



The 2025–2029 Strategic Highway Safety Plan

Met Council TAB

October 16, 2024

What is the Strategic Highway Safety Plan (SHSP)?

What is the SHSP?

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

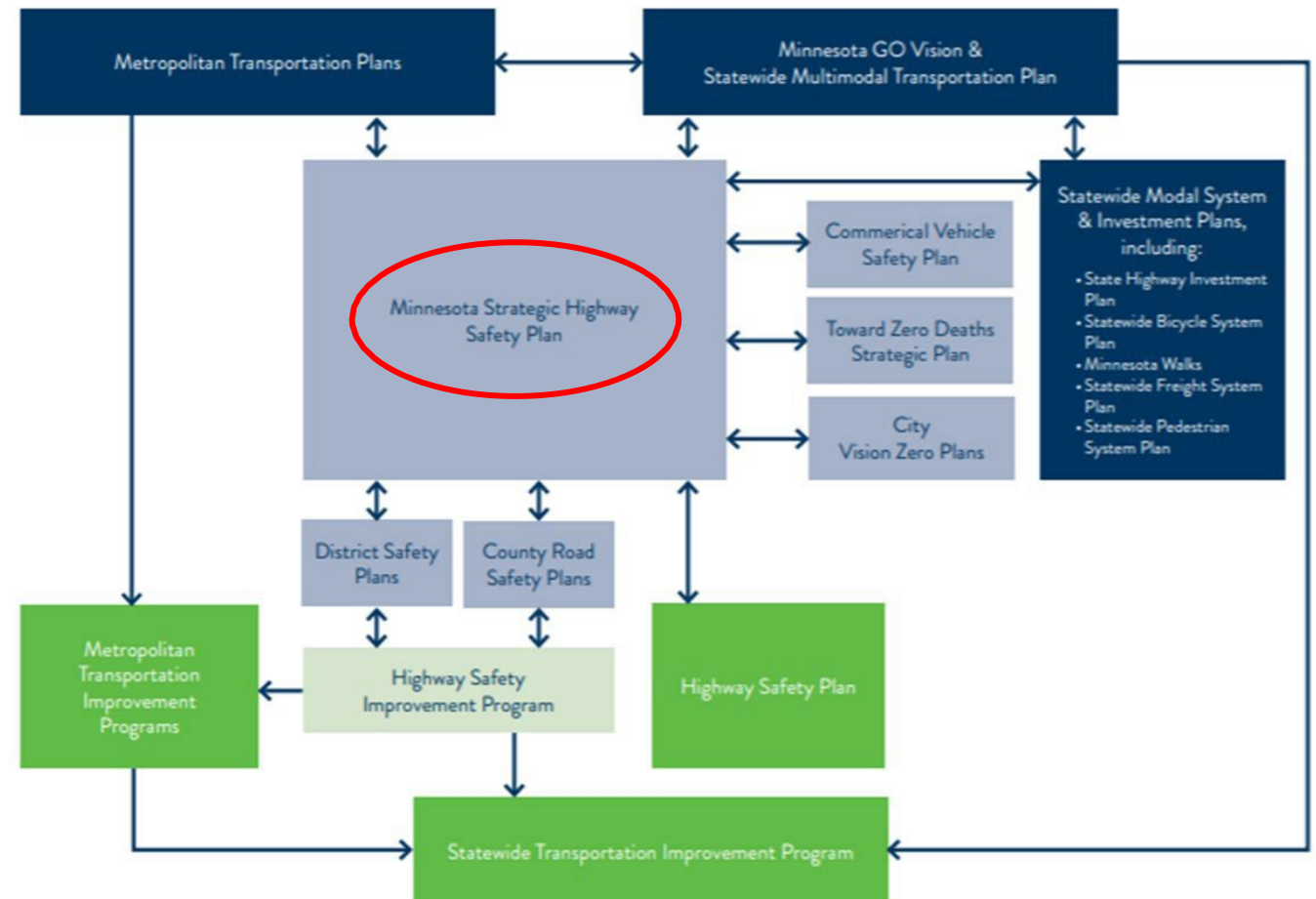
- Sets statewide direction to reduce traffic *fatalities and serious injuries* for all roadway users
- Recognizes that a single crash can have multiple contributing factors
- Promotes partnerships to positively impact safety
- Is informed by data *and* input from traffic safety professionals and advocates from many disciplines
- Is required by federal law and updated every 5 years



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

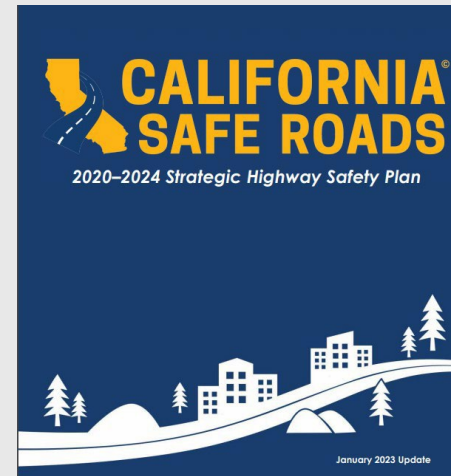
ACTION ORIENTED STRATEGIES: CORE FOCUS AREAS

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.

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 MPOs, Cities, Counties, ATPs, Etc.



Equity-Focused Outreach Meetings



Vulnerable Road User Safety Assessment



Online Public Engagement (Surveys, Etc.)

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.

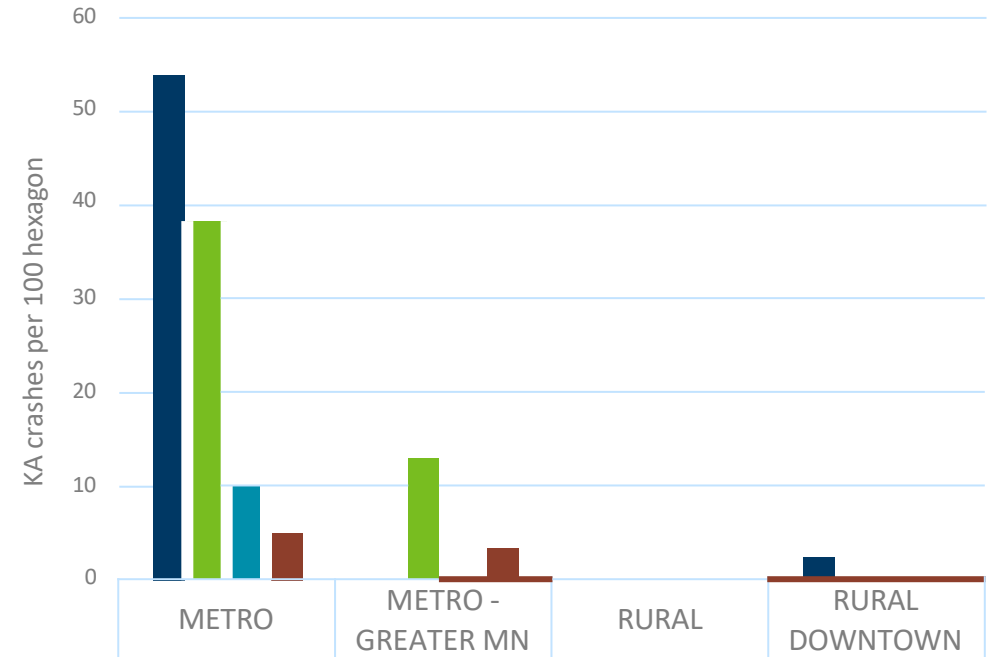
Crashes by Demographic Inputs: BIPOC Communities + Low Income



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

Traffic Safety Focus Areas

Minnesota's traffic safety focus areas are

crash types

or

**factors that contribute to
crashes**

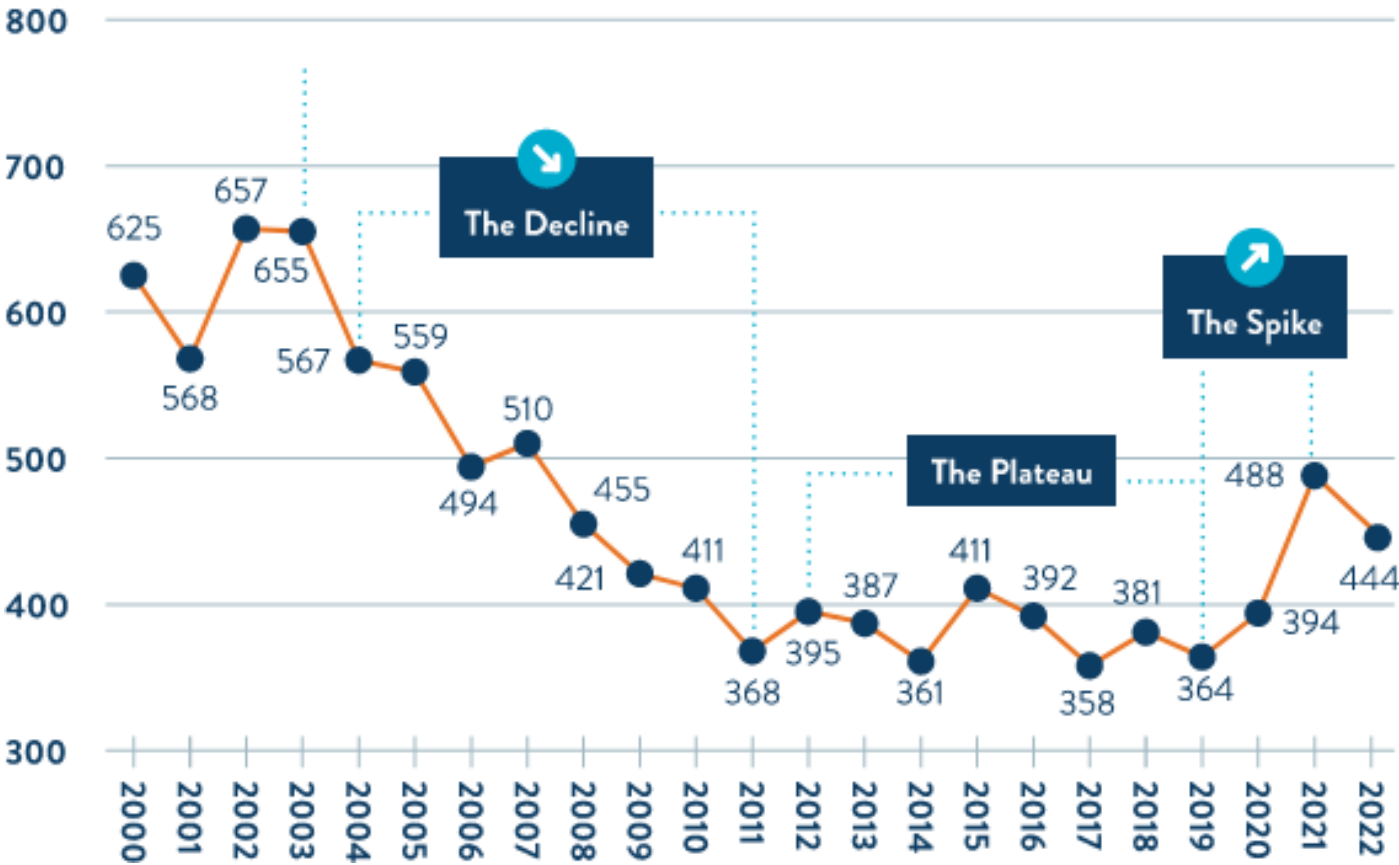
Inattentive drivers

Drivers who are not focusing on the task of driving because of distractions, such as talking on the phone or texting.



Crash Data Overview

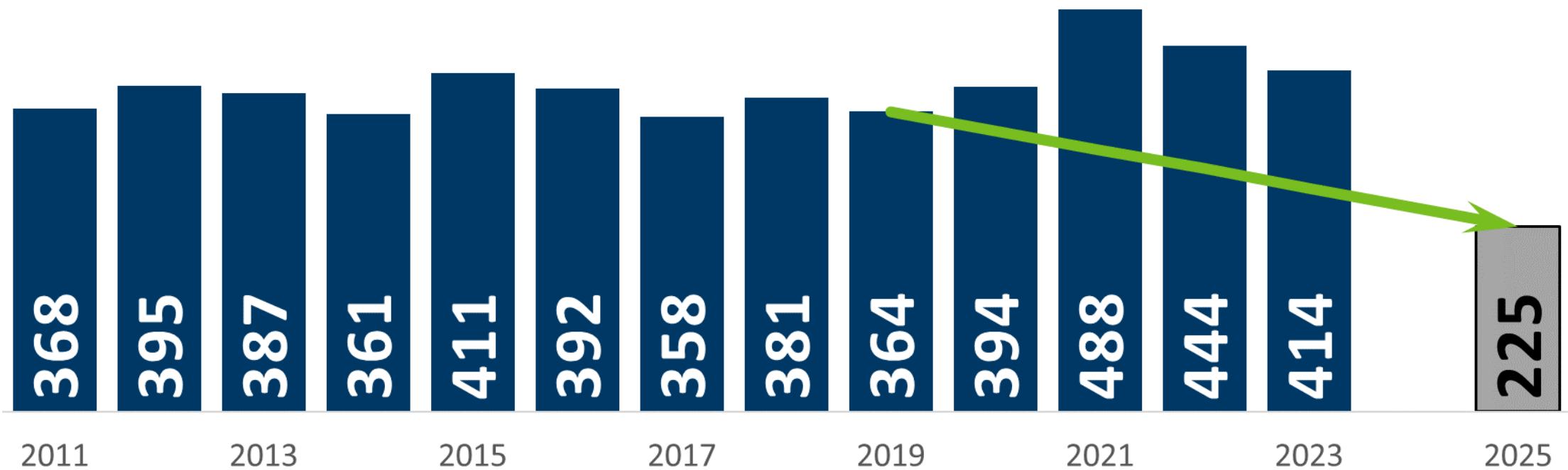
Minnesota Traffic Deaths: 2000-2022



Statewide Progress Toward SHSP Goal

2023 crashes preliminary as of 03/25/2024

Minnesota Regional Progression to 225 in 2025



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%

Statewide Crash Data – Trends

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

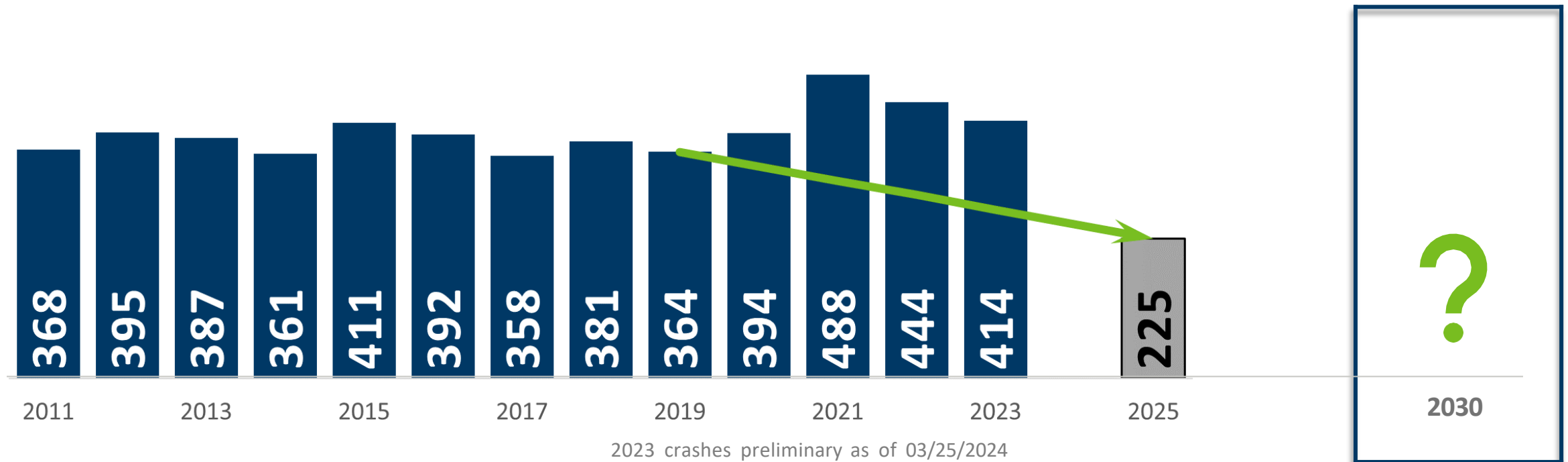
1	Intersections	49%	6	Older Drivers	18%	11	Head-On	11%
2	Single Vehicle Run off the Road	32%	7	Motorcycles	17%	12	Commercial Vehicles	9%
3	Impairment	28%	8	Younger Drivers	16%	13	Inattention	8%
4	Speed	23%	9	Unbelted Occupants	15%	14	Bicyclists	4%
5	Unlicensed Drivers	20%	10	Pedestrians	12%	15	Work Zones	2%
						16	Trains	0.2%

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



Where are we in this plan?



How to get involved?

We want your input!

Phase 2 input opportunity
coming soon!



Visit the website to learn more and sign up for email updates to be notified when the draft plan and next input opportunity are ready.

Visit the project website to sign up for updates and fill out a short survey:

talk.dot.state.mn.us/shsp

Involvement Opportunities Coming Up!

- “Let’s Talk” is still open!
- Statewide TZD Conference (St Cloud, October 22-23)
- Open to Public Comments (likely January 2025)
- Heidi Schallberg is on the “ACTS Work Group”
- Contact Me!



Thank You!

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