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**FREE training opportunity!**

Below 100 is a national initiative to drive the number of officers killed in the line of duty to below 100 annually.

Learn how to be part of that change.

See pg. 10 for more details.

**TZD Annual Conference**

*Annual event draws nearly 1,000 traffic safety advocates*

TZD traffic safety partners came together this past November at the 11th Annual Statewide TZD Conference in Duluth. This 2-day conference highlighted the growing concern of distracted driving in Minnesota. In 2013, 68 people died in distracted driving crashes in Minnesota alone (up from 51 in 2012). Nearly 1,000 TZD stakeholders attend this year's conference with solid representation from all four traffic "Es."

TZD Co-Chair Sue Groth welcomed attendees to the conference and introduced Vijay Dixit who lost his daughter Shreya to a distracted driver in 2007. Dixit not only spoke of the "volcanic eruption" that his family faced after losing Shreya, but also stressed that good things were able to evolve from this tragic incident. Dixit and his family founded The Shreya Dixit Memorial Foundation in 2011 to advocate for safe and distraction-free driving practices, encourage drivers to be mindful, and educate the community on the dangers of distracted driving.

Paul Atchley from the University of Kansas' Psychology Department provided the opening plenary session, *Three Things You Need to Know About Distracted Driving Science*. Atchley dispelled common

misconceptions regarding distracted driving behaviors and provided a look into the oftentimes mislabeled "controversial" science behind this deadly driving behavior. According to Atchley, the science behind distracted driving is clear – the brain is needed to drive safely and when the brain is overloaded with multi-tasking various distractions while driving, the task of driving safely is

*Story continued on pg. 4*



**Above: TZD stakeholders turn out for the 2015 Annual Statewide TZD Conference.**

**Below: Paul Atchley speaking during the opening plenary session.**

## TZD Leadership Sets New Goals

*Donna Berger, Department of Public Safety Office of Traffic Safety and Sue Groth, MnDOT Office of Traffic, Safety & Technology*

2014 marked the lowest number of traffic fatalities since 1956 according to preliminary data from Minnesota's Department of Public Safety. In 2014, 359 people lost their lives due to traffic crashes, and DPS projects a final number of 370 road fatalities after final statistics are evaluated. This would be the second lowest number since World War II when 356 people lost their lives.

To keep Minnesotans driving toward zero deaths, TZD leadership has announced new traffic safety goals for Minnesota—300 or fewer deaths and 850 or fewer serious injuries by 2020. In 2013, 387 people died on Minnesota roads and 1,216 were seriously injured with 2014 numbers expected to come in under these totals. The new goals were established after evaluating fatal and serious injury trends as part of the update to the Strategic Highway Safety Plan (SHSP), reviewing previous goals and the rate at which the goals were met, and considering recent and ongoing traffic safety accomplishments.

While these new goals seem rather daunting, a breakdown of the numbers reveals a manageable undertaking. The year 2020 is currently five years or sixty months away, and Minnesota

needs to reduce its fatalities by 60. This breaks down to less than one death per month during the five year period.

Now, enter the 4-E traffic safety partners. If each E contributes its efforts, the new goals seem even less daunting. Engineering can work with local municipalities to install rumble strips to more roadways with particularly high rates of crossover or run off the road crashes. (See "Rumbles to the Rescue" on pg. 9).

Emergency medical services can work within their communities to establish mutual aid agreements between area municipalities ensuring that the response time to crashes is the fastest possible.

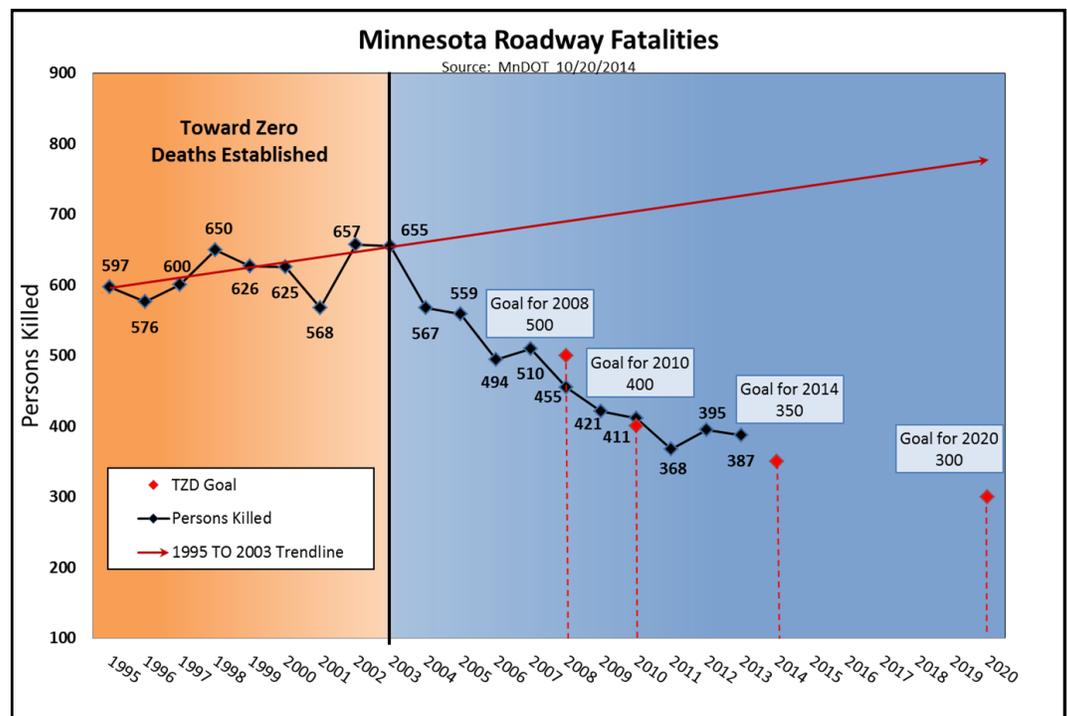
Enforcement continues high visibility waves and looks into possibilities for cross county jurisdiction opportunities such as the recent collaboration with local enforcement in the TZD

Northwest Region and enforcement from Dakota. Education efforts can look at the overarching cultural reasons for crashes and tailor their efforts to change our traffic culture at large.

TZD talks of 4Es, but there is one additional E – Everyone. Traffic safety is everyone's responsibility and everyone needs to do their part.

Tell your friends and loved ones not to text and drive, find a ride home if they have been drinking, stick to the speed limits, always wear your seat belt, and keep your mind on driving.

By doing all of these simple steps and working together, TZD will not only reach its new goals for 2020, but will be ready to establish new goals and lower the fatalities even further.



## Seat Belt Enforcement Wave "Saves by the Ticket"

*Child safety seat usage also on the rise*

While wearing a seat belt or securing a child in the proper safety seat will not prevent a crash, it can have a dramatic effect on the crash outcome. "Too many times we see the violent results of crashes when motorists choose not to buckle up. Odds are six times greater for injury in a crash if a motorist is unbelted; often an unbelted motorist is ejected from the vehicle and killed," says Sgt. Troy Christianson, Minnesota State Patrol.



**Southeast's TZD Region's news conference announcing the October enforcement wave.**

In the Southeast TZD Region, Matt Appel is living proof of how both seat belts and the TZD high visibility enforcement waves save lives. "I fell asleep, went across the road and hit a culvert and flipped my truck," Appel explained at Southeast's news conference announcing last October's *Click It or Ticket* enforcement wave. Appel may have died in that crash, but he lived; all because of what happened 30 minutes prior. "I was sitting at a stop light, and I look over and there was a cop, so I was trying to get my seat belt on and the light turned green, and I took off; he turned around and pulled me over," Appel said. "He" was Officer Josh Murphy with the Winona County Sheriff's Office.

"We don't know what tickets we write end up saving lives or preventing an crash," says Murphy. But in this case Murphy wrote a ticket and Appel chose to keep his seat belt on, which saved his life a half an hour later. "I was very surprised. It even further reinforced the value of traffic enforcement and writing tickets and even though it's not always liked, it really just reinforces the value of how important it is," adds Murphy.

As for Matt Appel, he has a message for other drivers. "Better to be safe than sorry. Sometimes you're not going to get an extra chance like I did." Both Appel and Deputy Murphy received "Saved by the Ticket" Awards at the Southeast news event.



**Deputy Murphy and Matt Appel at the Southeast TZD Region news event.**

Preliminary reports show law enforcement officers ticketed 8,080 drivers and passengers statewide for not wearing seat belts during the October enforcement effort.

### **Child Booster Seat Use on the Rise**

While officers see child seat violations every campaign, the rate of properly secured children in booster seats in Minnesota is improving. Officers issued 217 child seat citations during this past wave. This figure is also down from the October 2013 wave where 341 tickets for child seat violations were issued.

A 2014 Child Passenger Restraint Survey also revealed that 72.9 percent of children were correctly secured in a booster seat compared to 64.1 percent in 2011. According to this observational booster seat survey, if drivers were wearing their seat belts, chances were higher that children also were

properly secured. The rate of buckled children in this category climbed from 2011. If drivers were unbelted, the percentage of properly secured children in booster seats was much lower.

"Young children are the most vulnerable passengers in any vehicle because they rely on adults to make the right decision about seat belt use," said Donna Berger, Office of Traffic Safety director. "It's not only about being a good role model — it's about caring for the life of a child."

## Conference cont.

*Continued from pg. 1*



**Top: Vijay Dixit speaking at conference. Bottom: Conference attendees were able to talk with a wide variety of traffic safety exhibitors.**

compromised.

However, the brain tends to make this simple science more complicated as drivers "fool themselves" into thinking that they can safely text, talk on the phone, or otherwise drive distracted. For example, if the phone rings while driving, the driver cannot help but take a quick look at who is calling. The brain then reconciles this dangerous behavior with knowledge about distracted driving risks in order to come up with an acceptable rationale for the behavior. "It will be okay, we'll just take a quick look, we are just reading a text, we won't text back, etc." The brain's tendency then is to change the driver's perception rather than the risky behavior(s). Atchley's solution - the best practice of combining education and

enforcement and stronger laws against the use of cell phones in moving vehicles.

Breakout sessions were provided both days of the conference and provided attendees with new approaches and ideas for reducing the number of traffic fatalities and life-changing injuries in their own communities. **(For a first-hand account of conference information being put to use, see "TZD Conference**

**Knowledge Put the Test" on pg. 9)** The sessions

covered a variety of topics including: distracted driving efforts in Minnesota, marijuana use, reducing fatal crashes on two-lane highways, DWI court evaluation, improving intersection safety, motorcycle road guarding, engineering 101, and tips and tools for successful traffic safety programs. For a complete listing of

conference presentations, visit [www.minnesotatzd.org/events/conference/2014/](http://www.minnesotatzd.org/events/conference/2014/).

A conference highlight this year was a double-session on current trends in the drug world conducted by Officer James Galloway. Officer Galloway provided information on what to look for if you suspect a person is using illegal drugs. Galloway provided this information

not only through slides and videos, but by bringing in examples of actual drug paraphernalia, including items purchased from a local Duluth head shop. As Galloway states on his website, "If there is a logo, identifier, term, picture, song, or clothing item, possible stash compartment, right in front of you and you don't even realize its relevance in the drug or alcohol culture how can you prevent, reduce or stop it?" Galloway averages more 200 presentations per year. They range from talking to educators, law enforcement, treatment, health professionals, probation, youth, parents, counselors, medical personnel, the media, business leaders and community organizations. TZD staff was honored to have him present at this year's workshop and his sessions continue to be one of our most popular and strongly attended by all traffic-safety stakeholders.

**Below: Conference highlight Officer Galloway presenting information on latest trends in the drug world.**



## TZD Star Awards



Each year at the annual conference, TZD recognizes individuals and organizations who have demonstrated excellence in their efforts to move Minnesota toward zero deaths. Award recipients are selected by the TZD Leadership Team based on recommendations from the TZD Awards Subcommittee.

**Left: 2014 TZD Award Winners**

### **Kathy Swanson Outstanding Service Award**

The Kathy Swanson Outstanding Service Award recognizes an individual who has shown exceptional leadership in efforts to improve traffic safety in Minnesota, build partnerships and mentor others in the field. This individual will also have demonstrated a long-term passion, dedication and commitment to reducing the number of deaths and injuries resulting from crashes on Minnesota roads.

*2014 Recipient - Max Donath, director of the Roadway Safety Institute and a professor of mechanical engineering at the University of Minnesota*

### **The Toward Zero Deaths Star Awards**

The Toward Zero Deaths Star Awards are given to recognize excellence in enforcement, emergency medical and trauma services, education, engineering, child passenger safety, judicial/court systems, public leadership and the media.

*Engineering – Nancy Klema, traffic operations engineer, MnDOT District 6*

*Enforcement—Deputy Sheriff Tim Entner, Ramsey County Sheriff's Office*

*Judicial/Court Systems—Judge Shawn Floerke, Minnesota's Sixth Judicial District*

*Education – Jennifer Hoff, injury prevention coordinator, Essentia Health, St. Mary's Medical Ctr.*

*Education - Bill Shaffer, state program administrator of the Motorcycle and Roadway Safety Programs, Office Traffic Safety, Minnesota Department of Public Safety*

*Emergency Medical & Trauma Services – Deb Horsman, registered nurse and regional trauma coordinator, Mayo Clinic*

*Child Passenger Safety – Deborah Schroeder, CPS technician/instructor, Olmsted County Public Health*  
*Media – Jennifer Austin, reporter and anchor, KBJR-TV in Duluth, Minnesota*

*Distinguished Public Leadership – Lynne Goughler, volunteer and former chair of public policy at Mothers Against Drunk Driving (MADD).*

*Distinguished Public Leadership – Tim Held, deputy director of the Office of Rural Health and Primary Care at the Minnesota Department of Health*

### **Traffic Safety Innovation Award**

The Traffic Safety Innovation Award recognizes non-governmental organizations for new and creative traffic safety solutions that help save lives on Minnesota roads. The award is given for work on specific actions, initiatives, programs, best practices, marketing campaigns or products.

*2014 Recipient – AT&T Minnesota; "It Can Wait" campaign*



**Valerie Bruggeman (center) accepted the Traffic Safety Innovation Award on behalf of AT&T. Also pictured are Lisa Kons (L), Minnesota Safety Council and NE/NW TZD Regional Coordinator Holly Kostrzewski (R).**

## DWI Holiday Enforcement Takes a Festive Turn

Local mall provides opportunity to learn about effects of alcohol on driving



**Taking a break from his busy holiday schedule, Santa drives the obstacle course.**

Minnesota took a festive approach to spread the word about 2014's holiday DWI enforcement wave. Southeast Minnesota TZD partners held a DWI event at the Apache Mall in Olmsted County to provide awareness of the stepped-up statewide DWI enforcement effort.

The event began with a news conference and was followed by an opportunity for community members to receive a hands-on experience of how alcohol impacts their driving abilities. Participants were invited to drive a pedal car through an obstacle course wearing different levels of "drunk driving" goggles as well as participate in a field sobriety test.

Law enforcement, EMS, engineers and educators from around the region participated in the event. "Last year, there were 117 alcohol-

related fatalities in Minnesota. These 117 alcohol-related fatalities represent 30 percent of all traffic deaths in 2013," said Deputy Mark Dyshaw from the Dodge County Sheriff's office. But during the holidays, that percentage jumps up to 40 percent, so just under half of all traffic deaths during the holidays involve impaired drivers. "Who wants to go to a fatal crash and have to tell a family member on Thanksgiving or Christmas Eve that their family members aren't coming home for Christmas. So our main goal is to be proactive and to deter the drunk driving," says Deputy Chad Meyers from the Winona County Sheriff's Office.

In the South Central/Southwest TZD Region, both Blue Earth and Meeker Counties distributed an impaired driving poster along with holiday themed drink coasters and window clings encouraging people to make safe decisions during the holidays. The festive posters played upon the idea of carefully selecting your holiday fashion. South Central/Southwest Regional TZD Coordinator Annette Larson stated that the local bars were "excited to receive the posters" and other materials to remind their patrons to make good choices over the holiday season."

*Story continued on pg. 7*



**Obstacle course ready for holiday shoppers at the Apache Mall in Olmsted County.**

## Holiday enforcement cont.

By the end of the enforcement wave, more than 2,500 motorists were arrested for drunk driving; however, 2,500 arrests were better than 2,500 serious crashes or worse. The 2,537 DWI arrests compare to 2,453 during the same period in 2013, according to preliminary numbers from the Minnesota Department of Public Safety (DPS) Office of Traffic Safety.

Some notable arrests included:

*In Freeborn County, a woman recorded a 0.45 blood alcohol concentration, the highest in the state during the campaign and more than five times the legal limit of 0.08. The woman was found passed out in her car with the engine running in a Minnesota State Trooper's driveway. "Some might call it unlucky to pass out drunk in the driveway of a trooper, but this woman is very fortunate that she didn't injure or kill herself or another motorist," said Lt. Tiffani Nielson, Minnesota State Patrol.*

*A Ramsey County deputy arrested an impaired driver for 2<sup>nd</sup> Degree DWI. A loaded handgun (stolen out of St. Paul) was found in the center console during the vehicle inventory prior to it being towed. The driver was a convicted felon with violent criminal history including Assault 1 and Murder charges.*



**"Holiday fashion" poster distributed throughout the South Central/Southwest TZD Regions.**

According to preliminary numbers, DWI arrests declined in Minnesota for the eighth straight year with 2014 seeing more than 1,500 fewer DWIs than 2013.

## DWI Analytics

*New consolidated database ready for spring 2015 release*

DWI data overload? No problem – DWI analytics is on the way! The Minnesota Bureau of Criminal Apprehension (BCA) with support from the Minnesota Office of Traffic Safety has been working on a DWI Analytics Systems project, which merges different sources of DWI information where they can be searched and displayed in a way that assists law enforcement and traffic safety officials in making resource allocation decisions.

### About the DWI Analytics Product

The DWI Analytics product allows for those in the criminal justice system to:

*Evaluate countermeasures*

*Identify problematic components of the overall impaired driving control system*

*Provide stakeholders with adequate and timely information to fulfill their responsibilities*

*Reduce administrative costs for system stakeholders and increase system efficiencies*

### A Wide Range of Data Sources

The new system will combine DWI data from numerous data sources including: eCharging, driver and vehicle services records, crash system, MnDOT VMT data, MnDOT risk data, MnDOT traffic volume data, MnDOT crash data and census information. Once merged, system users can display the data in multiple user-friendly formats such as reports, thematic maps displaying data variations by jurisdiction, as well as analytic maps, either exploratory or predictive, focusing on roads or intersections.

The new DWI Analytics system is expected to be up and running by this spring and will be discussed at the April TZD Breakfast and at the seven greater Minnesota TZD workshops. Users can contact Jody Oscarson at the Minnesota Department of Public Safety to gain more information on accessing this exciting new system.

## DWI Courts Pass Inspection

*Recent evaluation finds courts to be highly effective in certain cases*

A two-year study funded by the National Highway Transportation Safety Administration showed promising results regarding Minnesota's DWI courts. DPS Office of Traffic Safety hired NPC Research to conduct an evaluation of the process and effectiveness of the courts. The study was the first to include a cost analysis and contained the largest pool of data sets examined to date. Nine county courts were evaluated for the study: Beltrami, Cass, Crow Wing, Hennepin, Lake of the Woods, Otter Tail, Ramsey Roseau, and St. Louis.

DWI courts are dedicated to changing the behavior of alcohol and other drug dependent offenders. The goal is to protect public safety by addressing the root cause of impaired driving, alcohol and other drug problems. Minnesota's first DWI Court began in 2005. The State currently has 16 DWI or hybrid DWI/drug courts, with two of the largest located in Ramsey and Hennepin Counties.

Courts work to change behavior with the threat of incarceration if participants fail the program. The program provides treatment, frequent drug testing, constant contact with probation officers, behavior therapy and driver's license reinstatement plan. Participation in the DWI court is voluntary, but participants must qualify and most courts require a one-year participation time before graduating.

### **Lower Recidivism Rate=Saving Tax Dollars**

According to the study results, DWI court graduates had a lower re-arrest rate as compared to DWI offenders who went through the traditional court system in eight out of the nine evaluated courts. This recidivism reduction rate ranged from 31 percent to as high as 78 percent.

The Minnesota DWI courts also have a higher completion rate with the lowest court completion rate, being well above the national average. The completion rates are at least double of those for intensive, non-court monitored out-patient treatment programs. This implies that court monitoring may lead people to stay in the program longer and thus produce a higher completion rate.

The study also indicated that the DWI courts can save taxpayer dollars due to the lower rate of recidivism, saving more than \$1.4 million during

the two years participants entered the program. The study showed an average yearly savings of \$700,000 in taxpayer dollars and can produce a return of up to \$3.19 for every \$1.00 invested in DWI court. Additional savings can be found in improved family and community relationships, decrease in health care expenses, improved public safety and participants continuing to work and pay taxes.

### **One Court Does Not Fit All**

Oddly enough, while DWI courts prove effective for high-risk offenders, the same treatment plan proves to be less effective if not harmful to low-risk offenders. Lower-risk offenders require different intervention methods and may even be harmed from the intense supervision provided by the DWI court. Participants with a higher number of prior arrests had a lower recidivism rate after completing the DWI court process.

Lower risk offenders may do better with less frequent court hearings and supervision appointments. It is also best to keep high-risk and low-risk offenders separate as high-risk offenders can be a negative influence on the low-risk category.

## DWI Court Judge Wins 2014 TZD Star Award



Judge Shaun Floerke, chief judge in Minnesota's Sixth Judicial District, is this year's TZD Star Award recipient in the category of Judicial and Court Systems. Judge Floerke founded and presides over the South St. Louis County DWI problem-solving court. In addition, he was influential in starting a

pilot project in St. Louis County that incorporates a judicial ignition interlock program with the pre-existing administrative program.

Judge Floerke also contributed to the launch of a working group that is piloting a screening and brief intervention program with first-time DWI offenders. He demonstrates a tireless passion for his DWI Court offenders and is always willing to explore innovative approaches to help reduce impaired driving.

## TZD Conference Knowledge Put to the Test

*County engineer applies information in real-life traffic crash*



When Washington County Traffic Engineer, Joe Gustafson, attended the session *Priorities: The Necessity of Triage for Everyone* at the TZD state conference, he never imagined that he would be putting his knowledge to use first-hand. In fact, Gustafson stated that he attended the session presented by Dr. Jeffrey Ho only to “gain insight into the other Es of traffic safety.”

However that all changed when Gustafson witnessed a high-speed, head-on crash occurring just two cars ahead of him on his way home from work. Gustafson believes that the information provided during the workshop session “definitely affected my actions and thought process as I talked to the 911 dispatcher.” Additionally, the video shown during the presentation, while unsettling to watch, also helped to “mentally and emotionally prepare” him for encountering the crash scene where both drivers appeared to be fatally injured. Gustafson takes comfort in the fact that “I would not have done anything different and, that I was about as well-prepared as any bystander could be, thanks to having attended your session.”

TZD Regional Coordinator, Tom Nixon, feels that this story is just one example of the varied aspects of our TZD program, “The messages TZD provides and the way we succeed is multi-faceted. You never know what message will reach out to which traffic “E.”

Thanks to both Dr. Jeff Ho for providing an informative and useful presentation, and to Joe Gustafson for doing his part during a stressful driving scenario. Sadly, one of the drivers involved in the head-on crash passed away at the scene. The other driver was extricated from the vehicle and hospitalized. Her exact condition is unknown at this time.

## Highway 12 Safety Coalition—Rumbles to the Rescue

*Local TZD collaboration accelerate safety efforts for Minnesota Highway 12*

Stretching across two TZD Regions, Highway 12 has been the site of numerous traffic crashes with two fatalities occurring within the same week this past December. TZD area stakeholders and local representatives’ responses to these crashes illustrate TZD efforts at their best.

Coordination efforts began this past summer with the formation of the Highway 12 Safety Coalition. The group is made up of cities along the entire stretch of highway, from Wayzata to Delano, looking to make the highway safer. Realizing that many of the Highway 12 crashes were caused by motorists crossing over the center line and drifting into oncoming traffic, the Coalition began working with MnDOT representatives to have rumble strips installed. The original plan was to apply for funding this fall and have the rumble strips installed in late-summer 2015.

But then came the deadly week in December. Two separate crashes resulting in fatalities occurred within one week of each another. Both were centerline crossover crashes.

With rumble strip installation still months away, TZD partners stepped up to accelerate the installation of this much-needed safety addition. A local contractor, Diamond Surface Inc., came forward and donated the time and materials needed to install the rumble strips as soon as possible. MnDOT engineers worked to accomplish the necessary steps for the accelerated installment plan while the Coalition obtained local support for the rumbles from area communities. Finally, area law enforcement provided traffic control during the installation process, keeping the work zone safe for Diamond Surface employees. Even the weather cooperated with warmer temperatures allowing contractors to install the rumbles just a few days after the second fatal crash. TZD collaboration at its finest!



## National Scanning Tour Uncovers TZD Advances & Promotes Accelerated Implementation

Minnesota is only one of many transportation agencies across the United States who have adopted a *toward zero deaths (TZD)* goal or vision and a great deal can be learned from their experiences, successes and obstacles. As part of the National Cooperative Highway Research Program's (NCHRP) U.S. Domestic Scan Program, a team of safety practitioners and experts among state, local and national agencies took part in a two-week scanning tour last spring to identify advances and opportunities in TZD practices.

The team visited sites in Idaho, Maine, Maryland, Michigan, South Carolina and Washington State, and met with Minnesota via webinar. The scan was coordinated by Arora and Associates, PC and guided by subject matter experts at Cambridge Systematics. The scan team consisted of representatives from Illinois, Iowa, and Pennsylvania DOTs, Louisiana's Local Technical Assistance Program, Champaign County (Illinois) Regional Planning Commission, FHWA and AASHTO.

"The scan afforded opportunities for hands-on learning, Q and A, and building national contact networks," says scan chair Priscilla Tobias of Illinois DOT. "The ultimate goal...is accelerated dissemination of leading practices in TZD states and their implementation among other agencies."

Among the scan's findings, the team observed that TZD provides an overarching philosophy that brings safety partners together and helps articulate a compelling and unifying vision. Another commonality is that TZD adoption is a leading indicator of a change in an agency's safety culture. "Successful strategies vary by agency, however," Tobias says, "It was apparent that there isn't a 'one-size-fits-all' approach."

Other highlighted findings from the scan include:

- State Strategic Highway Safety Plans (SHSPs) provide a data-driven framework for implementing a TZD approach.
- States adopting TZD are committed to improving data quality and accessibility.
- Agencies implementing TZD have strong, committed, and visible leadership and multidisciplinary partnerships. Partnerships extend to local agency involvement and stakeholder collaboration.
- Effective internal communication and external marketing are vital.
- Additional factors for a robust TZD program are goal setting, performance tracking, commitment to research and institutionalization to ensure program sustainability.

Detailed findings of the scan can be found on the scan's website, [domesticscan.org/12-03-noteworthy-practices-of-zero-fatalities-states](http://domesticscan.org/12-03-noteworthy-practices-of-zero-fatalities-states).



### Training Opportunity for Law Enforcement

*Together we can get below 100*

Below 100 is a national initiative to drive down the number of officers killed in the line of duty to fewer than one hundred annually. The initiative is led by a team of core trainers, with support from outside sponsors.

The program focuses on 5 Tenants, which can change police culture and save lives:

Wear Your Belt / Wear Your Vest / Watch Your Speed / WIN - What's Important Now?/  
Remember: Complacency Kills!

Be an agent of change within your department and attend one of the following upcoming **FREE** training sessions:

**Tuesday, April 28—8 a.m. to 4 p.m.—Train the Trainer Course**  
**Wednesday, April 29—8 a.m. to Noon—Intensive Course**

**Washington County Government Center, 14949 62nd Street North, Stillwater**

To register: Send an email with Officer's name, department, and training date.  
For more information contact Bill Hammes @ 763-898-8310 or at [hammes105@gmail.com](mailto:hammes105@gmail.com)

## TZD Upcoming Events—Save the Dates!

### Regional Workshops

Mark your calendars for the 2015 Toward Zero Deaths Regional Workshops, scheduled for May and June in eight Minnesota TZD regions. These workshops help facilitate Minnesota TZD goal of creating a collaborative, comprehensive and regional approach to reducing traffic deaths and severe injuries.

Workshop goals include encouraging traffic safety as a priority for policymakers, providing a method to bring traffic safety programs into local communities and offering a networking opportunity for traffic safety advocates.

The following regional workshops have been scheduled:

**May 1** — Southwest Minnesota TZD Regional Workshop, Jackpot Junction, Morton

**May 7** — Southeast Minnesota TZD Regional Workshop, International Event Center, Rochester

**May 12** — West Central Minnesota TZD Regional Workshop, Bigwood Event Center, Fergus Falls

**May 13** — Northwest Minnesota TZD Regional Workshop, Sanford Center, Bemidji

**May 27** — Northeast Minnesota TZD Regional Workshop, Spirit Mountain, Duluth

**May 29** — South Central Minnesota TZD Regional Workshop, Holiday Inn, Fairmont

**June 2** — East Central Minnesota TZD Regional Workshop, Arrowwood Lodge, Baxter

**June 5** — Metro Minnesota TZD Regional Workshop, Prom Center, Oakdale

Registration details for the workshops will be available in February at [www.minnesotatzd.org](http://www.minnesotatzd.org).

### 2015 TZD Conference

Mark your calendar for the 2015 TZD Conference, scheduled for October 29-30, 2015, at the St. Cloud Convention Center. More information will be posted on the TZD website as it becomes available.

### Want to be part of the TZD Team?

*Contact your regional coordinator to find out how.*

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*Visit our website at [www.minnesotatzd.org](http://www.minnesotatzd.org) for more information.*