



**Minnesota TZD Program
Leadership Team Meeting Notes
Friday, February 5, 2021
9:00 a.m. – 10:00 a.m.
Virtual via Zoom**

Participants: Paul Aasen, Chris Ballard, Dave Boxum, Linda Dolan, Craig Flynn, JP Gillach, Mike Hanson, Kristine Hernandez, Ross Hoernemann, Kammy Huneke, Ken Johnson, Mark Kinde, Annette Larson, Derek Leuer, Stephanie Malinoff, Curt Mackey, Scott McConkey, Hugo McPhee, Kristi Sebastian, Dan Starry, Will Stein, Jeff Tate, and Scott Wasserman

Guests: Christine Dufour Iverson, Holly Kostrzewski and Michelle Pooler

Action items are denoted in bold.

Welcome, introductions, and review agenda

Stephanie welcomed the team and asked everyone to introduce himself or herself.

TZD Now List Update

- **Pedestrian Safety Campaign**

Michelle Pooler talked about the current pedestrian safety campaign. The target audience includes those over 18+, early teens and priority populations. They are trying to humanize this campaign and are currently buying media and creative. The campaign was supposed to launch Spring 2020 but was put on hold because of COVID. They are currently working on media messages and hope to do a soft launch in May 2021 and get the Commissioners involved.

- **Wet Reflective and 6" Edge Line Pavement Marking Standardization**

Ken Johnson talked about engineering changes to the edge line. The current standard is 4" and they are looking to increase the standard to 6". The 6" edge line has shown to reduce in crashes by 14-30% (fatalities and serious injury crashes). Missouri saw fatal and serious injury crashes reduced by as much as 30%. MnDOT is looking at making it a standard but still need overall approval. Outside of resurfacing projects, MnDOT restripes our roads when the pavement marking condition gets to a low level. We estimate that it would cost our districts an additional \$1 to \$1.5 million per year to go from 4" to 6" edgelines (for the restriping efforts).

There is a Notice of Proposed Amendment in the MUTCD for roadways which have a speed limit greater than 40 mph, they should use 6" edge lines. MUTCD is the default standard across the U.S. but they feel that local agencies might have difficulty with the cost. CAV vehicles prefer 6" edge lines as well.

MnDOT is also looking at a wet reflective requirement. All installations must meet a minimum of 200 wet reflectivity. Contractors must meet this requirement or they will not be paid.

Ken will send one pagers explaining this further to Linda and she will distribute. They are drafts so please do not share.

MnDOT still advocates for rumble strips but still advocating the 6" edge line pavement markings. Dakota County placing the 6" edge line pavement markings in specific identified locations.

Reference links

<https://www.dot.state.mn.us/stateaid/county-roadway-safety-plans.html>

<https://www.dot.state.mn.us/stateaid/trafficsafety/county/CRSP-EnhancedEdgeLines.pdf>

There is a Federal Register docket on the MUTCD changes:

[Regulations.gov - Docket Browser](https://www.regulations.gov)

MnDOT districts are implementing edgeline changes. One district has been only using 6" edgelines on all their projects where the road is resurfaced. A couple other districts are planning on implementing 6" edgelines on resurfacing projects in 2021. We hope to make this a standard starting in 2022.

- **Regional Plans for Addressing Top Focus Areas** – Holly Kostrzewski

Holly Kostrzewski and Annette Larson are working on this. Eric and Ian are reviewing the current plan for the state action teams. The core areas will have both a state and a local lead. They hope that they will be able to evaluate it in 5 years so we can have Minnesota best practices.

Updates

- **Legislative Briefing with Legislators and Commissioners**

Kristine Hernandez briefed the team regarding the January Legislative Briefing with legislators and Commissioners. This TZD 101 meeting has not happened since 2017. There was a lot of interest in TZD and positive comments about TZD efforts. They discussed convening a TZD Caucus. The PowerPoint from the meeting is listed on the TZD Website <https://www.minnesotatzd.org/about>.

- **TZD 2.0 Working Group**

Kristine Hernandez also briefed the team on the recent TZD 2.0 Working Group's first meeting in January. HDR met with the TZD 2.0 working group and gave them a summary of the process and timeline. They will be working with the MnDOT librarian to do a literature review. The working group's next meeting is Feb 22nd. They also have an equity and inclusion representative from MnDOT participating on the working group. HDR is working with the crash data with census data as well as the GIS layers to find trends. Kristine mentioned that it would be helpful if some of the "new to TZD" members of the group would benefit from some TZD 101 education.

Debrief Feb 3rd TZD Stakeholder Breakfast

Linda mentioned that 277 people attended the TZD Stakeholder Breakfast on February 3rd. Viewers were from all across the U.S. including more than 11 states. The TZD Stakeholder Breakfast website has all the videos, resources, PowerPoint PDFs on the website. We purposely planned an engaging event and asked people to put what they are doing in their communities to engage their audiences regarding

traffic safety. A summary of the responses in the Chat Box can be found on the TZD Stakeholder Breakfast webpage. <https://www.minnesotatzd.org/events/breakfast/2021/february>

There was positive discussion regarding how well the breakfast went and that the 10:00 a.m. start time worked best for people not only across the U.S. but also for people who are working remotely or traveling. It was suggested that the TZD Program Team moved their meetings to a 1:00 pm start time. Future TZD Stakeholder Breakfasts should always contain a virtual component to it even when we are back in-person.

Meeting was adjourned at 10:00 a.m.