

Welcome!

Advisory Council on Traffic Safety

December 11, 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 October 9 Meeting
- Membership Updates

- **Mike Moilanen**

- *Director of Planning and Project Management, Mille Lacs Band of Ojibwe*

Responsible for all non-casino construction

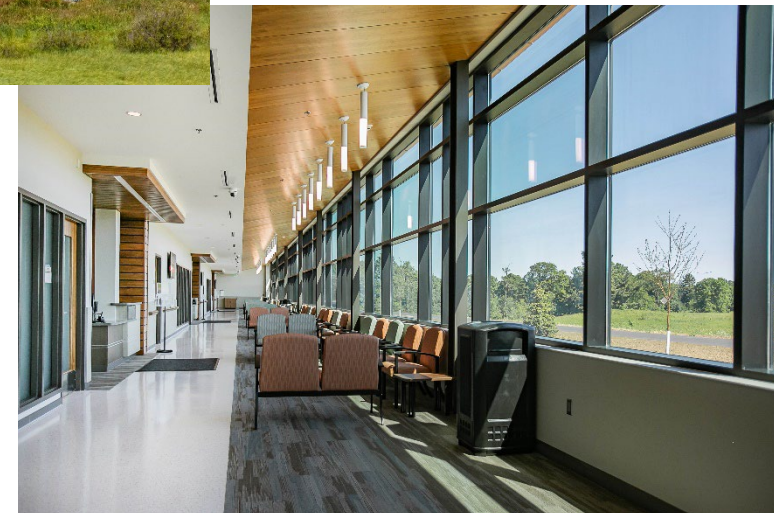
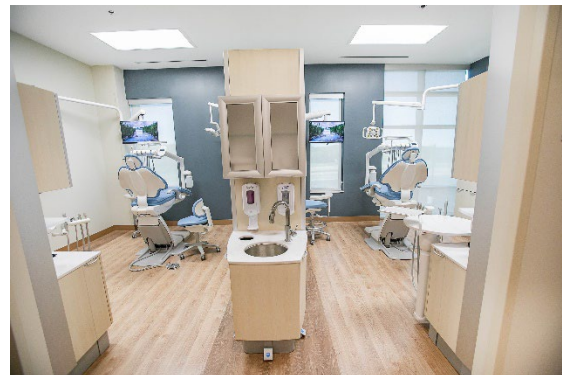
Road Construction

Community Water and Sewer installation

- New Homes 200+ homes built
- Home Renovations 150+ renovations
- Our housing department manages a stock of over 500 units

New commercial buildings

Health and Human Service building including medical clinic
and dental



New commercial buildings

Community Centers



New commercial buildings

2 Head Start facilities



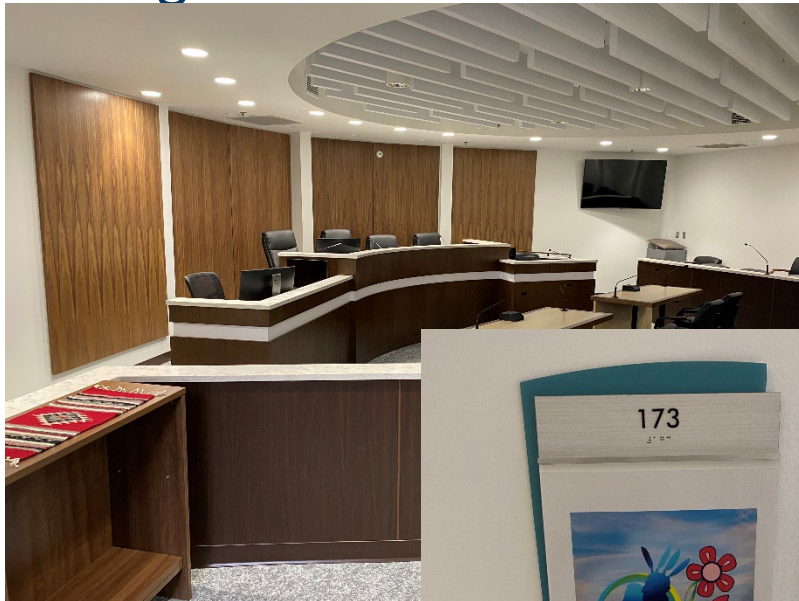
New commercial buildings

2 pow wow grounds



Commercial renovations

- Most buildings build in mid to late 90's



Transportation Planning

- BIA Road Inventory (RIFDS)
- Long Range Transportation Plan
- Road Safety Plan
- Working with other jurisdictions
 - 3x state average fatality rate
 - 169 turn lanes
 - 169 HAWK crossing

- Advocacy Council for Tribal Transportation
 - All 11 Minnesota Tribes
 - MNDOT (multiple district engineers)
 - BIA
 - FHWA
 - US Forest Service
 - MN County Association Representative
 - League of MN Cities
- [Advocacy Council - Tribes and Transportation](#)
- <https://www.dot.state.mn.us/mntribes/advocacycouncil.html>

**Tribal Transportation Program Coordinating
Committee
TTPCC**

Midwest Region Representative
since 2002

(b) The Committee consists of 24 tribal regional representatives (two from each BIA Region) and two non-voting Federal representatives (FHWA and BIA).

Office of Tribal Transportation | FHWA

<https://highways.dot.gov/federal-lands/tribal#:~:text=The%20Office%20of%20Tribal%20Transportation%20%28OTT%29%20administrators%20the,support%20for%20all%20FHWA%20activities%20affecting%20tribal%20transportation.>

Policy and Legislative Affairs Subcommittee

- Paul Aasen
 - *Minnesota Safety Council*
- Impacts from November 2024 election
- Finalize 2025 legislative position statements
- Meeting with state legislative subcommittees for annual report rollout

Strategic Highway Safety Plan Update

- 2025-2029 SHSP Update and Discussion
 - *Brian Sorenson, Department of Transportation*
- SHSP Process and Schedule Update
 - *Derek Leuer, Department of Transportation*

Break

Council Business: Subcommittees and Working Groups

- Project Idea Solicitation Process Subcommittee
 - *Stephanie Malinoff, Center for Transportation Studies*
- Safe Road Coalitions Working Group
 - *Annette Larson, Statewide TZD Program and Operations Director*
- Traffic Incident Management Subcommittee
 - *Mike Hanson, Department of Public Safety*

Road Safety Information Center Update

- Mike Hanson
 - *Department of Public Safety*

Road Safety Information Center Outcomes

UPDATED: November 6, 2024



Agenda

1. Objective
2. About the Road Safety Information Center
3. Overview
4. Reduced EMS response times
5. 65+ driver safety
6. Work zone safety
7. Closing



Goals:

1. Introduce the first three analytic models
2. Identify strategies to utilize the model results
3. Formulate a pilot project demonstration



The Road Safety Information Center (RSIC) is the cornerstone of the Data Analytics Information Center. Features and benefits include:

- Data initiative + visualization
- Integration of multiple data sources
- Better data and expanded analytic capabilities
- Improved preventative safety measures
- More readily available data with public and mobile platforms
- Identification of more and better ways to serve over-represented communities in crash data

GOAL: Equitable levels of service to all communities in Minnesota



The Road Safety Information Center (RSIC)

The Road Safety Information Center is a data analytics platform that can look at the where, when, why and how of fatal and serious injury crashes.

By incorporating real-time data with historical data, the analysis will help users figure out the circumstances behind traffic crashes. The insights can guide the development of preventative traffic safety measures and help Minnesotans make safe choices on the road.



What the data tells us

Strategic placement of EMS

A 2023 analysis of crash data and responder locations identified 30 strategic locations that could reduce EMS response times by 53% (13 miles or 8 minutes), potentially saving lives.

Rise in crashes with drivers over age 65

Minnesota's aging population presents unique challenges for traffic safety. While speeding citations issued to drivers 65+ are decreasing, severe and fatal crashes involving this age group are increasing.



Protecting lives in work zones

Despite more construction projects, work zone citations decreased by 44% in 2024, while serious and fatal crashes in those zones rose by 32%.

Strategic placement of emergency medical services



Reduced EMS response times

Challenge

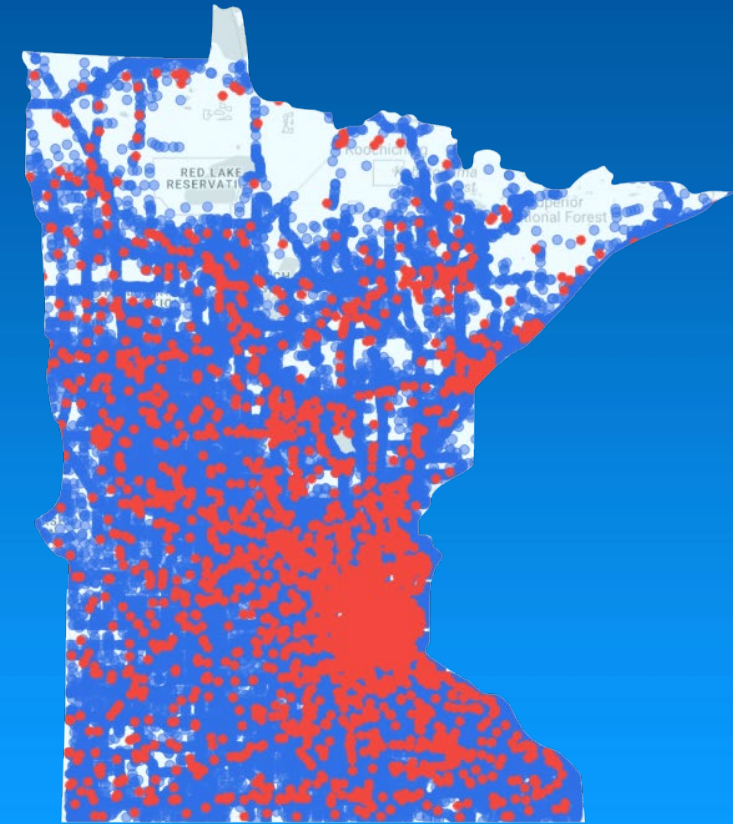
The risk of death from a traffic crash **increases by 6% for every minute** that it takes for emergency medical services (EMS) to arrive.

The National Highway Traffic Safety Administration (NHTSA) recommends that EMS agencies strive for an average response time of **8 minutes or less for 90% of all emergency calls.**

[Ambulance Response in Eight Minutes or Less: Are Comorbidities a Factor](https://roadsafetyinfocenter.mn.gov/map/information/crashes)

<https://roadsafetyinfocenter.mn.gov/map/information/crashes>

40% of traffic fatalities are **alive on arrival**.



Reduced EMS response times

Estimated impact of 30 new proposed priority locations

13

Minute
average
reduction
in response
time

8

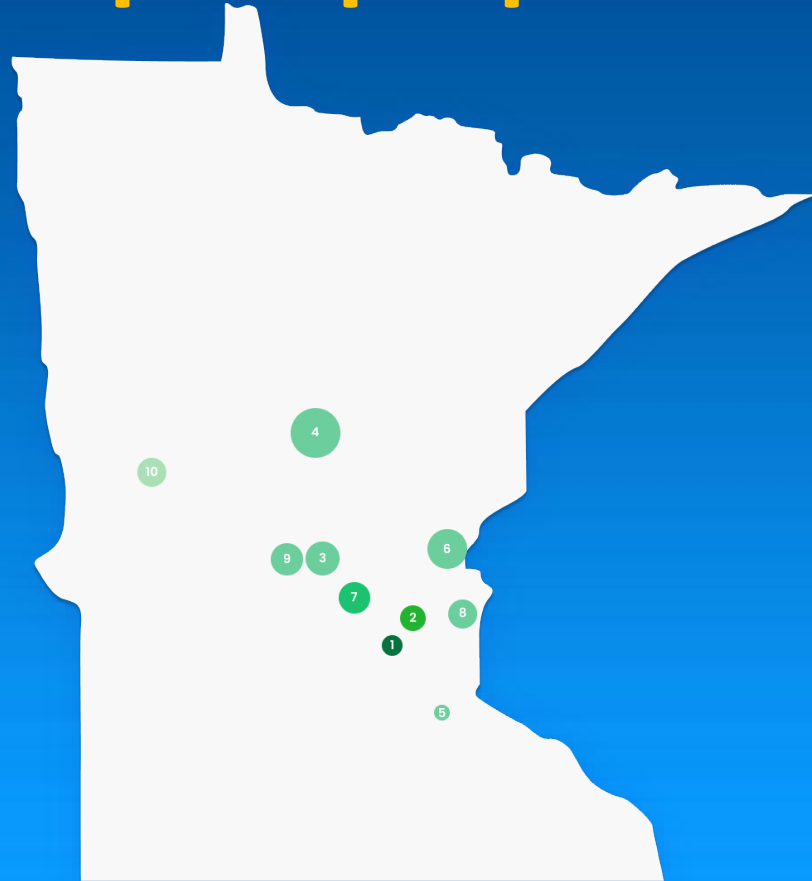
Mile average
reduction in
response
distance

215

Crashes
effected



Top 10 proposed priority locations



Crashes Affected
7 35

Top 10 locations by most crashes affected

- Rogers
- Oak Grove
- Rice
- Pequot Lakes
- Farmington
- Pine City
- Becker
- Lindstrom
- St Anthony
- Underwood

Average response time saved

Depending on county time saved ranges

between **8-16 minutes**

Locations based on model variables and using 2023 serious and fatal crashes—not based solely on proposed location's population or size.

Route distances between prioritized locations and crash incidents were determined using the Google Maps Route Optimization API.



Rise in severe and fatal crashes involving drivers over age 65



Rise in crashes involving drivers over age 65¹

Based on projected Minnesota aging profile² and increase in age 65+ population, we focused on crash prevention involving age bands 65 years and above.

Identified crashes:

Understand where and when these incidents occur with drivers over age 65.

1. "65+" includes drivers aged 65+ and 85+ as defined by Minnesota Department of Human Services; includes driver age bands 65-69, 70-74, 75-79, 80-84, and 85 and above.

2. [MN DHS Aging Profile](#)

Identified trends:

Analyze trends in speeding citations issued to drivers 65+ to identify any patterns or anomalies

Save Lives:

Correlate this data with crash statistics to identify high-risk locations and behaviors.



Rise in crashes involving drivers over age 65¹

Based on projected Minnesota aging profile² and increase in age 65+ population, we focused on crash prevention involving age bands 65 years and above.

MN Courts Data Dec 2023 - Feb 2024:

2,856

Excessive Speeding
Offenses for age
bands 65+

120

Severe Crashes
involving age
bands 65+

39

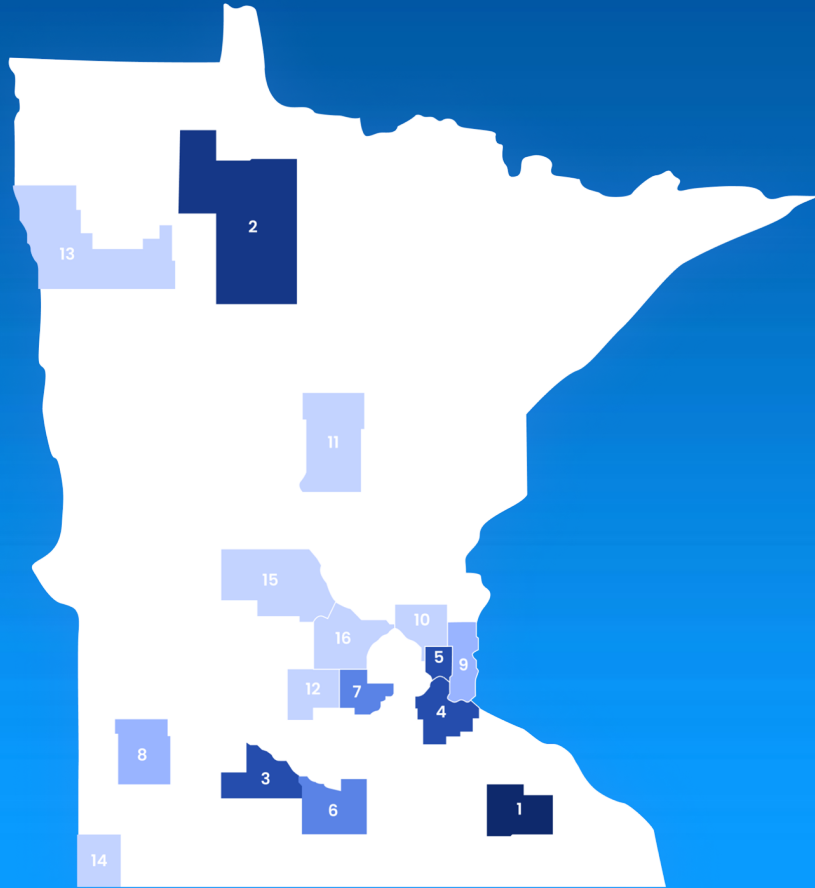
Fatal Crashes
involving age
bands 65+

**Drivers age 65+
represent 19% of
drivers, but account
for 17% of crashes.**

[Mn Crash Facts](#)



Rise in crashes involving drivers over age 65



Severe and Fatal Crashes Increase



3 Months of data - Decrease in speeding citations correlated with increase in severe and fatal crashes involving age 65+¹

16

Counties affected

40

(Dec 23 - Feb 24)

Increase in severe and fatal crashes

31.5%

Average speeding

ticket \$30.5 M

decrease Projected

economic loss²

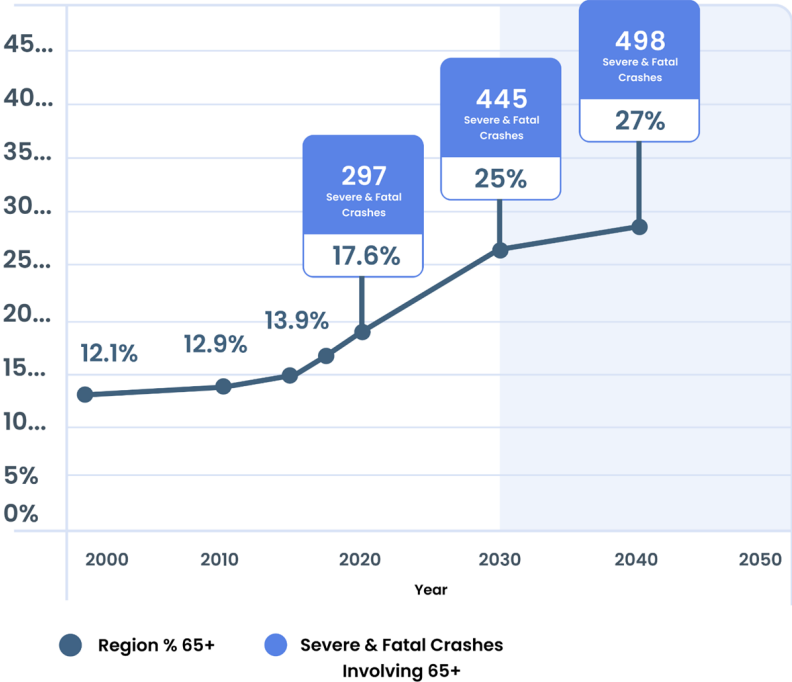


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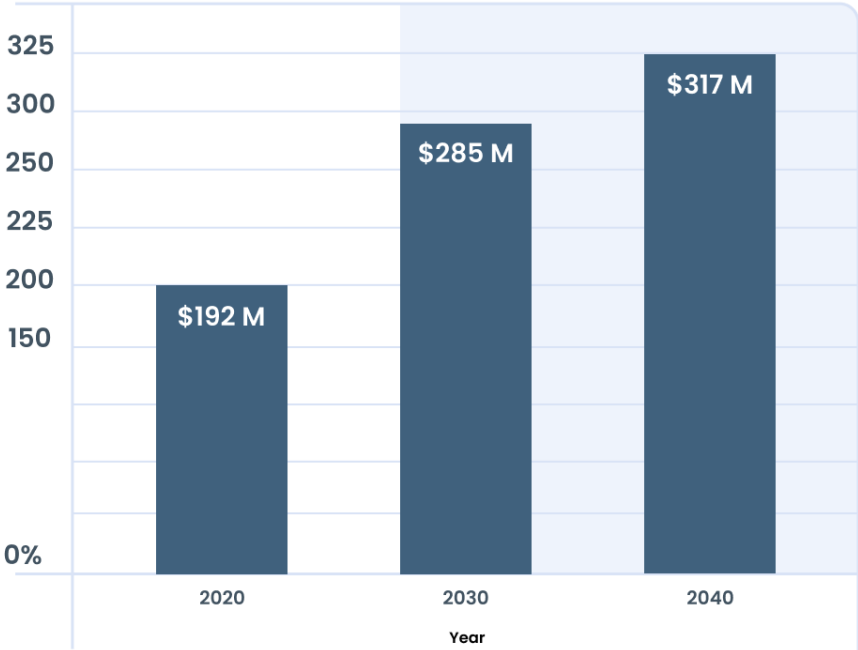
2. MN Crash Facts

Rise in crashes involving drivers over age 65

Graph: Percent of population 65+ and associated severe and fatal crashes projected through 2040



Total Economic Loss Involving 65+ (Severe and Fatal Crashes)



Increase in work zones – impacted work zone crashes and fatalities

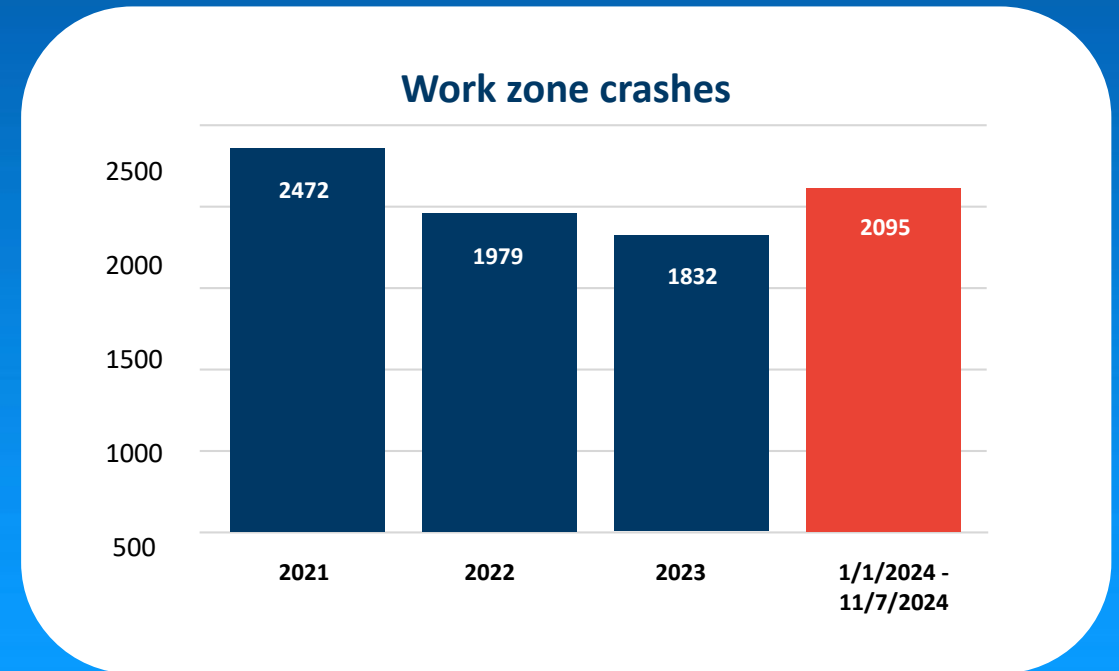


Increase in work zones – impacted work zone crashes and fatalities

Challenge

Minnesota saw an increase in road construction plans for 2024. The Minnesota Department of Transportation (MnDOT) announced over 200 projects for the 2024 construction season, representing a notable rise in activity compared to previous years.¹

1. <https://www.dot.state.mn.us/construction/index.html>
2. https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/download?docId=388078
3. <https://roadsafetyinfocenter.mn.gov/map/information/crashes>



Increase in work zones – impacted work zone crashes and fatalities

~2M

Increase in construction plan investment from 2022 (10.8M) - 2024 (12.9M)

44%

Decrease in work zone citations
242 - Jan to July 29, 2023
136 - Jan to July 29, 2024

17%

Increase in work zone crashes
1832 - Year 2023
2095 - Jan to Nov 7, 2024

32%

Increase in work zone severe and fatal crashes
47 - Year 2023
61 - Jan to Nov 7, 2024



Next Steps

Build out the Pilot Project

Identify a core leadership team

Identify all potential contributors

Begin to develop a project schedule/timeline

Identify potential resources

Staffing

Funding

Identify potential obstacles



Thank you



- Review and approve mission and vision statement
 - *Catherine Diamond, Department of Health*
- Process for development and approval of annual ACTS budget
 - *Catherine Diamond, Department of Health*

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

