

**East Central Minnesota Toward Zero Deaths
6th Annual Regional Workshop
CentraCare South Point
3001 Clearwater Road, St. Cloud**

April 5, 2018

- 8:30 a.m. **Registration & Continental Breakfast**
- 9 a.m. **Welcome**
Capt. Joe Dwyer, Minnesota State Patrol District 2800, and TZD regional co-chair
- 9:15 a.m. **The Breakdown: Regional TZD Data**
Lt. Keith Benz, Minnesota State Patrol District 2800
A brief regional snapshot of data will be presented. Then at each table, attendees will look at multiple data resources and discuss trends, possible project ideas and report back something for each county. A facilitator will engage the audience in providing feedback on what each county could implement in 2018 to further reduce traffic-related deaths.
- 10 a.m. **Networking & Visit Exhibits**
- 10:15 a.m. **The Teenage Brain and Risk Reduction: Connecting the Dots**
Erin Walsh, Mind Positive Parenting
Erin connects the dots between the latest in brain science and risk-taking behaviors in adolescence as it relates to traffic safety. She explores the role of “emotional accelerators” in the brain, impacts of technology on the developing brain and practical strategies for engaging young people in risk reduction. Using stories, warmth and humor, Erin presents the latest science in an engaging way, making it easy to apply this information with youth and families.
- 11:30 a.m. **DAM is All It Took**
The impact of a distracted driver can have deadly consequences. Rhonda Maurer, Alenita Maurer and Alora Nelson will share their story of just how a distracted driver changed their lives forever.
- 12 p.m. **Lunch & Exhibits**
- 12:30 p.m. **Bad Bad Highway – or is it?**
Tom Dumont, Traffic engineer, MnDOT District 3
Man, that road is terrible! How many times have we heard or even said that ourselves? Oftentimes, this needs to be addressed with “is it a factor or a perception?” What do we do when we hear that? This session will address how the response is important, with audience involvement in table discussions.

- 1:15 p.m. **15 Years of Minnesota TZD: Major Accomplishments and What's the Future Hold?**
Kristine Hernandez, Statewide TZD program coordinator
- 1:30 p.m. **Trauma Care for Everyone**
Sara Stolt, RN BAN CEN, Outreach educator, Trauma Services, CentraCare
The "Stop the Bleed" campaign wants you and everyone you know how to control major bleeding. This topic is applicable to traffic crashes, and will prepare attendees with much of the information needed to provide time critical care to someone with severe bleeding. This will also allow for attendees to be a resource to the greater community beyond the workshop.
- Tots in the Big World**
Michelle Pooler, planner, MnDOT
Safety Town is an education tool about how to be a non-motorized user of the infrastructure, aimed at pre-K through 2nd graders. An introduction for attendees to be aware of the resource and discover ways to engage a new audience.
- 2:15 p.m. **What Did You Do?**
Sgt. Lance Turcotte, Minnesota State Patrol District 2800
What does the decisions people make behind the wheel mean for their liability or legal risk? In a "Did You Know" format, attendees will be presented with questions to be answered for everyone's benefit. For instance, if you stop to be a good Samaritan, are you taking on risk too?
- 2:45 p.m. **Wrap up & Adjourn**
Tom Nixon, East Central TZD regional coordinator

Please take time throughout the day to visit the traffic-safety exhibit tables for reference materials and ideas to implement in your communities.

**EAST CENTRAL TZD REGIONAL WORKSHOP
EVALUATION FORM**

CentraCare South Point, St. Cloud, MN
April 5, 2018

Please take a few minutes to complete the following survey. Your comments, opinions and suggestions are very important to us. With your feedback we can better understand the needs of our participants and ensure the quality of future programs.

Please evaluate how informative and interesting the sessions were to you by placing a check in the box that best describes your opinion.

General Sessions	Excellent (4)	Good (3)	Fair (2)	Poor (1)	Did Not Attend
Welcome & Regional Accomplishments					
The Breakdown: Regional TZD Data					
Networking					
The Teenage Brain and Risk Reduction: Connecting the Dots					
DAM is ALL it Took					
Bad Bad Highway – or is it?					
15 years of Minnesota TZD: Major Accomplishments and What’s the Future Hold?					
Trauma Care for Everyone					
Tots in the Big World					
What Did You Do?					
Wrap Up & Adjourn					

Comments on the general sessions: _____

Please evaluate the following aspects of the workshop by placing a check in the box that best describes your opinion.

Arrangements	Excellent (4)	Good (3)	Fair (2)	Poor (1)
Convenience of the registration process				
Location of CentraCare				
Facilities were comfortable and appropriate for the workshop.				
Food served for meals and breaks was satisfying.				
Participant materials were helpful and useful.				
How beneficial are the mounted regional crash maps provided to each county?				
How useful was the e-packet?				

Comments on the arrangements: _____

Do you have suggestions for topics you would like to see offered at future workshops? _____

What are your suggestions for building and maintaining support for this region's Minnesota TZD initiative: _____

Any other comments or suggestions are welcome.

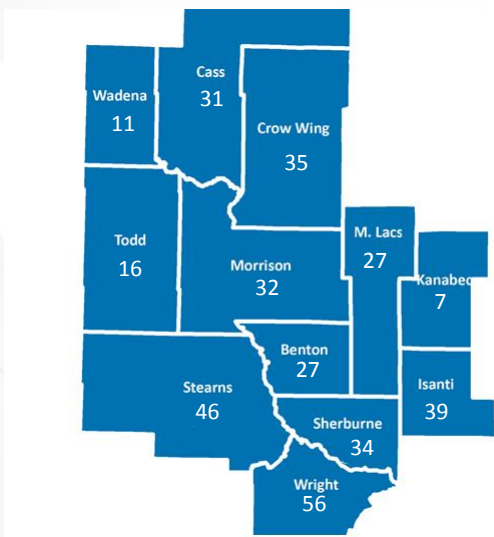
*Thank you for your time.
Please return your completed evaluation to the registration table
or email or fax to Linda Dolan at ldolan@umn.edu and (612)625-6381.*



East Central Minnesota Regional Crash Data

April 5, 2018

East Central MN Fatalities, 2013-2017*

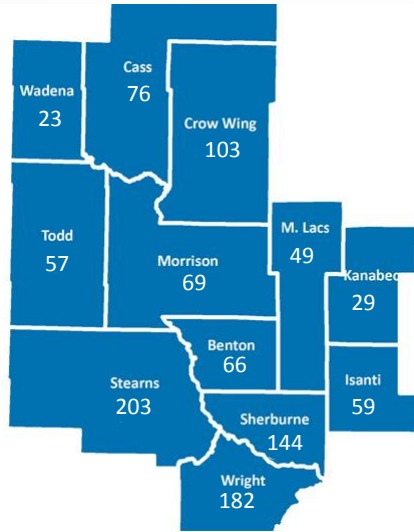


Region Totals	
2013	69
2014	75
2015	83
2016	63
2017*	71



*2017 data are preliminary

East Central MN Serious Injuries, 2013-2017*



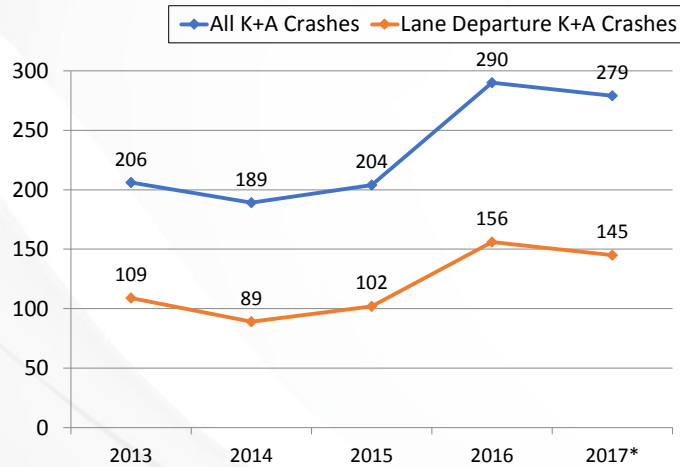
Region Totals	
2013	187
2014	151
2015	175
2016	278
2017*	269

Note: New injury definitions were introduced in MNCrash beginning in 2016 to align with national standard definitions.

*2017 data are preliminary



Lane Departure Crashes

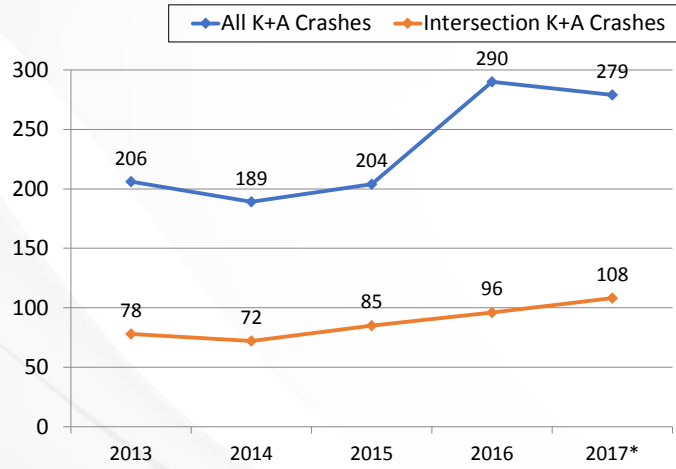


*2017 data are preliminary





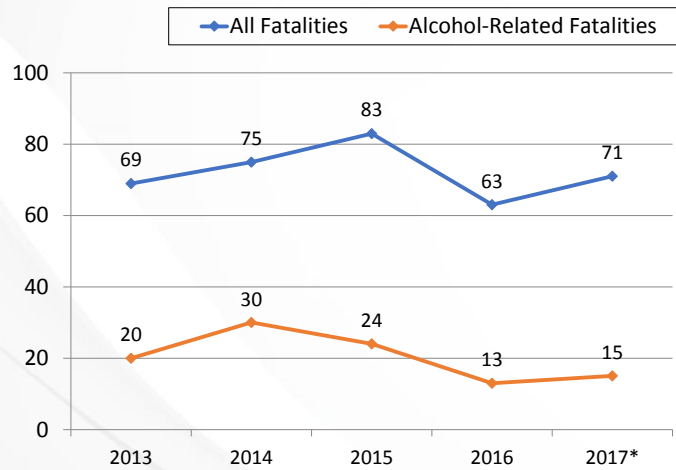
Intersection Crashes



*2017 data are preliminary



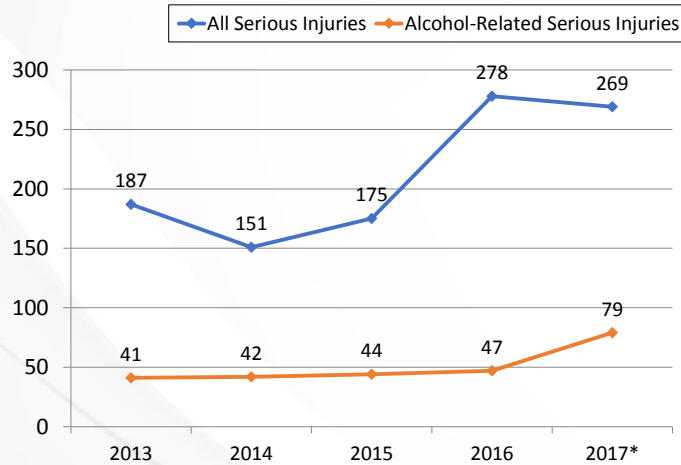
Alcohol-Related Fatalities



*2017 data are preliminary



Alcohol-Related Serious Injuries†



† New injury definitions were introduced in MNCrash beginning in 2016 to align with national standard definitions. The numbers of reported injuries at various classifications of injury severity are not directly comparable to earlier years.

* 2017 data are preliminary



Alcohol-Related Target Audience

Who?

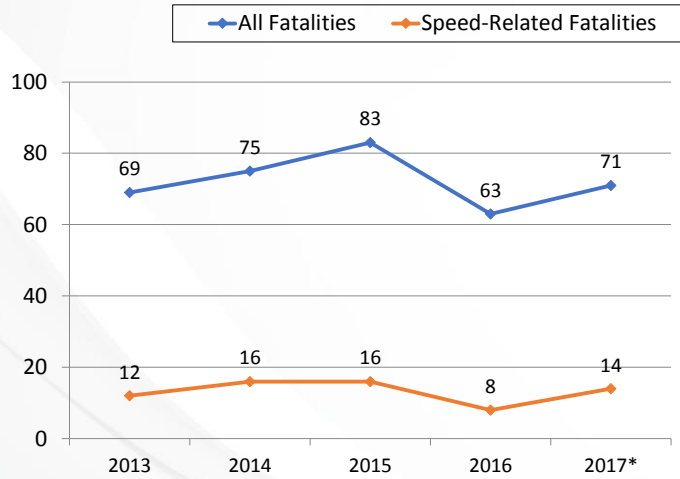
- Young adults (age 21-35)—31% of alcohol-related fatalities
- Men—80% of alcohol-related fatalities

When?

- 6 PM – 2 AM
- Weekends (Friday, Saturday, and Sunday)



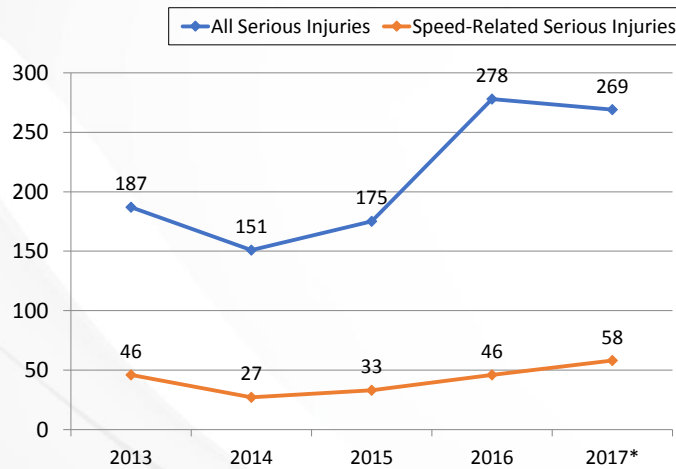
Speed-Related Fatalities



*2017 data are preliminary



Speed-Related Serious Injuries†



† New injury definitions were introduced in MNCrash beginning in 2016 to align with national standard definitions. The numbers of reported injuries at various classifications of injury severity are not directly comparable to earlier years.

* 2017 data are preliminary



Speed-Related Target Audience

Who?

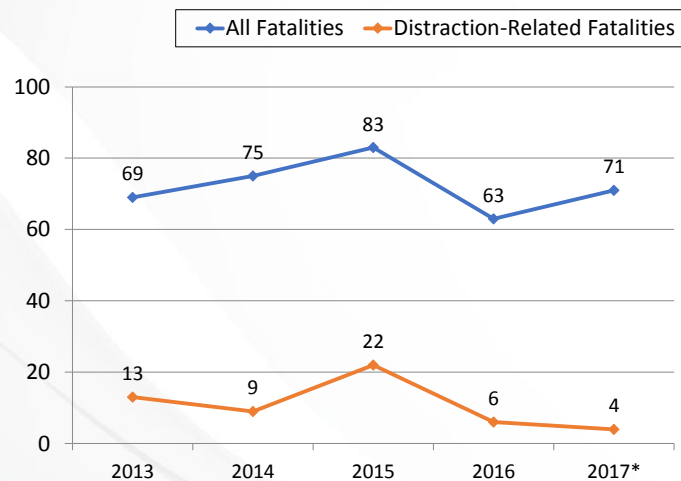
- Teens and young adults (age 16-30) make up half of fatalities and serious injuries
- Men—almost 75% of fatalities and serious injuries

When?

- Afternoon and evening—almost half occurred between 2 PM and 10 PM
- Weekends (Friday, Saturday, and Sunday)



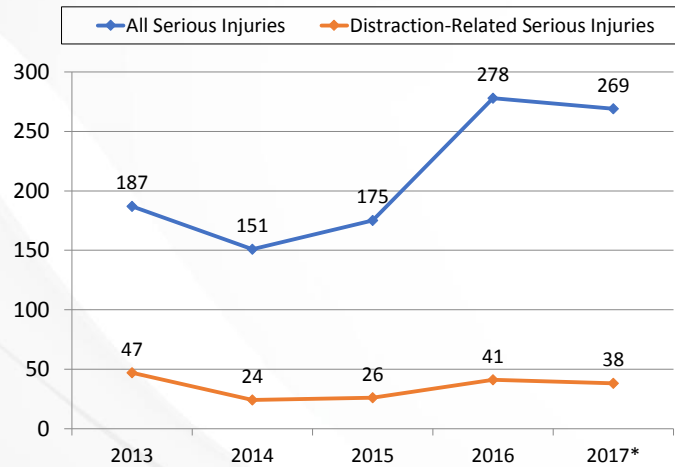
Distraction-Related Fatalities



*2017 data are preliminary



Distraction-Related Serious Injuries†



† New injury definitions were introduced in MNCrash beginning in 2016 to align with national standard definitions. The numbers of reported injuries at various classifications of injury severity are not directly comparable to earlier years.

* 2017 data are preliminary



Distraction-Related Target Audience

Who?

- All ages
- Men—64% of fatalities and serious injuries

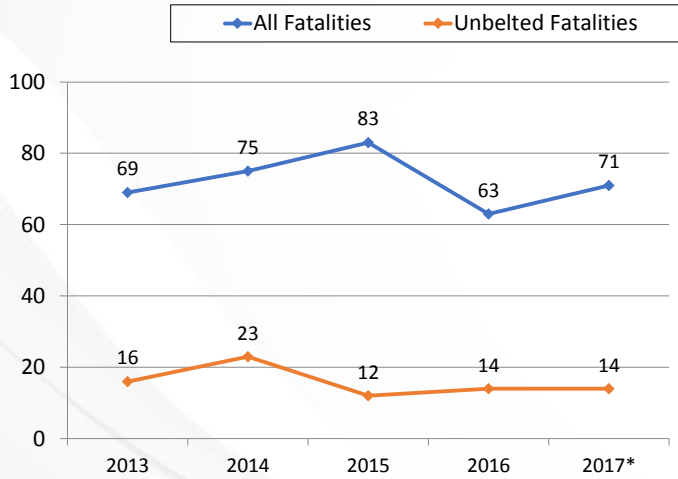
When?

- “Work hours” (10 AM – 6 PM)





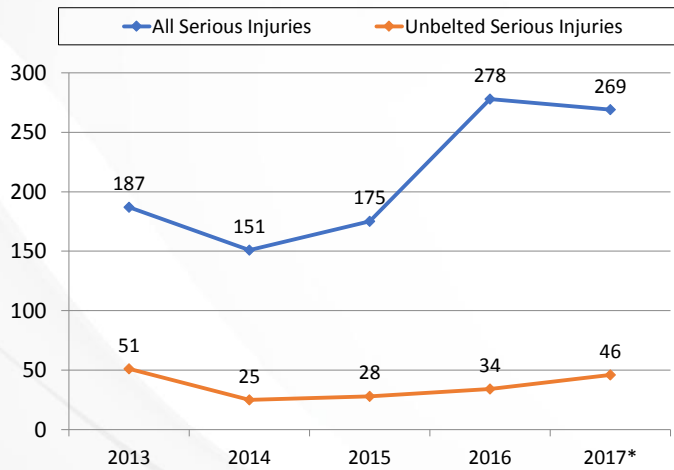
Unbelted Fatalities



*2017 data are preliminary



Unbelted Serious Injuries†



† New injury definitions were introduced in MNCrash beginning in 2016 to align with national standard definitions. The numbers of reported injuries at various classifications of injury severity are not directly comparable to earlier years.

* 2017 data are preliminary



Seat Belt Target Audience

Who?

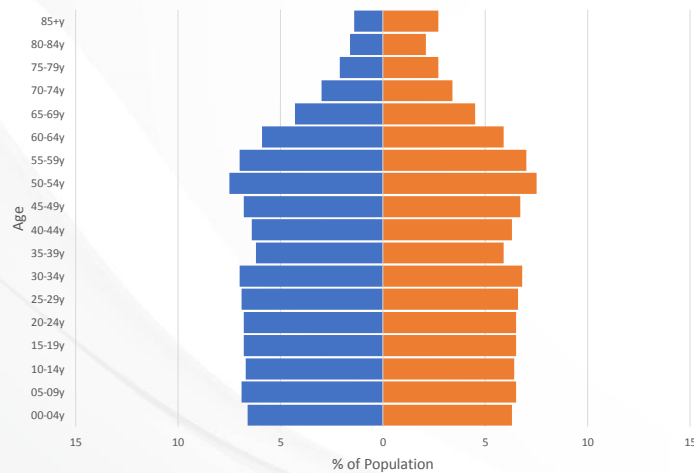
- Teens and young adults (age 16-35) make up more than half of fatalities and serious injuries
- Men account for 71% of fatalities and serious injuries

When?

- Weekends (Friday, Saturday, and Sunday)



Population of Minnesota, 2015*

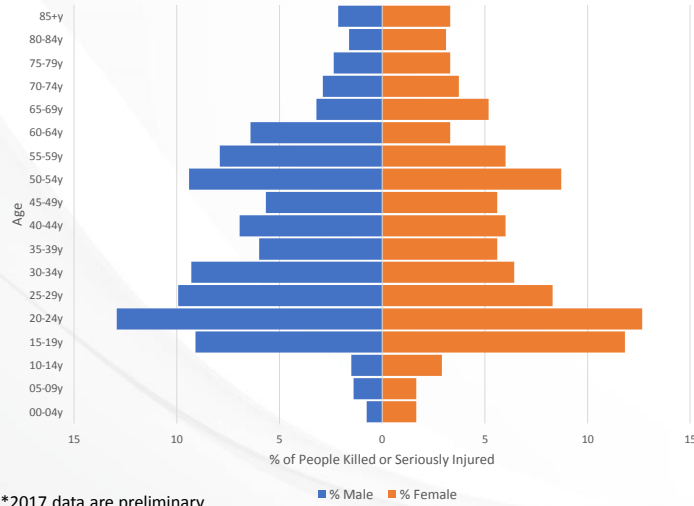


*Population data from the MN State Demographic Center

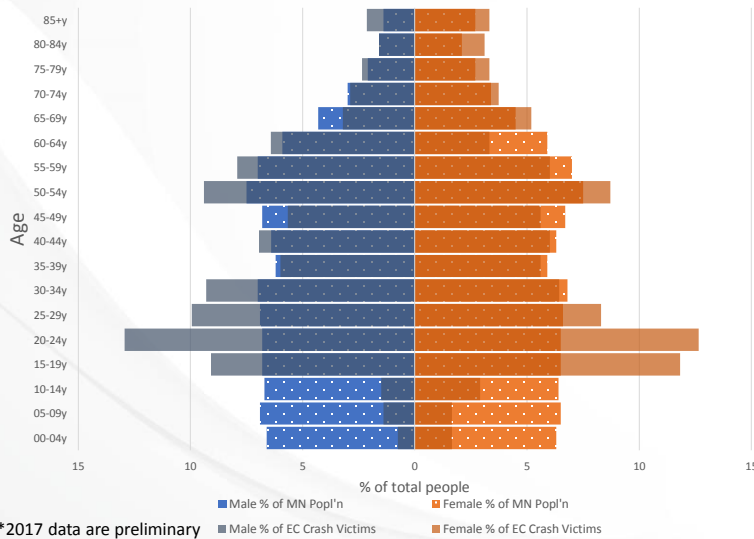
■ % Male ■ % Female



People Killed or Seriously Injured – East Central Region 2013-2017*



MN Population and East Central Crash Victims, 2013-2017*



East Central Minnesota Key Findings

- Compared to 2016, fatalities were up but serious injuries were down in 2017
- The “Big Four” remain a challenge
 - Impairment
 - Distraction
 - Seat belt use
 - Speed
- Teens and young adults continue to be overrepresented in crashes



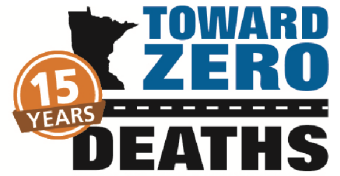
Additional Resources

- **Minnesota Toward Zero Deaths**
 - www.MinnesotaTZD.org
- **Strategic Highway Safety Plan**
 - www.mndot.gov/TrafficEng/Safety/SHSP
- **Minnesota Crash Facts**
 - <https://dps.mn.gov/Divisions/OTS>



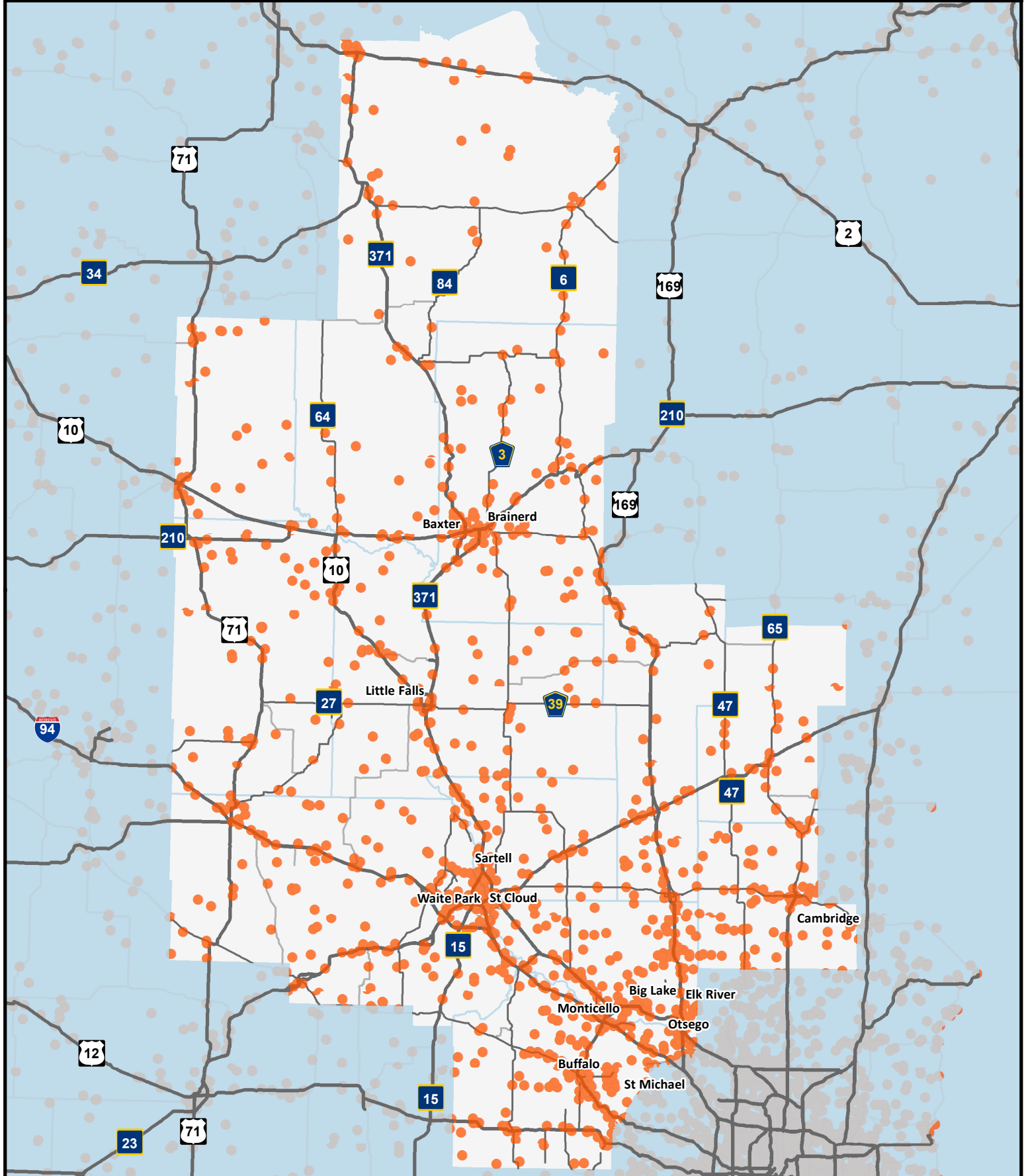
East Central TZD Region

Fatal and Serious Injury Crashes, 2013-2017



2017 data preliminary: March, 2018.

Locations within one mile of the site of crash.

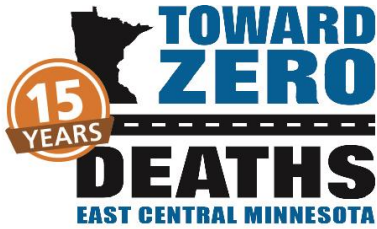


East Central TZD Region Crash Data, 2013 to 2017*

County	Injuries		Distracted		Alcohol		Speed		Unbelted	
	Killed	A Inj.	Killed	A Inj.	Killed	A Inj.	Killed	A Inj.	Killed	A Inj.
Benton	27	66	3	14	10	14	3	10	5	12
Cass	31	76	2	15	14	21	10	22	7	20
Crow Wing	35	103	7	18	7	22	6	20	8	14
Isanti	39	59	8	8	10	11	7	8	5	16
Kanabec	7	29	2	6	2	6	0	4	3	5
Mille Lacs	27	49	6	9	9	7	4	12	5	13
Morrison	32	69	3	8	9	22	4	16	9	14
Sherburne	34	144	2	30	6	43	8	25	5	11
Stearns	46	203	9	37	9	50	13	43	10	32
Todd	16	57	4	9	8	23	0	16	8	15
Wadena	11	23	2	1	3	6	2	7	3	7
Wright	56	182	6	21	15	28	9	27	11	25

County	Lane Departure		Intersection		Motorcycle		Pedestrian		Bicyclist	
	Killed	A Inj.	Killed	A Inj.	Killed	A Inj.	Killed	A Inj.	Killed	A Inj.
Benton	12	38	14	30	2	7	6	5	0	1
Cass	22	54	4	14	2	6	2	2	1	0
Crow Wing	21	56	12	37	10	24	0	3	0	5
Isanti	22	31	14	25	12	8	3	1	1	2
Kanabec	3	24	1	6	1	7	0	0	0	0
Mille Lacs	12	22	11	24	4	5	2	1	1	0
Morrison	15	36	15	23	1	8	0	2	0	2
Sherburne	18	72	15	69	5	33	3	11	0	1
Stearns	18	91	23	78	6	38	5	18	2	8
Todd	9	34	7	13	0	11	2	4	0	1
Wadena	7	11	4	12	1	3	1	2	0	0
Wright	24	81	19	76	6	32	4	13	0	2

* 2017 data are preliminary



East Central Minnesota Toward Zero Deaths Regional Strategic Plan

Mission

To move East Central Minnesota toward zero deaths on our roads, in a partnership with area education, enforcement, engineering and emergency services representatives.

Goal 1 – Reduce TZD Fatality and Serious Injuries

To continuously decrease traffic related fatalities and serious injuries in East Central Minnesota from the past **5-year averages** 2013-2017* of 72 fatalities and 212 serious injuries. Note: New injury definitions were introduced in 2016 and may have contributed to a higher reported number of serious injuries.

Objectives

- A. To continuously increase regional seatbelt use rates.

The statewide average was **92% in 2017**.

The regional seat belt rate was **86.01% in April 2017**.

The last survey finding of 84.1%, was in April 2016.

Goal: to achieve 90% compliance by next study.

- B. To examine the characteristics of the unbelted fatalities and serious injuries. Calculation of seat belt use in fatal and serious crashes is possible with existing data.

- C. To continuously decrease the following:

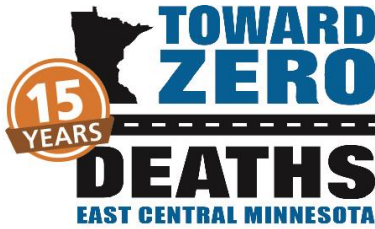
5-year averages (2013-2017*) in East Central Region - Baseline Data

Contributing Factors:

	Alcohol	Speed	Distraction	Total
Fatalities	20	13	11	72
Fatal Crashes	17	12	10	67
Severe Injuries	51	42	35	212
Severe Injury Crashes	39	34	26	166

Note: a crash may have more than one of the above listed or additional contributing factors

**2017 data are preliminary.*



East Central Minnesota Toward Zero Deaths Regional Strategic Plan

Total East Central Region - Baseline

	Fatalities	Fatal Crashes	Severe Injuries	Severe Injury Crashes
2017* Totals	71	69	269	210
2013-2017*	361	337	1,060	831

Region Goal 2- TZD Partnership Goals

To continuously increase TZD awareness and partnerships across East Central Minnesota for both the general public and traffic safety professionals

1. Establish the vision of TZD as a priority for all region, county, city (government agencies)
 - A. Engage local government involvement in TZD steering committee and workshops
 - B. Educate/promote traffic safety awareness of city/county officials
 - C. Promote City/county employee education/policies that facilitate the TZD vision

(Activities: Recruitment of city and county to attend TZD event, giving TZD presentations to boards/councils, mailings/connections to Network of Employers for Traffic Safety (NETS))

2. Create and strengthen partnerships in the region
 - A. Engage stakeholders
 - B. Develop networking relationships
 - C. Recruit membership of the TZD partnership

(Activities: EMS Conference booth/presentation, regional workshop, calendar, statistics, workshop and engage RTAC)

3. Promote and implement effective traffic safety initiatives in the region
 - A. Develop and distribute resource materials
 - B. Provide enforcement wave support in community
 - C. Promote evidence based countermeasures
 - D. Collect data and statistics within region
 - E. Implement best practices within region

(Activities: web, brochure, one-pagers, presentations, news advisories, workshop, seatbelt observational survey and omnibus survey, media messaging and media events, news releases re: activities woven into existing messages, worksite education and policy development, parent component to drivers education, sober cab development, youth enforcement and education activities)

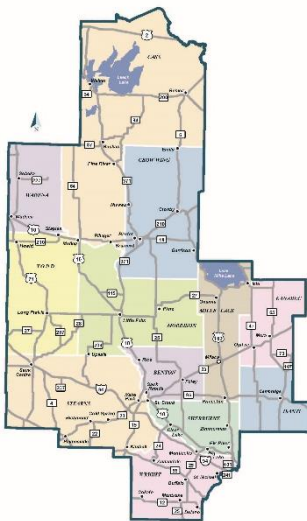
**2017 data are preliminary.*

Mission:

To create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement and emergency medical and trauma services. These efforts will be driven by data, best practices and research.

Values:

- ❖ Continuous Improvements
- ❖ Engaged Partners
- ❖ Evidence-based Approaches

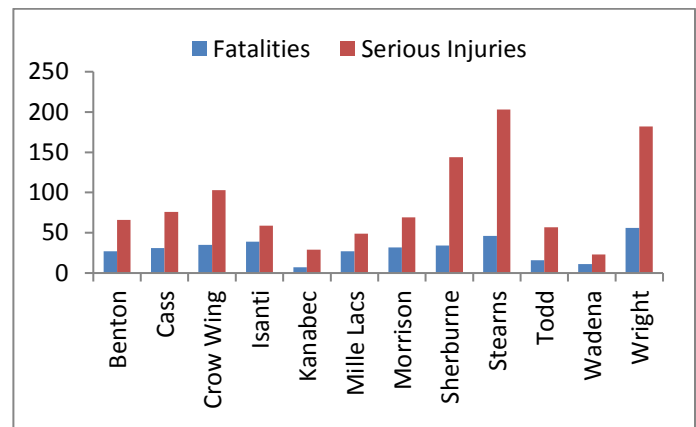


The East Central Minnesota Toward Zero Deaths (TZD) program has been developing for five years. The counties involved include: Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena and Wright.

The leading cause of deaths and severe injuries in East Central Minnesota include:

- ❖ **Lack of Seatbelt Use**
- ❖ **Impaired Driving**
- ❖ **Speed and Aggressive Driving**
- ❖ **Inattentive Driving**

East Central Minnesota Fatals and Serious Injuries
by County (2013-2017*)



The leading type of crash resulting in deaths and severe injuries include:

- ❖ **Run off the Road**
- ❖ **Impaired Driving**

The East Central Minnesota TZD program is led by a steering committee comprised of the "4 Es:"

- ❖ Enforcement
- ❖ Engineering
- ❖ Education
- ❖ EMS / Emergency Medical & Trauma Services

East Central Minnesota TZD Leadership Contacts

Engineering

Dan Anderson
MnDOT District Engineer
218-828-5703
daniel.d.anderson@state.mn.us

Enforcement

Captain Joe Dwyer
Minnesota State Patrol
218-316-3022
joseph.dwyer@state.mn.us

Education/EMS

Tom Nixon
East Central Minnesota TZD
Coordinator
218-828-5830
thomas.nixon@state.mn.us

www.minnesotatzd.org

*2017 data are preliminary.

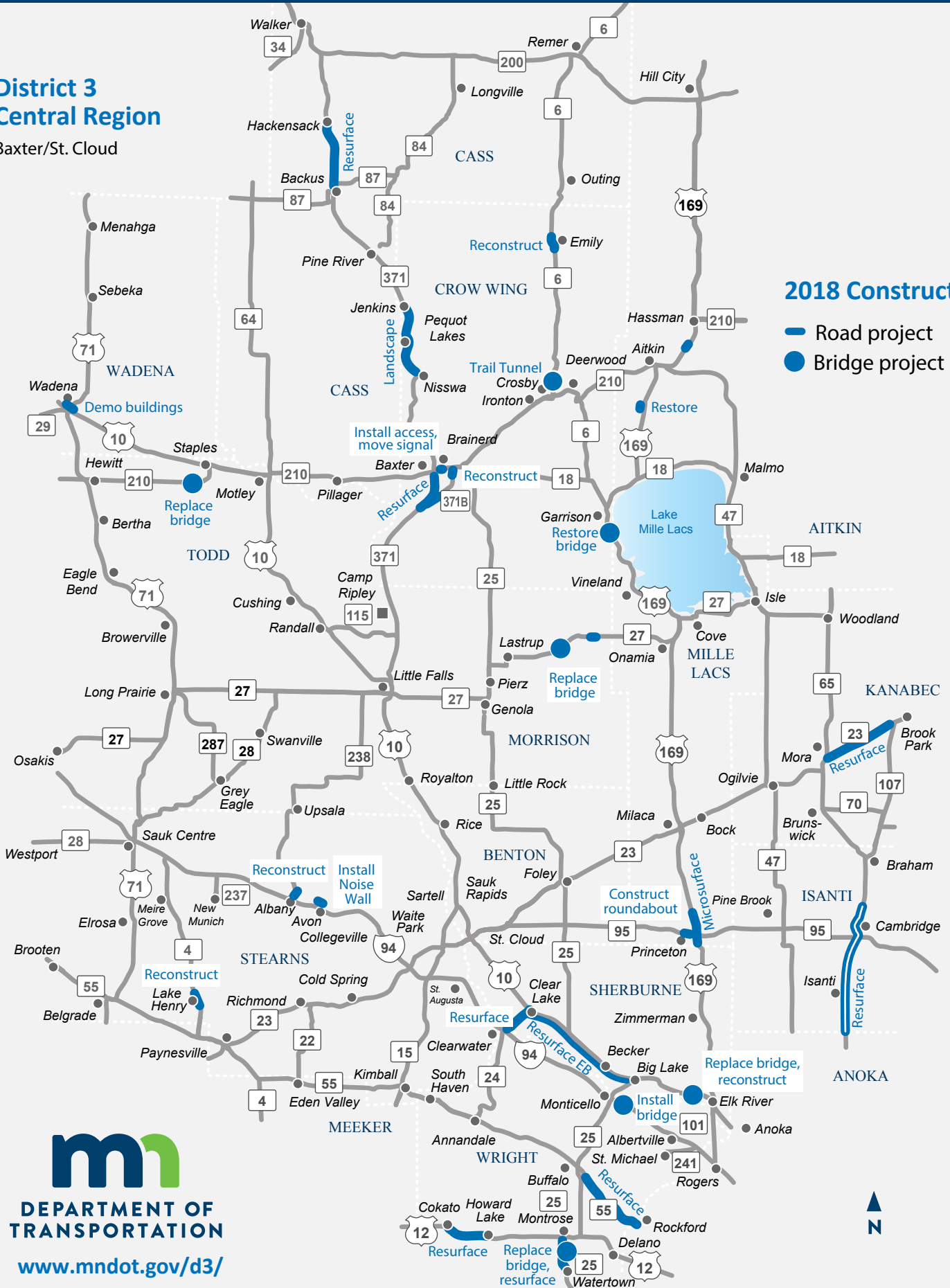
2018 Central Minnesota Construction Projects

District 3 Central Region

Baxter/St. Cloud

2018 Construct

- Road project
- Bridge project





District 3—Central Region

Baxter/St. Cloud

Contact: JP Gillach, 218-828-5706

Follow on Twitter: @MnDOTcentral

james.gillach@state.mn.us

Mndot.gov/d3

Hwy 4

Location: Lake Henry

Description: Reconstruct and redesign road from Ball Park St to Cartway Dr, construct new boulevard, move power poles outside of curb line, improve pedestrian access, improve underground utilities

Cost: \$1.1 million

Date: April–Sept

Impact: Detour, truck detour

Benefit: Smoother ride, improved safety, extend life of roadway

mndot.gov/d3/2018/lakehenry/

Hwy 6

Location: Crosby

Description: Install tunnel beneath Hwy 6 just north of downtown Crosby. City-led project.

Cost: \$700,000

Date: Fall

Impact: Hwy 6 closed N of Crosby, detour

Benefit: Improve safety at Hwy 6/Cuyuna Trail crossing

Hwy 6

Location: Emily

Description: Reconstruct Hwy 6 and Hwy 6/CR 1 intersection, install new curb/gutter and sidewalk, storm water holding pond, underground pipes, improve drainage to eliminate roadway ponding, improve pedestrian safety and accessibility

Cost: \$2.1 million

Date: April–Oct

Impact: NB Hwy 6 open on narrow, temporary lanes, SB Hwy 6 detoured, local roads intermittently close at Hwy 6, all businesses remain accessible at all times

Benefit: Redesign roadway, smoother ride, extend life of roads, improve drainage and safety

More information:

www.mndot.gov/d3/emily

Hwy 10

Location: Clear Lake to Big Lake

Description: Reclaim/resurface 14 miles of EB Hwy 10 from Lakeshore Dr in Big Lake to Hwy 24 in Clear Lake, install new Reduced Conflict Intersection at Hwy 10/CR 23 in Becker, extend turn lanes, repair underground pipes, improve pedestrian accessibility

Cost: \$9.4 million

Date: June–Oct

Impact: Both directions of Hwy 10 reduced to a single lane 24/7 with head-to-head traffic on WB side of road, intermittent lane closures, longer-life pavement

Benefit: Smoother ride, extend life of roadway, improve safety, drainage and accessibility

More information:

mndot.gov/d3/2018/clearlaketobiglake

Hwy 10

Location: Elk River

Description: Replace bridges over Lake Orono, reconstruct Hwy 10/Joplin St intersection, resurface Xenia St NW to Joplin St NW, pave new trail segment, improve pedestrian accessibility, improve drainage

Cost: \$9.8 million

Date: July 2017–Oct 2018

Impact: EB Hwy 10 reduced to a single lane, WB Hwy 10 two lanes open at most times, narrow lanes, reduced speed limit, lane closures, flaggers

Benefit: Preserve important river/lake crossing, extend life of road, smoother ride, improve pedestrian accessibility, improve safety, improve drainage, two new bridges, new trail provides safe access across river

More information:

mndot.gov/d3/h10orono/

Hwy 10

Location: Wadena

Description: Building demolition

Cost: \$104,712

Date: Spring

Impact: Intermittent lane or shoulder closures, trucks hauling debris

Benefit: Prepare for future Hwy 10 reconstruction project

More information:

www.mndot.gov/d3/wadena

Hwy 12

Location: Cokato to Howard Lake

Description: Resurface from 7th St E in Cokato to 13th Ave in Howard Lake, upgrade guardrail, restripe at entrance to future development

Cost: \$1.6 million

Date: May–June

Impact: Hwy 12 reduced to single lane, flaggers, pilot cars, potential 20 minute delays

Benefit: Extend life of road, smoother ride, improve safety

More information:

mndot.gov/d3/cokato

Hwy 18

Location: W of Garrison

Description: Restore historic Kenney Lake roadside overlook

Cost: \$359,500

Date: Spring/summer

Impact: Parking area closed as needed

Benefit: Preserve historic wayside rest

More information:

mndot.gov/roadsides/historic

Hwy 23

Location: Mora westward to Hwy 107

Description: Resurface from Hwy 65 in Mora to Hwy 107 near Brook Park, install new turn lanes, upgrade guardrail, new curb and gutter near Hwy 65

Cost: \$2 million

Date: July–Sept

Impact: Hwy 23 reduced to single lane, pilot cars, flaggers

Benefit: Extend life of road, smoother ride, improve safety and drainage

Hwy 24

Location: Clearwater to Clear Lake

Description: Resurface from 179th St (W of I-94) in Clearwater to Henry St in Clear Lake, upgrade signal systems, improve pedestrian accessibility. In Clear Lake: new sidewalk, curb, intersection changes near RR crossing W of Hwy 10

Cost: \$1.8 million

Date: April–Aug

Impact: Hwy 24 reduced to single lane overnight, flaggers, pedestrian detours

Benefit: Smoother ride, improve safety and accessibility, extend life of roadway

More information:

mndot.gov/d3/hwy24/

Hwy 24

Location: Clearwater

Description: New Hwy 24 bridge over Mississippi River

Cost: \$17.4 million

Date: July 2015–June 2018

Impact: Minimal, new bridge now open

Benefit: New bridge, improve safety for motorists and pedestrians

More information:

mndot.gov/d3/hwy24

Hwy 24

Location: Clearwater

Description: Landscape near new bridge

Cost: \$17.4 million

Date: Summer–fall

Impact: Minimal.

Benefit: New bridge, improve safety for motorists and pedestrians

More information:

mndot.gov/d3/hwy24

Hwy 25

Location: 7th St S in Montrose to CR 10 in Watertown

Description: Resurface 8 miles, replace underground pipes, replace box culvert bridge, install new LED stop signs at Hwy 25/CR 30, upgrade guardrail, install rumble and mumble strips

Cost: \$2.6 million

Date: May–Aug

Impact: Segments of Hwy 25 close, detours, lane closures, pilot cars, flaggers

Benefit: Extend life of road, smoother ride, improve safety and drainage, repair slope with erosion problem

More information:

mndot.gov/d3/2018/h25

Hwy 27

Location: E of Lastrup, near CR 47

Description: Replace bridge over Skunk River tributary with new box culvert bridge, install new guardrail

Cost: \$539,000

Date: June–Aug

Impact: Hwy 27 closed, detour, flaggers

Benefit: New bridge, improved water flow, less maintenance, wider shoulders, upgrade guardrail, preserve roadway, improve safety

More information:

mndot.gov/d3/2018/h27

Hwy 27

Location: Hwy 27/CR 8 intersection, E of Lastrup

Description: Install rural intersection conflict warning system

Cost: \$130,000

Date: Summer

Impact: Lane closures, flaggers

Benefit: Improve safety

Hwy 55

Location: Buffalo to Rockford

Description: Reconstruct from Division St in Buffalo to Electric Dr/Autumn Oaks Dr in Rockford (7 miles), resurface Electric Dr/Autumn Oaks Dr to Crow River bridge in Rockford (.5 miles), replace or repair underground pipes, upgrade guardrail, upgrade road signs, repair or replace segments of sidewalk Ash St to Walnut Pl in Rockford

Cost: \$4.8 million

Date: June-Oct; detour July-Aug

Impact: Hwy 55 Division St in Buffalo to Electric Dr/Autumn Oaks Dr in Rockford closed, detour; short-term intermittent lane closures Electric Dr/Autumn Oaks Dr to Crow River bridge in Rockford; all businesses and residents remain accessible throughout project

Benefit: Smoother ride, full-depth reclamation results in long-life pavement, improve safety, drainage and pedestrian accessibility

More information:

mndot.gov/d3/2018/h55/

Hwy 65

Location: 245th Ave (S of Isanti, near East Bethel) to 357th Ave (N of Cambridge)

Description: Resurface 14.5 miles of Hwy 65, extend turn lanes, improve intersections, improve pedestrian accessibility, repair or replace culverts

Cost: \$12.8 million

Date: July 2017–June 2018

Impact: Hwy 65 reduced to single lane, heavy equipment and trucks hauling

Benefit: Smoother ride, improve safety, drainage and accessibility

More information:

mndot.gov/d3/h65isanti/

I-94

Location: Avon

Description: Construct noise barrier along WB I-94, W of CR 9

Cost: \$1.8 million

Date: Spring-summer

Impact: Off-roadway work

Benefit: Reduce road noise in adjacent community

More information:

www.mndot.gov/environment/noise

I-94

Location: Rogers to Osakis

Description: Install alternate route signs along county, city roads

Cost: \$137,000

Date: April–July

Impact: Shoulder closures

Benefit: Improve mobility and safety when I-94 lanes close for an extended period of time due to an emergency

More information: mndot.gov/d3/i94

I-94

Location: Monticello to Clearwater

Description: Diamond grind driving lanes

Cost: \$1.2 million

Date: Spring-summer 2018

Impact: Non-rush hour lane closures

Benefit: Smoother ride

mndot.gov/d3/i94

I-94

Location: Monticello, between Hwy 25 interchange and CR 18/39 interchange

Description: New bridge spans I-94, new local road connects Fallon Ave to 7th St, three new roundabouts, sidewalk and trail connections, city-led project

Cost: \$6 million

Date: April-Nov

Impact: Local road closures and detours, I-94 lane closures

Benefit: New bridge spans new local road across I-94, decrease congestion, improve mobility and safety for motorists and pedestrians, improved access to business park on S side of I-94

More information:

www.ci.monticello.mn.us/fallon

Hwy 95

Location: Princeton

Description: Install new roundabout at Hwy 95/CR 157 (21st Ave); city-led project

Cost: \$1.6 million

Date: Summer 2018

Impact: Hwy 95 closed, detour, lane closures, flaggers

Benefit: Improve safety, mobility, traffic flow, access to commercial development

More information:

mndot.gov/d3/2017/princeton/

Hwy 169

Location: Garrison

Description: Restore historic bridge

Cost: \$1.6 million

Date: July 9–fall

Impact: Single-lane, head-to-head traffic on southbound side of road

Benefit: Preserve historic structure

More information:

mndot.gov/d3/2018/garrison

Hwy 210

Location: Baxter

Description: New Hwy 210/Cypress Dr intersection; part of larger city-led project

Cost: \$7.5 million

Date: 2018-2019

Impact: Shoulder closures, lane closures

Benefit: Improve mobility in Baxter

Hwy 210/169

Location: 3 miles NE of Aitkin at Sissabagamah Creek

Description: Replace box culvert bridge

Total Cost: \$1.2 million

Date: Spring

Impact: Lane closures, flaggers

Benefit: New, lower maintenance bridge

Hwy 210

Location: W of Staples

Description: Replace bridge over Moran Brook, E of CR 9

Cost: \$495,000

Date: June-Aug

Impact: Hwy 210 closed, detour; watch for horse and buggy traffic

Benefit: New bridge, improved water flow, less maintenance, wider shoulders, upgrade guardrail, preserve roadway, improve safety

More information:

mndot.gov/d3/2018/h210/

Hwy 238

Location: Albany

Description: Reconstruct from Railroad Ave to N of Lake Ave, replace underground utilities, upgrade sidewalk

Cost: \$1.2 million

Date: June–Sept

Impact: Hwy 238 closed, detour

Benefit: Smoother road, improve drainage, improve pedestrian safety and accessibility

More information:

www.mndot.gov/d3/2018/albany

Hwy 371

Location: Baxter, Brainerd

Description: Resurface from S of Hwy 210 to S of 50th Ave SW

Cost: \$3.3 million

Date: June–Aug 2018

Impact: Segments of Hwy 371 reduced to single lane up to 24 hours, reduced speed limits

Benefit: Smoother ride

More information:

www.mndot.gov/d3/2018/h371

Hwy 371

Location: Backus to Hackensack

Description: Reconstruct from S junction of Hwy 87 to CR 40, replace or repair underground pipes

Cost: \$3 million

Date: Aug–Oct

Impact: Detour adds 22 miles to trip while Hwy 371 from Hwy 87 to CR 40 closes; Hwy 371 CR 40 northward reduced to single lane, flaggers

Benefit: Smoother ride, long-life pavement with reduced maintenance and lifecycle costs, improve drainage

More information:

www.mndot.gov/d3/2018/h371

Hwy 371

Location: Nisswa to Jenkins

Description: Landcape

Cost: \$500,000

Date: Fall 2018–spring 2019

Impact: Shoulder closures

Benefit: Establish turf, erosion control

More information:

mndot.gov/d3/hwy371

Hwy 371/371B interchange

Location: S of Baxter

Description: Resurface interchange

Cost: \$800,000

Date: Fall 2018

Impact: Lane closures, flaggers

Benefit: Smoother ride

Hwy 371B/S 6th St

Location: Brainerd

Description: Reconstruct and redesign from Hwy 210/Washington St to Joseph St; improve signals, lighting, underground utilities, RR crossing, pedestrian crossings/sidewalks

Cost: \$5.7 million

Date: April–Oct 2018

Impact: Roads closed and detoured, pedestrian detours, truck route

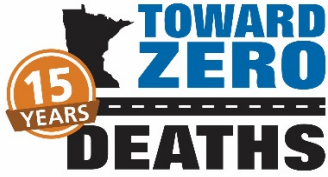
Benefit: Improve traffic flow, safety, city underground utilities, drainage, accessibility; smoother ride

More information: mndot.gov/d3/brd/



Useful Links

- [Realtime road conditions](http://Realtime road conditions 511mn.org)
511mn.org
- [Statewide roadwork](http://Statewide roadwork mndot.gov/roadwork/current)
mndot.gov/roadwork/current
- [Central Mn roadwork](http://Central Mn roadwork mndot.gov/d3/construct.html)
mndot.gov/d3/construct.html
- [Central Mn Twitter news feed](http://Central Mn Twitter news feed Twitter.com/MnDOTcentral)
Twitter.com/MnDOTcentral
- [Work zone safety tips](http://Work zone safety tips mndot.gov/workzone/)
mndot.gov/workzone/
- [Project email updates](http://Project email updates mndot.gov)
mndot.gov
- [Contact us](http://Contact us mndot.gov/d3)
mndot.gov/d3



**Keep this Statement
for your records.**

**Center for Transportation Studies
University of Minnesota
Professional Development Hours Credit Statement for Registrant Records**

This form is for your use in maintaining a record of the hours that may qualify as PDHs by attending session(s) at this meeting. Complete this form and retain it. **Please do not return it to the Center for Transportation Studies.**

We recommend that you save the Final Program for your records should the licensure or certification agency request information from you. Reporting is done on an honor basis, and members are responsible for maintaining their own records. **Please keep this completed form and the Final Program for your records.**

Many licensure and certification agencies require the demonstration of continuing professional competency. The Minnesota Board does not pre-approve courses and activities, however to the best of our knowledge this course/activity meets the continuing education requirements outlined in MN Statute 326.107. Final discretion is up to the Board.

The table below shows the professional development hours (PDH) that can be earned for the continuing education activities included in the Center for Transportation Studies **East Central Toward Zero Deaths Regional Workshop held in St. Cloud, MN on Thursday, April 5, 2018.**

SESSIONS				
DAY	TIME	TITLE	HOURS AVAILABLE	HOURS EARNED
April 5, 2018	9:15am-10:00am	The Breakdown: Regional TZD Data	0.75	
	10:15am-11:30am	The Teenage Brain and Risk Reduction: Connecting the Dots	1.25	
	11:30am-12:00pm	DAM is All It Took	0.50	
	12:30pm-1:15pm	Bad Bad Highway – or is it?	0.75	
	1:15pm-1:30pm	15 Years of Minnesota TZD	0.25	
	1:30pm-2:15pm	Trauma Care for Everyone Tots in the Big World	0.75	
	2:15pm-2:45pm	What Did You Do?	0.50	
Total PDH Units:			4.75	

Name: _____

Date: _____

**Proof of Completion
Peace Officer Standards and Training Credit (POST)
Course Number: 10211-0050**

Name of Program: East Central Toward Zero Deaths Regional Workshop

Dates: April 5, 2018

Location: CentraCare South Point, St. Cloud, MN

This conference has been approved for Minnesota Board of Peace Officer Standards and Training (POST) credit. Anyone interested in obtaining this credit must complete this Post Credit form and **keep it in your records** for proof of completion.

This is to certify that I was in attendance for the sessions indicated below:

___ I attended the April 5, 2018 event and will receive 5.0 POST credits for my participation.

Name (First) (M.I.) (Last)

Affiliation

Signature Date

As of July 2016, the Minnesota Board of Peace Officers tracks the CE credits of officers. The Minnesota TZD program staff will submit the TZD regional workshop rosters to POST for CE credit tracking. Officers are expected to keep certificates or other proof of completion documents for the course/workshop they attend.

KEEP THIS FOR YOUR RECORDS



MINNESOTA TOWARD ZERO DEATHS

TZD'S STATEWIDE GOAL: Fewer than 300 fatalities and 850 serious injuries on Minnesota's roads by 2020

Key accomplishments

- A 45 percent reduction in the number of traffic deaths since TZD was launched in 2003.
- A statewide seat belt use rate of 92 percent.
- Passage of stronger traffic safety policies related to seat belt use, texting while driving, ignition interlock, graduated driving licensing, impaired driving, and speeding in work zones.
- Eight regional partnerships statewide that collaborate and build local relationships to implement TZD.
- A statewide trauma system enabling 99 percent of Minnesotans to reach a trauma hospital within 60 minutes.
- Implementation of low-cost, high-benefit strategies for intersection and lane-departure crashes on state and local roads.
- More than 900 statewide conference participants annually.

WHAT IS THE MINNESOTA TOWARD ZERO DEATHS PROGRAM?

Minnesota TZD is the state's cornerstone traffic safety program that employs an interdisciplinary approach to reducing traffic crashes, injuries, and deaths on Minnesota roads. The program's vision is to reduce fatalities and serious injuries to zero.

The program is a partnership between the Minnesota Departments of Public Safety, Transportation, and Health; the University of Minnesota; and other stakeholders.

Minnesota TZD works to create a culture in which traffic deaths and serious injuries are no longer acceptable through the integrated application of the "4Es": Education, Enforcement, Engineering, and Emergency Medical and Trauma Services. The program also uses data to target areas for improvement, employ proven countermeasures, implement best practices, and advance innovations and new technologies.



Program goals

- Pursue public support of traffic safety as a priority
- Strengthen TZD as a priority for all units of government and traffic safety partnerships
- Promote and implement effective traffic safety initiatives

Traffic safety is everyone's responsibility: Get involved!

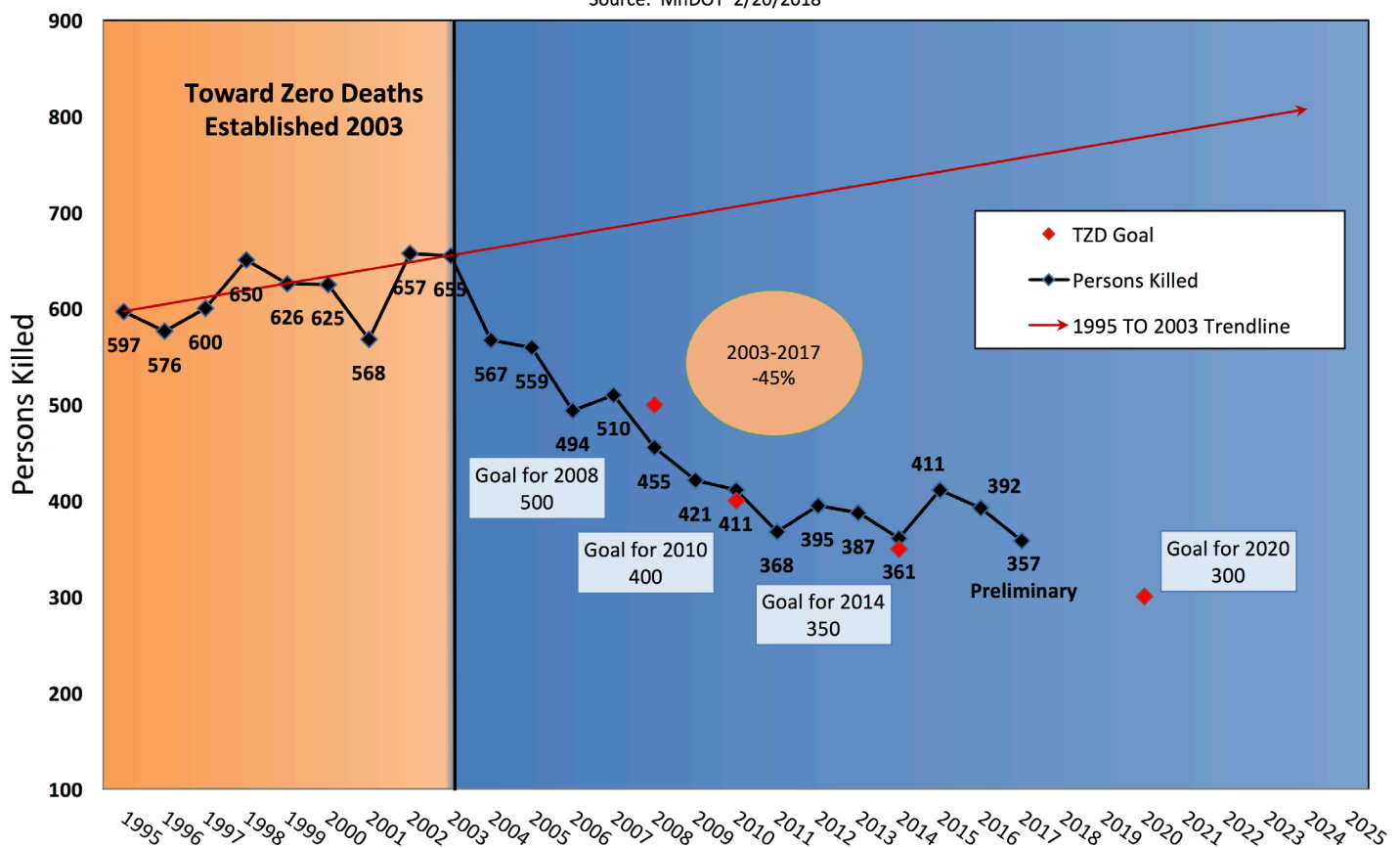
- Contact your regional TZD coordinator and/or participate in a local TZD safety coalition (minnesotatzd.org/initiatives/regions).
- Attend the annual statewide TZD conference and/or regional workshops (minnesotatzd.org/events).
- Attend the TZD stakeholder breakfasts in person or participate online (minnesotatzd.org/events/breakfasts).
- Request to be added to the TZD mailing list: ldolan@umn.edu.

For more information

- Contact Linda Dolan, Program Coordinator, 612-626-9587, ldolan@umn.edu
- Contact Kristine Hernandez, Statewide TZD Program Coordinator, 507-286-7601, kristine.hernandez@state.mn.us
- Visit the TZD website: MinnesotaTZD.org

Minnesota Roadway Fatalities

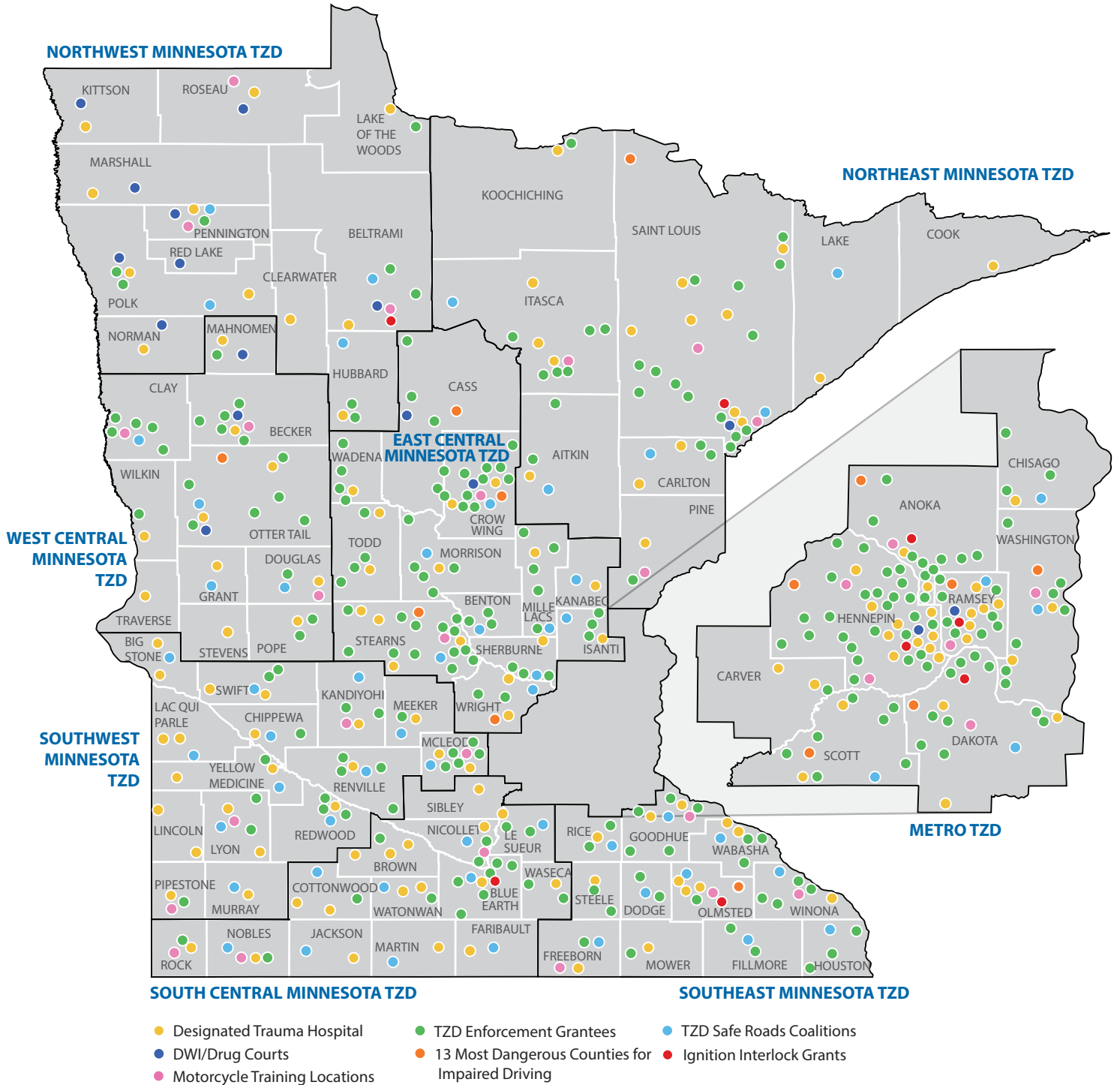
Source: MnDOT 2/20/2018



In 2003, 655 traffic deaths occurred on Minnesota's roads. That same year, the statewide TZD program was launched as a deliberate, interdisciplinary approach to traffic safety. Despite increases in the number of licensed drivers, registered motor vehicles, and vehicle miles traveled, there were 357* traffic deaths in Minnesota in 2017—a 45 percent reduction from 2003.

*preliminary count

Local Minnesota Traffic Safety Initiatives



www.MinnesotaTZD.org/initiatives

STRATEGIC DIRECTION

→ **STATEWIDE GOAL:** Fewer than 300 traffic-related fatalities—and fewer than 850 serious injuries—by 2020

VISION

To reduce fatalities and serious injuries on Minnesota's roads to zero

MISSION

To create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. These efforts will be driven by data, best practices, and research.

→ **GOAL 1:** Pursue public support of traffic safety as a priority

Strategies

- *Foster the initiatives of the traffic safety culture action team*
- Increase public awareness
- Facilitate effective policy and legislation
- Engage the media in traffic safety messaging

→ **GOAL 2:** Strengthen TZD as a priority for all units of government and traffic safety partnerships

Strategies

- *Urge state agencies and local jurisdictions to make TZD a part of their culture and responsibility*
- *Engage the court system as a traffic safety partner*
- Promote agency-to-agency collaboration
- Implement TZD communications to engage partners and stakeholders
- Increase and diversify participation in TZD programs and events

→ **GOAL 3:** Promote and implement effective traffic safety initiatives

Strategies

- *Improve the traffic safety records system across all disciplines*
- Implement the 2014 Strategic Highway Safety Plan
- Identify projects and actions resulting from the district and county safety plans
- Leverage Minnesota's trauma system to ensure timely treatment
- Increase collaboration among law enforcement agencies on all state and local roads
- Advance and evaluate new technologies and innovations
- Adopt and implement best practices

Italics signify priority strategies for 2018

VALUES

- Continuous improvement
- Engaged partners
- Evidence-based approaches

Mark Your Calendars

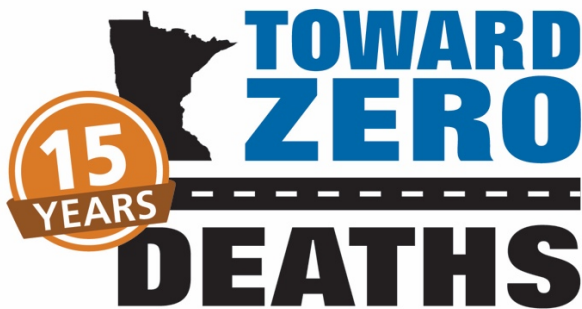
2018 Minnesota Toward Zero Deaths Conference

October 23-24, 2018

Mankato, MN

Verizon Wireless Center

**Annual Statewide Conference for
Traffic Safety Stakeholders**



Sponsored by
Minnesota Toward Zero Deaths Program
Minnesota Departments of Public Safety,
Transportation, and Health

With support from the National Highway Traffic
Safety Administration

Conference Description

This conference provides a forum to share information on best practices in engineering, enforcement, education, and emergency medical/health and trauma services, and to identify new approaches to reducing the number of traffic fatalities and life-changing injuries on Minnesota roads.

Who Should Attend

- Attorneys
- Child Passenger Safety Advocates
- City and County Engineers
- Departments of Transportation, Public Safety, and Health Employees
- Driver Educators
- Drug Recognition Evaluators
- EMS and Health Care Personnel
- Judges
- Law Enforcement Officials
- Local and State Elected Officials and Public-Sector Employees
- Members of the Court System
- Probation Staff
- Public Health Officials
- Safe Communities Coalitions
- Traffic Safety Stakeholders

At this Conference you will ...

- explore best practices for establishing traffic safety coalitions
- find out what's new in law enforcement on traffic safety
- get the latest on traffic engineering techniques for improving safety
- hear about challenges for EMS in rural communities
- interact with leaders from other disciplines to learn how all 4 Es can best work together
- learn about CPS technical updates
- learn the latest on drugged driving
- discover new ideas through research
- learn about how technology can affect the courtroom . . . and much more!

Credit

PDH, POST, CEU, and CLE credits will be available for attendance at this conference.

Registration and Further Information

A conference brochure with a detailed program schedule and registration materials will be distributed in late summer 2018. For more information, email ccapsconf5@umn.edu or visit TZD's website at: www.minnesotatzd.org