

Advisory Council on Traffic Safety

Final Minutes

Wednesday, April 10, 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 1:00 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, both in-person and virtual, also introduced themselves.

Approve Today's Agenda

Leuer made a motion to approve the agenda with no changes and Aasen seconded the motion. Motion carried.

Approve Minutes from February 14, 2024 Meeting

Shelton made a motion to approve the February 14, 2024 meeting minutes with no changes and LaDoucer seconded the motion. Motion carried.

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

Data Dive: Pedestrian Crashes in Minnesota

Derek Leuer presented information on pedestrian crashes in Minnesota. He reminded attendees that it is a serious issue in Minnesota, as well as across the Nation. In addition, these types of crashes—and factors leading to these crashes—can be complex.

MnDOT contracted with Toole Design Group to conduct a pedestrian safety analysis to take a deeper look into pedestrian crashes statewide and better understand roadway and contextual factors that contribute to these crashes. If we understand what is contributing to the outcomes, we can do our best to prevent them from happening, adjust policies or programs, guide future data collection efforts and possibly adjust how MnDOT selects and applies countermeasures to improve pedestrian safety.

Derek referenced the MnDOT 2021 Statewide Pedestrian Safety Analysis Final Report, which can be found [here](#). Highlights from the report include higher pedestrian fatalities were reported in 2022 and 2023; lower income areas had an increase in fatalities (nine times higher) which indicated income inequities; reservation pedestrian fatalities were doubled which indicated a disparity of fatalities for these regions; most fatalities occurred at signalized intersections and mid-block crossings; and most pedestrian fatalities occur on minor arterials.

Derek also referenced the the Minnesota Vulnerable Road User Safety Assessment which can be found [here](#).

Traffic Safety Data Analytics Center Presentation

Chair Hanson provided attendees an overview 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.

Following his presentation, Rachel Horne, Advanced Business Analyst, Minnesota IT Services provided a demonstration of the Road Safety Information Center (RSIC), the cornerstone of the Data Analytics Center. The RSIC is an 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.

RSIC will be updated daily and use MNCrash statewide data and selected third-party data sets such as Google, Waze, and Move.ai. Having the data will be critical, but how to use and analyze it will be complex. It is a new and revolutionary way to use crash data so individuals can see crash data in a selected area. If you have suggestions for RSIC, please contact Stephanie Malinoff at malinoff@umn.edu.

The public site was designed for use by many, including the public, students, researchers, traffic safety stakeholders, and other city, county and state agencies. The goal is to aid in visualizing and accessing multiple traffic safety data sets. Users 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.

There is an internal platform as well, but that requires logged-in.

Mike explained numerous potential stakeholders and use cases. For example, parents can select specific routes for their family based on avoiding routes that are prone to crashes. Commercial truckers can save time by examining their routes and route planning to avoid areas with frequent delays or crashes. Students and researchers can access data regarding fatalities and crashes to teach engineering, public safety, and even technology to their students.

There will be multiple phases of RSIC. There are currently 20-50 datasets planned. If there is data you hope or wish for, or feedback you would like to provide, please email Stephanie Malinoff (malinoff@umn.edu). All comments will be passed along to the Data Analytics Center and RSIC teams.

Member Discussion

Council members shared their thoughts and asked questions regarding RSIC. Suggestions included:

- Add crash rate.
- Add a filter for pedestrians and bicycles.
- Add tribal boundaries.
- Add biking levels of stress from Open Streets map.
- Work with Waze to see if there is a way to add real-time alerts to their app based on this data.
- Add a route-choice option similar to Google Maps (i.e., if you enter origin A and destination B, the platform calculates routes and offers level of safety for each option).
- Connect EMS and Hospital data.

Speed Safety Camera Project Update

Introduction and Background

Chair Hanson summarized the 2023 legislative requirement ([HF2887 Section 126 Line 209.12](#)) for the Department of Public Safety to complete a report focusing on the process and policies associated with a Speed Safety Camera program. DPS has contracted with Karen Sprattler, The Sprattler Group, to lead the project.

Presentation

Karen Sprattler provided an overview of the legislative requirements and noted the team is starting to work through some bigger questions such as: where/how to start, program ownership and mechanics, fines and thresholds, funding, messaging, and equity considerations. She also noted that MnDOT did complete a research synthesis in February 2023 on Speed Safety Cameras; a link can be found [here](#).

A Speed Safety Camera Task Force has been created. Their first meeting will be held April 25 in St. Paul. The Task Force must include this Advisory Council—if anyone is interested in volunteering please contact Stephanie Malinoff (malinoff@umn.edu) or Karen Sprattler (karen@sprattlergroup.com).

Legislative Updates

Agency Updates

Vice Chair Diamond asked state agency members to provide updates from each of their organizations on traffic safety legislative priorities. Minnesota Department of Health had no items.

Chair Hanson mentioned a few legislative items from DPS, including changing the language regarding crash reporting. They are suggesting changing the threshold to require a crash report from \$1,000 damage threshold to “disabling damage” threshold. They are also requesting a change to the language regarding impaired driving sanctions if a driver is involved in a crash in Minnesota and has a BAC over .08 but is brought to an out-of-state hospital. This legislation would allow them to still provide a search warrant and the driver may lose their license. They are also rewriting the child passenger safety language to reflect national best practices for choosing the right car seat for children. They are also not supporting the motorcycle lane splitting legislation.

Vice Chair Sorenson had no legislative items from the Minnesota Department of Transportation.

Member Updates

Council members were asked to share updates on additional legislative activities underway this season.

Lindor mentioned they are supporting updates to e-bike definitions, biking legislation in school zones, decriminalization on J-walking, and Minneapolis is looking at pursuing speed cameras in school and work zones.

Jacobs asked if there is a proposal at the legislature that would loosen requirements regarding youth operation of class II ATVs. This is a concern because of the number of youth related crashes involving ATVs.

Process for Gathering 2025 Legislative Recommendations

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. Vice Chair Diamond reviewed the steps below outlining 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 the 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.

Members suggested that the last bullet be tweaked to allow Council members to participate on the subcommittee, but recuse themselves from any voting, if their organization submits an application.

Members were encouraged to start thinking about items they would like to submit as the application timeline will be condensed this year.

The following members volunteered to serve on the subcommittee: Paul Aasen, Chelaine Crego, Josie Donohue, Pete Hosmer, and Julie Jeppson. (Following the meeting these members also volunteered: Catherine Diamond, Mike Hanson, Becky Putzke, Brian Sorenson, and Michael Wojcik.) Additional ACTS members interested in joining the subcommittee can reach out to Stephanie Malinoff at malinoff@umn.edu.

Related to this discussion, Aasen reminded the group that there are different ways to move legislation forward, and they each may have their own timelines.

1. The Council supports an idea and the idea gets included in a state agency's list of priorities. These ideas will likely follow the process above and need to be identified early.
2. The Council supports an idea but the idea is not included in a state agency's list of priorities. These ideas will likely start via the process above, but may fall to a member organization to continue moving forward.
3. Individual members/organizations often times carry their own priorities forward to the legislature and do not need to go through the Council or a state agency.

Council Business

Safe Road Zone and Rural High Risk Roadways Working Group Update

Derek Leuer provided an update from the Safe Road Zone and Rural High Risk Roadways working group. The group has met five times and reviewed legislation, intent, constraints, and goals. They developed the Rural High Risk Roadways Program and Solicitation document that specified that there is \$10M ready for safety projects on Minnesota Trunk Highways with the goal to "Reduce Speeds and Conflicts on Rural Highways". Solicitation has been out and closed on March 29, 2024. There were 15 projects

submitted requesting \$14 million in funding. ACTS members and friends who volunteered to help score include Paul Aasen, Cleven Duncan, Rahya Giesler, Becky Putzke, and Cheryl Quinn. The group will meet on May 1st to finalize scores and award letters will be sent out shortly after.

Derek also provided an update on the Safe Road Zones solicitation, which closes on May 3, 2024. Both Local Agencies and MnDOT can apply for funding (\$1M for establishment of zone and \$1M for added enforcement). The funds can be used for studies, infrastructure, education, social media campaigns, etc. The group will meet next on April 20, 2024. There have been many inquiries and good questions and the goal is to complete selection by the end of May or early June. Funds will be award and distributed by July 1, 2024.

Strategic Highway Safety Plan Working Group Update

Derek Leuer provided an update on the Strategic Highway Safety Plan working group. The group has 11 members who met on March 8 to discuss crash data, equity data, and interplay; interaction between SHSP and ACT; and how new SHSP can become the “playbook” for ACTS. Their next meeting is May 10, 2024 and public feedback is welcome at talk.dot.state.mn.us/shsp.

Advisory Council Budget

Vice Chair Sorenson reviewed a preliminary budget for the Council. A copy was included in the meeting packet.

Near-Term Project Idea Application Process

Following up on discussions from the February Council meeting, a new process is being developed to collect near-term project ideas. Vice Chair Sorenson described the process that was included in the meeting packet and answered questions from members. Feedback included:

- Oftentimes match can be barrier for underrepresented organizations. By prioritizing applications that provide 20% match, we may be inadvertently creating equity concerns. Members asked to revisit that criteria.
- Members suggested that other ways to consider equity, beyond the Equity Scores by County, be explored.
- Members asked for clarity between this program and the Safe Road Zones and Rural High Risk Roadways solicitations. Initial discussion was that projects not selected for the Safe Road Zones or Rural High Risk Roadways solicitations could be submitted in this process.
- Statewide action teams and TZD coalitions could apply for these funds.

The following ACTS members volunteered to help review applications: Kristine Hernandez, Derek Leuer, Kerry Meyer, Becky Putzke, Heidi Schallberg, and Jeff Tate. (Following the meeting, these members also volunteered: Catherine Diamond, Mike Hanson, and Brian Sorenson.)

Public Comment

Chair Hanson asked if there were any comments from the public.

Cheri Marti: Encouraged ACTS members to be willing to submit creative legislative items that will help drive traffic fatalities to zero. We have been successful in the past with primary seat belt, etc.

Stephanie for Kyle Shelton: CTS will be hosting a webinar on May 7 from 12:00-1:30pm titled Impact of Speed Limit Changes on Urban Streets. Learn more and register [here](#).

Chelaine Crego: Today is “Stop Arm Violation Day”. Minnesota State Patrol are counting the number of violations.

Erik Zabel with the Minnesota Department of Health asked the council to pay attention to the issue of cannabis use, especially when driving but also pedestrians and bicyclists. ACTS may also want to review what other states are doing as well.

Stephanie Malinoff mentioned that the University of Minnesota has a new [Cannabis Research Center](#) that can be a resource, too.

Adjourn

Chair Hanson thanked everyone for their time, attention, and involvement in traffic safety. Tate made a motion to adjourn, Aasen seconded the motion. Motion carried. The meeting adjourned at 3:55 p.m.

The next Advisory Council on Traffic Safety meeting will be June 12, 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
Bogojevic, Christina	Minnesota State Patrol	X (Joe Dwyer)		
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 (Jamie Lukehart-Hobbs)	
Diamond, Catherine	Minnesota Department of Health, Injury and Violence Prevention Section	X		
Josephine Donohue	AAA – The Auto Club Group	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	TZD Statewide 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- The Auto Club Group	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 (CJ Lindor)		
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		
Piper, Jackson	Center for Transportation Studies, University of Minnesota	X		
<i>Invited Guests</i>				
Rachel Horne	Minnesota IT Services	X		
Karen Sprattler	The Sprattler Group	X		