TZD Legislative Update

January 29, 2021
Col. Matt Langer
Minnesota State Patrol
Vision

To prevent fatalities and serious injuries on Minnesota’s roads to get to zero

A comprehensive traffic safety program serving all of Minnesota
TZD Cornerstone

Four “E” approach:

- Enforcement
- Engineering
- Education & Outreach
- Emergency Medical & Trauma Services
- Everyone Else!

(Legislators, Judicial, Media)
Minnesota TZD Strategic Goals

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

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

**Goal 3:** Promote and implement effective traffic safety initiatives
TZD History

- Program created in 2003 during a time of increasing traffic fatalities.
- Unique program that coordinated the traffic safety efforts of the Departments of Public Safety, Health and Transportation.
What is different about TZD?

- Addresses all roads
- Multi-disciplined, “4-E” approach
- Proactive/systematic Safe Systems approach
- Breaks down obstacles (silos, resources, habits, turf, credit)
**State TZD Program Coordinator**
Kristine Hernandez

**Law Enforcement Liaisons**
Frank Scherf, Northeast
Becky Putzke, Northwest
Bill Hammes, Metro
Scott McConkey, South

**Child Passenger Safety Liaisons**
Sheila Denton
Shonette Doggett
Jasmine Wangen
Established Statewide Trauma System

Pre- and Post-TZD
Aeromedical Auto Launch

- Automatically launches helicopter when 911 call received
- Don’t wait for responders to arrive on scene
- Reduces helicopter response time
Minnesota High Tension Cable Median Barrier

95% Reduction in Fatal Head-on Crashes

2003: 0 miles
2014: 450 miles
2020: 734 miles
Roundabouts

- Removes Right Angle Crash potential (T-bone crashes)
- Reduces severe crashes by 80-90%
- Reduces pedestrian crashes by 60% when compared to other intersections
- More than 200 across the state
Reduced Conflict Intersections (RCI)

Have shown an 85% reduction in fatal & serious injury crashes
Enforcement

- Highly Visible
- Targeted and Data-Driven
- Coordinated state and local efforts
- Multi-state, border-to-border efforts
Education – Teen Hands-on Learning Activities

Wheel of Distraction

“Pedal Kart” Obstacle Course
Education – Sober Cab

Highlights:

- 47 bars participate in Duluth/Twin Ports area!
- JOYRIDE program is also in Blue Earth, Faribault, Kandiyohi, Le Sueur, Meeker, Murray, Rice and Redwood counties.
Minnesota Roadway Fatalities

Source: MnDOT 1/25/2021

Toward Zero Deaths
Established 2003

-39%
Since 2003

Goal for 2008: 500
Goal for 2010: 400
Goal for 2014: 350
Goal for 2020: 300
Goal for 2025: 225

1995 TO 2003 Trendline

Persons Killed
Minnesota Roadway Fatalities
Source: MnDOT 1/25/2021

Traffic Safety Legislation

-39% since 2003.

Statewide Trauma System Legislation
Blood Alcohol Content for DWI changed from .10 to .08
Drivers License Sanction and Ignition Interlock
Phone Ban for Provisional Drivers and Permit Holders Under 18
Electronic Communications Prohibited while Driving
Increase Fines for Second Offense Texting
Hands Free
Graduated Drivers License Laws Expanded
Increase Supervised Practice for Teen Drivers
Require Educators to Offer Parent Awareness Training
Primary Seat Belt and Booster Seat Law
Increase Fines for Work Zone Speeding
The Impact of COVID

What happened in 2020 to traffic safety efforts during COVID?

- Historic drops in VMT
- Overall crashes down
- # of crashes down/severity crash rate up
Statewide traffic fatality and volume trends

Fatality rate  VMT  Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatality rate</th>
<th>VMT</th>
<th>Fatalities</th>
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</thead>
<tbody>
<tr>
<td>2000</td>
<td>1.19</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>1.07</td>
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<tr>
<td>2004</td>
<td>1.18</td>
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<tr>
<td>2006</td>
<td>0.99</td>
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<tr>
<td>2008</td>
<td>0.89</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2010</td>
<td>0.79</td>
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<tr>
<td>2012</td>
<td>0.74</td>
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<td>2014</td>
<td>0.68</td>
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<tr>
<td>2016</td>
<td>0.63</td>
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<tr>
<td>2018</td>
<td>0.63</td>
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<tr>
<td>2020</td>
<td>0.74</td>
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Eric added 04/27/21
2020 Crash Statistics by Behavior

*Preliminary numbers show that of the 397* deaths in 2020:

- **118** were speed-related, compared with **72** in 2019.
- **102** were not wearing seat belts, compared with **73** in 2019.
- **64** were motorcyclists, compared with **44** in 2019.

*2020 data is preliminary.*
2021 Speed and Aggressive Driving Safety & Enforcement Project

- **Goal:** *Prevent Fatal and Serious Injury Crashes*
- Beginning Jan. 1, Minnesota State Patrol and DPS Office of Traffic Safety (OTS) dedicated additional resources for speed enforcement.
- OTS developed a statewide grant program with federal funds for local law enforcement to participate.
- Education/Media engagement integral to the project.
Strategic Highway Safety Plan

- Sets direction to reduce traffic fatalities and serious injuries for all roadway users
- Data-driven approach to identifying traffic safety issues and potential solutions
- 168 tactics in 13 focus areas
- Search Minnesota SHSP
<table>
<thead>
<tr>
<th></th>
<th>Fatal and Serious Injury Crashes by Focus Area (2014-2018)</th>
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<tbody>
<tr>
<td>1</td>
<td>Intersections 47%</td>
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<tr>
<td>2</td>
<td>Single Vehicle Run off the Road 31%</td>
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<tr>
<td>3</td>
<td>Impairment 25%</td>
</tr>
<tr>
<td>4</td>
<td>Speed 20%</td>
</tr>
<tr>
<td>5</td>
<td>Older Drivers 18%</td>
</tr>
<tr>
<td>6</td>
<td>Motorcyclists 17%</td>
</tr>
<tr>
<td>7</td>
<td>Unbelted Occupants 16%</td>
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<tr>
<td>8</td>
<td>Younger Drivers 16%</td>
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<tr>
<td>9</td>
<td>Unlicensed Drivers 14%</td>
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<tr>
<td>10</td>
<td>Inattention 13%</td>
</tr>
<tr>
<td>11</td>
<td>Pedestrians 12%</td>
</tr>
<tr>
<td>12</td>
<td>Head-On 11%</td>
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<tr>
<td>13</td>
<td>Commercial Vehicles 9%</td>
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<tr>
<td>14</td>
<td>Bicyclists 4%</td>
</tr>
<tr>
<td>15</td>
<td>Work Zones 2%</td>
</tr>
<tr>
<td>16</td>
<td>Trains 0.4%</td>
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</table>
MINNESOTA TRAFFIC SAFETY GOAL

0 DEATHS & SERIOUS INJURIES

Long-term goal is to eliminate deaths and serious injuries on MN roadways

BY 2025

NO MORE THAN 225 TRAFFIC DEATHS

NO MORE THAN 980 SERIOUS INJURIES
TZD 2.0: The Next Generation of Minnesota’s Toward Zero Deaths Program

- TZD program evaluation
- Organizational structure recommendations
- Recommendations for program areas that would benefit from formal policy development
- Implementation plan
TZD Legislative Needs

- DWI Courts – Expansion Need
- Recreational Marijuana – Traffic Safety Awareness
- Support in engaging the public in proactive, systematic, and innovative approaches to traffic safety
- Assistance in developing new TZD partnerships and ownership
- Input in how to improve the TZD program through TZD 2.0
What are you hearing regarding Traffic Safety?

How can TZD best support you?
Contact Information

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Department of Public Safety

Brian Sorenson, Director
Office of Traffic Engineering
Department of Transportation

Mark Kinde, Manager
Injury & Violence Prevention Section
Department of Health

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Minnesotatzd.org