Welcome and Introductions

- Chairs' Welcome and Introductions

- Approve Today's Agenda

- Approve Minutes from June 12 Meeting

- Membership Updates

Member Profile

- Judge Kerry Meyer, American Bar Association, State Judicial Outreach Liaison

2025 Traffic Safety Legislative Initiatives

- Update from ACTS Policy and Legislative Proposal Survey

  - *Paul Aasen, Minnesota Safety Council*

- Breakout Group Instructions

- Brainstorming and Prioritizing in Breakout Groups

Break

2025 Traffic Safety Legislative Initiatives

- Report Out from Breakout Groups

  - *Paul Aasen, Minnesota Safety Council*

Involvement of People With Driver's License Issues in Fatal Crashes

Brian Harmon

- *Office of Traffic Safety, Minnesota Department of Public Safety*

Involvement of People With Driver's License Issues in Fatal Crashes

- To what extent are people without driver's licenses or with restrictions on their driver's licenses contributing to fatal crashes in Minnesota?

- All data in this presentation come from fatal crash reports collected between 2016 and 2023.

Driver's License Status Summary Category Definitions

- **Fully Valid**

  - Those holding fully legal and valid driver's licenses; their only restrictions are those inherent in their license class, particular endorsements or common and easily corrected physical limitations (like corrective lenses)

Driver's License Status Summary Category Definitions

- **Valid, but With Alcohol or Drug Restrictions**
  - Any Use of Alcohol or Drugs Invalidates License
  - Ignition Interlock Required

Driver's License Status Summary Category Definitions

- **License Violation**

  - Not Endorsed for Vehicle Driven

  - Suspended

  - Revoked

  - Cancelled or Denied

  - Limited License Provisions

  - Expired

  - Inimical to Public Safety

Driver's License Status Summary Category Definitions

- **Transitional/Provisional**
  - Pending
  - Licensed in Another Jurisdiction
  - Valid in Minnesota Only
  - Commercial Permit
  - Etc…

Driver's License Status Summary Category Definitions

- **Not Licensed**
  - No license found or ID card only

- **No License Information**
  - Usually passengers or non-motorists from whom license information was not sought because it was not relevant to the crash

Minnesota Fatal Crash Overview

- Between 2016 and 2023, **7,094** people were involved in fatal crashes. 3,232 (45.6%) of those people died in those crashes.

Fatal Crash Involvement by Driver's License Status Summary

Driver's License Status Summary	N	Percent	
		Of All	With DL Status
Fully Valid	4,208	59.3%	80.7%
Valid with Alcohol/Drug Restrictions	80	1.1%	1.5%
License Violation	522	7.4%	10.0%
Transitional/Provisional	311	4.4%	6.0%
Not Licensed	92	1.3%	1.8%
No License Information	1,881	26.5%	n/a
Total	**7,094**	**100%**	**100%**

Fatal Crash Deaths by Driver's License Status Summary

Driver's License Status Summary	N	Died in Crash	
		N	Percent
Fully Valid	4,208	1,960	46.6%
Valid with Alcohol/Drug Restrictions	80	54	67.5%
License Violation	522	320	61.3%
Transitional/Provisional	311	167	53.7%
Not Licensed	92	50	54.3%
No License Information	1,881	681	36.2%
Total	**7,094**	**3,232**	**45.6%**

Number of Vehicles in Fatal Crashes by Driver's License Status Summary

Driver's License Status Summary	N	Single Vehicle Crashes		Multi Vehicle Crashes	
		N	Percent	N	Percent
Fully Valid	4,208	1,274	30.3%	2,934	69.7%
Valid with Alc/Drug Restrictions	80	29	36.3%	51	63.8%
License Violation	522	278	53.3%	244	46.7%
Transitional/Provisional	311	146	46.9%	165	53.1%
Not Licensed	92	50	54.3%	42	45.7%
No License Information	1,881	762	40.5%	1,119	59.5%
Total	**7,094**	**2,539**	**35.8%**	**4,555**	**64.2%**

Shifting Focus to Those Involved in Fatal Crashes with People with Driver's License Issues...

- Includes anyone involved in a fatal crash where at least one person in the crash had:

  - A driver's license with an alcohol or drug restriction

  - Some form of driver's license violation

  - Driven a vehicle without a license

Demographics of Those with Driver's License Issues

Age Category	All in Fatal Crashes		DL Issues	
	N	Percent	N	Percent
12 and Younger	398	5.6%	3	0.5%
13-20	925	13.0%	44	6.7%
21-34	1,702	24.0%	252	38.4%
35-54	1,915	27.0%	249	37.9%
55-64	988	13.9%	76	11.6%
65 and Older	1,166	16.4%	33	5.0%
Total	**7,094**	**100%**	**657**	**100%**

Demographics of Those with Driver's License Issues

Gender	All in Fatal Crashes		DL Issues	
	N	Percent	N	Percent
Female	2,391	34.0%	112	17.2%
Male	4,640	66.0%	538	82.8%
Total	**7,031**	**100%**	**650**	**100%**

Fatal Crashes Involving People with Driver's License Issues

- 1,528 of the 7,094 people (21.5%) involved in fatal crashes were involved in a crash where at least one participant had driver's license issues

- Of the 1,528 involved, 670 of them died.
  - 43.8% of those in fatal crashes with DL issues
  - 20.7% of all fatalities

Fatal Crashes Involving People with Driver's License Issues

Of the 670 people who died in crashes involving people with driver's license issues:

388 (57.2%) had driver's license issues
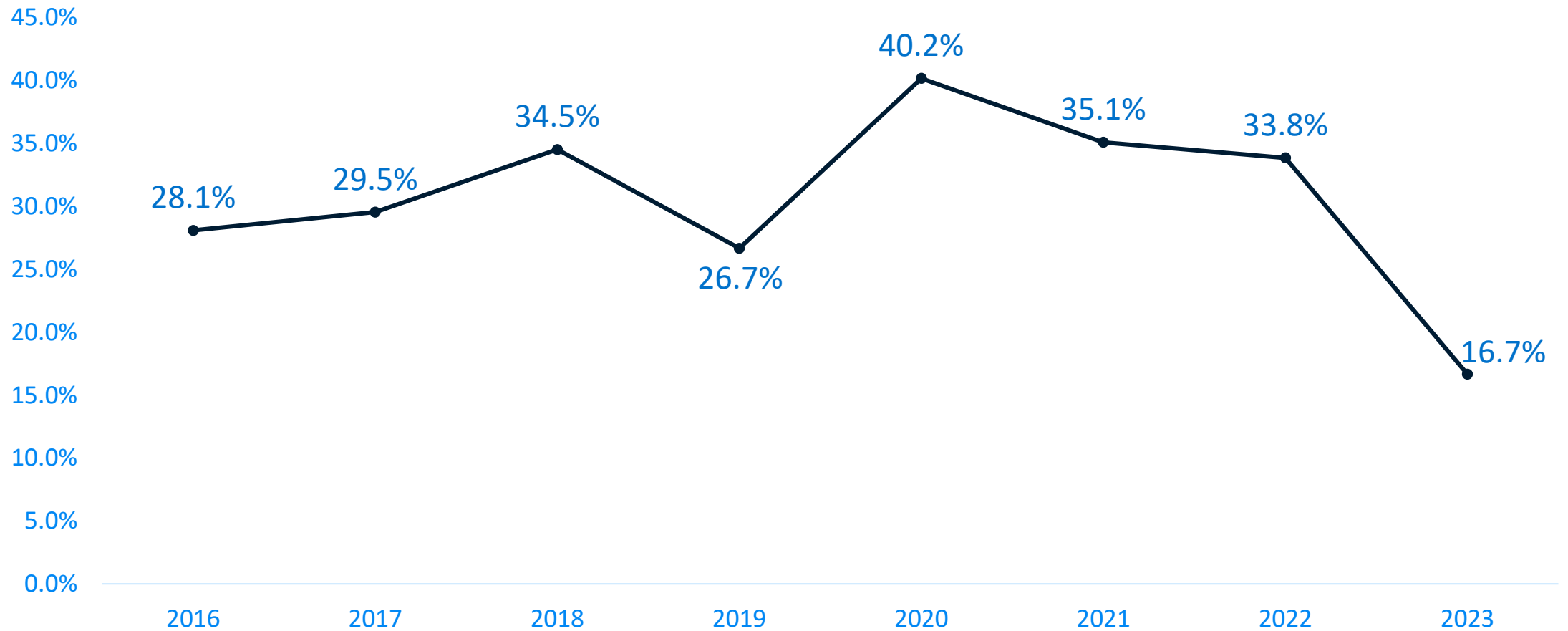
282 (42.8%) did not

Deaths in Fatal Crashes Involving People with DL Issues by Common Risk Factors

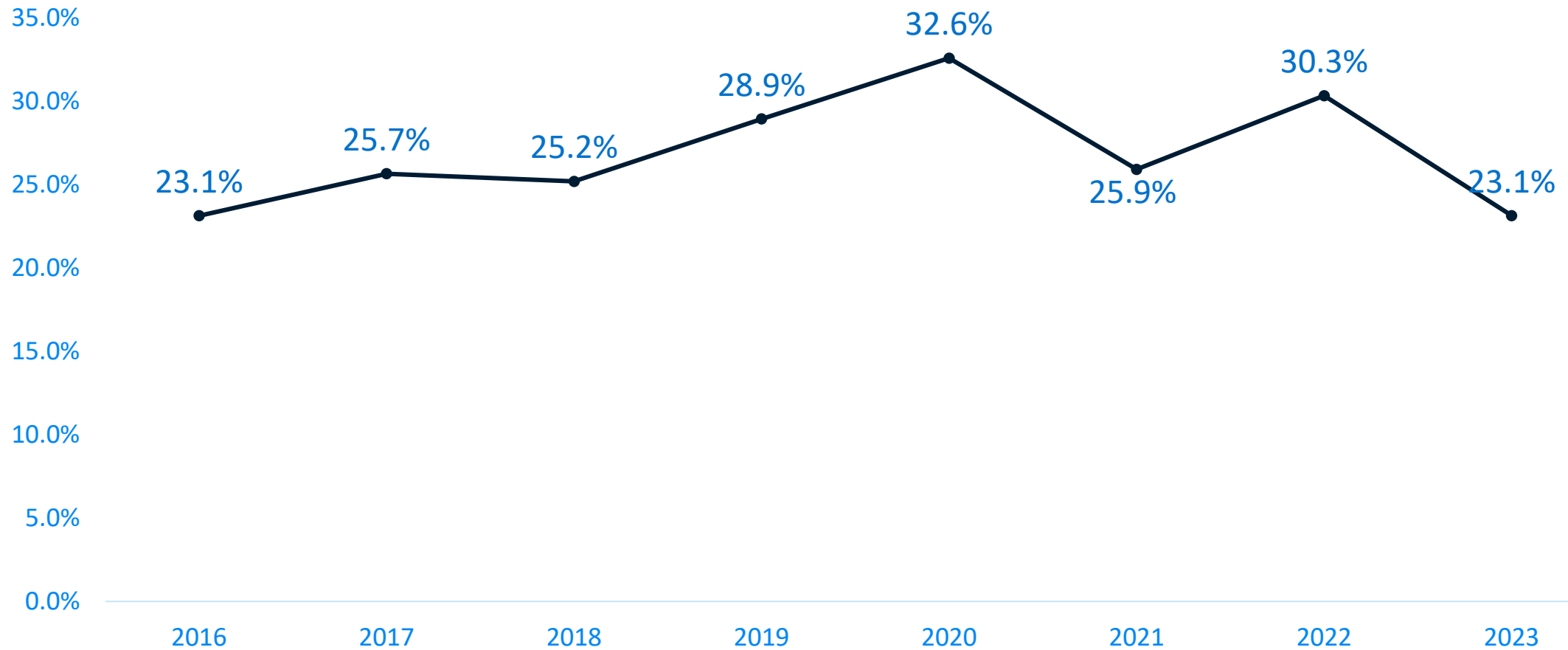| Fatal Crash Type	Deaths		
	In All Fatal Crashes	In Fatals with DL Issues	Percent in DL Issues
All	3,232	670	21.5%
Speed-Related	902	282	31.3%
Alcohol-Related	994	269	27.1%
No Seat Belts	712	184	25.8%
Distraction-Related	241	50	20.7%
Multiple Risk Factors	752	233	31.0%

Percent of Deaths in All Fatal Crashes That Involve People with DL Issues by Year
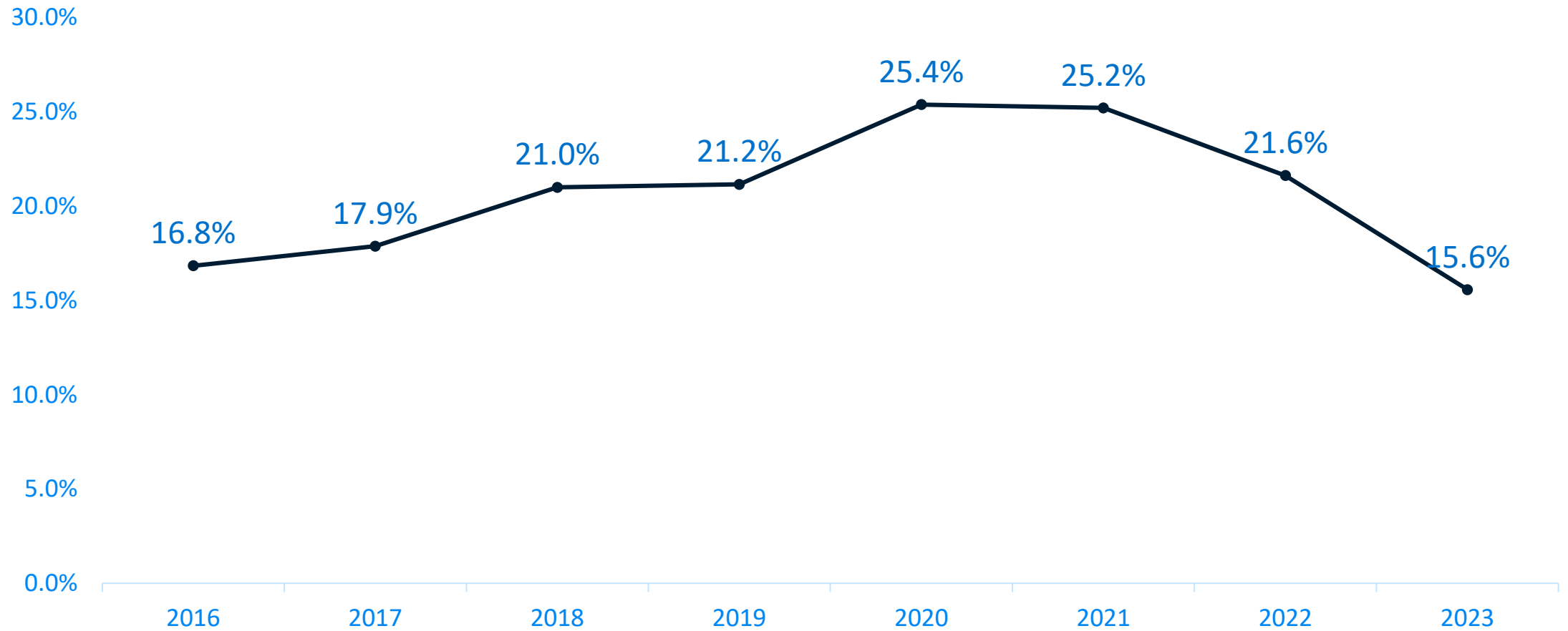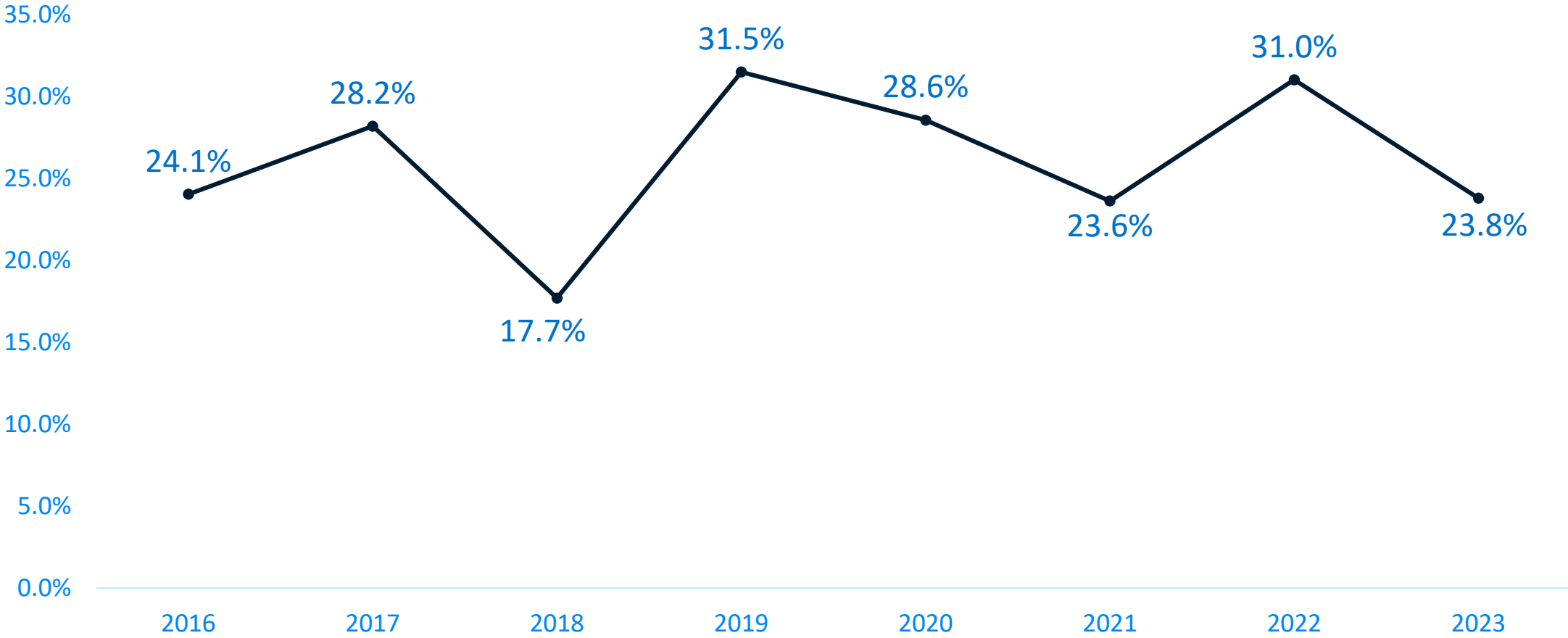
Percent of Deaths in Speed-Related Fatal Crashes That Involve People with DL Issues by Year

28.1%
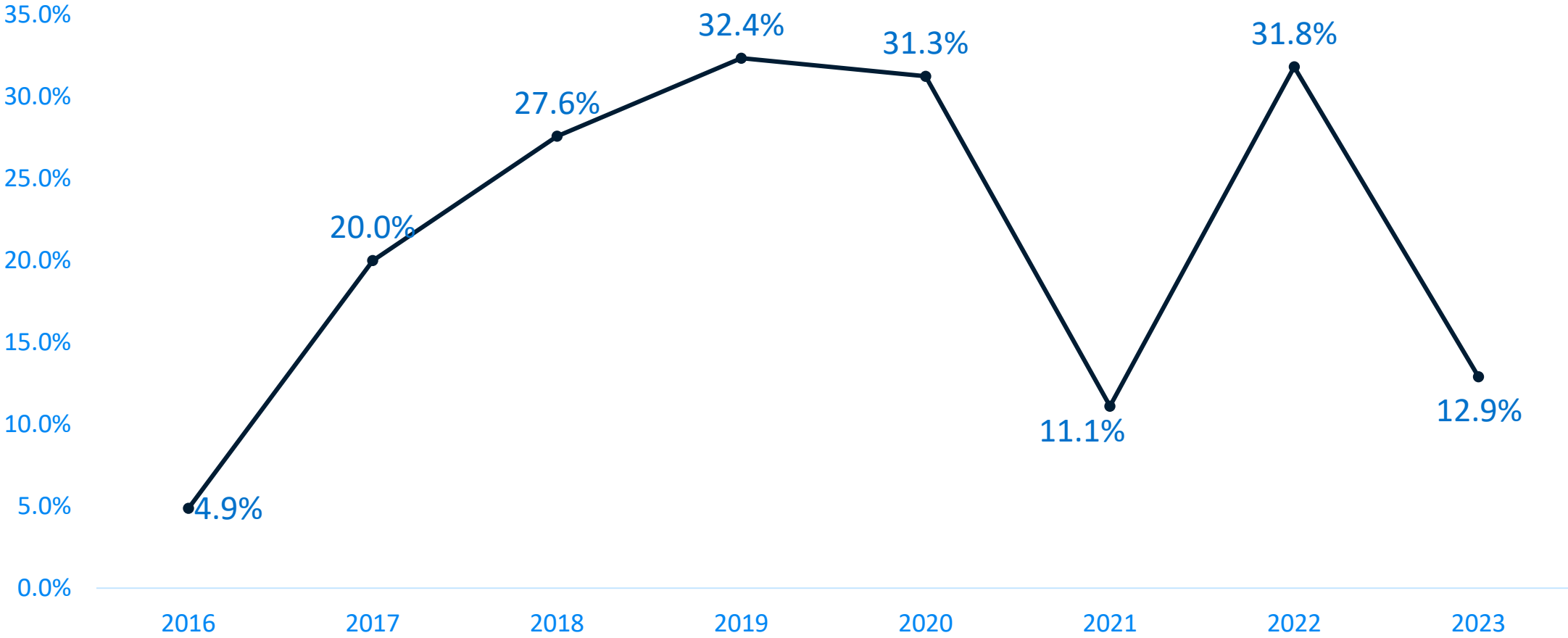29.5%
34.5%
26.7%
40.2%
35.1%
33.8%
16.7%

45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%

2016 2017 2018 2019 2020 2021 2022 2023

Percent of Deaths in Distraction-Related Fatal Crashes That Involve People with DL Issues by Year

Percent of Deaths in Fatal Crashes with Multiple Risk Factors That Involve People with DL Issues by Year
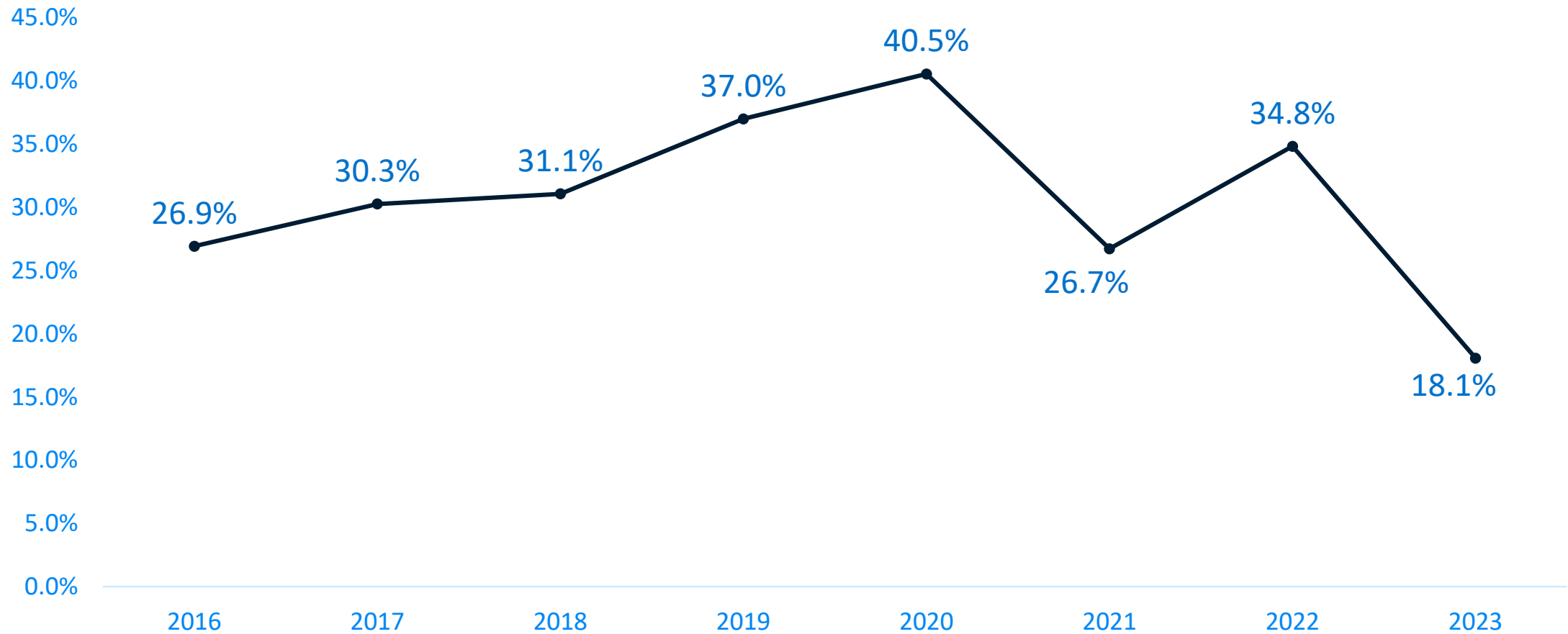
Shifting Focus One Last Time…Motorcycle Endorsements

- There were 451 motorcycle drivers that died in crashes between 2016 and 2023. Of these, 118 (26.2%) did not have motorcycle endorsements as part of their driver's license.

- The motorcycle drivers without endorsements who died trended younger.

Motorcycle Endorsements Among Drivers Killed by Age

Age Category	Killed	Have Motorcycle Endorsement?			
		No		Yes	
		N	Percent	N	Percent
13-20	21	10	47.6%	11	52.4%
21-34	95	95	44.2%	53	55.8%
35-54	190	53	27.9%	137	72.1%
55-64	98	11	11.2%	87	88.8%
65 and Older	47	2	4.3%	45	95.7%
Total	**451**	**118**	**26.2%**	**333**	**73.8%**

Percent of Motorcycle Drivers Who Died Without Motorcycle Endorsements by Year
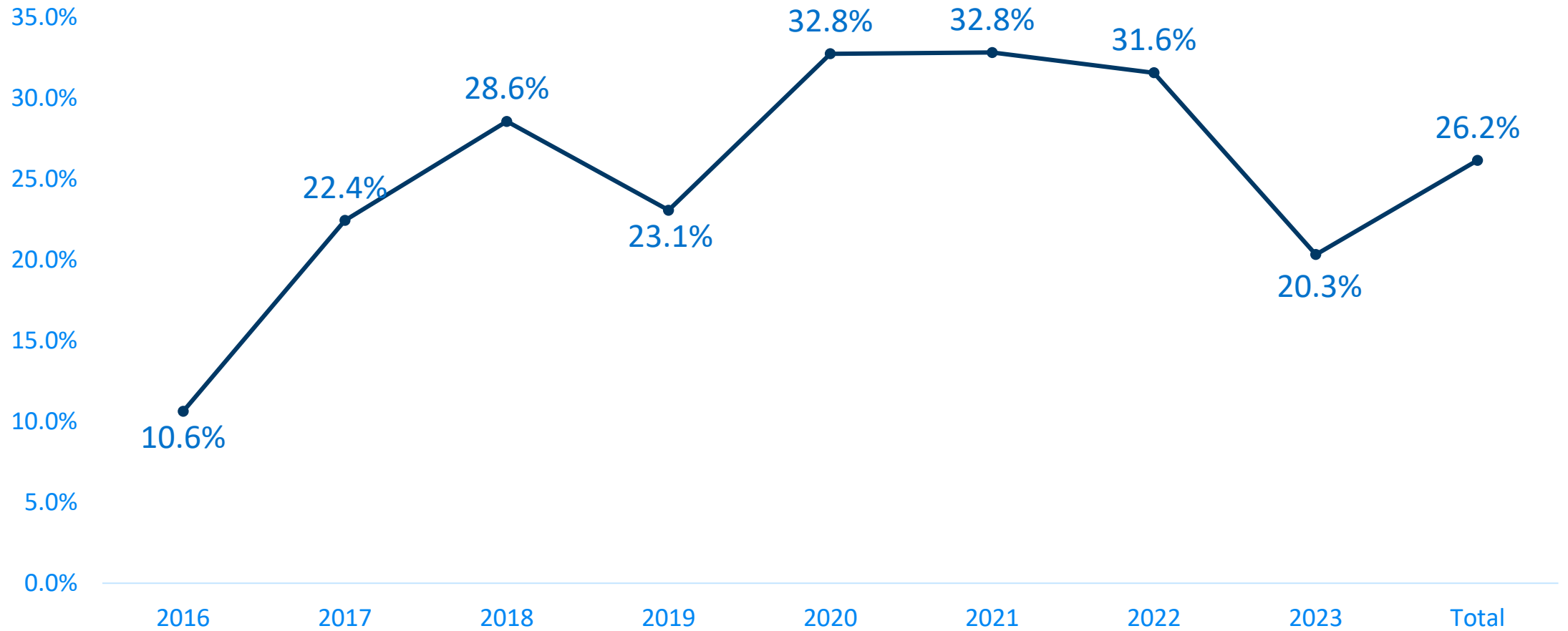
In Summary...

- People with driver's license issues have contributed to over one-fifth of traffic deaths over the past eight years. They make up higher percentages of deaths in crashes where common risk factors are present.

- These data provide solid justification to continue current efforts to improve licensing compliance in Minnesota.

- Future research needs to extend beyond analysis of fatal crashes to a broader understanding of licensing trends in order to evaluate the success of licensing improvement efforts.
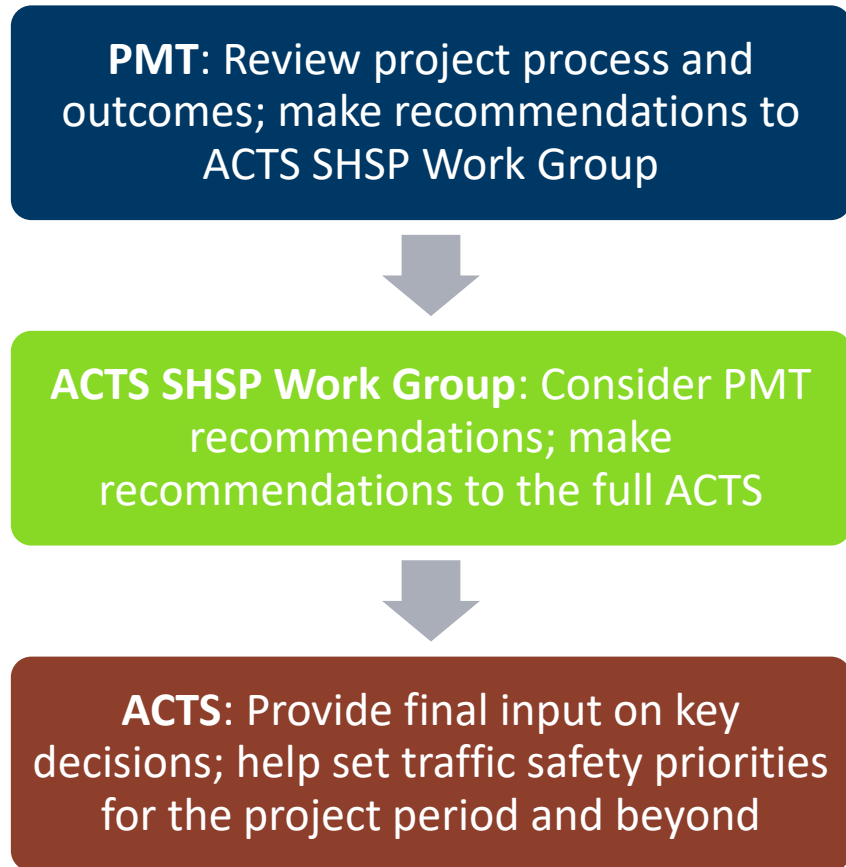
Questions?

Council Business: Subcommittees and Working Groups

- Project Idea Solicitation Process Subcommittee

  - *Stephanie Malinoff, Center for Transportation Studies*

- Strategic Highway Safety Plan Working Group

  - *Derek Leuer, Minnesota Department of Transportation*

ACTS and SHSP Decision Process

Decision Making Process

PMT: Review project process and outcomes; make recommendations to ACTS SHSP Work Group

↓

ACTS SHSP Work Group: Consider PMT recommendations; make recommendations to the full ACTS

↓

ACTS: Provide final input on key decisions; help set traffic safety priorities for the project period and beyond

Upcoming Input Opportunities

- August 14th ACTS Meeting (today)
  - Draft Guiding Principles
  - Draft Prioritization Framework
- October 9th ACTS Meeting
  - Draft Focus Area Priorities
  - Initial Draft Strategies
- December 11th ACTS Meeting
  - Revised Draft Priorities and Strategies
  - Draft Plan
- February 12th ACTS Meeting
  - Final Strategies
  - Final Plan

Strategic, Focused, Comprehensive

- ➤ **Strategic**
  - ➤ Shaped by Guiding Principles
- ➤ **Focused**
  - ➤ Identifies Priority Focus Areas
  - ➤ Identifies Key Tactics
- ➤ **Comprehensive**
  - ➤ Includes complete list of strategies and tactics (Appendix)
  - ➤ Integrates data and stakeholder input
  - ➤ Customized sub-reports for each TZD Region

SHSP Guiding Principles – Working Draft

Provide strategic direction for the plan, reflecting areas of emphasis, change and/or continuity from the prior plan

Guiding Principle	What to Look for in the SHSP
Integrate Equity	• Selected Focus Areas are identified as **Equity Emphasis Focus Areas**, based on their degree of association with social and mobility vulnerability factors.
Incorporate the Safe System Approach	• Each Focus Area includes strategies that address at least **3 of the 5 Safe System Approach** elements.
Promote a Traffic Safety Culture	• The SHSP includes a **Traffic Safety Culture Focus Area**. It includes strategies to activate new work within MnDOT/TZD and elsewhere.
Continue What Works	• The plan reflects the input of stakeholders and other professionals regarding which existing strategies and tactics that are most important to continue.
Identify Emerging Issues	• The plan includes a discussion of **Emerging Issues for Further Attention and Action**.

Prioritization Approach – Working Draft

Focus Area Category	Focus Area	Fatal and Serious Injury (K+A) Total*	Focus Area Prioritization Factors	Results
Road Users	Unlicensed Drivers	1,821	• **Equity Emphasis**: Top Focus Areas by data-driven Equity Score • **Total K+A Emphasis**: Top Focus Areas by total K+A crashes • **K+A Proportion Emphasis**: Top Focus Areas by K+A crash proportion of total crashes • **Stakeholder Input Emphasis**: Top Focus Areas as indicated through input from stakeholder engagement • **Upward Trend**: Top Focus Areas by increase in K+A crash prevalence (2014-2018 period vs. 2018-2022 period) • **Top Cluster of 3**: Possible emphasis for commonly clustered Focus Areas	**Short List of Priority Focus Areas (In Progress)**
	Older Drivers	1,652		
	Motorcyclists	1,518		
	Younger Drivers	1,425		
	Pedestrians	1,050		
	Commercial Vehicles	787		
	Bicyclists	331		
Roadways	Intersections	4,396		
	Lane Departure	3,872		
	Workzones	198		
	Trains	18		
User Behavior	Impairment	2,434		
	Speed	2,071		
	Unbelted	1,645		
	Inattention	743		
Support Solutions	Traffic Safety Culture	N/A	• Support Solutions Focus Areas are not data driven and are not assigned priority. They support multiple other Focus Areas.	
	EMS and Trauma Systems	N/A		
	Vehicle Safety Enhancements	N/A		
	Management Systems	N/A		
	Data Management	N/A		

Statewide crashes 2018-2022 (all roads)

Focus Area Strategies and Tactics – Draft Format

- ➤ **Focus Area Category ["Road Users"]**
  - ▪ Focus Area ["Older Drivers"]
    - *Strategy 1*
      - ◆ Key Tactic
        - ➤ Concrete action statement with example countermeasures as relevant.
      - ◆ Other Tactic(s)
        - ➤ Concrete action statement with example countermeasures as relevant.

Strategy
A strategy is an action to help MnDOT and transportation partners reduce fatal and serious injury crashes within a given Focus Area, while also addressing the SHSP Guiding Principles as relevant.

Tactic
A tactic is a concrete or specific step to implement the strategy. Key Tactics are those considered most effective or impactful.

Focus Area Strategies and Tactics – Example

2020-2024 SHSP

Focus Area

Strategy

Tactics

LANE DEPARTURE		
TIMEFRAME	**TACTIC**	
STRATEGY 1	DESIGN ROADWAYS TO REDUCE THE FREQUENCY AND SEVERITY OF LANE DEPARTURE CRASHES	✔
ON-GOING	T1.1 Install rumble strips and mumble strips on centerlines and edges of roads, especially along two-lane roadways, to tactically warn drivers if their vehicles leave the desired travel area.	
ON-GOING	T1.2 Install improved pavement markings, such as wet reflective edge stripes and wider (i.e. 6" instead of 4") markings.	
ON-GOING	T1.3 Maintain clear zones to reduce obstructions and fill in drop-offs on high speed corridors. Maintain a clear down-slope if within a clear zone. Maintain traversable driveways and embankments to reduce stopping or rolling hazards.	
ON-GOING	T1.4 Design improved geometry for highway curves to reduce the chance of vehicles exiting the roadway (where low-cost treatments are ineffective).	
ON-GOING	T1.5 Install median cable barrier along divided highways with narrow medians or center buffers with tubular delineators along two-lane highways.	
YEARS 3-5	T1.6 Install delineators along high volume, high risk corridors to assist drivers, especially in inclement weather or nighttime conditions.	
STRATEGY 2	EVALUATE NEW SAFETY FEATURES	
YEARS 1-2	T2.1 Support the use of existing automated driving assist systems that help drivers maintain their lane.	
YEARS 3-5	T2.2 Support long-range planning efforts to prepare for the emergence of highly automated vehicles to leverage the safety benefits to reduce human error.	
YEARS 3-5	T2.3 Implement ITS dynamic warning signs and other ITS technologies to reduce lane departure at locations with a sustained crash pattern.	

✔ = Tactics that are a priority to work on in the first year of this plan   ✔ = Strategies that are a priority to work on over the five years of this plan

- Toward Zero Deaths Conference Scholarships

  - *Jackson Piper, Center for Transportation Studies*

- Approve revised Operating Procedures

  - *Stephanie Malinoff, Center for Transportation Studies*

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