



## **Advisory Council on Traffic Safety**

### **FINAL Minutes**

**Wednesday, June 11, 2025**

**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 1:02 p.m.

#### **Welcome and Introductions**

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

Chair Hanson welcomed members. All members and staff introduced themselves and the organization they were representing on the Council.

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

Wojcik made a motion to approve the agenda without any changes. Schallberg seconded the motion. Motion carried.

##### **Approve Minutes of April 9, 2025 Meeting**

Wojcik made a motion to approve the April 9, 2025 minutes without any changes. Ferguson seconded the motion. Motion carried.

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

#### **Membership Updates**

Membership remains stable; there have been no recent membership updates.

### **Drivers Education for All: Member Profile and Discussion**

Pete Hosmer shared information about his background, the Minnesota Driver and Traffic Safety Education Association, and current process around drivers education in our state. Slides from his presentation are available [online](#).

Hosmer shared information about the Driver's Education for All initiative. One of the program goals is to offer the classroom portion of driver's education to 9th-grade students, making them eligible to obtain their learner's permit. The estimated cost for the classroom instruction is approximately \$100 per student, with around 100,000 students eligible each year in Minnesota. The behind-the-wheel portion adds another \$350 per student, bringing the total cost to about \$450 per student.

There is potential to provide financial support to students with demonstrated need—possibly by linking eligibility to the free or reduced-price lunch program. While funding remains a barrier, Hosmer noted that the total cost to provide the classroom instruction is not insurmountable within the broader context of public investment.

In addition, Hosmer discussed the idea of creating a recurring/continuing education training course for already licensed drivers. The goal is to move away from the idea that driver education and testing should only happen at age 16. Instead, there could be opportunities for continued learning and regular refresher training.

Member discussion followed on the following topics:

- **Drivers Ed in Schools:** Members asked whether there has been discussion about bringing driver's education back into schools. Hosmer shared that school districts have previously noted that drivers education programs most often result in a financial loss, and that fitting in non-required curriculum is difficult given the demands of the required state curriculum.
- **Use of Driving Simulators:** There was a question about whether driving simulators could supplement or replace behind-the-wheel training. Hosmer expressed skepticism, noting that while simulators can be helpful, they don't replicate the experience of real, on-the-road driving.
- **Support for Continuing Education:** Hanson voiced support for ongoing driver education, emphasizing that laws, vehicles, and driving culture evolve over time. He noted the importance of keeping drivers up to date through regular training.

### **Public Participation and Engagement with Native American Communities**

Poh Lin Khoo, founder of Khoo Consulting, shared results of work her team has been doing to engage with communities that are underserved and overrepresented in traffic crashes, specifically the White Earth Nation. The work not only focuses on traffic safety as a technical issue, but also as one that is deeply embedded in the cultural context of the communities. Khoo reminded us that these challenges are not just statistics, they represent real people and real life. Slides from Khoo's presentation are available on the [ACTS website](#).

Member discussion followed on the following topics:

- The challenges shared by Khoo in her presentation are bigger than many of us assume.
- The 7 Grandfather Teachings Khoo shared are messages that can—and should—be integrated into statewide traffic safety messaging. Consider creating messaging specific to tribal communities, for example integrate feathers into imaging.
- We are reminded that trust is earned.

## **Policy and Legislative Affairs Subcommittee**

Chair Hanson and Paul Aasen shared the following traffic safety outcomes from the 2025 legislative session.

- The annual appropriation for the Council has been reduced from \$2M to \$1.1M annually, beginning in FY26.
- Council legislative language was updated as follows:
  - The Council is no longer required to review and comment on “all grants dealing with traffic safety.”
  - The Council may host an annual state traffic safety conference.
  - DPS was given grant/contract-making authority for work that informs the Council.
  - Language was clarified and added to address the types of safety projects eligible for funding through Council, most notably traffic safety coalitions.
- The \$3.25M in unspent FY24-25 Council appropriations has been canceled.
- The annual appropriation for DRE work has been reduced from \$5M to \$3M, although there is a substantial amount of unspent carryforward from the FY24-25 biennium so the impact of this reduction won't be realized until FY28-29
- Seatbelts are now required for class II ATCs that have factory installed belts.
- The Traffic Safety Violations Disposition Analysis study being led by the UMN has a revised due date of January 2026.
- Lane filtering and lane splitting legislation was passed.
- E-bike rebate program was continued, with some small changes, including moving from a first-come, first-served system to a lottery system.
- Penalties and requirements for ignition interlock were strengthened.

Aasen provided an update on federal NHTSA funding, which remains stable through September 30. However, funding beyond that date is uncertain. Minnesota currently receives about \$27 million annually, and any reduction could significantly disrupt the state's traffic safety efforts—potentially requiring a shift back to core, foundational strategies.

If we do indeed end up facing federal and state funding decreases, at least in the short-term, Aasen stressed the importance of working collectively to reassess priorities. If core programs are at risk, the traffic safety community may need to pivot to ensure that every dollar is directed toward its highest and most effective use, which may involve reevaluating how resources are allocated across the board.

## **Subcommittee and Working Group Updates**

### **Traffic Incident Management (TIM) Subcommittee**

At their last meeting, the group discussed leveraging ACTS to support TIM through legislative and policy action. To be effective, it was noted that specific requests would come from the statewide TIM committee, with ACTS providing support through outreach, collaboration, and legislative advocacy. Quick lane clearance was highlighted as an example of a potential legislative priority. Next steps include finalizing the ACTS Subcommittee membership—Reed Leidle has agreed to serve as chair—and determining how the ACTS and TIM groups can support one another without overburdening members.

### **Safe Roads Coalition Working Group**

Annette Larson shared that recent discussions have centered on identifying where coalitions are encountering challenges and how to collaborate more effectively to move past them. She noted it was encouraging to hear that some state funding may soon be available to support coalition efforts. Larson

also pointed out that Traffic Incident Management (TIM) is currently missing from fatality review discussions—a gap that needs attention. The next meeting is scheduled for July, and she expressed hope that it will bring forward more solutions to these ongoing issues.

### **Youth E-Bike Policy Advisory Committee**

Shelton provided an update on the legislatively mandated study, reminding the group that ACTS and the Active Transportation Advisory Committee (ATAC) are required to collaboratively complete the work. Toole Design was recently contracted to lead the project. A Policy Advisory Committee (PAC) has been formed, including members from both ACTS and ATAC, and a Technical Advisory Committee (TAC) will also be established. Both committees will provide guidance and input throughout the study. The project is just beginning, and staff are currently working to schedule the first PAC meeting to share a status update.

### **2025-2029 Strategic Highway Safety Plan (SHSP) Update and Discussion**

Derek Leuer provided a brief update on the status of the Strategic Highway Safety Plan (SHSP), which is currently awaiting final signatures before it can be officially published. Additional information is available in the [meeting slides](#).

Members were asked to review the SHSP strategies and tactics and identify one tactic they would like to see advanced by ACTS. They were also asked to suggest one to two legislative action items for ACTS to set as a priority. Staff will follow up with an email outlining details and deadlines.

### **Council Business: Review FY26 Council Budget**

Now that the legislature has finalized the state budget, the Executive Committee (EC) will begin developing a detailed budget plan in the coming weeks. Once drafted, the EC will share the proposed budget with members for their review and feedback to ensure it aligns with group priorities before final approval.

### **Public Comment**

Several pieces of written feedback were received prior to today's meeting. Chair Hanson explained that these comments will be handled similarly to the process used by the state legislature: written feedback will be acknowledged verbally during the meeting by referencing the submitter's name and organization. All comments will be included in the meeting minutes, and the Executive Committee and Chairs will review and address them as appropriate. The full set of written feedback is available in Appendix B.

Additional Comments from Meeting Attendees:

- **Speed Safety Cameras:** Derek Leuer noted that while speed safety cameras were approved last year in a limited capacity, MnDOT was also directed to develop traffic safety camera standards. These standards are expected to be published in the *State Register* in late June.
- **Driver's Education Legislation:** Pete Hosmer asked about the timeline for drafting legislation related to the Driver's Education for All policy. He was advised that if he wants support from a state agency, he should coordinate with the Office of Traffic Safety (OTS), which has an internal policy deadline in early August. Paul Aasen offered to serve as a resource, and offered that there are several other ways to introduce legislation outside of the official agency process.

- Statewide Transportation Vision: Whitney Mason shared that MnDOT is currently updating the Minnesota Transportation Vision and will be conducting public engagement over the summer. She will provide an update at the next meeting to gather member input.

### **Adjourn**

Chair Hanson thanked everyone for their time, attention, and involvement in traffic safety.

Wojcik made a motion to adjourn, Kosluchar seconded the motion. Motion carried. The meeting adjourned at 3:46 p.m.

The next Advisory Council on Traffic Safety meeting will be Wednesday, August 13, 2025 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 (Major Mike Wedin)		
Calistro, Gina	Representing Victims Advocacy Organizations	X		
Cocking, Aaron	Insurance Federation of Minnesota			X
Diamond, Catherine	Minnesota Department of Health, Injury and Violence Prevention Section		X	
Donohue, Josephine	AAA - The Auto Club Group			X
Ferguson, Dylan	Emergency Medical Services Regulatory Board	X		
Hanson, Mike	Minnesota Department of Public Safety, Office of Traffic Safety	X		
Hansen, Richard	Minnesota Operation Lifesaver		X	
Hartzell, Chris	City of Woodbury (representing League of Minnesota Cities)		X	
Hausladen, John	Minnesota Trucking Association		X	
Hernandez, Kristine	TZD Statewide Communications Director	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		
Larson, Annette	TZD Statewide Program and Operations Director	X		
Leidle, Reed	Safety Signs (representing contractors)	X		
Leuer, Derek	Minnesota Department of Transportation, State Traffic Safety Engineer	X		
Martini, Nick	Northstar Bus Lines (representing Minnesota Association for Pupil Transportation)		X	

Member Name	Organization	Present		Not Present
		In-person	Virtual	
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		
Schleck, Jessica	TZD Regional Coordinator	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			
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 (Carissa Frandrup)		
Malinoff, Stephanie	Center for Transportation Studies, University of Minnesota	X		
Piper, Jackson	Center for Transportation Studies, University of Minnesota	X		
<i>Invited Guests</i>				
Poh Lin Khoo	Khoo Consulting	X		

**Appendix B: Written Public Comment Provided to Advisory Council on Traffic Safety**



Stephanie Malinoff &lt;malinoff@umn.edu&gt;

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## Public comment for ACTS meeting 6/11/2025

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**Mark Plotz** <info@thesmallestcog.com>  
To: Stephanie Malinoff <malinoff@umn.edu>  
Cc: Michael Wojcik <michael@bikemn.org>

Wed, Jun 11, 2025 at 10:47 AM

Hi Stephanie, I cannot be present for the ACTS meeting today, so I would like to submit the following comment to be read into the record.

=====

Does MnDOT stand by its Complete Streets policy for trunk highways? When a project fails to meet the community's definition of a Complete Street, what recourse does the community have? A Complete Street is the outcome of a collaborative process, and not simply a list of design features such as ADA accessibility. The case study of the Highway 14 and Broadway intersection in Rochester seems to indicate that the old DOT public participation paradigm of Decide-Announce-Defend is still very much alive. A wider road and a 40 mph design speed for an urban context is not the outcome of a robust public engagement process and a collaborative relationship between MnDOT and the local jurisdiction. The City of Rochester has the resources to push back against MnDOT; most communities are not in such a position, so when time comes for us to give local consent to trunk highway projects, our input is limited to yes/no. For operational decisions on trunk highways, there's no local input: our traffic signals have been synchronized, our speed limits raised, and the foot speed for our Walk phase is decided for us. Again, this is not an indication of an agency that has embraced Complete Streets policy and collaboration with local jurisdictions.

When done right, Complete Streets design is a proven safety countermeasure. MnDOT's Central Office should review the proposed design for the Highway 14 and Broadway intersection in Rochester to ensure it is consistent with MnDOT practices for Complete Streets policy and VMT reduction.

Thank you,  
Mark Plotz  
Owner  
The Smallest Cog Bicycle Shop  
[115 S. Minnesota Ave.](#)  
[Saint Peter, MN 56082](#)  
(507) 931-0815



Stephanie Malinoff &lt;malinoff@umn.edu&gt;

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**Please have ACTS review the Broadway and US 14 intersection in Rochester**

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**Brett Ostby** <dagunaconsulting@gmail.com>  
To: malinoff@umn.edu

Tue, Jun 10, 2025 at 9:03 PM

Ms. Malinoff,

It is my understanding that ACTS has the ability to intervene when the MNDOT planning process fails to create a safe transportation corridor. I have lived in Rochester for most of my life. I have traversed this intersection thousands of times as a motorist, cyclist, and pedestrian. The intersection design has always prioritized motorized vehicles over other users. The proposed plans continue that tradition, seemingly ignoring community input and multimodal goals for the City of Rochester. The proposed design allows vehicles to move through the intersection too quickly while forcing unprotected users to be vulnerable for extended periods as they traverse travel lanes. We Bike Rochester and BikeMN have better solutions. We can all do better.

Thank you  
Brett Ostby  
617 20th Street NE  
Rochester, MN 55906

Sent from Brett's iPhone



Stephanie Malinoff <malinoff@umn.edu>

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## ACTS MNDOT highway 14, rochester

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**Cesar B.W.** <cesb02@gmail.com>  
To: malinoff@umn.edu

Tue, Jun 10, 2025 at 7:54 PM

To: ACTS

Im a resident in 55906, Rochester, MN. and wanted to provide feedback regarding the intersection at Hwy-14 and Broadway Ave S.

Im requesting that the committee direct MNDOT to review this project to ensure the design will be consistent with the public input, City of Rochester goals, and MNDOT's own guidance around Complete Streets and VMT reduction targets. This includes accommodations for walking, biking and rolling especially around hard corners.

Thank you

Cesar Bravo Wolfe  
[2659 3rd Place NE, Rochester, MN 55906](#)



Stephanie Malinoff &lt;malinoff@umn.edu&gt;

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## Rochester Hwy 14 and Broadway intersection

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**Micah Johnson** <the.micah.johnson@gmail.com>  
To: malinoff@umn.edu

Tue, Jun 10, 2025 at 6:48 PM

Stephanie,

I want to express my severe disappointment with the design of this intersection. It does not align with Rochester goals, but more importantly, it is dangerous for pedestrians and bicycles. There should be safe crossings for both my disabled mother in her walker and my son and I riding our bicycles. Both of those modes of transportation can't coexist in this design. Bicycles, especially e-bikes and electronic scooters, move much too fast to share a path with my severely disabled mother, her walker, and her caretaker. They need separate paths to move safely at the speed they move. Putting them on the same path is just as crazy as putting bicycles on a freeway. The delta in speed is just as severe in both cases.

Best regards,  
micah



Stephanie Malinoff &lt;malinoff@umn.edu&gt;

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## Public Comment for Today's ACTS Committee Meeting - Vibrant Streets Duluth

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**Forrest Vodden** <fvodden@vibrantstreetsduluth.org>  
To: "malinoff@umn.edu" <malinoff@umn.edu>

Wed, Jun 11, 2025 at 11:26 AM

Dear Stephanie,

Please include the attached letter from Vibrant Streets Duluth as public comment for today's Advisory Council on Traffic Safety meeting. I've also included the text below for your convenience.

Thank you for accepting our input on this important matter.

Best regards,

**Forrest Vodden**

*Board Chair/Media & Comms Chair*

Vibrant Streets Duluth

[fvodden@vibrantstreetsduluth.org](mailto:fvodden@vibrantstreetsduluth.org) | <https://www.vibrantstreetsduluth.org>

[Follow us on Facebook or Instagram!](#)

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### **Re: MnDOT District 1's Pattern of Prioritizing Vehicle Throughput Over Safety**

Dear ACTS Committee Members,

Vibrant Streets Duluth, a chapter of the Bicycle Alliance of Minnesota, writes to address MnDOT District 1's pattern of prioritizing vehicle throughput over safety for people walking, biking, or rolling in Duluth.

**Example 1:** During a 2018 redesign, MnDOT engineers acknowledged that a crosswalk at the bottom of Mesaba Avenue was dangerous but chose not to improve it. After Steven Hoover was killed there in 2024, we met with District 1 engineers and suggested expert-reviewed safety improvements. MnDOT has not implemented any changes and has indicated they will not.

**Example 2:** At 26th Avenue East, MnDOT is building a multi-lane roundabout with a high-speed slip lane. This design provides no way for cyclists to safely continue through the intersection and on to the other side of London Rd. Vulnerable users must take a lengthy detour or cross multiple traffic lanes. Despite extensive engagement with MnDOT engineers, including a design alternative suggested with expert consultation, the roundabout will still prioritize vehicle

flow over safe and convenient access for all users.

This pattern of maintaining dangerous infrastructure and building new projects that fail to accommodate non-drivers contradicts Minnesota's commitment to safe streets for all users. We urge ACTS to direct MnDOT District 1 to better balance safety with throughput in their designs.

Thank you,

Forrest Vodden

Vibrant Streets Duluth, a chapter of BikeMN



**ACTS Committee Letter - Vibrant Streets Duluth - 06112025.pdf**

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**Vibrant Streets Duluth**

[info@vibrantstreetsduluth.org](mailto:info@vibrantstreetsduluth.org)

6/11/2025



Advisory Council on Traffic Safety  
ACTS Committee Members

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This pattern of maintaining dangerous infrastructure and building new projects that fail to accommodate non-drivers contradicts Minnesota's commitment to safe streets for all users. We urge ACTS to direct MnDOT District 1 to better balance safety with throughput in their designs.

Thank you,  
Forrest Vodden  
Vibrant Streets Duluth, a chapter of BikeMN



Stephanie Malinoff <malinoff@umn.edu>

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## Aaron Mead - ACTS public comment

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**Aaron Mead** <aaron.mead@webkerochester.org>  
To: malinoff@umn.edu

Wed, Jun 11, 2025 at 12:54 PM

Hello Stephanie,

I would like to submit a written comment for today's ACTS meeting.

Thank you,  
Aaron Mead

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 **Aaron Mead - ACTS public comment - 2025, June 11th.pdf**  
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Thank you for the opportunity to submit my comment.

My name is Aaron Mead. I am a resident of Rochester, MN, and I testified at the Public Hearing on May 19th for MNDOT's redesign of the intersection of Broadway and Highway 14 in Rochester. I am also writing on behalf of We Bike Rochester, for which I am a board member. This intersection is dangerous today, and because of MNDOT's bad faith community engagement, it is slated to continue being dangerous as well as being a scar through a mixed use development zone.

I want to share my observations from this one public hearing:

- MNDOT was unwilling to negotiate on reducing two left turn lanes down to one. This makes the intersection significantly wider.
- MNDOT was unwilling to consider any design speed for the intersection that is below 40 mph.
- MNDOT refused to account for mode shift and reduced vehicle miles traveled.
- MNDOT showed percentages for support of the intersection without any response counts, which is something any serious survey should do. They refused to give counts even after being asked directly about counts by a city council member.
- When asked what would happen if Rochester City Council withheld municipal consent, MNDOT threatened that they would take the money for this project and do another project elsewhere.

In addition to this public hearing, We Bike Rochester Members attended every event and public comment was overwhelmingly opposed to the MnDot Design.

I am frustrated, both as a resident of Rochester and as a Minnesotan. I can only describe MNDOT as displaying contempt for their own community engagement and safe streets guidelines, to the point of ignoring them. In particular, MNDOT's design is not consistent with a transit oriented district, MNDOT Safe Systems Approach, MNDOT Context Sensitive Solutions, and the Advisory on Traffic Safety's focus on roadway fatalities at intersections. As a result, Rochester is stuck with a dangerous design that could last as long as the current one has: 60 years.

I would also like to include a letter to the editor from Shelly Rohe, a friend of a fellow advocate in Rochester.

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Letter: MNDOT, please consider my needs for road crossing

I am disabled. I use a power wheelchair to go places on my own.

I'm not a person who has a long history of public involvement, but I took the time to engage with MNDOT over the redesign of the intersection of Highway 14 and Broadway. I was saddened that my concerns for the safety of disabled people were not only ignored, but the intersection is actually being made more dangerous to cross.

I advocated for slower speeds and shorter crossing lengths to cross Highway 14. The MNDOT response was to make the intersection larger and add an additional lane to cross. When the public was finally invited to provide input, the intersection had already been designed and decisions made, making this well-known dangerous intersection harder to cross and maintain unsafe speeds.

The location where the public input session was held was difficult to access for a person that can't drive. Despite these barriers I still made it a point to attend, only to find my voice did not matter because the decision to build a bigger high-speed intersection had already been made.

I just want to be able to safely cross the intersection and access the farmer's market and stores not available in the downtown area where I live. The number of people being killed by drivers is increasing, but we still won't build safe intersections.

I implore MNDOT to please consider input from the public earlier in the design process and prioritize safety over speed in all decisions.

Shelly Rohe, Rochester



Stephanie Malinoff <malinoff@umn.edu>

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## Letter to Advisory Committee on Traffic Safety

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Joe Harrington <joe@ourstreetsmn.org>  
To: malinoff@umn.edu

Wed, Jun 11, 2025 at 2:05 PM

Hi Stephanie,

Please see the attached letter to the Advisory Committee on Traffic Safety.

Thank you!  
Joe



Joe Harrington  
(he/him)  
Policy Manager

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(612) 568-6227 | Cell (207) 415-5622 | ourstreetsmn.org

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Letter to ACTS.pdf  
123K



Our office is located at  
701 N 3rd St, Suite 001A  
Minneapolis, MN 55401

Call 612 568 6227  
Email [info@ourstreetsmn.org](mailto:info@ourstreetsmn.org)  
Web [ourstreetsmn.org](http://ourstreetsmn.org)

June 11th, 2025

Members of the Advisory Council on Traffic Safety,

This letter is regarding recent project developments along the US 14 & Broadway in Rochester, which has created a design that is incompatible with local needs and is not a smart design solution for promoting the safety of all road users at the intersection.

MnDOT should do more to build partnerships with local governments and communities. It is critical that we work together to design projects that are reflective of local context and community needs. Both past and present projects like I-94 and Highway 252 in the Twin Cities, US 14 & Broadway in Rochester, and numerous others around the state, processes are progressing without this meaningful planning and engineering partnership, failing to truly consider the traffic safety of all road users and jeopardizing the success of the project. At a time when traffic fatalities on the rise, we need to do more to prioritize roadway safety.

As it stands, the project's design is incompatible with goals for those who bike, walk, and roll with long crossing distances, fast speeds, and an unnecessary double turn lane, incompatible with Rochester and MnDOT's own pedestrian safety goals and standards. The design is incompatible with land use assumptions around the project site, will increase Vehicle Miles Traveled (VMT) out of compliance with our state's new VMT standard, and does not meet local context and needs.

In your role advising the governor and Minnesota commissioners of public safety, transportation, and health on policies, programs, and services affecting traffic safety, this is the US 14 & Broadway needs immediate attention by the advisory council.

Specifically, we request that the Advisory Council on Traffic Safety investigate this project process by hiring a Transit Oriented Development or Pedestrian Safety third-party expert to review whether 40 MPH speeds and dual left turns are necessary as MnDOT District 6 claims for the Rochester intersection project.

If the expert determines these design elements are not necessary, the Advisory Council on Traffic Safety should request that the MnDOT State office change the design with intersection safety as the priority, not maximizing the speed and volume of traffic through Rochester.

Additionally, we request that the Advisory Council on Traffic Safety advise the Governor and MnDOT to prioritize the following principles and design elements along the corridor:

- **Process:** Engage the public meaningfully before and during design, not after
- **Safety:** Reduce unsafe design speeds and lane widths
- **Infrastructure:** Provide separated bike lanes instead of narrow mixed-use paths, and reduce crossing distances to under 70 feet
- **Design:** Prioritize vulnerable road users and safer path transitions
- **Planning:** Enable Transit Oriented Development and consider induced demand
- **Alternatives:** Evaluate other intersection options (90/52/14)
- **Community:** Preserve school walk zones and promote safe routes to school

Thank you for your time and consideration.



**José Antonio Zayas Cabán**

**Executive Director, Our Streets**

Our Streets is a Minnesota-based Transportation nonprofit, works to promote safe and sustainable transportation systems that create vibrant communities across Minnesota.