



Minnesota County Engineers Association



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AFFILIATED WITH

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Chair Dibble and Members of the Senate Transportation Committee:

On behalf of the Minnesota County Engineers Association (MCEA), we appreciate the opportunity to provide comment on SF2321, relating to traffic safety provisions. Safety on our roadways is the number one priority for county engineers and MCEA has had a longstanding platform position in support of the mission, goals, and initiatives of Minnesota Toward Zero Deaths (TZD). We appreciate the inclusion of a representative from MCEA to serve on the bill's proposed Advisory Council on Traffic Safety.

Article 1 Section 4 of the bill outlines the establishment of "Safe Road Zones" and includes a definition of "local officials". Because only the largest local road authorities have a traffic engineer, we would instead suggest referencing "local authorities", as already defined in Chapter 169, generally to ensure that all counties, cities, and townships would be included.

MCEA supports the language in Article 1 Sections 8-9 that clarifies the hands-free law as well as Sections 12-13 creating a Safety Enforcement Pilot Program. Excessive speed on Minnesota roadways is a serious safety concern which has grown in recent years as law enforcement resources have been strained, and camera enforcement can help address this growing problem. Accordingly, MCEA recently updated its platform to include support for the use of photo enforcement of speed limits and red-light violations at traffic signals, provided that speed limits and signal timing plans are established using objective engineering strategies.

We want to thank Sen. Carlson, Chair Dibble, and members of the committee for your focus on traffic safety and we appreciate the opportunity to provide comment on SF2321.

Sincerely,

Brian Pogodzinski, Houston County Engineer
President, Minnesota County Engineers Association