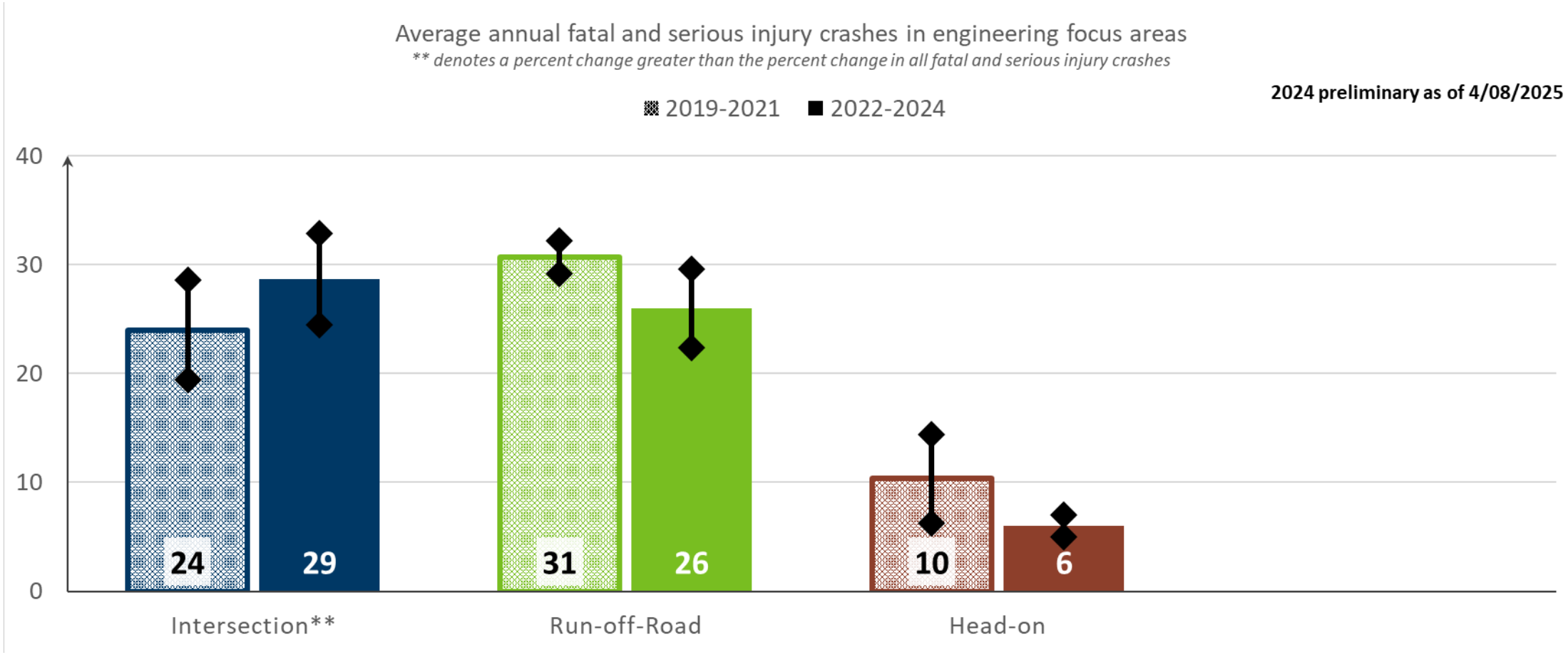


Engineering | Northwest Region



Engineering Trends | Northwest Region

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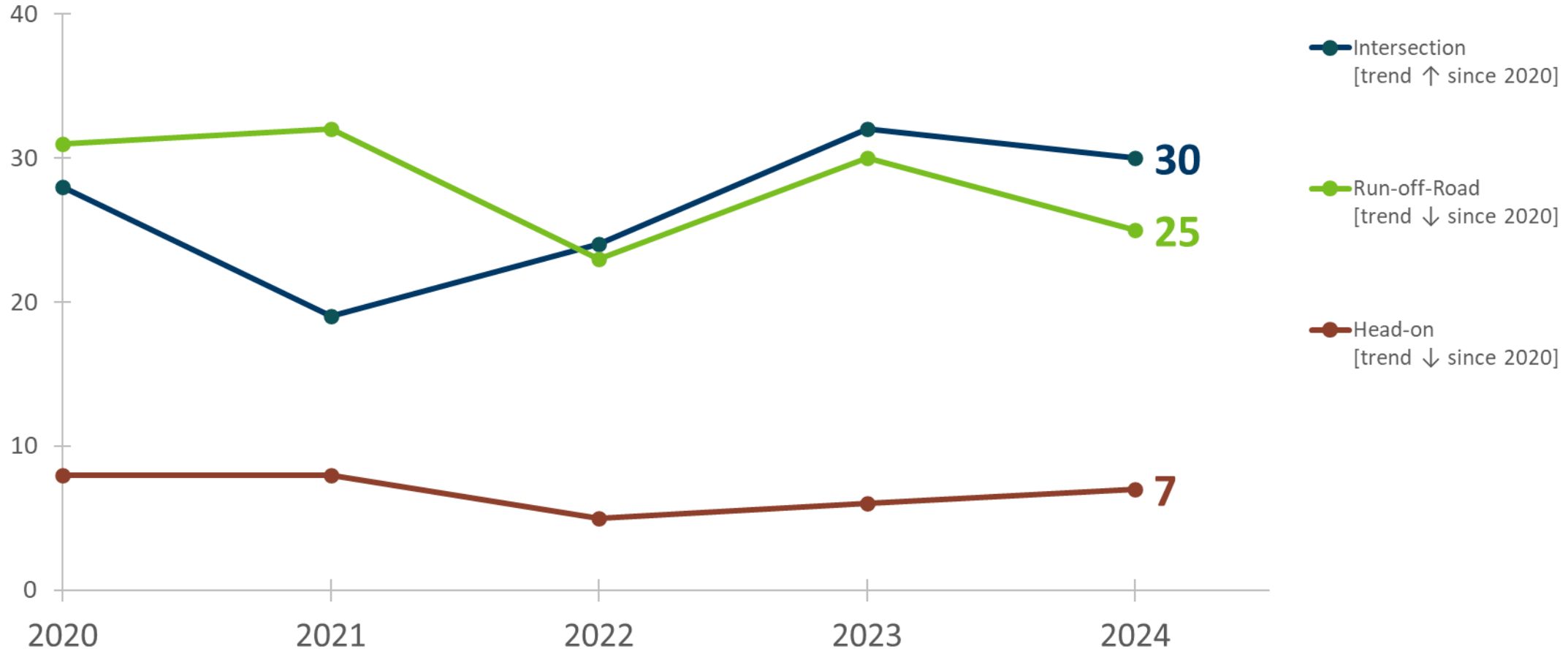
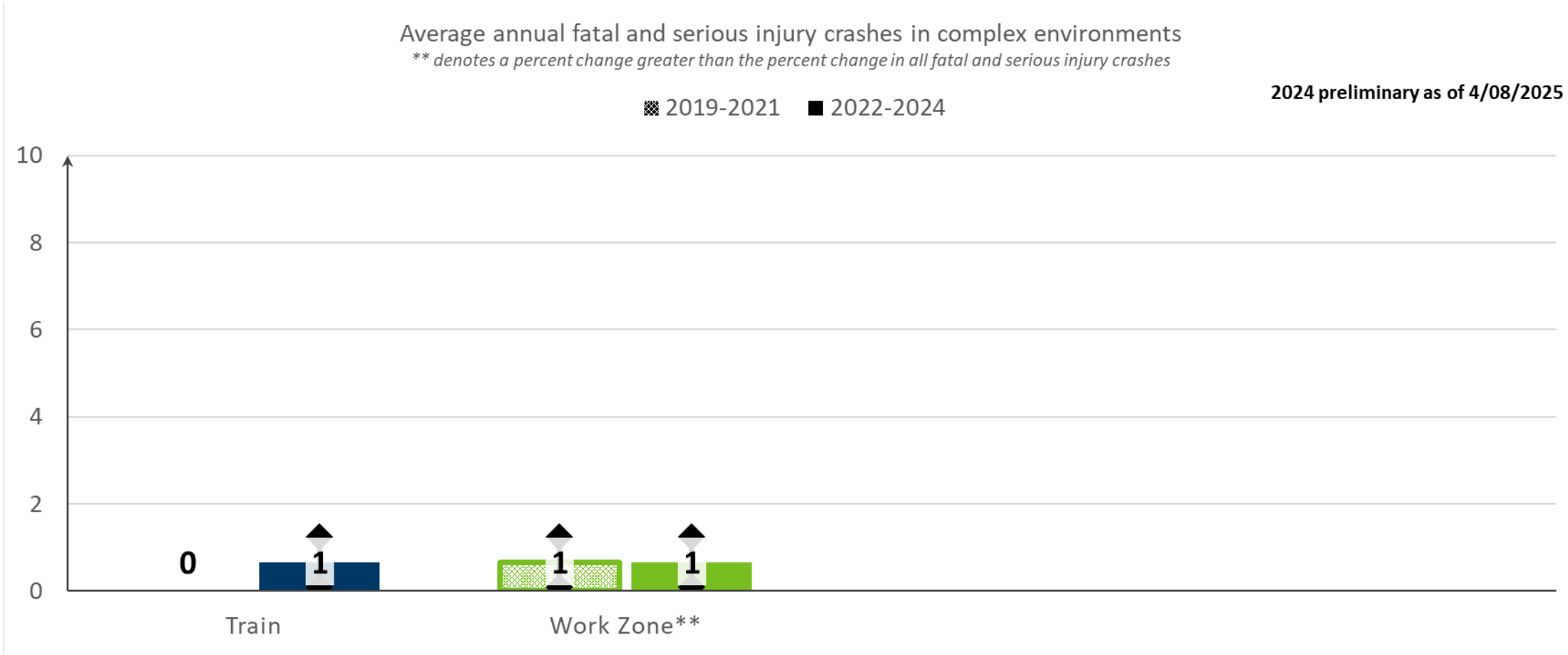


Complex Environments | Northwest Region



Complex Trends | Northwest Region

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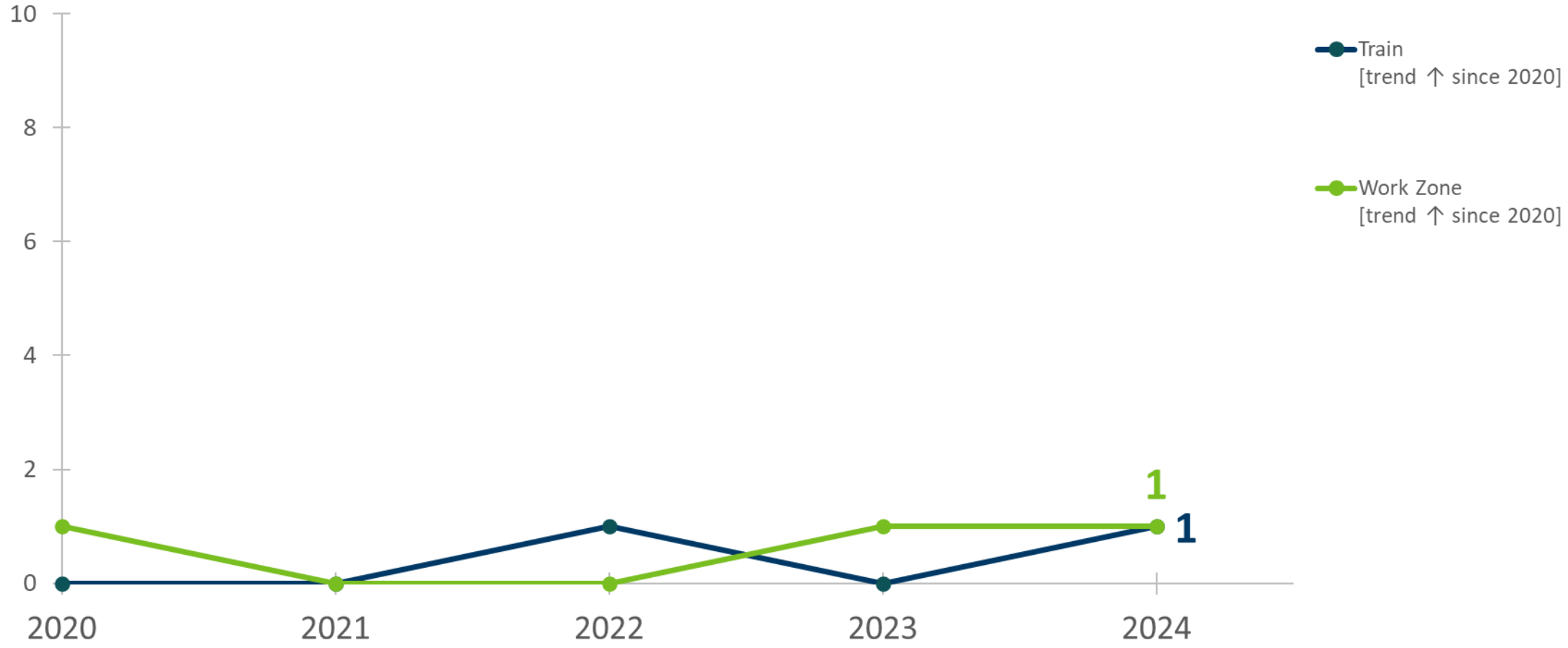

Summary

Northwest Challenges
Significant growth vs. Greater MN

- **Township/Other** systems
- **Unbelted occupant**
- Motorcyclists
- Commercial vehicles
- **Older drivers**
- **Intersection/Interchange**

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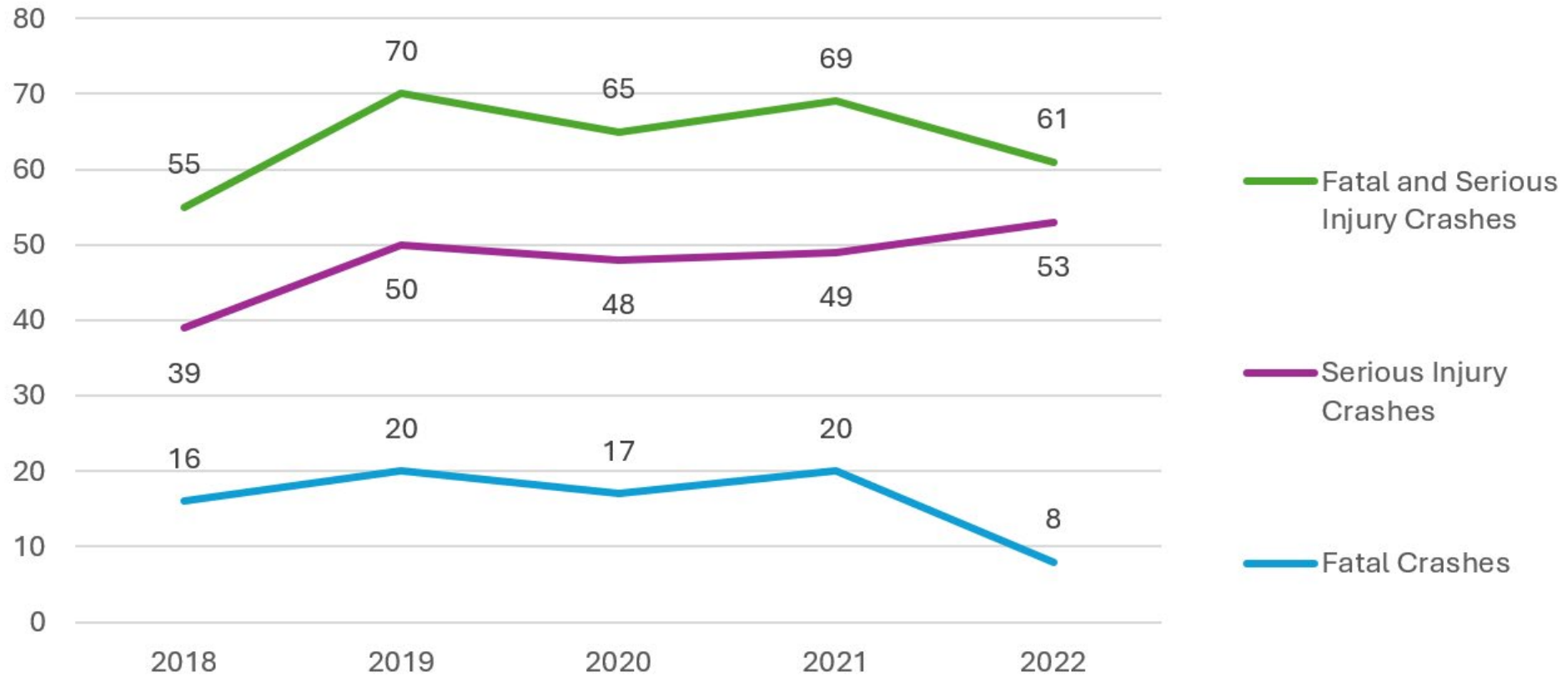
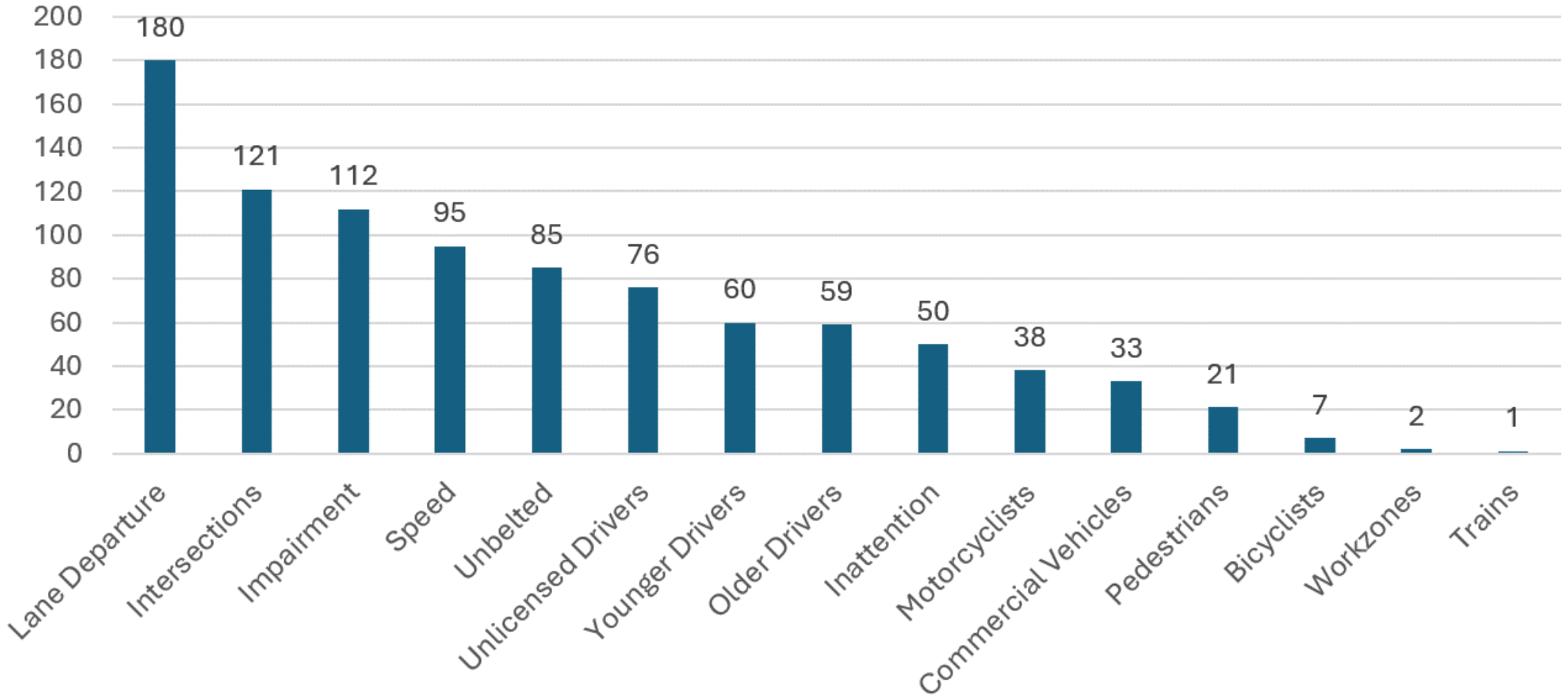
Thank you!

Northwest Region Fatal and Serious Injury Crashes by Year (2018-2022)

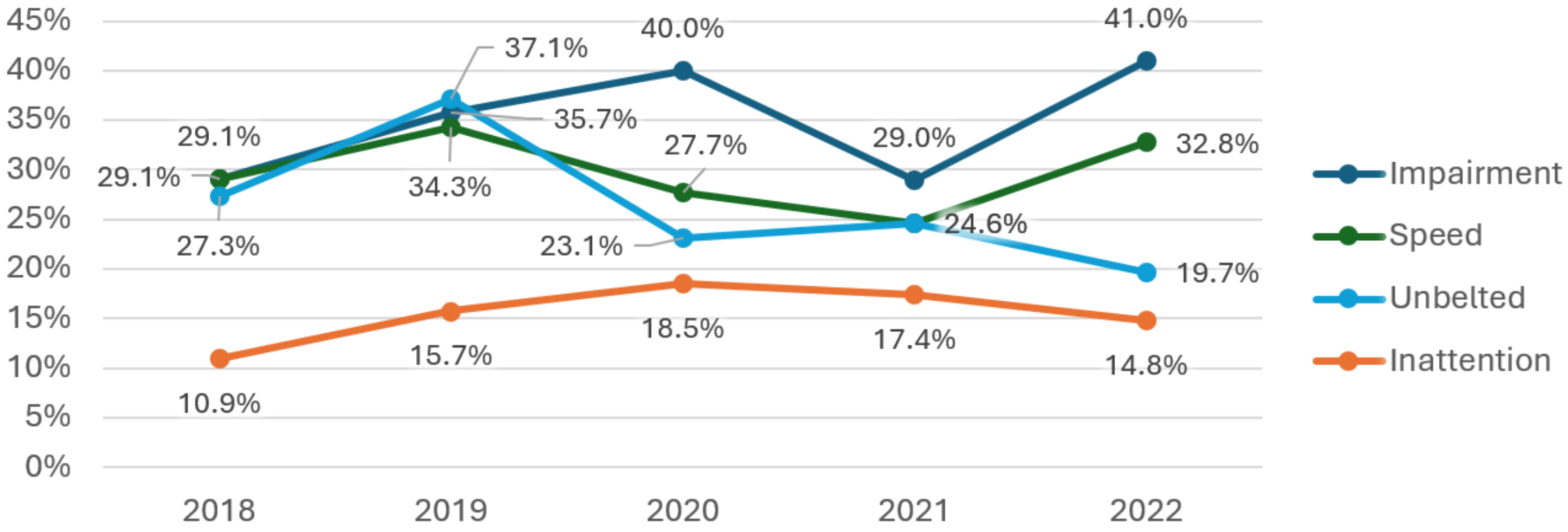
The Northwest region saw a total of 164 fatal and 503 serious injury crashes from 2018 to 2022. This represents 9% of statewide fatal crashes and 7% of statewide serious injury crashes for this period.



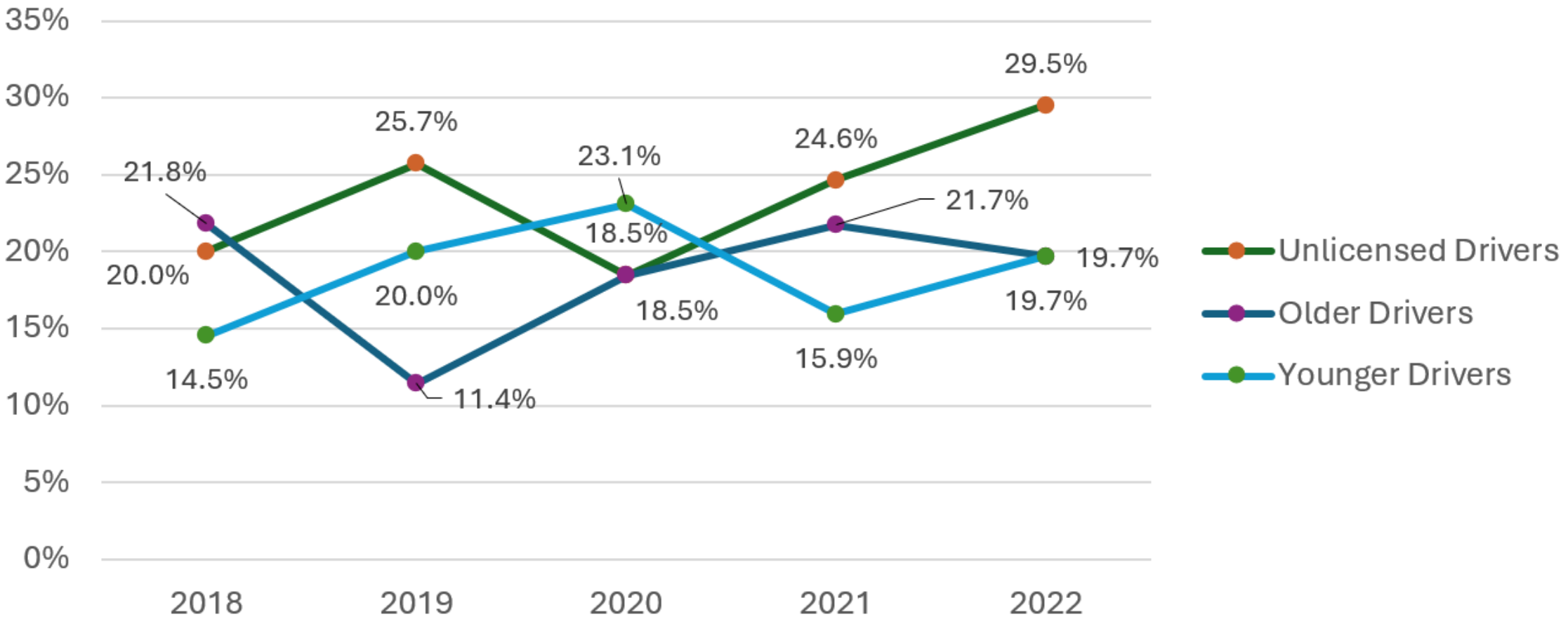
Northwest Region Fatal and Serious Injury Crashes by Focus Area (2018-2022)



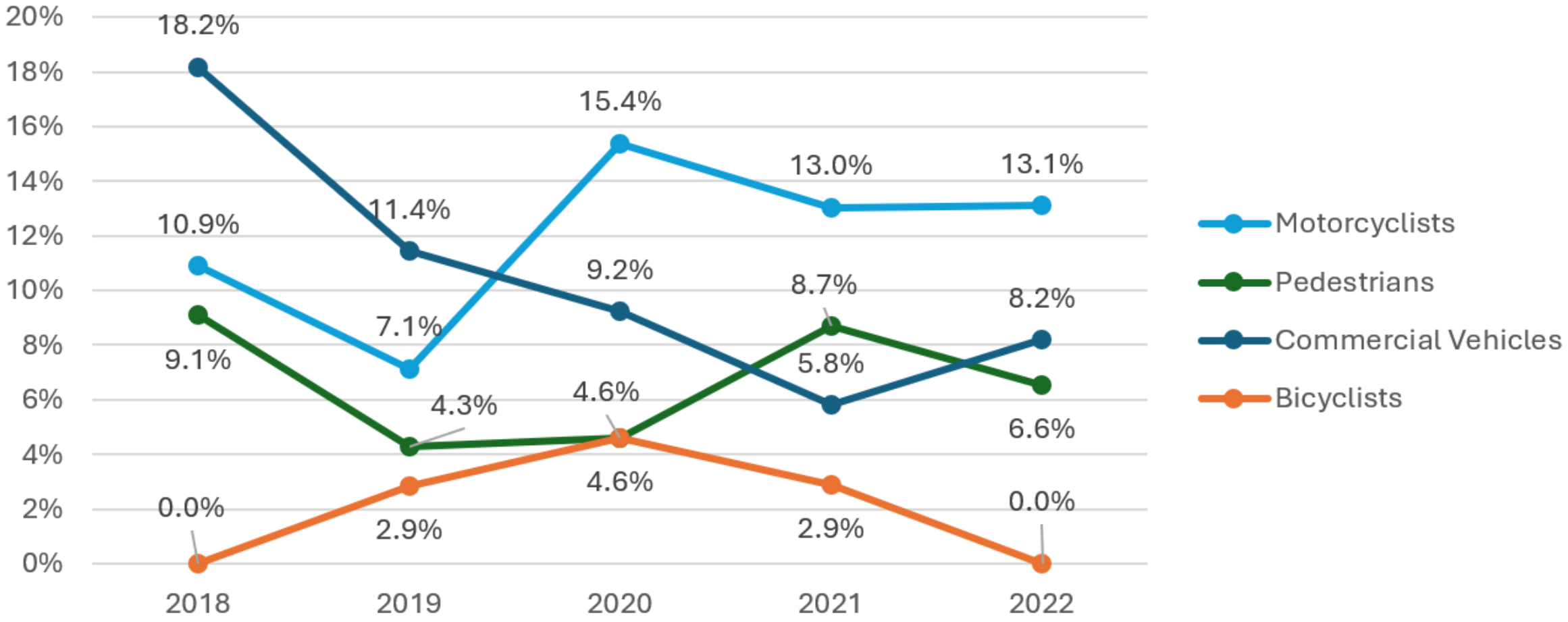
Northwest Region Fatal and Serious Injury Crashes by Focus Area Behaviors (2018-2022)



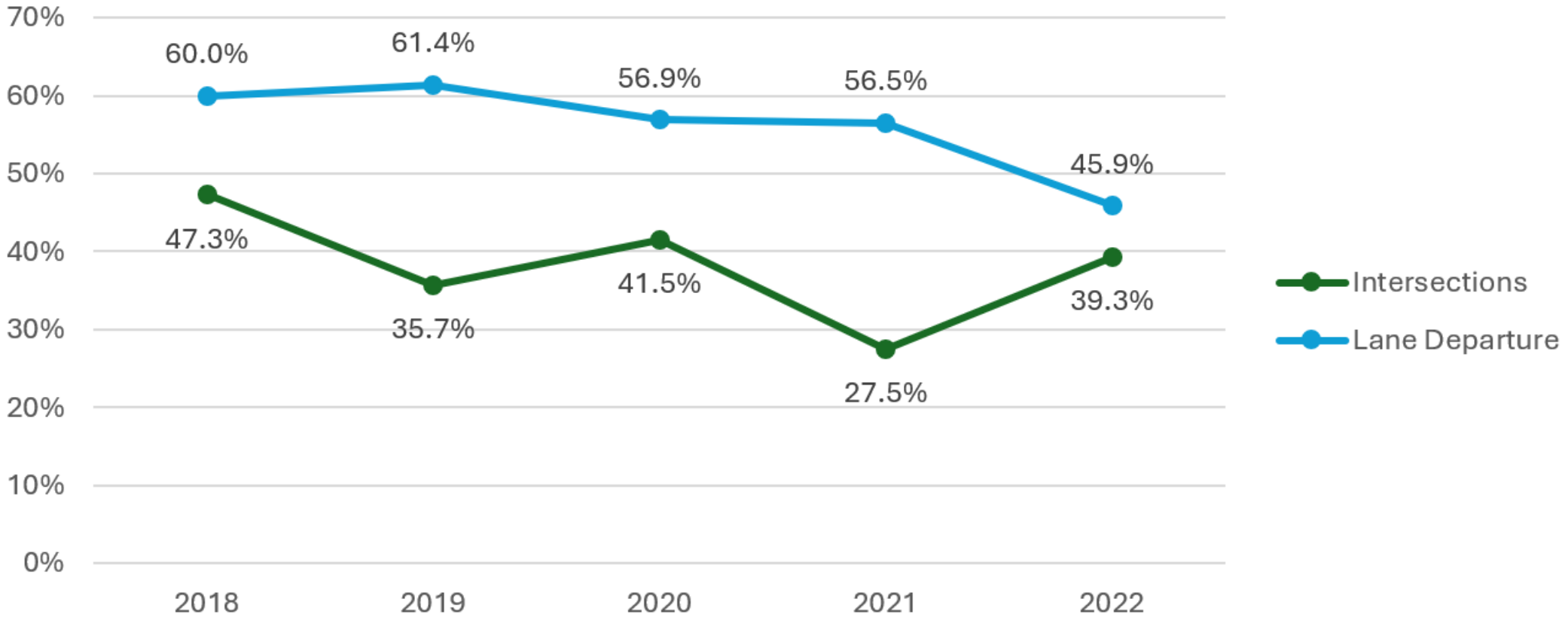
Northwest Region Fatal and Serious Injury Crashes by Focus Area Drivers (2018-2022)



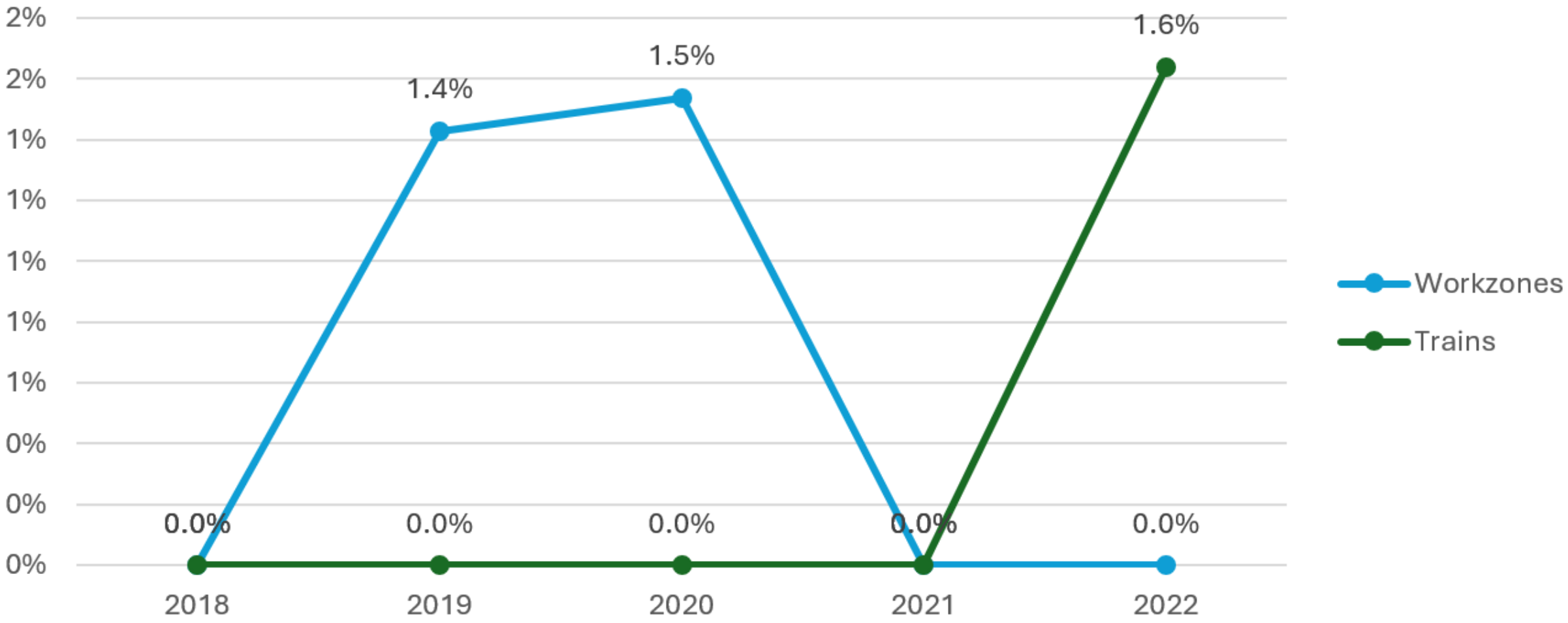
Northwest Region Fatal and Serious Injury Crashes by Focus Area Modes (2018-2022)



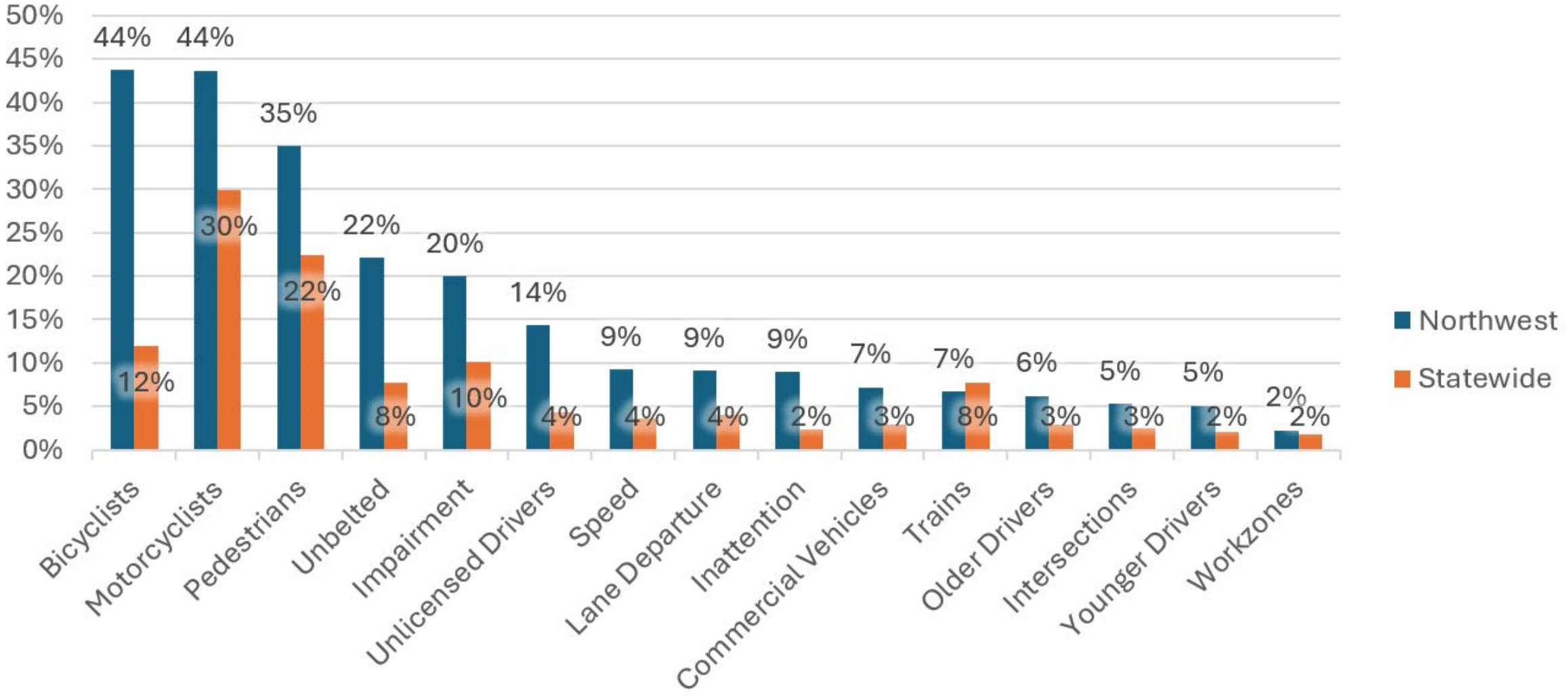
Northwest Region Fatal and Serious Injury Crashes by Focus Area Engineering (2018-2022)



Northwest Region Fatal and Serious Injury Crashes by Focus Area Complex Environments (2018-2022)



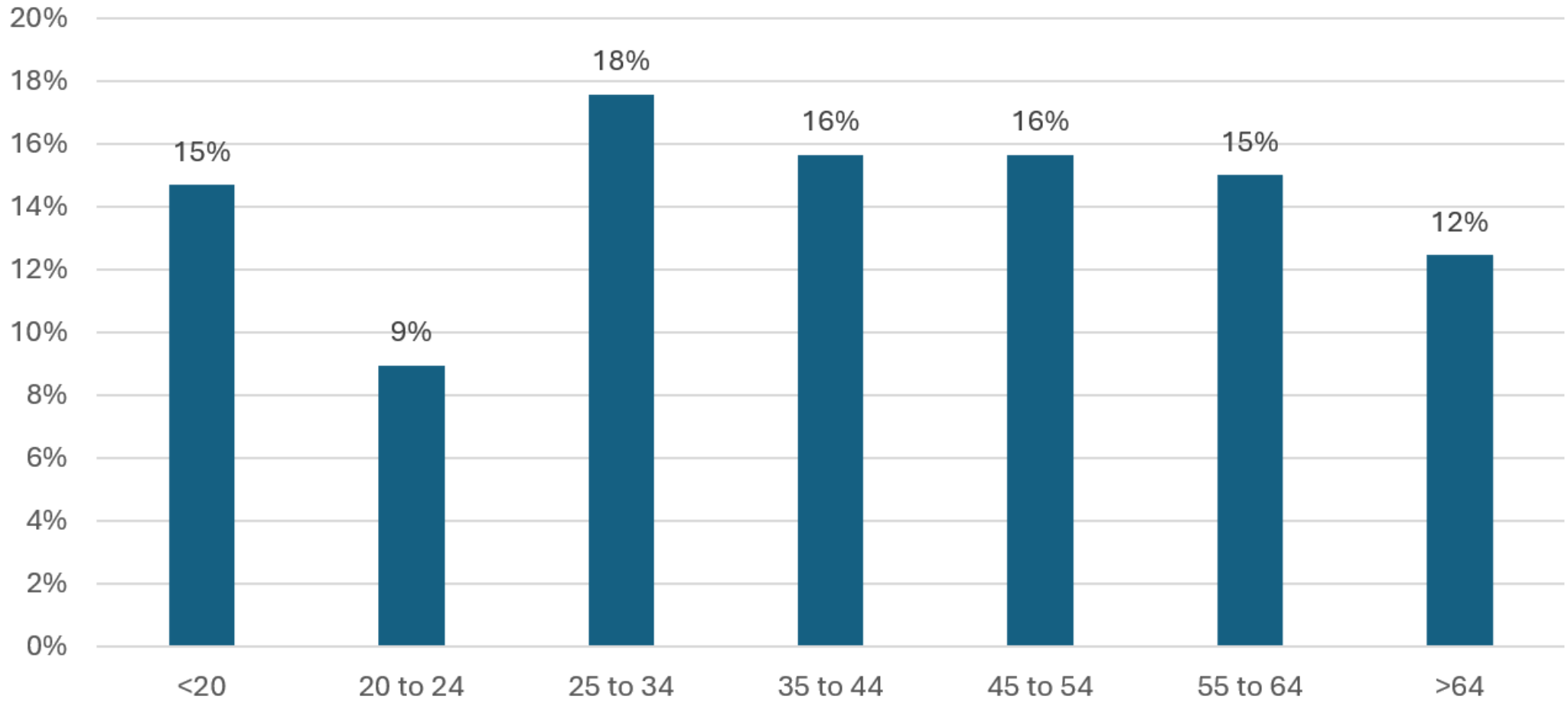
Northwest Region vs Statewide Fatal and Serious Injury Crash Proportion by Focus Area (2018-2022)



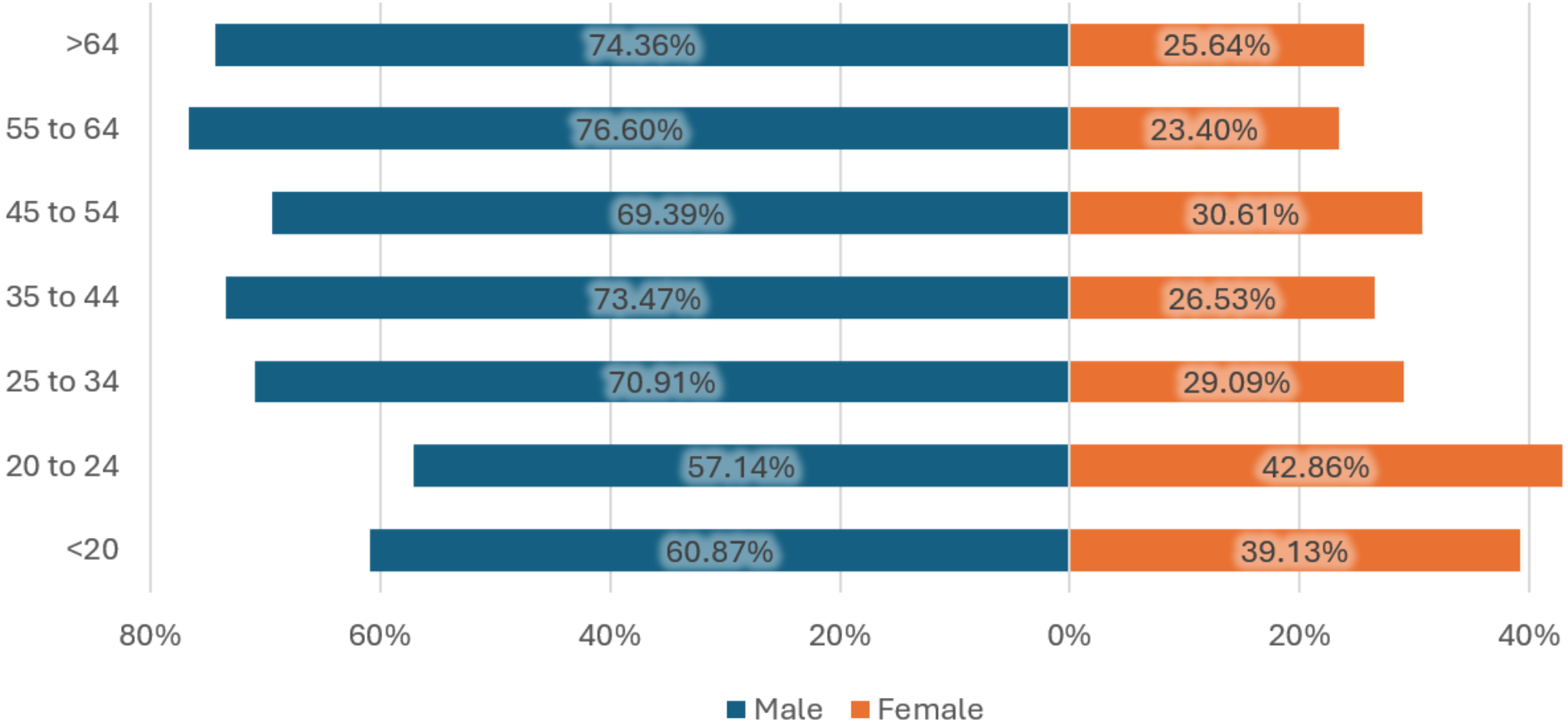
Northwest Region Time of Day and Time of Year for Fatal and Serious Injury Crashes (2018-2022)

Time	January	February	March	April	May	June	July	August	September	October	November	December	Total	
Midnight to 2:59 AM	2	1	2	1	4	3	4	0	1	5	3	2	28	8.8%
3:00 AM to 5:59 AM	0	1	2	2	3	3	4	5	1	2	2	2	27	8.4%
6:00 AM to 8:59 AM	0	3	4	0	3	4	4	4	5	6	4	0	37	11.6%
9:00 AM to 11:59 AM	2	2	2	3	1	4	5	5	1	2	6	2	35	10.9%
Noon to 2:59 PM	2	0	2	4	5	10	4	3	7	3	4	1	45	14.1%
3:00 PM to 5:59 PM	2	1	4	5	3	5	13	8	6	6	5	5	63	19.7%
6:00 PM to 8:59 PM	3	1	4	0	6	5	9	9	2	3	6	2	50	15.6%
9:00 PM to 11:59 PM	0	0	3	2	7	1	6	4	4	5	1	2	35	10.9%
Total	11	9	23	17	32	35	49	38	27	32	31	16	320	100.0%
	3.4%	2.8%	7.2%	5.3%	10.0%	10.9%	15.3%	11.9%	8.4%	10.0%	9.7%	5.0%		

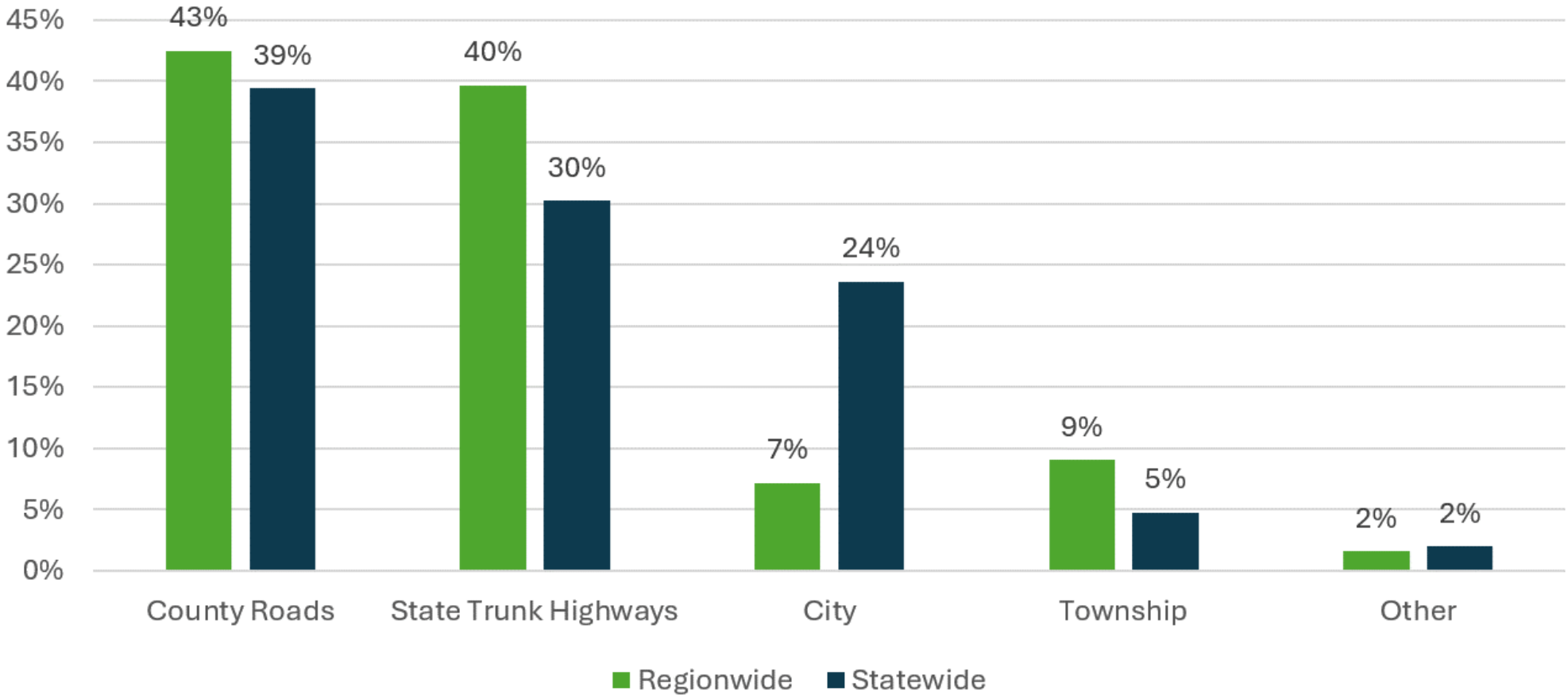
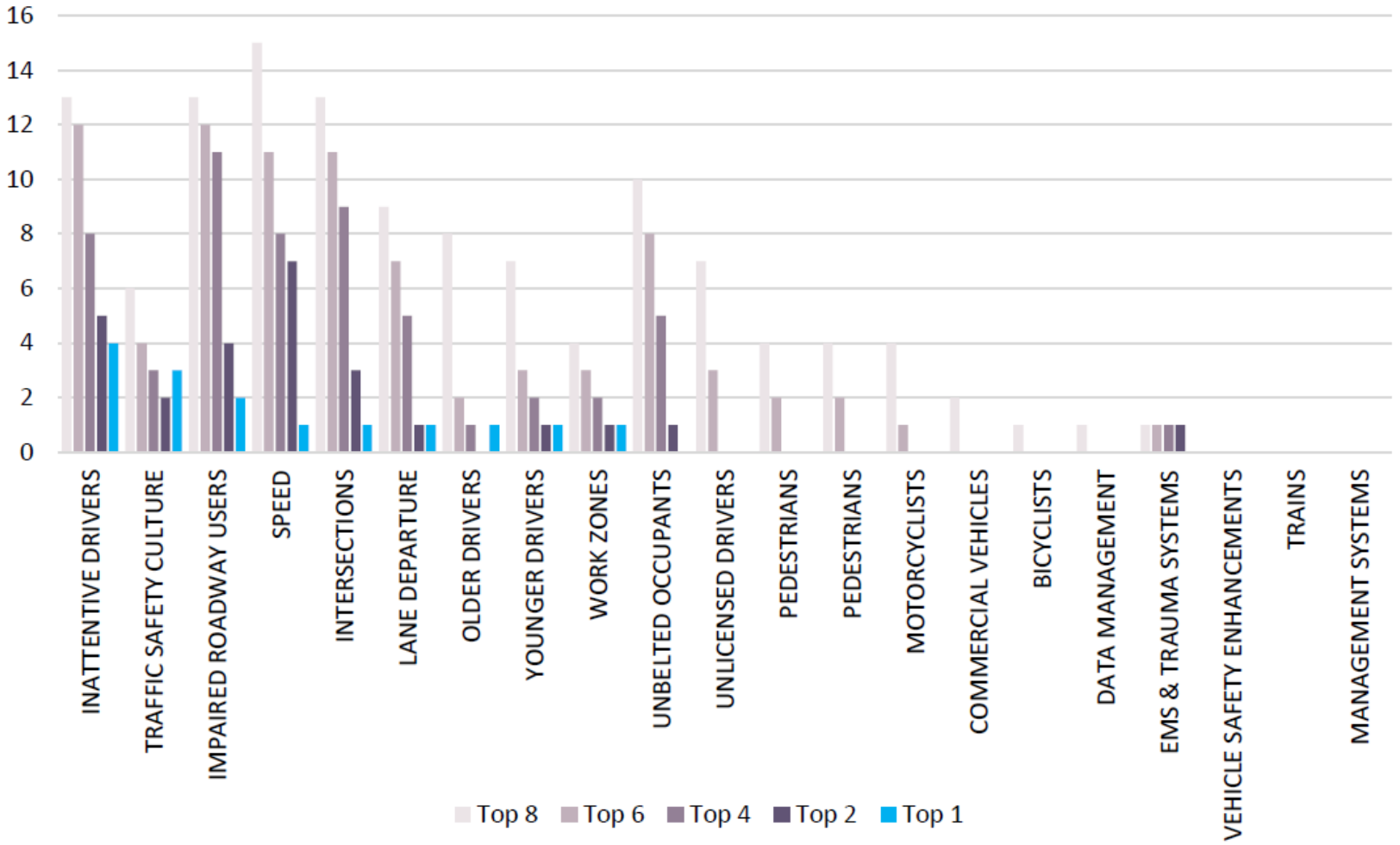
Northwest Region Fatal and Serious Injury Crashes by Age Group (2018-2022)



Northwest Region Fatal and Serious Injury Crashes by Age and Sex of Driver (2018-2022)



Northwest Region Crashes by Roadway Jurisdiction (2018-2022)



April 23, 2024, Northwest TZD Workshop Summary
"Crazy 8's" Focus Area Ranking Exercise