

# Purpose and Protocol of a Fatal and Serious Injury Crash Review Committee

Jessica Schleck, SE MN Toward Zero Deaths Coordinator



# **Purpose**

- Identify trends that contributed to recent crashes, resulting fatalities or serious injuries
- Determine specific action to implement to help prevent similar crashes and outcome
- Follow through with action items
- Inform stakeholders as appropriate.



# Confidentiality

- May identify sensitive and/or confidential information.
- Essential personnel should be present.





# **Required Participants**

- Local & State Law Enforcement
- County & State District Traffic Engineers
- Local Emergency Medical & Trauma Service Responders
- TZD Safe Roads Coordinator



# *In addition:*

Responders that wereON SCENE of the Crash

Crash Reconstructionist





# What is Reviewed?

- Who: Drivers, passengers, pedestrians, etc.
- Where: Specific roadway types, intersections, detailed locations, etc.
- When: Time of day, day of the week, weather conditions, etc.









- Human
- Roadway
- Vehicle





# "The Golden Hour"

Post-crash factors that may influence survival/fatality outcomes:

- Emergency response time was there a delayed response time?
- Extrication time
- Transport time to a hospital or trauma center



# **Obtaining Crash Reports**

In the Past...

Local Sheriff's Office

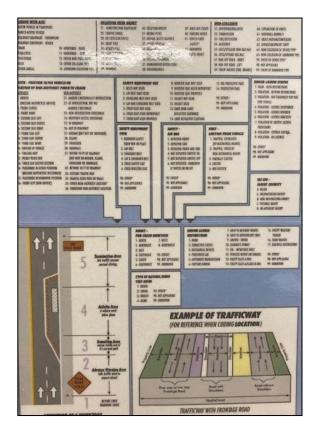
Local Police Department

State Patrol Representative



# **Cheat Sheet**

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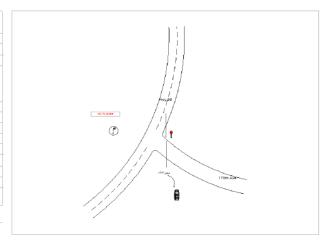
# NOW...

- MnDOT is able to pull summaries of fatal and serious injury crashes by county!
- And... the summaries include ALL roadways!



Incident ID 810574	Crash Date and Time 5/14/2020 8:50:00AM								Report Status Accepted - NA
DPS ID 201350123	Local Case Number 20102255	MnDOT District D6-ROCHESTER	<b>County</b> Dodge	<b>City/Township</b> Wasioja	Tribal Reservation NA				Link to Web Map Lat: 44.040000000 Lon: -92.9000000000
LRS ROUTE ID 0300000000000056-	LRS Route Measure 59.21	Route System 3	Route Number MN-56	Reference Point 058+00.902	Route Name 170th Ave	Route Direction South	Officer Location Description 170TH AVE -1	1	
Crash Severity 1 - Fatal Crash	Number Killed 1	Number of Vehicles 1	Basic Crash Type 3-SINGLE VEHICLE RUN OFF ROAD	Manner of Collision NA	First Harmful Event Ditch	Relative to Trafficway NA	Relative to Intersection T Intersection	<b>Lighting Condition</b> Daylight	
Surface Condition Wet	<b>W</b> eather Cloudy,	Roadway Factor(s) None - None	School Bus No	Hit and Run NO	On Bridge No	<b>In Work Zone</b> No	Workers Present	Work Zone Type NOT APPLICABLE	Work Zone Location
		Unit 1		Unit 2					

Vehicle Type:	Passenger Car	
Vehicle Direction:	Southbound	
Pre-Crash Maneuver:	Moving Forward	
Position/Locationr:	Driver (Include Motorcycle Driver)	
Sequence of Events:	1-Ran Off Roadway Left 2-Ditch 3-Overturn/Rollover	
Most Harmful Event:	4-Ditch	
	Ditch	
Contributing Factors:	1-Driver Speeding	
Posted Speed Limit:	60	
Traffic Control Device:		
Trafficway Description:	2 - Two-Way, Not Divided - Curve Right - Downhill	
Age and Sex:	30 - M	-
Physical Condition:	Unknown	
Safety Equipment:	None Used, Motor Vehicle Occupant	
Injury Severity:	Killed	



### Officer Narrative

This mini-van was driving southbound on Hwy 56 approaching the intersection with 170th Ave. Eyewitness West said he saw the mini-van drive past him going at lease 90 mph on Hwy 56, run off the left side of Hwy 56 as Hwy 56 curves to the right then crash and roll into the east ditch. The physical evidence supports the fact that the minivan crossed the centerline into the oncoming lane, ran off the left side of the roadway, struck the embankment along 170th Ave, vaulted across 170th Ave, struck the opposite ditch then rolled up the hillside before finally coming to rest at the top of the hill on its left side.

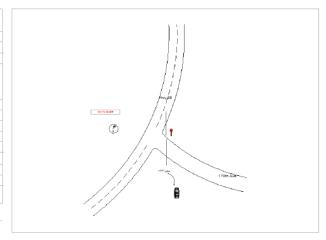
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Bicyclists	Commercial Vehicles	Impairment	Inattention	Intersections	Lane Departure HOSSO	Lane Departure SVROR	Motorcyclists
N	N	N	N	Υ	N	Υ	N
Older Drivers	Pedestrians	Speed	Trains	Unbelted Occupants	Unlicensed Drivers	Work Zones	Younger Drivers
N	N	Υ	N	Υ	N	N	N

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Most Harmful Event:	Ditch					
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Injury Severity:	Killed					
Office Name time						

Unit 1



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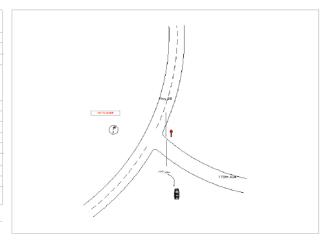
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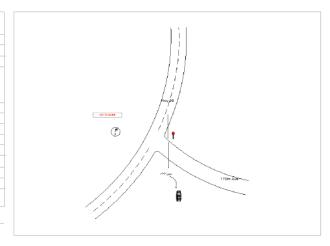
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Vehicle Type:	Passenger Car
Vehicle Direction:	Southbound
Pre-Crash Maneuver:	Moving Forward
Position/Locationr:	Driver (Include Motorcycle Driver)
Sequence of Events:	1-Ran Off Roadway Left 2-Ditch 3-Overturn/Rollover 4-Ditch
Most Harmful Event:	Ditch
Contributing Factors:	1-Driver Speeding
Posted Speed Limit:	60
Traffic Control Device:	
Trafficway Description:	2 - Two-Way, Not Divided - Curve Right - Downhill
Age and Sex:	30 - M
Physical Condition:	Unknown
Safety Equipment:	None Used, Motor Vehicle Occupant
Injury Severity:	Killed

Unit 1



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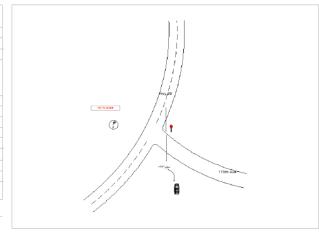
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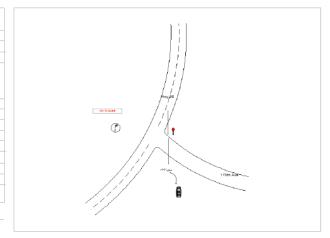
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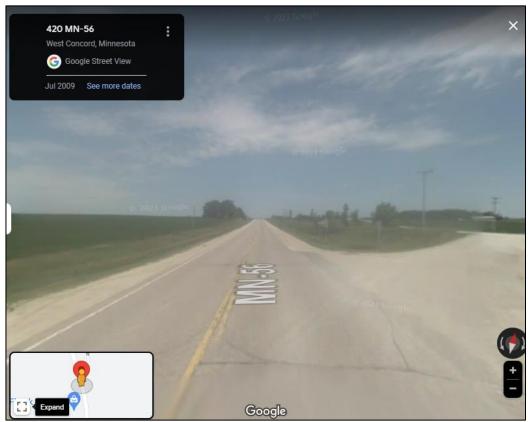
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Bicyclists N	Commercial Vehicles N	Impairment N	Inattention N	Intersections Y	Lane Departure HOSSO N	Lane Departure SVROR Y	Motorcyclists N
Older Drivers	Pedestrians	Speed	Trains	Unbelted Occupants	Unlicensed Drivers	Work Zones	Younger Drivers
N	N	Υ	N	Υ	N	N	N





# **Google Maps**



District Safety Plan Updates

### The Big Book of Ideas

Prepared for Minnesota DOT

CH2MHILLs Team

March 2015

# **Engineering Strategies:**

## Rural

- Segments
- Curves
- Intersections

# Urban

- Segments
- Intersections

**Interchange Types** 



### List of Strategies

### **Rural Segments**

- Centerline Rumble Strip
- Buffers Between Opposing Lanes
- Shoulder/Edgeline Rumble Strips
- Safety Edge
- Enhanced Edgeline (6" & 6")
- Shoulder Paving (2', 4', 6')
- Clear Zone Maintenance/Enhancements
- Ditch/embankment Improvements

### **Rural Curves**

- Chevrons
- Delineators
- High Friction Surface Treatment (HFST)
- Dynamic Curve Signing
- Lighting
- Clear Zone Maintenance/Enhancements
- · Reconstruct [TT to a Single T Intersection]

### **Rural Intersections**

- Upgrade Signs and Pavement Markings
- Streetlights (and approaches)
- All-Way Stop/Yield
- Restricted Crossing U-Turn (RCUT) Intersection
- . Rural Intersection Conflict Warning System (RICW)
- Offset T-Intersection
- Roundsbout
- Turn Lanes (Offset, Channelized)



Shoulder Rumble Strips Source: Mitigation Strategies for Design Exceptions (FHWA, FHWA-SA-07-011)



Edgeline Rumble Strips
Source: Proven Countermeasures, Longitudinal Rumble Strips and
Stripes on 2-Lane Roads (FHWA)

### **Rural Segments**

Strategy	Crash Reduction Factor	Typical Installation Costs
Centerline Rumble Strip	40% head-on/sideswipe crashes	\$3,600 per mile
Buffers Between Opposing Lanes	50% for all crashes & 100% for head-on crashes [based on TH 5 in Lake Elmo, MN]	\$150,000 to \$500,000 per mile
Shoulder/Edgeline Rumble Strip	20% run off road crashes	\$5,850 per mile
Safety Edge	5% to 10%§	
Enhanced Edgeline (6" & 8")	10% to 45% all rural serious crashes (6")	\$1,980 per mile
Shoulder Paving (2', 4', 6')	20% to 30% run-off-the-road crashes (with shoulder rumble) (2' only)	\$54,000 per mile +\$5,850 per mile (for Edge Rumble)
Clear Zone Maintenance/Enhancements		
Ditch/Embankment Improvements		\$500,000 to \$1M per mile
Matas	•	•

### Notes:

- \* Crash reduction factors based on review of CMF Clearinghouse and other published research
- § For all crashes



Identified Trends	Frequency
Seat Belt	4 unbelted
Speed	5 speed-related
Distraction	1
Inexperience	1 teen driver
Equipment	None
Weather	2 snow and ice
Alcohol	1
Other Substances	None reported
Other: (please list below)	1 ATV

The committee found the following factors to be represented: speed, impaired driving, lack of seat belt use and failure to yield.

Trees and shrubs will be removed at various locations. Engineering components will be reviewed at the Highway Safety Planning meeting in November.

Educational components will be addressed at 3 local government presentations throughout the year.

The coalition will be enhancing their seat belt efforts throughout each school in the county. Seat belt challenges took place at each school last spring and we plan to host the  $3^{\rm rd}$  annual this year.

ACTION ITEMS						
Meeting #	Actions	Completed	Not Completed			
1						
2	$C_{A}$					
3						
4						

STAK	STAKEHOLDER LEADERS INFORMED OF COMMITTEE FINDINGS, ACTIONS, DISCUSSION POINTS						
Meeting #	Stakeholder Leaders	Completed	Not Completed				
1							
2							
3							
4			·				

Notes, Comments:

# **Committee Action**

- Enhance public awareness
- Evaluate possible Engineering Strategies
- Determine possible locations that could benefit from high-vis enforcement
- Review post-crash factors affecting "The Golden Hour"





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ACTION ITEMS					
Meeting #	Actions	Completed	Not Completed		
1	Targeted seat belt enforcement				
2	Responsible Beverage Service Training				
3	Spring seat belt education/challenges in schools				
4					

STAKEHOLDER LEADERS INFORMED OF COMMITTEE FINDINGS, ACTIONS, DISCUSSION POINTS				
Meeting #	Stakeholder Leaders	Completed	Not Completed	
1				
2	_			
3	C 4 -			
4	3411			

Notes, Comments:



# Thank you!