



**ADVISORY COUNCIL ON TRAFFIC SAFETY**

Wednesday, April 10, 2024  
1:00-4:00pm

Humphrey School of Public Affairs  
University of Minnesota  
Josie Johnson Community Room (Room 180)  
301 19<sup>th</sup> Avenue South  
Minneapolis, Minnesota 55455

[Join Virtual Meeting](#)

or

Phone: 651-372-8299  
Meeting ID: 935 8119 1200



## ADVISORY COUNCIL ON TRAFFIC SAFETY MEETING AGENDA

Wednesday, April 10, 2024

- 1:00 A. Welcome and Introductions**—Mike Hanson, Department of Public Safety
1. Chairs' Welcome and Introductions
  2. Approve Today's Agenda
  3. Approve Minutes from February 14 Meeting
- 1:15 B. Data Dive: Pedestrian Crashes in Minnesota**—Derek Leuer, Department of Transportation
- 1:30 C. Traffic Safety Data Analytics Center**
1. Presentation—Mike Hanson, Department of Public Safety and Rachel Horne, Minnesota IT Services
  2. Member Discussion—Mike Hanson, Department of Public Safety
- 2:15 D. Speed Safety Camera Project Update**
1. Introduction and Background—Mike Hanson, Department of Public Safety
  2. Presentation— Karen Sprattler, The Sprattler Group
- 2:30 Break**
- 2:45 E. Legislative Updates**—Catherine Diamond, Department of Health
1. Agency Updates
  2. Member Updates
  3. Process for Gathering 2025 Legislative Recommendations
- 3:15 F. Council Business**
1. Working Group Updates—Derek Leuer, Department of Transportation
  2. Advisory Council Budget— Brian Sorenson, Department of Transportation
  3. Near-Term Project Idea Application Process—Brian Sorenson, Department of Transportation
- 3:45 G. Public Comment**—Mike Hanson, Department of Public Safety
- 4:00 Adjourn**

## ANNUAL CYCLE OF MEETINGS AND EVENTS

The table below shows meetings, events, and activities of interest for calendar year 2024. Members are also encouraged to explore the [TZD Events Calendar](#) to see additional activities sponsored by traffic safety partners in Minnesota. If you would like to add any events to the TZD Events Calendar, please contact Linda Dolan, [ldolan@umn.edu](mailto:ldolan@umn.edu).

Description	Date	Location
Council Meeting	February 14, 2024	Humphrey School of Public Affairs, University of Minnesota
Council Meeting	April 10, 2024	Humphrey School of Public Affairs, University of Minnesota
TZD Regional Workshops/Roundtables	March – September, 2024	<ul style="list-style-type: none"> <li>• March 20: West Central</li> <li>• April 23: Northwest</li> <li>• May 2: East Central</li> <li>• May 6: South Central</li> <li>• May 8: Southeast</li> <li>• May 14: Southwest</li> <li>• May 21: Northeast</li> <li>• May 23: Metro</li> <li>• June 4: West Central #1</li> <li>• September 18: West Central #2</li> </ul>
Council Meeting	June 12, 2024	Humphrey School of Public Affairs, University of Minnesota
Council Meeting	August 14, 2024	Humphrey School of Public Affairs, University of Minnesota
Council Meeting	October 9, 2024	Humphrey School of Public Affairs, University of Minnesota
TZD Statewide Conference	October 22-23, 2024	St. Cloud River's Edge Convention Center
Council Meeting	December 11, 2024	Humphrey School of Public Affairs, University of Minnesota

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## WELCOME AND INTRODUCTIONS

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**1. Chairs' Welcome and Introductions**

Chair Hanson, along with Vice Chairs Sorenson and Diamond, will welcome members to the meeting. Members will be asked to introduce themselves and the organization they are representing on the Council.

**2. Approve Today's Agenda**

Chair Hanson will call for a motion to approve today's agenda. The full agenda is included at the beginning of the meeting packet.

**3. Approve Minutes from February 14 Meeting**

Chair Hanson will call for a motion to approve the minutes from the Council's February 14 meeting. Minutes can be found on the [Council website](#), and a copy is included starting on page A.2.



## Advisory Council on Traffic Safety

### DRAFT Minutes

Wednesday, February 14, 2024

1:00 – 4:00pm

Humphrey School of Public Affairs, University of Minnesota  
301 S 19th Ave, Minneapolis, MN 55455  
Josie Johnson Community Room (Room 180)

#### Attendees

Appendix A lists all Council members, staff, and invited guests who were present at the meeting.

#### Call to Order

Chair Hanson called the meeting to order at 1:03 p.m.

#### Welcome and Introductions

##### **Chairs' Welcome and Introductions**

Chair Hanson welcomed members. All members, invited guests, and staff introduced themselves and the organization they were representing on the Council. Non-members were not introduced due to time constraints.

#### **Approve Today's Agenda**

Wojcik made a motion to approve the agenda with no changes, Moilanen seconded the motion. Motion carried.

#### **Approve Minutes from December 13 Meeting**

Wojcik made a motion to approve the December 13, 2023 meeting minutes with no changes. Ramos seconded the motion. Motion carried.

The final meeting minutes are available on the [December meeting webpage](#).

#### Foundations of the Safe System Approach

Vice Chair Sorenson highlighted the importance of the Safe System approach as a pillar to our safety work and a guiding principle in TZD 2.0.

#### **Overview of the Safe System Approach Presentation**

Ken Johnson, MnDOT, Assistant State Traffic Engineer, highlighted the TZD program's commitment to safety which is clearly identified in the Minnesota Strategic Highway Safety Plan (SHSP), as well as in MnDOT's Vision, Mission, and 5-year Strategic Plan. In an effort to meet the goals set in the SHSP, MnDOT set road safety performance measures—many of which have not been met. Continuing to do the same things will not lead us to zero deaths. The Minnesota SHSP has a goal of no more than 225 traffic deaths and no more than 980 serious injuries by 2025, but current trends are suggesting this is

not attainable. The Safe System Approach is being adopted in Minnesota to help meet these goals and continue our efforts to reduce the number of fatal and serious injury crashes.

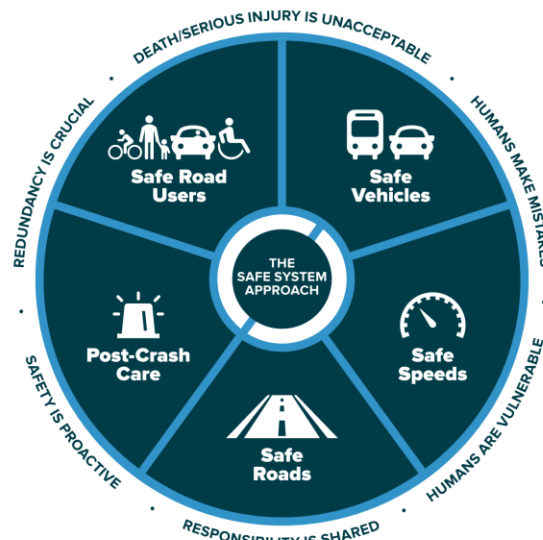
The Safe System approach begins by acknowledging 2 key points:

1. People make mistakes
2. Humans are fragile

Roads in a Safe System are designed to accommodate known human limitations and expected behavior. People are held accountable for reasonable behavior, but normal human lapses in judgment or diligence are expected and roads are configured so that such errors do not lead to death or serious injury. Even with a forgiving design, crashes will occur in a Safe System, so roads are designed to limit crash forces to survivable levels.

The Safe System approach is not a new concept. It has existed for more than 30 years in countries across the globe. Adopters of the Safe System approach (for example Norway, France, Sweden, etc.) have seen marked decreases in traffic fatalities across their roadway systems—with many achieving much greater reductions in traffic fatalities than the US over the previous 20 years. The Safe System approach is how these countries moved off the “plateau” of safety to start achieving significant reductions.

The Safe System Approach includes six principles and five elements, as shown in this graphic from the Federal Highway Administration.



Johnson walked through the principles and elements, highlighting current and past solutions that have been implemented. Examples included District Safety Plans, County Road Safety Plans, roundabouts, J-turns, enhanced edge lines, road safety audits, TZD partnerships, and federal safety funding.

Slides from the presentation are available in the [February meeting presentation slides](#).





### **Member Discussion**

Vice Chair Sorenson led the member discussion. Members were asked to share their thoughts and reactions to Mr. Johnson’s presentation. Discussion centered on the following questions.

- What challenges exist when you think about the Safe System approach? Member discussion included:
  - Can be challenging to explore options that are not design standards (for example, design speed leading to larger roundabouts, but then not as much ability to calm traffic)
  - Crash data doesn’t collect “why” people do what they do and that could be helpful
  - Funding is a challenge
  - Dimler law causes issues/changes behavior negatively to potentially encourage speeding
  - Pedestrian fatalities are over represented in Minnesota
  - Designing roads with lower speeds similar to Norway
  
- How should the Council incorporate Safe System into their work/structure?
  - Choose the most impactful components of Safe System and implement them first
  - Use the annual report to the legislature as the ACTS voice, include actions and recommendations from this Council
  - Incentivize vs punish (one example is to have a reduction in insurance premiums if you utilize speed governors) to change behavior
  - Elevate safety standards—and then require justification for why a project is not meeting those standards
  - From a judicial perspective, consider penalties that will be impactful to each individual person to motive them to not reoffend. For example, one person may be motivated to change behavior if you take away their license, another if they receive a fine, and another if they can keep the violation off their record for insurance reasons.
  - We should also look at ATV/UTV safety.

### **Working Group Updates**

Vice Chair Sorenson introduced Derek Leuer, MnDOT’s State Traffic Safety Engineer. Mr. Leuer gave updates from the working groups.

### **Strategic Highway Safety Plan Working Group**

The group met on February 9<sup>th</sup> and discussed SHSP and potential recommendations to ACTS.

### **Rural High Risk Roadways/Safe Road Zones Working Group**

- Rural High Risk Roadways
  - They have met as a group three times. They reviewed legislation, intent, constraints, and goals. They focused on setting “program purpose” and how to achieve that and developed the Rural High Risk Roadways Program and Solicitation.
  - There is \$10 million ready for safety projects on Minnesota trunk highways for the goal to reduce speed and conflicts on rural highways. The funding must be spent on Minnesota trunk highways and “let” by June 30, 2026. It must be in areas outside of municipal boundaries of 5,000 people or more and potential projects include roundabouts, J-turns, horizontal curve delineation, dynamic speed feedback signs in transition zones, curb extensions, median refuge islands, trails/sidewalks, bike lanes.



The solicitation is expected to be February 14 – March 29, 2024. Local agencies and MnDOT will be eligible to apply for funding. Volunteers will score the solicitations.

- The Council approved moving forward with the solicitation.
- Safe Road Zones
  - Solicitation for Safe Road Zones is in development. Local agencies and MnDOT can apply for funding. There is \$1 million for establishment of safe road zones and \$1 million for added enforcement. The funding can be used for studies, infrastructure, education, social media campaigns, etc.

### **Traffic Safety Data Requests**

Vice Chair Diamond described the new “Multi-Agency Data Response Team” that was developed to address the various data requests made by Council members. If members have data-related questions they should reach out to Council Chairs or staff via email. Council leadership will coordinate with the data response team.

Data Response Team members include:

- Brian Harmon, Office of Traffic Safety, Minnesota Department of Public Safety
- Derek Leuer, Office of Traffic Engineering, Minnesota Department of Transportation
- Angela Seley, Office of Traffic Safety, Minnesota Department of Public Safety
- Erik Zabel, Injury and Violence Prevention, Minnesota Department of Health

The first task for the Data Response Team was to review and summarize responses to the three questions that were asked of Council members in December.

- What data would be helpful for you and for this committee?
- How do we best use data to prioritize our efforts to most effectively reduce the greatest number of life changing crashes?
- How would you like to use the Data Analytics Center provided for in the 2023 Legislative Session?

Vice Chair Diamond reported on behalf of the team. After a review of responses, the data team sorted the ideas by data availability and project complexity.

- Data Availability
  - Easy: Already have data in formats we are accustomed to analyzing
  - Moderate: Data available in some form, but has yet to be obtained or put into analyzable format. This includes instances of existing databases maintained by different agencies that have never been or are not routinely combined. The new Data Analytics Center may assist with some of these combinations.
  - Hard: Data either not currently available, or would require substantial resources to collect or obtain. Includes commercial data sets and instances where manual review of information might be required to collect data.
- Project Complexity
  - Simple: Involves questions we’re already asking or situations we’re already monitoring.
  - Moderate: Involves questions we may not have fully addressed before (or only touched on briefly), but have given some thought or are not too far away from current efforts.



- Would require some time to complete, but could probably fit into existing staffing and budgetary constraints.
- Difficult: Involves questions well outside current work processes, and would require new research efforts and additional resources to address adequately.

They then put project ideas into the following matrix.

		Data Availability		
Project Complexity	Easy	Moderate	Hard	
Simple	Vulnerable Road User Crash Seasonality Historical Data for VRUs Urban Travel Speed vs. Design Speed Risk Factor ID	Drug Prevalence & Concentration School Zone Crashes Citation Data Analyses Work Zone Speed Analysis	"Suspected" Distracted Driving Racial Data on Non-Fatal Crashes	
Moderate	In-Depth Contributing Factors Analyses Risk Factors by Age, Gender, VMT Intersection Info on K/A Crashes Pedestrian Death Analysis	Crashes by Uneducated Drivers Vehicle Weight in Crashes Variations in Road Engineering Near Schools Effects of Intersection Design DL Records & Crash Records Comparison	Cell Phone Location/Speed Near-Miss Tracking Private Industry Safety Comparisons	
Difficult		Design Speed Effect on Investment Design Speed Effect on Public Health Health data on substance use and crashes	Non-Insured Motorists Misuse of Auto Assist Systems International Comparison of Traffic Death Rates Effects of Automobile Dependency	

### Next Steps

The data response team proposed to have a short "data dive" added to the agenda of each upcoming Council meeting so they can update ACTS members on the topics about which we are most data literate. Potential topics include:

- Pedestrian Death Analysis
- Urban travel speed versus design and posted speed
- Focus data dives on top policy issues to determine if there is validity to the policy being recommended based on Minnesota data
- Overlay weather patterns with crashes
- Use the top contributing factors as buckets

In addition, members noted the interest to discuss the data, not just see the data. For example, what can be done, what should the Council recommend, etc. There is also a possibility to consider turning some of these ideas into National Cooperative Highway Research Program (NCHRP), MnDOT, or Local Road Research Board (LRRB) project and needs statements.

### Member Discussion: Near-Term Projects and Ideas

Vice Chair Diamond introduced Paul Aasen, Minnesota Safety Council. Mr. Aasen introduced the discussion regarding near-term traffic safety projects and/or ideas. He mentioned that we want to build momentum, energy, and short-term wins as we work toward our long-term goals.

Chair Hanson gave a challenge to all members: identify one idea/project we can do right now.



The following were the ideas submitted to the question: What's one thing that you wish we'd do (or be doing) right now to improve traffic safety? If we are serious about \_\_\_\_\_, then we will \_\_\_\_\_.

Ideas:

- Striping wider, brighter, more durable on roadways
- Seatbelt campaign
- Rebuild trust in law enforcement
- Need law enforcement and judicial system to enforce existing laws
- Support speed safety cameras
- Operation Lights On expansion/support program where law enforcement officers see a head light out, etc. instead of giving a ticket, give a voucher for the repair to take place
- Build relationships between law enforcement and high school students. For example, seat belt incentive projects at high schools where law enforcement give ice cream coupons for students wearing seat belts as they leave school parking lot
- Expanding pedestrian head starts or leading pedestrian intervals at busy pedestrian intersections, giving pedestrians a 3-7 second head start to cross the street. Similar ideas can be done for cyclists, with bike leading intervals.
- Hire extra resources to go through data, prioritize where we get bang for our buck—create a plan to guide projects
- Turn undivided 4 way roadways into 3 lane, center turn
- Eliminate left turns at high conflict pedestrian areas
- Mini traffic circles at busy intersections
- Opportunities/resources in rural Minnesota for programs such as JoyRide
- Revisit a helmet law, including ATVs, etc. Chair Hanson noted this as a legislative activity.
- Broad deployment of longitudinal rumbles on high-speed roads
- Require agency vehicles to follow speed limits
- Agencies only purchase vehicles with emergency braking and other safety systems
- Where do we prioritize safety at a statewide and agency level? If safety is one of our top priorities, ensure top line metrics/decisions support that priority
- Pilot program: photo education program and possibly pair it with Safe Road Zones
- Revisiting current SHSP. Were we effective or were we busy?
- Develop adult education (gap between drivers education and 55+) program. We can figure out how to get people to take it later, but develop program now. Look at the People Friendly Driver Program through the Bicycle Alliance as an example.
  - Could be an option for those who cannot afford driver's education class a way to get the training. Maybe the kids and or parents are involved in an outreach project.
  - Continued drivers education would help those experienced drivers that tend to acquire experienced driver bad habits.
  - Do not forget to consider disparities if programs require participants to give money, time
- Geo fence scooters. OEM, software developers would need to be involved. In regional city centers autos would respond to these geo fences to control vehicle speed.
- Messaging around impaired driving and cannabis, including edibles.
- Require continued drivers education at different ages. This would require legislative discussion
- Prescription drug impairment. The BCA's ability to do a full screen is limited so we don't have a good grasp on full/multi impairment data. Do we know what prescription drugs cause



impairment? Can we develop a self-test to determine if you are impaired? Are there cognitive tests that currently exist?

- Need to consider more than just prescription drugs - consider herbals that are just as potent
- There is a cognitive screening test that has been distributed to law enforcement across the state, often associated with older drivers, but is actually intended for ALL ages not just cars, but bikes, and peds as well (DOSCI)
- Distracted driving. Auto turn off cell phones while driving?
- Another idea to suggest for potential projects: create a "Toward Zero Deaths" network throughout the state, where cities/counties can publicly acknowledge their commitment to preventing crashes. Resources could be created and shared through the network, proven strategies, guidance on the Safe System approach, etc. A way to expand our work to make it roadway safety a priority. Also, creating roadway safety ambassadors within these cities/counties to spread the messages throughout the community.

The Executive Committee will discuss next steps at their March meeting and circle back to Council Members with a proposed plan to move forward.

#### **Public Comment**

Chair Hanson asked if there were any comments from the public. Guest Erik Zabel asked if ACTS will be looking at reducing the number of miles driven by providing and/or improving alternative modes such as mass transit. Vice Chair Sorenson responded that MnDOT is focusing on reducing vehicle miles driving by providing various systems and developing tools to identify locations where people would walk if they could. MnDOT and other agencies will continue to work on this effort.

#### **Adjourn**

Chair Hanson thanked everyone for their time, attention, and involvement in traffic safety. Wojcik made a motion to adjourn, Leuer seconded the motion. Motion carried. The meeting was adjourned at 3:56 p.m.

The next Advisory Council on Traffic Safety meeting will be April 10, 2024 from 1:00-4:00pm in the Josie Johnson Community Room at the Humphrey School of Public Affairs on the University of Minnesota campus.



**Appendix A: Attendance: Members, Staff, and Invited Guests**

Member Name	Organization	Present		Not Present
		In-person	Virtual	
<i>Council Members</i>				
Aasen, Paul	Minnesota Safety Council		X	
Ali-Mumin, Abdirahman	Representing Vulnerable Road Users			X
Cocking, Aaron	Insurance Federation of Minnesota			X
Crego, Chelaine	Northstar Bus Lines (representing Minnesota Association for Pupil Transportation)			X
Cummings, Sheryl	Minnesota Operation Lifesaver		X	
Diamond, Catherine	Minnesota Department of Health, Injury and Violence Prevention Section	X		
Hanson, Mike	Minnesota Department of Public Safety, Office of Traffic Safety	X		
Hartzell, Chris	City of Woodbury (representing League of Minnesota Cities)	X		
Hausladen, John	Minnesota Trucking Association			X
Hernandez, Kristine	Statewide TZD Program Coordinator	X		
Hosmer, Pete	A+ Driving School (representing Minnesota Driver and Traffic Safety Education Association)	X		
Jacobs, Robert	CentraCare (representing Minnesota Statewide Trauma Advisory Council)	X		
Jeppson, Julie	Anoka County (representing Association of Minnesota Counties)		X	
Kosluchar, Jim	City of Fridley (representing City Engineers Association of Minnesota)			X
LaDoucer, Gene	AAA	X		
Langer, Matt	Minnesota State Patrol, Chief			X
Larson, Annette	TZD Regional Coordinator			X
Leidle, Reed	Safety Signs (representing contractors)	X		
Leuer, Derek	Minnesota Department of Transportation, State Traffic Safety Engineer	X		
Meyer, Kerry	American Bar Association, State Judicial Outreach Liaison	X		

Moilanen, Michael	Mille Lacs Band of Ojibwe (representing tribal governments)	X		
Ostgaard, Gayra	Minnesota Department of Education		X	
Putzke, Becky	Law Enforcement Liaison	X		
Quinn, Cheryl	Representing Vulnerable Road Users	X		
Ramos, Michael	Washington County Sheriff's Office (representing Minnesota Sheriff's Association)	X		
Schallberg, Heidi	Met Council (representing metropolitan planning organizations)	X		
Severson, Michele	Council on Disability		X	
Shelton, Kyle	Center for Transportation Studies, University of Minnesota	X		
Sorenson, Brian	Minnesota Department of Transportation, Office of Traffic Engineering	X		
Tate, Jeff	Shakopee Police Department (representing Minnesota Chiefs of Police Association)			X
Witter, Andrew	Sherburne County (representing Minnesota County Engineers Association)			X
Wojcik, Michael	Bicycle Alliance of Minnesota	X		
Young, Charles	Minnesota Department of Human Services			X
<i>Council Staff</i>				
Dolan, Linda	Center for Transportation Studies, University of Minnesota	X		
Malinoff, Stephanie	Center for Transportation Studies, University of Minnesota	X		
Frandrup, Carissa	Center for Transportation Studies, University of Minnesota	X		
<i>Invited Guests</i>				
Brian Harmon	Minnesota Department of Public Safety		X	
Ken Johnson	Minnesota Department of Transportation	X		
Angela Seley	Minnesota Department of Public Safety		X	
Erik Zabel	Minnesota Department of Health	X		

## **DATA DIVE: PEDESTRIAN CRASHES IN MINNESOTA**

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At each meeting, members will dive into data around a specific traffic safety topic or question. Today's meeting will feature Derek Leuer, State Traffic Safety Engineer at the Minnesota Department of Transportation, sharing data around pedestrian crashes in Minnesota. Members will have a chance for discussion and questions following the presentation. Presentation slides are included in the slide deck for today's meeting on the [ACTS website](#).



## TRAFFIC SAFETY DATA ANALYTICS CENTER

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### 1. **Presentation: Traffic Safety Data Analytics Center**

Chair Hanson and Rachel Horne, Advanced Business Analyst, Minnesota IT Services, will provide members an overview and demonstration of the Traffic Safety Data Analytics Center, a new online repository to centralize data collection, improve stakeholder accessibility, and allow for advance analysis of traffic safety data in our state. Presentation slides are included in the slide deck for today's meeting on the [ACTS website](#) and a handout with tips and guidance for using the site is included on page C.2.

### 2. **Member Discussion**

Council members will have a chance to share thoughts and ask questions following the presentation.

## **Road Safety Information Center (RSIC): Overview & Tips**

### **Crash Data**

People want to stay safe as they travel the streets, roads, highways and interstates across Minnesota. Losing a loved one in a crash is heartbreaking and should never have to happen. Crashes are preventable. Data analysis is a critical tool to understanding how to improve traffic safety, save lives and reduce life-changing injuries.

The Road Safety Information Center is a data analytics platform that can look at the where, when, why and how of fatal and serious injury crashes. By incorporating real-time data with historical data, the analysis will help users figure out the circumstances behind traffic crashes. The insights can guide the development of preventative traffic safety measures and help Minnesotans make safe choices on the road.

The Minnesota Department of Public Safety Office of Traffic Safety (OTS) provides the Road Safety Information Center. OTS and traffic safety partners focus on education, enforcement, engineering, and emergency medical and trauma services for the Toward Zero Deaths (TZD) program. They rely on multiple data sources to make decisions that will save lives. The Road Safety Information Center uses MNCrash statewide data and selected third-party data sets.

We designed the site for the public, students, researchers, traffic safety stakeholders, and other city, county and state agencies.

Our goal is to aid in visualizing and accessing multiple traffic safety data sets. You can tailor the visualizations view and export based on a range of data points, including location, type of crash and contributing factors. In addition, you can layer the traffic volume data in relation to crash data using the map display. This capability will allow for additional analysis and understanding.

### **Tips on How to Use**

#### **Crash Information**

- Hover over a crash dot to see high level data about the crash including the date and time, along with the number of fatalities/injuries, and vehicles information
- Click on a crash dot to see more detailed information about the location, roadway, responding agency, etc.
- Crash List displays detailed information on crashes and can be collapsed from the map display.

#### **Waze Information**

- Hover over a triangle or jam to see high level data from Waze including the roadway, type of alert, length, and delay.

### Using the Map Display

The top left of the map display allows:

- Search Location - enter in a street address or location along with either the city name or zip code. Magnifying glass icon will add a pin to the map display. Map display can zoom in around the location. Click on the 'x' to remove the pin from the map display.
- Draw Shape - four different mask shapes are available. Once a mask shape is selected, it will turn blue. Click into the map to start drawing the area you want to view. Double click on the map will close the shape and it will display the outline in green. Click on the 'Mask X' to remove the shape from the map display.
- Ruler - measure distances on the map. Once the ruler is selected, it will turn blue. Click a point on the map to start measuring. Multiple points can be added. Double Click on the map to end the measurement. Distances of over 1000 meters will display in kilometers. Click on the distance in meters or kilometers to remove the measurement from the map display.
- Layers - legend shows what data is in the map display. Hidden data will show with the eye symbol with a slash through it; clicking the eye symbol will display or hide the data set.

### Filtering the Map Display

The right pane displays Widgets and Parameters. Both can be used to narrow the map display. Each application of filters will update Totals of the map display: Crashes, Occupants, Vehicles, Non-Motorized, Fatalities, and Serious Injuries. The Totals will also update by adding a mask shape to the map display.

Parameters include Date, Time of Crash, and Weekday of Crash.

Widgets include location information, level of injury, contributing factors, weather and road conditions, etc.

Refreshing your browser will reset the map display to the current year.

### Export Data

The download icon (arrow pointing down) in the upper left of the map display allows multiple layers to be exported into a CSV file type. Click on the download icon to customize the export of data on the map display. There are 5 different data sets available for export:

- Traffic Jams - sourced from Waze, includes any jams if available in the map display
- Alerts - sourced from Waze, includes any alerts if available in the map display
- All Crashes - sourced from MNCrash, includes all data fields from a MNCrash Report of the crashes in the map display

Please share any feedback or send questions to OTS via email at:

[OTSRoadSafety.public@state.mn.us](mailto:OTSRoadSafety.public@state.mn.us)

Last Updated: 4/2/24

## SPEED SAFETY CAMERA PROJECT UPDATE

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### **1. Introduction and Background**

In 2023 the Minnesota legislature required the Department of Public Safety to complete a report focusing on the policies associated with a Speed Safety Camera program. Chair Hanson will share more about this effort, and introduce our speaker, Karen Sprattler, The Sprattler Group, who is leading the project.

### **2. Presentation: Speed Safety Camera Project Update**

Karen Sprattler will provide an update on the project, work to date, and timing for future activities. Members will have a chance to share reactions and ask questions following the presentation. Presentation slides are included in the slide deck for today's meeting on the [ACTS website](#).

## LEGISLATIVE UPDATES

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### 1. Agency Updates

Vice Chair Diamond will ask state agency members to provide updates from each of their organizations on traffic safety legislative priorities.

### 2. Member Updates

Council members will have a chance to share updates on additional legislative activities underway this season.

### 3. Process for Gathering 2025 Legislative Recommendations

Vice Chair Diamond will describe the anticipated process to gather and prioritize recommendations that would be included in the 2025 Advisory Council on Traffic Safety report to the legislature. See page E.2 for more details.



### **Process for Gathering 2025 Legislative Recommendations from Advisory Council**

Each year the Advisory Council on Traffic Safety is required to submit a report to the legislature describing activities of the past year and recommending legislative action for the coming session. The steps below outline the proposed process for Council Members to submit legislative recommendations for the report.

- Members will submit a short application form that outlines their proposed idea, budget, champion, and timeline. The application form is still in development; a draft will be shared with the Council in May for discussion at our June meeting.
- Once finalized, the application form will be available on the ACTS website throughout the year so members can submit ideas at any time.
- Proposals will likely be due by mid-July each year.
- A Council subcommittee will be created to review applications and select proposals to move forward. Council members will not be allowed to serve on the subcommittee if their organization has submitted an application.

## COUNCIL BUSINESS

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### 1. Working Group Updates

Derek Leuer will provide updates from the Safe Road Zone/Rural High Risk Roadways and Strategic Highway Safety Plan Working Groups. Presentation slides are included in the slide deck for today's meeting on the [ACTS website](#).

### 2. Advisory Council Budget

Vice Chair Sorenson will review a preliminary budget for the Council. The budget can be found on page F.2.

### 3. Near-Term Project Idea Application Process

Following up on discussions from the February Council meeting, a new process has been established to collect near-term project ideas. Vice Chair Sorenson will describe the process and answer questions from members. The application process and form can be seen starting on page F.3.



**Advisory Council for Traffic Safety**  
**Annual Operating Budget**  
**DRAFT**  
*April 2, 2024*

Description	FY24		FY25		FY26		FY27	
	Revenue	Expense	Revenue	Expense	Revenue	Expense	Revenue	Expense
<i>Revenues</i>								
State appropriation to OTS	\$2,000,000		\$2,000,000		\$2,000,000		\$2,000,000	
Previous year carry forward			\$225,000		\$185,000		\$107,000	
Subtotal	\$2,000,000		\$2,225,000		\$2,185,000		\$2,107,000	
<i>Expenses</i>								
Consultant support--CTS		\$250,000		\$250,000		\$265,000		\$265,000
Staff support--OTS program management		\$125,000		\$131,250		\$140,000		\$145,000
Staff support--OTS research/data analysis		\$125,000		\$130,000		\$140,000		\$145,000
Staff support--communications		\$75,000		\$78,750		\$83,000		\$85,000
Traffic Safety Conference		\$0		\$250,000		\$250,000		\$250,000
Project allocations		\$1,200,000		\$1,200,000		\$1,200,000		\$1,200,000
Subtotal		\$1,775,000		\$2,040,000		\$2,078,000		\$2,090,000
<b>NET</b>		<b>\$225,000</b>		<b>\$185,000</b>		<b>\$107,000</b>		<b>\$17,000</b>



## **ADVISORY COUNCIL ON TRAFFIC SAFETY PROJECT SOLICITATION APPLICATION DRAFT**

The Advisory Council on Traffic Safety (ACTS) was established in 2023 to improve traffic safety for all users on Minnesota roads. Under Minnesota Statutes, section 4.076, funding is available to support stakeholders throughout the state in their efforts to reduce serious and fatal injury crashes in Minnesota. This document serves as the application form for these funds.

### **ELIGIBILITY**

- Any organization is eligible to apply for funding. This may include, but is not limited to: state, regional, local, and tribal agencies; non-profit organizations; educational institutions; community coalitions; and consultants. Organizations do not need to be based in Minnesota, but the project must demonstrate benefits to the state.
- Partnerships are encouraged but not required.
- Projects can focus on local, regional, and/or state issues.
- Work must be done within the state of Minnesota and can focus on any traffic safety topic(s).
- Projects may not exceed \$250,000 and must be completed in two years or less.
- Matching funds are not required.

### **TIMELINE**

- Materials will be posted on the ACTS site no later than May 3, 2024.
- Applications are due by 8:00am on Monday, June 3, 2024. Late application forms will not be accepted.
- Decisions will be communicated by July 1, 2024.
- All project funds must be spent by June 30, 2025.

### **SELECTION CRITERIA**

- Applications will be scored using the criteria below. Funding awards will take into account the location of fatalities and serious injuries in the metro and greater Minnesota (currently approximately 60%/40%, respectively) when application scores are similar.
- Up to \$1.2M is available for projects.
- Priority will be given to projects that focus on one (or more) of the top four contributing factors to fatal and serious injury crashes in Minnesota: distraction, impairment, speed, and lack of seatbelt use.
- Additional consideration will be given to unique and innovative projects and align with themes in the [Minnesota Strategic Highway Safety Plan](#) (SHSP) and the [Minnesota Highway Safety Plan](#) (HSP), including the FFY24 Annual Grant Application (a link will be provided with the final solicitation materials).
- Priority will be given to projects with matching funds of 20% or more.
- The State of Minnesota values diversity and inclusion. Consideration will be given based on how the proposed project supports Attachment A: Equity Scores by County.

Maximum points	Scoring Criteria Description
25	Description of project and importance of problem it addresses
25	Goals/outcomes address the problem
25	Connection to contributing factors, SHSP, and HSP
25	Experience and qualification of project team, including connections with new traffic safety partners
25	Integration of diversity, equity, and inclusion
25	Benefit/cost, including match contributions
150	Total Points

### REVIEW AND SELCTION PROCESS

A subcommittee of 4-6 ACTS members will be created to review proposals. Council members from organizations who submit a proposal will not be eligible to serve on the subcommittee. The subcommittee will submit a ranked list of proposals to the ACTS Executive Committee, which will make all final decisions. If an Executive Committee member organization submits a proposal they will be required to excuse themselves from the decision-making process.

### APPLICATION INSTRUCTIONS

Applications must be emailed to Stephanie Malinoff at [malinoff@umn.edu](mailto:malinoff@umn.edu) by 8:00am Central Time on Monday, June 3, 2024. Late application forms will not be accepted.

Proposers must submit one PDF containing the following, in order, for the application to be considered complete:

- Contact Information for Lead and Partner Organizations
- Application
- Budget Summary
- Letter(s) of Support, if applicable

#### Contact Information

Include the name of the lead organization, as well as any partnering organizations. For each organization, include the name and contact information (email address and phone number) for all team members.

#### Application

Answer each of the following questions. Each response is limited to 250 words.

- Describe the requested project or activity, including goals and outcomes.
- Describe the local, regional, and/or statewide impacts of this work.
- Describe how this project will address traffic safety concerns, including any connection to the top four contributing factors in Minnesota crashes (seatbelt use, distraction, impairment, speed).
- Describe any connections between this work and the Minnesota Strategic Highway Safety Plan and/or Highway Safety Plan.



- Provide a brief description of the experience and qualifications of the project team. Please include relevant traffic safety experience, and describe any connections each partner has with traffic safety work in Minnesota or note if they are a new partner to our efforts.
- Describe how the proposed project supports Attachment A: Equity Scores by County.

#### Budget

Attachment B: Budget Template is provided as an Excel Workbook that should be used to complete a budget summary for the project. Note the budget should not be submitted as an Excel file; it must be included in the single PDF file for the application.

Although match is not required, priority will be given to projects with matching funds of 20% or more. Please describe any matching funds in the budget.

#### Letters of Support

Letters of support are encouraged from partner organization(s). A letter of support is required from any organization providing match.

#### **QUESTIONS**

Questions regarding the application and evaluation process must be directed to Stephanie Malinoff by 8:00am Wednesday, June 19, 2024. Answers to questions that are not specific to a proposal will be posted to the Advisory Council on Traffic Safety website within approximately three business days.

## **PUBLIC COMMENT**

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Chair Hanson will call for public comment. The number of commenters and length of time permitted is at the discretion of the chair, and is subject to change.