Welcome!
Advisory Council on Traffic Safety

February 12, 2025

Note: Today's meeting will be recorded for record keeping purposes only

DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF PUBLIC SAFETY
STATE OF MINNESOTA

DEPARTMENT OF HEALTH

Welcome and Introductions

- Chairs' Welcome and Introductions
- Approve Today's Agenda
- Approve Minutes from December 11 Meeting

Motorcycle Fatality Trends 2016-24

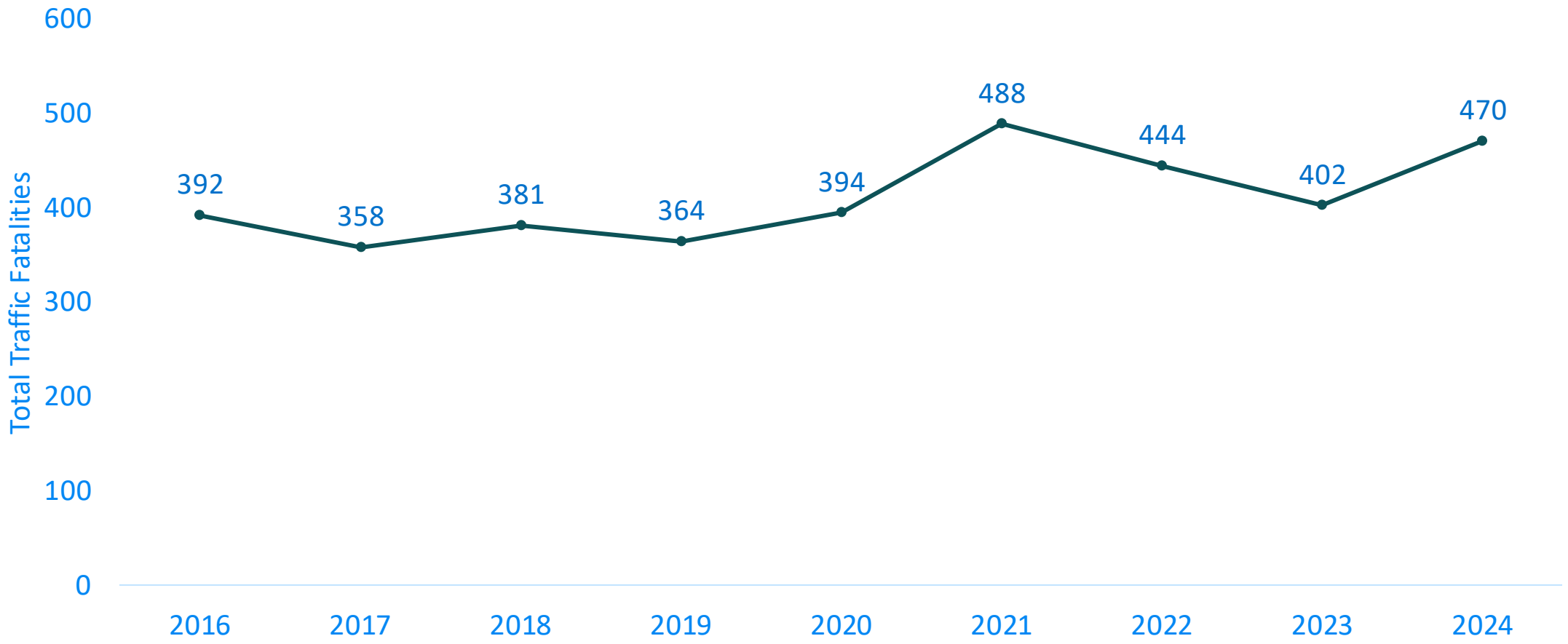
Brian Harmon

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

Motorcycle Fatality Trends 2016-24

- 35,000 foot view of fatalities with emphasis on motorcycle deaths
- Rough comparison of motorcycle fatalities with other fatality types
- Do trends over time help explain variations or increases in motorcycle deaths?
- A few basic demographics

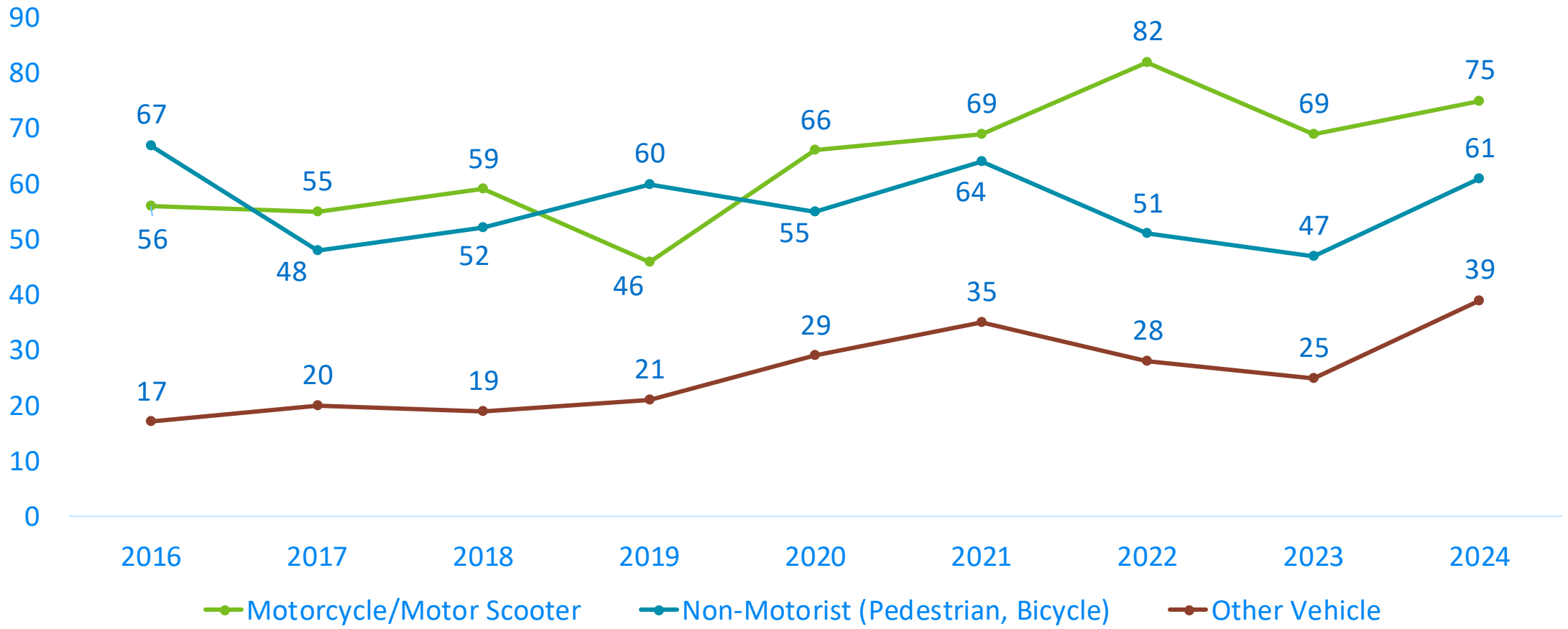
Total Traffic Fatalities by Year, 2016-24



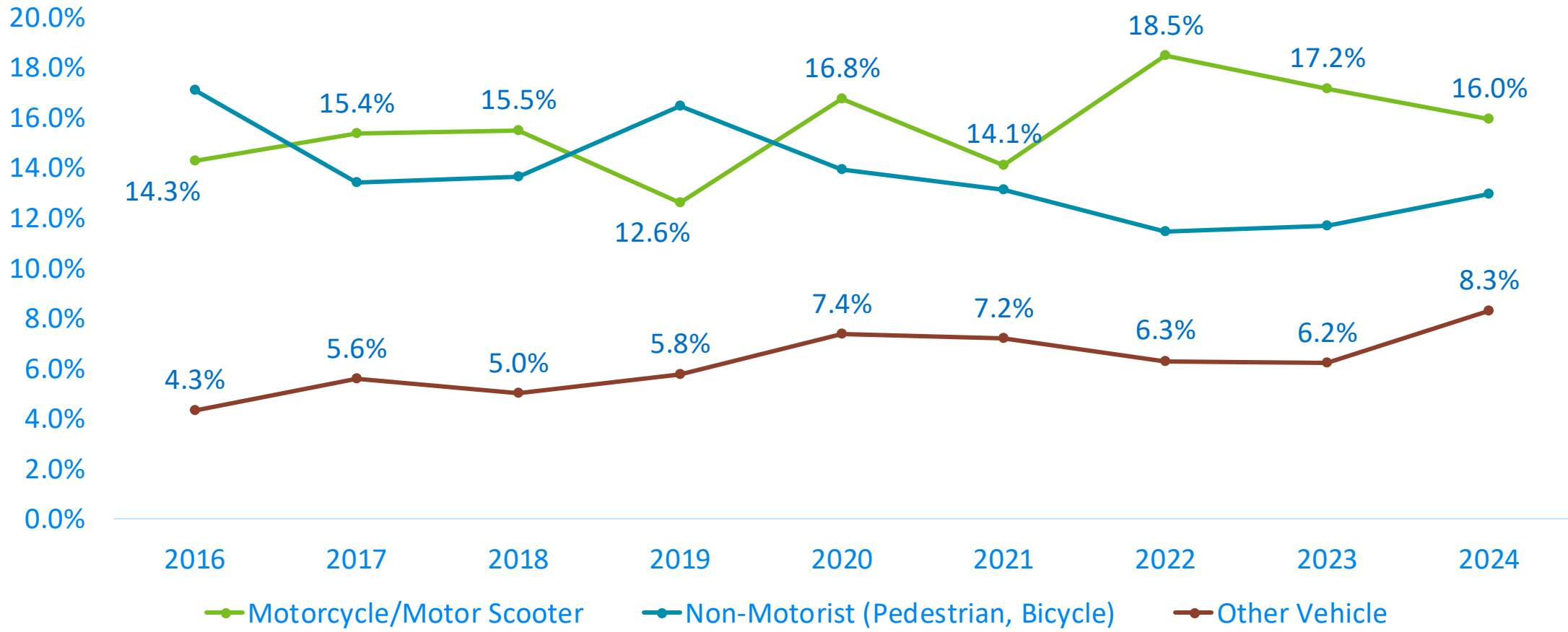
Fatalities by Type of Vehicle Occupied at Time of Crash

Vehicle Type	N	Percent
Standard Passenger (Car/Pickup/SUV/Van)	2,378	64.4%
Motorcycle/Motor Scooter	577	15.6%
Non-Motorist (Pedestrian, Bicycle)	505	13.7%
Other	233	6.3%
Total	**3,693**	**100%**

Fatalities by Vehicle Type (Standard Passenger Excluded)



Percent of Fatalities by Vehicle Type



Top Ten Crash Types For Those Killed in Standard Passenger Vehicles (Car/Pickup/SUV/Van)

Crash Type	N	Percent	Cum. Percent
Collision with Moving Motor Vehicle	1,360	59.3%	59.3%
Overturn/Rollover	331	14.4%	73.8%
Collision with Tree/Shrubbery	212	9.3%	83.0%
Ditch	61	2.7%	85.7%
Collision with Other Fixed Object	43	1.9%	87.6%
Collision with Light Pole/Utility Pole	39	1.7%	89.3%
Embankment	33	1.4%	90.7%
Collision with Parked Motor Vehicle	21	0.9%	91.6%
Bridge Pier or Support	20	0.9%	92.5%
Concrete Traffic Barrier	20	0.9%	93.4%
Culvert	20	0.9%	94.3%

Top Ten Crash Types For Those Killed on Motorcycles or Motor Scooters

Crash Type	N	Percent	Cum. Percent
Collision with Moving Motor Vehicle	270	48.1%	48.1%
Overturn/Rollover	80	14.3%	62.4%
Struck Deer	29	5.2%	67.6%
Ditch	27	4.8%	72.4%
Curb	16	2.9%	75.2%
Fell/Jumped from Vehicle	16	2.9%	78.1%
Other Non-Collision	16	2.9%	80.9%
Collision with Tree/Shrubbery	13	2.3%	83.2%
Struck Animal Other than Deer	12	2.1%	85.4%
Struck Guardrail Face	12	2.1%	87.5%

Crash Type Contrasts of Note…

First two types (collision with moving vehicle & overturn/rollover) the same on both lists; collision with moving vehicles only slightly less prevalent for motorcycles, and proportion of overturns and rollovers was about the same for both groups

Only two other types (into ditch & collision with tree) were common to both lists

89 percent of deaths from striking deer or other animals were of people on motorcycles

Crash Type Contrasts of Note…

Motorcycles had fewer fatal collisions with fixed objects (trees, light poles, traffic barriers, etc.), but higher risks with features inherent to the roadway (curbs, ditches)

Motorcycles had a higher proportion of non-collision events (falling from vehicle, etc.)

Crash Event Characteristics Comparisons

Event Type	Percent of:	
	Passenger Vehicles	Motorcycles
Single-Vehicle Crash	39.1%	49.0%
Multi-Vehicle Crash	60.9%	51.0%
Crash within Intersection	39.5%	46.7%
Ran Off Road Right	18.7%	14.6%
Ran Off Road Left	14.0%	8.6%
Crossed Centerline or Median	8.9%	4.8%

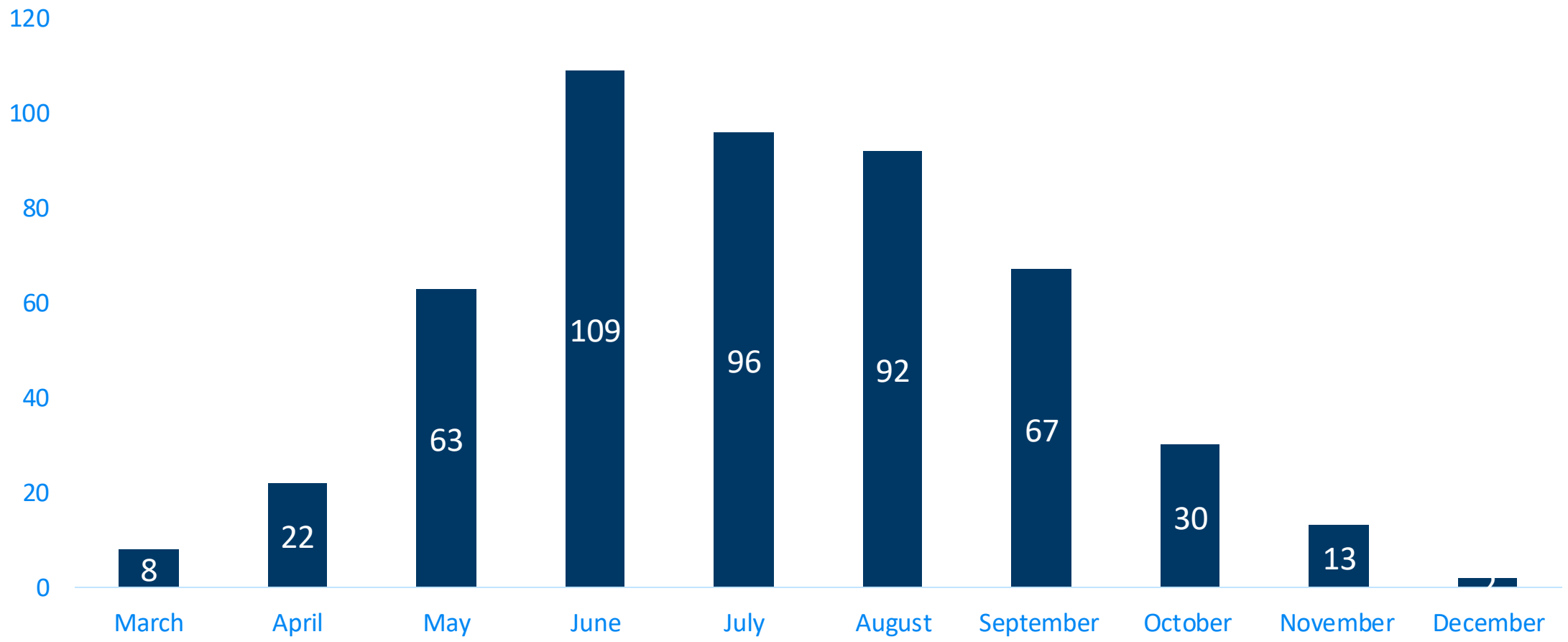
“Big 4” Behavioral Factors

Behavioral Factor	Percent Involved in Crash	
	Passenger Vehicles	Motorcycles
Speeding	32.6%	29.8%
Alcohol	29.0%	34.4%
Distraction	7.5%	5.2%
Lack of Seat Belts	32.7%	n/a
No Helmet	n/a	69.0%
Multiple Risks (excl. Belts/Helmets)	17.1%	14.8%

Fatality Counts by TZD Region

TZD Region	Passenger Vehicles		Motorcycles	
	N	Percent	N	Percent
Metro	721	31.5%	241	43.0%
East Central	433	18.9%	97	17.3%
Southeast	249	10.9%	63	11.2%
Northeast	235	10.3%	51	9.1%
Southwest	196	8.6%	24	4.3%
South Central	177	7.7%	38	6.8%
West Central	165	7.2%	30	5.3%
Northwest	116	5.1%	17	3.0%
Total	**2,292**	**100%**	**561**	**100%**

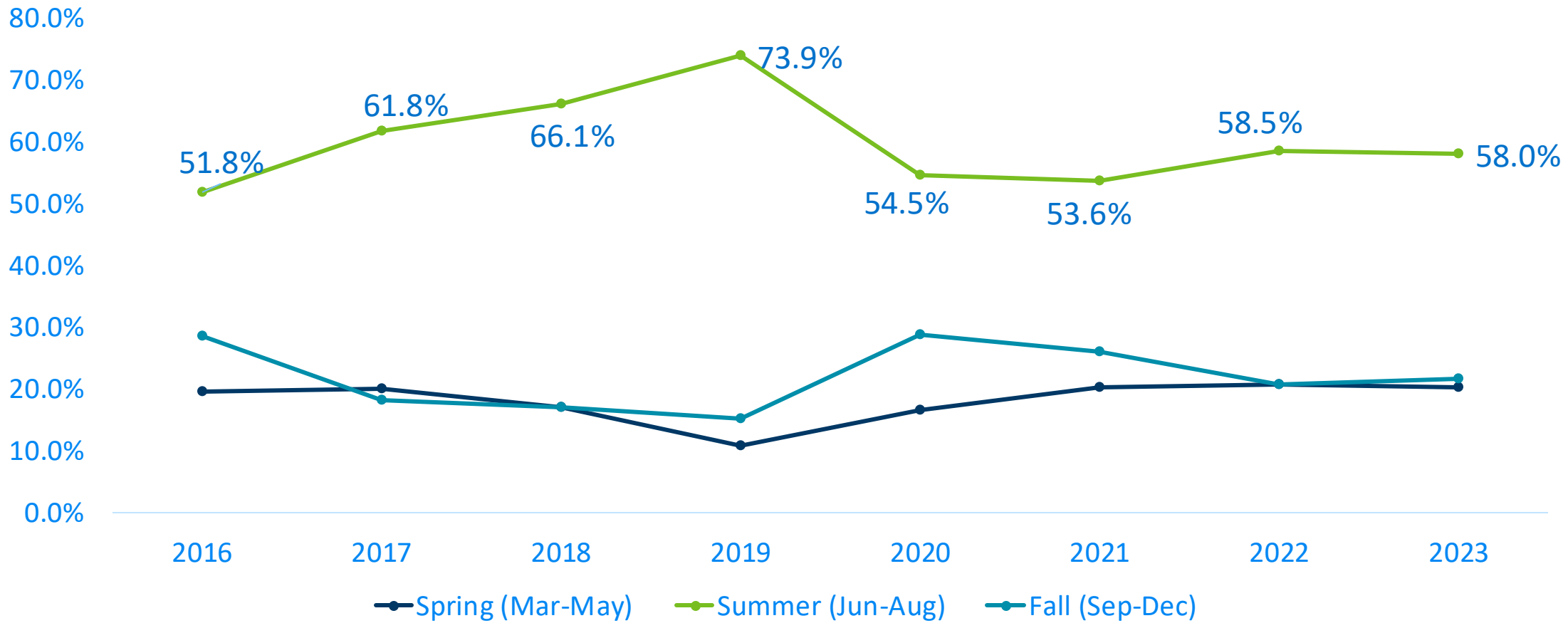
Motorcycle Fatalities by Month, 2016-23



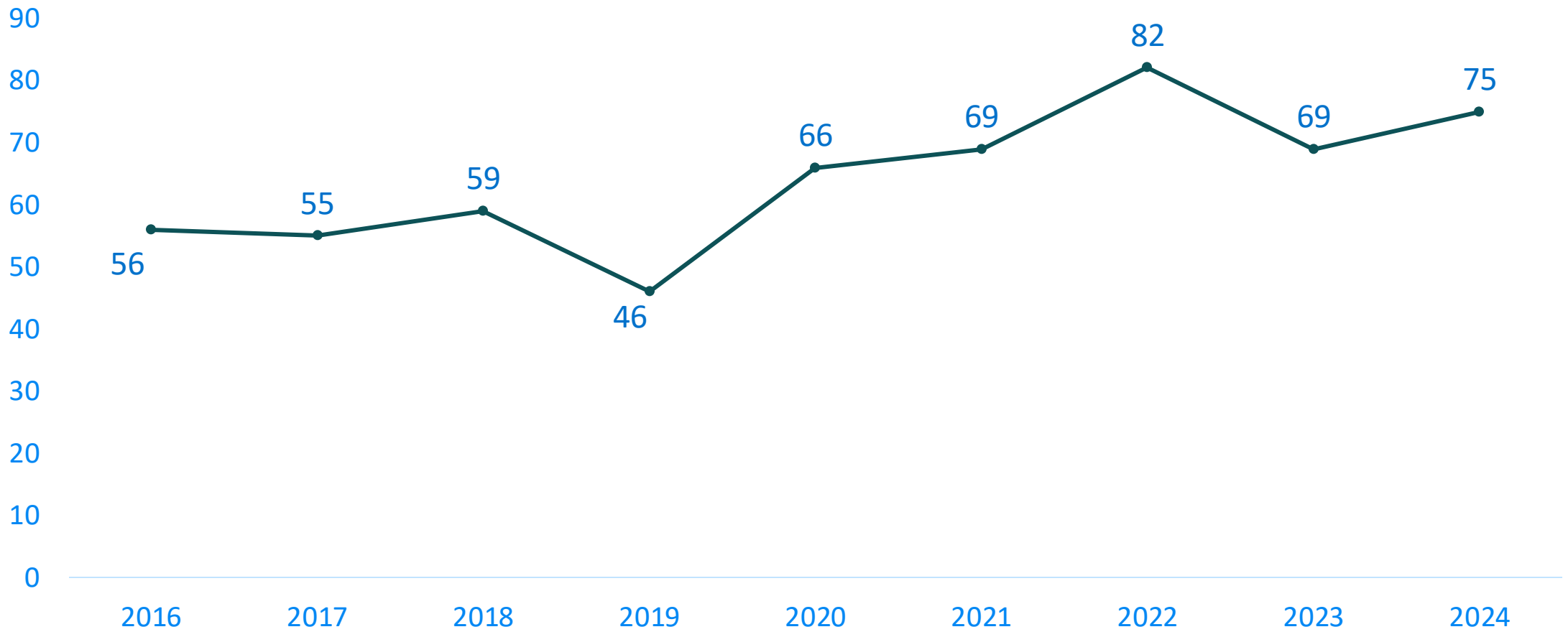
Motorcycle Fatalities by Season, 2016-23

Season	N	Percent
Spring (Mar-May)	93	18.5%
Summer (Jun-Aug)	297	59.2%
Fall (Sep-Dec)	112	22.3%
Total	**502**	**100%**

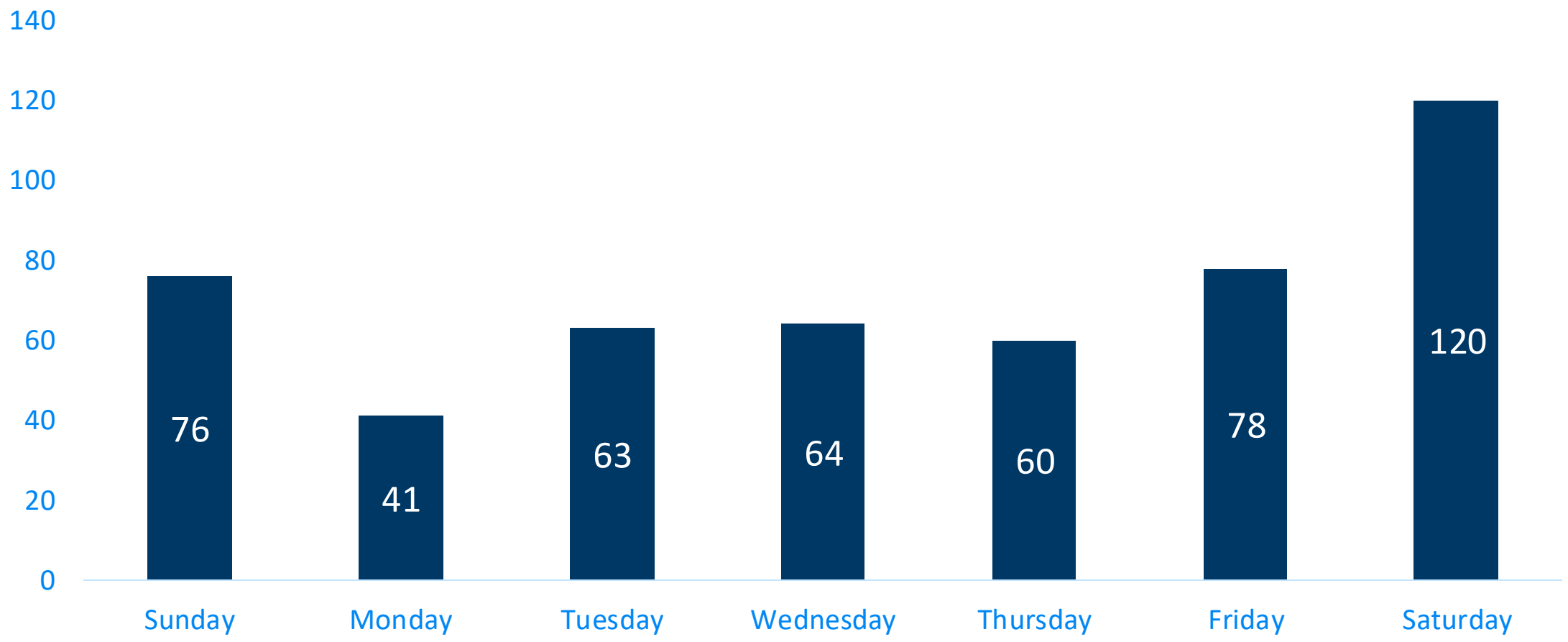
Percent of Motorcycle Fatalities by Season, 2016-23



Motorcycle Fatalities by Year



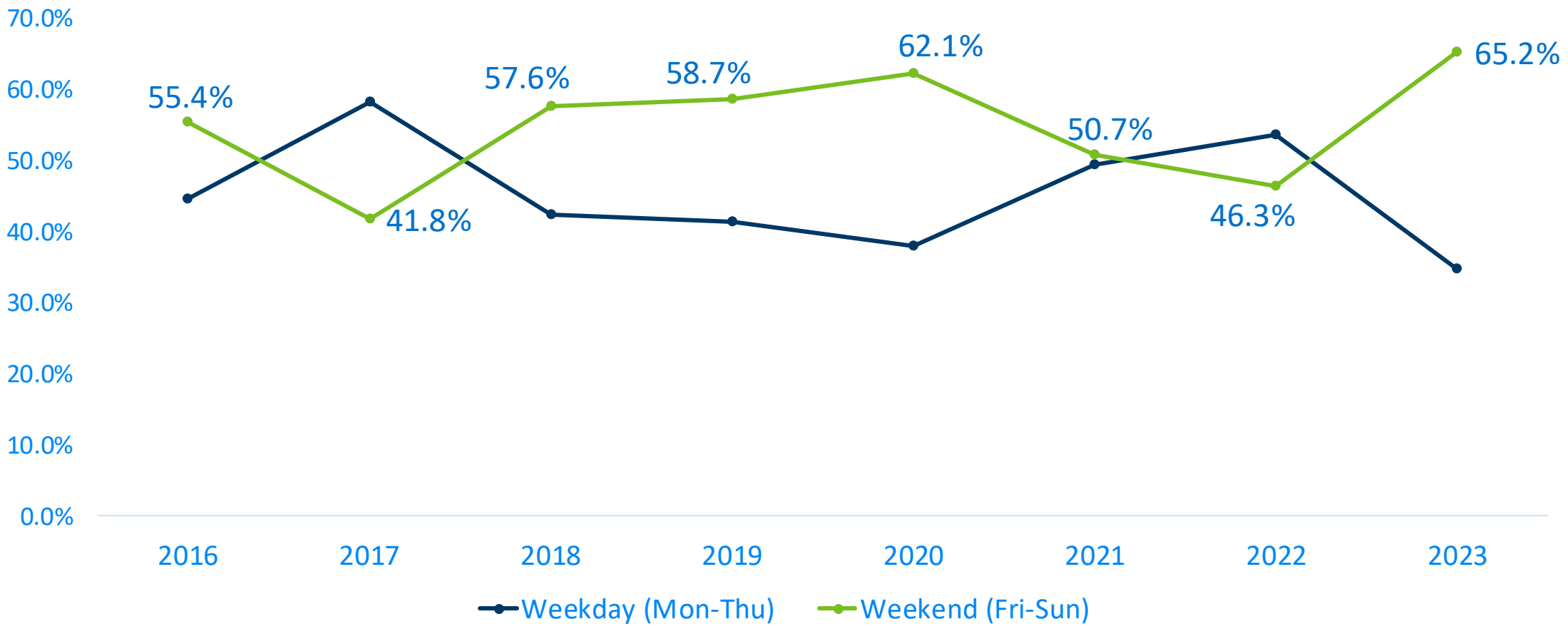
Motorcycle Fatalities by Day of Week, 2016-23



Motorcycle Fatalities by Day Type, 2016-23

Day Type	N	Percent
Weekday (Mon-Thu)	228	45.4%
Weekend (Fri-Sun)	274	54.6%
Total	**502**	**100%**

Percent of Motorcycle Fatalities by Day Type



Motorcycle Fatalities by Season & Day Type

Season	Weekdays		Weekends	
	N	Percent	N	Percent
Spring	40	43.0%	53	57.0%
Summer	141	47.5%	156	52.5%
Fall	47	42.0%	65	58.0%
Total	**228**	**45.4%**	**274**	**54.6%**

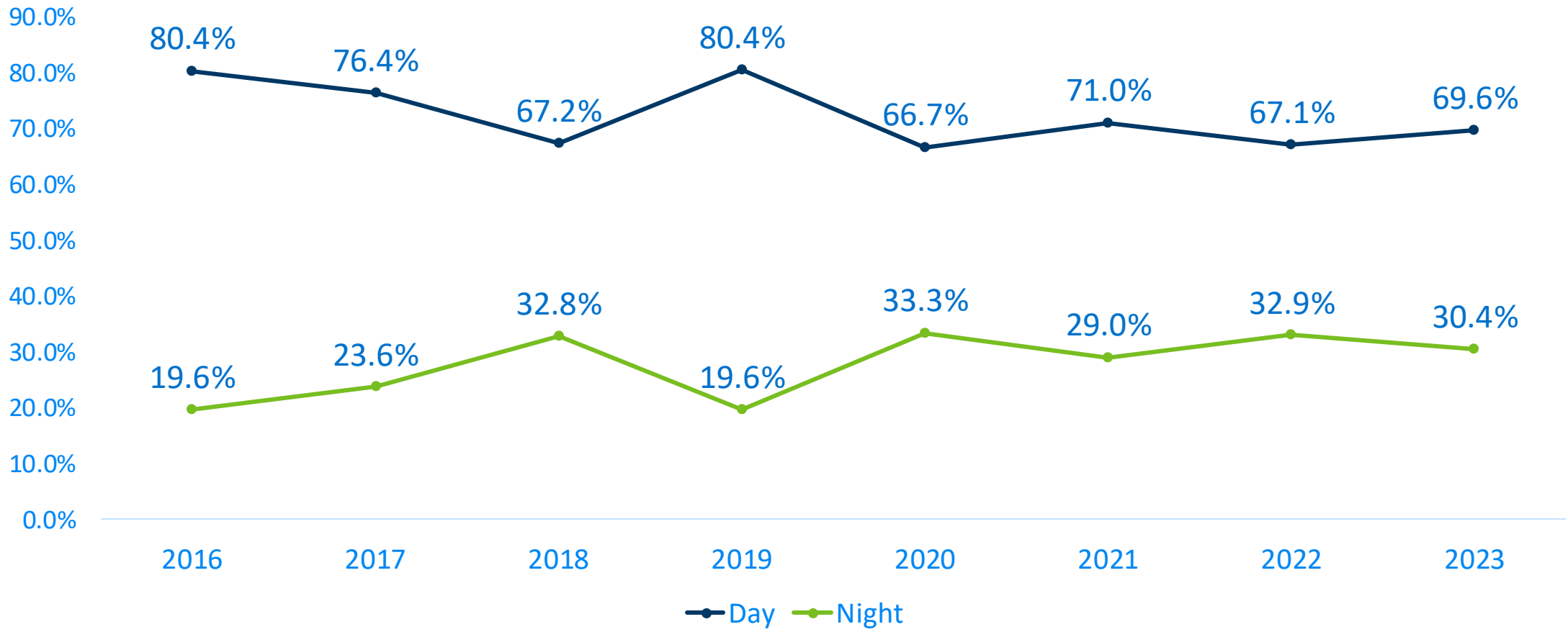
Motorcycle Fatalities by Time of Day, 2016-23

Time of Day	N	Percent
Overnight (Midnight to 5:59 AM)	46	9.2%
Morning Rush (6:00 AM to 8:59 AM)	24	4.8%
Daytime (9:00 AM to 2:59 PM)	122	24.4%
Afternoon Rush (3:00 PM to 6:59 PM)	176	35.1%
Evening (7:00 PM to 11:59 PM)	133	26.5%
Total	**501**	**100%**

Motorcycle Fatalities by Time of Day, 2016-23

Time of Day	N	Percent
Day	359	71.7%
Night	142	28.3%
Total	**501**	**100%**

Percent of Motorcycle Fatalities by Daylight, 2016-23



Motorcycle Fatalities by Time & Type of Day

Time of Day	Weekdays		Weekends	
	N	Percent	N	Percent
Overnight	17	7.5%	29	10.6%
AM Rush	15	6.6%	9	3.3%
Daytime	43	18.9%	79	28.8%
PM Rush	80	35.2%	96	35.0%
Evening	72	31.7%	61	22.3%
Total	**227**	**100%**	**274**	**100%**

Most Motorcycle Fatalities Occur in Favorable Conditions…

71.7 percent of motorcycle fatalities occurred in daylight

83.1 percent under clear skies

93 percent on clear, dry roadways

Fatality Counts by Age

Age	Passenger Vehicles		Motorcycles	
	N	Percent	N	Percent
12 and Younger	53	2.3%	0	0.0%
13-20	250	10.9%	29	5.2%
21-34	563	24.6%	122	21.7%
35-54	536	23.4%	228	40.6%
55-64	303	13.2%	122	21.7%
65 and Older	587	25.6%	60	10.7%
Total	**2,292**	**100%**	**561**	**100%**

Fatality Counts by Gender

Gender	Passenger Vehicles		Motorcycles	
	N	Percent	N	Percent
Male	1,474	64.3%	499	88.9%
Female	818	35.7%	62	11.1%
Total	**2,292**	**100%**	**561**	**100%**

Motorcycle Fatalities Are Predominantly Male

All 499 male motorcycle fatalities were drivers

67.7 percent (42 of 62) of female motorcycle fatalities were passengers

Motorcycle Fatalities by Make of Motorcycle

Make	N	Percent	Cum. Percent
Harley Davidson	295	52.6%	52.6%
Honda	86	15.3%	67.9%
Yamaha	65	11.6%	79.5%
Kawasaki	31	5.5%	85.0%
Suzuki	26	4.6%	89.7%
Victory	8	1.4%	91.1%
Indian	6	1.1%	92.2%
BMW	5	0.9%	93.0%
Triumph	5	0.9%	93.9%
Other/Unknown	34	6.1%	100%
Total	**561**	**100%**	

Motorcycle Fatalities by Make of Motorcycle

Harleys were more common in the older age groups (over 34)

Hondas were fairly evenly distributed across age groups

Yamahas, Kawasakis and Suzukis were a bit more prevalent in the younger age groups (under 35)

Questions?

Partnering with the Active Transportation Advisory Committee

Caroline Ketcham | Active Transportation Planner
Will Wlizlo | Active Transportation Coordinator

Overview of ATAC

- How was ATAC formed?
- Who's part of ATAC?
- What does ATAC do?

Youth E-Bike Study

A shared responsibility for ACTS and ATAC

2024 Transportation, Housing, and Labor Omnibus Budget Bill – text

See Sec. 133

Youth E-Bike Study

Who? (Part 1)

Subd. 2. Electric-assisted bicycles study. (a) The commissioners must conduct a study and develop recommendations on the operation of electric-assisted bicycles by persons under the age of 18 to increase the safety of riders, other cyclists, and all other users of active transportation infrastructure. The commissioners must conduct the study jointly with the active transportation advisory committee and the ***Advisory Council on Traffic Safety.***

Youth E-Bike Study

What? (Part 1)

Subd. 2. Electric-assisted bicycles study. (a) The commissioners must ***conduct a study and develop recommendations on the operation of electric-assisted bicycles by persons under the age of 18 to increase the safety of riders, other cyclists, and all other users of active transportation infrastructure****. The commissioners must conduct the study jointly with the active transportation advisory committee and the Advisory Council on Traffic Safety.*

Youth E-Bike Study

When? (Part 1)

Subd. 3. Report. (a) By **February 1, 2026***, the commissioners must submit the study conducted under this section to the chairs, ranking minority members, and staff of the legislative committees having jurisdiction over transportation finance and policy.*

Youth E-Bike Study

Who? (Part 2)

State Staff

Contractor(s)

You! and ATAC

Stakeholders

Youth E-Bike Study

Who? (Part 2)

State Staff

Contractor(s)

You! and ATAC

Stakeholders

- active transportation and bicycling advocates
- local elected officials
- retailers and manufacturers of electric-assisted bicycles
- the Department of Natural Resources
- the Department of Commerce
- E-12 educators with experience in active transportation safety training
- medical professionals and emergency medical technicians
- the State Patrol and local law enforcement
- consumer protection advocates.

Technical Advisory Committee

Youth E-Bike Study

What? (Part 2)

(b) The study required under paragraph (a) must address and analyze the following topics:

(1) identify **challenges to the safe operation** of electric-assisted bicycles by those under the age of 18;

(2) evaluate existing legal authority for strategies, practices, and methods to **reduce the availability of modifications** to the electric motor of electric-assisted bicycles;

(3) make **recommendations on whether to change state law** to improve electric-assisted bicycle safety on roads, trails, and other areas where safe operation of electric-assisted bicycles is needed; and

(4) propose **educational and public awareness campaigns** to educate the public about electric-assisted bicycles, promote their safe operation, and raise awareness of their unique characteristics when operating on roadways.

Youth E-Bike Study

When? (Part 2)

Key Milestones/Dates

~~Fall 2024 – Drafting Scope of Work~~ √

Now – Refine Scope and Begin Direct Select of Contract

Spring 2025 – Project Kickoff

Fall/Winter – Wrap Project and Deliverables

February 2026 – Submit to Legislature

Youth E-Bike Study

ACTS Role

- ATAC + ACTS = PAC
- PAC should be engaged to help develop research framework, review literature review, support development and review of research questions, methodology, scope, and populations of focus.
- Final research outcomes and report for next steps should be developed in coordination with PAC and relevant approvals of stakeholders before final report is shared with the legislature.

Youth E-Bike Study

PAC:

- Partners in conducting study
- High-level guidance on research direction and implementation
- Formal signoff on final deliverables

TAC:

- Technical expertise
- Stakeholder interviews
- Details of research approach and implementation

Discussion:

How should ACTS guide and advise this study?

DEPARTMENT OF TRANSPORTATION

Thank You!

Caroline Ketcham

Caroline.Ketcham@state.mn.us

Will Wlizlo

William.Wlizlo@state.mn.us

Minnesota Department of Public Safety

Office of Traffic Safety (OTS)

MNCrash 2.0
Crash Reporting System Modernization

Presenter: Brandon Walters
OTS MNCrash Administrator

Date: February 12, 2025

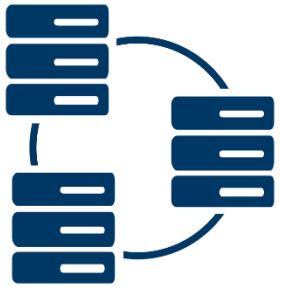
MNCrash 2.0 Project Summary

- Original version of MNCrash launched in 2016 and is in need of modernization.

- Project's main goals continue to be:
  - Create a robust and modern system.
  - Keep what currently works well, while making enhancements.
  - Continue collaboration with stakeholders.

MNCrash 2.0 Project Updates

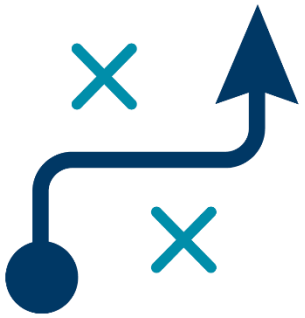
- High-level requirements have been finalized.
- Keep same or similar flow, as much as possible.
- Changes needed to meet federal “Model Minimum Uniform Crash Criteria” (MMUCC) standards.
  - Decommission public MNCrash website.
    - Transfer functionality to OTS’ Road Safety Information Center (RSIC)
  - BCA to continue pass-through credentialing.
  - MNCrash 2.0 to be cloud-hosted.
  - Met with the Tennessee Highway Patrol, who is managing similar project.



MNCrash 2.0 Federal Funding

- DPS-OTS awarded $2.1 million in federal grant.
- Project Kick-Off meeting scheduled next Wednesday.
- Funds will cover changes related to federal MMUCC standards.

MNCrash 2.0 Project Next Steps



- Secure supplemental funding.
- Define scope of work and project execution strategies.
- Begin procurement process.
- Develop communication plan.

- Continue and broaden outreach with stakeholders.

Minnesota Department of Public Safety

Office of Traffic Safety (OTS)

Questions?

Brandon Walters

OTS MNCrash Administrator

Brandon.walters@state.mn.us

February 12, 2025

Break

Policy and Legislative Affairs Subcommittee

- Brian Sorenson
  - *Department of Transportation*

Key updates from legislative session

Next steps with ACTS position statements

Update on spending authority with ACTS funds

Meeting with state legislative subcommittees for ACTS annual report rollout

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*

Strategic Highway Safety Plan Update and Discussion

- Derek Leuer
  - *Department of Transportation*

Council Business

- Stephanie Malinoff
  - *Center for Transportation Studies*

Final mission and vision statements

ACTS one-pager update

Approval of updated Operating Procedures

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

DEPARTMENT OF TRANSPORTATION

DEPARTMENT OF PUBLIC SAFETY STATE OF MINNESOTA

DEPARTMENT OF HEALTH