
East Central Minnesota Toward Zero Deaths



2013-2014

ANNUAL REPORT

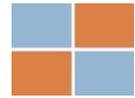
Submitted by Tom Nixon

Toward Zero Deaths Regional Coordinator for

East Central Minnesota

October 24, 2014

Executive Summary



BACKGROUND

The East Central Minnesota Toward Zero Deaths (TZD) Program began in September, 2012. As some traffic safety initiatives predated the formal start to the regional TZD effort, many efforts continue to develop toward the goal of zero deaths on our roadways. Due to varying levels of establishment of local and regional programs, the region is still in the developing phase.

PROBLEM STATEMENT

In 2013, there were 387 traffic deaths on Minnesota roads. East central Minnesota had 70 of these roadway fatalities, and 187 more seriously injured. The East Central Minnesota TZD region includes 12 counties (Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena and Wright) that have begun to work regionally in addition to their local initiatives to reduce traffic fatalities.

In July 2014, the regional steering committee revisited the strategic plan that was developed 2 years ago. It was decided to develop some measurable goals to move forward and develop a work plan to reach them.

As of October 23, 2014, there have been 279 road deaths, compared to 300 at this time in 2013, of which 13 of these traffic related fatalities have been pedestrians, 42 motorcycles and 5 bicyclists.

MISSION

To move East Central Minnesota toward zero deaths on our roads, in a partnership with area education, enforcement, engineering and emergency trauma services representatives.

STRATEGIC PLAN

Mission

To move East Central Minnesota toward zero deaths on our roads, in a partnership with area education, enforcement, engineering and emergency services representatives.

Goal 1 – Reduce TZD Fatality and Serious Injuries

To continuously decrease traffic related fatalities and serious injuries in East Central Minnesota from the past **5-year averages** 2009-2013 of 68 fatalities and 172 serious injuries.

Objectives

A. To continuously increase regional seatbelt use rates.

The statewide average was **94.8% in 2013**.

The regional seat belt rate was **84.7% in April 2014**.

The last survey finding of 86.1%, was in August of 2012.

Goal: to achieve 90% compliance by next study.

Goal: to provide education at 2 colleges/ high schools in every county by July 15'.

B. To examine the characteristics of the unbelted fatalities and serious injuries. Calculation of seat belt use in fatal and serious crashes is possible with existing data.

C. To continuously decrease the following:

5-year averages (2009-2013) in East Central Region - Baseline Data

		Contributing Factors:			
		Alcohol	Speed	Distraction	Total
Average annual number of:	Fatalities	22	15	11	68
	Fatal Crashes	20	13	10	61
	Severe Injuries	43	36	39	172
	Severe Injury Crashes	33	27	29	137

Note: a crash may have more than one of the above listed or additional contributing factors

Total East Central Region - Baseline

	Fatalities	Fatal Crashes	Severe Injuries	Severe Injury Crashes
2013 Totals	70	63	187	144
2009-2013	339	306	861	683

Region Goal 2- TZD Partnership Goals

To continuously increase TZD awareness and partnerships across East Central Minnesota for both the general public and traffic safety professionals

1. Establish the vision of TZD as a priority for all region, county, city (government agencies)
 - A. Engage local government involvement in TZD steering committee and workshops
 - B. Educate/promote traffic safety awareness of city/county officials
 - C. Promote City/county employee education/policies that facilitate the TZD vision

(Activities: Recruitment of city and county to attend TZD event, giving TZD presentations to boards/councils, mailings/connections to Network of Employers for Traffic Safety (NETS))

2. Create and Strengthen partnerships in the region
 - A. Engage stakeholders
 - B. Develop networking relationships
 - C. Recruit membership of the TZD partnership

(Activities: EMS Conference booth/presentation, regional workshop, calendar, statistics, workshop and engage RTAC)

3. Promote & implement effective traffic safety initiatives in the region

- A. Develop and distribute resource materials
- B. Provide enforcement wave support in community
- C. Promote evidence based countermeasures
- D. Collect data and statistics within region
- E. Implement best practices within region

(Activities: web, brochure, one-pagers, presentations, news advisories, workshop, seatbelt observational survey and omnibus survey, media messaging and media events, news releases re: activities woven into existing messages, worksite education and policy development, parent component to drivers education, sober cab development, youth enforcement and education activities)

LEADERSHIP TEAM

The East Central Minnesota TZD Leadership Team co-chairs are Dan Anderson, District Engineer for MnDOT District 3, Captain Al Kutz representing Minnesota State Patrol District 2600 (St. Cloud area) until 7/1/2014 , Captain Jeff Westrum, Minnesota State Patrol District 2600, Captain Sean Meagher, Minnesota State Patrol District 2800 (Baxter area) and Tom Nixon, TZD Regional Coordinator for East Central and West Central Minnesota.

STEERING COMMITTEE

A list of over 320 representatives from the four "E's" of traffic safety from East Central Minnesota were invited to attend Steering Committee quarterly meetings.

On average 12-14 traffic safety partners attended these meetings which were designed to discuss traffic safety issues in the East Central Minnesota region.

REGIONAL ACTIVITIES

November 2013

“DPS COMMISSIONER FLY-AROUND” NEWS CONFERENCE WITH TZD PARTNERS TO ANNOUNCE ENFORCEMENT GRANTS

DPS Commissioner Dohman conducted a media tour at the below the St. Cloud Airport November 19th, 2014.

The news conference announced:

- OTS grants for the regions
- Promote and support the outstanding work of local TZD enforcement partners
- Provide relevant data for the region pertaining to traffic safety trends for each

St. Cloud attendance included all 4 of the “Es”, with participation from local, county and state levels. East central Minnesota is a developing TZD region, and again surprisingly well supported. Media included WJON and the St. Cloud Times newspaper.



Above St. Cloud photo courtesy Bruce Gordon

STATEWIDE TZD CONFERENCE

The East and West Central regional coordinator assisted in the planning and selection of the EMS track sessions for the conference. A presentation to one of the concurrent sessions was made on 11/15/2014 by the coordinator, "A Crash Course to Crashes".

Review:

Session #27: A Crash Course on Crashes

Number of Evaluations Received: 12

Number of Attendees at Session: 40

	Average Response (out of 4.0)
Technical content of the session was appropriate and helpful	3.4
Presenter was knowledgeable and had a good presentation style	3.5

Comments on the session:

- Helicopters aren't always faster – depends on geography and response time of the helicopter.
- Presenter had a lot of information on a basic standpoint.

In relation to this session, what topics should be covered during future conference sessions? (No comments received.)

All EMS sessions had ratings of 3.6-4.0 and attendance varied from 24 to nearly 50. Of the 4 "Es", EMS had the fewest attendees at only 28 self-assigning themselves to EMS.

December 2013

CENTRAC RTAC

In December 2013, the regional coordinator attended the regular meeting of the central region CENTRAC board. The coordinator was nominated for the *Injury Prevention* board seat and subsequently was successfully confirmed as such. The hope was to strengthen the connection between the trauma system, EMS and TZD to identify gaps and exchange information. This has been a growing opportunity with new contacts and ideas to share both ways.

January 2014

NEW PARTNERSHIPS

On January 7th, 2014, the regional coordinator met with the Mille Lacs county Sheriff along with LEL Frank Scherf. The meeting was to discuss the interest in becoming an enforcement grantee and supporting a safe roads grant for a local coalition. It was a thought provoking conversation and a subsequent meeting date was set to discuss with other department leaders for 2/26/14. That meeting too went favorable, but stakeholders wanted to wait until new officers were hired and trained, along with the start of the enforcement grant. As of October 21, 2014, increased interest has been expressed and discussions are taking place on a potential coalition leader to start soon.

February 2014

NEW PARTNERSHIPS

On February 25th, 2014, the regional coordinator met with representatives of Stearns and Benton county departments and other local stakeholders to discuss TZD. An interest exists to develop a local coalition, but no individual wanted to take the lead to be a coalition leader. It was decided to participate in regional events and to gather local support to review next year and reassess. There were 16 attendees from all 4 "Es" present.

March 2014

ON DUTY ENFORCEMENT

The agencies of the Crow Wing County Passenger Safety Coalition had identified the challenges of enforcing distracted driving and began utilizing more tools in the field. Unmarked squads, SUVs and two person squads all contributed to successes. About every other month these on-duty events have taken place. The report here demonstrates the success they have found:





**Crow Wing County
Passenger Safety Coalition**
Saving lives since 2003

**Special Project
Saturation Activity Report**

Date	03-26-2014
Start Time	1330 hours
End Time	1630 hours
Length of Saturation	3 hours
Location	City of Nisswa (MNTN 371)
Number of Vehicles Stopped	7
Texting (Citations & Warnings)	4 citations & 1 warning
Seatbelt Activity (Citations & Warnings combined)	1 citation
Speed Activity (Citations & Warnings combined)	1 warning
Departments working saturation (Agency & Badge #)	MN State Patrol (2803) Nisswa P.D. (#404) Baxter P.D. (#452) Pequot Lakes P.D. (#377) Crow Wing County (#116 & #118)
Comments/Highlights: (DWI, warrant arrests, etc.)	N/A





Special Project Saturation Activity Report

March 26, 2014:

A texting/distracted driving saturation was held in the Nisswa area on Wednesday, March 26 from 1330 hours to 1630 hours. A briefing was held at the Nisswa Police Department at 1315hours.

Results:

Officer	Squad Type	# of texting violations
Lt. Dwyer	Unmarked Dodge Charger	1
Deputy Holk & Smolkie	Sheriff Dahl's unmarked Tahoe	1
Officer Boelter	Unmarked Tahoe	1
Officer Nangle	Unmarked Tahoe	1
Officer Westerlund	Unmarked Ford Interceptor	1

Summary:

This month's texting saturation was held in and around the City of Nisswa. Nisswa has a population of approximately 2,000. The two intersections in town with semaphores were the focal point of the targeted enforcement efforts as it was believed that individuals would take advantage of the opportunity to use their phones/electronic devices while at the stoplight. At the briefing, it was once again conveyed that the number of stops was not the standard of measure for the project, but rather the number of violations encountered for the targeted violation.

The use of unmarked squad cars is critical to the project. The Nisswa area proved to be more challenging to work as traffic flows well through the area. The 60-MPH zone contributes to this as individuals seem more susceptible to attempt to text in the slower speed zones (Brainerd/Baxter & Pequot Lakes areas). The placement of the changeable message sign at the MNTH 371/CSAH 77 junction in Nisswa was highly visible and certainly thwarted some violations from occurring. This was not the case for one violator, who chose to text despite the flashing "Do not text and drive" sign and the unmarked squad perched on top of the center median of MNTH 371. Another texter sat at one of the stoplights and texted for over one minute only to offer that they were unaware that it was a violation.

A debriefing was held after the enforcement project at 1630 hours. Five texting violations (four citations) in three hours showed the impact of the collaborative effort geared toward a targeted violation. The recommendation of this enforcement team was to schedule the next texting saturation in the Brainerd/Baxter area.

Demographics of Texting Violators:

Male	Ages	44
Female	Ages	34, 40, 41, 61

April 2014

SEATBELT SURVEY

The East Central Minnesota Region TZD Coordinator partnered with 12 county engineers and their staff and MnDOT representatives to conduct observational seat belt checks at two to three locations in each county (totaling 27 locations region wide) during the week of April 7-11, 2014. These dates are different from previous studies as the counties felt the timing was better to accommodate staff availability. The information gained from this study helps to find support for more seat belt enforcement and education to target audiences.

The East Central Minnesota TZD regional seat belt usage was determined to be **84.7%** in April 2014 down from **86.1%** in August 2013.

Counties in East Central Minnesota include: Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena and Wright.

June 2014

WORKSHOP

East Central Minnesota hosted the 2nd annual workshop on June 3, 2014 at the St. Cloud MnDOT training facility. There were nearly 80 traffic safety partners attended this event. Dan Anderson, MnDOT District 3 Engineer, Captain Al Kutz, Minnesota State Patrol (St. Cloud region) and Captain Sean Meagher, Minnesota State Patrol (St. Cloud region) served as masters of ceremony for this event.

Speakers and topics included personal impact statement, “The Lesson of the Purple Rock”, Matt Logan; Engineering 101, Mark V.; Achieving Zero Deaths, Jon Roesler MDH, “Gone Too Soon” video by Minnesota State Patrol; High Viz enforcement and distracted driving, Jim Exsted Baxter Chief and Lt. Joe Dwyer Minnesota State Patrol. Agenda is below or go to: <http://www.minnesotatzd.org/initiatives/regions/eastcentral/workshop/>



Attendees rated the workshop on a (1) Poor to a (4) Excellent scale. Feedback from the participants was a low of 2.9 (SHSP update) to a high of 4.0 (“Gone Too Soon” video). (Appendix E)

**East Central Minnesota Toward Zero Deaths
2nd Annual Regional Workshop
MnDOT Training Facility
3725 12th Street North, St. Cloud, MN 56303**

June 3, 2014

- 8 a.m. **Registration & Continental Breakfast**
- 8:30 a.m. **Welcome & Regional Accomplishments**
*Dan Anderson, District engineer, MnDOT District 3 and TZD regional co-chair;
Tom Nixon, East Central Minnesota regional TZD coordinator;
Kristine Hernandez, Statewide TZD coordinator.*
- 8:50 a.m. **Achieving Zero Deaths**
Jon Roesler, Lead Epidemiologist on Injury and Violence, Minnesota Department of Health. Many ask if a goal of zero deaths is attainable. Not only is it possible, we have already met that goal in many ways. Hear about the accomplishments Minnesotans have made to save lives and prevent injuries on our roads.
- 9:30 a.m. **Engineering 101: What’s up with these mumbles, rumbles & roundabouts?
How can County Highway Safety Plans help?**
Mark Vizecky, MnDOT
- 10 a.m. **Break**
- 10:15 a.m. **Regional TZD Crash Facts overview**
*Captain Sean Meagher, State Patrol, District 2800 and TZD regional co-chair;
Tom Dumont, MnDOT Traffic Engineer*
- 10:45 a.m. **State Patrol video “Gone Too Soon”**
Sgt. Jesse Grabow, State Patrol, Public Information Officer
- Personal Impact Statement - Matt Logan, D.J. Logan’s father**
She made a mistake like all teenagers do in the process of growing up. Except this time, there is no growing up...We would much rather be grounding her for this error than never hear her laughter again...We can only pray others learn from her mistake.
- 11:45 p.m. **Lunch & Exhibits**
- 12:30 p.m. **High visibility enforcement/Distracted driving regional initiative**
*Minnesota State Patrol and local law enforcement share effective efforts.
Lt. Joe Dwyer, State Patrol, District 2800
Chief Jim Exsted, Baxter PD*
-

1 p.m.

The Results Are In!

State Highway Safety Plan stakeholder results shared

1:30 p.m.

Your “E” Can – Breakout Sessions:

*Share how effective countermeasures are done locally and how you can implement them in your community. **Your “E”** group will contribute your successes, challenges and ideas for your “E” at the first station. Then, onto the other “Es” stations to contribute to their ideas and how you can collaborate.*

What traffic safety projects have you done locally?

What were most successful and how?

Provide any projects that didn’t develop and why?

What ideas do you have for new?

3 p.m.

Report Back from “Es”

3:15 p.m.

Wrap up & Adjourn

Captain Al Kutz, Minnesota State Patrol, District 2600 and TZD Regional co-chair

Please take time throughout the day to visit the traffic-safety exhibit table for reference materials and ideas to implement in your communities.





A Media Advisory was mailed to local media to encourage their attendance as well. WJON Radio attended and conducted an interview. The MnDOT Newsline shared the following statewide.

Toward Zero Deaths workshop focuses on ways to achieve safer roadways

By Mary McFarland Brooks



Tom Nixon, Central Minnesota TZD regional coordinator, helped coordinate the East Central Minnesota Toward Zero Deaths Workshop in St. Cloud June 3. Photo by David Gonzalez

More than 65 participants from cities, counties, townships, state agencies and law enforcement offices in the region attended the east central TZD workshop June 3 in St. Cloud where presenters described methods of achieving safer roadways and better educating motorists.

The goals of the east central TZD effort are to:

- Encourage traffic safety as a priority for policymakers
- Provide a method to bring traffic safety programs into the community
- Spread successes of the East Central Minnesota Toward Zero Deaths program
- Network with other traffic safety advocates

The St. Cloud agenda included recent statewide trauma system data and information about how emergency services have had a positive effect on fatality rates for motor crash victims. Other agenda items included:

- A presentation on rumble and mumble strips, roundabouts and J-turns and their impacts on

vehicle crashes

- The father of a young woman who died in a distracted driving crash, who spoke about his family's loss and the impact on his daughter's high school community
- Several Minnesota State Patrol officers who shared effective efforts in regard to distracted driving
- Katie Fleming, research analyst at MnDOT's Waters Edge facility, who discussed the State Highway Safety Plan stakeholder results with the group

After the presentations, the participants broke into groups to discuss how effective countermeasures to the main causes of crashes, employed locally, can have positive results. The breakout sessions stressed the 4 e's of TZD: education, enforcement, emergency services and engineering.

"I was very pleased with attendance and participation at the St. Cloud TZD workshop," said Tom Nixon, Central Minnesota TZD regional coordinator. "Many people are responsible for making the workshop successful; it is rewarding to see so many projects moving forward."

Working together, the departments of Public Safety, Health and Transportation are confident that the 2014 TZD goal of 350 fatalities, (compared to 387 fatalities in 2013 and 568 fatalities in 1990) can be achieved. The workshop sponsors included the DPS, MnDOT District 3 and East Central Minnesota TZD program.

About Minnesota TZD...

The Minnesota Toward Zero Deaths program is in its 11th year of identifying issues contributing to fatal road crashes and finding solutions for safer roadways in Minnesota. Since the 1990s, the Minnesota Department of Public Safety and MnDOT have been working together to find better solutions to the problem of serious injuries and fatal crashes on Minnesota roadways.

In 2001, the North Star Workshop brought together experts from many Minnesota research organizations and state agencies — as well as presenters from Washington, Sweden (where the "zero-deaths" concept was first adopted), and Australia — to share information. The TZD program developed out of the momentum created by the North Star workshop. TZD workshops are held throughout the state to educate and train participants and share results of the State Highway Safety Plan and current research regarding motorists' behaviors.

**EAST CENTRAL MINNESOTA
TOWARD ZERO DEATHS REGIONAL WORKSHOP
EVALUATION FORM SUMMARY**
MnDOT Training Facility, St. Cloud, MN
June 3rd, 2014

Number of attendees: 78
Number of evaluations: 25

Please evaluate how informative and interesting the sessions were to you by placing a check in the box that best describes your opinion.

Workshop Sessions	Average Score (out of 4.0)
Welcome & Regional Accomplishments	3.6
Achieving Zero Deaths	3.6
Engineering 101: What's up with these mumbles, rumbles, & roundabouts?	3.6
Regional TZD Crash Facts Overview	3.5
State Patrol Video "Gone Too Soon" Personal Impact Statement	4.0
High Visibility Enforcement/Distracted Driving Regional Initiative	3.6
The Results Are In!	2.9
Your "E" Can – Breakout Session	3.3
Report Back from "Es"	3.3

Comments on the sessions of the workshop:

- The researchers are very knowledgeable, but not very good presenters.
- Good ideas!
- Mr. Logan's presentation was extremely powerful! All teens should see it.
- Very good & very informative!
- Excellent speakers.
- Got to be too many stats. I do like having them, but it got to be too much.
- "Gone Too Soon" & the presentation by Matt Logan was very inspirational & a big motivator to try & make a change. Very good!
- Great job! I liked having many different speakers.
- Overall a very good workshop, thank you for all the work you put in.
- God bless Mr. Logan, excellent presentation.
- Impact speaker's video was fantastic. Crash facts were great & provided a lot of eye-opening information.
- I like having a copy of participants contact information for follow-up.
- Excellent workshop!

Please evaluate the following aspects of the Breakout Sessions by placing a check in the box that best describes your opinion.

Breakout Sessions	Average Score (out of 4.0)
Format & length of the breakout session	3.2
Topics covered in the breakout session were timely & useful	3.2
Content of the session was appropriate & helpful	3.3
Facilitator was knowledgeable & managed the group well	3.4

Comments on the Breakout Sessions of the workshop:

- Needs to be better organized.
- Breakout sessions were a bit disorganized & noisy (hard to hear).
- Excellent!
- Wasn't a big fan of the format. I was part of the educators group – many of the educators at my table were from different sectors, so just discussion between our table about strategies & ideas was helpful & more beneficial than the actual exercise, which was probably because the educator group was so large it was hard to hear other tables.
- Maybe focus on best practices & what works.
- Good idea in theory but I think it may have been more effective if the 4 “E’s” were able to come together to share ideas so we could learn what other fields would like from us, versus just brainstorming our own ideas.
- Great ideas from other stakeholders.

Please evaluate the following aspects of the workshop by placing a check in the box that best describes your opinion.

Workshop Arrangements	Average Score (out of 4.0)
Convenience of the registration process	3.9
Location of the MnDOT Training Facility	3.9
Facilities were comfortable & appropriate for the conference	3.9
Food served for meals & breaks was satisfying	3.8
Participant materials were helpful & useful	3.8

Comments on the arrangements of the workshop:

- Well organized.
- Facility was great, it was easy to get to, & good lunch.
- Good food & comfortable room.
- Worked nicely, convenient location.
- Great, easy process.

Do you have suggestions for topics you would like to see offered at future workshops?

- Visuals are great.
- More bike/walk information.
- Resources available & how to access them.
- Legal ramifications from drivers! Poor behavior in crashes that injure or kill others.
- How to use the media to promote traffic safety messages.
- Perhaps examples of how organizations have worked together.
- Local road stats – drill it down.
- Maybe have a DVD available for participants to take home with some of the videos that impact, public service announcements, & graphs, stats, etc. so we can share with others.

Please identify suggestions for building and maintaining support for this regions Minnesota TZD initiative:

- Pick up a worthwhile project regionally that we could all be involved in or target.
- Positive reinforcement on young drivers, driving seminars, advanced, show up at schools, etc.
- Better representation from EMS.

Any other comments or suggestions are welcome:

- Good day overall.
 - TZD workshop in Brainerd Lakes area.
 - Overall great workshop! Could this be altered to give to the general public?
 - Thank you! A good day of learning & sharing ideas.
-

July 2014

TEEN DRIVER EVENT

State Farm provided a grant to the Minnesota Highway Safety Research Center to provide behind the wheel experience to inexperienced drivers. On July 19th, 2014, the regional coordinator spoke to the parents and teens about TZD.



Tom,

Just a quick email to thank you for your attendance at our teen event last Saturday in support of our efforts to reduce young driver crashes and fatalities. We trained 142 teen drivers and parents during the two sessions! We have gotten lots of positive feedback and testimonials about the training and event. I really appreciate you taking time on a Saturday to help with the classroom presentation and reinforce the TZD initiative with the parent audience. I truly believe we made a positive impact with the people we touched that day.

Thanks again. Stay safe.

Larry Nadeau

Director of Outreach



WORK ZONE LAW MEDIA

On August 1, 2014, a new law took effect establishing the speed violation in a work zone will have a \$300 surcharge. To educate on the necessity of work zone safety a news conference was held. Local media was invited to attend. The media release is below.

Minnesota Department of Transportation

395 John Ireland Boulevard

Saint Paul, MN 55155



News Release

July 28, 2014

Contact: Kevin Gutknecht

651-366-4266

kevin.gutknecht@state.mn.us

New work zone safety laws begin Aug. 1

ST PAUL, Minn. — Motorists who speed through a work zone will be fined \$300 beginning Friday, Aug. 1, thanks to a new law passed during the 2014 state legislative session.

“Many work zones are in place across the state, and many workers are in those work zones improving our state’s transportation system,” said Charlie Zelle, Minnesota Department of Transportation commissioner. “This law is important because it provides added protection in areas that can be vulnerable to careless drivers.”

Motorists who do not obey work zone flaggers’ traffic directions also can be charged a \$300 fine.

“Safety in the work zone is one of our top priorities,” added Sue Groth, state traffic engineer. “We hope this new increased fine will draw the attention of motorists to slow down when driving past workers.”

To bring additional attention to work zone safety, the [Towards Zero Deaths](#) effort, a multi-agency partnership that uses education, enforcement, engineering and emergency trauma response to promote safe and smart driving behavior, launched a statewide “Orange Cones, No Phones” safety campaign earlier this summer.

The Minnesota TZD partners include the departments of Health, Transportation and Public Safety. Since its launch 10 years ago, the TZD effort has helped decrease roadway fatalities by nearly half, from 655 in 2003 to 387 in 2013.

In addition to the new work zone law, other 2014 legislation requires MnDOT to study all two-lane highways during the next five years, and where appropriate, consider raising the speed limit from 55 mph to 60 mph.

“We will only increase the speed limit if it is deemed safe and reasonable,” said Groth. “Two-lane state highways are already the most dangerous roads in the state, and we want to make sure any decision we make considers all factors that affect safety.”

A report of MnDOT’s findings and recommendations is due to the Legislature every January during the five-year review period.

Speed limits that aren’t established through the [Minnesota Statute](#) are set by the MnDOT Commissioner based upon an engineering and traffic investigation. For more information about how speed limits are set visit www.mndot.gov/speed/index.html.

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September 2014

September 17th, the Stearns County Sheriff’s office put an impaired driving awareness event. They targeted the county government employees and welcomed passerby citizens to participate. The use of props and education from the officers helped participants see the impairment makes simple tasks difficult.



ON-GOING EFFORTS

County traffic safety efforts and initiatives were documented in the 12 East Central counties. Of the 12 counties located in the East Central region, six of them have active Safe Road/Safe Communities Coalitions. Those include Crow Wing, Isanti, Kanabec, Morrison, Wright and Sherburne counties. They have a strong presence in the communities and counties they represent.

The Minnesota Alcohol Traffic Safety Association (MATSA) continues to have the Central MN TZD coordinator serve as a board member.

In addition, CENTRAC, a regional trauma advisory committee is located in St. Cloud and has a very active coalition of health care professionals.



ENGINEERING

Low cost, high benefit engineering safety improvements continue on both state and local roadways. The district and each county are implementing safety plans to further reduce crashes. Although many factors affect traffic-related fatalities – including the economy, driver behavior and weather – the fact remains that many traffic safety professionals continue to look at proactive and systematic ways to reduce fatalities and serious injuries due to crashes.

The county engineers continue to implement safety projects that were identified in the county highway safety plans. The District 3 county engineers are collaborating and applying for Highway Safety Improvement Program grants together to make roadway improvements proactively and systematically. The direction was to identify low cost, high benefit safety initiatives, e.g. rumble strips/rumble stripes, curve delineation, improved edge lines, intersection lighting and intersection signing improvements on the county system.

Project Description	Dollar amount
Crow Wing County Chevron installations at various locations	\$80,747
Morrison County Ground in pavement markings at various locations	\$92,565
Sherburne County Intersection improvements at various locations	\$45,000
Sherburne County Intersection improvements at various locations	\$434,700
Stearns County Ground in wet reflective pavement markings at various locations	\$91,800
Stearns County Chevron installations at various locations	\$92,250
Wadena County Ground in wet reflective pavement markings at various locations	\$174,463
Wright County Intersection lighting at various locations	\$162,000
Kanabec County Joint project with Isanti county, Chevron installations at various locations	\$329,670

TZD PRESENTATIONS MADE

Crow Wing County Highway Department

The maintenance staff had a training day, the county staff has been very active in the local coalition and felt that it would reach our target audience to present TZD to them. Roughly 80 people were in attendance, many good questions and positive feedback was received.

1/07/2014

MnDOT Construction Inspectors Workshop

A booth was set up and several mini presentations were made to educate to the attendees about TZD and how it is important to their work. Many were interested in how their work was a part of the goal. 2/20/2014

CENTRAC

The regional trauma advisory groups are tasked with working on ways to prevent trauma, it was my presentation to them of how TZD can fulfill that requirement. Many people found interest in doing some internal presentations at local health care systems. 3/27/2014

Community Focus WJYJ Radio

As a half an hour FM radio show, the largest listening audience in the central portion of the state regularly tuned in to hear Sgt. Curt Mowers talk traffic safety. Curt welcomed me to talk TZD with the listening audience, some great feedback came from listeners. Awareness was the goal, I heard for weeks afterward from people about that air time. Additionally, I recorded a few messages for the local TZD coalition. 3/20/2014

KLTF Radio

Another community call in radio show with Sgt. Curt Mowers MSP to talk about TZD is for all of us. "It is up to us to create a safe driving culture." 4/02/14

Minnesota Rural Health Conference

The regional coordinator presented with Kristine Hernandez, Statewide TZD, to the audience of the Minnesota Rural Health Conference. This is an audience we have identified as a priority to speak to and help demonstrate how their "E" fits. The review of our session is below.



Weaving the Threads of Rural Health
June 23 & 24, 2014
Duluth, Minnesota



July 14, 2014

Dear Tom Nixon and Kristine Hernandez:

Thank you for your participation as a speaker at the recent *2014 Minnesota Rural Health Conference* held in Duluth, MN, June 23-24, 2014.

The Conference was a great success thanks in great part to your presentation. Your time and effort in preparing and delivering your presentation was much appreciated. Your presentation and any handouts can be publically accessed at <https://minnesotaruralhealthconference.org/presentations>.

Evaluations completed by session attendees were tallied and their comments were recorded; summaries for your session are below. If you have any questions regarding the Conference please feel free to contact Kim Nordin at 218-727-9390 ext. 237 or knordin@ruralcenter.org.

Q: "Please check the answer which most accurately reflects your opinion of each session you attended."

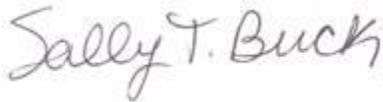
Excellent -11.94% (8)	Good -4.48% (3)	Average -0%	Fair -0%	Poor -0%	N/A -83.58%
(56)	Total -67				

Comments:

- Could be excellent if presented a little differently. As it was, most information was delivered by reading written script. Fascinating information became dry and difficult to listen to because of the delivery method. Q & A time at the end of each session however, was engaging.
-

Thank you again for your contribution and we look forward to working with you again in the future.

Sincerely,

A handwritten signature in cursive script that reads "Sally T. Buck".

Sally Buck

Conference Coordinator, National Rural Health Resource Center

MnDOT District 3 Winter Maintenance

The regional coordinator was asked to present to the maintenance staff on seat belts and roadway incidents. The discussion of policy, NHTSA reports on costs of unbelted crashes and the culture change. The culture change was demonstrated by pretending to drink a beer and holding a cigarette in front of the crowd, once acceptable but now the culture has changed. Lastly, the *Scene Safe* video was utilized to frame up the role of any person first arriving on a crash. 5 dates in fall 2014

MnDOT District 3 Winter Prep

Regional coordinator was asked to talk to staff about traffic safety culture. This included speed, cell phones and common sense. Then what TZD is doing to make the roads safer for those that maintain it and lastly the challenge to those willing to take it; be a good example. 9/29 & 9/30/2014

REGION OVERVIEW



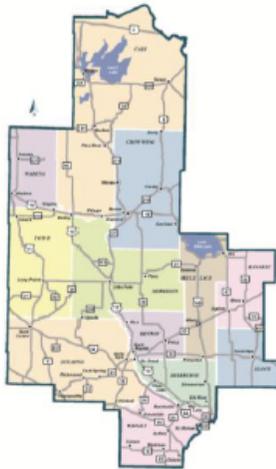
East Central Minnesota Toward Zero Deaths

Mission:

To create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement and emergency medical and trauma services. These efforts will be driven by data, best practices and research.

Values:

- ❖ Continuous Improvements
- ❖ Engaged Partners
- ❖ Evidence-based Approaches

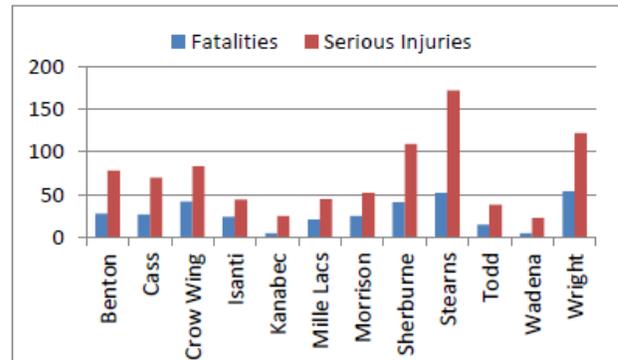


The East Central Minnesota Toward Zero Deaths (TZD) program is new this year. The counties involved include: Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena, Wright

The leading cause of deaths and severe injuries in East Central Minnesota include:

- ❖ **Lack of Seatbelt Use**
- ❖ **Impaired Driving**
- ❖ **Speed and Aggressive Driving**
- ❖ **Inattentive Driving**

East Central Minnesota Fatals and Serious Injuries
by County (2009-2013)



The leading type of crash resulting in deaths and severe injuries include:

- ❖ **Run off the Road**
- ❖ **Impaired Driving**

The East Central Minnesota TZD program is led by a steering committee comprised of the "4 E's:"

- ❖ Enforcement
- ❖ Engineering
- ❖ Education
- ❖ EMS / Emergency and Trauma Services

East Central Minnesota TZD Leadership Contacts

Engineering

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MnDOT District Engineer
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Enforcement

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Minnesota State Patrol
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Captain Jeff Westrum
Minnesota State Patrol
320-223-6660
jeffrey.westrum@state.mn.us

Education/EMS

Tom Nixon
East Central TZD Coordinator
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East Central Minnesota Toward Zero Deaths Regional Strategic Plan

Mission

To move East Central Minnesota toward zero deaths on our roads, in a partnership with area education, enforcement, engineering and emergency services representatives.

Goal 1 – Reduce TZD Fatality and Serious Injuries

To continuously decrease traffic related fatalities and serious injuries in East Central Minnesota from the past 5-year averages 2009-2013 of 68 fatalities and 172 serious injuries.

Objectives

- A. To continuously increase regional seatbelt use rates.

The statewide average was **94.8% in 2013.**

The regional seat belt rate was **84.7% in April 2014.**

The last survey finding of 86.1%, was in August of 2012.

Goal: to achieve 90% compliance by next study.

Goal: to provide education at 2 colleges/ high schools in every county by July 15'.

- B. To examine the characteristics of the unbelted fatalities and serious injuries. Calculation of seat belt use in fatal and serious crashes is possible with existing data.

- C. To continuously decrease the following:

5-year averages (2009-2013) in East Central Region - Baseline Data

Contributing Factors:

		Alcohol	Speed	Distraction	Total
Average annual number of:	Fatalities	22	15	11	68
	Fatal Crashes	20	13	10	61
	Severe Injuries	43	36	39	172
	Severe Injury Crashes	33	27	29	137

Note: a crash may have more than one of the above listed or additional contributing factors



East Central Minnesota Toward Zero Deaths Regional Strategic Plan

Total East Central Region - Baseline

	Fatalities	Fatal Crashes	Severe Injuries	Severe Injury Crashes
2013 Totals	70	63	187	144
2009-2013	339	306	861	683

Region Goal 2- TZD Partnership Goals

To continuously increase TZD awareness and partnerships across East Central Minnesota for both the general public and traffic safety professionals

1. Establish the vision of TZD as a priority for all region, county, city (government agencies)
 - A. Engage local government involvement in TZD steering committee and workshops
 - B. Educate/promote traffic safety awareness of city/county officials
 - C. Promote City/county employee education/policies that facilitate the TZD vision

(Activities: Recruitment of city and county to attend TZD event, giving TZD presentations to boards/councils, mailings/connections to Network of Employers for Traffic Safety (NETS))

2. Create and Strengthen partnerships in the region
 - A. Engage stakeholders
 - B. Develop networking relationships
 - C. Recruit membership of the TZD partnership

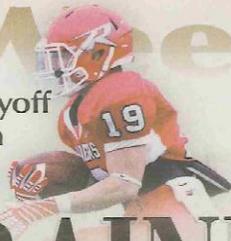
(Activities: EMS Conference booth/presentation, regional workshop, calendar, statistics, workshop and engage RTAC)

3. Promote & implement effective traffic safety initiatives in the region
 - A. Develop and distribute resource materials
 - B. Provide enforcement wave support in community
 - C. Promote evidence based countermeasures
 - D. Collect data and statistics within region
 - E. Implement best practices within region

(Activities: web, brochure, one-pagers, presentations, news advisories, workshop, seatbelt observational survey and omnibus survey, media messaging and media events, news releases re: activities woven into existing messages, worksite education and policy development, parent component to drivers education, sober cab development, youth enforcement and education activities)

Sports
1B

Raiders set for first playoff game of the season



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CLC CUTS operating budgets by 12 percent

By MIKE O'ROURKE
mike.ouruke@brainerddispatch.com

Citing an enrollment drop and a salary settlement with increased costs, Central Lakes College (CLC) President Larry Lundblad said Friday operating budgets at the school would be cut 12 percent across the college.

"Obviously, the first priority is maintaining our services to students," Lundblad said. "It will mean some belt-tightening."

The amount of money that needed to be cut, he said was about \$450,000. Enrollment numbers were down about 3.5 percent, Lundblad said, a drop similar to those that were seen at other Minnesota State Colleges and Universities (MnSCU) schools.

An improving economy and a decrease in the number of graduating high school students played a role in the enrollment drop, he said.

"There are more options for students, graduating high school seniors," he said.

During the worst of the Great Recession, he said, the college saw many students who were in the 25-50-years-old range and those people are now getting back to work. Also, Lundblad said, CLC students are taking fewer credits than in the past.

In addition to the enrollment decline, he said the American Federation of County State and

See **CLC**, Page 12A



BD Photo Gallery & Video
brainerddispatch.com

Steve Kohls • steve.kohls@brainerddispatch.com

For the first time since her accident, Doreen Stocke stands near her Chevy Cavalier Friday at Turner Towing in Nisswa. Stocke credits her seat belt with saving her life after losing control of her car Oct. 2 near Round Lake in Nisswa.

Grateful to be alive

WALKER WOMAN CREDITS SEAT BELT FOR SAVING HER LIFE DURING CRASH

It had just started to rain. Doreen Stocke had finished her shopping at Target in Baxter and was ready to head home to Walker.

It was late afternoon on Oct. 2. The 52-year-old placed her bags into the car, got in the driver's seat, put her seat belt on — a habit she has maintained for more than 30 years — then turned on the ignition and was ready to go.

Her trip home would be one that Stocke would never forget and one that easily could have turned into her last trip.

"It began raining super hard and it was hard for my wipers to keep up," Stocke said of the weather as she traveled north on Highway 371. She started to slow down because of the rain and was coming up toward St. Columbo Road by Round Lake.

"I came down a slight slope on the highway, I saw the road was wet and

By JENNIFER STOCKINGER
jennifer.stockinger@brainerddispatch.com

that is when I began to hydroplane ... I was like 'Oh my God' I need to slow down but it was too late. It was out of my control."

It happened in seconds. Stocke's Chevy Cavalier, traveling around 50-55 mph, rolled over not once, but twice. The car landed on its roof in the ditch on the right near the lake.

"I realized I had to get out of the car," said Stocke who was surprisingly conscious. "It was smoking."

"I remember the window was broken and my seat belt held me in place. I had to get out of my seat belt and I was disorientated. I was looking for my seat belt and I began panicking."

See **CRASH**, Page 11A

WHY YOU SHOULD WEAR YOUR SEAT BELT

By JENNIFER STOCKINGER
jennifer.stockinger@brainerddispatch.com

Not everyone buckles up when they get into their vehicle and you know who you are.

The Minnesota Department of Public Safety Office (DPS) of Traffic Safety reports that Minnesota has a record high of people wearing their seat belts at 94.8 percent, but Sgt. Curt Mowers of the Minnesota State Patrol would like to see that number at 100 percent.

"Each year more than half of

See **SEAT BELT**, Page 11A



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Steve Kohls • steve.kohls@brainerddispatch.com

Doreen Stocke Friday looks inside her car at Turner Towing in Nisswa for the first time since her accident.

CRASH, From Page 1A

Stocke stopped to focus. "I crawled out of the car," Stocke said. "When you roll like that it is hard to remember what to do. I don't remember getting (the seatbelt) off. I couldn't find it.

"I had a bruise on my arm, a bruise on my leg and a tiny cuts on my leg. I think that was from crawling out of the car. I didn't have any other injuries."

Stocke stood in the pouring rain.

"I looked around and everything I had purchased, the clothes and all, were everywhere scattered in the ditch. I had to pick it up."

And then there were people.

"No one saw me spin out of control," said Stocke. "The first person who saw me was when I was crawling out of the car. There were about eight cars stopped."

A 911 call was made about the crash at around 4 p.m., Oct. 2.

"It was pretty awesome to see so many caring people. An elderly couple who stopped to help me let me go into their vehicle until police got there. A younger woman stopped to give me a hug. They were amazed I looked the way I did."

Stocke sat in the couple's vehicle, thinking about how lucky she was that she wasn't seriously injured or even worse that she could have died. She was thankful that she didn't have any of her 10 grandchildren in the car with her during the crash.

What saved her life? Law enforcement authorities say the seat belt.

"I never go anywhere with-

out wearing my seat belt," said Stocke. "I always have it on and I make sure my grandchildren are buckled properly ... I am a firm believer that seat belts save lives."

"The officer said after the crash, 'I hope you know how lucky you are.' I kept telling him that I knew I didn't hit my head. He told me that I didn't because the seat belt did what it was supposed to do."

Emergency personnel asked Stocke if she needed medical attention and if she wanted to be transported to the hospital by North Memorial Ambulance.

"I told them no, I felt totally OK," said Stocke.

And then a few days after the crash.

"It then hit me hard in the face that I was able to walk away from the crash with no serious injuries," said Stocke. "The whole thing was a miracle. I'm so happy that no one was driving beside me which is crazy as I was on Highway 371. ... It looked like standing water and there was no warning and I didn't have time to do anything."

Statistics show seat belts save lives.

Sgt. Curt Mowers of the Minnesota State Patrol and the Crow Wing County Passenger Coalition said Stocke is lucky to be alive. Mowers said statistics show that most of the unbelted motorists involved in rollover crashes are ejected out of their vehicle.

"People in crashes are being saved by wearing their seat belts," said Mowers. "There are a lot more people out there like Doreen Stocke. We are seeing more and more people, who are wearing their

seat belts, being saved from being seriously injured or even killed."

Baxter Police Chief Jim Exsted, who also sits on the Crow Wing County Passenger Coalition, said in the past month, law enforcement authorities and emergency personnel have responded to at least three crashes that could have caused serious injuries, but didn't.

"In all three crashes the drivers walked away due to the fact that they were wearing their seat belts," said Exsted. "In two of the crashes the drivers needed to be extracted by fire personnel. The other vehicle (Stocke's) rolled twice but the driver was out of the car before the State Patrol even arrived."

■ The second crash where the seat belt saved lives:

A two-vehicle crash was reported at 3:20 p.m., Oct. 7, along Highway 371 and Novotny Road, north of Baxter. Brainerd firefighters had to help a 20-year-old Brainerd man out of a vehicle. The Brainerd man's four-door car crashed into a truck and had flipped upside down on its roof.

Exsted said the seat belt saved the man's life. The other driver was not injured. The Crow Wing County Sheriff's Office, Minnesota State Patrol and North Memorial Ambulance responded to the scene with the Baxter Police Department and both drivers refused transport by ambulance.

■ The third crash: A Crosby woman, who had her seat belt on, escaped serious injuries in a one-vehicle crash reported at 6:45 a.m., Oct. 17, on Highway 6

SEAT BELT FACTS

■ SEAT BELT USE SAFETY TIPS

- Always buckle up — and insist passengers are belted, too. In a crash, unbelted motorists can slam into and injure or kill others inside a vehicle.
- Wear lap belts low and snug across the hips; shoulder straps should never be tucked under an arm or behind the back — not only is this unsafe, it is illegal.
- Children under age 13 should always ride in the back seat. Kids under 4-feet, 9-inches should be in a booster seat.
- Pregnant women should wear the lap belt under the stomach, as low on the hips as possible and against the upper thighs. The shoulder belt should rest between the breasts.

- Airbags are designed to work with seat belts to keep vehicle occupants in a safe position during a crash — airbags are not effective when the motorist is not belted.

■ AS SEAT BELT USE HAS INCREASED, UNBELTED DEATHS HAVE DROPPED:

- 1986 (the year Minnesota first passed a seat belt law), belt compliance was 20 percent; 280 unbelted deaths.
- 2003: Belt compliance was 79.4 percent; 257 unbelted deaths.
- 2008: Belt use was 86.7 percent; 150 unbelted deaths.
- 2012: Belt use was 93.6 percent; 116 unbelted deaths.

■ SEAT BELT SURVEY RESULTS

- Data were collected at 240 sites in

43 counties based on where 85 percent of the state's road deaths occurred on average from 2007–2009. 16,436 front seat occupants were observed.

- Belt use rate by vehicle type: Van — 97.3 percent; SUV — 96.7 percent; Car — 95.8 percent; Pickup — 86.8 percent. Pickup occupant belt use is historically low, but has improved (up from 76 percent in 2008).

- Belt use rate by gender: Females, 97.5 percent; Males, 92.6 percent. Both rates are up from last year: Females, 95.6 percent; Males, 91.9 percent.

- Belt use rate by age: 0–10 — 99.4 percent; 11–15 — 99.2 percent; 16–29 — 92.8 percent; 30–64 — 95.4 percent; 65 and older — 93.7 percent.

■ UNBELTED DEATHS BY COUNTY FROM 2008–2012

Crow Wing County: 18 deaths with 9 of them alcohol related deaths; 38 total deaths.

Cass County: 15 deaths with 6 alcohol related; 30 total.

Morrison County: 16 deaths with 5 alcohol related; 30 total.

Todd County: 7 deaths with 3 alcohol related; 12 total.

Wadena County: 6 deaths with 2 alcohol related; 5 total.

Aitkin County: 11 deaths with five alcohol related; 17 total.

(Source: Minnesota Department of Public Safety Office of Traffic Safety)

and Crow Wing County Road 14, just south of Ruttger's Bay Lake Lodge.

Tom Nixon, the Central Minnesota Toward Zero Death program coordinator through the Minnesota Department of Public Safety Office and Traffic Safety and a Deerwood firefighter, said the Crosby driver believed she fell asleep behind the wheel. The woman had just dropped off her grandchildren at day care and was on her way to a doctor appointment in the Twin Cities. Her vehicle left the roadway, hit a sign, then struck a tree on the driver's side and then spun to its side.

Nixon said a passer-by came upon the scene to assist the woman and called 911.

"She was unable to get out of her vehicle," said Nixon. "She had some injuries to her head and she had to be extricated from her vehicle. She was out in five minutes."

Nixon said the woman was transported to the Cuyuna Regional Medical Center in Crosby to be treated for "obvious" injuries.

"The vehicle had crushed in all around her and she basically had room to live because she was wearing her belt," said Nixon. "Her injuries were

minimized. She would have been injured much worse if she wasn't wearing her belt. ... The belt is the most important part in saving lives."

JENNIFER STOCKINGER may be reached at jennifer.stockinger@brainerddispatch.com or 855-5851. Follow me on Twitter at www.twitter.com/jennewsgirl.



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Full Payment Due Prior to Trip.
Pick up: in Ironton-8:50, Crosby-9:00, Aitkin-9:15 and other stops enroute

St. Croix Casino, Danbury, WI

SEAT BELT

Oct. 2.
 "It was pretty awesome to see so many caring people. An elderly couple who stopped to help me let me go into their vehicle until police got there. A younger woman stopped to give me a hug. They were amazed I looked the way I did."
 Stocke sat in the couple's vehicle, thinking about how lucky she was that she wasn't seriously injured or even worse that she could have died. She was thankful that she didn't have any of her 10 grandchildren in the car with her during the crash.
 What saved her life? Law enforcement authorities say the seat belt.
 "I never go anywhere with-

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 Statistics show seat belts save lives.
 Sgt. Curt Mowers of the Minnesota State Patrol and the Crow Wing County Passenger Coalition said Stocke is lucky to be alive. Mowers said statistics show that most of the unbelted motorists involved in rollover crashes are ejected out of their vehicle.
 "People in crashes are being saved by wearing their seat belts," said Mowers. "There are a lot more people out there like Doreen Stocke. We are seeing more and more people, who are wearing their

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 A Crosby woman, who had her seat belt on, escaped serious injuries in a one-vehicle crash reported at 6:45 a.m., Oct. 17, on Highway 6

appointment in the Twin Cities. Her vehicle left the roadway, hit a sign, then struck a tree on the driver's side and then spun to its side.
 Nixon said a passer-by came upon the scene to assist the woman and called 911.
 "She was unable to get out of her vehicle," said Nixon. "She had some injuries to her head and she had to be extricated from her vehicle." She was out in five minutes.
 Nixon said the woman was transported to the Cuyuna Regional Medical Center in Crosby to be treated for "obvious" injuries.
 "The vehicle had crashed in all around her and she basically had room to live because she was wearing her belt," said Nixon. "Her injuries were

SEAT BELT, From Page 1A

the motorists killed in crashes aren't belted," said Mowers. "This translates to more than 150 deaths and more than 400 serious injuries annually."
 "The one thing we know is there are a lot of people being saved by the belt, but there still are people who don't wear them. There are a lot of myths and misunderstanding where people don't believe in seat belts and think they can kill them and that is not true. I have never seen a seat belt kill someone. If they were killed it was because the belt was not put on right."
 Mowers said people also think that if they are driving in city limits that they don't need to put their seat belts on because they are not driving as fast so it is not as dangerous.
 "I have seen people who have been seriously injured in a crash in cities," said Mowers.

that they don't wear their seat belts because it doesn't harm anyone else or have an economic cost to society. Nixon said that is not true. Minnesota taxpayers pay a high cost for people who don't wear their seat belts and who were then seriously injured in crashes, and ones who end up in a nursing home or other care facility.
 Nixon said people also have to remember that if they decide not to wear a seat belt and they get into a crash that their body could be thrown around in the vehicle and cause harm to others if they are in the vehicle, or even kill them.
 Mowers said in rollover crashes, unbelted motorists are usually ejected from the vehicle and in most cases, the vehicle will roll over them. In less severe crashes, an unbelted

motorist will crack teeth out on the steering wheel or break their nose, and even slam into and injure others in the vehicle.

JENNIFER STOCKINGER may be reached at jennifer.stockinger@brainerddispatch.com or 855-5851. Follow me on Twitter at www.twitter.com/jennnewgirl.

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Fortune Bay Casino - Tower
 Two Night Trip: Tues-Thurs, Nov. 5-7
 Depart 8:30 a.m. • Return 5:30 p.m.
 Benefits: \$30 Fortune Play Per Night (or can use Free Night Coupon) and 1 Free dinner buffet (value \$16-\$22) per night
 Room & Bus Cost Per Person: \$172 Single, \$150 Double, \$140 Triple
 Full Payment Due Prior to Trip.
 Pick up: in Ironton-8:50, Crosby-9:00, Aitkin-9:15 and other stops enroute

St. Croix Casino, Danbury, WI
 Fri., Nov. 8 & Dec. 20 ~ Depart 8:30 a.m. • Return 6:30 p.m.
 Must Be 21 Years of Age
 Benefits: \$5 Slot Play & \$3 Food Coupon - Put 5 points on card, receive \$5 to \$55 in cash OR slot play - Birthday Month package Available
 Short morning break at Grand Casino Millie Lakes - Short afternoon break at Grand Casino, Hinkley • Bus Cost: \$15 per person

Grand Casino, Hinkley
 Fri., Nov. 8 & Dec. 20 ~ Depart 8:30 a.m. • Return 6:30 p.m.
 Benefits: Grand play based on prior 6 months slot play
 Bus Cost: \$20 per person

Shooting Star Casino, Mahanomen
 Tues., Nov. 12 & Dec. 10 ~ Depart: 8:00 a.m. • Return 7:30 p.m.
 Bus Cost: \$25 per person Benefits: \$25 in slot play;
 (\$5 and older): Receive additional \$5 slot play and \$5 food coupon;
 Pick up: Nisswa - 8:20, Paquet Lakes - 8:35, Pine River - 8:50, Hackensack 9:15, Walker - 9:30

Seven Clans Casino, Red Lake
 Fri., Nov. 8 & Dec. 13 ~ Depart 8:00 a.m. • Return 7:00 p.m.
 Benefits: \$20 in Slot play, \$10 in Slot Play for new member sign up, Birthday Pkg: \$10 Slot Play, Free Food Coupons with every 25 points acquired, Be back Coupon depending on play • Bus Cost: \$25 per person
 Pick up: Nisswa-8:20, Paquet Lakes-8:35, Pine River-8:50, Hackensack-9:15, Walker-9:30

Black Bear Casino, Carlton
 Wed., Nov. 20 & Tues., Dec. 17
 Depart 8:30 a.m. • Return 5:30 p.m.
 Benefits: \$20 Slot Play • Bus Cost: \$20 per person
 Pick up: in Ironton, Crosby, Aitkin & other stops enroute

Palace - Northern Lights Casino, Walker
 OVERNIGHT TRIP! Thurs.-Fri., Nov. 21-22
 Depart 8:30 a.m. • Return 4:00 p.m.
 Benefits: 4 Hour Stay - Palace Casino - Receive \$20 Slot Play & \$3 Food Coupon
 Overnight Stay - Northern Lights - Receive \$40 Slot Play & \$3 Food Coupon
 Room & Bus Cost Per Person: \$75 single, \$60 double, \$55-triple
 Full Payment Due Prior to Trip.
 Pick up: Nisswa 8:50, Paquet Lakes 9:00, Pine River 9:15, Hackensack 9:35, Walker 9:50

Jackpot Junction
 Overnight Trip: Wed.-Thurs., Oct. 30-31; Thurs.-Fri., Dec. 5-6
 Depart 8:30 a.m. • Return 5:30 p.m. • Benefits: \$50 Slot Play
 Room & Bus Cost Per Person: \$75 Single, \$54 Double, \$51 Triple
 Full Payment Due Prior to Trip.

ALL DEPARTURE TIMES FROM EAST BRAINERD MALL
 (South of Dollar Trees)
 Will pick up at: Mississippi Terrace, North Star Apts., Oak Crest Manor, Autumn & Arbor Glen, Woodland Apts., Excelsior Court.
 Call — other pick ups available.

Benton, Stearns counties among those getting traffic safety grants

Nov. 19, 2013



Mona Dohman



Written by

Mark Sommerhauser

Central Minnesota law enforcement agencies, courts and other groups will get more than \$1.12 million in federal grants to stem traffic fatalities, the Minnesota Department of Public Safety announced Tuesday.

Public Safety Commissioner Mona Dohman made the announcement Tuesday at a news conference at St. Cloud Regional Airport.

The grants will be used to pay for special law-enforcement patrols to curb speeding and drunken driving and to encourage seat belt use, and to support DWI courts, according to a DPS release.

Of the grants announced Tuesday, \$304,000 will go to law enforcement agencies in Benton and Stearns counties, according to St. Cloud Police Lt. Jim Mortenson. He said the money will go toward saturation enforcement efforts, in which 10 or more officers from multiple agencies are stationed at a particular time and place to look out for drunk driving, speeding or seatbelt violations.

DPS officials said they hope the money will help reverse a slight uptick in traffic deaths in Central Minnesota in 2012. The increase came after a decade of declining traffic deaths in the region and throughout Minnesota.

In 2013, traffic deaths statewide are projected to finish at the same level as in 2012, Dohman said.

“This increasing in deaths is a stark and tragic reminder that our roads can turn deadly when we make unsafe decisions behind the wheel,” Dohman said.

Donna Berger, director of the department’s Office of Traffic Safety, said drunk or distracted driving, speeding and failure to wear seatbelts continue to be key contributors to traffic fatalities.

The grant money comes from the National Highway Traffic Safety Administration and are part of the state’s Toward Zero Deaths initiative. More than \$8.5 million in such grants is being distributed to agencies and courts throughout the state.

The Toward Zero Deaths grants are doled out on an annual basis. The amount given to local agencies and courts this year is similar to last year, DPS officials said.

Media:

News Release

December 4, 2013

Contact: Tom Nixon

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Regional Coordinator
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For Immediate
Release

Minnesota Toward Zero Deaths Star Award winner from East Central Minnesota announced

Brainerd, Minn. – A recently retired Brainerd law enforcement officer is recipient the Minnesota Toward Zero Deaths Star Award in Enforcement.

Retired Sgt. Becky Putzke from the Brainerd Police Department won the TZD Enforcement Star Award at the statewide TZD conference held mid-November in St. Cloud where more than 900 traffic safety professionals gathered.

In 1994, Sgt. Putzke forged a collaboration in Crow Wing County that includes 10 other local law enforcement agencies and the Minnesota State Patrol. With her passion for traffic safety, she has kept the group together for nearly 20 years and guided its members into high-visibility enforcement even when it was not required. In addition, Sgt. Putzke made herself available to the Office of Traffic Safety at the Minnesota Department of Public Safety, providing valuable input on a variety of programs and projects, including the Real-Time Officer Activity Reporting System (ROAR).

(More)

Retired Sgt. Putzke's longevity and sustained enthusiasm for traffic safety are an inspiration. Her leadership and the efforts of the enforcement collaboration have undoubtedly resulted in numerous lives saved on Crow Wing County roads.

Past Recipients of the award include Jason Engeldinger, Minnesota State Patrol (2012), Scott McConkey, Office of Traffic Safety (2011), Joel Scharf, Moorhead Police Department (2010), Bruce Johnson, Dakota County Sheriff's Department (2009), Jeremy Cossette, White Earth Tribal Police (2008).

The Toward Zero Deaths Star Awards are given to recognize excellence in engineering, enforcement, judicial/court systems, education, emergency medical and trauma services, child passenger safety, media and distinguished public leadership. Award recipients have demonstrated exceptional creativity, leadership and organizational skills as well as the ability to successfully collaborate with and motivate others in efforts to reduce traffic-related deaths and serious injuries on Minnesota roads.

A primary vision of the *TZD* program is to create a safe driving culture in Minnesota in which motorists support a goal of zero road fatalities by practicing and promoting safe and smart driving behavior. *TZD* focuses on the application of four strategic areas to reduce crashes—education, enforcement, engineering and emergency trauma response.

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<http://www.lptv.org/police-start-distracted-driving-enforcement-week/>



Police Start Distracted Driving Enforcement Week

Posted On 11 Apr 2014

By : Scott Sheahan

It can wait. Law enforcement agencies across Minnesota have added extra officers ticketing drivers who have their thumbs on their phones.

Minnesota State Patrol Sgt. Curtis Mowers says, “We think it’s important to have an awareness month like this because they aren’t aware, they aren’t aware of all the crashes that are occurring because of distracted driving. And so by adding enforcement and education events we’re bringing that awareness to the voter public and for them to make the choice to be safe.”

A recent Minnesota Department of Public Safety study found in the last five years distracted driving has caused: 86,000 or about 25% of accidents, about 60 deaths and 8,000 injuries annually and last year caused over 17,500 crashes 68 deaths and over 8,000 injures.

Sgt. Mowers says, “We know texting in general as well as being on the phone talking are the two big collaborators. We’ve always been killing people for many many years driving distracted in Minnesota. Whether it’s eating or drinking or talking to someone. Anytime you’re dividing your attention you’re at risk of crashing.”

Officers recommend you put your cell phone out of reach to minimize the chances of you using it while driving. Or they say if you have a passenger let them field your texts and calls while you drive.

Sgt. Mowers says, “We’re looking for any erratic behavior and we’re looking to see if they’re on the phone, those types of things are good indicators of people making wide turns, some people stop at green lights. Maybe going over the center line or failing to signal. All the things people forget to do when they’re on a cellphone.”

A distracted driving ticket could cost you about \$140 and a hit to your driving record. But officers say it’s not the ticket drivers should be worried about.

Sgt. Mowers says, “We always say, don’t be worries getting caught by the police, get worried about getting caught in a crash because that’s what were seeing. At least about one fourth of all the crashes that are occurring are because of inattentive driving issues and it’s usually with a cellphone.”

Authorities say, arrive alive. Wait until you’re out of the car to be on your phone.

TZD on North Memorial Facebook page

 **North Memorial Air Care**
June 3

Tom Nixon, TZD Central MN and Sharon Lukach, AC Brainerd today at regional TZD workshop in St Cloud. Glad to be one of the EMS stakeholders.



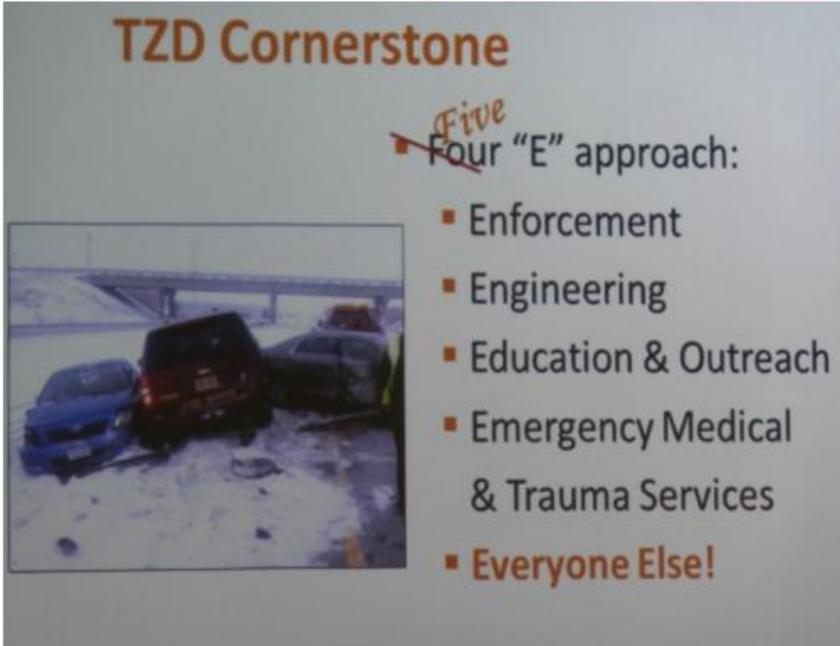
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St. Cloud Hosts Toward Zero Death Conference

By Lee Voss June 3, 2014 4:34 PM

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ST. CLOUD — There's a big push across Minnesota to reduce the number of traffic fatalities this year to less than 350.

Law enforcement, emergency medical personnel, transportation officials and engineers met in St. Cloud today for the Second Annual East Central Minnesota Toward Zero Deaths Conference.

Toward Zero Death Coordinator Christine Hernandez says a big concern is distracted driving. She says a big part of that effort is to stop texting and driving.

Hernandez says their mission is create a culture for which traffic fatalities and serious injuries are no longer acceptable through the "Four E's"...education, engineering, enforcement and emergency medical and trauma services.

Filed Under: law enforcement, toward zero deaths, traffic deaths, traffic fatalities
Category: St. Cloud News

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AM 1240 WJON ON FACEBOOK



-  Authorities Ask St. Cloud Area Residents to Be on Lookout for Annandale Murder Suspect [PHOTO]
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89 people recommend this.
-  St. Cloud Stand Down An Event For Vets Kicks Off Tomorrow
19 people recommend this.

Drunk Driving Simulation at Administration Center on September 17

The Sheriff's Office offered a fun, educational, and unique opportunity for citizens and employees on September 17th in front of the Administration Center.



They held a Traffic Safety Demonstration, which included interactive activities for anyone to try. Participants tried on drunk-simulation goggles, then tried to balance on one foot, walk a straight line and drive a pedal car through a course set up in the parking lot. These activities promote community awareness of the high number of serious injuries and death caused by alcohol-related traffic crashes. It was a humorous but powerful message about what we think we can

do in a car vs. what actually happens.



The Traffic Safety Demonstration was sponsored by the Stearns County Safe Communities Coalition, a partnership between law enforcement – St. Cloud Police, Minnesota State Patrol and the Stearns County Sheriff's Office – along with other traffic safety officials, emergency response members, medical staff, concerned citizens and public health personnel. The group is run through a grant from the Minnesota Department of Public Safety/Office of Traffic Safety and works closely with local law enforcement to support safety efforts.



Posted on Wednesday, September 17, 2014 (Archive on Wednesday, October 01, 2014)

END OF REPORT