Background Regional Death Rates
In the south central region, we saw a slight decrease in the five-year trend in fatalities; however, we are seeing a decrease in serious injury crashes. Below you will see some additional charts with fatal and serious injury information for the the region.

South Central Region
- The 2020 traffic-related deaths for the south central region was 25.
- The five-year average was 26. The south central region had a decrease of one fatal compared to the five-year average.
- There were 87 serious injuries in 2020.
- The five-year average was 108 serious injuries. The south central region had 21 fewer injuries compared to the five-year average. (New injury definitions were introduced in 2016 and may have contributed to a higher reported number of serious injuries.)
## 2016-2020 TOTALS vs SOUTH CENTRAL

<table>
<thead>
<tr>
<th>2020 Only</th>
<th>2016-2020 TOTALS</th>
<th>SOUTH CENTRAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>87</td>
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### RATES

<table>
<thead>
<tr>
<th></th>
<th>VMT (2016-2020)</th>
<th>Fatality Rate</th>
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<tbody>
<tr>
<td></td>
<td>17,807,547,594</td>
<td>0.719</td>
</tr>
<tr>
<td>Fatal + Serious Injury Rate</td>
<td>3.746</td>
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### TOTAL

<table>
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<th>2016-2020 TOTALS</th>
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<tr>
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<tr>
<td>Serious Injuries</td>
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</tr>
<tr>
<td>K Crash</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>A Crash</td>
<td>460</td>
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### IMPAIRED*

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<tr>
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<th>2016-2020 TOTALS</th>
<th>SOUTH CENTRAL</th>
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</thead>
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<tr>
<td>Fatalities</td>
<td>36</td>
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<tr>
<td>Serious Injuries</td>
<td>143</td>
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<tr>
<td>K Crash</td>
<td>32</td>
<td></td>
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<tr>
<td>A Crash</td>
<td>118</td>
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</table>

### SPEED

<table>
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<th>2016-2020 TOTALS</th>
<th>SOUTH CENTRAL</th>
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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>K Crash</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>A Crash</td>
<td>89</td>
<td></td>
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</table>

### DISTRACTION

<table>
<thead>
<tr>
<th></th>
<th>2016-2020 TOTALS</th>
<th>SOUTH CENTRAL</th>
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</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>11</td>
<td></td>
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<tr>
<td>Serious Injuries</td>
<td>72</td>
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</tr>
<tr>
<td>K Crash</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>A Crash</td>
<td>63</td>
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</table>

### UNBELTED

<table>
<thead>
<tr>
<th></th>
<th>2016-2020 TOTALS</th>
<th>SOUTH CENTRAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unbelted Killed</td>
<td>34</td>
<td></td>
</tr>
<tr>
<td>Unbelted Seriously Injured</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>K Crash</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>A Crash</td>
<td>74</td>
<td></td>
</tr>
</tbody>
</table>
Regional Successes

- Media and community events:
  - The fatal chair project received media coverage.
  - JOYRIDE was provided again for community events. Two new communities added the program.
- Completed quarterly reports and annual report for the region.
- 4-E coalitions in the regions
  - Blue Earth/Nicollet
  - Brown
  - Cottonwood/Jackson
  - Faribault (on hold due to COVID)
  - Le Sueur
  - Nobles
  - Watonwan
  - Martin

South Central Steering Committee

The south central TZD steering committee held six meetings this past year. We continue to have great participation with all the Es present, conversations about the region, and what we need to do. Due to COVID-19, a few of the regular meetings were postponed but an update newsletter was sent out to the steering committee. You will find these at the end of the report. The TZD regional coordinator brought in a few speakers to talk at the meetings. Strategic Highway Safety Plan (SHSP) covering the south central regional data, older drivers, the new pedestrian campaign, and a speaker on marijuana.

During the SHSP discussion, the steering committee determined a subcommittee should be formed and that the TZD regional coordinator would establish this group. The group is made up of all the Es getting representation from all 13 counties in the region. Currently the group has 18 members sitting on the subcommittee, and the first meeting was held in September of 2020. I have current members from the steering committee, safe roads coalition, farming/CMV worksite, a Minnesota State University professor, EMS directors from the SC and SW regions, two prevention individuals, individuals with bike and pedestrian backgrounds, law enforcement, driver education, and Allina Health systems. The SHSP overview of the region, crash data, county crash maps, and a few additional documents were provided to the group and reviewed. The group determined the areas of concern they should address right away include: senior drivers, speed, impairment, commercial motor vehicles, and motorcycles. They plan to meet monthly and will start the development of the regional action plans. At the end of the annual report you will find the SHSP SC overview document and a snapshot of the draft action plan that is in the development stage.

The 2021 TZD regional workshops was held virtually with the southwest region. One of the other sessions that was going to be offered at the workshop was turned into the July TZD breakfast educational topic. The agenda and evaluation for the regional workshop can be found at the end of the report.

Great participation in the workshop:
  - 122 registered for the workshop
  - 102 participated
  - 26 people stayed on for networking
2020 Regional Seat Belt Survey Rates

The south central region seat belt rate is 87.9 percent. The seat belt rate had a slight decrease in the region. Despite the slight declines in seat belt use rates, we cannot say that the changes are outside of the normal variation in survey sampling.

Given that there is significant sampling variation between the counties (half are greater than +/- 5%), there is little value to be gained from calculating county-specific seat belt use. But here is a general ranking of how the 13 counties in the survey fared:

1. Blue Earth (HIGHEST USAGE)
2. Sibley
3. Le Sueur
4. Brown
5. Rock
6. Nicollet
7. Faribault
8. Watonwan
9. Nobles
10. Waseca
11. Jackson
12. Martin
13. Cottonwood (LOWEST USAGE)

One key takeaway: Seat belt use is very variable across the region! The difference between the highest county and the lowest was 40%. See end of report for additional information.

South Central Regional Seat Belt Rate

South Central Seat Belt Rates
2011-2021

<table>
<thead>
<tr>
<th>Year</th>
<th>Rate</th>
<th>Year</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>73.2 percent</td>
<td>2017</td>
<td>86.91 percent</td>
</tr>
<tr>
<td>2012</td>
<td>84.7 percent</td>
<td>2018</td>
<td>89.3 percent</td>
</tr>
<tr>
<td>2013</td>
<td>87.8 percent</td>
<td>2019</td>
<td>89.9 percent</td>
</tr>
<tr>
<td>2014</td>
<td>84.6 percent</td>
<td>2020</td>
<td>88.6 percent</td>
</tr>
<tr>
<td>2015</td>
<td>86.7 percent</td>
<td>2021</td>
<td>87.9 percent</td>
</tr>
<tr>
<td>2016</td>
<td>87.6 percent</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Regional Seat Belt Efforts

The south central region received a seat belt convincer in 2020 but, due to COVID-19, was not used until 2021. Over 1,000 demonstrations were provided in the region along with information handed out. Messages were supplied to the coalitions to post on social media and message boards in the county.

- **Blue Earth/Nicollet Coalition**
  - The coalition had the seat belt convincer out at many events across the two counties. Providing education on the proper way to wear your seat belt and how they save lives. Blue Earth County Fair, Nicollet County Fair, Courtland Fire Department open house and safety day for the area schools.
  - Prom cards distributed for the St Peter High School prom with seat belt message.
  - Mock crash held; however, it was virtual. Saint Peter High school students planned and taped the mock crash. They had a personal impact speaker come and share his story, which they taped. These students developed a video that was shared before graduation to the high school students:
    https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fyoutube.be%2F5KvVOGfQ4Q&amp;amp;data=04%7C01%7CAnnette.l.larson%40state.mn.us%7Cdadbe6683652454c9c9308d919a7a981%7Ceb14b04624c445198f26b89c2159828c%7C0%7C1%7C637569030166294814%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C2000&amp;amp;data=U%2B9KWRH7vkkID%2F1sZvU45bXGMOcxmR7E0HmUZ0%3D&amp;amp;reserved=0

- **Cottonwood/Jackson Coalition**
  - Social media posts on seat belts shared.
  - Seat belt convincer was tentatively scheduled to be in Jackson at Nationals but due to COVID numbers, we cancelled.
  - Prom cards distributed for Windom High School with seat belt message.

- **Le Sueur Coalition**
  - Last year the coalition worked with the food distribution program to provide educational materials on seat belts and CPS in September 2020. As they direct traffic into pick up, enforcement did observational seat belt and CPS checks. In October (at the next distribution pick up) they completed a recount and asked questions to those that come in if the information that they received was helpful and if this helped to encourage them to buckle up. See end of report for the handout they used. Results from the observational seat belts results in September:
    - Drivers: 315 belted, 23 unbelted
    - Passengers: 124 belted, 23 unbelted
    - CPS: 13 belted, 0 unbelted
Results from October:

- **Drivers:** 295 belted, 15 unbelted
- **Passengers:** 106 belted, 7 unbelted
- **CPS:** 28

  - Seat belt convincer at two events. Coalition members provided education on the proper way to wear your seat belt and how they save lives. They had planned to be at the County Fair but due to increase in the county’s COVID cases, it was determined to postpone it for this year.

  - In addition to the handout, the coalition will be posting on their social media account information on seat belts and CPS.

  - Buckle up stencils painted at eight schools, one campground, five businesses, and two city events.

  - Plans underway for an event at the Le Sueur-Henderson high school in October of 2021.

  - TZD Messages on digital message boards in the county.

  - Seat belt radio interview completed in May.

  - Social media posts on seat belts shared. One posting is listed below.

- **Martin Coalition**
  
  - Prom cards/posters distributed at the five Martin County high schools with seat belt message.

  - Seat belt convincer at the Martin County Fair for the week. Lots of people received the education on how to wear your seat belt and why. Pictured above is one of the deputies providing that education to a group of fair goers.

- **Nobles Coalition**
  
  - Worked with the YMCA and the food distribution to place stickers focused on seat belts.

  - Buckle up stencil not able to paint this year. Plan to complete in Spring of 2022.

  - The coalition also inquired about town celebrations and the county fair to have TZD attend with the seat belt convincer. Unfortunately, no interest in having it present this year. The group will look for events for 2022.

- **Waseca County**
  
  - Prom cards/posters to JWP high School with distracted driving message.

- **Watonwan County Coalition**
  
  - Social media posts shared on seat belts.

  - Fire department breakfast in April and we will insert buckle up and CPS information into bags.
Regional Distraction Efforts

- **Blue Earth/Nicollet Coalition**
  - The group was going to hold traffic safety stations in April 2021 at a local high school, but the event was canceled due to COVID.
  - Distracted driving education at the Saint Peter high school using the simulator.
  - Prom cards to Saint Peter High School with distracted driving message.
  - Fatal chair project banners displayed at the high school with the drive smart message/banner.
  - The county coordinator was working on getting the teen wheel of distraction program into the Open Door Health clinic. Project put on hold due to COVID in 2020 and revisited in 2021; however, the clinic was not ready to move forward at this time. Will look to implement in the future.

- **Cottonwood/Jackson Coalition**
  - Prom cards distributed for Windom high school with distraction message.
  - Social media posts shared on distracted driving:

- **Le Sueur Coalition**
  - TZD messages on digital message boards in the county and through social media:
    - Fatal chair banners displayed at TCU high school along with a drive smart pledge banner prior to prom (pictured above).
    - Hands-free stencils painted at eight schools, one campground, five businesses, and two city events.
- **Martin Coalition**
  - Worked with local grocery stores and the Dollar Tree to get 3800 “Slim Jims” (informational handout) on distraction driving. Worked with two pizza places to put informational stickers on distraction on take-out boxes. Here is the social media post:

![Social Media Post](image1)

- **Nobles Coalition**
  - Worked with the YMCA and the food distribution to place stickers focused on distraction.

- **Waseca County**
  - Prom cards/posters to JWP high School with distracted driving message.

- **Watonwan Coalition**
  - Social media posts shared on distracted driving.
  - Fatal chair banners displayed at Madelia High School and the drive smart pledge banner.
  - Prom cards to both high schools.
Regional Impaired Efforts

A total of 310 rides provide home from the JOYRIDE program. This number is lower due to not as many events due to COVID. Hope to see this number come back to past use as we move into the new year. We had two new events offered this year in the region along with one new event coming in 2022!

- **Blue Earth/Nicollet Coalition**
  - JOYRIDE was back up and running for the summer events. JOYRIDE was offered in Eagle Lake, Madison Lake, and, new this year, Good Thunder. Put together posters, social media posts, and banners for bus pick up. Bus company was in the parades in the communities and had a banner to thank the sponsors. As of the end of September a total 143 of riders in 2021. Plans are currently under way to offer the Wednesday before Thanksgiving and New Year’s Eve. See one social media post at the end of the report.
  - Mankato Public Safety sends six officers to Responsible Beverage Server training. Will be looking to partner with them in the future.

- **Cottonwood/Jackson Coalition**
  - Designate before you celebrate stickers were provided to the liquor stores to encourage people to plan ahead.
  - Prom cards distributed for Windom High School with impaired message.

- **Le Sueur Coalition**
  - JOYRIDE was back up and running for the summer events. JOYRIDE was offered in Elysian and Montgomery. Put together posters, social media posts and banners for bus pick up. As of the end of September a total 131 of riders in 2021. Plans are currently under way to offer in November in Le Center for Thanksgiving weekend celebration. Have also added another event in 2022. Coalition chair sent out a letter to all the fire departments about JOYRIDE to gage interest in offering at their firemen’s dances in 2022.
  - Facebook post assisted with education out in the community.
  - TZD messages on digital message boards in the county
  - Police chief attended Responsible Beverage Server training. Will be looking to set up a training the for the county in the future.
• **Martin Coalition**
  
  o JOYRIDE has been a topic of conversation as something they would like to implement. Will need additional discussion and planning in the upcoming year.
  
  o Martin County Sheriffs office sends one deputy to be trained in Responsible Beverage Server Training. Will be looking to set up a training the end of 2021 for the county.
  
  o Prom cards/posters distributed at the five Martin County high schools with impairment message.

• **Waseca County**
  
  o JOYRIDE for Hay Daze town celebration. Put together posters, social media posts, and banners for bus pick up. In the two nights, a total of 36 people received rides home. They shared information out on their social media page. See end of report for a few posts.
  
  o Have had discussions with the group (Hay Daze committee) about holding a Responsible Beverage Server Event training prior to next year’s event.
  
  o Prom cards/posters distributed at the JWP high schools with impairment message.

• **Watonwan Coalition**
  
  o Social media posts shared on impaired driving. See below
  
  o Prom cards/posters distributed at the two high schools with impairment message.
Regional Speed Efforts

- **Blue Earth, Nicollet, Brown, and Waseca Counties**
  - TZD regional coordinator assisted in education outreach by development of a poster for the borderer-to-borderer event that will take place in Q4. Provided that information to the safe roads to post in communities or share out on their social media accounts. Shared with the other TZD regional coordinators.

- **Cottonwood/Jackson Coalition**
  - Prom cards distributed for Windom High School with speed message.

- **Le Sueur Coalition**
  - Speed and seat belt radio interview completed. Here is the link: [https://kchkradio.net/speed-seat-belt-enforcement-campaign-show-5-24-21/](https://kchkradio.net/speed-seat-belt-enforcement-campaign-show-5-24-21/)
  - Message boards in the county display speed message.
  - Social media posts on speed

- **Martin Coalition**
  - Worked with Mayo Clinic trauma newsletter to insert information on speed. See end of report.
  - Driver feedback sign placed in Fairmont and Granada due to speed issues.
  - Worked with the local grocery stores and the Dollar Tree to get information out on speed. Over 3800 “Slim Jims” provided on speed. Two pizza places to put stickers on take-out boxes information on speed.
- Prom cards/posters distributed at the five Martin County high schools with speed message.
- Placed a 4x6 ad in the youth magazine on speed. The image below was used.

![Image of a brochure titled "Be the Pace Car, Not the Race Car"]

- **Nobles Coalition**
  - Worked with the YMCA and the food distribution to place stickers focused on speed.

- **Waseca County**
  - Prom cards/posters distributed at JWP high schools with speed message.

- **Watonwan Coalition**
  - Prom cards/posters distributed at the two Watonwan County high schools with speed message.
  - April Fire Dept breakfast and we will insert speed information into bags.

- TZD Regional coordinator worked with the office of communications to put together a newsletter story for the MnDOT district 7 newsletter on speed.
Regional Pedestrian Efforts

The TZD Regional Coordinator assisted with the kickoff of the new pedestrian campaign. Worked with the local coalitions and partners in Blue Earth, Le Sueur, Nicollet, and Watonwan Counties to get photos from communities to post on social media along with pedestrian safety messages. Below you will find a few of the photos submitted and the news story that was on KEYC TV.

Officials encourage road safety for drivers, pedestrians amid busier summer months

By Bernadette Heier

Link to view story: https://www.keyc.com/2021/07/14/officials-encourage-road-safety-drivers-pedestrians-amid-busier-summer-months/

Published: Jul. 13, 2021 at 7:02 PM CDT | Updated: 12 hours ago

MANKATO, Minn. (KEYC) — With summer upon us, that means more are cars sharing roadways with bicyclists, runners and walkers.

“So far this year, 24 people have died walking in Minnesota and 224 have died in vehicle crashes that alone,” said Anne Meyer of MnDOT Communications.

In an effort to reduce traffic fatalities, the Minnesota Department of Transportation launched the Let’s Move Safely Together campaign, with simple messages people can do to increase safety while traveling.

“Slowing down, stopping for people who are crossing the road. When walking, just really be alert, pay attention and look always when crossing the street,” said Meyer.

Locally, Mankato Public Safety offers additional advice on staying safe.

“Our advice is if you’re walking on the sidewalk, make sure you stay on the sidewalk. If you’re going to cross at an intersection, make sure you cross where there is a crosswalk,” Mankato Public Safety Commissioner Dan Schisel said.

Schisel says bicyclists and walkers should try to make eye contact with drivers before crossing.

In addition, distractions, from phones to music also play a big role in crashes for both pedestrians and drivers.

“If you’re a driver, make sure you are also aware of your surroundings, know where that bicyclist is, know where that walker is, and if something would pop out and you’d need to make a quick stop, make sure you are paying attention,” said Schisel.

Schisel also advises drivers to watch speeds in construction zones and areas where people are expected to be out, such as parks or neighborhoods.

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Some additional photos:
• **Le Sueur Coalition**
  
  o Social media post on pedestrian safety:

  [Image of social media post with text: Le Sueur County Toward Zero Deaths, July 15, and a message from MnDOT’s never alone when it comes to pedestrian safety. Many partners are joining our campaign and want to share these important messages to help keep people safe. See More]
- **Martin Coalition**
  - Pedestrian educational event October 2020. Worked with the local grocery stores and the Dollar Tree to get 3800 “Slim Jims” (informational handout) on pedestrian safety. Worked with two pizza places to put stickers on take out boxes information on distraction. Provided reflective slap bracelets to Fairmont Police Department for Halloween handouts to kids trick-or-treating. Social media post:

- **Nobles Coalition**
  - Worked with the YMCA and the food distribution to place stickers focused on pedestrian safety.

- **Waseca County**
  - Safety improvements on Highway 13 in Waseca County. New crosswalk currently under construction and waiting on the rapid flashing beacon to be installed. TZD Regional coordinator is working with the SHIP coordinator on pulling together educational event around the opening. More work will be done in October 2021.
**Other Efforts**

- Older driver education effort.
  - Working on the SHSP action plan and community engagement assessment for the south central region.
  - TZD coordinator held discussions with Mayo Clinic OT and trauma staff to start working on older driver education and outreach.
  - Planned to hold Carfit training and both at the statewide conference in 2021. However, was postponed due to conference going virtual. Will look at holding this in 2022.
  - Currently represent TZD on the Minnesota older driver work group. I have been asked to lead the TZD statewide action team with the focus on senior drivers. Held a meeting with the Center for Healthy Aging and Innovation. Will be a part of this group and they will be involved with the statewide older driver statewide action team.

- TZD Toolkits for a new project in south central region was completed and approved, but unable to implement due to COVID restrictions and unable to secure interest at this time. Will carry this project over into the new year.

- Diversity
  - Meeting held with District 77 (Mankato schools) diversity liaisons to get more involvement. Due to COVID, sessions not held. Will continue to plan and roll out in 2022.
  - Working on the diversity educational outreach toolkit for the fall. This toolkit will include the agenda and topics to be covered at each class and pre and post tests for participants to evaluate the program. TZD regional coordinator has started development of the kit and will work with multicultural coordinator and SC EMS on efforts over the next year.

- Provided message Monday information to coalitions, steering committee members, and county engineers in the region.

- Researching other ideas for traffic safety to implement in the region. Working on a teen toolkit of ideas that they could implement in their schools and car dealer toolkits.

- Trainings
  - Attended many webinars focused on traffic safety from October 2020 to September 2021. Learning about what other states have been doing for traffic safety, pedestrian safety, coalition building, and safe systems, to name a few. Planning to implement some pedestrian safety ideas that I have learned.
  - Attended Positive Culture Framework training.
  - Continued online learning pilot with District 7 using LinkedIn learning expanding my knowledge of diversity and inclusion, time management, and other leadership skills.

- Replacement of safe and sober signs in the region. 35 signs identified to be replaced. New signs have been delivered and are currently getting placed in the communities.

- Working on the TZD engagement assessment with researchers and another TZD regional coordinator. I spent a lot of time on development of the questions and what we will need to assist with evaluation of next steps with the SHSP.
• FarmFest
  o Had planned to be present at FarmFest this year but, due to COVID, the decision was made to postpone the effort until 2022.

• Attended the law enforcement grant meetings as able, providing assistance as needed for our law enforcement partners and how I can assist them.

• Fatal Chair project for the region
  o Worked with the counties that had fatal crashes to do pictures of empty chairs and put together videos and messages to share on social media due to the increase in deaths on our roadways. Below you will see a few social media posts. In Nobles County the local Newspaper ran a story.

  ![Image 1](image1.png)
  ![Image 2](image2.png)
  ![Image 3](image3.png)

  o Developed banners for the region for display. Used them at food distribution in Le Sueur County. The fatal banners displayed along the route to encourage people to make good choices. Pictures below.

  ![Image 4](image4.png)
  ![Image 5](image5.png)
  ![Image 6](image6.png)

• Presented at the TZD Stakeholder breakfast.

• Attended the following meetings:
  o TZD program team, TZD breakfasts, TZD regional coordinator statewide calls, District 7 leadership team, prevention coalitions, SWRTAC, and SMRTAC meetings.
Engineering

Due to the number of crashes (fatal, serious, and injury crashes) Highway 14 and Blue Earth County Road 56 will be constructing a J-turn at this location. This safety improvement is set for the summer of 2022.

State opts for J-turn at Hwy 14 junction in Eagle Lake
November 20, 2020
By Mark Fischenich mfischenich@mankatofreepress.com

EAGLE LAKE — State transportation officials have opted for a J-turn on Highway 14 in Eagle Lake to reduce crashes at the community’s most dangerous intersection.

The solution was one of three options presented to the Eagle Lake residents and other drivers who use the intersection of Highway 14 and Blue Earth County Road 56 on the western edge of town, probably best known as the Casey’s intersection.

Just 44% of 246 survey respondents, two-thirds of them Eagle Lake residents, liked the J-turn alternative. A J-turns, which is also called an RCUT (restricted crossing U-turn), will force drivers looking to go west on Highway 14 from County Road 56 to first head east before making a U-turn at a designated spot a few hundred feet down the highway.

Comparatively, though, only 23% liked the alternative of a right-in/right-out intersection, which would have blocked all left-turn movements at the intersection. And only slightly more — 32% — liked the option of a three-quarters access intersection.

After gathering the public input and having discussions with the Eagle Lake City Council and Blue Earth County Board, the Minnesota Department of Transportation announced Wednesday it had settled on the least unpopular solution.

“This was not a perfect answer to this intersection, but it is probably the best answer at this point in time,” said Commissioner Kip Bruender, who represents Eagle Lake on the County Board.

In 2016, MnDOT made $2.1 million in safety improvements at all three of Eagle Lake’s Highway 14 intersections, including a J-turn at Parkway Avenue and a three-quarters intersection at LeRay Avenue, restricting left turns from LeRay on to the highway. At those two intersections, crash-rates declined substantially.
At County Road 56 — where a 1,500-foot acceleration lane was added for drivers traveling from the county road to westbound Highway 14 — the high number of crashes continued, including fatal and serious injury collisions.

Most of the problem involved County Road 56 drivers attempting to turn left on Highway 14 getting into crashes with eastbound Highway 14 traffic, according to MnDOT traffic engineer Scott Thompson. The J-turn eliminates those direct left turns.

Bruender, who operates an automotive repair shop, said he took the opportunity recently to see how J-turns work for 18-wheelers. A semi driver was at his shop and agreed to give Bruender a ride through the J-turn at Parkway Avenue.

“I got to see how it worked in an actual semi with a trailer,” he said. “... He got around the RCUT without any issues at all, not even using both lanes. So I think it will be a huge safety improvement for the intersection.”

Some Eagle Lake residents wondered why MnDOT didn’t just construct a freeway-style interchange with an overpass and entrance and exit ramps, but there simply isn’t the space for a full interchange because of development and the nearby lake.

Construction of the J-turn is tentatively scheduled for the summer of 2022.
South Central Minnesota Toward Zero Deaths

Mission
To create a culture in 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
- Engage partners
- Evidence-based approaches

South Central Traffic Information
The leading cause of deaths and severe injuries in South Central Minnesota include:

- Lack of Seatbelt Use
  2021 South Central Minnesota regional seat belt usage survey results: 87.9 percent—the 2020 seat belts rate was 89.9. This slight decrease is not statistically significant.
- Impaired Driving
- Speed and Aggressive Driving
- Inattentive Driving

South Central Minnesota Fatalities and Serious Injuries by County (2016-2020*)

*Data are Preliminary
The leading type of crash resulting in deaths and severe injuries include:
- Careless/Negligent Driving
- Failure to Yield

South Central Minnesota TZD Leadership Contacts

Engineering
Greg Ous
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507-304-6101
greg.ous@state.mn.us

Enforcement
Captain Jeremy Geiger
Minnesota State Patrol
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jeremy.geiger@state.mn.us

Education / EMS
Annette Larson
South Central MN TZD Coordinator
507-720-2101
annette.L.larson@state.mn.us

www.minnesotatzd.org
South Central Minnesota Toward Zero Deaths Regional Strategic Plan

Mission
To move south central Minnesota toward zero deaths on our roads, using education, enforcement, engineering and emergency medical and trauma services.

Goal 1 – Reduce TZD Fatality and Serious Injuries
To continuously decrease traffic related fatalities and serious injuries in south central Minnesota from the past 5-year average (2016-2020*) of 26 fatalities and 108 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 seat belt use rates.
   The statewide average was 93.4% in 2019 (Note: due to the Coronavirus Pandemic, no statewide observational survey was conducted in 2020). The regional seat belt rate was 87.9% in 2021. The last survey finding of 88.1%, was in 2020.

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 average (2016-2020*) in South Central Region

<table>
<thead>
<tr>
<th></th>
<th>Alcohol</th>
<th>Speed</th>
<th>Distraction</th>
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<tr>
<td>Fatalities</td>
<td>7</td>
<td>6</td>
<td>2</td>
<td>26</td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>6</td>
<td>5</td>
<td>2</td>
<td>24</td>
</tr>
<tr>
<td>Severe Injuries</td>
<td>24</td>
<td>21</td>
<td>15</td>
<td>108</td>
</tr>
<tr>
<td>Severe Injury Crashes</td>
<td>19</td>
<td>18</td>
<td>13</td>
<td>92</td>
</tr>
</tbody>
</table>

*Data are Preliminary
Note: a crash may have more than one of the above listed or additional contributing factor
Total South Central Region – Baseline (Data are Preliminary)

<table>
<thead>
<tr>
<th></th>
<th>Fatalities</th>
<th>Fatal Crashes</th>
<th>Severe Injuries</th>
<th>Severe Injury Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020 Totals</td>
<td>28</td>
<td>26</td>
<td>97</td>
<td>80</td>
</tr>
<tr>
<td>2016-2020</td>
<td>128</td>
<td>120</td>
<td>541</td>
<td>461</td>
</tr>
</tbody>
</table>

Region Goal 2- TZD Partnership Goals
To continuously increase TZD awareness and partnerships across south 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

(Activity: 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

(Activity: EMS Conference booth/presentation, regional workshop, web, calendar, statistics, workshop, orientation)

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

(Activity: 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)
**TZD Regional Update**

**JOYRIDE update**

JOYRIDE is back up and running! This year we are excited that two more communities have jumped on the bus to provide FREE Rides home! Janesville provided the service during Hay Daze Celebration. The shuttle service was in operation both nights and provided **36** rides home in June! Good Thunder is our other new community. They provided rides home both nights of their town celebration and **26** people delivered home safely!

July will be a very busy month for shuttle services in Blue Earth & Le Sueur Counties. Below are the events that will be taking place:

- Elysian 4th of July – rides provided two nights for a total of **23** riders
- Eagle Lake July 17 – a total of **17** rides given. Participation in the town parade and thank you to the sponsors included on the banners
- Madison Lake July 24 Participation in the town parade and thank you to the sponsors included on the banners
- Montgomery July 23 and 24

Word is growing of the program and maybe some additional events for this upcoming year!

![JOYRIDE Banner](image)

**Seat Belt convincer is booked on the following dates and locations:**

- July 23 Blue Earth County Fair 10-5
- July 24 New Ulm Crazy Days 9-7
- August 7 Giant Days Le Sueur 3-6
- August 13 Nicollet County Fair 11-4
- August 14 Sibley County - Gaylord
- August 17 Fairmont at CPS event 3-5
- August 19 Le Sueur County Fair 4-8
- August 21 Martin County Fair 10-5

Still have communities working on getting stuff set up. Also planning to provide speed education/information at events. If you know of anything going on that we should be at to do some TZD education or if you would like to assist with any of these dates please let me know.

**SPEED/Driver Feedback sign**

SC region engineers please see the information below. I'm hoping you can help out with gathering the below information for our statewide action team.
One of the priorities for the statewide SHSP Speed action team is to use our local data to determine locations that are seeing high-speeds and then deploy Vehicle Speed Feedback (VSF) signs at those locations. If we can get a good baseline, deploy the signs and run a report to show the system changed short and/or long-term behavior, we could potentially turn the pilot project into a best practice.

We are looking for the information below.

1. Are you using VSF signs?
   - If so, how many and where are they located?
   - Do you move them around the county or are they permanently placed?
2. Do they collect data?
   - If so, how are you using the data?
3. Is there anything else I might want/need to know about the existing signs? Any lessons learned?
4. If funding was available, do you have a high speed/crash location that you would be interested in studying?

Thank you in advance for any information and insight you may have to offer, much appreciated!

The SC TZD driver feedback sign has been down in Martin County. Waiting for the data to come back on what they saw. The sign is back in Mankato so if there is a need please let me know.

**Phone Down Belt On educational signs**
Looking to get these out yet this summer. If you have found any additional ones, please let me know.

**MNDOT Pedestrian campaign kicked off July 13**
Took community photos for campaign kickoff and submitted for Social media posts. Thank you to everyone that was able to help gather people to join in on the fun!
South Central Minnesota
Toward Zero Deaths

TZD Engagement assessment
TZD Engagement assessment is nearing the final stages and is currently getting reviewed for feedback by other TZD regional coordinators. Hoping we will be able to start this process in August.

Traffic Fatality Update (7/21/21 Allison Hawley MNCrash Administrator | Office of Traffic Safety
Minnesota Department of Public Safety)

- It has been another deadly week on Minnesota roadways. So far this year, there have been 232 traffic fatalities, a 30% increase over last year at this time. This continues to be the highest year-to-date number in the last five years.
- Speeding-related traffic deaths continue to soar. Currently at 87 speed-related deaths, this number is a 50% increase from this time last year and a shocking 150% increase from this time in 2019.
- Unbelted fatalities continue to show a year-to-date number (50) not seen in the last five years.
- Motorcyclist fatalities have also spiked in recent weeks, now 42% more than this time last year.

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**MN Traffic Fatalities Jan 01-July 21**

**MN Traffic Fatalities: Contributing Factors Jan 01-July 21**
2021 Motorcycle Riding Season Preliminary Statistics (7/14/21) [Bill Shaffer Motorcycle Safety Administrator | Office of Traffic Safety Minnesota Department of Public Safety]

There have been 35 motorcyclists killed in 34 crashes so far in 2021. There were 64 motorcyclists killed in 62 crashes in 2020, according to preliminary reports. There has been one autocycle fatality so far in 2021.

2021 Motorcycle Rider Deaths Statistics
- Helmet use
  - 14 riders were wearing a helmet.
  - 20 riders were not wearing a helmet.
  - It’s unknown if one of the riders was wearing a helmet.
- Single-vehicle crashes vs. Multi-vehicle crashes
  - 17 of the crashes involved only the motorcycle
  - 17 of the crashes involved a motorcycle and another vehicle, including a tractor.
- Three-wheeled motorcycle fatalities
  - 0 of the fatalities involved a three-wheeled motorcycle.
- Motorcycle vs. animal
  - 2 crash involved the rider colliding with an animal. Both were deer.
- Passengers killed
  - 1 passenger has died in a motorcycle crash.
- Motorcycle License Endorsement
  - 21 of the operators had a valid motorcycle license endorsement or permit.
  - 13 of the operators did not have a valid motorcycle license endorsement or permit.
- Negotiating a curve
  - 16 of the crashes involved a rider negotiating a curve.
  - 0 of the crashes involved a rider negotiating a low speed turn.
- Rider deaths by age:
  - Under 20: -
  - 20’s: 4
  - 30’s: 4
  - 40’s: 15
  - 50’s: 5
  - 60’s: 4
  - 70’s: 3
27

South Central Minnesota
Toward Zero Deaths

- 80's:
- Rural vs. urban area
  - 15 of the crashes happened in a rural area.
  - 19 of the crashes happened in an urban area.

Other statistics:
- The summer months (June, July, August) tend to be the time when there are the greater number of motorcycle fatalities.
- The record for the most motorcycle fatalities was set in 1980, when 121 motorcyclists were killed in 112 crashes.
- Motorcycle statistics from past years can be found in Crash Facts. The publications are posted online: https://dps.mn.gov/divisions/ots/reports-statistics/Pages/crash-facts.aspx

Safety messages:
- Public safety officials urge motorcyclists to wear protective gear, which includes a DOT-approved helmet and brightly-colored protective gear for visibility and protection.
- Riders should be prepared for inattentive drivers by staying focused on riding and keeping their speed in check.
- Riders should never drink and ride.
- Riders should always ride within their skill set, use good judgment and maintain at least a 2-second following distance.
- Riders should take a training course every couple years to dust off and improve their riding skills.
  - There are courses available for advanced riders, not just beginners. Training is available April through September, with some courses running into October. Riders can find a training site and register online at www.motorcyclesafety.org
- Motorists can help prevent motorcycle deaths by looking twice for motorcycles before entering a roadway or changing lanes.
- Motorists should give riders room, check blind spots, pay attention and drive at safe speeds. Motorcycles are smaller, so their speed and distance is more difficult to judge.

Below you will find SC regions YTD (as of 7/15):

<table>
<thead>
<tr>
<th>Date</th>
<th>County</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/18/2021</td>
<td>Martin</td>
<td>1</td>
</tr>
<tr>
<td>2/26/2021</td>
<td>Waseca</td>
<td>1</td>
</tr>
<tr>
<td>3/1/2021</td>
<td>Watonwan</td>
<td>1</td>
</tr>
<tr>
<td>3/9/2021</td>
<td>Nicollet</td>
<td>1</td>
</tr>
<tr>
<td>3/12/2021</td>
<td>Nicollet</td>
<td>1</td>
</tr>
<tr>
<td>3/14/2021</td>
<td>Le Sueur</td>
<td>1</td>
</tr>
<tr>
<td>3/19/2021</td>
<td>Jackson</td>
<td>1</td>
</tr>
<tr>
<td>3/31/2021</td>
<td>Nicollet</td>
<td>1</td>
</tr>
<tr>
<td>4/3/2021</td>
<td>Le Sueur</td>
<td>1</td>
</tr>
<tr>
<td>5/11/2021</td>
<td>Sibley</td>
<td>1</td>
</tr>
<tr>
<td>5/15/2021</td>
<td>Sibley</td>
<td>1</td>
</tr>
<tr>
<td>6/17/2021</td>
<td>Rock</td>
<td>2</td>
</tr>
<tr>
<td>7/15/2021</td>
<td>Nicollet</td>
<td>1</td>
</tr>
</tbody>
</table>
**IMPORTANT reminders:**

Reminder TZD Statewide Conference coming up October 13-14 in Rochester. I have been working on pre-conference session training for Carfit. More information to come.

Next steering committee meeting **September 2.** We are currently planning on holding this meeting face to face but will have the option of online meeting available. Please let Annette know if you are planning on joining us in person or over Microsoft teams.

Thank you!
South Central & Southwest Minnesota
Toward Zero Deaths Virtual Workshop
May 6, 2021

Agenda

1 p.m.
Welcome
Jon Huseby, District Engineer, MnDOT District 8, and southwest TZD regional co-chair

1:10 p.m.
TZD 2.0: The Next Generation of the Toward Zero Deaths program
Kristine Hernandez, Statewide Toward Zero Deaths program coordinator and TZD 2.0 project manager; Katie Caskey, Strategic Communications Manager, HDR;
Keiko Veasey, Senior Consultant, Pinnacle Performance Group
Did you know Minnesota’s Toward Zero Deaths program is 18 years old? While the program achieved tremendous success in reducing fatal and serious injury crashes in its early years, recently we’ve been experiencing a plateau. In 2019, we asked – what should we be doing differently? We talked with you to identify new strategies and priorities to guide our work (reflected in the updated Strategic Highway Safety Plan). This year, we will be asking – how can we do things differently? We will look at TZD as an organization to see if there are changes we can make to how the program is structured and who is at the table that will help jumpstart our progress toward zero deaths.

1:55 p.m.
Break

2:05 p.m.
Regional updates
Capt. Casey Meagher, Minnesota State Patrol, District 2300; and Scott Reiten,
Blue Earth/Nicollet County Safe Roads coordinator & Multi-Cultural Grant coordinator
It’s not just Minnesota that has a speeding problem. Driving at high rates of speed, or too fast for conditions, is one of the most prevalent factors contributing to serious and fatal crashes on our nation’s roadways. In 2020, fatal and serious injury crashes involving speed are 12 percent greater than average. This is the second highest increase among the Strategic Highway Safety Plan focus areas. Find out what the Southwest TZD Region is doing to combat speed and how you can get involved.

To address the lack of services in the area related to traffic safety in diverse communities, an Adult Driver’s education class was tailored to meet language and multi-cultural needs. The goal of the grant is to increase the knowledge of the rules of the road, traffic signs and general traffic safety knowledge within the multi-cultural community. Learn about the early stages of the multi-cultural grant and next steps.

2:30 p.m.
TZD 2.0 Findings
Katie Caskey, Strategic Communications Manager, HDR
Keiko Veasey, Senior Consultant, Pinnacle Performance Group
We will share the ideas that were brainstormed earlier in the day to help us identify which challenges are most critical to solve and which positive elements are most important to maintain.

3 p.m.
Wrap up
Greg Gus, District Engineer, MnDOT District 7, and south central TZD regional co-chair

3:15 p.m.
Optional networking opportunity
Feel free to stay on the zoom call for the opportunity to network with others.
5/06/21 SOUTH CENTRAL AND SOUTHWEST TZD REGIONAL WORKSHOP
ZOOM WEBINAR

Number Registered: 122
Total number of virtual attendees: 102
Total number of networking participants: 26 (25%)

Total number of evaluations: 29

<table>
<thead>
<tr>
<th>General Sessions</th>
<th>Average Rating (out of 4.00)</th>
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<tbody>
<tr>
<td>Did the Conference meet your objectives?</td>
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<tr>
<td>Ease of registration</td>
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<td>Virtual Zoom workshop platform</td>
<td>3.24</td>
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<td>TZD 2.0 presentation and Breakout Room exercise</td>
<td>3.03</td>
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<td>TZD Regional Update</td>
<td>3.28</td>
</tr>
<tr>
<td>TZD 2.0 Findings presentation/discussion</td>
<td>3.17</td>
</tr>
<tr>
<td>Networking Opportunity</td>
<td>3.00</td>
</tr>
</tbody>
</table>

Comments on General Meeting:
- For a virtual workshop, I thought it was put together very well.
- Virtual is not the best.
- Loved the breakout groups, but the time was too short (feel like each person didn’t give their input)
- meeting ran smoothly except for break out rooms
- Very informative for first time attendee
- In person is much better.
- Done well considering it had to be done virtually, a well-planned event
- Not familiar with the structure of the region; no CEU’s for CPS techs
- It was nice to hear what was working and not working for areas in our region. It gave us ideas on what to work on.
- Very good information that was well organized and presented.

Comments Registration: No Comments

Comments on Zoom:
- I’m tired of Zoom but it’s the only option right now.
- Not interested in small group discussions
- Like in person better but Zoom is better than not getting together.

What suggestions do you have to make the Networking Opportunity more successful?
- In person!
- Maybe specific topics to discuss?
- Moderator

Do you have suggestions for topics you would like to see offered at future workshops?
Continue to offer a virtual option as well as in person option
- Child passenger safety specific topics with CEU’s
- Updates on partner organizations successes - brief coverage of things they are trying that have succeeded or not worked out as planned.

General Comments: No Comments
REGION: SOUTH CENTRAL TZD REGION

YEAR: 2021

FINAL OUTPUT

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<tr>
<th>Metric</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Seat Belt Use Rate</td>
<td>87.9%</td>
</tr>
<tr>
<td>Relative Error</td>
<td>3.0%</td>
</tr>
<tr>
<td>Confidence Interval</td>
<td>± 5.2%</td>
</tr>
</tbody>
</table>

If the seat belt use rate in 2020 is outside the calculated range (i.e. between 82.7% and 93.2%), the change in use rate is statistically significant ($\alpha = .05$).

DATA COLLECTION

<table>
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<tr>
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<th>Value</th>
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<tbody>
<tr>
<td>Date Range</td>
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<td>Counties Sampled</td>
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WEIGHTED VALUES

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<td>$\Sigma$ Belted</td>
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<tr>
<td>$\Sigma$ Unbelted</td>
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<tr>
<td>$\Sigma$ Total [$\Sigma$]</td>
<td>5,828.933</td>
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<tr>
<td>Overall Use Rate [$\overline{E}_r$]</td>
<td>.879</td>
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</tbody>
</table>

SIGNIFICANCE TESTING

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>$\Sigma [(\overline{E}_r - \overline{E}_r)^2]$</td>
<td>.000694</td>
</tr>
<tr>
<td>Count [$N$]</td>
<td>36</td>
</tr>
<tr>
<td>$N / (N-1)$</td>
<td>1.028571</td>
</tr>
<tr>
<td>Variance [$s^2$]</td>
<td>.000714</td>
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<td>Standard Deviation [$s$]</td>
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<td>C.I. Lower</td>
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<tr>
<td>C.I. Upper</td>
<td>93.157</td>
</tr>
<tr>
<td>Range</td>
<td>5.237</td>
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</tbody>
</table>

ANALYSIS: April 30, 2021

NOTE: This calculation sheet was updated in May 2020. Prior calculations (1) underestimated low volume sites, and (2) overestimated the variance and therefore miscalculated the range for statistical significance.
The Speeding Crisis That Started During The Pandemic Has To Stop, NOW, Not Only On Minnesota Roads But Across the Country

Speed-related stats from DPS

- Preliminary reports show 118 motorists died in speed-related crashes in 2020, the most since 2008 (125).
- Overall, the 395 traffic fatalities (preliminary) in 2020 are the most in five years, with speed making up 30 percent of all fatalities last year.
- The Minnesota State Patrol issued more than 1,000 speeding tickets for speeds of 100 mph or more in 2020 compared with 583 tickets for those excessive speeds in 2019.
- The risks of breaking the law and traveling 10, 20 or 30 mph or more over the speed limit include:
  - Greater potential for losing control of the vehicle.
  - Increased braking time and distance.
  - Increased crash severity leading to more serious injuries and fatalities.

In Minnesota, preliminary reports show 118 motorists died in speed-related crashes in 2020, the most since 2008 (125).

The Wall Street Journal reported:

- From April 1 to May 21, Minnesota State Patrol ticketed 232 drivers for going more than 100 mph. By the end of the year, troopers had issued more than 1,000 citations for going that fast — around double the number from the previous year.
- The California Highway Patrol issued 2,493 citations for driving more than 100 mph in the first month of the lockdown, from March 19 to April 19, compared with 1,335 in the same period the previous year.
- The Nebraska State Patrol issued 902 citations for going at least 100 mph through October, compared with an average of 538 for the same period in previous years.
- New York City is on track to record the highest number of traffic deaths since launching a safety initiative in 2014.

As Mike Hanson, Office of Traffic Safety director said, “Speed is the one driver behavior that makes every mistake worse, and it’s a preventable behavior.”

One of the many consequences we’ve seen as a result of the pandemic is the exponential increase in the number of serious speed-related violations and traffic fatalities taking place on Minnesota roads compared to last year. The lighter traffic and sometimes empty roads tempt drivers to push their cars in excess of 100 mph all too often. This reckless, selfish behavior seems to stem from two misconceptions, but the reality is quite different.

1. The misconception: Look at how people drive. Obviously, speeding is not that big a deal. The reality: Wrong. Most people have no idea what their vehicle is capable of at abnormal speeds, let alone when they’re traveling 10, 20 or 30 mph or more over the speed limit. You can easily lose control, and if you hit someone at that speed, you will kill them, and possibly yourself. You are not immortal.

2. The misconception: Law enforcement is dealing with its own COVID-related issues, and too busy with pandemic-related things to do their usual patrols, so you won’t get caught. The reality: Also wrong. As evidenced by the more than 1,000 speeding tickets the Minnesota State Patrol has issued for speeds of 100 mph or more so far in 2020. That’s a terrifying and disturbing jump in dangerous driving when compared to the 530+ tickets for those excessive speeds in all of 2019.
2020 Preliminary Traffic Fatalities in Minnesota

Frightening Speeds Lead to Increased Citations

- The Minnesota State Patrol saw an alarming increase in the number of drivers going 100 mph or more in 2020.
- Troopers wrote 501 more citations to drivers in 2020 traveling more than 100 mph than they did in 2019.
- The top speed was 153 mph for a citation written in October of 2020.

<table>
<thead>
<tr>
<th>2019 State Patrol 100 mph Citations</th>
<th>2020 State Patrol 100 mph Citations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Age 13-19</td>
<td>Age 13-19</td>
</tr>
<tr>
<td>Jan 9</td>
<td>Jan 9</td>
</tr>
<tr>
<td>Feb 2</td>
<td>Feb 3</td>
</tr>
<tr>
<td>March 4</td>
<td>March 5</td>
</tr>
<tr>
<td>April 6</td>
<td>April 7</td>
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<tr>
<td>May 8</td>
<td>May 9</td>
</tr>
<tr>
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Are YOU An Aggressive Driver or Have You Experienced An Aggressive Driver?

Traits of an aggressive driver:
- Ignore turn and traffic signals.
- Speed and tailgate.
- Weave in and out of traffic.
- Make improper lane changes frequently and abruptly.
- Pass on the shoulder.
- Make hand and facial gestures.
- Scream, honk and flash lights.

If Confronted with an aggressive driver:
- Get out of their way; disengage.
- Stay calm-reaching your destination safely is your goal.
- Do not challenge them.
- Avoid eye contact.
- Ignore gestures and don’t return them.
- Report aggressive driving (vehicle description, license number, location).
Minnesota roads were all but empty last year as people worked from home and in-person activities were cancelled, restricted or moved online due to COVID-19.

You’d think less traffic would mean fewer traffic fatalities and less speeding, but preliminary figures show 120 motorists died in speed-related crashes in 2020, the most since 2008 (125).

Tragically, like the pandemic, speeding and other dangerous driving behaviors didn’t stop in 2021. The state reported its 100th traffic death (preliminary) on April 21, the earliest date reaching that figure in the last six years.

Speeding is a primary contributor. As of April 26, the Minnesota Department of Public Safety Office of Traffic Safety reported preliminary numbers show 42 people have died in speed-related crashes compared with 23 this time last year.

As Memorial Day arrives, we’ll begin what is typically the 100 deadliest days on Minnesota roads. If the speeding problem doesn’t stop, summer travel will be even more dangerous.

To help reduce traffic fatalities, the Minnesota Department of Public Safety Office of Traffic Safety, working with the departments of Health and Transportation, announced an extra speed patrols and outreach campaign in February that is running through the summer. The three agencies anchor the Toward Zero Deaths program to reduce serious traffic injuries and fatalities on our roads.

Ultimately, it’s up to each of us to drive smart. Slowing down, planning a sober ride, buckling up, and paying attention will help stop a repeat, or worse, of 2020. Go to DriveSmartMN.org for more information on saving lives on Minnesota roads.
TZD 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.

TZD 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

https://www.minnesotatzd.org/
Safety Committee Updates

Maintenance Safety Committee: This committee met this month and discussed several topics and assigned action items. There was a concern with the color that was chosen for the bifoid doors at the Mankato Headquarter buildings. To mitigate the risk of them getting backed into, reflective tape will be added onto them. There was also discussion about MnDOT iron on logos. Haley will present this issue, but inventory will be housing them in their area. Haley informed the committee that audits with Jackie Klein from the Office of Environmental Stewardship have been scheduled for July 21 and 22. Haley, Chase, Kevin Hocke, Steve Marcotte, and David Albrecht will be conducting these with Jackie. The biggest concerns that were noted last year was salt on the concrete outside of the sheds and the tank inspection logs not being filled out. Steve Marcotte also mentioned fire extinguishers. It was asked who is responsible for the extinguisher inspections; truck stations are responsible for the monthly inspections and building maintenance does the annual inspections. Chase went through the new “My Safety” icon on our desktops and showed all the ways it serves as a great safety resource for employees.

Construction/Field Safety Committee: This committee also had a robust meeting. The committee discussed a potential sight distance issue on the east side of the Mankato building due to maintenance vehicles being parked near the fuel island. This created a bottleneck and sight line issues. Matt agreed to present this issue to the Maintenance Safety Committee at their meeting. The outcome of this was that the Mankato truck station had work going on inside, so they had a lot of equipment parked outside. After discussion with the Mankato truck station, the equipment was moved. The committee discussed alterations with members of the public being physical and/or verbal with consultants on ongoing projects. Committee members reminded each other to remove themselves from a situation if negative alterations with the public occur and to call State Patrol if immediate help is needed. The committee also discussed sending out a mailer/memo on having future de-escalation training available for employees. Haley spoke with Kristin Underwood about verbal de-escalation training. Since Construction season has already begun, a short 1-pager will be sent out to all maintenance and construction employees.

100 Deadliest Days by TZD

For speed-related traffic deaths, 2021 looks tragically familiar. But you can help.

Minnesota roads were all but empty last year as people worked from home and in-person activities were cancelled, restricted or moved online due to COVID-19.

You would think less traffic would mean fewer traffic fatalities and less speeding, but preliminary figures show 130 motorists died in speed-related crashes in 2020, the most since 2008 (125).

Tragically, like the pandemic, speeding and other dangerous driving behaviors didn’t stop in 2021.

The state reported its 100th traffic death (preliminary) on April 21, the earliest date reaching that figure in the last six years.

Speeding is a primary contributor. As of April 26, the Minnesota Department of Public Safety Office of Traffic Safety reported preliminary numbers show 42 people have died in speed-related crashes compared with 33 this time last year.

As Memorial Day arrives, we’ll begin what is typically the 100 deadliest days on Minnesota roads. If the speeding problem doesn’t stop, summer travel will be even more dangerous.

To help reduce traffic fatalities, the Minnesota Department of Public Safety Office of Traffic Safety, working with the departments of Health and Transportation, announced an extra speed patrols and outreach campaign in February that is running through the summer. The three agencies anchor the Toward Zero Deaths program to reduce serious traffic injuries and fatalities on our roads.

Ultimately, it’s up to each of us to drive smart. Slowing down, planning a sober ride, buckling up, and paying attention will help stop a repeat, or worse, of 2020. Go to DriveSmartMN.org for more information on saving lives on Minnesota roads.

What’s red and bad for your health? a brick

Dear Safety,

Are there still spots open for the CPR/First Aid Safety Training?

I am so excited to have an in person training back! Yippee! After speaking with Kristin and Wendy (the training experts) here’s what I know...

Yes! There are spots available on every date except for July 15th. If you would like to attend one of these trainings, please contact your supervisor for approval and then let Kristin know. If you are a field employee, you have likely already been scheduled, so no need to set up a date. For further questions on dates and locations, refer to the email Kristin sent out on May 14th or reach out to me and I can assist.

NEWSLETTER NAMING CONTEST

Submit ideas using the link on the committee hub page

GOOGLE it

The average cloud weighs an estimated 1.1 million pounds. Clouds may look like giant fluffy puffs of cotton, but they’re actually quite hefty. According to the U.S. Geological Survey (USGS), the average cloud weighs around 1.1 million pounds (551 tons). Despite their immense weight, that heavy cloud is floating over your head thanks to the air below it is even lighter—the lesser density of the cloud allows it to float on the dryer and more dense air. So, that cloud weighs about as much as 100 elephants. If you’re a Democrat and you’re feeling partisan, you could substitute 1000 donkeys. If you’re a Republican and you’re feeling partisan, you could substitute 5000 geese. If you care more for dinosaurs than politics, you could also say the cloud weighs about as much as 33 brontosaurus. 
PLEASE SHARE! Planning on coming to our Janesville Hay Daze celebration this weekend?

Remember you booze, you cruise, you lose! Arrive alive, plan ahead for your safe ride home.

JOYRIDE! It’s a sober ride home program running Friday 6/18 and 6/19 from 10:30pm - 1:30am.

Rides will cover Janesville and the 10 mile radius around Janesville.

Look for the bus parked next to the fire department.

The ride is FREE! A DWI costs more than $10,000!

We want you to get home safe!

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This message is simple: all it takes is one time - one arrest, one crash - to turn your life upside down, ruin the lives of others or your family. Don’t risk it.

JOYRIDE
It’s a sober ride home program running tonight, Friday, June 18th and tomorrow night June 19th from 10:30pm - and last pickup will be at 1am for those who live within 10 miles of Janesville.

The bus will be parked by the Fire Department.

Thanks again to our sponsors:
American Family Insurance Jewison & Associates, Inc
Gardner Tax Service
Infinity Catering
J-Town Liquor
Janesville Bowl
Janesville State Bank & Agency
Lampert Lumber
McPherson Crop Management
Medicom
Smiths Mill Implement, Inc
State Farm Insurance Agency
Summers Ridge Veterinary Clinic
Vinson Plumbing & Heating
Have fun at Good Thunder’s Sesquicentennial celebration this weekend.

Have a plan for a safe ride home? Remember you booze, you cruise. you lose. Arrive alive, plan for a safe ride home.

Let Joyride get you home. Free rides home Friday, July 16 and Saturday, July 17, 11 pm to 1 am. Bus will cover City of Good Thunder and 13-mile radius.
Buckle Up Every Trip!

Did You Know?

✓ Crashing without a seatbelt at:
   
   25 mph is equal to falling from a 2-story building
   40 mph it’s equal to a 6-story fall.
   60 mph—the force is equal to a 12-story fall.

Buckle up!

✓ Seat belts reduce the risk of death by 45 percent and the risk of injury by 50 percent.
✓ Minnesota’s seat belt law is a primary law, allowing law enforcement officers to stop a driver solely for an occupant restraint violation.
✓ All drivers and passengers must wear a properly adjusted and fastened seat belt! Drivers can be cited for anyone in the vehicle that is not buckled up.
✓ In 2017, 76 percent of unbelted deaths occurred in Greater Minnesota (8 Counties) (DPS-OTS).

✓ Children under the age of 8 or under 4’ 9” tall, should be in a child restraint/booster seat that accommodates their height and weight. (Installation and use should follow the instruction manual for the seat and vehicle).
✓ Recommended children 12 and under sit in the rear seats.

Myths & FACTS about Seat Belt use

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<tr>
<th>Myths:</th>
<th>Facts:</th>
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<tr>
<td>“If I’m only driving a short distance, I don’t need to buckle up.”</td>
<td>The majority of fatal crashes occur within a 25 mile radius from home at speeds less than 40 mph. <strong>Buckle up on every trip!</strong></td>
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<tr>
<td>“Wearing a seat belt is a personal decision that doesn’t affect anyone else.”</td>
<td>Not wearing a seat belt can cause you to become a projectile in the vehicle during a crash, which can lead you to injure others who are buckled.</td>
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<tr>
<td>“It is better to be thrown clear in a crash.”</td>
<td>A person is <strong>four times more likely to be killed</strong> when thrown from the vehicle instead of protected inside of the vehicle.</td>
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<tr>
<td>“I could get trapped if my car catches on fire or is submerged in water.”</td>
<td><strong>Seat belts can keep you from being knocked unconscious,</strong> improving your chances of escaping the vehicle. Fire or submersion occurs in less than 1 percent of all crashes—the greatest danger is with the impact that comes before the fire or submersion in water.</td>
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<tr>
<td>“I have an air bag to protect me, that’s good enough.”</td>
<td><strong>Seat belts keep you in the proper position</strong> and work in conjunction with an air bag. If you are not wearing a seat belt, you can be thrown into the air bag or ejected from the vehicle causing serious injuries or death.</td>
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## SHSP Action Plan for South Central Region

### OLDER DIVER

<table>
<thead>
<tr>
<th>Behavior (distraction, speed, belts, impaired)</th>
<th>Tasks (what you need to do to achieve goal)</th>
<th>Time Frame (by when you need to complete the tasks)</th>
<th>Responsible parties (what or who can help you complete tasks)</th>
<th>Resources (what is needed to complete tasks, cost)</th>
<th>Results (what will happen as a result how will we know success)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Older driver</td>
<td>Complete a community assessment</td>
<td>January 2021</td>
<td>T2D Regional coordinators, County coalitions, steering committee members</td>
<td>Assessment of what courses currently offer: 1) to determine driver rehab specialists across the state that have an interest in older driver work 2) Transportation resource list (Volunteer, drivers, volunteers, Private or shared)</td>
<td>Development of plan to recruit driver rehab/OT's across the state. Recruiting X # of driver rehab/OT’s in the region.</td>
</tr>
<tr>
<td>Older driver</td>
<td>Complete with Doctors to implement older driver assessments</td>
<td>Winter 2021</td>
<td>T2D Regional coordinators, County coalitions, steering committee members</td>
<td>Develop older driver tool kit including outreach tools/education for Doctors, assessment tool for doctors, tools for doctors to provide to families, R&amp;R pass for patients, not to drive referral to OT program</td>
<td>Toolkit &amp; evaluation developed for program 2) X number of doctors/nurses/ optometrists will implement assessment 3) R&amp;R pass to families.</td>
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<tr>
<td>Older driver/impairment</td>
<td>Increase public awareness of R&amp;R</td>
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<td>Development of presentation 1) Offer X of educational presentations on side</td>
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