

Welcome!

Advisory Council on Traffic Safety

December 17, 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 October 20 Meeting

Preparations for 2026 Legislative Session

- Paul Aasen, Minnesota Safety Council

Policy and Legislative Affairs Subcommittee Update

Member Updates

Federal Updates

- Mike Hanson, *Department of Public Safety*

ACTS Annual Report

Staffing update

Presentation: Speed Safety Cameras Update

- Derek Leuer, Department of Transportation
- Andrew Schmitz, City of Minneapolis
- Chief Kelly McCarthy, Mendota Heights Police Department

MnDOT Traffic Safety Camera Pilot Update

ACTS, December 2025

Pilot Programs Authorized – August 1, 2025 to July 31, 2029

Fee Based Programs

- \$40 for 10-19 over speed limit or red light offense, \$80 for 20+ over speed limit
- Optional diversion program (Traffic Safety Course)
- Data driven location selection, including equity considerations
- Data protection
- **Authorized Cities: Mendota Heights** (police based program) and **Minneapolis** (Engineering based program)

Warning Only Work Zone Pilot

- **MnDOT** – Up to 4 work zones



Traffic Safety Cameras Legislative Requirements

Legislative Requirements

System Standards

- **Legislatively mandated**
- **Expands/clarifies legislation** based on national best practices and TAC guidance
- **Technical Advisory Committee** included MnDOT, Minneapolis, Mendota Heights, DPS
- **30-Day public comment period**

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Traffic Safety Course

- 30-minute online diversion course
- Risks associated with speeding in work/school zones
- Content created by MnDOT/DPS, provided to cities
- No fee



Independent Program Evaluation

- Evaluate All Camera Installations
- Establish an evaluation methodology that meets the requirements
- Evaluation must be outside MnDOT or DPS
- Final Deliverable – Legislative Report





Speed Safety Cameras MnDOT Work Zone Pilot

The Work Zone Environment

- Workers are often very close to traffic
- Work zones introduce complex changes to the roadway
- Excessive speeding (15+ mph over the speed limit) has substantially increased



Work Zone Pilot

Regulating and Enforcing Safe Speeds

- MUTCD: *Drivers will reduce speeds only if they clearly perceive a need to do so.*
- ITE Traffic Engineering Handbook: ***Reliance on static work zone speed signing is not an effective method of reducing speeds in work zones***
- Work zones create constrained environments in which it is **difficult to enforce speeds**
- Enforcement activities may create undesirable side effects



Work Zone Pilot

Camera-based enforcement on 2 to 4 trunk highway work zone segments by August 1, 2025.

- Authorization until July 31, 2029
- Different trunk highway work zones; geographically diverse areas
- Must consider:
 - traffic patterns,
 - work zone accident rates,
 - historic speed enforcement and citation rates,
 - other factors as needed
- **Warnings Only**
 - Planning to try different messages
 - Social, family, financial appeals
- **Public Engagement Plan**
 - Website
 - News stories, press releases
 - Reach underrepresented populations
 - Online map with locations

Progress:

- Obtained examples of warnings from other states/cities. What information is included in the warnings?
- Developed info on speeding and other safety risks for inclusion on the warning and citations.
- Developed implementation schedule
 - RFP released on Monday!
 - Proposal scoring and vendor selection January/February
 - NTP late-February
 - Field implementation March/April

Progress:

- Selected the two work zone pilot locations
 - I-35W Burnsville
 - MN 65 in Braham
 - 2 additional projects possible in 2027/2028 if funding is available
- Investigate different work zone activities with camera location:
 - Temporary/overnight lane closures with workers near traffic
 - Different locations in work zone
- RFP submitted for work zone camera vendor selection (\$800,000)
 - Vendor will handle activities ranging from installation, construction coordination, mailing warnings, etc.

Evaluation & Reporting

Speed and Crash Study (Work Zone Pilot)

- Report on changes to speeds and crashes after 1 year
- Various on/off periods during work zone pilot (baseline, active period, inactive winter, active period)

Legislative Report (Work Zone Pilot)

- Results and findings from MnDOT Work Zone Pilot
- Data on warnings issued
- Recommendations for use in TH work zones, including statutory / legislative changes

Thank you!

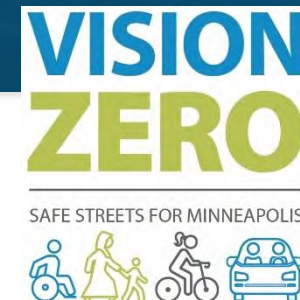
Derek Leuer

Office of Traffic Engineering

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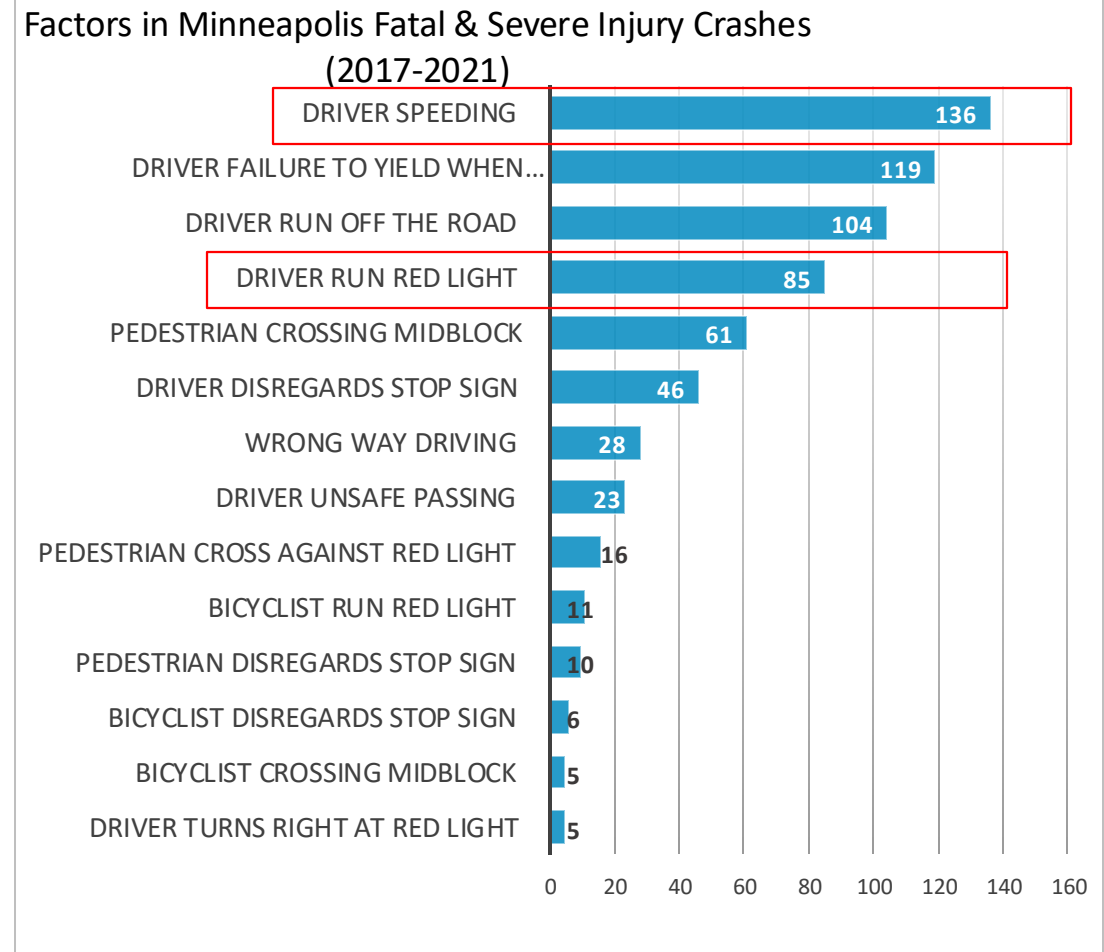
City of Minneapolis Traffic Safety Camera Pilot

Andrew Schmitz, Transportation Planner
City of Minneapolis Public Works



Why traffic safety cameras?

- They are proven effective at reducing traffic crashes and saving lives
- 45 lives lost to speeding and red light running in Minneapolis in last 3 years
- City has goal to get to 0 traffic deaths



2023-2025 Vision Zero Action Plan

- Traffic safety cameras are one of many traffic safety priorities
- Other notable strategies include:
 - Proactive safety treatments on High Injury Streets
 - Installing safety treatments in all new street projects
 - Using street designs to address dangerous speeding



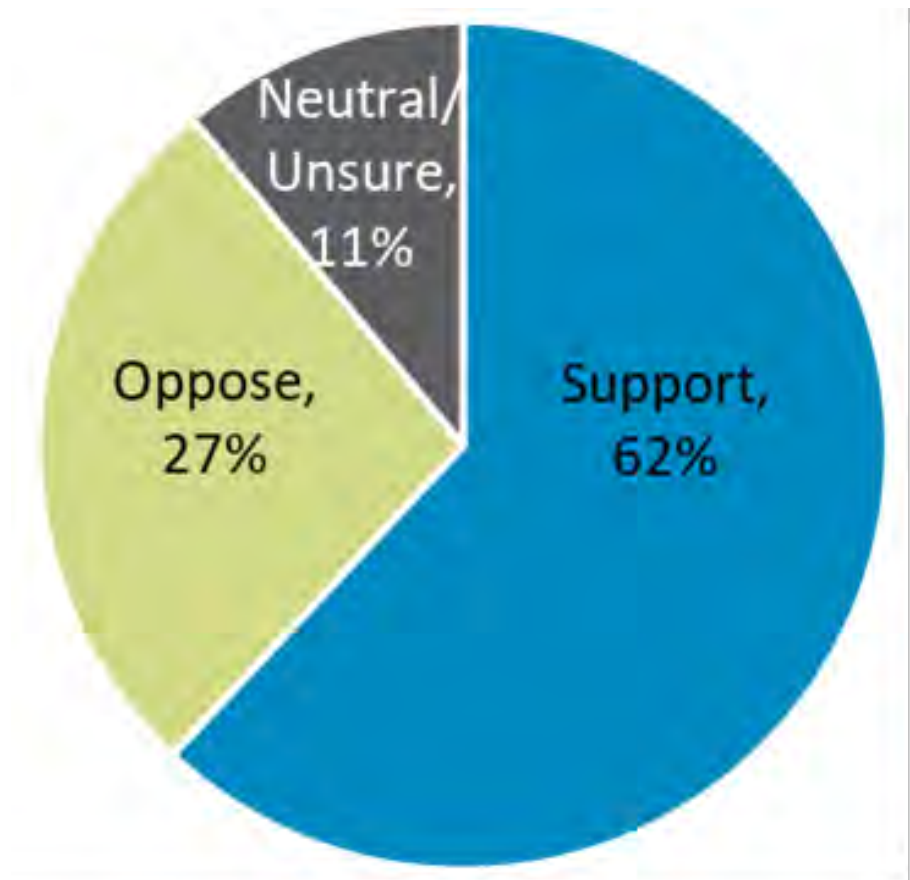
Minneapolis traffic safety camera timeline

- **2019:** Initial analysis, community engagement, and planning
 - Actions in Vision Zero Action Plan
- **2020-2021:** Detailed analysis & initial partner engagement to inform state law development
 - TZD speed subcommittee
- **2022-2024:** Seeking/receiving state legislative authority
- **2024-2025:** Detailed pilot development
 - Pilot framework and goals
 - Engagement & analysis on camera locations
 - RFP for camera contract
 - Signage, poles, and power for cameras
 - Staffing and training
 - Citation processing/courts integration
 - Communications
 - Launched Oct. 1, 2025
- **2025-2029:** 4-year pilot authority

Community feedback

- Have heard more support than opposition in all recent engagement
- Feedback to date helped shape approach for the State law – worked to address concerns
- Feedback helped inform camera locations

Combined results from 3,500+ responses

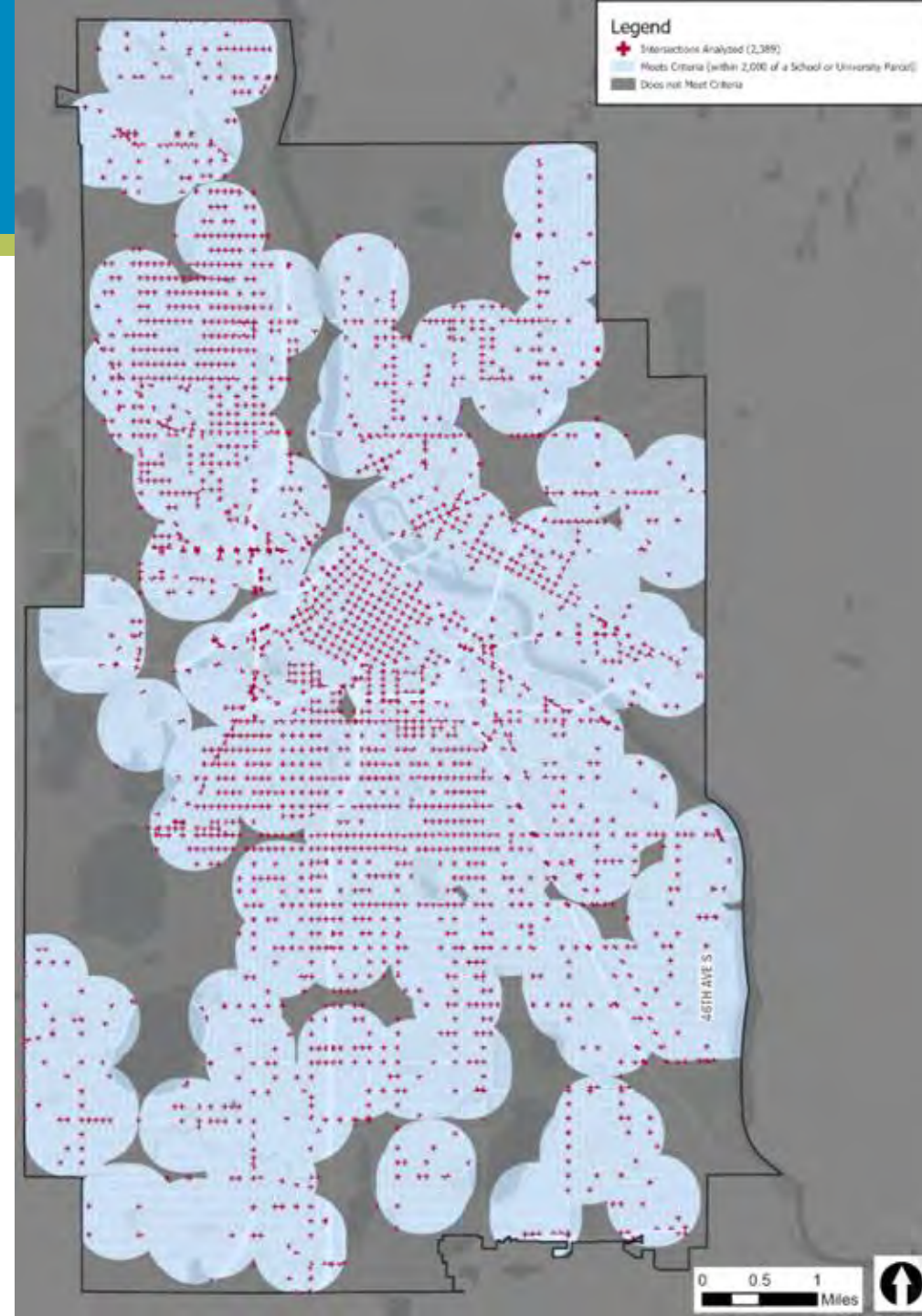


Minneapolis traffic safety camera pilot goals

- **Safety**
Improve safety by reducing traffic crashes and supporting safe driving.
- **Trust**
Be transparent and honest in decision making and evaluation.
- **Fairness**
Enforce traffic rules in an equal and unbiased way.
- **Equity**
Plan and implement a system that impacts all communities fairly.
- **Efficiency**
Deliver a cost-efficient system that is well managed.

Camera location analysis

- **State requirements:**
 - Must identify locations based on a local study
 - Must be within 2,000' of a school
 - Must be at locations with a traffic safety concern
 - Cameras must be distributed fairly throughout the city
- **For initial analysis:**
 - Only City street locations

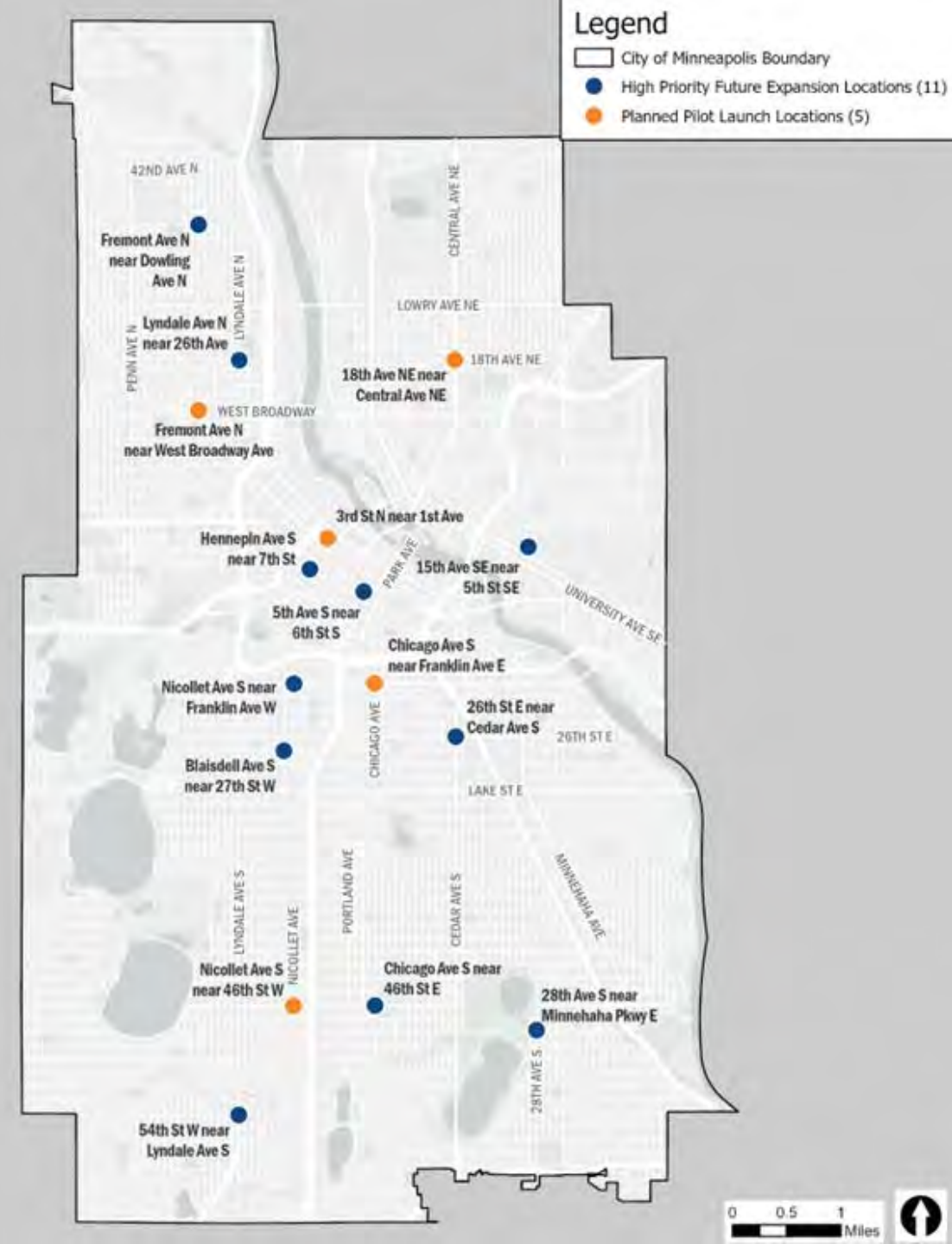


Candidate location criteria/considerations



Initial camera locations

- Launched with 5 camera locations
- Anticipate:
 - adding more speed camera locations early in 2026
 - adding red light camera locations in 2026
 - continuing to add locations based on available capacity
 - State law maximum of 42 locations during pilot
 - moving some locations periodically



Process for issuing warnings and citations

1. Driver speeds 10+ mph over the limit past a posted camera location.
2. Camera senses potential violation and takes a picture of the vehicle's rear license plate and a short video of the vehicle speeding.
3. The picture and video are sent to trained enforcement agents in Regulatory Services, who verify if there is a violation and issue a warning or citation as appropriate:
 - 1st offense: warning
 - 2nd offense: \$40 fine (\$80 if 20+ mph over the limit) with option to take free traffic safety course in exchange for dismissal of the citation.
 - 3rd or more offense: \$40 fine (\$80 if 20+ mph over the limit)
4. City's contractor, NovoaGlobal, mails warning or citation to vehicle's registered owner.
 - Mailing includes a picture of the violation and an online link where the vehicle's registered owner can securely see video of the infraction.
5. Vehicle owner can:
 - Pay the fine;
 - Take the traffic safety course (if first citation) & have citation dismissed;
 - Provide a sworn statement that they were not driving at the time of the offence or provide other information that would mean the citation should be dismissed; or
 - Meet with a hearing officer and/or request a court hearing to contest the citation.

- **Initial data:**

- 1.3 mph speed reduction in November vs. baseline at launch locations
- Oct-Nov 2025: 25,144 warnings and 2,741 citations

- **Planned upcoming reports:**

- 2025 City of Minneapolis annual report: February 2026
 - Annual reports released each February
- City of Minneapolis pilot evaluation report: 2028
- Independent State evaluation: late 2028



Mendota Heights Police Department



Speed Camera Summary

- Placed in the 500 Block of Marie monitoring eastbound traffic.
- Thirty-day mandatory warning period starting (extended through Sept)
- From August 1-Nov 1 monitored 121,471 vehicles
 - Issued 1,401 warnings
 - Issued 30 citations
- Vehicle owners from 1430 unique zip codes
 - 803 from 55118/55120 (56%)



Speed Camera Summary

- In August, we issued warnings 40 mph and faster
 - Total of 890 warnings (42,335 vehicles) Average violation speed of 42
 - All vehicles: average speed 29 mph and 85% speed 34mph
- September 9th changed to writing warnings for 42 or faster
 - Total of 334 warnings (44,439 vehicles)
 - Average violation speed of 42.7
 - All vehicles: average speed 29 mph and 85% speed 33mph



Speed Camera Summary

- In October, we issued 177 warnings and 30 citations (43,189 vehicles)
- Average violation speed 44.1
- All vehicles: average speed 29 mph and 85% speed 33 mph
- Of the 30 citations, 11 have been paid, 5 were dismissed because recipients took diversion class, 14 are still open.



Speed Camera-Lessons Learned

- Staff time- dedicated vs. interrupted has a major impact on efficiency
- Two legislative technical fixes, one regarding class and one regarding citation format
- There is no logical reason someone would pay the fine on the first attempt, so I am not communicating the class properly
- “Practical” calibrations
- We have to run registered owner in addition to vehicle (accuracy vs. privacy)



Break

Presentation: Safe Road Zone Enforcement Highlights

- Shannon Grabow, Department of Public Safety
- Derek Leuer, Department of Transportation

Safe Road Zone Program

- DPS granted funding for enforcement, MnDOT granted funds for education
- Budget - \$950,000.00 for enforcement (some funding was legislatively named for administrative costs)
- DPS - 13 enforcement grants encompassing 23 agencies
- June 14, 2024 – June 30, 2025
- All agencies requesting enforcement funds were awarded
- In some cases, more funding was awarded than requested



Safe Road Zone Enforcement 2024 - 2025

Agency	Funding Amount	Total Paid	Total Match	Amount Remaining
Chippewa County	\$70,000.00	\$69,991.02	\$21,153.85	\$8.98
Duluth	\$115,000.00	\$115,000.00	\$10,409.12	\$0.00
Itasca County	\$54,000.00	\$37,779.47	\$9,877.81	\$16,220.53
Lincoln County	\$25,000.00	\$24,350.40	\$8,673.15	\$649.60
Renville County	\$31,500.00	\$31,055.91	\$9,782.32	\$444.09
Tyler	\$25,000.00	\$1,980.18	\$249.91	\$23,019.82
Anoka PD	\$100,000.00	\$67,600.54	\$4,139.74	\$32,399.46
Bayport	\$25,000.00	\$13,816.99	\$639.85	\$11,183.01
Bloomington	\$125,000.00	\$124,680.64	\$7,858.92	\$319.36
Elk River	\$100,000.00	\$99,786.28	\$9,337.79	\$213.72
Mower County	\$28,800.00	\$5,742.97	\$1,743.47	\$23,057.03
Shakopee	\$50,000.00	\$47,047.44	\$5,370.05	\$2,952.56
South Lake Minnetonka	\$200,000.00	\$199,935.48	\$21,444.38	\$64.52
Total	\$949,300.00	\$838,767.32	\$110,680.36	\$110,532.68

South Lake Minnetonka Grant Group - \$199,935.48

Arrests	Citations	Warnings	No Violation	Sum	Type of Violation
Event Types: Special Projects (10)	81	39	0	100	Seat Belt
0	2	0	0	2	Child Restraints
0	208	1338	0	1546	Speed
9	0	0	0	9	DWI-Alc
3	0	0	0	3	DWI-CS
3	75	0	0	78	DAR-DAS-DAC
0	0	0	0	0	Not a Drop
0	7	59	0	66	Move Over Law
0	20	410	0	430	Equipment Violation
0	194	772	0	966	Other Violation
25	0	0	0	25	Warrant/Other
0	578	261	0	839	Use of Wireless Device
0	0	0	40	40	No Violation
0	0	24	0	24	Fail to Use Due Care
0	1	2	0	3	Fail to Yield/Obey Signal
0	0	1	0	1	Illegal Crossing
0	4	3	0	7	Ped - Other Violation
0	0	2	0	2	Bike Violation
0	1	1	0	2	Fail to Yield to Ped
40	1151	2912	40	4143	---TOTALS---

Bloomington PD - \$124,680.64

Arrests	Citations	Warnings	No Violation	Sum	Type of Violation
0	7	8	0	15	Seat Belt
0	2	1	0	3	Child Restraints
0	840	873	0	1713	Speed
3	0	0	0	3	DWI-Alc
0	0	0	0	0	DWI-CS
9	163	0	0	172	DAR-DAS-DAC
0	0	0	0	0	Not a Drop
0	0	3	0	3	Move Over Law
0	118	227	0	345	Equipment Violation
0	264	282	0	546	Other Violation
19	0	0	0	19	Warrant/Other
0	18	13	0	31	Use of Wireless Device
0	0	0	38	38	No Violation
0	6	4	0	10	Fail to Use Due Care
0	0	0	0	0	Fail to Yield/Obey Signal
0	0	0	0	0	Illegal Crossing
0	1	0	0	1	Ped - Other Violation
0	0	0	0	0	Bike Violation
0	1	1	0	2	Fail to Yield to Ped
31	1420	1412	38	2901	---TOTALS---

Duluth PD - \$115,000.00

Arrests	Citations	Warnings	No Violation	Sum	Type of Violation
0	4	3	0	7	Seat Belt
0	1	0	0	1	Child Restraints
0	100	485	0	585	Speed
3	0	0	0	3	DWI-Alc
0	0	0	0	0	DWI-CS
2	85	0	0	87	DAR-DAS-DAC
0	0	0	0	0	Not a Drop
0	0	1	0	1	Move Over Law
0	12	411	0	423	Equipment Violation
0	77	347	0	424	Other Violation
13	0	0	0	13	Warrant/Other
0	2	4	0	6	Use of Wireless Device
0	0	0	166	166	No Violation
0	0	2	0	2	Fail to Use Due Care
0	0	1	0	1	Fail to Yield/Obey Signal
0	0	1	0	1	Illegal Crossing
0	1	15	0	16	Ped - Other Violation
0	0	2	0	2	Bike Violation
0	0	1	0	1	Fail to Yield to Ped
18	282	1273	166	1739	---TOTALS---

Elk River Grant Group (Big Lake, Sherburne County) - \$99,786.28



Arrests	Citations	Warnings	No Violation	Sum	Type of Violation
0	18	4	0	22	Seat Belt
0	2	0	0	2	Child Restraints
0	1251	586	0	1837	Speed
1	0	0	0	1	DWI-Alc
0	0	0	0	0	DWI-CS
2	42	0	0	44	DAR-DAS-DAC
0	0	0	0	0	Not a Drop
0	6	3	0	9	Move Over Law
0	10	109	0	119	Equipment Violation
0	196	289	0	485	Other Violation
5	0	0	0	5	Warrant/Other
0	127	82	0	209	Use of Wireless Device
0	0	0	9	9	No Violation
0	1	8	0	9	Fail to Use Due Care
0	0	0	0	0	Fail to Yield/Obey Signal
0	0	0	0	0	Illegal Crossing
0	5	4	0	9	Ped - Other Violation
0	0	0	0	0	Bike Violation
0	0	0	0	0	Fail to Yield to Ped
8	1658	1085	9	2760	---TOTALS---

Hwy 7 Coalition

- South Lake Minnetonka
- Minnetonka
- Deephaven
- Carver County
- Hopkins
- St. Louis Park
- Minnetrista



Acusensus Technology

- Uses AI technology and cameras to detect distraction and unbelted occupants
- Officers receive real-time alerts
- Officers can make the enforcement decision before making a stop

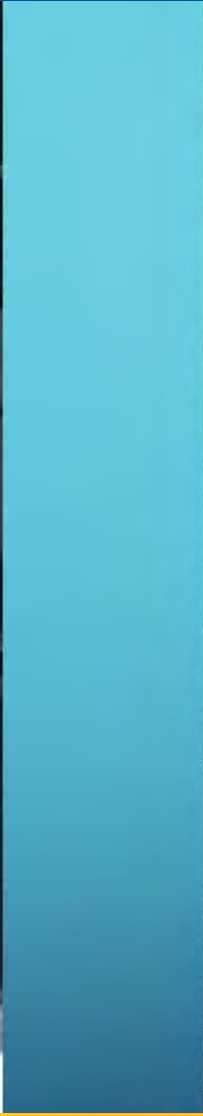
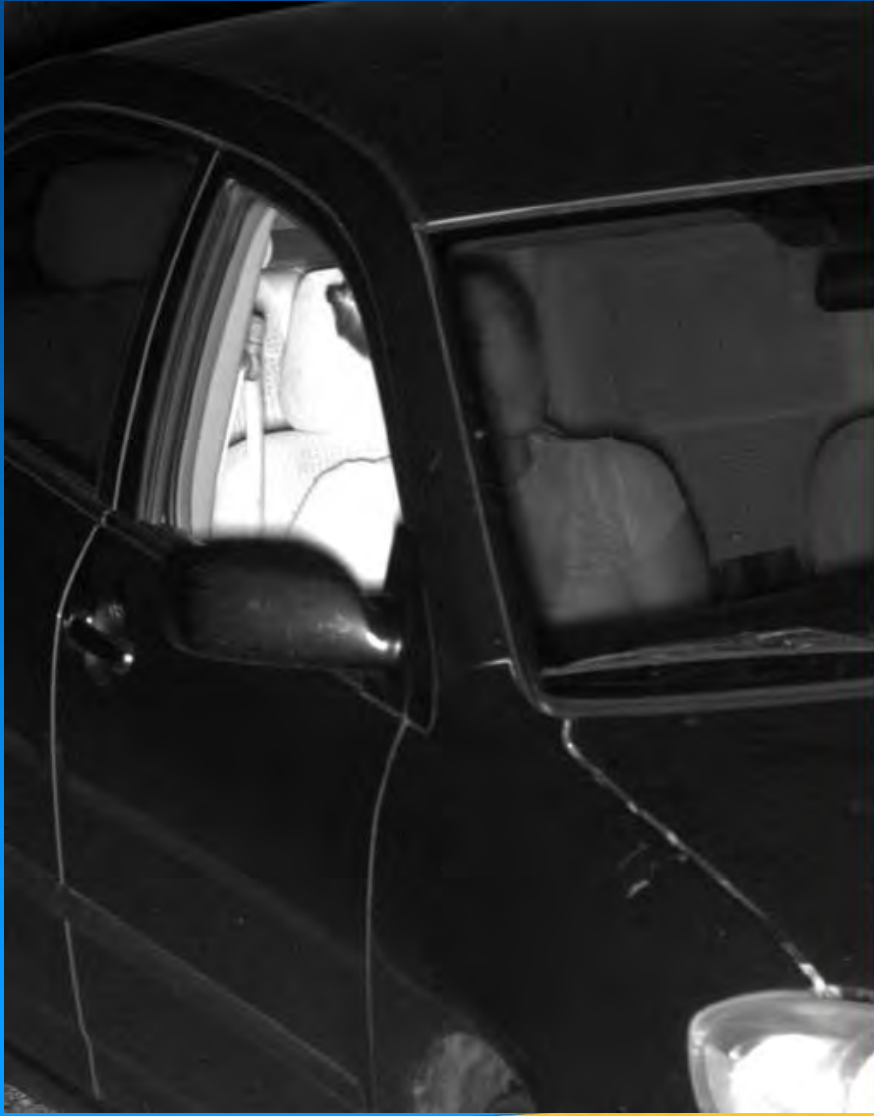


Acusensus Real Time

- Multiple pictures angles are sent to officer's device
- Images of involved occupants
- Image of front plate
- Color picture of vehicle







Adding Enforcement

- Hosted several multi-agency enforcement events
- One officer verified the violation and call out the description to other officer
- Was used in daily operations – can be done by one officer or a group event

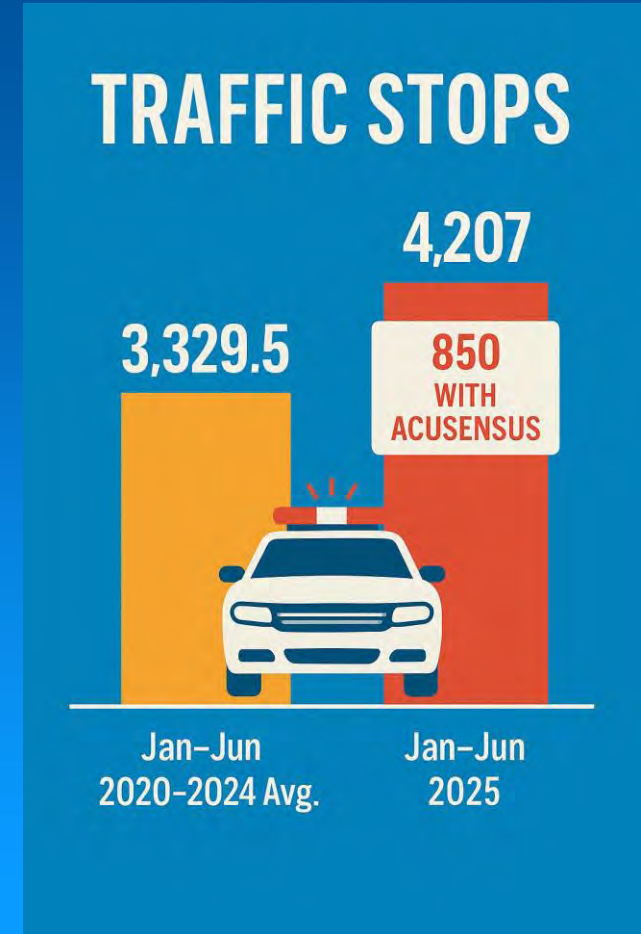


Education to the Public

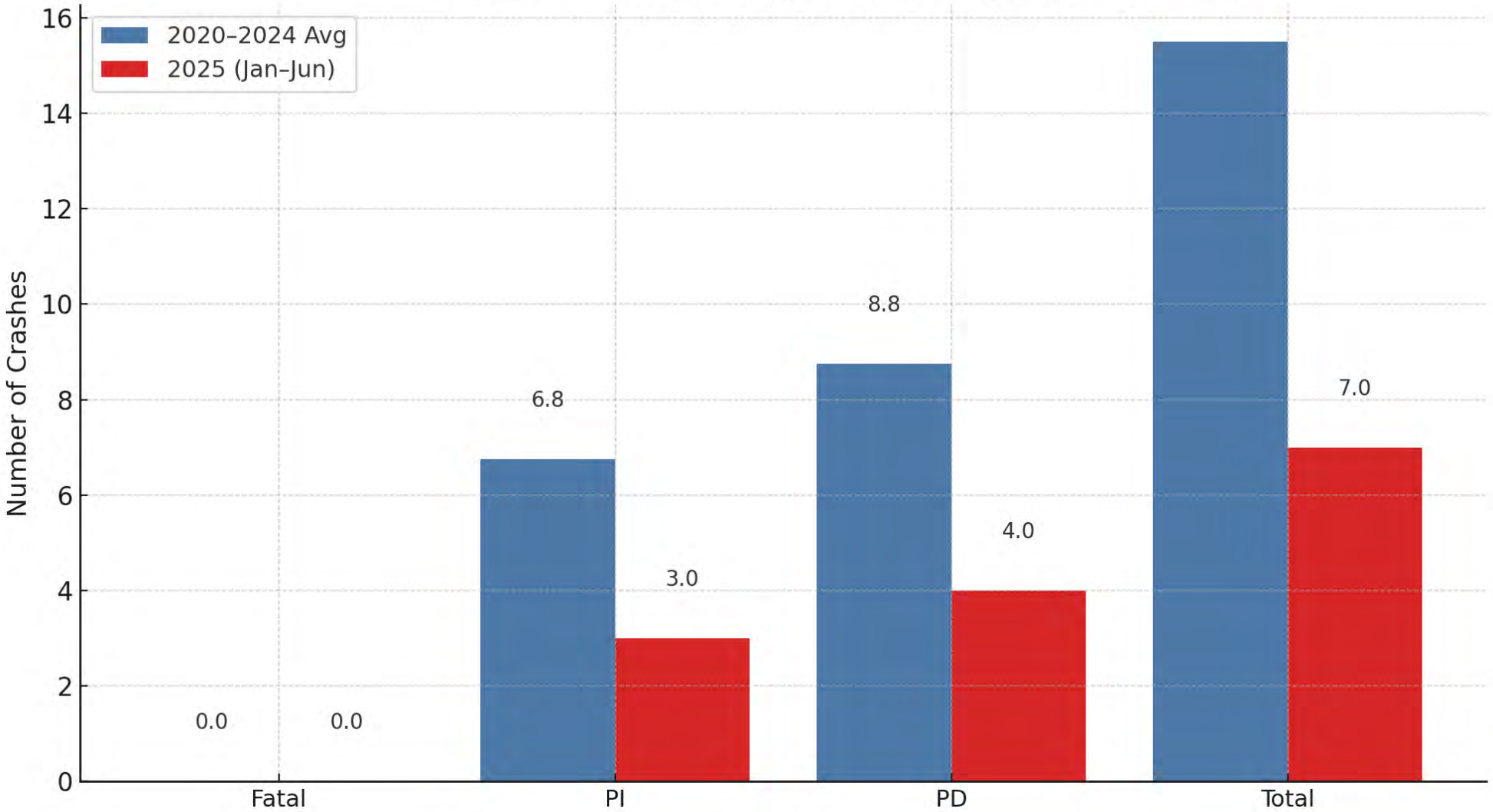
- Covered by multiple news sources
- Regular social media posts
- News releases
- You Tube Channel videos



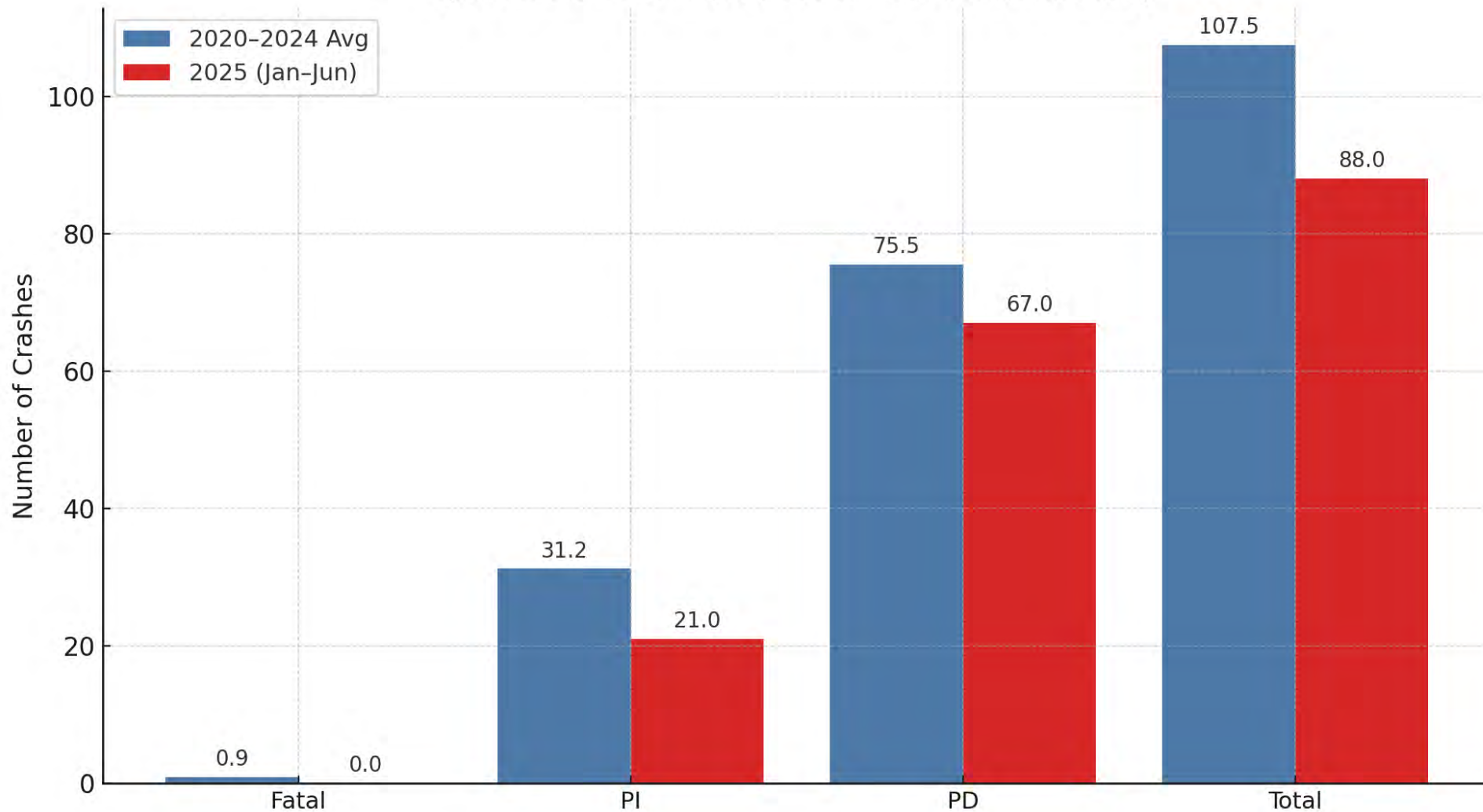
South Lake Minnetonka - Enforcement



Distracted Driving Crashes (Jan-June) (MNTH 7 - St. Louis Park to St. Bonifacius)



All Crashes (Jan-June) (MNTH 7 - St. Louis Park to St. Bonifacius)



Summary

- Yielded a lasting impact on driver behavior and public perception
- Combination of enforcement, education and innovative technology
- Education included student-led messaging to peers



Thanks for listening!

Shannon Grabow

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651.373.9671



Roadside Testing Pilot Project Update

- Mike Hanson, Department of Public Safety

Presentation: CODES Dashboard Demonstration

- Ericka Welsh, Department of Health



Crash Outcome Data Evaluation System (CODES) Dashboard

Ericka Welsh, PhD, MPH

Injury and Violence Epidemiology Unit Supervisor

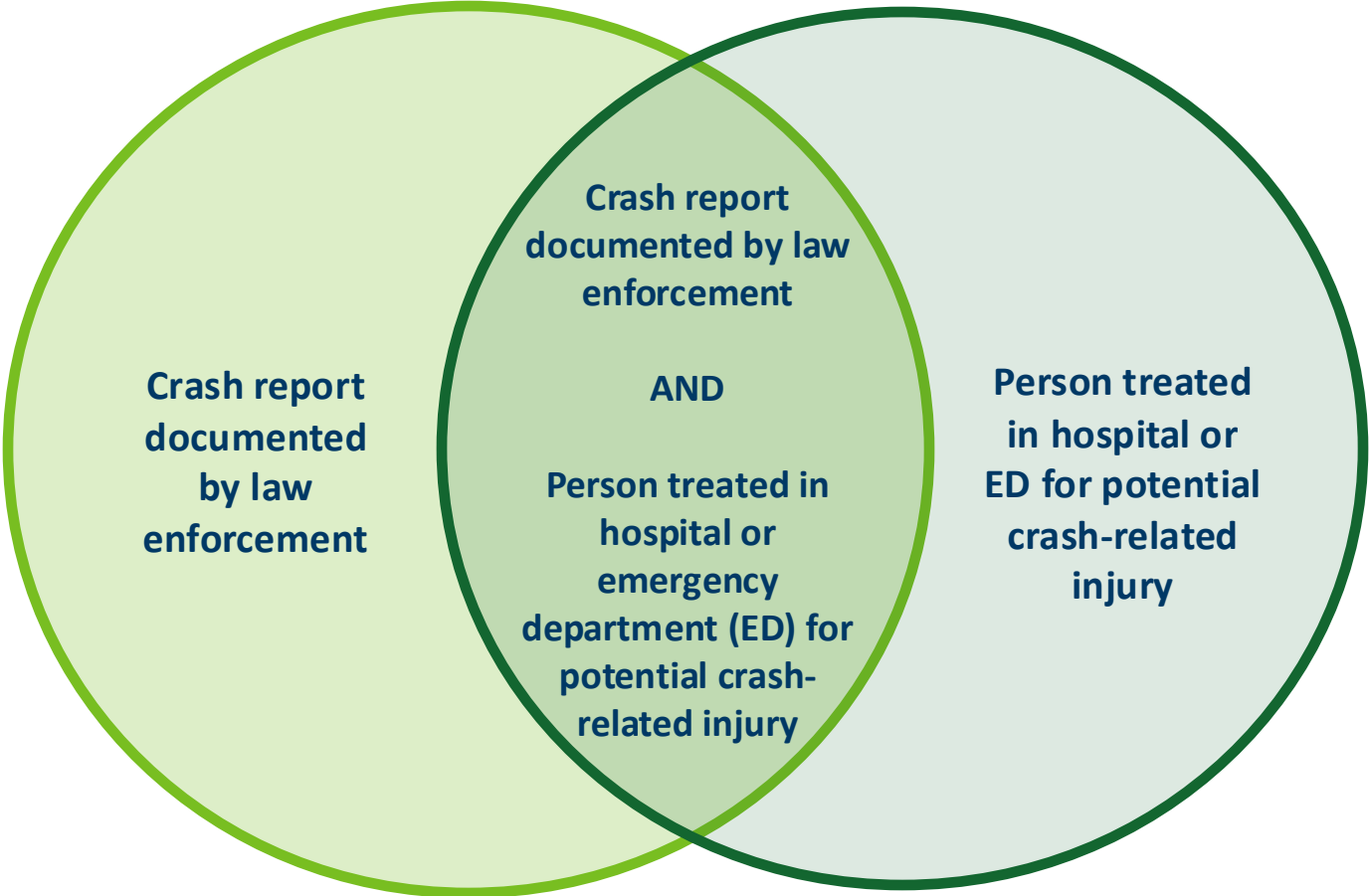
Minnesota Advisory Council on Traffic Safety Meeting - December 2025

Acknowledgements

- Nadav Cassuto, PhD, Research Scientist
- Anna Gaichas, MS, Research Scientist
- Rachel Weber, MPH, Data Visualization Specialist

CODES Overview

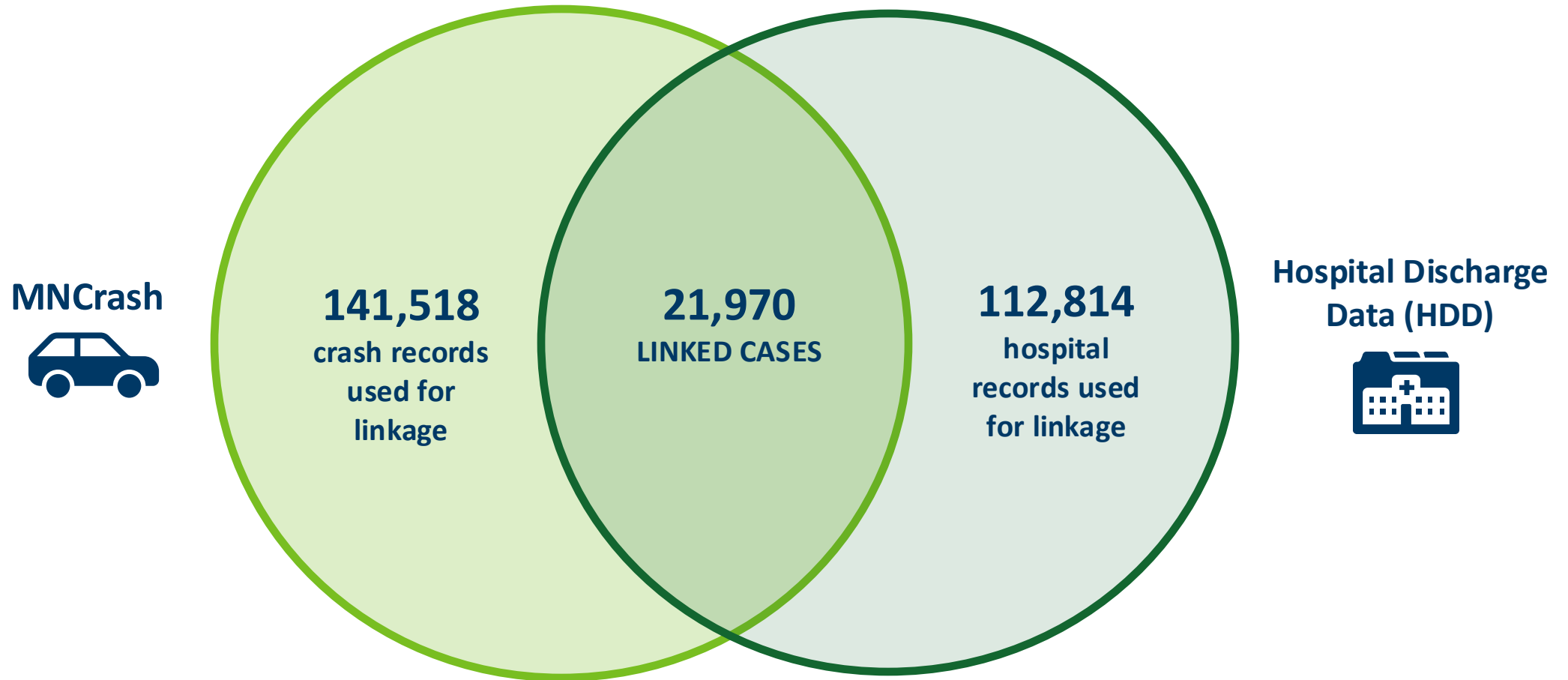
MNCrash



Hospital Discharge Data (HDD)



CODES Linked Cases (2023)



CODES Data Elements



Crash data

- Driver characteristics (e.g. seat belt use, driving while distracted)
- Passenger and others (cyclist, pedestrian) characteristics (e.g. seat belt use, position)
- Vehicle characteristics (e.g. make, model, age of vehicle)
- Crash characteristics (e.g. location, collision type, road conditions)
- Crash fatality



Hospital discharge data

- Injury type/diagnosis, incl. TBI
- Hospital-determined injury severity score (ISS)
- Admission status (hospital vs. ED only)
- Length of stay
- Disposition status
- Cost of hospital treatment
- Payer source

<https://www.health.state.mn.us/communities/mvc/codes.html>

MOTOR VEHICLE CRASHES

[Motor Vehicle Crashes Home](#)

[Crash Outcome Data Evaluation System](#)

CONTACT INFO

Injury and Violence Prevention
Section

health.injuryprevention@state.mn.us

Crash Outcome Data Evaluation System

The Minnesota CODES dashboard currently provides statewide data, as well as data for each Toward Zero Death (TZD) region, for 2016-2023. Currently available crash injury outcome data include:

- Overall counts of traffic crash injuries.
- Traffic crash injuries by sex, hospital admission status, age group, and select driving risk behaviors (e.g. speeding, not wearing a seatbelt, driving under the influence of alcohol and/or drugs, driving while distracted).
- Proportion of moderate and severe traumatic brain injuries sustained in traffic crashes by select driving risk behaviors.
- Additional crash injury outcome measures coming soon.

View the Technical Notes for the [Crash Outcome Data Evaluation System \(CODES\) Dashboard \(PDF\)](#).



Select a TZD Region

Statewide

Year

2016-2023



Select a TZD Region

Statewide

- East Central
- Metro
- Northeast
- Northwest
- South Central
- Southeast
- Southwest
- Statewide
- West Central

10,472

Year

2023

- 2016-2023
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023

Select a TZD Region

Statewide

Year

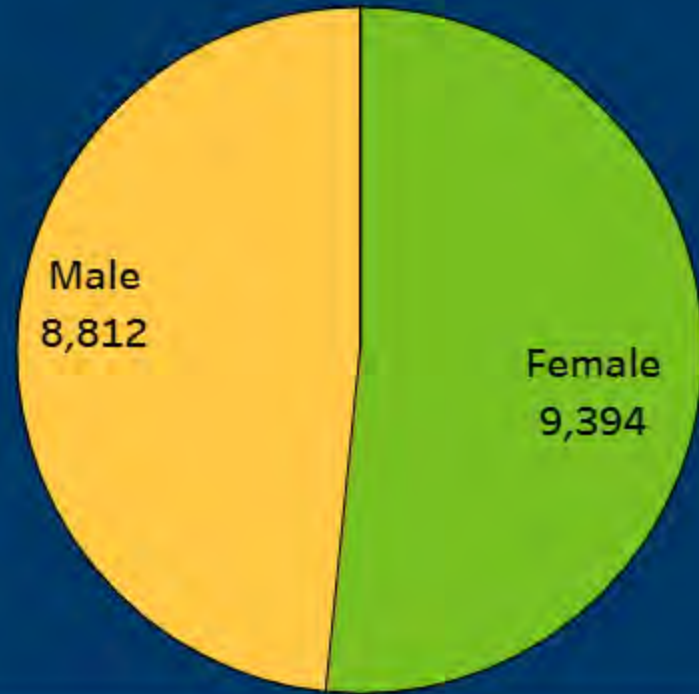
2023

Showing data for region: Statewide
Year(s): 2023

18,472

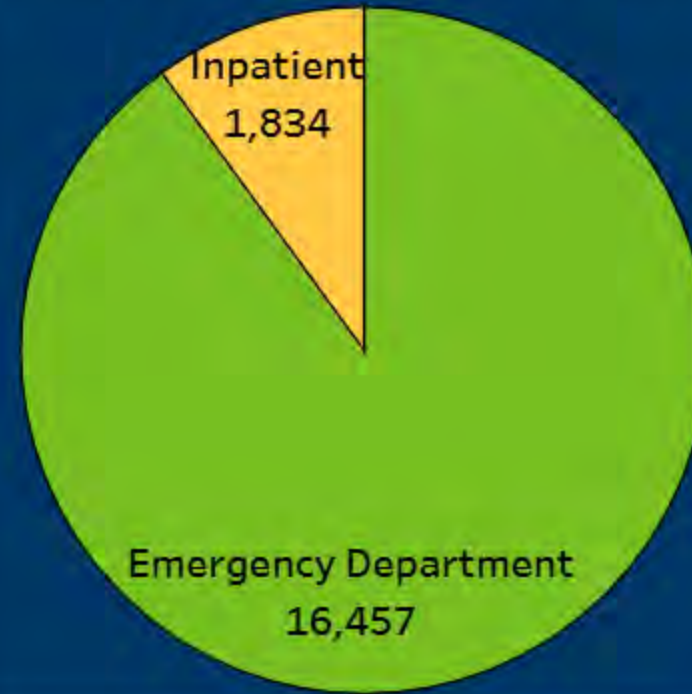
people were treated at the hospital
for injuries linked to a traffic crash

Sex



Male	8,812 (48.4%)
Female	9,394 (51.6%)

Hospital Admission Status



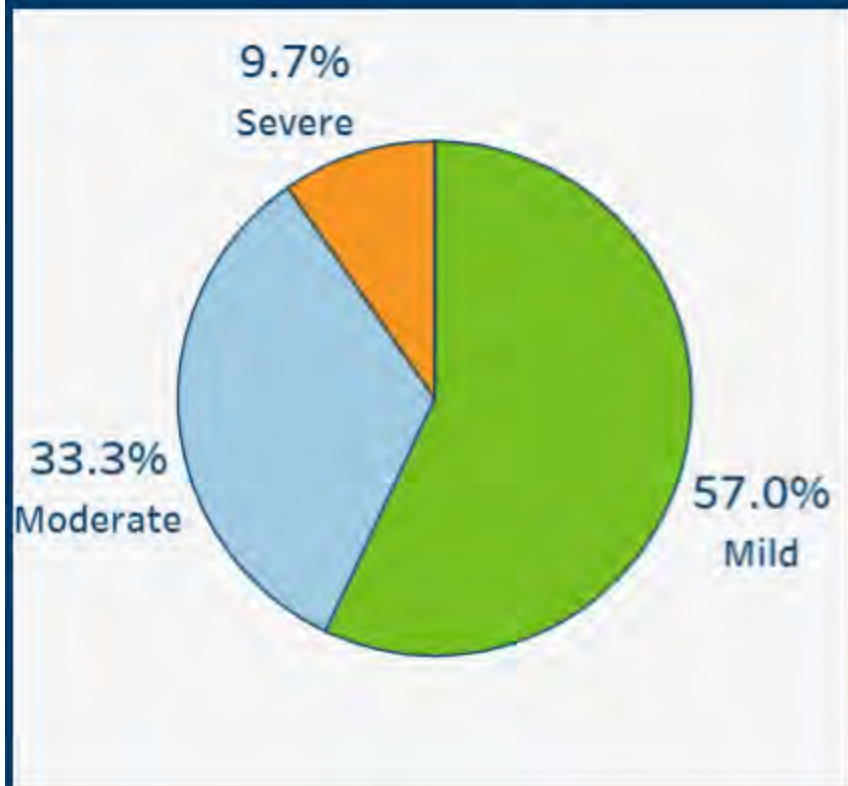
Emergency Department	16,457 (90.0%)
Inpatient	1,834 (10.0%)

The proportion of moderate and severe Traumatic Brain Injury (TBI) increases when certain behaviors are present - 2016-2023, Statewide

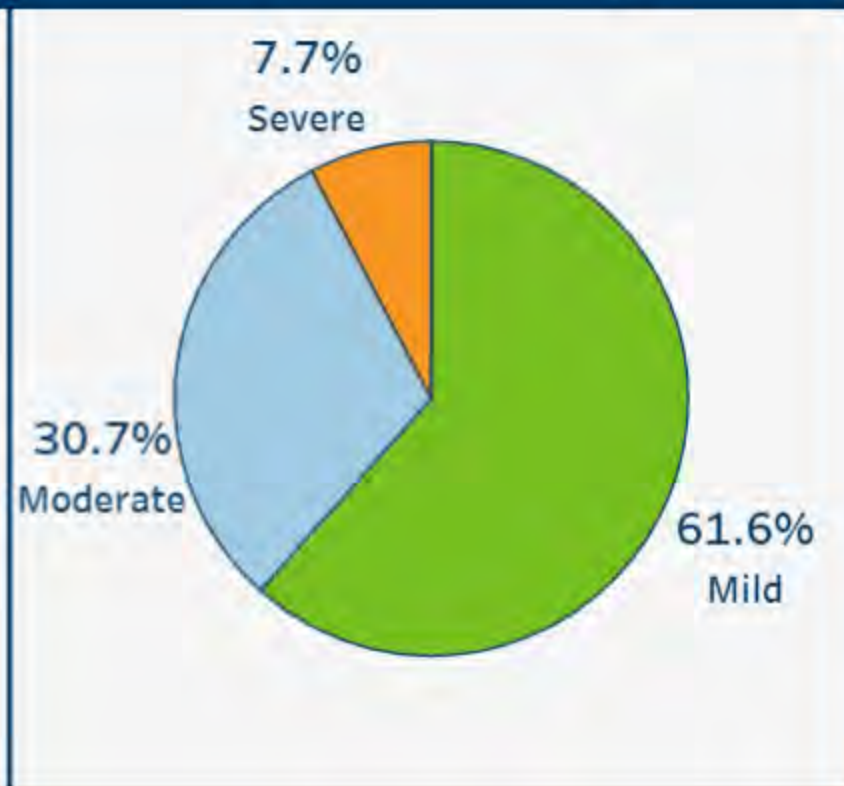
All people involved in traffic crashes are counted (drivers, passengers, non-motorists)

Mild | Moderate | Severe

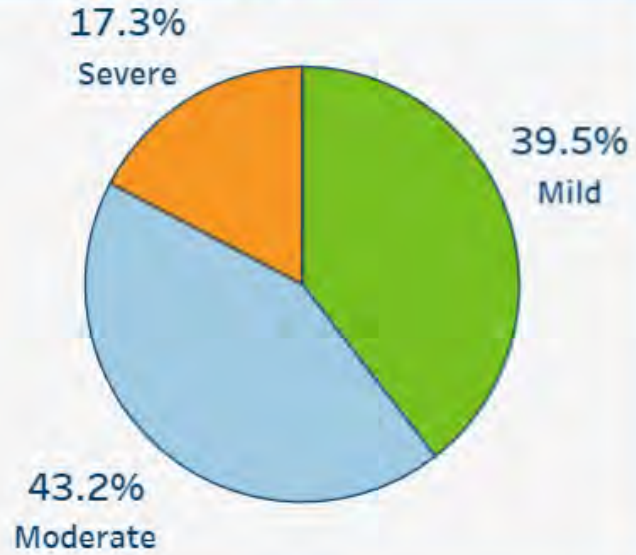
None of these factors present



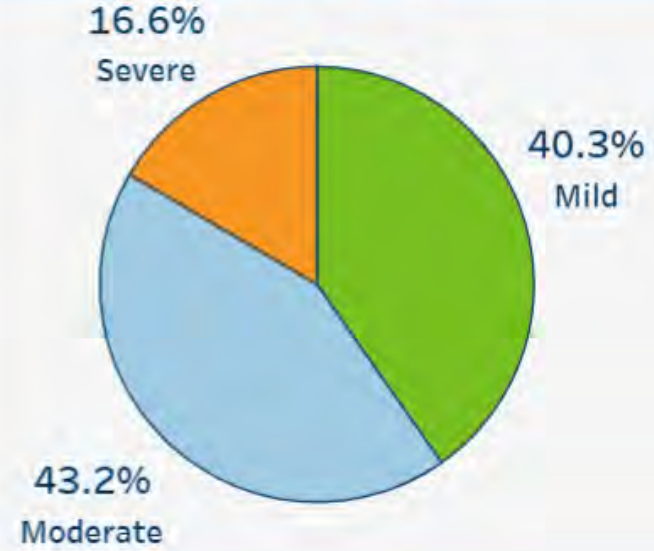
Distracted Driving



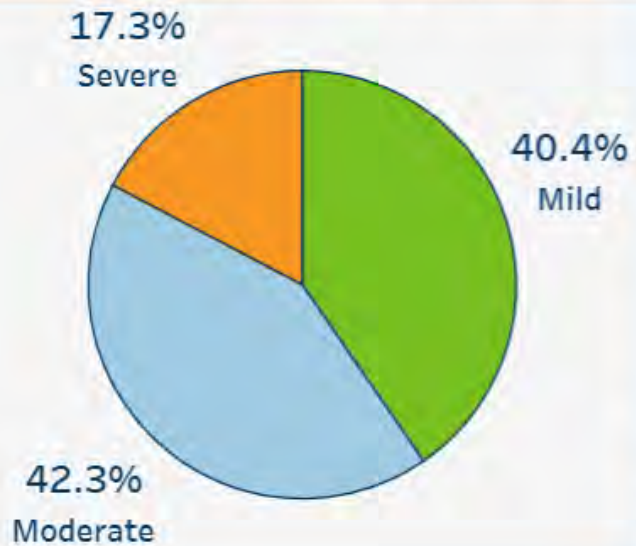
Alcohol



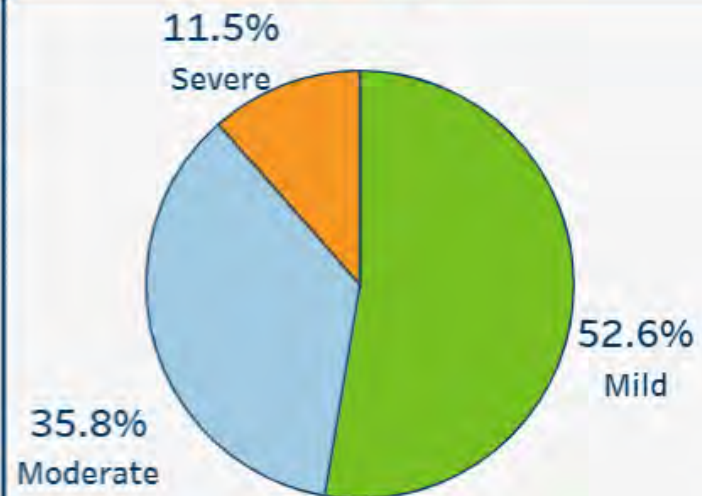
Alcohol/Drugs



Not using a seatbelt/carseat



Speeding

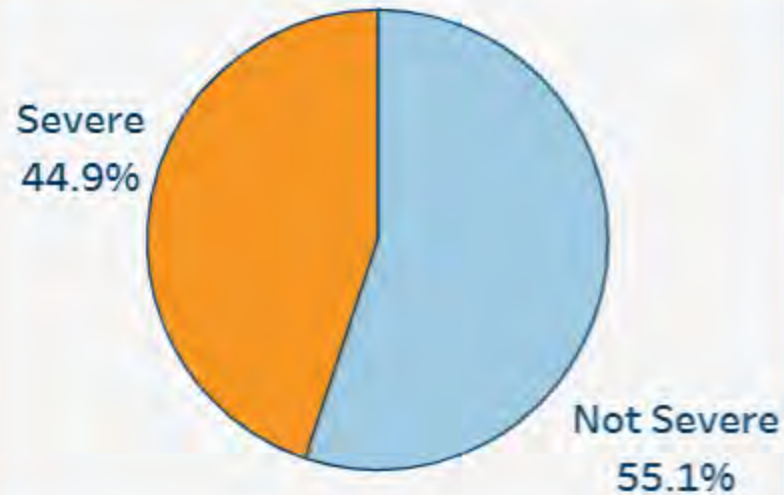


Among people admitted for inpatient care, the proportion of severe injury increases when certain behaviors are present - 2016-2023, Statewide

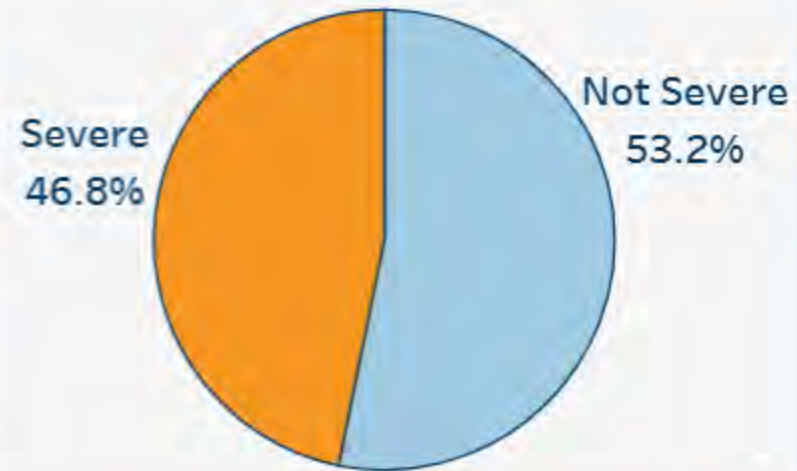
All people involved in traffic crashes are counted (drivers, passengers, non-motorists)

Not Severe | Severe

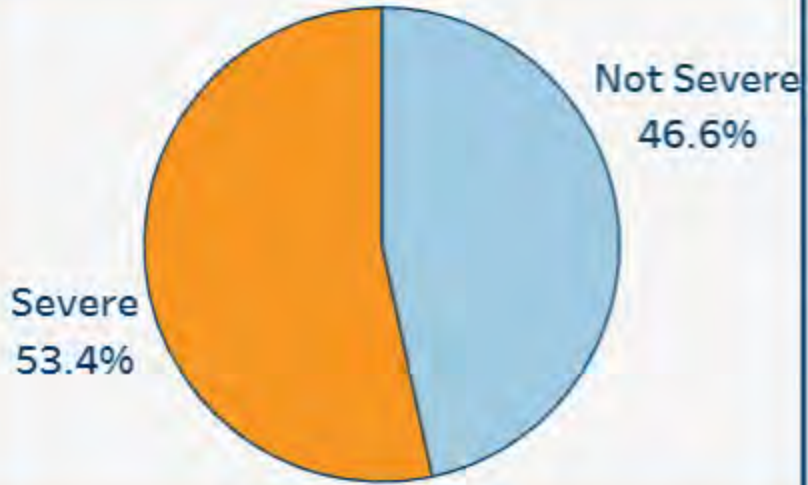
None of these factors are present



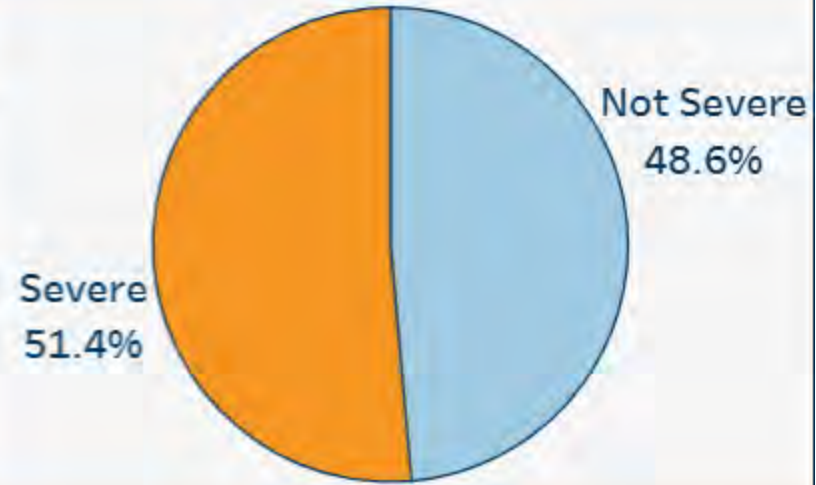
Distracted Driver



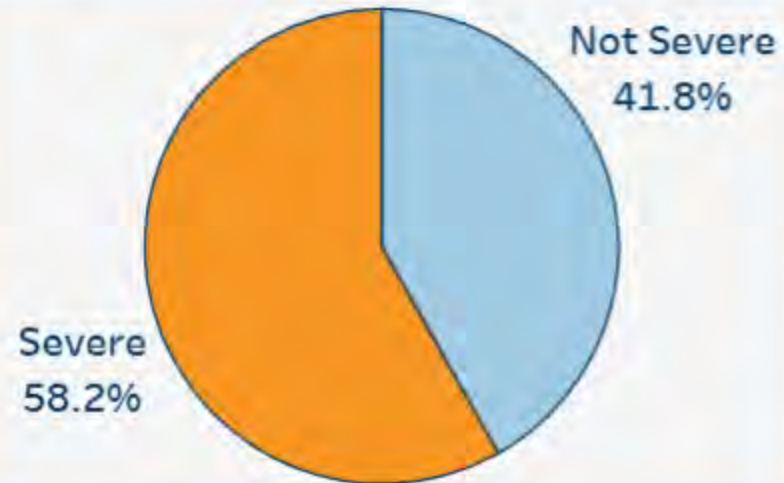
Alcohol



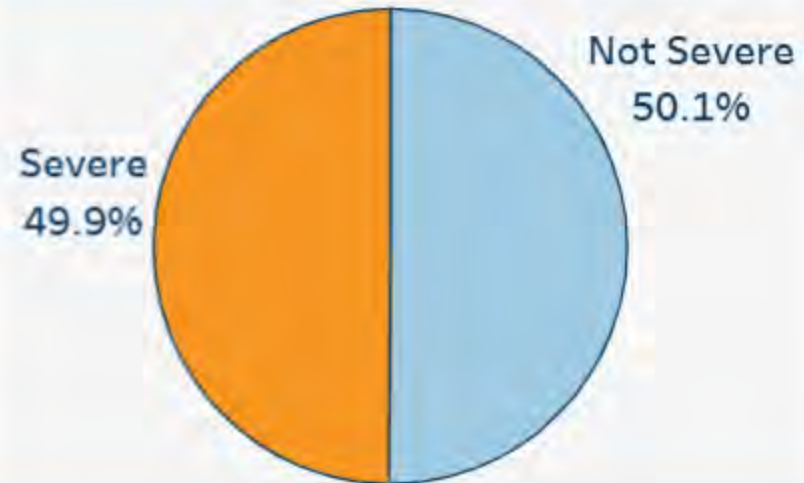
Alcohol/Drug



Not using a seatbelt/carseat



Speeding



Frequency of some behaviors that contributed to hospital-treated traffic injuries -- 2023

All people involved in traffic crashes are counted (drivers, passengers, non-motorists)

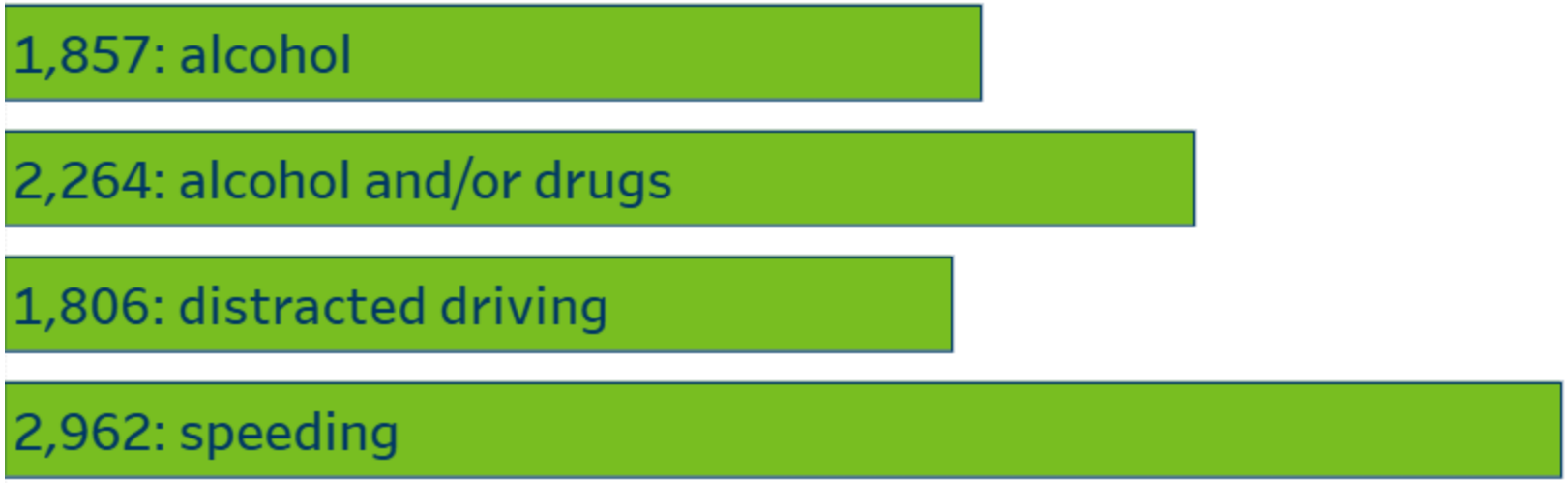
Region: Statewide

1,857: alcohol

2,264: alcohol and/or drugs

1,806: distracted driving

2,962: speeding



Frequency of some behaviors that contributed to hospital-treated traffic injuries -- 2023

All people involved in traffic crashes are counted (drivers, passengers, non-motorists)

Region: Statewide

1,857: alcohol

Region: Statewide

In 2023, 1,857 individuals were treated in hospitals for traffic crashes where **alcohol** was a contributing factor to the crash.

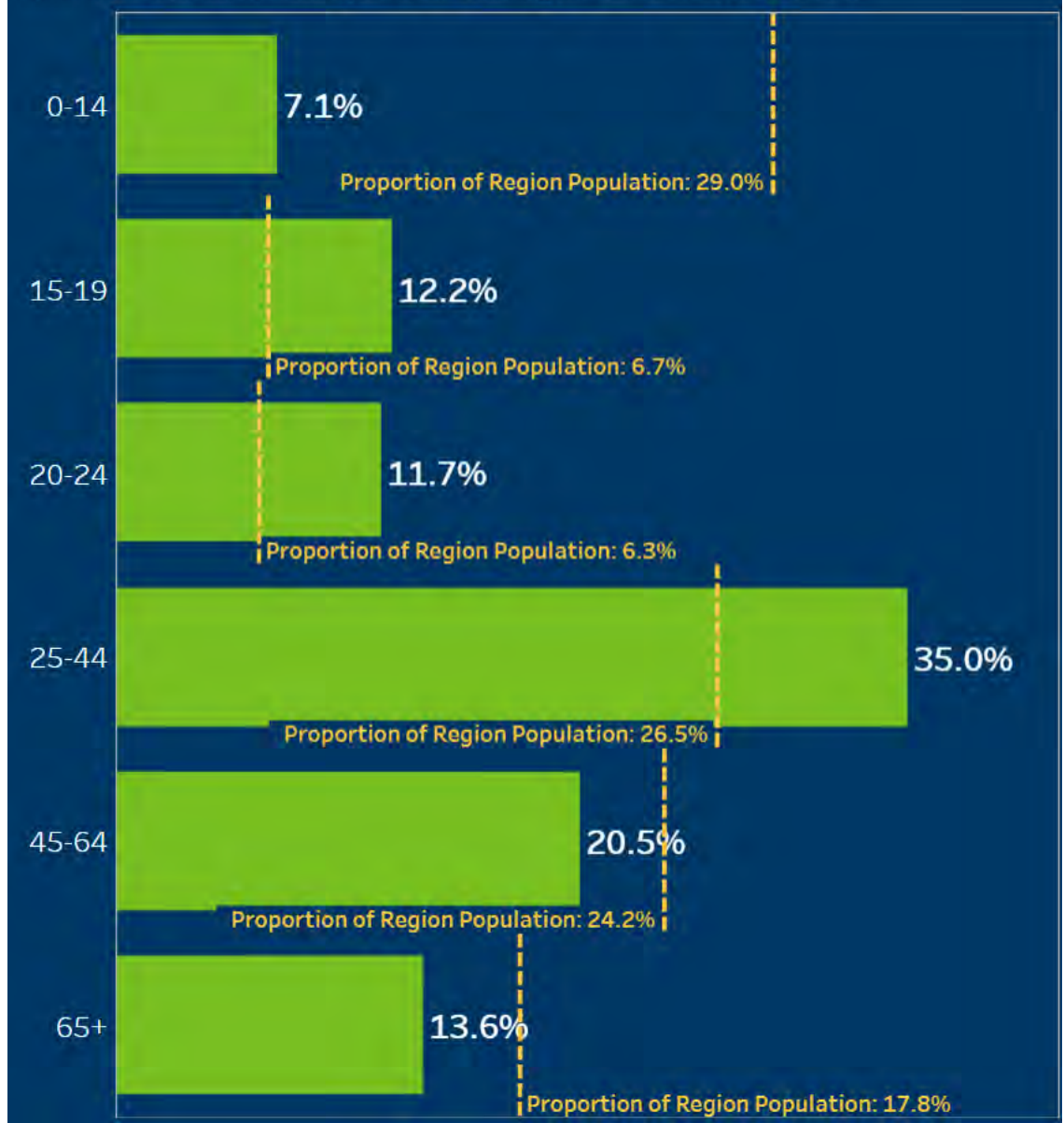
2,962: speeding

Age of people treated in hospitals for traffic injuries

- 2023

Region: Statewide

Some individuals are missing data for their age and are not counted here



Technical Notes for the Crash Outcome Data Evaluation System (CODES) Dashboard

Description of data sources

Hospital Data

Hospitalization (inpatient) and emergency department (ED) data are extracted from Minnesota Hospital Discharge Data, which is maintained by the Minnesota Hospital Association (MHA). MHA represents Minnesota's hospitals and health systems. Hospitals submit ED and inpatient discharge data to MHA using the standardized universal billing 2004 (UB-04) form. Submitting data to MHA is voluntary, but the hospital discharge data typically represents data from more than 95% of hospitals (with some variation year to year). MHA began data-sharing agreements with several states in 2005. Minnesota residents receiving care from emergency departments and hospitals from the participating border states of North Dakota, South Dakota and Iowa are also included in hospitalization measures. MHA data are periodically revised by the MHA to reflect more complete and accurate discharge information.

Crash Data

The Minnesota crash records system (MNCrash) provides a single source of statewide crash data for motor vehicle traffic crashes on Minnesota roads. Law enforcement officers report traffic crashes to the Department of Public Safety under Minnesota Statute 169.09, subdivision 8. The data drive enforcement, engineering, and education decisions to help save lives and prevent life-changing injuries.

Data linkage methods

Hospital and crash data were linked using LinkSolv software from Strategic Matching, Inc. LinkSolv utilizes probabilistic record linkage with imputed links. Probabilistic record linkage can be effective even if the original data sources lack common unique personal identifiers or if identifying fields contain errors and omissions. LinkSolv improves upon earlier implementations of the Fellegi and Sunter theory of probabilistic record linkage. The

software first estimates a Bayesian posterior probability that each possible record pair is a true match given all observed agreements and disagreements of field values. Then the Bayesian posterior probabilities are used either to select a single imputation linked data set with the maximum likelihood estimate matches or to impute multiple complete sets of linked record pairs. Both options include both high and low probability matches. The CODES dashboard uses the maximum likelihood estimate datasets.

Description of Variables used in the Dashboard

Geographic units of interest

Variable	Description
State	State where the crash occurred. All occurred in Minnesota.
TZD region	Toward Zero Deaths region where the crash occurred. Regions are based on counties. For more detail: TZD Regions Minnesota Toward Zero Deaths

Group by variables

Variable	Description
Sex (M/F)	Sex of the person from crash data
Age grouped by 0-14, 15-19, 20-24, 25-44, 45-64, 65+ yrs	Age of the person from crash data, supplemented with person age from the hospital data when missing in crash data
Year	Year of the crash as recorded in the crash data

Hospital-Treated Motor Vehicle Crash Injuries in Minnesota 2016-2023



Year	TZD_Regio	Sex	Age Gro	Hospital Admission Statu	Count of Patient	Percent of Total Patients	Total Region Count of Injuri
2016	East Central	All	0-14	All	183	6.9	2654
2016	East Central	All	65+	All	309	11.6	2654
2016	East Central	All	All	Inpatient	320	12.2	2624
2016	East Central	All	15-24	All	725	27.3	2654
2016	East Central	Male	All	All	1262	47.9	2637
2016	East Central	Female	All	All	1375	52.1	2637
2016	East Central	All	25-64	All	1437	54.1	2654
2016	East Central	All	All	Emergency	2304	87.8	2624
2016	East Central	All	All	All	2654	100	2654
2016	Metro	All	0-14	All	818	6.5	12556
2016	Metro	All	65+	All	1042	8.3	12556
2016	Metro	All	All	Inpatient	1269	10.2	12452
2016	Metro	All	15-24	All	2871	22.9	12556

☰ **Demographic**

☰ Injury Severity Score

☰ TBI Severity

+

Coming in 2026...

- Updated dashboard to include **2024** crash and hospital linked data
- New dashboard elements:
 - Race/ethnicity
 - Payer source and costs

Questions?

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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
 - *Michael Wojcik, BikeMN*

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

