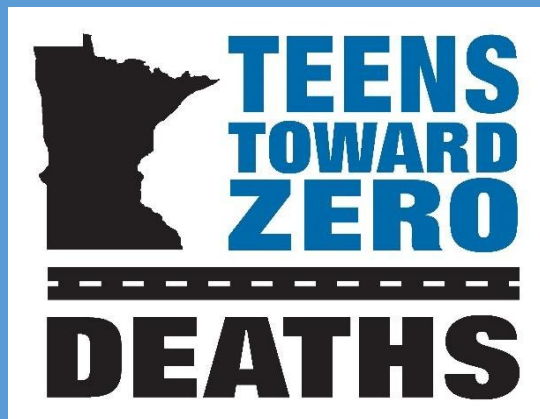


# MINNESOTA TEENS TOWARD ZERO DEATHS HANDBOOK



January 2026

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Students and advisors at Lincoln High School in Thief River Falls put a lot of time and effort into presenting the Teens Toward Zero Deaths Conference that was held at the Free Church in Thief River Falls on April 10. Over 330 students from throughout the region heard presentations from

several emergency provider organizations. This is the only TTZD Conference held in Minnesota. The goal is to encourage other schools to start their own TTZD organization and to eventually have TTZD conferences throughout the state.

## 1. Purpose of the Handbook

The purpose of this handbook is to provide an informational resource to assist in developing a Teens Toward Zero Deaths (TTZD) program in your local school, community, or region. This handbook outlines how to build the program as well as how to plan a regional conference. Regional conferences are designed to facilitate the implementation of TTZD in local communities and serve as a career exposition for students interested in the 4 E's: Education, Emergency Medical Services (EMS), Enforcement, and Engineering. The goals of the TTZD program are to encourage traffic safety as a priority for teens, provide a method to bring traffic safety programs into communities, share successes of the Minnesota TTZD program, build relationships between schools, communities and the 4 E's, and to network with other school and traffic safety advocates in the region.



*E's participating in a TikTok Video at TTZD Conference in Northwest Minnesota*

### a. Teens Toward Zero Deaths Mission

The Teens Toward Zero Deaths mission is to create a culture in which traffic fatalities and serious injuries are no longer acceptable. TTZD educates teenage drivers and school-age pedestrians about the responsibilities of keeping our roadways safe through youth advocacy groups and partnerships with local and regional E's. TTZD efforts will be driven by data, best practices, research, and evaluation.

## Resources and Information

### a. Contact Information

Organization	Name	Title	Phone Number	Email
Lincoln High School TTZD	Rosaline Groven	TTZD Program Coordinator	Office: 218-681-7463 #1113	Rosaline.Groven@myprowler.org
Lincoln High School TTZD	Stacey Leake	TTZD Program Coordinator	Office: 218-681-7463	Stacey.Leake@myprowlder.org
DPS Office of Traffic Safety	Michael Hanson	Director and TZD Co-Chair	Office: 651-201-7061 Cell: 763-276-0357	Michael.Hanson@state.mn.us
Toward Zero Deaths	Annette Larson	State TZD Program & Operations Director	Office: 507-720-2101	Annette.larson@state.mn.us
Toward Zero Deaths	Kristine Hernandez	Statewide TZD Communications & Marketing Director	Office: 507-286-7601 Cell: 507-273-0677	Kristine.Hernandez@state.mn.us
Toward Zero Deaths	Scot Edgeworth	East Metro Regional TZD Coordinator	Cell: 651-775-9496	Scot.Edgeworth@state.mn.us
Toward Zero Deaths	Paige Lowery	West Metro Regional TZD Coordinator	Cell: 651-370-0210	paige.lowery@state.mn.us
Toward Zero Deaths	Sarah McGeary-DeHaan	Southwest Regional TZD Coordinator	Cell: 320-231-5195	Sarah.McGeary-DeHaan@state.mn.us
Toward Zero Deaths	Sue Johnson	Northwest Regional TZD Coordinator	Cell: 218-766-5943	Susan.Marie.Johnson@state.mn.us
Toward Zero Deaths	Rahya Geisler	Northeast Regional TZD Coordinator	Cell: 651-201-7273	Rahya.Geisler@state.mn.us
Toward Zero Deaths	Katy Kressin	West Central Regional TZD Coordinator	Cell: 218-849-0048	Katy.Kressin@state.mn.us
Toward Zero Deaths	TBD	South Central Regional TZD Coordinator	507-720-2101	
Toward Zero Deaths	Bill Van Koevering	East Central Regional TZD Coordinator	Office: 507-286-7601 Cell: 507-273-0677	bill.vankoevering@state.mn.us
Toward Zero Deaths	Jessica Schleck	Southeast Regional TZD Coordinator	Office: 507-286-7602 Cell: 507-696-8435	Jessica.Schleck@state.mn.us

## Online Resources

- Teens Toward Zero Deaths, Lincoln High School <https://www.smore.com/eyz06>
- Toward Zero Deaths [www.minnesotatzd.org](http://www.minnesotatzd.org)
- Toward Zero Deaths Regions [www.minnesotatzd.org/initiatives/regions](http://www.minnesotatzd.org/initiatives/regions)
- Minnesota Department of Health [www.health.state.mn.us](http://www.health.state.mn.us)
- Department of Public Safety, Office of Traffic Safety [www.dps.mn.gov/divisions/ots](http://www.dps.mn.gov/divisions/ots)
  - Educational Materials <https://dps.mn.gov/divisions/ots/educational-materials/>
  - Teen Driving <https://dps.mn.gov/divisions/ots/teen-driving/>
- Minnesota Department of Transportation <http://www.dot.state.mn.us/>
- Minnesota State Patrol [www.dps.mn.gov/divisions/msp](http://www.dps.mn.gov/divisions/msp)
- Network of Employers for Traffic Safety [www.trafficsafety.org](http://www.trafficsafety.org)
- Impact Teen Drivers Program [www.impactteendrivers.org](http://www.impactteendrivers.org)

## Acronyms

- **DPS:** Department of Public Safety
- **DPS OTS:** Department of Public Safety, Office of Traffic Safety
- **EMS:** Emergency Medical Services
- **MDH:** Minnesota Department of Health
- **MnDOT:** Minnesota Department of Transportation
- **MnDOT OTE:** Minnesota Department of Transportation, Office of Traffic Engineering
- **MSP:** Minnesota State Patrol
- **SHSP:** Strategic Highway Safety Plan
- **TZD:** Toward Zero Deaths
- **TTZD:** Teens Toward Zero Deaths
- **UMN CTS:** University of Minnesota, Center for Transportation Studies



## How to Get Started

### a. Champions for Teen TZD

Teen TZD champions are individuals who oversee the TTZD program within the school or organization. They are usually a teacher, or somebody affiliated with the school, a community civic group, or other organization. When planning to integrate a TTZD program into the school environment, look for a well-respected adult, recognized by students, who are already affiliated with a student program within the community or school. It is important to work closely with the school(s) to create a TTZD program that is recognized as being vital to the safety and education of the student body. A willingness from school leaders, students, and the community to actively support and participate in the program is important for the success of the program.

### b. Teen TZD Committee

Using an established organization, such as a club or student group, within the school is an excellent way to start forming a TTZD program. Creating a subgroup within an already existing organization is an option. Look for students who want to learn more about traffic safety, who are interested in implementing a traffic safety-related campaign, or who are interested in pursuing a career path in one of the E's.

### c. "E" Connection

Whether your county has an active TZD Safe Roads Coalition or not, members of the "E" community may be a good person to reach out to before getting started. Contact your local law enforcement agency, nearest State Patrol Office, EMS Service at a local hospital or clinic, local fire department, first responders, or your city or county engineering office. These groups are a valuable resource to start a TTZD program.

### d. Expenses

Below is a list of typical operating expenses for TTZD programs. The list will change depending on the activities, events, or conference planned for your community.

- Printing of materials
- Materials cost, such as paper, posters, markers, etc.
- Advertising
- Door prizes

## e. Teen TZD Commitment to Safe Roads Behavior

Establishing habits within individuals takes time and repeated application. For this reason, the TTZD program needs to be more than a one-day event. An ongoing platform, within the school and community, is best to prevent teen crashes and to ensure teens are practicing positive traffic safety behaviors, such as limiting distractions while driving and always wearing a seatbelt. Find more recommendations in the “Activities” section, which are created for driver awareness as well as for passengers and pedestrians.

## f. Evaluation

Applying an evaluation component within a program helps to improve the program and demonstrate accountability of invested resources. Evaluation is a process that critically examines a program to assess the quality of the program’s activities, determine if the activities are well-designed and if the activities are working to their full potential. By incorporating an evaluation, it helps to determine if adjustments are needed in the program to improve the efforts. In addition, an evaluation demonstrates to stakeholders, such as individuals supporting efforts or sponsors, that the resources that were invested into the program were worthwhile. Validating the use of resources by providing evidence that goals were met, and services were delivered as promised is a program that will be viewed as successful.

### Suggested Examples:

- TTZD students conduct a seatbelt survey to establish baseline data. The survey should be conducted in the Fall, prior to implementing activities. Activities focused on improved traffic safety will be implemented during the school year. In the Spring, another survey is conducted to determine if the traffic safety activities had an effect on students to improve their seatbelt rate.
- TTZD students conduct a survey to determine perceptions of traffic safety behaviors. Again, the survey should be conducted at the beginning and end of the school year to assess if traffic safety-related behaviors improved over time, after receiving messaging through TTZD efforts and activities that occurred during the school year.

## 2. Activities

Here is a list of activities that schools have incorporated in their teen traffic safety programs:

- Impact Teen Drivers presentation to the 10<sup>th</sup> grade students (or all high school students if applicable).
- Host a mock crash event.
  - A guide for hosting an event is available on the DPS OTS Teen Driving website.
- Have the “grim reaper” visit the school.
- Ask the State Patrol office for photos from a crash scene. Incorporate photos throughout the building with a description of the crash.
- Visit the nearest junkyard and ask to borrow parts of crashed vehicles. Create displays within and outside the building. *If you are able, match the photos and stories from the crash scenes with the actual car parts.*
- Bring in an impact speaker, in conjunction with another traffic safety activity.
- Create a temporary memorial wall in the school for students and faculty to post pictures of loved ones lost to crashes on the road.
- Promote a yellow ribbon campaign.
  - Provide yellow ribbons for community members to tie around a tree for a lost loved one.
  - Using state and regional statistics, tie yellow ribbons in remembrance of those who perished on the roads on chairs and doors in the school building.
- Ask members of the “E” community to speak to students about traffic safety.
  - Education
    - Choose a specific topic based on student interest and select a traffic safety expert from your community to speak to students.
  - EMS
    - Demonstrate life-saving measures that may be required for crash victims.
  - Enforcement
    - Seatbelt demonstration
    - State Patrol “Lasting Impact” video
  - Engineering
    - How crash data is used to plan roadway improvements
    - Help students plan a seatbelt survey for their neighborhood or city
- Host contests for students to incorporate traffic safety messaging:
  - Seatbelt challenge
  - PSA poster contest
  - PSA video commercial contest
  - TikTok Challenge
  - Bumper Sticker creation
  - Message board slogans
  - Billboard Challenge

- Have students pledge to “Promise to be belted”
- Work with local businesses who have drive-thru capabilities to promote seat belt compliance by offering coupons or discounts.
- Use positive community norming information to create posters and other messages to reach their peers.
  - Examples:
    - 94% of young people say they ALWAYS buckle up
    - 84% of young people say they WOULD speak up if the driver was texting
- Create seasonal displays or programs that promote safe driving and pedestrian habits.
  - Fall
    - Plan a bus safety display in front of the school for parents and students.
    - Organize a child safety “Buckle Up” campaign for parents and students.
    - Work with your county or city engineering office to plan a “Buckle Up” campaign in the school parking lot.
    - Share information about the “Hands-Free” law or other traffic safety laws.
  - Winter
    - Distribute information about winter driving practices.
    - Show the dangers of being exposed to the winter elements and how to be prepared when driving by creating a display of what materials.
    - Promote the responsibility of passengers in a car.
  - Spring
    - Ask local businesses in town to hang signage to prevent distracted driving.
    - Promote the IPROMise campaign.
    - Host a bike safety and pedestrian workshop.
    - Pair with an E to visit with middle school students about their responsibility with TZD.
  - Summer
    - Work with local E’s to have a display at the county fair promoting TZD.
    - Create table tents for local businesses to remind the public of road safety.
    - Hang signage promoting work zone safety.
    - Promote motorcycle safety and awareness for all.
- Create traffic safety messaging consistent with national or statewide events based on the DPS OTS TZD Enforcement Calendar. These messages could be included in emails, school dashboards, local newspapers, social media, etc.
  - Topics may include bike and pedestrian safety, distracted driving, impaired driving, motorcycle safety, seatbelt safety, speeding, work zone safety, etc.

- POINT OF IMPACT (POI), PARENT AWARENESS PROGRAM

Description:

A 1.5 hour in-person awareness class for parents of pre-driving teens.

Objective:

Empower teens to be effective messengers by engaging parents of pre-driving teens to enhance their awareness of teen driving risks, laws, the important role they play in developing safer teen drivers, and available resources to help reduce crash risks.

Goal:

Reduce the number of crashes, injuries and deaths involving novice teen drivers by increasing parental awareness of teen driver safety issues and enhancing parent involvement in developing safer teen drivers.

Background:

Experts on young driver behavior are in substantial agreement that more effective parental involvement in mentoring novice drivers holds significant promise for further reducing young driver crashes.

*Source: Journal of Safety Research 34(1), (2003), 107-115*

Understanding the risks associated with teen driving as well as appreciating the complexity of state laws governing novice drivers can be an eye-opening experience for a parent. Creating a greater awareness and understanding of policies such as graduated drivers' licensing (GDL) laws will go a long way in assisting parents to help their children become safer drivers.

*Source: Protecting Teen Drivers, A Guidebook for State Highway Safety Offices, (2010)*

Teen crashes and risky driving behaviors are strongly linked with the way teens and parents communicate and approach rules about safety. Teens who said their parents set clear rules, paid attention to where they were going and whom they were with, and did so in a supportive way were:

-half as likely to crash

-twice as likely to wear seat belts

-71 percent less likely to drive while into 30 percent less likely to use a cell phone while driving than teens who said their parents were less involved.

*Source: <http://multivu.prnewswire.com/mnr/chop/39673/>*

Teen Crashes Have Predictable and Preventable Patterns:

- They are prone to making simple driving errors, often while speeding.
- They are twice as likely to crash at night.
- Crashes while driving to and from school, especially after school, and with other teens in the car is common.
- Teen passengers increase distractions and promote risk-taking behaviors.

In 2012 & 2013, the Minnesota POI pilot program included pre- & post-class surveys to evaluate changes in parental knowledge & confidence in understanding teen driving risks & laws.

The values below reflect the percentage of correctly answered questions.

<u>Parents Knowledge of Laws:</u>	<u>Pre-Class</u>	<u>Post-Class</u>	<u>ifference</u>
<i>Parental Consent Withdrawal:</i>	95%	98.5%	+3.5%
<i>Texting:</i>	85.5%	91%	+5.5%
<i>Cell Use:</i>	91%	98%	+7%
<i>Seat Belts:</i>	87%	97%	+10%
<i>Period of Greatest Risk:</i>	82.5%	92%	+9.5%
<i>Passenger Restriction (first 6 months of licensure):</i>	63%	87%	+24%
<i>Nighttime Restriction (first 6 months of licensure):</i>	43%	86%	+43%
<i>Passenger Restriction (second 6 months of licensure):</i>	23%	79.5%	+56.5%
<i>Confidence in Understanding Teen Driving Laws:</i>	36%	74%	+38%

Class evaluations showed:

- 99.5% of parents will use the information to help their teen become a safer driver
- 98.5% of parents would recommend the class to other parents
- 98% of parents rated the class Excellent or Good

#### Program Focus Areas:

**1. Teen Driving Risks:** Engage parents with an effective discussion about teen driving risks. Present basic crash data and discuss inexperience, teen passengers, seat belt use, risk-taking, nighttime driving, peer pressure, brain development, and other factors that contribute to teen crashes. When possible, reference a local teen driving incident to illustrate key points. Emphasize parental control and making decisions that prioritize *safety over convenience*.

**2. Teen Driving Laws:** Provide information on teen driving laws through discussion that engage parents' interest. Elements of the graduated driver's licensing (GDL) laws should be linked to teen driving risks to inform participants about *why* the laws were implemented. Discuss the shortcomings of the GDL laws (they don't always reflect best practices). Law enforcement participation is important to explain laws and answer questions.

Emphasize parental control and making decisions that prioritize *safety over convenience*.

**3. Family Rules and Parental Management:** Discuss the important role parents play in developing safer teen drivers. Emphasis is placed on obtaining many hours of supervised driving experience in a variety of road and weather conditions prior to licensure. Parents should build on experience and introduce challenges in stages during the permit stage. Encourage parents to establish family driving rules that reduce their teens' exposure to high risk situations, especially during their first year of licensure. Encourage parents to use a parent/teen driving contract. Emphasize the importance of following through with consequences for violating family driving rules.

#### Resources:

The Office of Traffic Safety has materials available to implement a class for parents and their soon-to-be teen drivers. To request the Point of Impact program materials, contact Gordy Pehrson.

Point of Impact Leader's Guide: (2020 update not yet available on OTS web site):

<https://dps.mn.gov/divisions/ots/teen-driving/Pages/default.aspx>

### 3. Teens Toward Zero Deaths Conference

Giving teens additional opportunities to expand their traffic safety knowledge and skills beyond driver education programs, while building a broader awareness of local, state and national traffic safety issues, helps teens to develop safe driving behaviors and prevents crashes.

A TTZD Conference should incorporate the opportunity for teens to:

- learn about traffic safety with their peers,
- participate in roundtable discussions where teen voices matter,
- offer their opinion about what messaging is relevant to them,
- gain leadership opportunities through conference planning,
- connect with adults that have pursued a career related to traffic safety,
- explore career paths in the 4 E's,
- expand social skills by networking with adults, and
- develop youth-adult partnerships with community members.



#### a) Event Planning

- Teen TZD Committee/Sub Committee
  - Gather a team of teens and adults.
  - Set a planning schedule to determine how often you will meet to plan for the event.
  - Assign tasks for each member of the committee.
  - Reach out to:
    - "E" community members
    - regional TZD coordinator
    - statewide content experts
    - personal impact speaker
- Budget
  - Determine a budget for the conference.
  - Consider sponsors that may support the event.
    - Make phone calls or send letters to different community

organizations to ask for support.

- Research any grant opportunities.
- Consider fundraising options.
- Schedule & Location
  - Find a place to hold the event, such as a community center or school.
  - Choose a date based on student and stakeholder commitments and schedules.
- Content of Conference
  - Determine the purpose and/or theme.
  - Organize content and sessions.
  - Reach out to potential speakers and stakeholders to confirm availability.
  - Plan activities and breakout sessions.
  - Prepare a schedule or agenda.
  - Prepare an evaluation for attendees to provide feedback on the event.
  - Review logistics of the event (equipment required)
- Supplies
  - Determine what materials are needed for planning, marketing and executing the event.
  - Create visual aids or displays with traffic signs, crash photos, etc.
  - Reach out to your regional TZD coordinator to see if traffic safety equipment is available for the event, such as distract-a-match, driving simulator, fatal vision goggles (distracted, drowsy, and/or impaired), pedal cart, seatbelt convincer, wheel of distraction, and other tools.
- Marketing
  - Design outreach materials.
    - Incorporate a variety of advertising strategies, such as print, online (emails, social media), chalking, etc.
- Set-up
  - Arrive early for set-up of all equipment and supplies.
  - Greet speakers and attendees.
- Follow-up
  - Send thank you notes to speakers, volunteers, sponsors.
  - Review evaluation.



## b) Example Agenda



**Northwest Minnesota Toward Zero Deaths  
Regional Workshop - Legacy Event Center  
16458 160<sup>th</sup> Avenue NE, Thief River Falls  
Thursday, May 1, 2025  
8:30 a.m. – 3:15 p.m.**

### Agenda

- 8:30 a.m.      **Registration and Continental Breakfast**
- 9 a.m.          **Welcome & Regional Roundup**  
*J.T. Anderson, District engineer, MnDOT District 2, and northwest Minnesota TZD regional co-chair; Sue Johnson, northwest Minnesota TZD regional coordinator*
- 9:15 a.m.      **Building the Road Ahead: Shaping Our Future with Stakeholder Input and Strategic Action**  
*Derek Leuer, state traffic safety engineer, MnDOT Office of Traffic Engineering*  
See how we developed our new Strategic Highway Safety Plan, and the role stakeholder feedback played. Discover the key steps for its rollout, including communication, implementation, and monitoring. Attendees will leave with a clear understanding of the plan's impact and how we will work together to achieve our goals.
- 9:45 a.m.      **From Urban to Rural: Strengthening Traffic Incident Management in Minnesota**  
*Aimee Eggen, program coordinator, DPS Office of Traffic Safety; Trooper John Ophoven, Minnesota State Patrol, District 2900*  
Traffic Incident Management (TIM) focuses on the critical collaboration between agencies to clear incidents quickly and safely, reducing injuries, fatalities, and congestion. This session will highlight the key components of Traffic Incident Management, including the role of coalitions, effective communication, and upcoming training to ensure a coordinated response. Learn how TIM helps improve safety for both responders and the public while minimizing the impact of traffic incidents. Whether you're a first responder, law enforcement, or a traffic safety advocate, this session is for you!
- 10:15 a.m.     **Break & Exhibits**
- 10:40 a.m.     **Driving Change: How Data is Shaping Safer Roads for All**  
*Angela Seley, Traffic Records coordinator, DPS Office of Traffic Safety*  
This presentation will highlight the Road Safety Information Center (RSIC), which uses data-driven insights and advanced analytics to enhance safety, improve accessibility and identifying better strategies to serve underrepresented communities for a more informed, equitable decision-making.
- 10:55 a.m.     **Tech Makeover: Upgrading from Old School to Cool School**  
*Angela Seley, Traffic Records coordinator, DPS Office of Traffic Safety*  
In this session, we'll explore the MnCrash reporting system modernization, focusing on its user-friendly updates, enhanced data collection through technology and seamless integration into your workflow – making it more efficient and intuitive.

- 11:10 a.m.     **Teen TZD Update**  
*Teen TZD/ Key Club members: Ellie McDermott, Olivia Schuster and Michael Rowe.*  
 Hear how the Pennington County Teens Toward Zero Deaths are promoting traffic safety and why they are incorporating mental health in their efforts.
- 11:35 a.m.     **Charting Our Course: Regional Action Planning for Strategic Success**  
*Sue Johnson, northwest Minnesota TZD regional coordinator*  
 This discussion and collaborative workshop will focus on developing actionable steps that align with our strategic plan. Through interactive conversations and hands-on activities, we will break down key regional objectives and brainstorm practical solutions to drive success in our local initiatives.
- 12: p.m.       **Lunch & Exhibits**
- 12:45 p.m.     **Exploring the Impacts of Mental Health on our Roadways**  
*James Eberspacher, Division director, Impaired Driving Solutions*  
 Nationally, 45 percent of repeat DWI offenders have a mental health disorder. Hear about what is happening and what can be done.
- 1:45 p.m.     **AI Presentation (AI: The Future, Rewritten – Beyond Imagination, From Code to Cognition)**  
*Josh Root, deputy chief counsel, MnDOT Chief Counsel's Office;*  
*Derek Leuer, state traffic safety engineer, MnDOT Office of Traffic Engineering*  
 What is AI and how may it impact our business sector? This session explores how AI is reshaping industries and revolutionizing problem-solving like public safety, education, healthcare, and engineering. Through storytelling and real-world examples, we'll uncover AI's transformative power.
- 2:30 p.m.     **Wrap up**  
*Capt. Brian Cheney, northwest Minnesota TZD regional co-chair;*  
*Lt. Brad Norland, Minnesota State Patrol*
- 3 p.m.         **Adjourn**

*Please take time throughout the day to visit the traffic-safety exhibit tables for reference materials and ideas to implement in your communities.*

Venue Wi-Fi Network: [Johnson Guest](#)  
 Password: [jrsls1964](#)

2025 TZD Regional Workshop Evaluation Survey QR Code



## 4. Teen Data and Statistics

Each year in the United States, 4,000 teens die from traffic crashes and 400,000 teens are seriously injured. Traffic crashes are the second leading cause of teen deaths in Minnesota teens. Each year, more than 30 teens (ages 16-19) are killed on Minnesota roads. Teens are at greatest risk on the road due to inexperience, risk-taking behind the wheel, speeding and distracted driving.

### **Minnesota Teen Crash Facts for 2020 (15-19 years)**

**39 teens died in traffic crashes, 3,673 were injured**

**There were 44 fatal crashes and 9,236 crashes involving teens. 50 people died in “teen involved” crashes**

***“Teen involved” means that a teen driver was involved in the crash involving any motor vehicle. It does not mean that they caused the crash.***

Minnesota teen drivers continue to be overrepresented in traffic crashes due to driver inexperience, distractions, speeding/risk-taking, and seat belt non-use. The greatest crash risk occurs during the first months of independent driving. The good news is that progress has been made. Laws such as no cell phone use, no texting, primary seat belt, and nighttime and passenger limitations have helped reduce teen traffic deaths and injuries.

**In 2005, 21.9% of all traffic crashes were “teen involved”. In 2020 teens represent 6% of drivers and 16% of crashes**

Contributing factors in **teen crashes**: as listed most often by officers on the scene ---

- Failure to yield
- Following too closely
- Driver inattention/distraction
  
- Of the 15 teen drivers killed, 4 teens were tested for alcohol and all were over the legal limit
- Male and female drivers had about the same crash history at the ages of 16 and 17 but after that, male drivers crashed more than females.

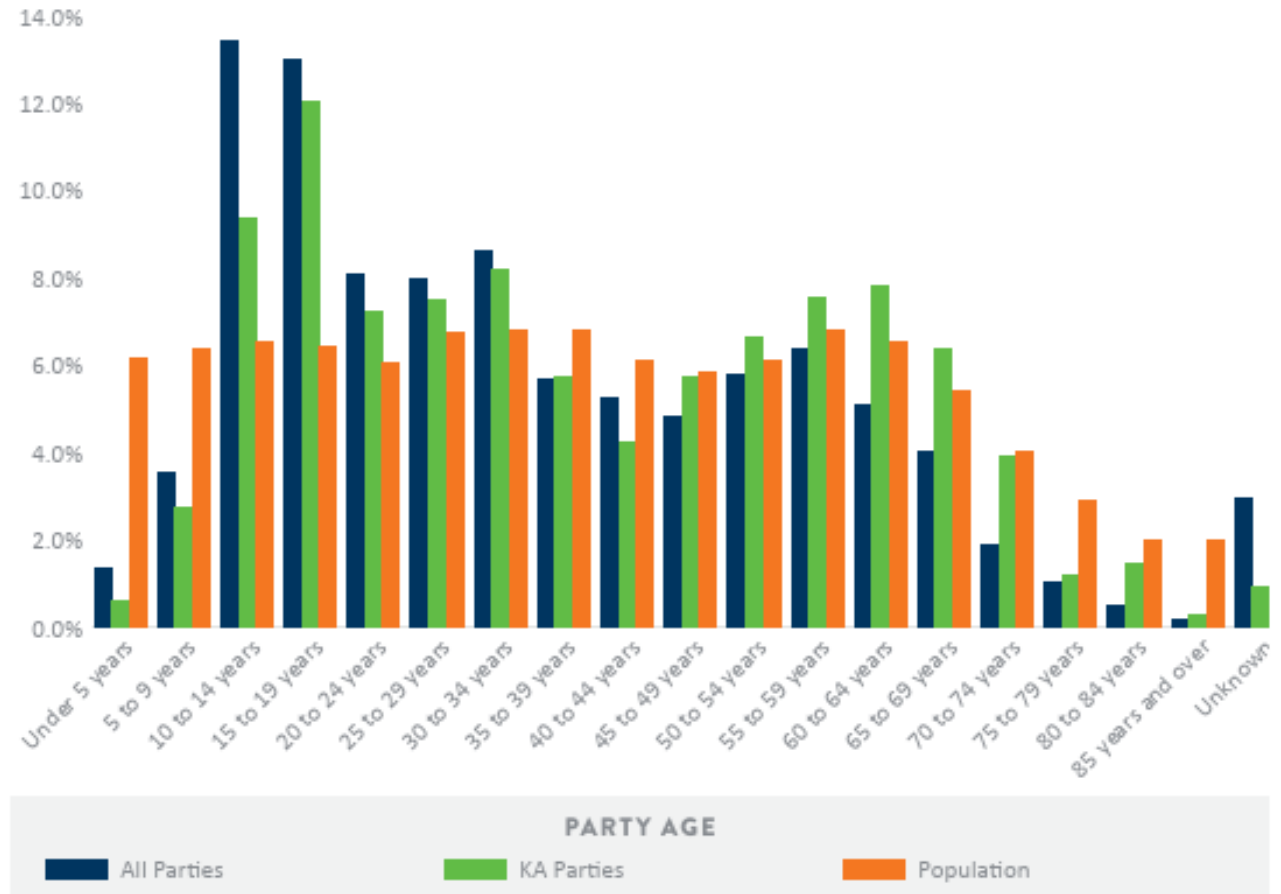
Other Resources:

<https://www.impactteendrivers.org/>

## AGE

- Bicyclists:** When comparing the distribution of those involved in crashes by age to the state’s population, younger bicyclists are much more likely to be involved in a crash and a fatal or serious injury crash compared to older populations. Bicyclists aged 10-19 were the most overrepresented in crashes, and bicyclists aged 15-19 were the most overrepresented in fatal and serious injury crashes (Figure 16).
- Pedestrians (Including Other Non-Bicyclist VRUs):** Pedestrians aged 15 through 34 represent the group most frequently involved in a crash. Pedestrians aged between 15-29 and 55-59 were the most overrepresented, and fatal/serious injury victims and pedestrians under 15 years of age were the most underrepresented (Figure 17).

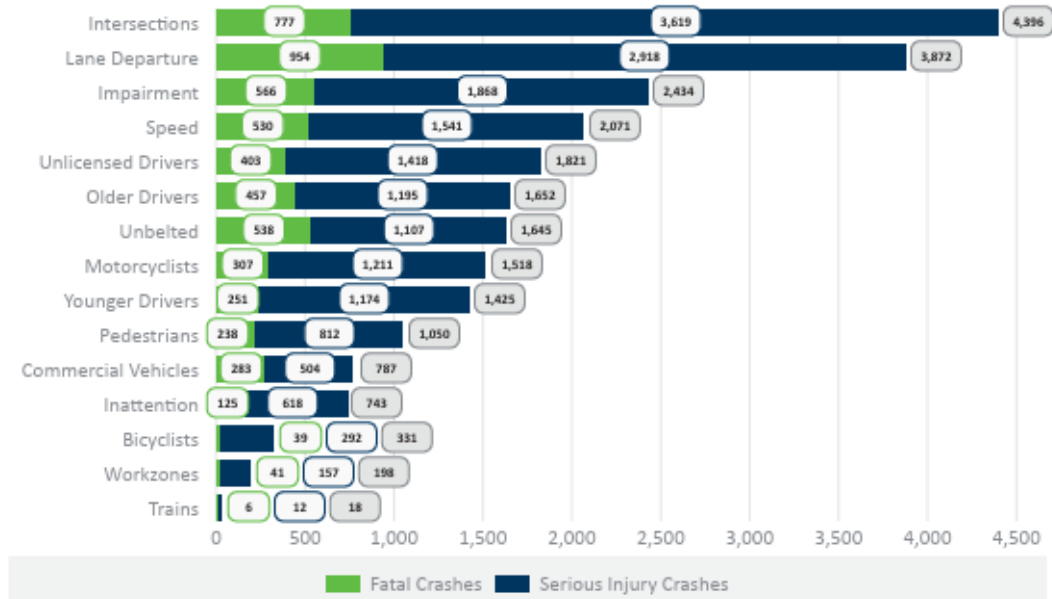
Figure 16. Bicyclists and Drivers (“Parties”) by Age (2018-2022)



## FOCUS AREA TOTALS

The DPS MNCRASH Database used for the SHSP assigns one or more Focus Areas to each crash. Focus Areas reflect the principal contributing factors for a specific crash; a given crash may have multiple contributing factors. Figure 6 shows the number of statewide fatal and serious injury crashes by Focus Area over the analysis period, using the 15 data-driven Focus Areas.

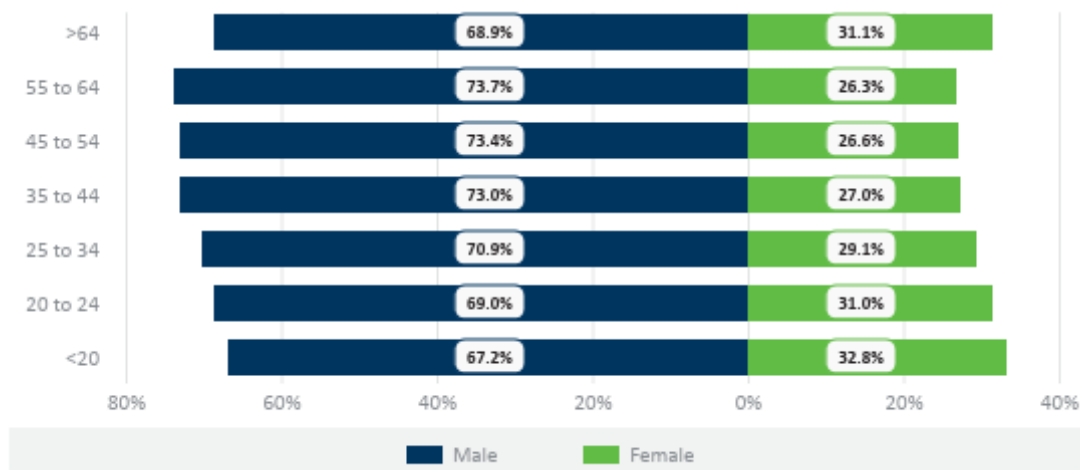
Figure 6. Statewide Fatal and Serious Injury Crashes by Focus Area (2018-2022)



## CRASHES BY AGE AND SEX OF DRIVER

Figure 5 shows the sex of drivers involved in fatal and serious injury crashes for various age ranges over the analysis period. Data represents the driver at-fault in a crash.<sup>3</sup> It should be noted that 322 crash records within the dataset (about five percent) did not define a driver's sex, did not define a driver's age, or defined neither. For one serious injury crash, an age of "0" was entered. These crashes records were omitted from the age and sex analysis; percentages were computed based on the known population.

Figure 5. Age and Sex of Driver for Statewide Fatal and Serious Injury Crashes (2018-2022)



## YOUNGER DRIVERS

### STRATEGY 1: Strengthen Younger Driver Program Planning and Coordination



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

TACTIC	LEADERSHIP
<p> <b>1.1:</b> Revitalize the Teen Driver Safety Commissioner's Advisory Task force to provide oversight, partner coordination, and input to Department of Public Safety with the goal of reducing teen driver severe traffic injuries.</p>	

### STRATEGY 2: Engage Young Drivers to Improve Younger Driver Safety



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

TACTIC	LEADERSHIP
<p> <b>2.1:</b> Expand the implementation of Minnesota's Impact Teen Drivers Program to engage, educate and empower teens and their influencers on the dangers of high-risk motor vehicle driver and passenger behaviors.</p>	
<p> <b>2.2:</b> Explore partnership with the Department of Public Safety Driver and Vehicle Services, Office of Traffic Safety, and the Department of Education to incorporate youth traffic safety topics and crash data into classroom curricula and student engagement exercises.</p>	

### STRATEGY 3: Strengthen Parent/Guardian Empowerment to Engage with and Monitor Teen Drivers



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

TACTIC	LEADERSHIP
<p> <b>3.1:</b> Increase community participation in adopting the Point of Impact: Teen Driver Safety Parent Awareness Program to strengthen parents' role and engagement in their teen's safe driving development.</p>	

### STRATEGY 4: Strengthen Graduated Driver Licensing Safety Provisions for Young Drivers



Safe System Approach Elements Addressed:  
Safe Road Users

TACTIC	LEADERSHIP
<p> <b>4.1:</b> Align teen driver provisional license nighttime safety provisions with nationally recommended timeframes for nighttime driving to reduce severe crash risk while gaining driving experience.</p>	
<p> <b>4.2:</b> Align teen driver provisional license passenger safety provisions with nationally recommended passenger allowances to reduce severe crash risk while gaining driving experience.</p>	

### STRATEGY 5: Publicize, Enforce, and Adjudicate Young Driver Safety Laws



Safe System Approach Elements Addressed:  
Safe Road Users

TACTIC	LEADERSHIP
<p> <b>5.2:</b> Increase parent, law enforcement, prosecutors', and judges' understanding and adjudication of graduated driver's licensing safety provisions for younger drivers.</p>	

### STRATEGY 6: Strengthen Young and Inexperienced Driver Education and Training



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

TACTIC	LEADERSHIP
<p> <b>6.1:</b> Create a robust driver education and skills training program and make it a requirement for all new drivers (including those 18 and above). Dedicate and sustain funding for the required training program to improve access for all new drivers.</p>	