

Welcome!

Advisory Council on Traffic Safety

October 9, 2024

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 August 14 Meeting
- Membership Updates

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:

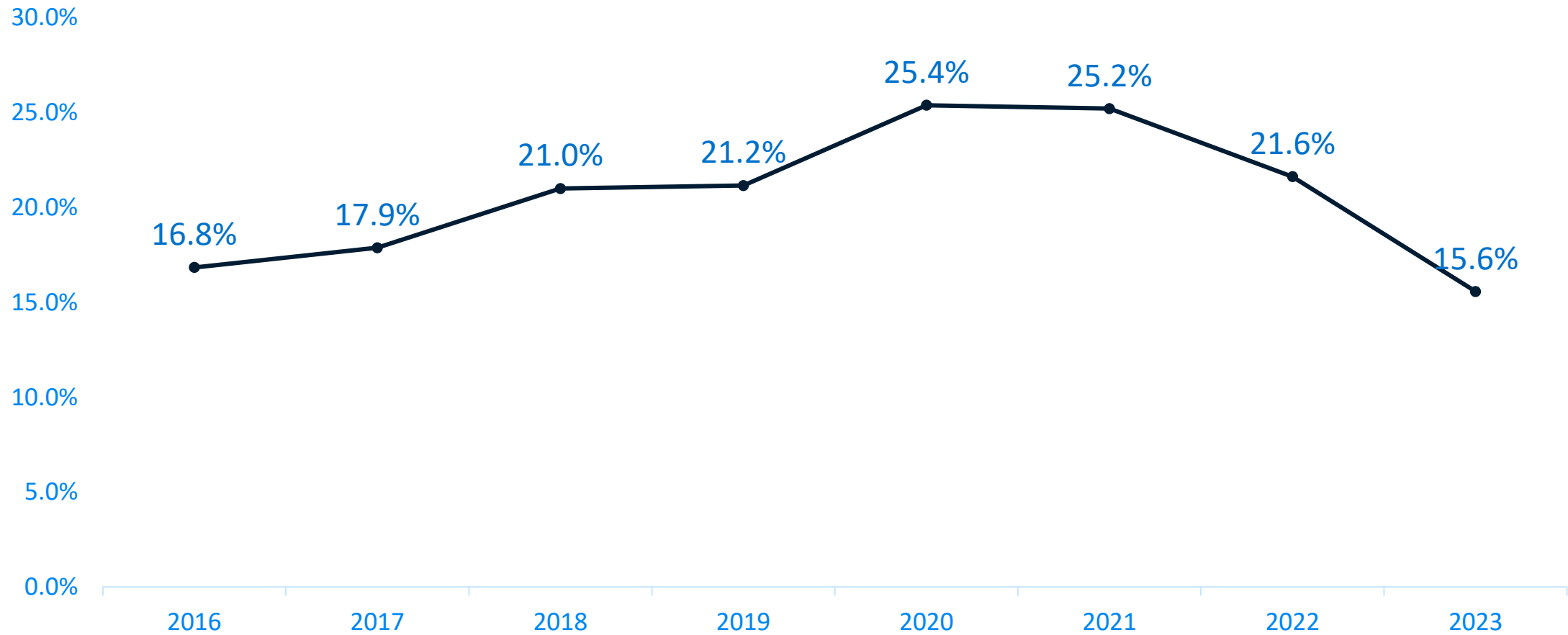
388 (57.2%) had driver's license issues

282 (42.8%) did not

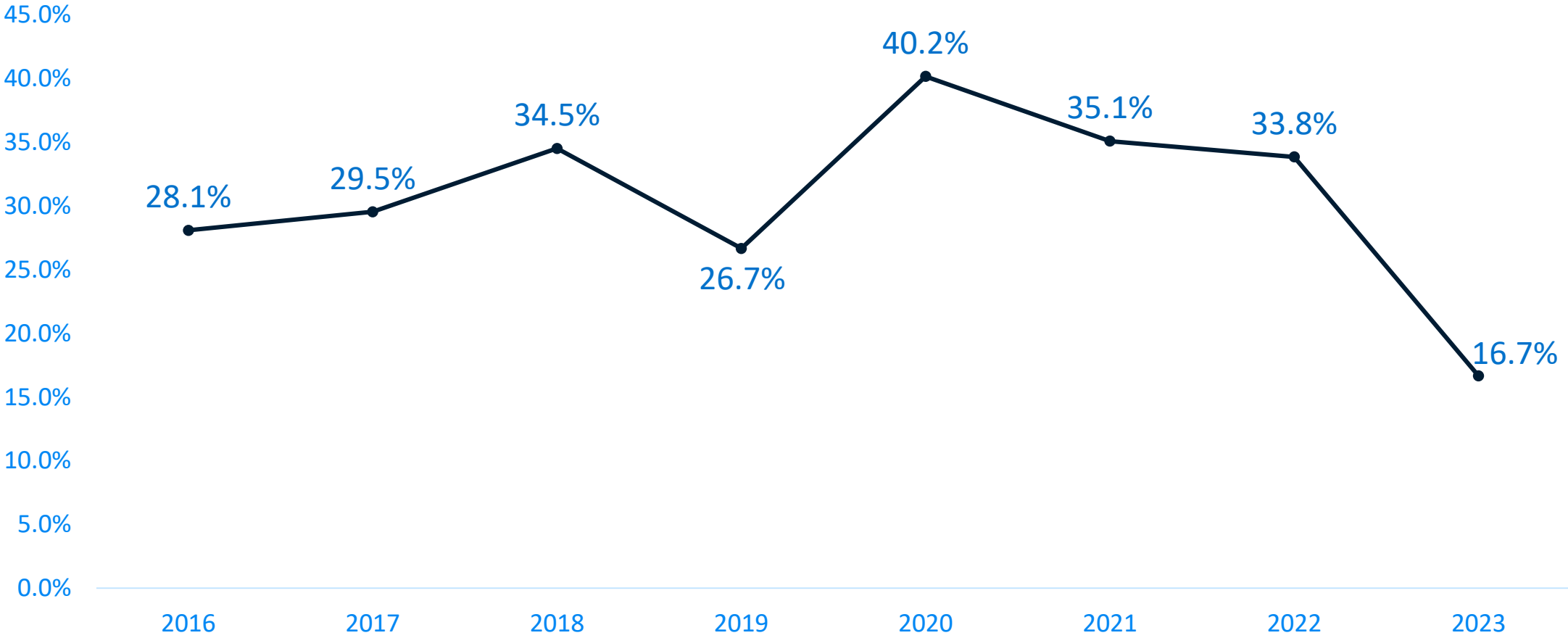
Deaths in Fatal Crashes Involving People with DL Issues by Common Risk Factors

Fatal Crash Type	Deaths		
	In All Fatal Crashes	In FataIs 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%

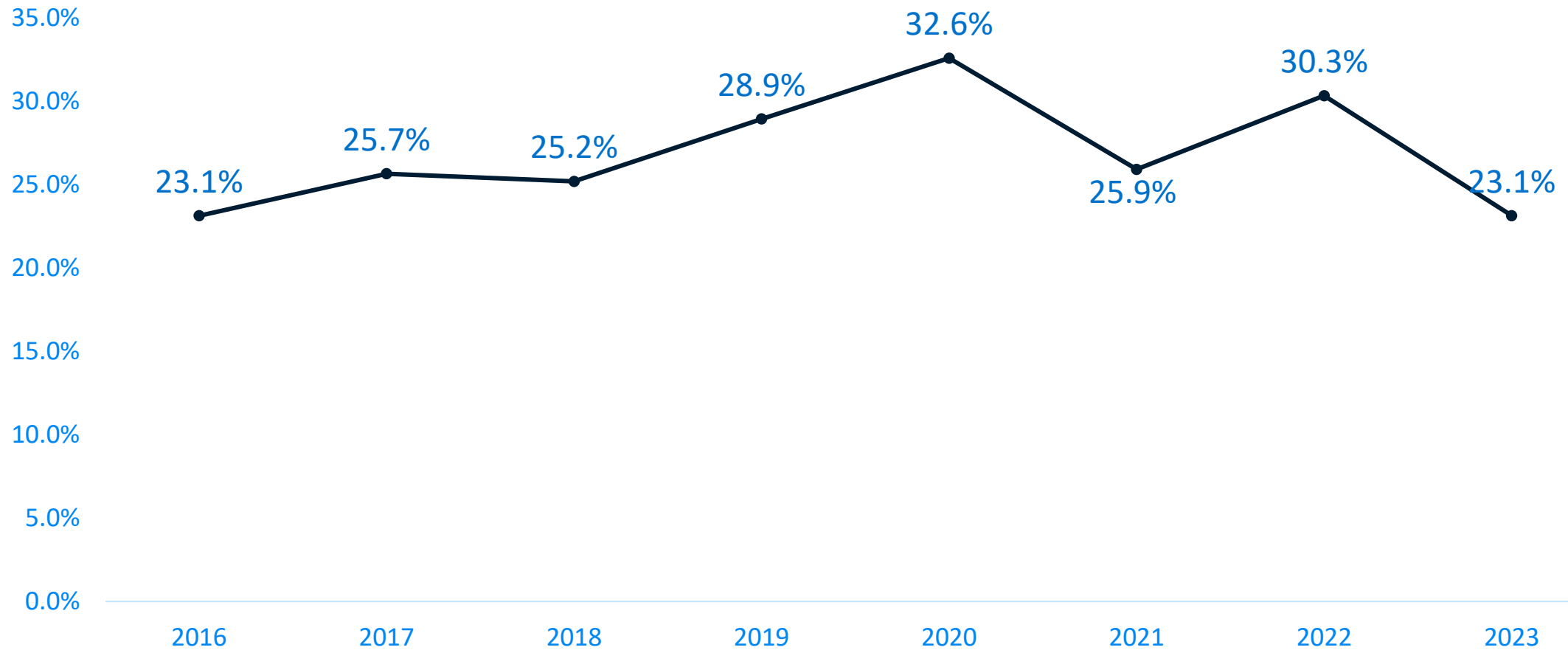
Percent of Deaths in All Fatal Crashes That Involve People with DL Issues by Year



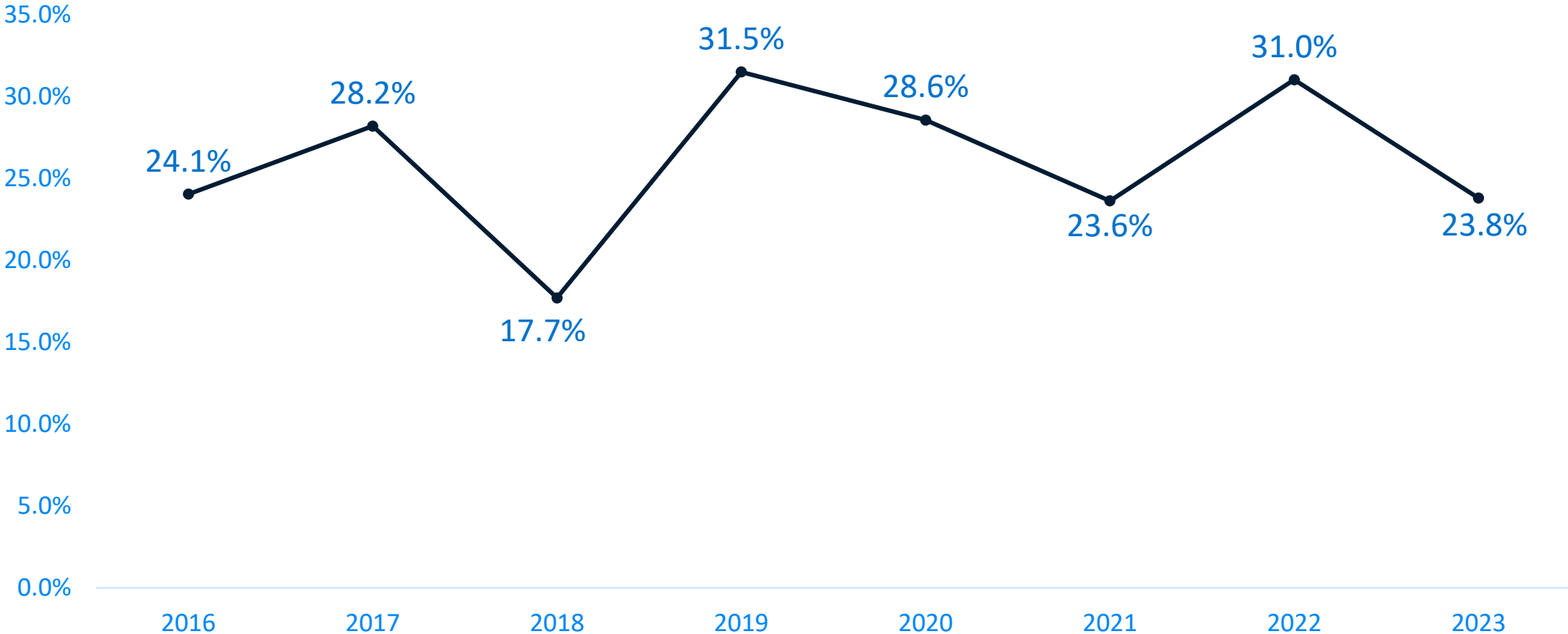
Percent of Deaths in Speed-Related Fatal Crashes That Involve People with DL Issues by Year



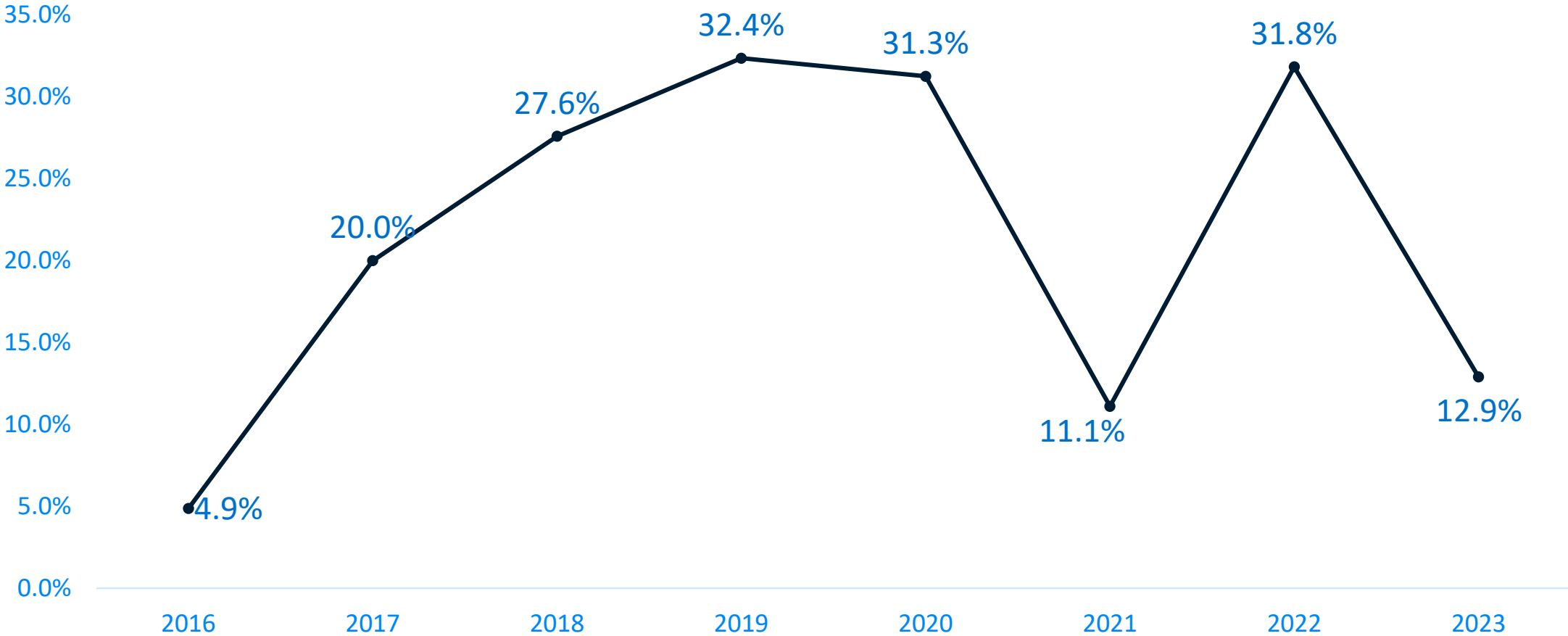
Percent of Deaths in Alcohol-Related Fatal Crashes That Involve People with DL Issues by Year



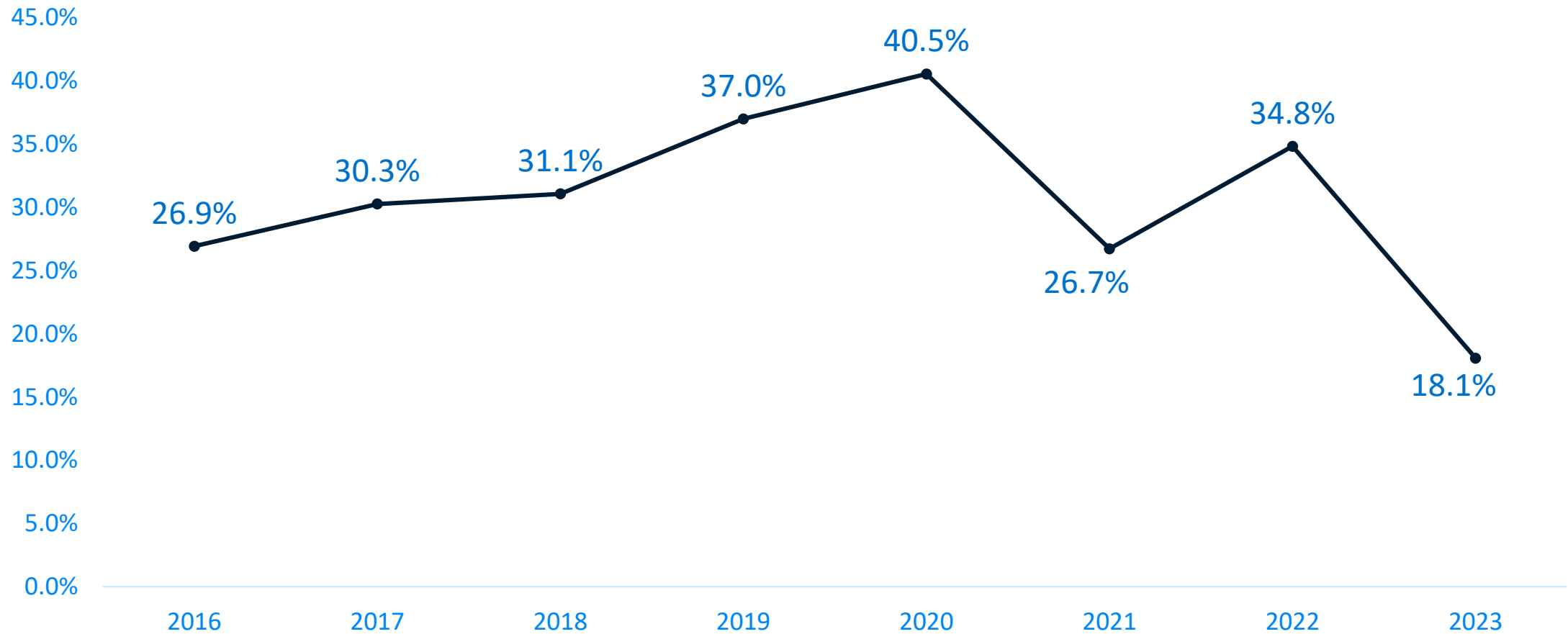
Percent of Unbelted Deaths in Fatal Crashes That Involve People with DL Issues by Year



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



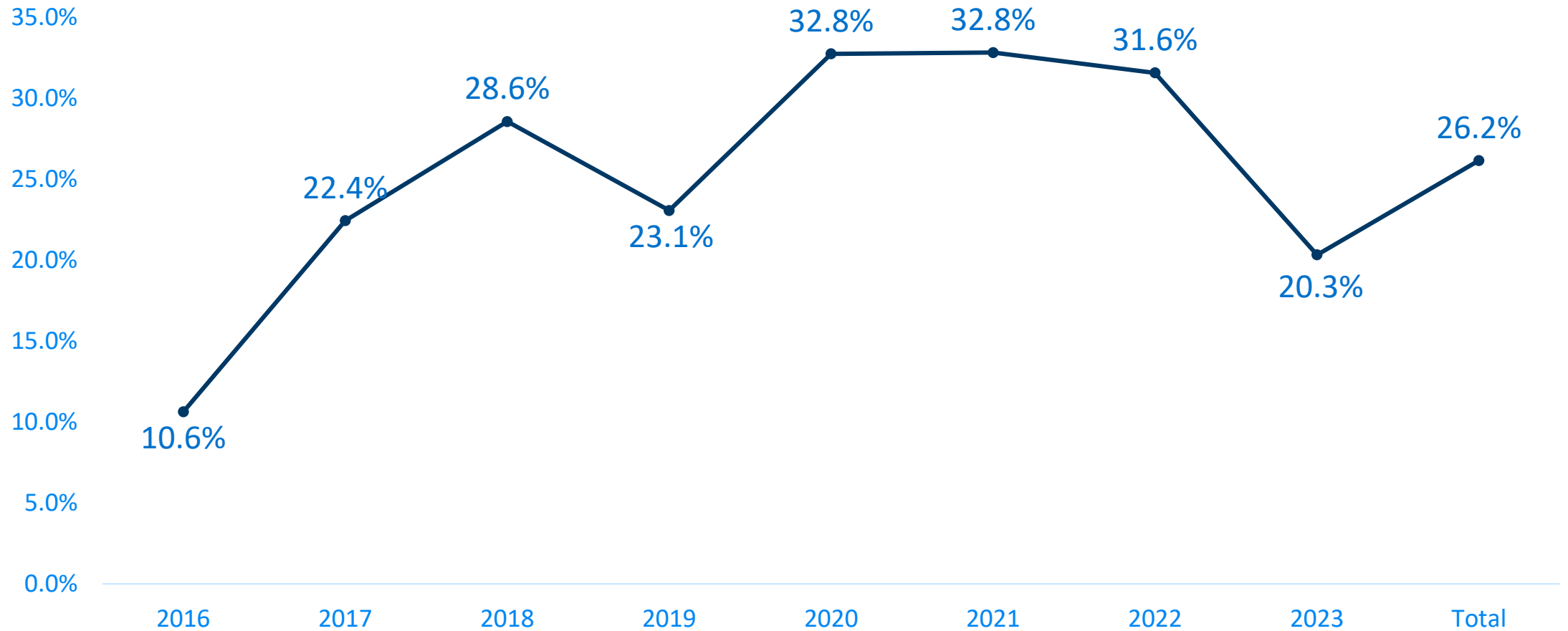
Shifting Focus One Last Time...Motorcycle Endorsements

- 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?

ACTS Legislative Position Statements

- Paul Aasen
 - *Minnesota Safety Council*

Break



Minnesota Department of Public Safety Office of Traffic Safety (OTS)

MNCrash 2.0 Crash Reporting System Modernization

Presenter: OTS Director Michael Hanson and Brandon Walters

Date: October 9, 2024



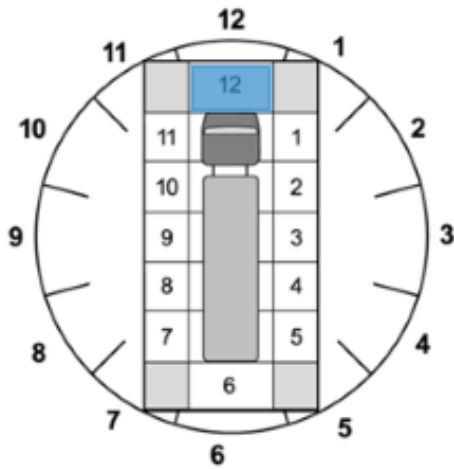
- Original version of MNCrash launched on January 1, 2016.
- Close collaboration over the years with users and stakeholders, leading to user-friendly system with national renown.
- Intuitive interface, decision aides, built-in logic to streamline data entry and reduce errors.
- Integrated with other systems to provide automation.



Vehicle Damage Part 1: Initial Contact

Please indicate the initial contact point on this vehicle associated with this vehicle's first harmful event

Non-Collision (ex. Rollover)
 Top
 Undercarriage
 Cargo Loss
 Unknown



Finish

34

Need for MNCrash Modernization

- Reasons for modernizing now:
 - Outdated technology, code, and user-interface.
 - Four separate platforms requiring testing and updating.
 - NHTSA's recently released Model Minimum Uniform Crash Criteria (MMUCC) 6th Edition will require significant changes to be done to MNCrash.
 - To remain proactive and avoid system end-of-life issues.



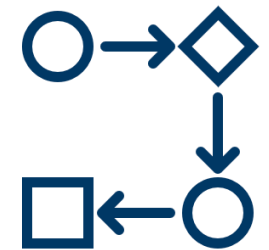
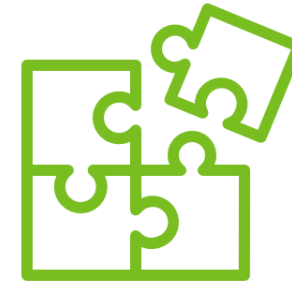
- Identify and keep what works well in current system, while enhancing and making 2.0 more efficient.
- Continue collaboration with users and stakeholders, bringing them into the project for feedback, ideas, and user testing.
- Continue collaboration with U of M's Human Factors Safety Laboratory (FKA HumanFIRST).
- Create a robust and modern system that:
 - Is easier to maintain.
 - Is designed to reduce data entry.
 - Keeps its user-friendly reputation.
 - Is more secure and flexible so it can grow with business/technology needs.



- Integration with other systems and databases to provide automation.
- Reduce errors and improve data quality.
- Reduce data-entry and improve useability and efficiency.
- Increase crash reporting adoption.
- Increase alignment with federal data collection requirements and recommendations.
- Improve data transferring to state and federal partners.



- MNIT Project Manager and Business Analyst assigned to project.
- Currently in discovery stage, with goal to complete discovery interviews by end of August, 2024.
- Information from discovery sessions will help create technical requirements and will inform procurement process and timeline.





Minnesota Department of Public Safety Office of Traffic Safety (OTS)

Questions?

OTS Director Michael Hanson
August 14, 2024



Safe Road Coalition Update

- Annette Larson
 - *Statewide TZD Programs and Operations Director*
- Deann Holland
 - *South West Health and Human Services*

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*
- Traffic Incident Management Subcommittee
 - *Mike Hanson, Department of Public Safety*

- Annual Report
 - *Mike Hanson, Department of Public Safety*
- Approve Updated Operating Procedures
 - *Mike Hanson, Department of Public Safety*

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

