

Welcome!

Advisory Council on Traffic Safety

June 11, 2025

Note: Today's meeting will be recorded for record keeping purposes only



Welcome and Introductions

- Chairs' Welcome and Introductions
- Approve Today's Agenda
- Approve Minutes from April 9 Meeting
- Membership updates

Member Profile

- Pete Hosmer, Minnesota Driver and Traffic Safety Education Association

PETE HOSMER

A+ DRIVING SCHOOL

MDTSEA



A+ EARLY YEARS

Started in 2004



A+ Driving School



Statewide

Over 10,000 students

Over 100 instructors

70 training cars



- Start Anytime!
- Go at Your Own Pace!
- Take it from anywhere!

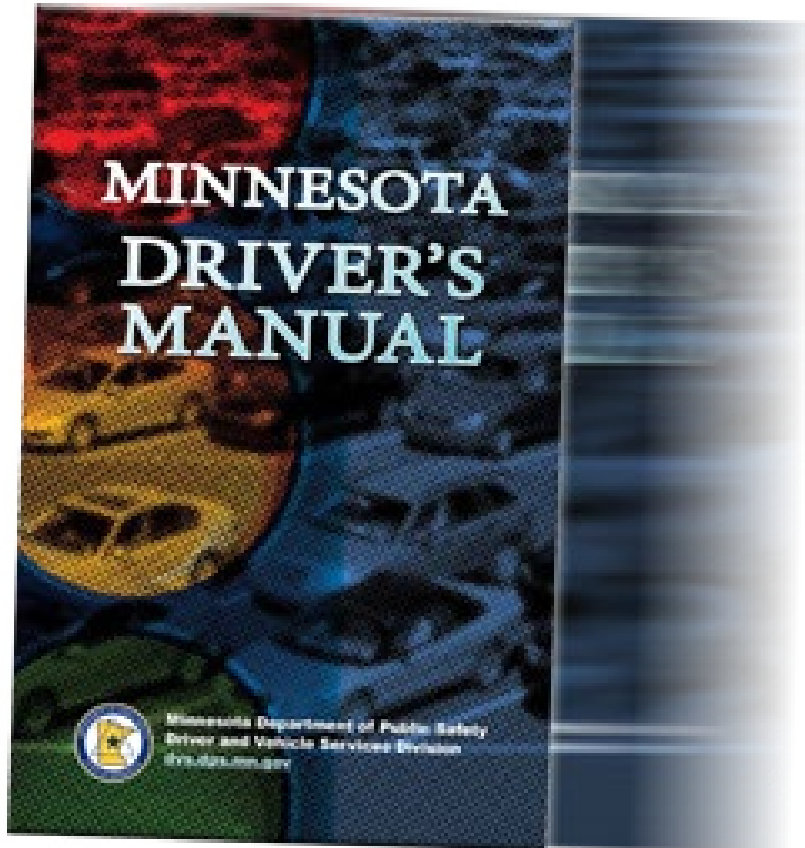
A+ DRIVING SCHOOL TODAY!



DRIVING ME MAD



DRIVERS EDUCATION PROCESS



Teenagers under 18

- 30 Hours of classroom (Online / In Person / Teleconference)
- 6 Hours of Behind the Wheel training (one-on-one)
- 50 Hours of driving with parent/adult
- Optional Parent Class
- Average cost ~\$450

18 and over **NO EDUCATION REQUIRED**



MINNESOTA DRIVER AND TRAFFIC SAFETY EDUCATION ASSOCIATION



- Minnesota Association for all Driving Instructors
- ~200 Members
- Work toward Best Practices and Continuing Education for Instructors
- Regional and Statewide Conferences

Public Participation and Engagement with Native American Communities

- Poh Lin Khoo, Khoo Consulting

Break

Policy and Legislative Affairs Subcommittee

- Paul Aasen
 - *Minnesota Safety Council*
- Summary of traffic safety actions from 2025 legislative session, including final outcome of ACTS position statements
- Updates from members
- Legislative priorities from SHSP

Council Business: Subcommittees and Working Groups

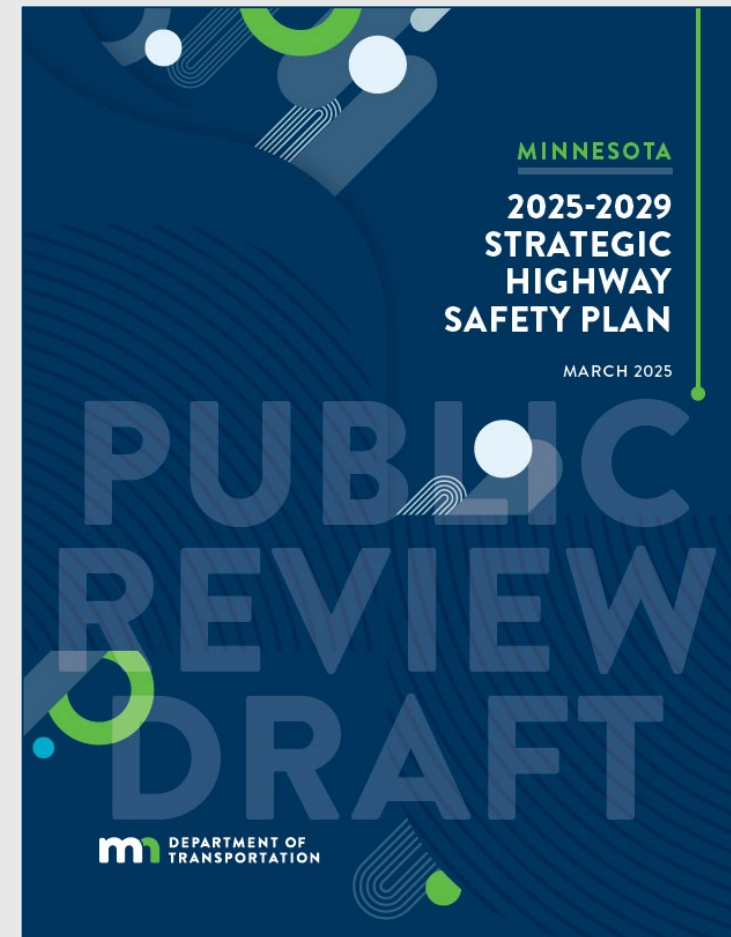
- TIM Working Group
 - *Reed Leidle, Safety Signs*
- Safe Road Coalitions Working Group
 - *Annette Larson, Statewide TZD Program and Operations Director*
- E-Bike Policy Advisory Committee
 - *Kyle Shelton, Center for Transportation Studies*

Strategic Highway Safety Plan Update and Discussion

- Derek Leuer
 - *Department of Transportation*

What is the SHSP?

- Goal-reduce fatal and serious injury or **K and A Crashes**
- Required to receive Federal HSIP funds **Highway Safety Improvement Program**
- Updated every 5 years
- Promotes Partnerships
- Plan Development led by Depts of:
 - **Public Safety**
 - **Health**
 - **Transportation**



- Review the SHSP Strategies and Tactics
- Identify one tactic you would like to see advanced by the ACTS
- Identify 1-2 Legislative Action Items you would like to see ACTS advance
- <https://talk.dot.state.mn.us/shsp>
 - SHSP Report
 - **SHSP Appendices**



UMBRELLA FOCUS AREAS

SPEED

EQUITY FOCUS AREA

Strategy 1: Develop a Comprehensive Plan to Systematically Reduce Speeds



Safe System Approach Elements Addressed:
Safe Road Users, Safe Speeds, Safe Roads, and Post-Crash Care

TACTIC	LEADERSHIP
1.1: Develop a comprehensive Speed Management Action Plan that identifies locations, times, and strategies to effectively manage speed through enforcement, speed safety cameras, engineering design, and traffic safety culture tactics. Involve staff from State Patrol, local law enforcement, engineering, Toward Zero Deaths and others.	

Strategy 2: Improve Speed-Related Crash Data and Driver Violation History



Safe System Approach Elements Addressed:
Safe Road Users and Safe Speeds

TACTIC	LEADERSHIP
2.1: Improve speed crash data quality by educating law enforcement on how to update MNCRASH after crash reconstruction is complete.	
2.2: Provide law enforcement with up-to-date driver violation history and prior convictions at the time of a traffic stop to help identify repeat violators.	

Strategy 3: Assess and Expand the Pilot Use of Speed Safety Cameras and Related Public Education Efforts



Safe System Approach Elements Addressed:
Safe Road Users, Safe Speeds, Safe Roads, and Post-Crash Care

TACTIC	LEADERSHIP
3.1: Assess Minnesota's pilot speed safety camera efforts to determine if project goals were met, identify successes, and recommend changes. Identify safety strategies, communications, and public engagement tactics for potential expanded applications.	
3.2: Develop a speed safety camera program plan for work zones and school zones based on Minnesota's pilot results. Consider the USDOT speed safety camera guidelines for planning, public involvement, stakeholder coordination, implementation, maintenance, and evaluation.	
3.3: Enable systematic deployment of automated enforcement options to enhance their impact on reducing high-risk driving behaviors.	
3.4: Develop messaging to educate the public on how speed safety cameras, when implemented with proper controls, can offer fair and equitable enforcement of speeding laws.	

The order of the strategies and tactics does not indicate priority.

Key Tactic
 Legislative Action

STAKEHOLDER LEADERSHIP (4E'S)

Engineering
 Enforcement
 Emergency Services
 Education

Appendix A: Focus Area Strategies and Tactics

MINNESOTA STRATEGIC HIGHWAY SAFETY PLAN

Focus Area Strategies and Tactics

75 Strategies

- 242 total tactics
- 106 of which are Key Tactics
- 23 tactics which require legislative action

Key:

- **Strategy** is the “what”
- **Tactic** is the “how”
- **Key Tactics** highlight especially impactful or timely actions
- **Equity Focus Area** designation is given to the top six focus areas by equity score

- Catherine Diamond
 - *Department of Health*

Review of FY26 Council budget

Public Comment

Public comment is limited. The number of commenters and length of time permitted is at the discretion of the chair, and is subject to change.

Thank You

