



Advisory Council on Traffic Safety FINAL Minutes

Monday, October 20, 2025
1:00 – 4:00pm

Mystic Lake Casino
2400 Mystic Lake Blvd NW, Prior Lake, MN
Anoka 1 Room

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. Aasen seconded the motion. Motion carried.

Approve Minutes of August 13, 2025 Meeting

Jeppson made a motion to approve the August 13, 2025 minutes. Ferguson seconded the motion. Motion carried.

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

Member Profile: Center for Transportation Studies

Kyle Shelton, director of the Center for Transportation Studies at the University of Minnesota, gave an overview of the organization. Slides from his presentation are available [online](#).

There was no discussion following his presentation.

Presentation: Access to Trauma Care in Rural Minnesota

Eric Lind, director of the Accessibility Observatory at the University of Minnesota, shared information on recent work examining access to trauma centers in rural communities across Minnesota. Slides from his presentation are available [online](#).

Member discussion followed on three areas for further exploration:

- Exploring the impact of air transport in accessibility to trauma centers in rural areas.
- Analysis of how accessibility to trauma care in rural Minnesota may differ across economic areas, particularly in economically disadvantaged communities.
- Investigating the inclusion of specialized services (i.e., extraction or fire) in accessibility.

ACTION: Lind will follow up with Ferguson regarding air transport and differences across economic areas; he will follow up with Putzke regarding specialized services.

Presentation: Telemedicine in Southwest and Arrowhead EMS Regions

Sharing information on a pilot project that recently secured several million dollars in federal funding for expansion were Ann Jenson, executive director at Southwest Minnesota EMS, and Patricia Jewett, assistant professor at the University of Minnesota's School of Public Health. Their work focuses on equipping ambulances with technology to give emergency responders in rural areas access to emergency room personnel both at the crash site and while en route to the hospital. Slides from their presentation are available [online](#).

Member discussion followed:

- Questions around patient privacy were discussed. The team noted that patients able to give consent will be asked, but if unable, first responders will likely use the technology, as it may be life-saving. The telemedicine partner, Avel e-care, is HIPAA compliant.
- Members asked about a stable funding source once the federal dollars run out. While no stable source currently exists, the team is actively working to secure one. Several Minnesota elected officials support the project, and the team is hopeful that future successes will strengthen the case for long-term funding.

Policy and Legislative Affairs Subcommittee

Aasen led a discussion on several legislative activities.

Emerging topics at the state level include:

- Speed Management
 - Hanson noted that safety speed cameras are currently being piloted in Minneapolis and Mendota Heights.
 - He also shared that other states are beginning to mandate Intelligent Speed Assist (ISA) be installed on vehicles following high-risk offenses. This technology prevents the vehicle from exceeding the speed limit for any extended period, and there is interest in exploring it for Minnesota.
- Driver Education and Reeducation
 - Hosmer shared that a bill for just under \$4 million to fund driver education for students who cannot afford it is currently in the Minnesota House and Senate.
 - He also noted that two states (Ohio and Washington) now require driver education for 18- to 20-year-olds. Currently, Minnesota only requires it for license applicants under 18. There is interest in exploring this requirement in Minnesota, though it may take time to implement.

On the federal level:

- Sorenson noted that the federal government shutdown has not significantly impacted safety funds at MnDOT.
- Hanson reported a similar situation at the Office of Traffic Safety, stating that federally funded OTS programs are considered essential and have not been impacted by the shutdown.
- Jeppson noted that at the county level, the main focus is on human services as federal reductions and the current shutdown are having significant impacts.

Members shared two other relevant updates:

- Sorenson noted that MnDOT is considering a permit process to allow ATVs on the shoulder of state highways in specific situations. Since current law prohibits ATVs on state highways, this change would require legislative action. The subcommittee agreed to place this item on their radar.
- Aasen shared that a recent meeting, which included representatives from Minnesota OSHA, MnDOT, DPS, medium and heavy-duty fleet operators from the Minnesota Safety Council (MSC), and MSC/National Safety Council staff, focused on OSHA's role in transportation safety. The discussion acknowledged the prevalence of fatal crashes in the workplace, and the opportunity for companies to integrate traffic safety into their policies. The regulatory challenge is that OSHA lacks express authority over transportation, though its General Duty Clause (to keep workers safe) and authority in a few specific industries could be explored. The group identified two key areas for action: systemic traffic safety measures and individual/discrete group traffic safety measures (see [meeting slides](#) for more details). This framework could be useful for members to leverage when working to advance the traffic safety mission in Minnesota.

Following the discussion, the Council discussed support for continued traffic enforcement. It was suggested that a traffic enforcement working group be developed to discuss barriers and opportunities for improving and prioritizing enforcement activities, and propose actions to improve current behavior on our roadways.

ACTION: The Executive Committee will discuss the creation of a traffic enforcement working group at their next meeting.

Council Business

ACTS Annual Report

The ACTS Annual Report is due on January 15, but the goal is to have a complete draft ready by early December to allow for proper review.

Hartzell suggested including Intelligent Speed Assist and speed safety cameras as priorities in the report. Hanson agreed, suggesting these could be used as specific examples under a broader priority of "implementing new and emerging technologies to improve traffic safety."

Members also asked about whether lane splitting and lane filtering, as well as roadside worker safety, should be added to the Report as priorities. Hanson noted that DPS is looking into some legislation that would modify the lane splitting and lane filtering laws for added safety. Leidle noted that there is nothing in queue around roadside worker safety that hasn't already been discussed. He also noted that the industry is waiting to see results from the speed safety camera pilot.

ACTION: To help showcase the impact of the Council, each member organization is asked to submit a compelling story, success, or tidbit from your organization that supports our collective work. Examples could include an accomplishment, a quote, or a brief case study that shows our work in action. Please submit to Stephanie Malinoff (malinoff@umn.edu) by November 7. Malinoff will ensure the information is shared with Chair Hanson for integration into the Annual Report.

State Appeals Court Ruling: School Bus Stop Arm Law

The Minnesota Appeals Court recently ruled that for a school bus stop arm violation to be enforced, the stop arm must be fully extended. There is currently discussion about a potential remedy for this ruling, though the Department of Public Safety (DPS) has not yet decided whether it will propose a solution to the legislature.

Subcommittee and Working Group Updates

TIM Subcommittee

The Subcommittee agreed that Quick Clearance Legislation will be its first priority, aiming to clarify the current Minnesota Statutes where ambiguity may lead to liability concerns. Discussion at their last meeting centered on leveraging the language recommendations found in MnDOT's September 2021 "Minnesota Traffic Incident Management Program Plan." While this report offers a strong foundation for clarity, the Subcommittee sees opportunities to expand its scope, for example by adding language related to towing.

To ensure a strategic and thoughtful approach, the group established a timeline tied to the ACTS Annual Report: a general statement regarding the quick clearance effort will be included in the January 2026 report, but specific legislative change requests will be reserved for the January 2027 report. Members are currently reviewing the legislation and the MnDOT report and will discuss at their November meeting.

Safe Roads Coalition Working Group

The Working Group recently held a meeting to address outstanding questions on the fatal and serious injury review process. Discussion also began on the 2027 Safe Roads RFP, focusing on what needs to be done differently for the next cycle, the required training components, and how to write SMART goals (Specific, Measurable, Achievable, Relevant, and Time-bound). Lastly, based on a request from the ACTS Executive Committee, the Working Group has started drafting a document detailing current challenges, identifying program successes, and illustrating the potential impact if additional funds were secured. This content will be integrated into the ACTS Annual Report and shared with supporters.

Youth E-Bike Safety Project Advisory Committee

ACTS is represented on the Policy Advisory Committee for the Youth E-bike study, which MnDOT is leading with a consultant team. A final draft of the report will be available in December, so elected officials can discuss during the 2026 legislative session. The committee recognizes the significant opportunity e-bikes offer for extending mobility options and has focused substantial effort on clearly differentiating e-bikes from e-motos to prevent undue restriction.

The study's preliminary conclusion is that existing policies concerning youth and e-bikes are largely adequate, but there is a greater need for education and streamlined communication—meaning no major legislative changes are currently anticipated. Future efforts will concentrate on education such as informing parents about the difference between throttle and pedal assist, distinguishing between the various e-bike levels, and addressing consumer protection.

Public Comment

- Wojcik noted that an e-bike session will be held tomorrow at the TZD Conference.
- Hanson provided an update on the Citation Disposition Analysis project, which examines citations from the roadside through final disposition. Preliminary findings are interesting, and the analysis is due to the legislature by January 15.
- Schleck reported that Southeast Minnesota TZD partnered with AAA on the “Crashes Hit Different” campaign at 24 high school football games this fall. The campaign included items such as education before and during the games, distributing t-shirts, using t-shirt cannons, displaying pledge banners, and providing mini-footballs and stickers for popcorn bags.
- Larson shared an update on the Impact Teen Driver program. The program provides a scientifically proven safe driving presentation to 10th-grade students, which includes pre- and post-presentation surveys. Virtually every class has shown improvements in teen driving attitudes. This fall, the program is visiting 32 schools in the southern region of the state, with more scheduled for the spring. Over 1,200 students have been reached, and schools consistently ask for the program to return annually.
- Larson also reported on the Older Driver State Action Team. The team is developing survey questions for medical providers to gather information on their current discussions with patients, with the goal of building a toolkit for medical practitioners. A separate survey will be sent to occupational therapists (OTs) to learn if they are discussing driving with patients and if doctors are making referrals. This effort will be piloted in Southern Minnesota before being rolled out to all Regional Transportation Advisory Committees (RTACs).

Adjourn

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

Wojcik made a motion to adjourn, Leidle seconded the motion. Motion carried. The meeting adjourned at 3:48 p.m.

The next Advisory Council on Traffic Safety meeting will be Wednesday, December 10, 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 (Capt. Gordon Shank)		
Calistro, Gina	Representing Victims Advocacy Organizations	X		
Cocking, Aaron	Insurance Federation of Minnesota			X
Diamond, Catherine	Minnesota Department of Health, Injury Prevention and Mental Health Division	X		
Donohue, Josephine	AAA - The Auto Club Group		X	
Ferguson, Dylan	Minnesota Office of Emergency Medical Services	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	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		
Young, Charles	Minnesota Department of Human Services		X	
<i>Council Staff</i>				
Malinoff, Stephanie	Center for Transportation Studies, University of Minnesota	X		
Piper, Jackson	Center for Transportation Studies, University of Minnesota	X		
<i>Invited Guests</i>				
Eric Lind	Accessibility Observatory, University of Minnesota		X	
Ann Jenson	Southwest Minnesota EMS	X		
Patricia Jewett	School of Public Health, University of Minnesota	X		