What Can You Do with a Local Fatal Review?

Goodhue County TZD Safe Roads Coalition
Why Fatal Reviews?

Crash Video

http://www.idsweb.me.umn.edu/minnesota/crashes

Objective for TZD Grant:

“To define and report common issues in fatal crashes.”
Goodhue County FRC Goals

• Identify Contributing Factors
• Make Recommendations – how to prevent similar crashes in the future
• Develop Key Messages for the Public

• “Are we chasing fatals, or preventing them?”
Who is involved?

Law Enforcement from State, County, City
Emergency Responders
Engineers from State, County, City
Education

(could also involve Attorney, or others as needed)
Enforcement

• Role in fatal review
  – Going beyond the report

• Benefits of enforcement involvement
  – Four E partnerships / learning challenges
  – Relay information from meetings to patrol / Use recent fatalities as examples to energize waves

• Lessons Learned
  – Lack of Funding is a challenge that is faced by all of the Four Es.
  – At times, lack of support on a Legislative Level (ie: primary seatbelt repeal)
  – Changing cultural and personal beliefs is a long term goal.
  – Many fatal crashes occur due to a poor, often rushed, irresponsible decision that the driver made. Often they are selfish decisions that affect many lives.

• Fatal Review Personal Impact
  – More work to be done
Seat Belt Card
(Regional Pilot Program)

SEAT BELTS SAVE LIVES...
BUT ONLY IF YOU USE THEM

Seat belts are the simplest and most effective way to prevent death or injury in a crash — especially on roads plagued with speeding, distracted and impaired drivers.

STATE LAW
SEAT BELT USE REQUIRED

Drivers and all passengers must be buckled up. Law enforcement will ticket unbelted drivers and passengers. A seat belt fine can cost more than $100.

BUCKLE UP. EVERY SEAT. EVERY TIME.

Goodhue family survives horrific car crash in 2010.

Rachel was driving her three brothers to school. At a county road intersection near Goodhue, her car collided with a car driven by Janice, who was taking her grandson Dante to school. Dante spent 40 days in the hospital due to injuries. All involved in the crash survived. Deputy Jeff Sjoblom, who assisted at the scene, said, “Definitely in this crash, there’s no doubt about it, the belt saved their lives.”

Crash survivors Rachel, Ross, Ray, Ryan, and Dante display their “Saved by the Belt” awards for wearing their seat belts.
Emergency Medical Services

- Patient is top priority in a crash
- Key insight and medical expertise
- Fatal Review gives global perspective to EMS
- Fatal Review shows where outreach focus should be
- Develop partnerships
- Enhance public education efforts/Prevention
EMS Education Partnerships
Engineering

• Rural 2 lane roads have a high fatal crash rate.
• We are looking for deficiencies such as: Signing, Striping (Rumbles?), Lighting, Sight Lines, Road Surface Conditions, etc.
• The major benefit to us is finding opportunities to prevent similar fatal crashes.
• While engineering issues contribute to crashes, driver error is usually the root cause.
Education

• Develop like-minded partnerships
• Conduct meetings
• Find trends and report to public and decision makers
• Community education activities based on preventable behaviors
Beautiful summer days are typically the deadliest time on roads in Minnesota. This summer has been no exception.

The first week of August brought in 134 traffic deaths this year and six of those deaths were our neighbors, brothers, cousins and classmates in Goodhue County.

This means that even though the state’s fatal numbers have been the lowest since 1944, Goodhue County remains unchanged. Why? The Toward Zero Deaths Fatal Review Committee is investigating to find out.

The goal of the Toward Zero Deaths Fatal Review Committee is to find the cause of the fatal crash, then figure out solutions to prevent it from occurring again. It is important to hold fatal reviews because you cannot change it. The problem in our local communities is that a high number of people are being seriously injured or dying in preventable crashes. The fatal reviews are a private process, but the four E’s are present to review the crash: Emergency Medical Services, Law Enforcement, Engineers and a public health expert. These individuals are included in the Fatal Review Committee because they are directly involved in the crash either before (road design) or after the incident (response time).

Unfortunately, those reviews are not conducted quarterly due to the high number of traffic deaths in Goodhue County. Since 2011, the Fatal Review Committee has reviewed 11 fatal crashes that do not yet include the two fatal crashes that occurred last month. The committee keeps an eye out for trends that could happen during a certain time of day. Are the drivers all the same age? Are the drivers the same gender? Do they have alcohol or medication in their systems? Were they thrown from the vehicle, and did they have room to live if they had been buckled in?

What you can do
What do we do now? The obvious answer, of course, is to obey the traffic laws. But even more so, we need to consider our local communities. We may question why they have the right to want their vehicle, but driving is a privilege and the talk will need to be a change in the law. If you or someone you know has a hard time driving, ask them if they still drive. The Toward Zero Deaths website is www.mnzerosafety.org.
When to hold a Fatal Review?

• Quarterly or as needed
• Meetings depend on available information after a crash (could be many months later)
• Serious Injuries are important too
  – Just because there is not death, does not mean it is not an issue or “trend”.
The Process

Fatal Occurs
Contact Records
Set Meeting

Review Reports Individually
Walkthrough Crash, Discuss
Answer Questions
4E Action Steps
A Fatal Review Example

A Bus Driver calls 911 @ 0800hrs reporting that she saw a truck on its side in the ditch....

What is the process of that call from dispatch to response time?
What time does EMS arrive on Scene?
Who arrives on Scene?
What does EMS need to do their job efficiently and effectively?
Crash
1/30/2013

Location
2 lane County Road “A”
Marked crosswalk, Stop Signs, etc...

Type of Vehicle(s)
Single 1 Truck
Pedestrian, ATV, Semi, etc

Driver
35 yo Male
1 Prior DWI, Previous Tags, Age, Licensed (endorsement), Gender...

Apparent Contributing Crash Factors
Speed & Overcorrected on curve and Rolled
Currently unknown if medical or drug related
Distraction, Alcohol, Speed, Sleep, Medical, Over correcting...

Additional info:
Local Resident drove road to work daily, Shift started at 0800hrs

No Seat Belt, No additional passengers, No sign of deer or other road obstruction
Additional Factors: cell phone records # of Passengers, Air bag did not deploy, Vehicle new to driver, etc

Day, Month, Time
Wednesday January 0755hrs
Weather, Sun/Dark, Fog, Holiday, Rush Hour, Bar Close
Final Steps of Fatal Review
### MOTOR VEHICLE FATAL REVIEW

**CASE #:**

#### DEMOGRAPHICS:

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>WEATHER CONDITIONS</th>
<th>ROAD CONDITIONS</th>
<th>LOCATION</th>
<th>RESPONDING AGENCIES</th>
</tr>
</thead>
</table>

#### MAKE MODEL VEHICLE YEAR POSSIBLE CONTRIBUTING FACTORS:

**VEHICLE A:**  

**VEHICLE B:**

#### OCCUPANTS:

<table>
<thead>
<tr>
<th>AGE</th>
<th>SEX</th>
<th>CHEMICAL USE</th>
<th>MEDICAL CONDITION</th>
<th>LAP BELT USE</th>
<th>SHOULDER BELT USE</th>
<th>CHILD SEAT</th>
<th>EJECTED</th>
<th>HEALTH STATUS</th>
<th>AIR BAG</th>
</tr>
</thead>
</table>

**DRIVER A:**

**FRONT PASSENGER A1:**

**FRONT PASSENGER A2:**

**REAR PASSENGER A1:**

**REAR PASSENGER A2:**

**REAR PASSENGER A3:**

**DRIVER B:**

**FRONT PASSENGER B1:**

**FRONT PASSENGER B2:**

**REAR PASSENGER B1:**

**REAR PASSENGER B2:**

**REAR PASSENGER B3:**

#### EDUCATION NOTES & ACTION PLAN INCIDENT:

#### EMERGENCY MEDICAL SERVICES NOTES & ACTION PLAN FOR INCIDENT:

#### LAW ENFORCEMENT NOTES & ACTION PLAN FOR INCIDENT:

#### ENGINEERING NOTES & ACTION PLAN FOR INCIDENT:

#### OTHER NOTES & ACTION PLAN FOR INCIDENT:
What Information Did the Public See?

Red Wing Republican Eagle

Local

One injured in vehicle rollover

A Cannon Falls man was injured Friday morning when his vehicle rolled, the Goodhue County Sheriff's Office reported. Jason Steinhebel, 35, was westbound on County Road 2 when he fell asleep, told deputies. He woke up as his vehicle went off the road and hit a field drive.

Steinhebel's vehicle then rolled in a field. Steinhebel sustained possible injuries and was transported by Cannon Falls Ambulance.

Faribault man killed in crash near Wanamingo Thursday

A Faribault, Minn., man died in a crash Thursday afternoon on Highway 60 west of Wanamingo. Michael Buck, 36, was driving an SUV east on 60 when it veered into the westbound lane and collided with a semi driven by Francis Pavlek, 78, of Northfield, according to the State Patrol.

Nataly Reed, 11, was critically injured and 8-year-old Tyler Buck suffered minor injuries in the crash. The children, both from Faribault and passengers in the SUV, were taken to St. Marys Hospital in Rochester.

The Wanamingo Fire Department, Zumbrota Ambulance, Mayo One and Kenyon Police Department assisted at the scene. The Minnesota Department of Transportation assisted with traffic control.

Wanamingo

One man dead, child critically injured, in crash with a semi

By Alicia Hunt-Welch

A head-on collision between two vehicles on a curve stretch of Highway 60 about a mile west of Wanamingo claimed the life of a father and left two children injured. The accident occurred on July 26 and was reported at about 4:46 p.m. A 2000 Mercury Mountaineer driven by Michael Buck, 36, of Faribault, was headed south on Highway 60 when it veered across the center line and into the westbound lane. The Mountaineer collided with a 1994 Freightliner semi driven by Francis Pavlek, 78, of Northfield.

By Alicia Hunt-Welch

The driver of the semi, Francis Pavlek, 78, of Northfield and was not injured.

The Mercury Mountaineer driven by Buck was eastbound on Hwy 60 when it veered into the westbound lane and collided with the westbound semi. Wanamingo Fire Department, Zumbrota Ambulance and Mayo One were dispatched to the scene. MN DOT assisted on the scene with traffic control, and the Kenyon Police Department also assisted on the scene.

Highway 60 was closed and traffic detoured until around 9:30 p.m. Thursday evening.

Reach Publisher and Editor Terri Washburn at 333-3148, or follow her on Twitter.com/Kenyterri.

COMING UP

Kasson man dies in accident in Pine Island Township

The Goodhue County Sheriff's Office received a report of a traffic accident that occurred at approximately 6:30 a.m. July 26. A witness heard the crash and discovered the vehicle.

Ryan M. Learmont, 25, of Kasson, was eastbound on County Road 11 headed to work in Mazeppa when he apparently fell asleep. His SUV crossed the center line and went into the ditch, striking two concrete culverts.

Learmont was pronounced dead at the scene. The accident occurred approximately two miles west of Mazeppa in Pine Island Township.

Learmont was wearing his seat belt at the time of the crash and alcohol was not a factor in the accident. Goodhue County was assisted by the Mazeppa First Responders.
Goodhue County Trends
Total Traffic Fatalities and Contributing Factors for Goodhue County

*There is NO Alcohol related Data for 2012 Yet.
* 2012 is preliminary data
Seat Belt Use Among Motor Vehicle Occupant (MVO) Fatalities (K) in Goodhue County

*There is NO Alcohol related Data for 2012 Yet.

* 2012 is preliminary data
Goodhue County Time of Year Fatality Trend
Oct 2010 – Dec 2012

* Total number of deaths are represented, not the total number of crashes.
Age of Goodhue County Drivers in Fatal Crashes
Oct 2010 – Dec 2012
Your Turn:

Crash Video

• Identify Contributing Factors
• Make Recommendations – how to prevent similar crashes in the future
• Develop Key Messages for the Public
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