MINNESOTA
ADVISORY COUNCIL ON
TRAFFIC SAFETY

ADVISORY COUNCIL ON TRAFFIC SAFETY

Wednesday, June 12, 2024
1:00-4:00pm

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

Join Virtual Meeting

or

Phone: 651-372-8299
Meeting ID: 927 1827 0003

DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF PUBLIC SAFETY
STATE OF MINNESOTA

DEPARTMENT OF HEALTH

MINNESOTA
ADVISORY COUNCIL ON
TRAFFIC SAFETY

ADVISORY COUNCIL ON TRAFFIC SAFETY
MEETING AGENDA

Wednesday, June 12, 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 April 10 Meeting
4. Membership Updates

1:15 **B.** **Crash Data Analysis Systems in Minnesota**—Mike Hanson, Department of Public Safety

2:15 **Council Member Group Photo**

2:30 **Break**

2:45 **C.** **Data Dive: Impacts of Winter Weather on Crash Data**—Brian Harmon, Department of Public Safety

3:05 **D.** **2024 Minnesota Legislative Session: Traffic Safety Recap**— Paul Aasen, Minnesota Safety Council

3:30 **E.** **Council Business**

1. Subcommittee and Working Group Updates
   - Project Idea Solicitation Process Subcommittee—Stephanie Malinoff, Center for Transportation Studies
   - Rural High Risk Roads/Safe Road Zones Working Group—Derek Leuer, Department of Transportation
   - Strategic Highway Safety Plan Working Group—Derek Leuer, Department of Transportation
2. Meeting Attendance Expectations— Brian Sorenson, Department of Transportation
3. Toward Zero Deaths Statewide Conference—Brian Sorenson, Department of Transportation

3:45 **F.** **Public Comment**—Mike Hanson, Department of Public Safety

4:00 **Adjourn**

MINNESOTA ADVISORY COUNCIL ON TRAFFIC SAFETY

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.

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	• January 23: West Central #1 • March 20: West Central #2 • April 23: Northwest • May 2: East Central • May 6: South Central • May 8: Southeast • May 14: Southwest • May 21: Northeast • May 23: Metro • June 4: West Central #3 • September 18: West Central #4
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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MINNESOTA ADVISORY COUNCIL ON TRAFFIC SAFETY

WELCOME AND INTRODUCTIONS

1. **Chairs' Welcome and Introductions**
   Chair Hanson, along with Vice Chair Sorenson, will welcome members to the meeting. Members will be asked to introduce themselves and the organization they are representing on the Council. Vice Chair Diamond sends her regards; she is not able to attend today's meeting.

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 April 10 Meeting**
   Chair Hanson will call for a motion to approve the minutes from the Council's April 10 meeting. Minutes can be found on the Council website, and a copy is included starting on page A.2.

4. **Membership Updates**
   Chair Hanson will review several membership updates since our last meeting.

   Two organizations have had recent member updates.
   - Colonel Christina Bogojevic has officially been named Chief of the State Patrol and has replaced Matt Langer on the Council.
   - Josephine (Josie) Donohue has replaced Gene LaDoucer, who recently retired, as the Council member representing AAA Minnesota.

   In addition, the following changes were approved in the 2024 legislative session.
   - The statewide TZD coordinator membership seat has been split into two separate roles, reflecting recent staffing changes within the program.
     - Kristine Hernandez now serves as the TZD Statewide Communications and Marketing Coordinator. She will continue to serve on the Council in this new role.
     - Annette Larson is now serving as the TZD Statewide Program and Operations Coordinator and will serve in this new capacity.
   - Two new membership seats were added.
     - EMS Regulatory Board. Dylan Ferguson is attending today's meeting and we anticipate all paperwork being finalized before our August meeting.
     - Representative from a victim advocacy organization. This is an open position on the Council. Staff will be posting the position through the Secretary of State's Office soon and we anticipate the new member being named before our August meeting.

MINNESOTA ADVISORY COUNCIL ON TRAFFIC SAFETY

Advisory Council on Traffic Safety

DRAFT 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.

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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.

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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.

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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.

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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.

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- 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.

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

Member Name	Organization	Present		Not Present
		In-person	Virtual	
Council Members				
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		

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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	
Council Staff				
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		
Invited Guests				
Rachel Horne	Minnesota IT Services	X		
Karen Sprattler	The Sprattler Group	X		

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CRASH DATA ANAYLSIS SYSTEMS IN MINNESOTA

MnDOT, DPS, and MDH representatives will discuss the various crash data analysis systems they use in each of their respective agencies, including an update from the Department of Public Safety on the Roadway Safety Information Center. Members will hear how the systems complement each other, how they are different, and discuss traffic safety data challenges and needs. Presentation slides are included in the slide deck for today's meeting on the ACTS website, and a handout from the Minnesota Department of Transportation is included starting on page B.2.

- Derek Leuer, Minnesota Department of Transportation
- Mike Hanson, Minnesota Department of Public Safety
- Brandon Walters, Minnesota Department of Public Safety
- Rachel Horne, Minnesota IT Services (on behalf of Minnesota Department of Public Safety)
- Erik Zabel, Minnesota Department of Health

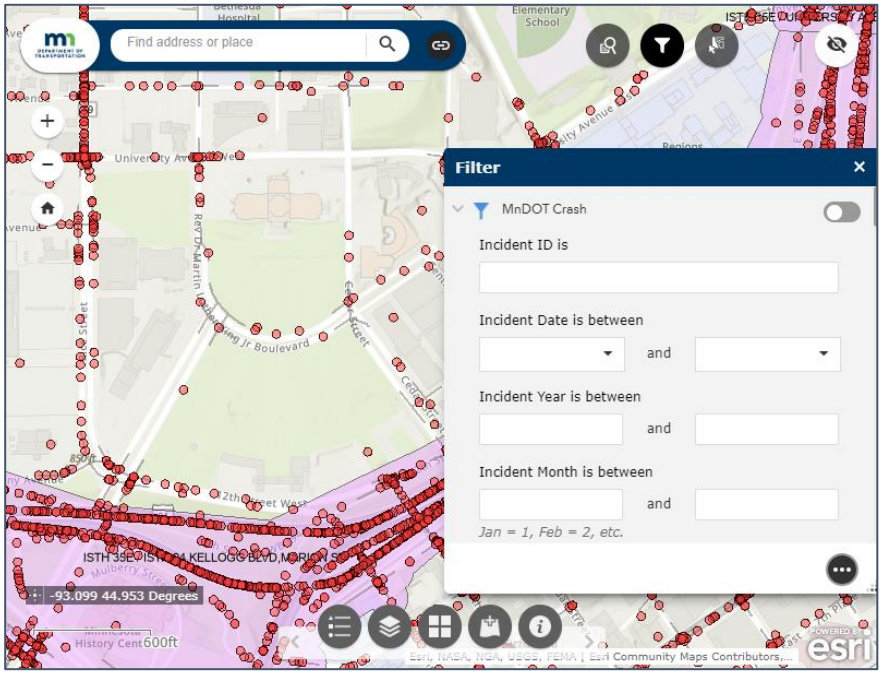
Minnesota Department of Transportation Crash Mapping Tools

This information provides a basic summary of the tools used within MnDOT to locate, assess, analyze, and understand crashes within the State of Minnesota, and related tools that can help understand potential future crash locations. The ability to map and utilize crash data also relies on several other information technology systems that are not discussed in this packet.

MnDOT Crash Mapping, Analysis, and Reporting Tool: CrashMART

Tool Owner:
MnDOT Office of Traffic Engineering

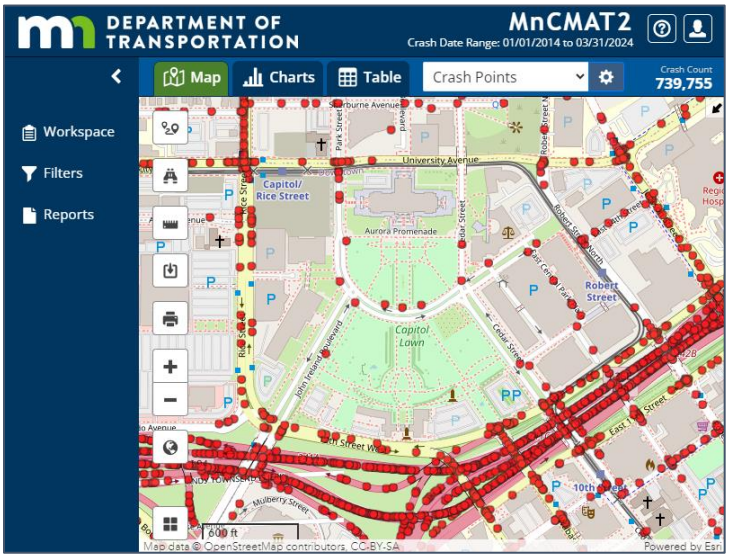
Users:
CrashMART is available to MnDOT staff conducting traffic safety analyses.



Features:

- 10 calendar years of crash data plus the current year.
- Nightly crash data updates.
- Ability to overlay additional spatial layers including jurisdictional boundaries, intersections, interchanges, and traffic volumes.
- Ability to upload spatial data for custom spatial queries
- Import spatial data from ArcGIS Online cloud
- Detailed crash filtering
- Spatial selection tool
- Export results to spreadsheet for further analysis
- Crash Data Toolkits
- All data accessible in desktop applications like ArcGIS Pro

Minnesota Crash Mapping Analysis Tool: MnCMAT2



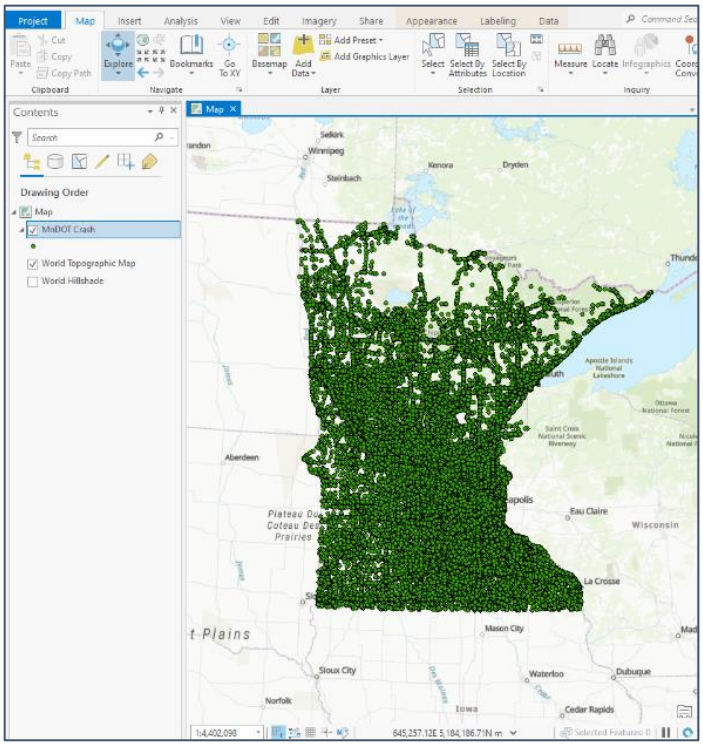
Tool Owner:
MnDOT State Aid Office

Users:
MnCMAT2 is available to MnDOT, county, city, and consultant staff conducting traffic safety analyses.

Features:

- 10 calendar years of crash data plus the current year.
- Quarterly crash data updates.
- Built in charts and reports
- Crash filtering
- Spatial selection tool
- Export results to spreadsheet for further analysis

ArcGIS Pro



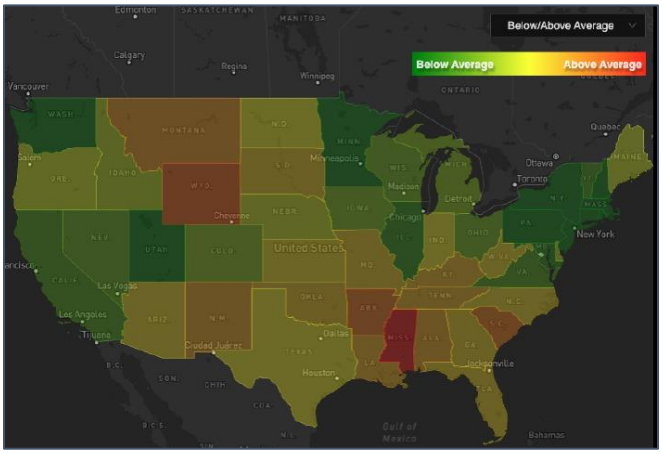
Tool Owner:
ESRI

Users:
MnDOT staff with access to the MnDOT copy of DPS crash data and ArcGIS Pro.

Features:

- Crash data back to 1984.
- Ability to do any type of spatial analysis with no limit to the other data sources available to be linked or added to the software.
- Heavy analytics and used by those with significant training and consistent use.

Safety Analysis Software as a Service: *COMING IN 2024*



Tool Owner:
MnDOT Office of Traffic Engineering. The process to obtain this tool has been in conjunction with MNIT and DPS OTS.

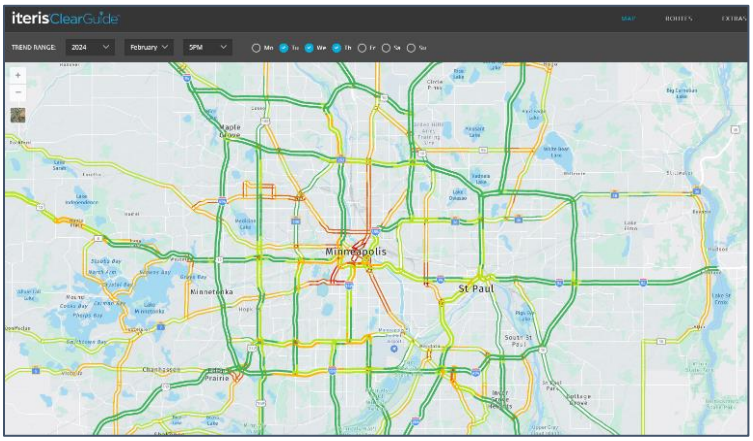
Users:
This tool will be available to state, county, city, MPO, research, and consultant staff conducting traffic safety analyses.

Features:

- All features of CrashMART. This tool will replace CrashMART.
- Network screening of intersections and segments based upon any filtered attribute or metric
- Benefit-cost reports for intersections and segments treatments
- Rigorous countermeasure analyses of intersections and segments
- Complete integration of separate data sets such as crashes, roadway network, hazards, POIs, and assets
- Standardized crash reduction/modification factors (linkages to CMF Clearinghouse) or custom CMFs
- Safety Performance Function (SPF) validation via Crash Prediction/EB module for intersections and segments
- Custom per-agency filters and dashboards for collaboration of targeted crash reductions and outreach
- Public-facing reports and dashboards
- Simple and fast editing interface for crash locations and attributes to correct errors
- Machine Learning (AI/ML) for automated auditing and analysis functions

Other MnDOT Non-Crash Mapping Tools

ClearGuide (Traffic Flow and Speeds)

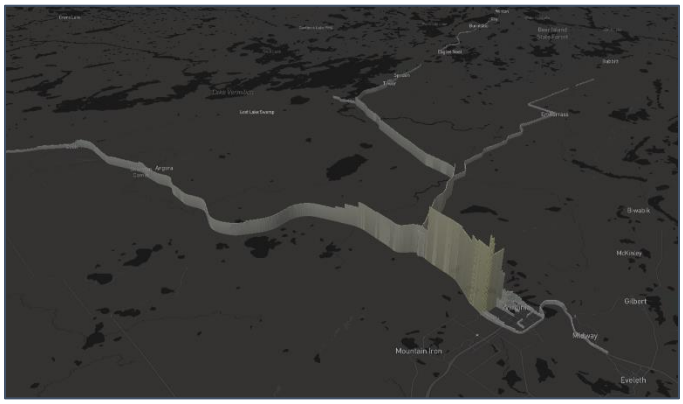


Tool Owner:
Iteris

Users:
MnDOT staff and consultants

Features:
- Route-specific travel time data
- Real-time and historical traffic flow, speeds, and bottleneck locations
- Incident and congestion analytics
- Weather-related traffic impacts
- Travel time reliability metrics

StreetLight Insight

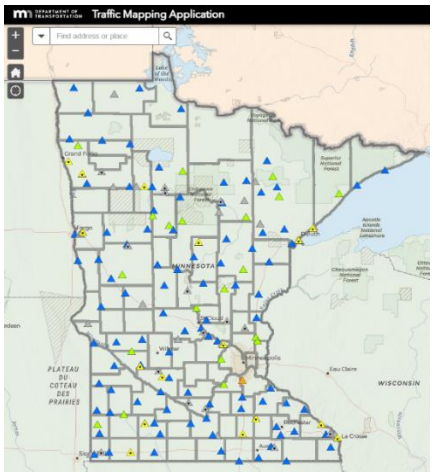


Tool Owner:
StreetLight

Users:
MnDOT staff and consultants

Features:
- Traffic patterns (e.g., origin-destination patterns, trip route statistics, estimate turning movements)
- Traffic volume variations over time
- Trip characteristics such as travel time, trip length, speed, and traveler demographics.

Traffic Mapping Application



Tool Owner:
MnDOT Traffic Forecasting & Analysis Office

Users:
Publicly available. https://www.dot.state.mn.us/traffic/data/tma.html

Features:
- Current and historical AADT and Heavy Commercial Annual Average Daily Traffic (HCAADT) volumes
- Weigh-in-Motion (WIM), Automatic Traffic Recorder (ATR), traffic detector locations
- Vehicle class and traffic count locations
- Reference post numbers and locations

Many more mapping applications are also in use.

MINNESOTA
ADVISORY COUNCIL ON
TRAFFIC SAFETY

DATA DIVE: IMPACTS OF WINTER WEATHER ON CRASH DATA

At each meeting, members will dive into data around a specific traffic safety topic or question. Today's meeting will feature Brian Harmon, Research Analyst Specialist at the Minnesota Department of Public Safety, sharing data around the impacts of winter weather on crash data. Following the discussion Vice Chair Sorenson will facilitate a discussion around impacts to our work. Presentation slides are included in the slide deck for today's meeting on the ACTS website.

MINNESOTA
ADVISORY COUNCIL ON
TRAFFIC SAFETY

2024 MINNESOTA LEGISLATIVE SESSION: TRAFFIC SAFETY RECAP

Paul Aasen will provide a summary of traffic safety related updates from the 2024 Minnesota legislative session, including updates from the ACTS Legislative Subcommittee. Members will be asked to share additional updates.

MINNESOTA
ADVISORY COUNCIL ON
TRAFFIC SAFETY

COUNCIL BUSINESS

1. **Subcommittee and Working Group Updates**
    - Stephanie Malinoff will give an update on behalf of the Project Idea Solicitation Process Subcommittee. A copy of the final solicitation is included starting on page E.2 and details can also be found on the ACTS project solicitation webpage.

    - 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. **Meeting Attendance Expectations**
   Vice Chair Sorenson will review the Council Operating Procedures with members, including expectations for attendance at meetings. A copy of the Operating Procedures is available on the ACTS website, and starting on page E.5 of this packet. Meeting attendance expectations are defined in section IV. Terms of Membership.

3. **Toward Zero Deaths Statewide Conference**
   Council members are strongly encouraged to attend the Toward Zero Deaths Statewide Conference which is scheduled for October 22-23 in St. Cloud. Scholarships will be available for Council Members who may need financial assistance to attend the conference. Vice Chair Sorenson will provide additional information on the registration process.

ADVISORY COUNCIL ON TRAFFIC SAFETY
PROJECT SOLICITATION APPLICATION

Updated: May 20, 2024

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 contains eligibility information and application instructions for these pilot funds.

ELIGIBILITY

- ACTS member organizations, traffic safety coalitions, and Toward Zero Deaths (TZD) affiliated staff (regional coordinators, Law Enforcement Liaisons, Child Passenger Safety liaisons, etc) are eligible to apply for funding.
- 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 and/or in-kind contributions are encouraged but not required.

TIMELINE

- Applications are due by 8:00am on Monday, June 17, 2024. Late application forms will not be accepted.
- Decisions will be communicated approximately July 1, 2024.
- All project funds must be spent by June 30, 2025.

SELECTION CRITERIA

- Applications will be scored using the criteria below.
- Up to $1.2M is available for projects.
- Projects should 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.
- Consideration will be given to unique and innovative projects and align with themes in the 2020-2024 Minnesota Strategic Highway Safety Plan (SHSP) and the Minnesota Triennial Highway Safety Plan FFY24-FFY26 (HSP), including the FFY24 Annual Grant Application which describes approved programming and funding levels for the Office of Traffic Safety in Federal Fiscal Year 2024.
- The State of Minnesota values diversity and inclusion. Consideration will be given to projects that address traffic safety issues within underrepresented populations in the state.

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

REVIEW AND SELCTION PROCESS

A subcommittee of ACTS members will review proposals. The subcommittee will submit a ranked list of proposals to the ACTS Executive Committee, which will make all final decisions. Final decisions will be shared with the Advisory Council.

If application scores are similar, funding decisions may be made to distribute projects between the metro area and greater Minnesota in alignment with the geographic distribution of fatal and serious injury crashes in the state.

APPLICATION INSTRUCTIONS

Applications must be emailed to Stephanie Malinoff at malinoff@umn.edu by 8:00am Central Time on Monday, June 17, 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

No additional attachments or materials will be accepted.

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.

- Describe the requested project or activity, including goals, outcomes, and the traffic safety problem the project will address.
- 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) and connections between this work and the Minnesota Strategic Highway Safety Plan and/or Highway Safety Plan/Annual Grant Application.

- Provide a brief description of the experience and qualifications of the project team. Please include relevant traffic safety experience, and note if any team members are new to traffic safety.
- Describe how equity has been considered in the project, and if/how the proposed project addresses traffic safety issues within underrepresented populations in Minnesota. Note the review committee may use the SPACE tool and Attachment A: Equity Scores by County as resources when scoring applications.

This section of the application is limited to four pages, single sided, with font size no smaller than 11.

Budget

Attachment B: Budget Template is provided as an Excel Workbook that should be used to complete a budget summary for the project. Please describe any matching funds in the budget.

The budget should not be submitted as an Excel file; it must be included in the single PDF file for the application.

Letters of Support

A letter of support is required from any organization providing match funds or resources.

PROJECT REPORTING

If selected, teams will be required to provide monthly progress reports and invoices throughout the life of the project. Reports should not exceed one page and should highlight successes, challenges, and any changes to the project scope or timeline. Upon completion of the project, teams will be asked to attend one Advisory Council on Traffic Safety meeting, either in-person or virtually, to provide a short presentation on their project. The Council meets every other month in the Twin Cities metro area.

QUESTIONS

Questions regarding the application and evaluation process must be directed to Stephanie Malinoff (malinoff@umn.edu) by 8:00am Tuesday, June 11, 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.

MINNESOTA
ADVISORY COUNCIL ON
TRAFFIC SAFETY

Advisory Council on Traffic Safety

Operating Procedures

Approved on December 13, 2023

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I. STATUTORY PURPOSE

a. The Advisory Council on Traffic Safety (hereinafter Advisory Council, Council, or ACTS) was created by the Minnesota Legislature in 2023 (HF2887, 5th Engrossment, Sec. 2 [4.076]).

b. The legislation establishes the Council to advise, consult with, assist in planning coordination, and make program recommendations to the commissioners of public safety, transportation, and health on the development and implementation of projects and programs intended to improve traffic safety on all Minnesota road systems.

c. In addition, this legislation establishes the Council to serve as the lead for the state Toward Zero Deaths program.

II. HOST AGENCY

a. The Office of Traffic Safety in the Department of Public Safety, in cooperation with the Departments of Transportation and Health, must serve as the host agency for ACTS and must manage the administrative and operational aspects of the Advisory Council's activities. The commissioner of public safety must perform financial management on behalf of the Council.

III. MEMBERSHIP

a. The Advisory Council consists of the following members:
   1. The chair, which is filled on a two-year rotating basis by a designee from:
      i. The Office of Traffic Safety in the Department of Public Safety;
      ii. The Office of Traffic Engineering in the Department of Transportation; and
      iii. The Injury and Violence Prevention Section in the Department of Health;
   2. Two vice chairs, which must be filled by the two designees who are not currently serving as chair of the advisory council under clause (1);
   3. The statewide Toward Zero Deaths coordinator;
   4. A regional coordinator from the Toward Zero Deaths program;
   5. The chief of the State Patrol or a designee;
   6. The state traffic safety engineer in the Department of Transportation or a designee;
   7. A law enforcement liaison from the Department of Public Safety;
   8. A representative from the Department of Human Services;
   9. A representative from the Department of Education;
   10. A representative from the Council on Disability;
   11. A representative for Tribal governments;
   12. A representative from the Center for Transportation Studies at the University of Minnesota;
   13. A representative from the Minnesota Chiefs of Police Association;
   14. A representative from the Minnesota Sheriffs' Association;
   15. A representative from the Minnesota Safety Council;
   16. A representative from AAA Minnesota;
   17. A representative from the Minnesota Trucking Association;
   18. A representative from the Insurance Federation of Minnesota;
   19. A representative from the Association of Minnesota Counties;
   20. A representative from the League of Minnesota Cities;

21. The American Bar Association State Judicial Outreach Liaison;
22. A representative from the City Engineers Association of Minnesota;
23. A representative from the Minnesota County Engineers Association;
24. A representative from the Bicycle Alliance of Minnesota;
25. Two individuals representing vulnerable road users, including pedestrians, bicyclists, and other operators of a personal conveyance;
26. A representative from Minnesota Operation Lifesaver;
27. A representative from the Minnesota Driver and Traffic Safety Education Association;
28. A representative from the Minnesota Association for Pupil Transportation;
29. A representative from the State Trauma Advisory Council;
30. A person representing metropolitan planning organizations; and
31. A person representing contractors engaged in construction and maintenance of highways and other infrastructure.

b. The commissioners of public safety and transportation must jointly appoint the advisory council members under paragraph (a), clauses (11), (25), (30), and (31).

IV. TERMS OF MEMBERSHIP

a. The terms, compensation, and appointment of members are governed by section 15.059.

b. Chair and Vice Chairs will serve a rotating two-year term. All other members will serve a four year term.

c. The terms of one-half of members (excluding the Chair and Vice Chairs) shall be conterminous with the governor and the terms of the remaining one-half of the members (excluding the Chair and Vice Chairs) shall end on the first Monday in January one year after the terms of the other members.

d. Term Limits and Reappointments
    1. There are no term limits for members from direct appointment organizations. At the end of each term, the member organization shall submit an updated direct appointment letter naming their member.
    2. Commissioner appointed members can reapply at the end of their term, but are limited to two consecutive terms.

e. A member organization that misses two consecutive meetings, or whose attendance falls below 50% in a one year period, will be contacted by the Council staff to evaluate the member organization's ability to fulfill their obligation to the ACTS.

f. Council members will sign an Oath of Office.

g. Council members are eligible for per diems pursuant to section 15.059

V. COUNCIL RESPONSIBILITIES

a. Per Minnesota statute, the Advisory Council must:

1. Advise the governor and heads of state departments and agencies on policies, programs, and services affecting traffic safety;
2. Advise the appropriate representatives of state departments on the activities of the Toward Zero Deaths program, including but not limited to educating the public about traffic
   safety;
3. Encourage state departments and other agencies to conduct needed research in the field of traffic safety;
4. Review recommendations of the subcommittees and working groups;
5. Review and comment on all grants dealing with traffic safety and on the development and implementation of state and local traffic safety plans; and
6. Make recommendations on safe road zone safety measures under section 169.065.

VI. OFFICERS

a. Chair
   1. ACTS may send recommendations to the Commissioner.
   2. Duties of the Chair are:
      i. Preside at all ACTS and Executive Committee meetings;
      ii. At the request of the Commissioner, be the spokesperson and representative for ACTS;
      iii. Appoint working groups and subcommittees, as needed; and
      iv. Serve on the Executive Committee.

b. Vice Chairs
   1. Duties of the Vice Chairs are:
      i. Preside at the ACTS and Executive Committee meetings in the absence of the Chair;
      ii. Assist the Chair as requested; and
      iii. Serve on the Executive Committee.

VII. RESPONSIBILITIES AND EXPECTATIONS OF MEMBERS

a. Council members are expected to:
   1. Attend and actively participate in meetings;
   2. Serve on committees, working groups, and other ad hoc groups as requested by the Chairs;
   3. Use respectful dialogue;
   4. Provide input, ideas, information;
   5. Prepare for active participation in discussions and decision-making by reviewing meeting materials;
   6. Beware of and report any conflict of interest that may exist;
   7. Refrain from writing letters or engaging in other kinds of communication in the name of ACTS, unless the Chairs and/or Commissioners specifically authorize such communication;
   8. Be curious and learn from each other.

VIII. MEETINGS

a. The Advisory Council must meet no less than four times per year, or more frequently as determined by the chair, a vice chair, or a majority of the council members. The Council is subject to chapter 13D.

b. Every effort will be made to annually schedule no less than four meetings for the coming year.

c. The majority of members in attendance, in-person or virtually, will constitute a quorum at ACTS meetings.

d. Meetings will be conducted in accordance with Roberts Rules of Order.

e. Meeting minutes will be taken at each meeting and posted online.

f. Time will be allocated during each meeting for public comment. Time limits will be imposed at the discretion of the Chair.

g. The chair must regularly report to the respective commissioners on the activities of the Advisory Council and on the state of traffic safety in Minnesota.

IX. VOTING

a. Voice votes will be used at any regular or special meeting where voting is necessary, unless ballots are requested by the majority of those present.

b. The Chair will determine whether enough members are present to allow a vote.

c. The Chair will tally and report on ballot vote results.

X. STANDING COMMITTEES

a. Executive Committee
    a. The Executive Committee will be responsible for conducting the interim business of ACTS.
    b. The Executive Committee will consist of the following standing members: ACTS Chair, both ACTS Vice Chairs, the Minnesota Safety Council member, the Chief of the Minnesota State Patrol, and the Statewide TZD Coordinator.
    c. In addition, and at the discretion of the Chair, two at-large members will join the Executive Committee.
    d. All members of the Executive Committee must be ACTS members.

XI. SUBCOMMITTEES AND WORKING GROUPS

a. The Advisory Council may appoint subcommittees and working groups. Subcommittees must consist of council members. Working groups may include nonmembers. Nonmembers on

working groups must be compensated pursuant to section 15.059, subdivision 3, only for expenses incurred for working group activities.

XII. CHANGES TO OPERATING PROCEDURES

a. ACTS members may propose amendments to these Operating Procedures during a regularly scheduled Council meeting.

b. ACTS members will be notified of a proposed amendment at least seven days prior to the vote on its adoption.

c. An amendment requires a favorable vote of at least two-thirds of the ACTS members present for adoption.

d. An amendment will take effect immediately upon the conclusion of the meeting at which it is adopted.

MINNESOTA
ADVISORY COUNCIL ON
TRAFFIC SAFETY

PUBLIC COMMENT

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.