STATEWIDE
Speed Limit Vision
PROJECT

Minnesota's Speed Limits Vision in Motion

City Engineers Association of Minnesota I January 29, 2025

Jack Sullivan
Assistant City Engineer St Louis Park

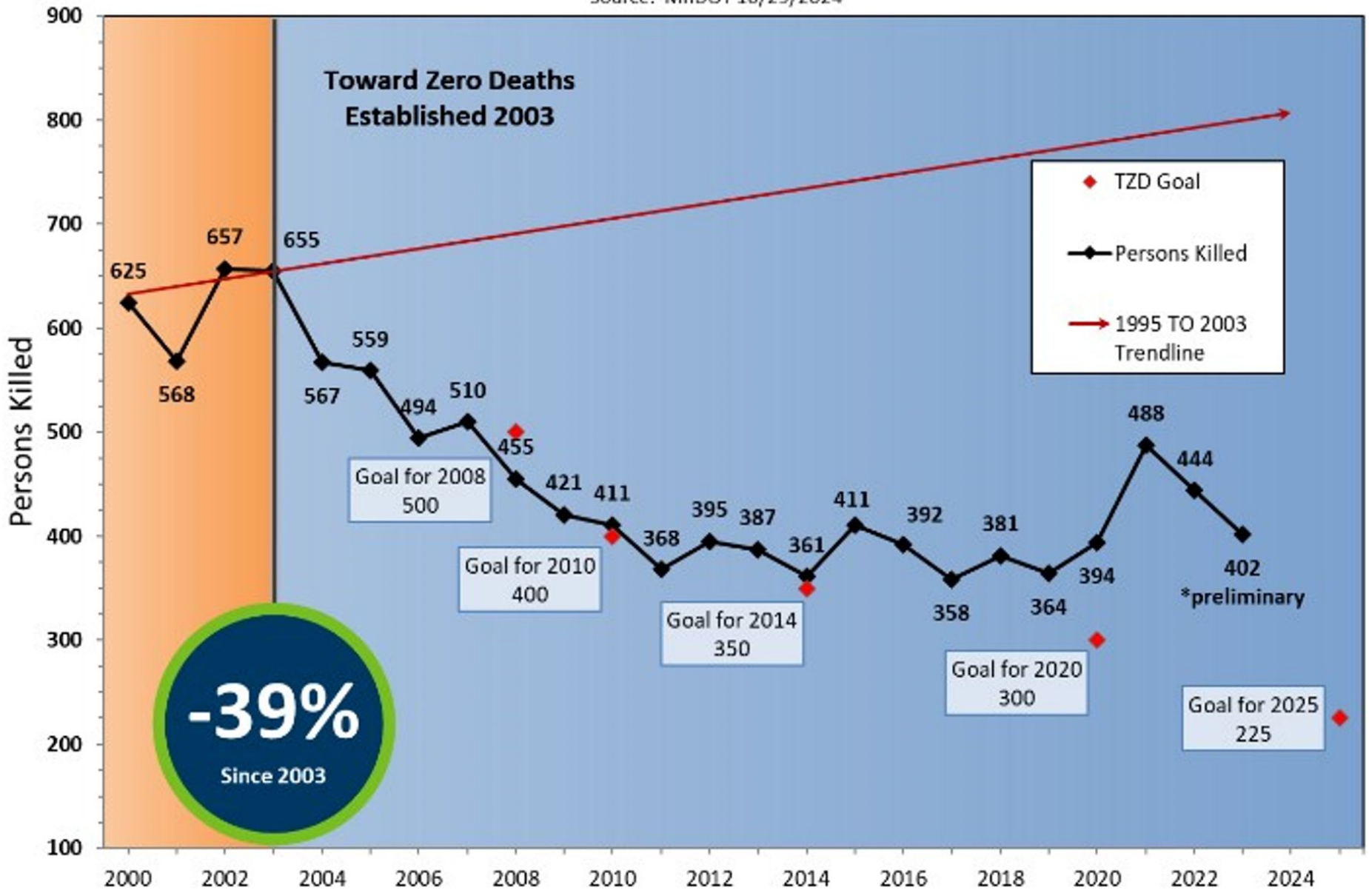
Mark Vizecky
State Aid Operations Engineer

Stand up

Sit-down

Minnesota Roadway Fatalities

Source: MnDOT 10/29/2024



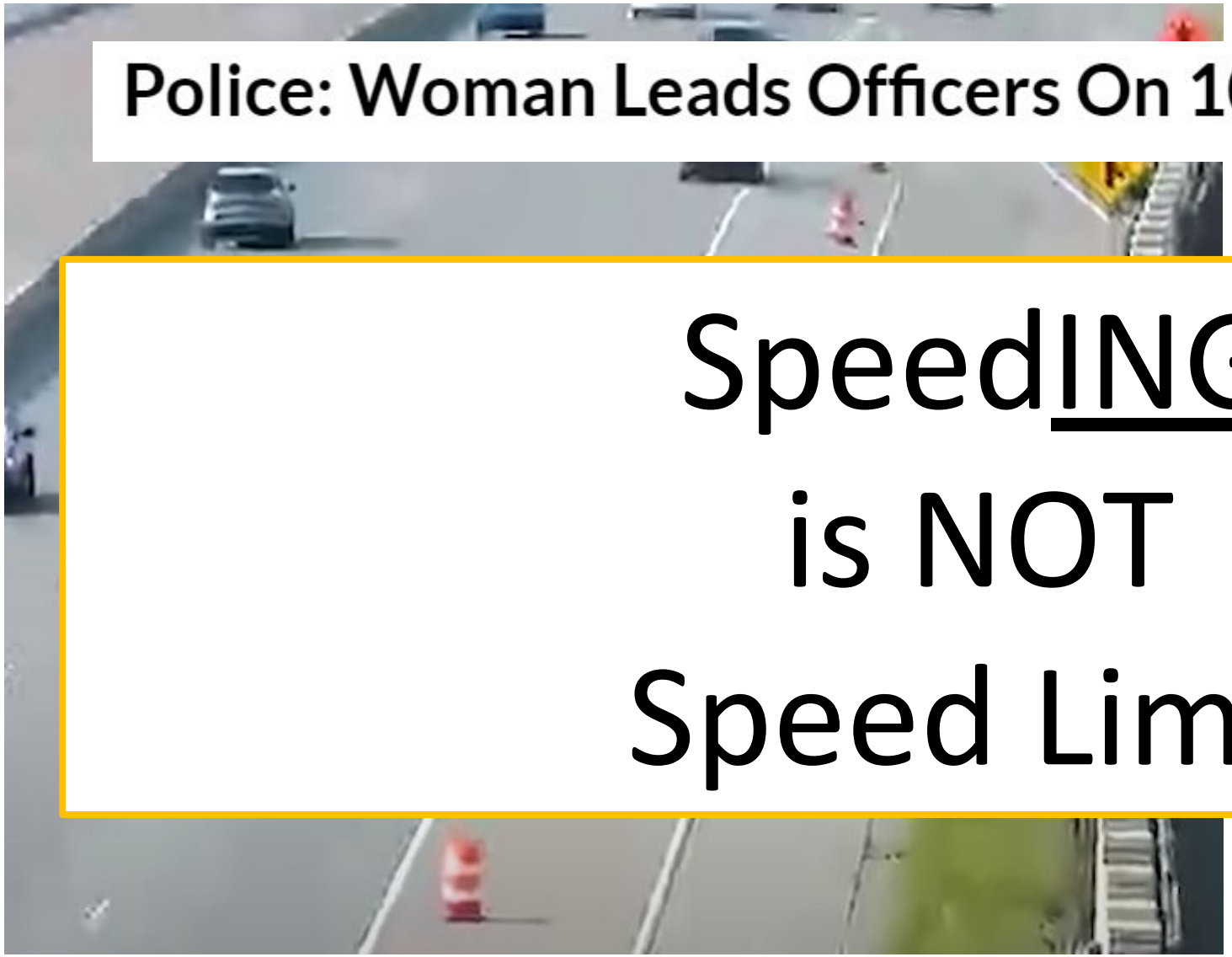
TOWARD ZERO DEATHS

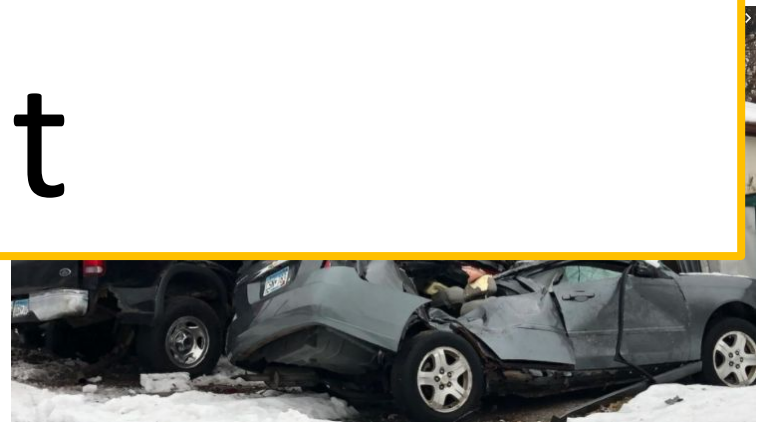
Toward Zero Deaths

Speed is one element of our traffic safety culture. To be effective we need to consider all elements.

TOWARD ZERO DEATHS

Minnesota STATEWIDE Speed Limit Vision PROJECT

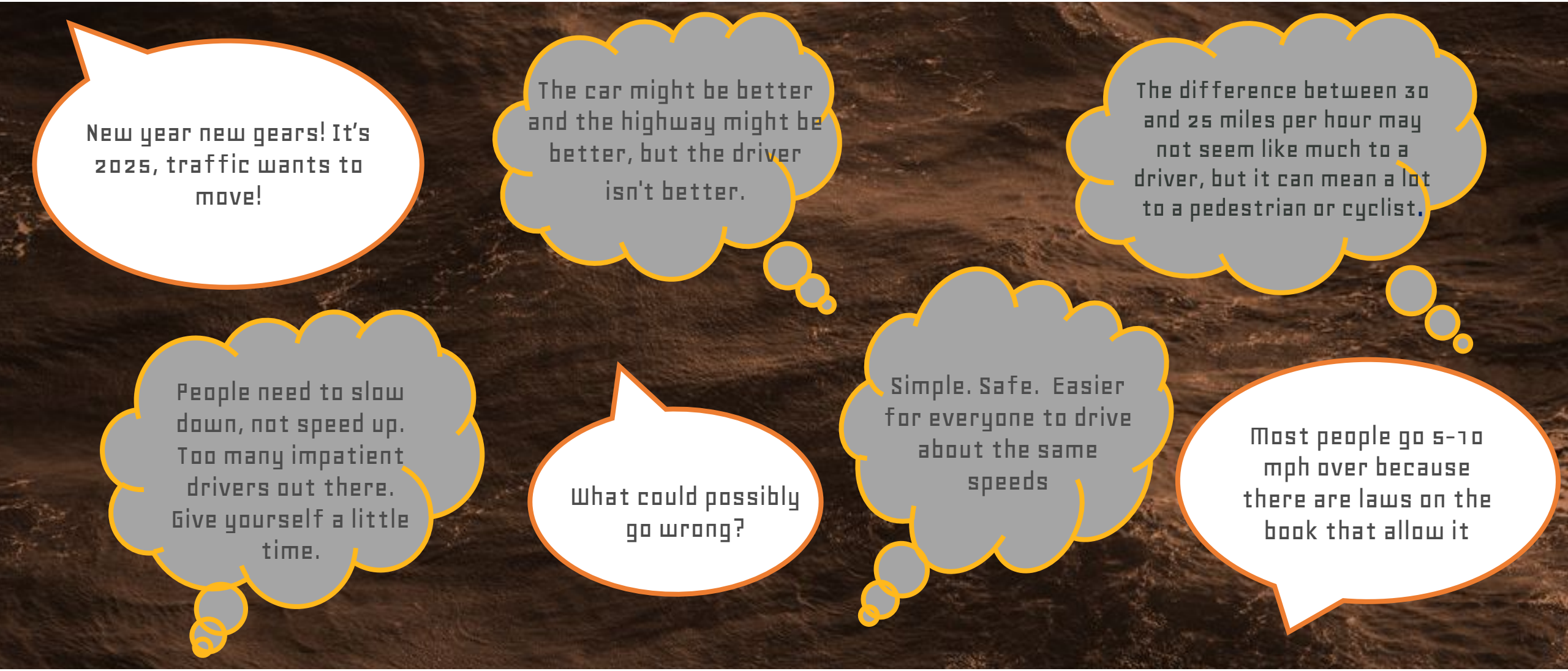




SpeedING
is NOT
Speed Limit

Minnesota STATEWIDE Speed Limit Vision PROJECT

Sea of Mixed Opinions



Sea of Mixed Opinions

CBS Minnesota

≡ MENU NEWS WEATHER SPORTS CBSN Minnesota WATCH NOW › State Health Leaders Hold COVID-19 Briefing RE

Minneapolis And St. Paul Announce Lowered Speed Limits

March 12, 2020 at 1:41 pm Filed Under: Minneapolis News, Speed Limit, Speed Limits, St. Paul News

LOCAL

Minnesota's move to raise speed limits on rural highways gets cheers, criticism

While national researchers worry about higher speeds, state studies have found something different.

By Mary Lynn Smith Star Tribune | JANUARY 25, 2019 — 5:30AM

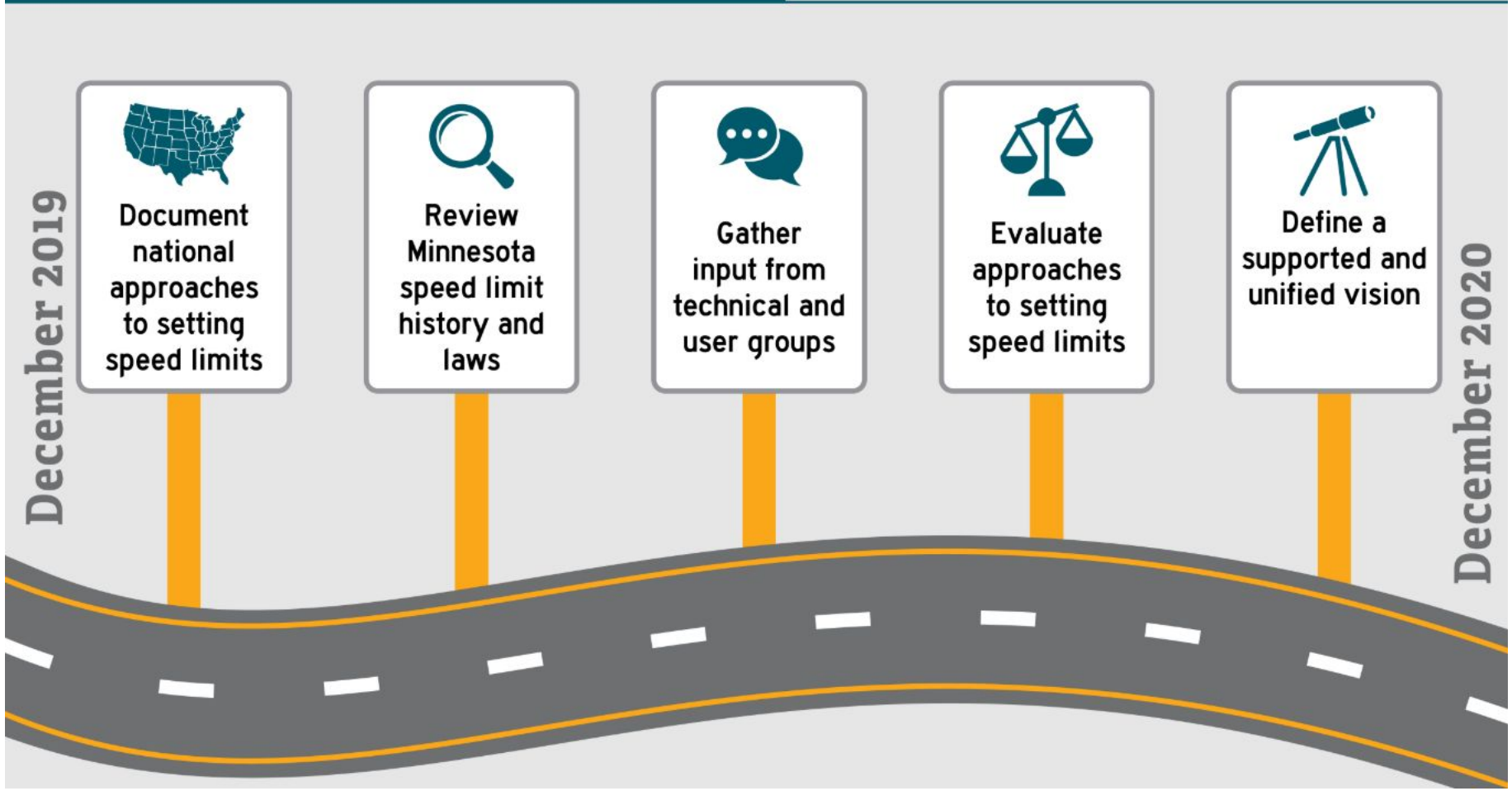
Thanks to a push from rural Minnesota drivers, the 55 mph speed limit on most two-lane state highways is being bumped up to 60 mph.

While many applaud the change, some national safety experts cringe, fearing that it will mean more fatal crashes.

STATEWIDE Speed Limit Vision PROJECT

STATEWIDE
Speed Limit Vision
PROJECT - Phase I

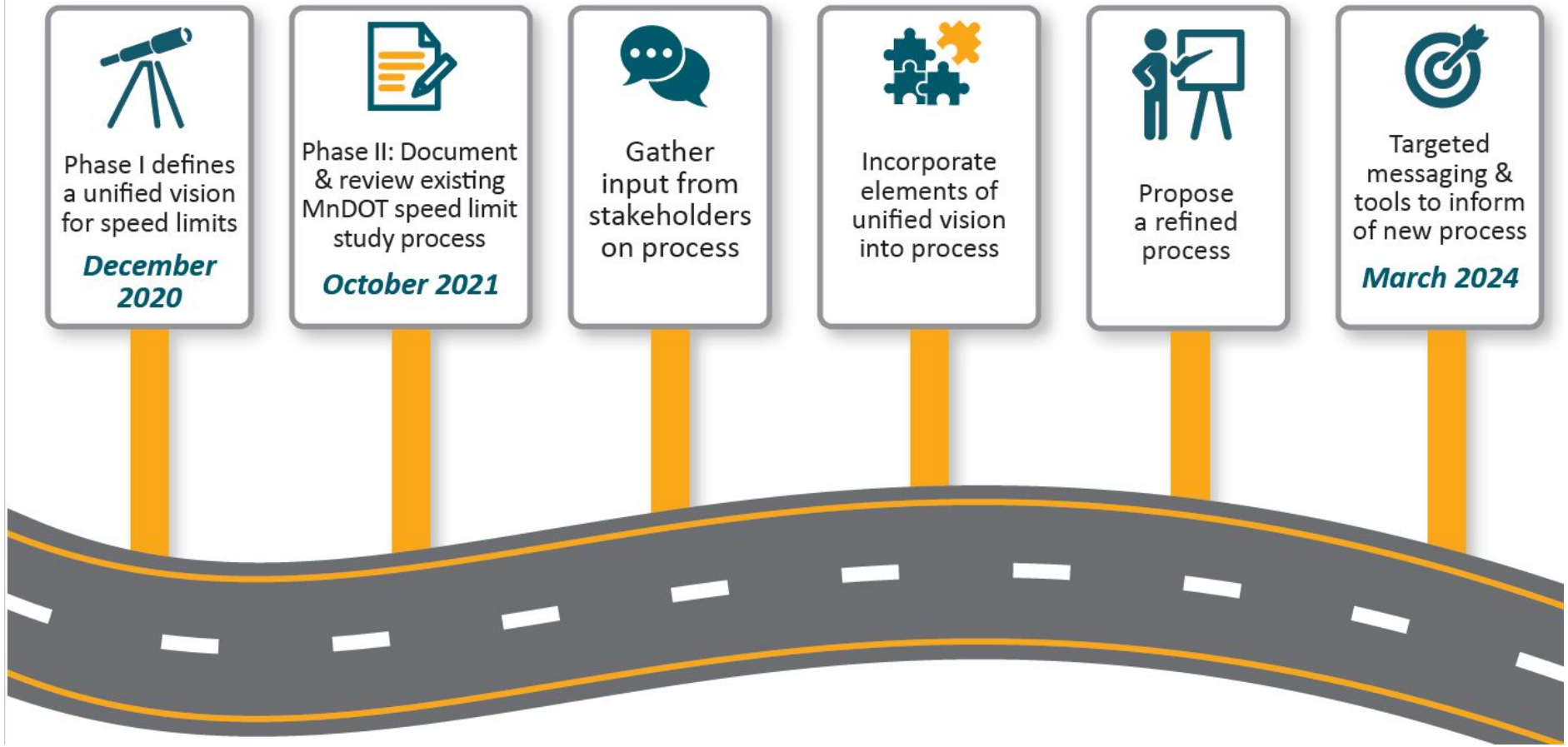
Timeline



Minnesota STATEWIDE Speed Limit Vision PROJECT

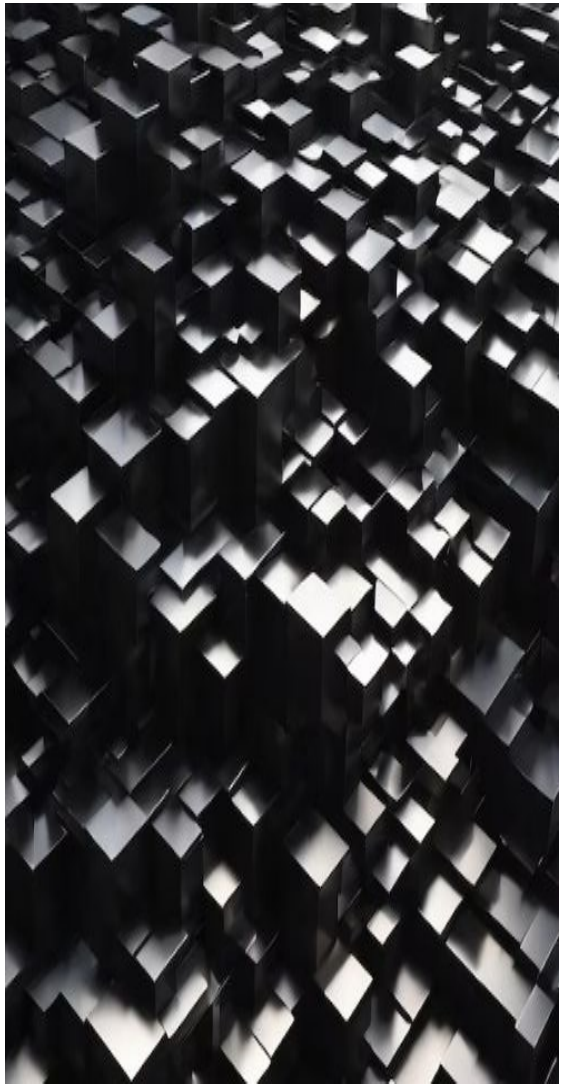
STATEWIDE Speed Limit Vision PROJECT - Phase II

Timeline



What we heard

- The process lacks transparency
- There are too many requests for the MnDOT Districts to handle
- The timeliness of response is lacking
- It feels like a “black box”
- It’s a complicated process



So, What Did We Doing About It?

MnDOT

- Work Zone Speed Management Study
- ★ Implementing Process Improvements

TZD Action Teams

- Speed Action Team
- Automated Speed Enforcement
- ★ Urban and Rural Roadway Design
- ★ The Choice of Speeding: Minnesota Speeding Behavior Survey

Local Road Research Board

- Impact of Speed Limit Changes on Urban Streets
- Guidelines for Determining Speed Limits on Municipal Roadways

Minnesota Safety Council

- Dynamic Speed Feedback Sign: Grant projects
- Speed Counts: Employer Campaign

Core Values

Speed limits are:

1. Affected by community context, land use, and road design.
2. Governed by voluntary compliance through education and accepted social norms.
3. Established through consistent technical evaluation and applied equitably across all communities.

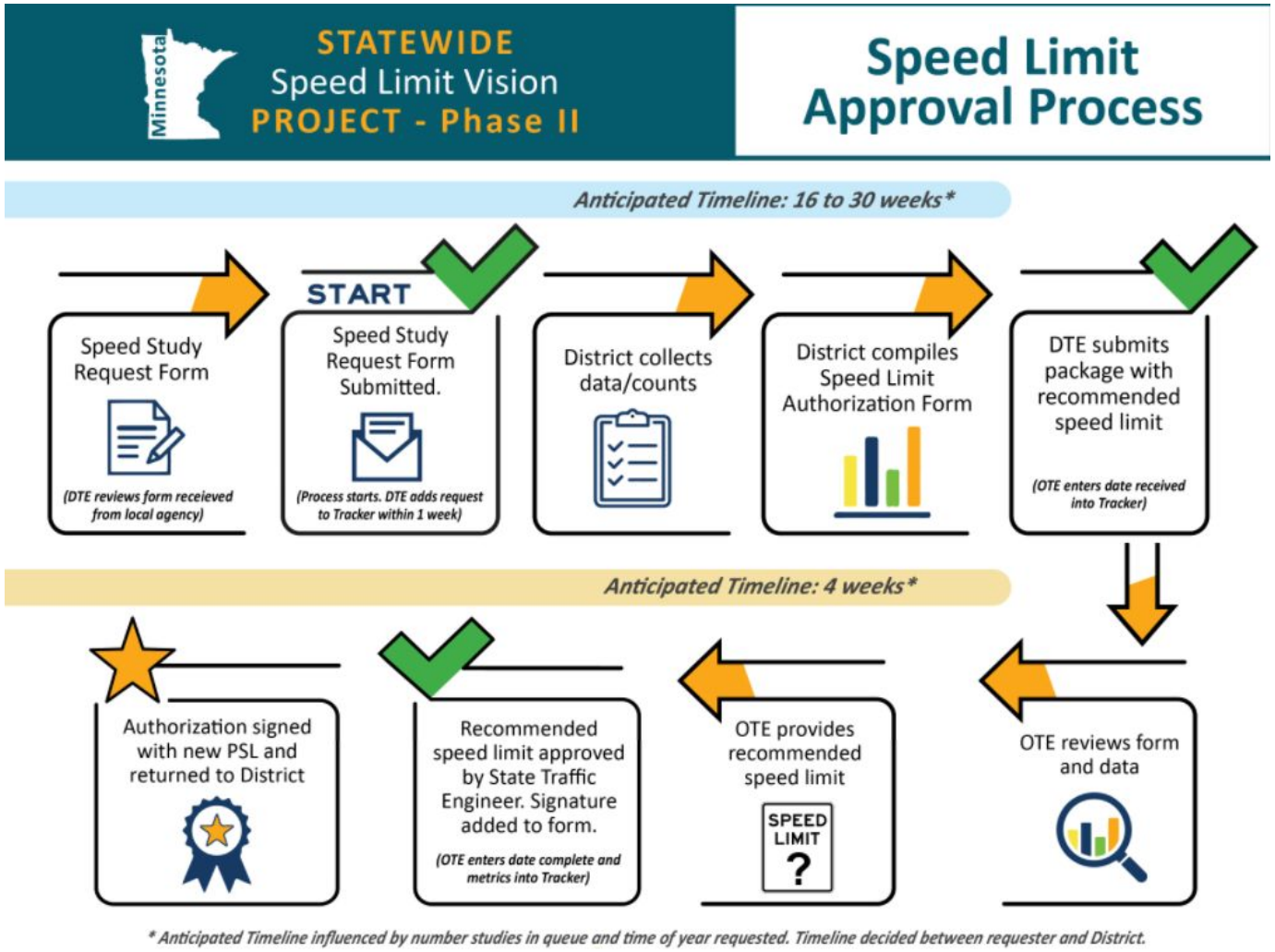
3 Established through consistent technical evaluation and applied equitably across all communities.

- **Updates to the Traffic Engineering Manual (TEM)**
- **Development of Speed Limit Authorization Request Time and Performance Measure**
- **Speed Limit Resources iHub (MnDOT Intranet)**
- **ArcGIS SLA Request Tracker and Dashboard**
- **Templates for SLA Requests**

Updates to the Traffic Engineering Manual (TEM)

- Updated guidance from the federal level
- More detailed information on setting speed limits across a great range of operating speeds
- Focused on roadway context, roadside environment, and crash history

Speed Limit Authorization Request Time



Speed Limit Resources iHub (MnDOT Intranet)

Speed Limit Resources

Minnesota Statute 169.14 establishes statutory speed limits on most typical roadways under ideal conditions. All other speed limits are set by the DOT Commissioner based upon an engineering and traffic investigation. The Office of Traffic Engineering (OTE) administers the speed limit program and determines the policy and practices to execute such studies. District Traffic staff perform the studies. Following are resources related to district submitted Speed Limit Authorization (SLA) Requests for OTE review and approval.

Speed Limit Authorization Request Performance Measure

To meet the expectations of our local partners and the general public, the determination of an appropriate speed limit should ideally be completed within 5 months from when the initial formal request is received; however, it is expected that seasonal and workload considerations will impact this timeline. TEO has set a performance measure to meet this timeline of 90%. In order to meet the timeline and performance measure documented in the SLA Request Timeline and Performance Measure, an SLA Request Tracker and Dashboard are provided.

A MnDOT GIS account is required to access the Tracker and Dashboard. Please contact Max Moreland, Traffic Safety Crash Data Engineer for more information.

- Speed Limit Authorization Request Timeline and Performance Measure
- ArcGIS SLA Request Tracker
- ArcGIS SLA Request Dashboard

Speed Limit Authorization Methods and Procedures

TEM Chapter 14-7.00 – Engineering and Traffic Investigation Requirements to Establish or Change Regulatory Speed Limits documents the methods and procedures to set speed limits based on an engineering and traffic investigation.

Speed Limit Authorization Request Templates

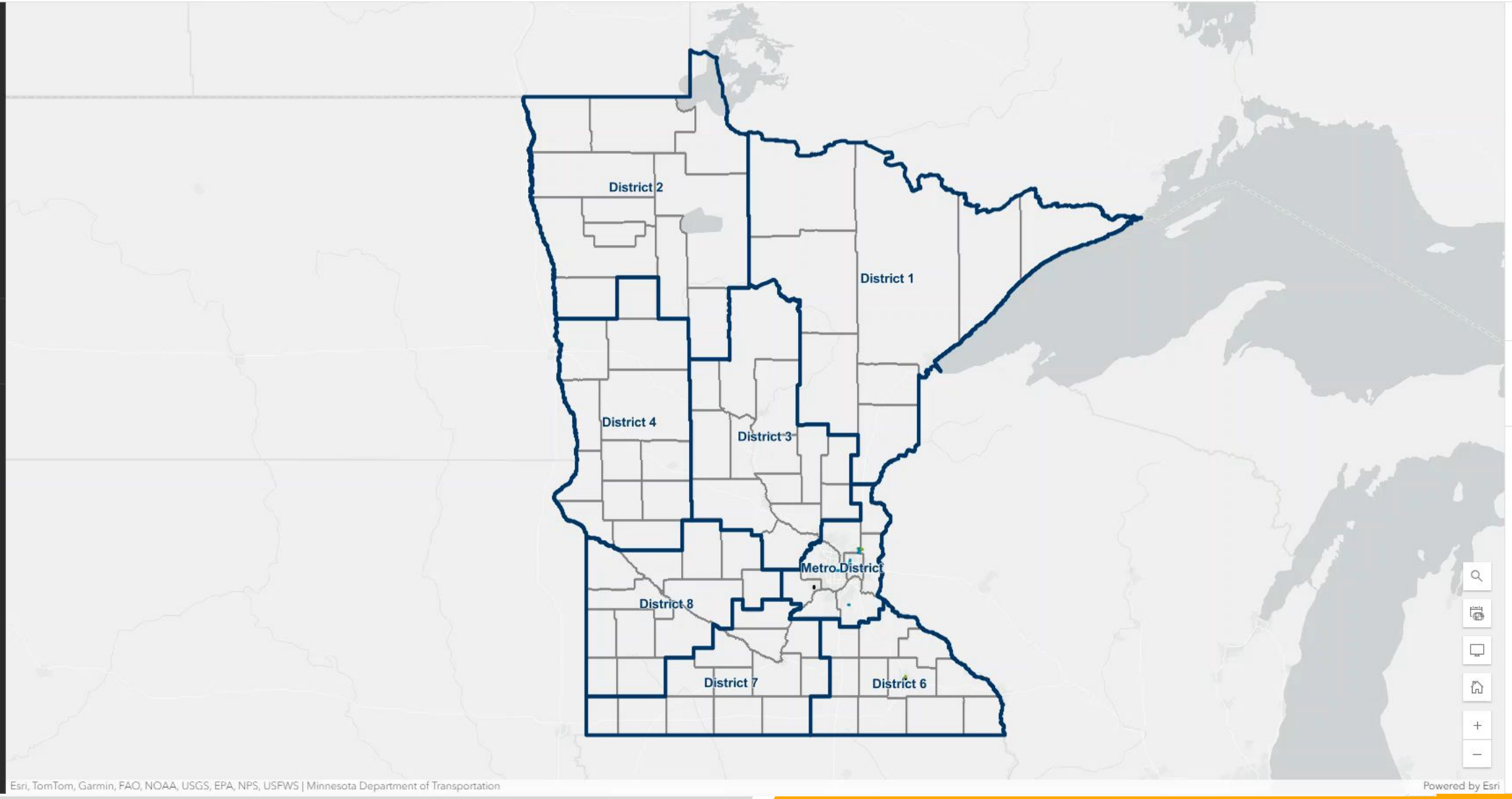
The following templates may be used by District Traffic to develop SLA Requests.

- SLA Request Template
- SLA Request Map Template
- Local Agency Speed Limit Request Form Template

MnDOT Statewide Speed Limit Authorization Request Web Map

Mark Vizecky
mark.vizecky_mndot

Add
Layers
Tables
Basemap
Charts
Legend
Bookmarks
Save and open
Map properties
Share map
Embed map
Create app
Print
Information
Collapse



STATEWIDE
Speed Limit Vision
PROJECT

Templates for Speed Limit Authorization

Agency Speed Study Request Form

Representatives of the requesting agency (township, city, county) are asked to provide the f
information to formalize the details of the speed study request with the MnDOT District Sta
submittal, District Staff will coordinate with MnDOT Office of Traffic Engineering to initiate t
speed study request process.

Applicant Information

	Date		Na
	Agency Name		E-
	Other Impacted		Ph

Site Description

	Roadway Name

Project Extents:

	To		
(Road Name)		(Road Name)	
	To		(C
	Segment Length		

Reasoning For Speed Limit Request

- ☐ Excessive Speed
- ☐ Change in Land Use
- ☐ New Roadway
- ☐ Roadway Reconstruction/Exp
- ☐ Other

Speed Reduction Tactics Utilized To-date (if applicable):

- ☐ Police Enforcement
- ☐ Public Education
- ☐ Engineering
- ☐ Other

Additional Considerations:

DEPARTMENT OF TRANSPORTATION

Control Section: <text>	
Trunk Highway: <text>	**Work Order:** <text>
County: <text>	
Location: <text>	

As authorized in Minnesota Statutes, Section 169.14, it is hereby ordered
put into effect on the described roadway or sections thereof.

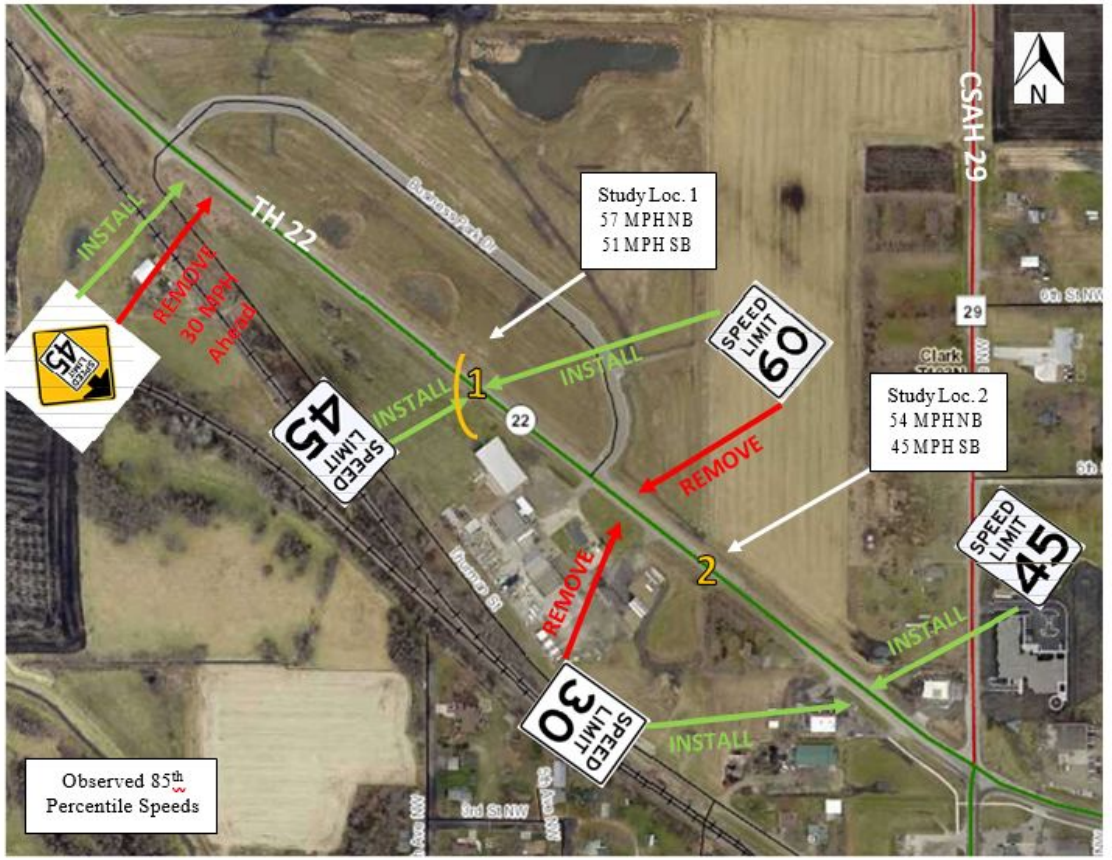
Segment #1:		
Ref. Point #	To	R
Road Name/Description		R
Speed Limit: XX mph		

Segment #2:		
Ref. Point #	To	R
Road Name/Description		R
Speed Limit: XX mph		

Segment #3:		
Ref. Point #	To	R
Road Name/Description		R
Speed Limit: XX mph		

Segment #4:		
Ref. Point #	To	R
Road Name/Description		R
Speed Limit: XX mph		

Include description of segments and proposed speed limits. Possibl
*## miles per hour between Ref. Point XXX+XX.XXX (*Road Name/De
Name/Description *) in *City**



STATEWIDE Speed Limit Vision PROJECT

2 Governed by voluntary compliance through education and accepted social norms.

- **The Choice of Speeding: Minnesota Speeding Behavior Survey**
  - **Online survey with selected focus group follow-ups**
  - **1,100 Minnesotans**
  - **Completed in June 2023**
  - **Questions related to speeding, messaging and more**

Key themes for drivers that chose to speed

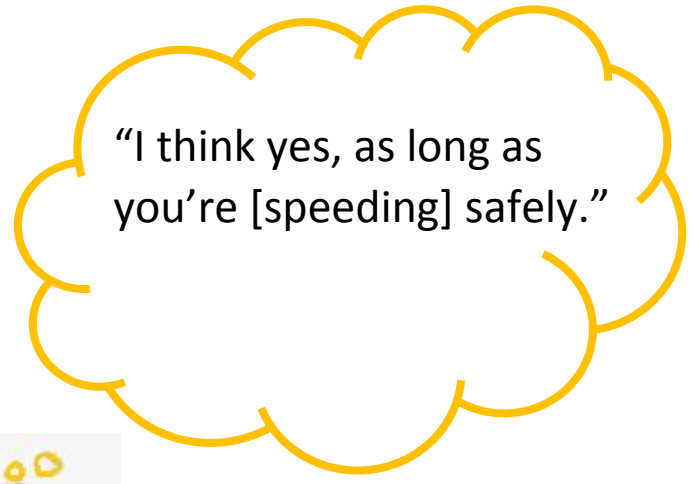
- Disagree that everyone should obey the speed limit
- Believe that speeding tickets are about rising money
- Don’t believe their behavior is dangerous
- Feel that speed limits are usually set too low

Who are the drivers that chose to speed?

- Typical Male more than Female
- Age range 18-34
- Income brackets and vehicle driven non-factor

Why drivers chose to speed?

- Everyone speeds
- Familiar with the road
- I’m late or in a hurry
- Good weather
- Light traffic



What stops the choice to speed?

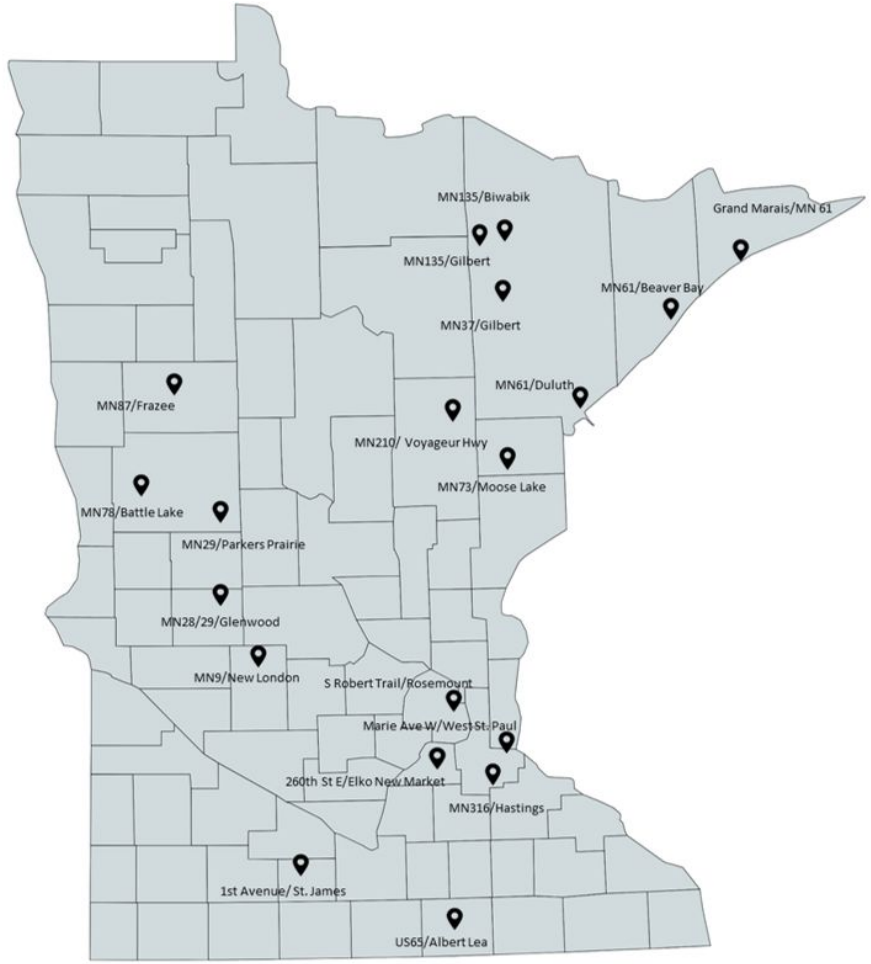
- Enforcement
- Seeing people walking and biking
- Passengers in the car
- Poor weather conditions
- Driving on residential roads
- School Zone
- Work Zone

1 Affected by community context, land use, and road design.

- **Complete Streets Speed Impacts**
  - **Field Data Collected from 19 corridors**
  - **Using handheld lidar guns**
  - **Completed in February 2024**

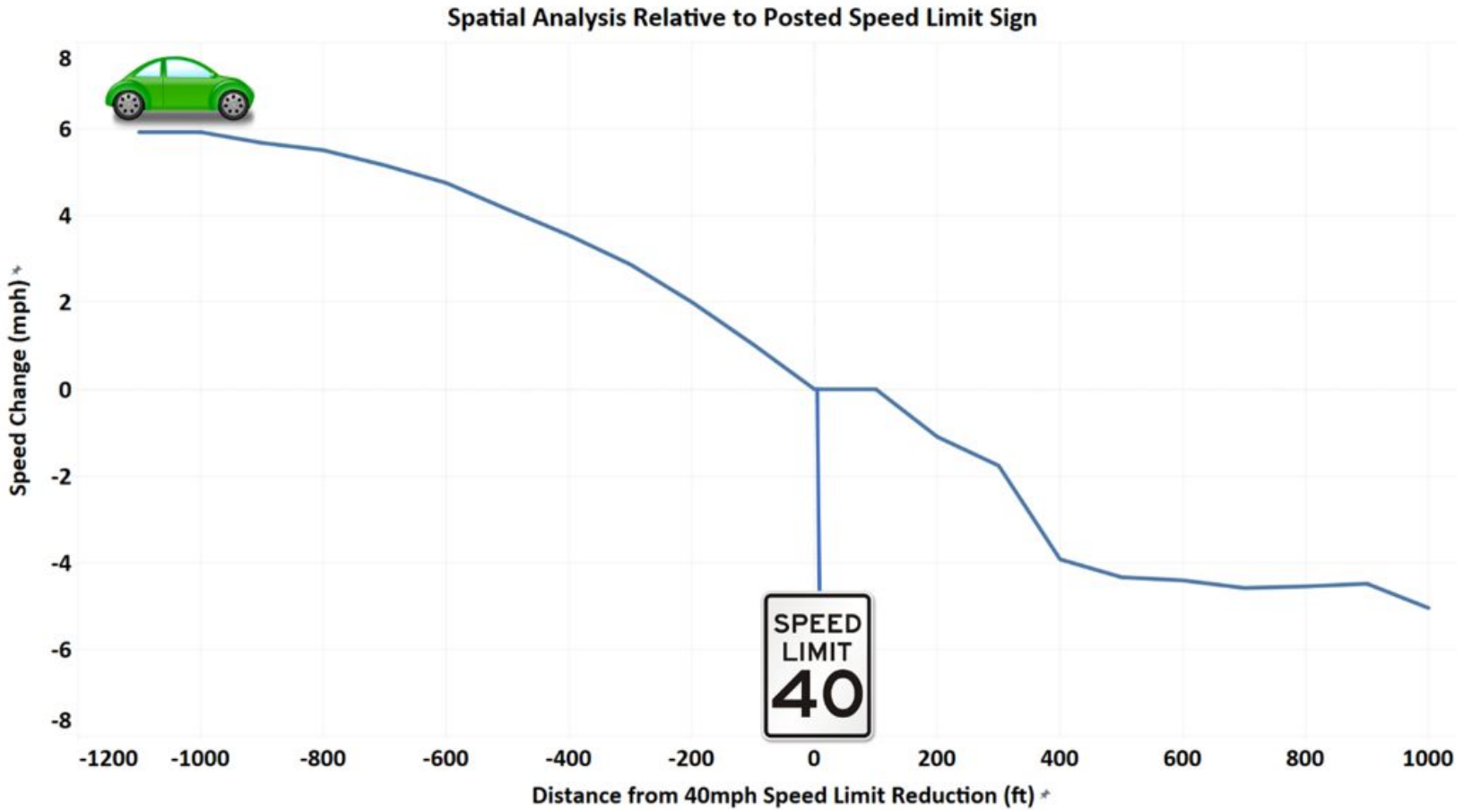
Roadway Elements and Locations

- Access density (access points/mile)
- Bicyclist activity (low/medium/high)
- Lane width (ft)
- Speed limit (mph)
- Median type (none, TWLTL, raised)
- Number of lanes (two-way total)
- Number of signals in the segment
- Intersection density
- Presence of bicycle lane
- On-street parking (parallel/angle/none)
- Pedestrian activity (low/medium/high)
- Shoulder width (ft)
- Sidewalk (none/narrow/wide)
- Sidewalk buffer/separation (yes/no)
- Land use (residential/commercial)
- Vehicle volume (veh/day)

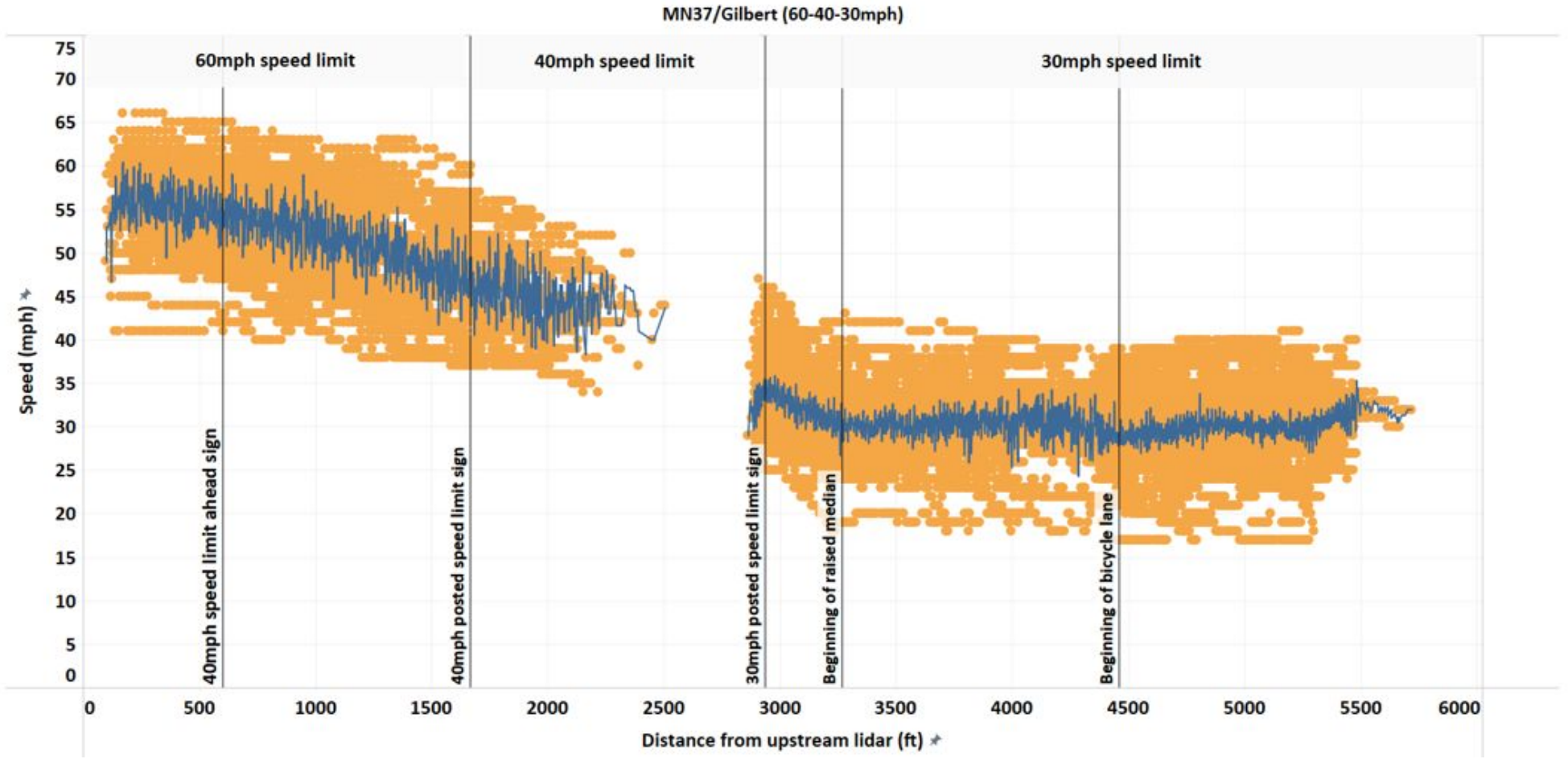


Minnesota STATEWIDE Speed Limit Vision PROJECT

Speed Profiles



Speed Profiles



Features with Speed Reductions

Feature	Speed Reduction Factor (mph)
Roundabout w/in 500ft	7.0
Raised median	3.1
Depressed median	1.3
Two-way left-turn lane (TWLTL)	0.7
On-street parking	1.7
Crosswalk	1.3
Curb and gutter	1.0

Speed limit changes in St. Louis Park

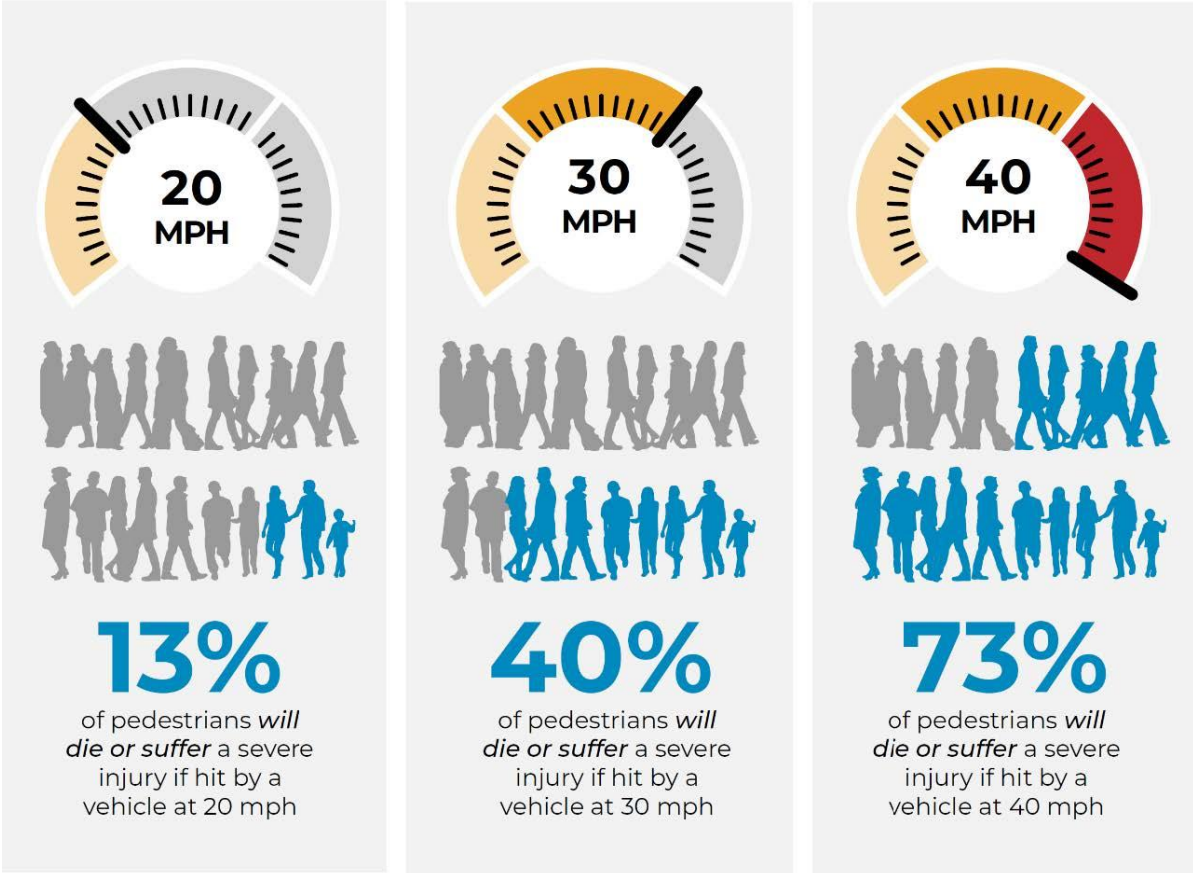
Jack Sullivan
Assistant City Engineer St Louis Park

Why

- Changes in state statute in 2019
- Adjacent communities implementing
- Council requested study
- Aligns with city's strategic priorities

City's goals and policies

- Eliminate fatalities and serious injuries
- Create a mobility system prioritizing walking first, bicycling, transit and then motor vehicle use
- Create a transportation system that contributes to equitable outcomes for all users.



Approach

- Evaluation of speed data
  - Local counts
  - Speed boards
- Category approach - buckets of speeds 20, 25, 30 mph
- Based on average speeds

Process

- Study and council engagement in 2020 and 2021
- Data collection – speeds, volumes and crash analysis
- $200,000 to change posted speed limit signage
- Implementation in late 2021
- Committed to review the impacts of the speed limit change

Review of speed limit changes

- Comparison of vehicle speeds before and during period
- Comparison of crashes – vehicles, bicycles, pedestrians
- Monitor by police and engineering
- Provide recommendations for the future

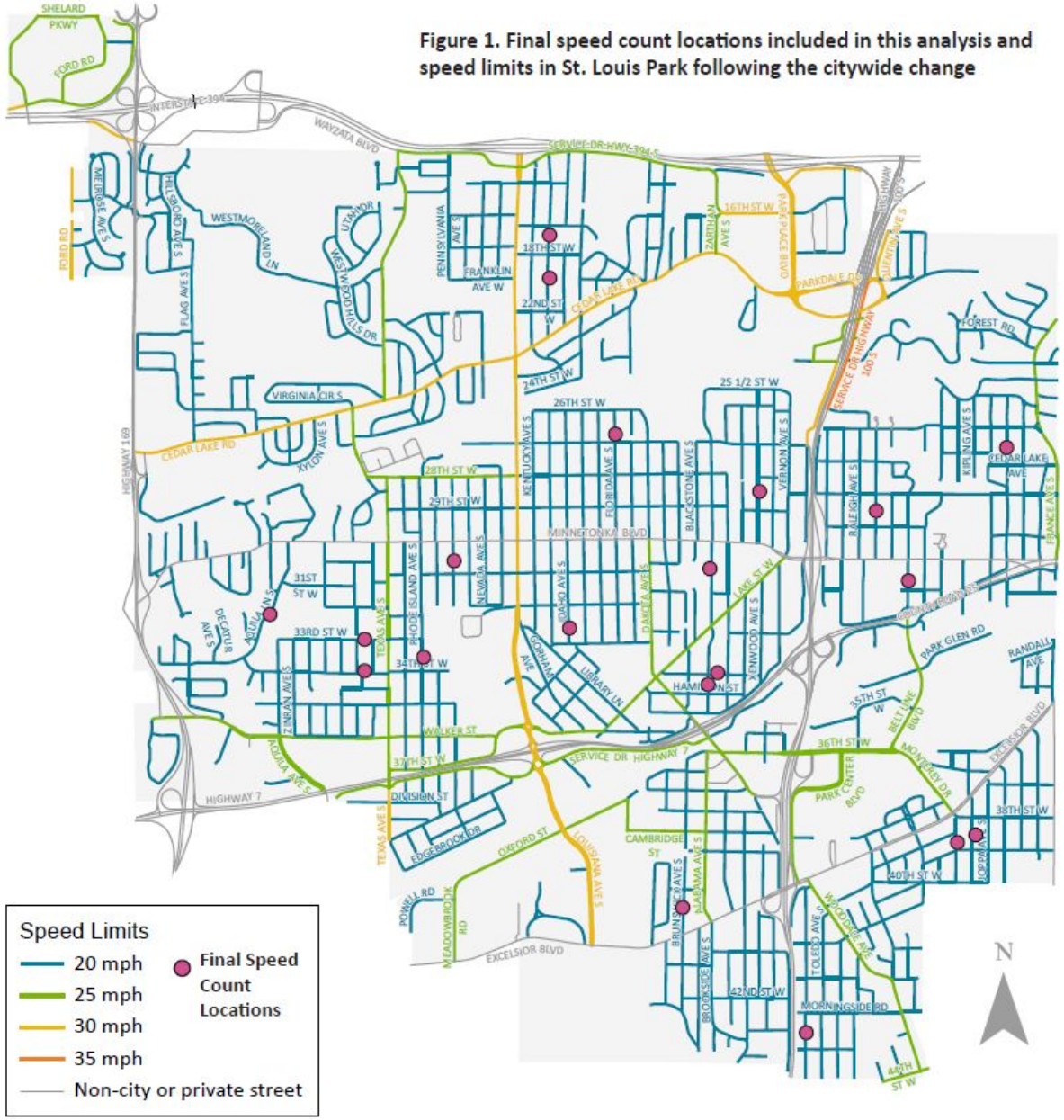


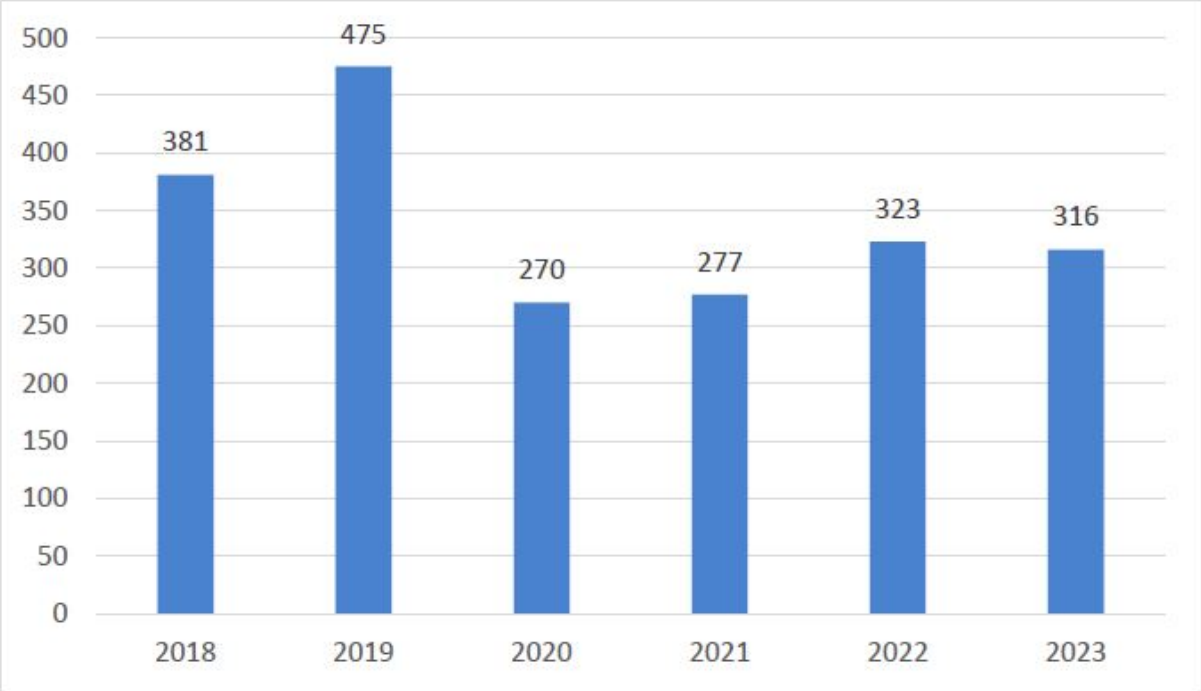
Figure 1. Final speed count locations included in this analysis and speed limits in St. Louis Park following the citywide change

Speed review

- Local roads that changed from 30 mph to 20 mph – 16 sites
- Typical local road
- Supplement to LLRB study

Description	85th	Mean	50th
Percent Change	0.3%	-5.2%	-5.2%
Average MPH Change	0.1	-1.1	-1.1
Pre-Reduction Average (MPH)	26.4	22.1	22.1
Post-Reduction Average (MPH)	26.5	21.0	21.0

Crashes



Annual vehicle crashes

Severity	Average Annual Crashes		
	2018-2019	2020-2021	2022-2023
Fatal	0.5	0	0
Sev A	3	4	5
Sev B	26	18	14
Sev C	61.5	34.5	41.5
PDO	337	217	259
Total	**428**	**273.5**	**319.5**

Crash severity

Crash Severity	2018-2019	2020-2021	2022-2023
Fatal	0	0	0
Severity A	3	6	6
Severity B	12	12	8
Severity C	9	5	6
PDO	0	1	5
Total	**24**	**24**	**25**
Total Fatal or Injury	**24**	**23**	**20**

Pedestrian and bicycle crashes

Staff findings

1.1 mph speed reduction – average speed from 22.1 to 21.0 mph

5

The average speed of most drivers is within 5 mph of posted speed limit

No speed limit changes recommended

Messaging

Council	○ 1.1 mph speed reduction is consistent with other cities across the nation ○ No change to speed limits
Engineering	○ Slower is trending in the right direction ○ Reduction in crashes but not attributable to speed limit changes
Police	Continue enforcement
Community	Continue education

Recommendations

- Do what you can
- Change takes time
- This is not the end

Mark Vizecky
mark.vizecky@state.mn.us

Thank You!

Jack Sullivan
jsullivan@stlouisparkmn.gov