

Advisory Council on Traffic Safety

Final Minutes

Wednesday, October 9, 2024

1:00 – 4:00pm

Humphrey School of Public Affairs, University of Minnesota
301 S 19th Ave, Minneapolis, MN 55455
Josie Johnson Community Room (Room 180)

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.

Membership Updates

The Operating Procedures have been updated to reflect recent legislative changes to ACTS membership. In addition, Chair Hanson will discuss recommended changes to the Council's Executive Committee. Revised Operating Procedures are included starting on page F.2. Council members will be asked to approve the updated document.

Approve Today's Agenda

Jeppson made a motion to approve the agenda. Tate seconded the motion. Motion carried.

Approve Minutes from August 14, 2024 Meeting

Tate made a motion to approve the August 2024 minutes without change. Aasen seconded the motion. Motion carried.

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

Data Dive: Unlicensed Drivers

Brian Harmon from the Office of Traffic Safety at DPS provided an overview of the involvement of people with driver's license issues in fatal crashes. All data was based on crash reports between 2016 and 2023. Presentation slides are available on the [ACTS October meeting webpageA](#).

Harmon started by defining the various categories of driver's licenses which include fully valid, valid but with alcohol or drug restrictions, transitional/provisional, not licensed, and no license information.

He then asked, *"to what extent are people without driver's licenses or with restrictions on their driver's licenses contributing to fatal crashes in Minnesota"*? Results indicate that over 21% of the individuals (1,528 people) involved in fatal crashes were involved in a crash where at least one participant had driver's license issues. Of those 1,528 individuals, 670 died. That translates to nearly 44% of those in fatal crashes had driver's license issues and it represents nearly 21% of all fatalities.

Of the 451 motorcycle drivers that died in crashes between 2016 and 2023, 118 (26.2%) did not have motorcycle endorsements as part of their driver's license and the motorcycle drivers without endorsements who died trended younger.

The key takeaways included that people with driver's license issues have contributed to over one-fifth of traffic deaths over the past eight years and they make up higher percentages of deaths in crashes where common risk factors are present. Harmon also concluded that this data provides solid justification to continue current efforts to improve licensing compliance in Minnesota and 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.

Jeppson asked if there is additional ethnicity data available. MN does not track race or ethnicity at this time. FARS is the only system that captures that information; FARS has indicated that Native Americans are overrepresented in Minnesota fatal crashes. Additional information would also be helpful to gather (for example, were the motorcyclist who did not have an endorsement have a previous endorsement).

Discussion: Review ACTS Legislative Position Statements

Paul Aasen, chair of the ACTS Legislative Subcommittee, provided an update from the ACTS Legislative Subcommittee on the draft position statements (see Appendix B) that were create from discussion at the August Council Meeting. The subcommittee wanted to make sure the position statements were high level, not too detailed and reflect the position of ACTS. It was agreed that the subcommittee would talk about creating a one-pager and/or talking points for each statement to provide more context. For item #1, the subcommittee was asked to consider adding language around the costs of fatalities and serious injuries with a goal to help the legislature understand the true costs of these crashes. There was some general discussion regarding how ACTS will or will not support specific bills as they move through the legislative process. Aasen mentioned that if there was a traffic safety bill, it would likely fall into one of the position statement and we could indicate how that specific bill either fits or does not fit.

Aasen reviewed each position statement and asked for feedback. Putzke recommended removing "training" in position statement #1 after the words "law enforcement" to allow for more flexibility in how the funding is spent. This may need to be addressed in the omnibus bill language, too. Jeppson shared that the counties' projects are likely not be approved because they do not meet the greenhouse gase and vehicle miles traveled criteria, even though they have safety benefit. Members discussed the resiliency component of the position statements. **The subcommittee will discuss this.**

Hanson suggested a mission and vision statement be created for ACTS. Sorenson highlighted that MnDOT is trying to change culture, do and think differently, and this will take time. Diamond highlighted MDH's new initiative on healthy aging and has hired a new one-year position on trauma data. Metro areas see decrease in vehicle miles traveled through reduced driving and increase transit, biking, walking. This is nearly universally associated with decreases in death & injury, for example Amsterdam, Oslo, Helsinki, Hoboken NJ.

The subcommittee will work on the position statements and have ACTS members review them before integrating them into the Council's final report due to the legislature in January. They will pay close attention to position statements #5 and #8. Aasen, Sorenson, Schallberg, and Jeppson will meet offline to discuss #5 more in detail. The ACTS members felt the resiliency standards seem to be a requirement but there is no ask for funding to go along with the work. Diamond asked if #8 should be on a fact sheet or as an umbrella. She wondered if it was more of a guiding principle and a policy statement and asked if it should be pulled out at the beginning of the position statements and/or integrated into an ACTS mission/vision statement.

The subcommittee is considering changing their name to Policy and Legislative Affairs Subcommittee.

MnCrash Reporting System

Chair Hanson reported that the Office of Traffic Safety is currently going through an effort to rebuild the Minnesota Crash Reporting System. Chair Hanson said that the new system will continue to be user friendly for law enforcement and use new and emerging technology. Walters gave a detailed overview of the new system. The MnCrash original version launched on January 1, 2016. It was built in close collaboration over the years with users and stakeholders leading to user-friendly system with national renown. There is an intuitive interface, decision aides, built-in logic to streamline data entry and reduce errors and is integrated with other systems to provide automation.

There are several reasons to modernize now including outdated technology, code, and user-interface; four separate platforms requiring testing and updating; NHTSA's recent release of the Model Minimum Uniform Crash Criteria (MMUCC) 6th Edition that will require significant changes to MNCrash; and to remain proactive and avoid system end-of-life issues.

The goals of the MnCrash modernization include identifying and keeping what works well in the current system, while enhancing and making 2.0 more efficient; continuing to collaborate with users and stakeholders, bringing them into the project for feedback, ideas, and user testing; continuing to collaborate with U of M's Human Factors Safety Laboratory; and creating a robust and modern system.

Opportunities for the MnCrash Modernization project include integrating it with other systems and databases to provide automation, reduce errors and improve data quality; increased alignment with federal data collection requirement and recommendations; and improved data transferring to state and federal partners.

The project is in its infancy and a project manager and business analyst are assigned to this project. They have completed discovery interviews with current stakeholders and reviewed feedback and finalized requirement including procurement process and timeline.

Safe Road Coalition Update

Annette Larson, Statewide TZD Programs and Operations Director and Deann Holland, South West Health and Human Services provided an update on the Safe Road Coalition program. They discussed program details, shared their perspectives, and discussed successes, challenges, and ways the Council can help support their work. Note that the TZD Regional Coordinators throughout the state work with the Safe Road coalitions in their area.

Safe road coalitions implement best practices, old and new, to their communities. An example is JOYRIDE in South Central region. Since implementing the program, they have increased their ridership each year to drive impaired drivers home from bars and community events. They also implemented

Responsible Beverage Server Training. These two programs have been successful and have reduced impaired driving fatalities.

There are funded and unfunded coalitions—simply meaning that “funded coalitions” receive a small amount of funding from the Office of Traffic Safety while “unfunded coalitions” find other mechanisms to provide any needed funding. We currently have 23 funded and 26 unfunded coalitions in Minnesota. Several safe road coalitions are concerned that the amount of funding provided through their OTS grant is no enough to complete their tasks.

Holland reviewed the successes and challenges. Some of the successes include events and the 1:1 connections with community members; traffic safety is important; social media; timely data; fatal and serious injury reviews; JoyRide; Impact Teen Driver Program; and members of the coalitions genuinely care about traffic safety. The challenges are that people do not believe the data; getting people to the table; how to get people to champion tasks; inconsistent messaging throughout the state; getting more people involved; evaluating the programs; fatal and serious injury reviews; limited transportation services; getting into some schools; and brand recognition.

Larson and Holland asked the questions *How can ACTS help? What do you think you can do?* Oster recommended that future Safe Road applications that come through OTS for funding be reviewed by other stakeholders.

Oster also briefed the ACTS members on Safe Road Coalition funding levels provided through OTS. Funding was reduced this year from \$600,000 to \$500,000 and more applications were submitted (31 applications were submitted this year where in the past it averaged 23 applications). This led to reduced funding for each coalition, and included salary caps. Diamond reminded coalitions to continue to work with their public health offices.

Chair Hanson thanked the team for their presentation and suggested that the Executive Committee talk about potential next steps.

Council Business

Project Idea Solicitation Process Subcommittee

Malinoff reported that 15 applications were selected and they are currently identifying fiscal leads for each project. Members are asked to reach out to her if they have questions.

Strategic Highway Safety Plan

Zach Chappell, Alliant Engineering, provided a report on behalf of Derek Leuer who was not able to attend today. The team is currently in the stakeholder/public engagement phase and have completed the second round of a digital survey. They will be presenting at the 2024 TZD Conference and various 2025 TZD Regional Workshops. **Chappell or Leuer will coordinate with Malinoff to email information to ACTS members for review and comment. Comments should be sent to Zach Chappell, Tim Burke, or Derek Leuer.**

Traffic Incident Management Subcommittee

Hanson mentioned the idea of creating a new Traffic Incident Management Subcommittee. He recommends Leidel and Hauslauden to be members of this subcommittee. The Executive Committee will discuss and recommend next steps.

Annual Report

The next ACTS Annual Report will be due in January, and will include the positions statements discussed earlier in the meeting. Chair Hanson's office is leading the development. They will try to have a draft for the December ACTS meeting.

Approve Updated Operating Procedures

Chair Hanson reviewed proposed changes to the ACTS Operating Procedures, including:

- Changes to the membership list to reflect updates included in the 2024 legislative session.
- Updates to the Executive Committee to include the TZD Statewide Programs and Operations Director and the Council's tribal representative.

There were also a few "clean ups" suggested to the list of members, including:

- Changing "The American Bar Association State Judicial Outreach Liaison" to "State Judicial Outreach Liaison" because the position is now going through the Minnesota Safety Council.
- Changing "Coordinator" to "Director" for both the TZD Communications Coordinator and the TZD Program and Operations Coordinator to match their current titles.

The "clean ups" will require legislative actions so the group agreed to move forward with the changes as shown in the meeting packet and Chair Hanson will work with the Department of Public Safety's Legislative liaison regarding suggested language changes.

Aased moved to accept proposed changes as shown; Tate seconded. Motion carried.

Public Comment

The public had no comments.

Adjourn

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

Sorenson made a motion to adjourn, Leidel seconded the motion. Motion carried. The meeting adjourned at 3:56 p.m.

The next Advisory Council on Traffic Safety meeting will be Wednesday, December 11, 2024 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 (Major Dwyer)		
To be determined	Minnesota Operation Lifesaver			X
Cocking, Aaron	Insurance Federation of Minnesota		X	
Diamond, Catherine	Minnesota Department of Health, Injury and Violence Prevention Section	X		
Donohue, Josephine	AAA- The Auto Club Group	X		
Ferguson, Dylan	Emergency Medical Services Regulatory Board			X
Hanson, Mike	Minnesota Department of Public Safety, Office of Traffic Safety	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	
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 (Stephanie Malinoff)		
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>				
Dolan, Linda	Center for Transportation Studies, University of Minnesota	X		
Malinoff, Stephanie	Center for Transportation Studies, University of Minnesota	X		
Piper, Jackson	Center for Transportation Studies, University of Minnesota	X		
<i>Invited Guests</i>				
Harmon, Brian	Minnesota Department of Public Safety	X		
Brandon Walters	Minnesota Department of Public Safety		X	
Zach Chappell	Alliant Engineering	X		

Appendix B: Draft Position Statements from the ACTS Legislative Subcommittee

ACTS 2025 Position Statements

The Advisory Council on Traffic Safety supports the following positions:

2025 Funding Need – Ongoing funding is needed to continue the traffic safety efforts supported by the 2023 transportation bill.

1. \$20M in state funding should be appropriated to the Advisory Council and/or the Departments of Transportation and Public Safety for the purpose of funding grants for high-risk rural roadways, Safe Road Zones, law enforcement training on traffic safety, safe rides home programs, work zone safety redesigns, vulnerable road user protection, fatality and injury reduction and state match for federal traffic safety funding.
2. Funding should be provided for sustained staffing for MNTrauma data management and analysis. MNTrauma data complements the traffic data management center information for prevention, response and safety decisions.

Policy Positions

3. Continuing driver education has been shown to effectively change driving behavior. Minnesota should consider continuing driver education beyond the current defensive driving education insurance discount available to drivers over 55 year of age. Continuing driver education should be considered for young adults as they leave high school or upon their first driver's license renewal, for older drivers on a regular basis after age 65, and for repeat violators of speed, impairment and distraction laws.
4. Helmet use should be promoted or required for all roadway users riding on a motorized vehicle capable of moving faster than 5 miles per hour.
5. Near-term roadway safety improvements should be built to sufficient resiliency standards. Resilient safety improvements have longer-term safety benefits than low-cost quick-build improvements but are not always pursued due to cost concerns.
6. Impairment research and study in Minnesota should be expanded beyond the current single location and also include poly-drug research. Expanded impairment research/study is needed as more impairing substances like marijuana and psycho-active mushrooms are being used by drivers on Minnesota roadways.
7. Efforts to reduce speeds and speeding should be supported including enforcement grants, speed safety cameras, selectively targeted activities like speed racing, and right-of-way design changes.
8. A safe systems approach to traffic safety should be used as the basis for transportation system planning and implementation. This approach must consider all aspects of injury and fatality prevention and protection including human factors, roadway and vehicle design, maintenance and resiliency, roadway culture and education, compliance and enforcement, and emergency response for all people in, on or near the roadway.