Coalitions and Fatal Reviews: The Gateway to Community Action Plans

Allison Nicolson
Carlton and Southern St. Louis County
Driving 4 Safe Communities Coordinator
TZD Goal for 2020:

- 300 or fewer traffic-related deaths
- 850 or fewer traffic-related serious injuries
Purpose of Fatal Review

- Identify trends that contributed to recent crashes, resulting fatalities or serious injuries
- Identify how crashes could have been avoided
- Determine specific actions to implement to help prevent similar crashes
Purpose of Fatal Review

- The priority is to review all fatal crashes, however reviewing serious injury crashes should be done as well to help identify recent trends.
Fatal Review Participants

- Local & State law enforcement
- County & State District Traffic engineers
- Emergency Medical & Trauma Service responders
- TZD Safe Roads coordinator
Fatal Reviews - Confidentiality

- May identify sensitive and/or confidential information.
- Non-essential personnel should not be present.
- A subcommittee of TZD Safe Roads coalition and is **invite only**.
Obtaining Crash Information and Crash Reports

- OTS will send a list of all serious injury and fatal crashes quarterly to TZD Safe Roads coordinators – covers all roads
- Recommended Fatal Review committee meet after the case has been closed
- Recommendation is to set up quarterly reviews for the year – cancel if not needed
## OTS Serious Injury and Fatal Crash Lists

### Fatal & Serious Injury Crashes
**Carlton County - January - March 2015**

<table>
<thead>
<tr>
<th>Obs</th>
<th>Case #</th>
<th>Agency</th>
<th>Date</th>
<th>Time</th>
<th>Severity</th>
<th>Crash Type</th>
<th>City/Twsp</th>
<th>Route</th>
<th>Route #</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>15270280</td>
<td>STATE PATROL</td>
<td>02/07/15</td>
<td>7-7:59pm</td>
<td>Fatal Crash</td>
<td>UTILITY POLE</td>
<td>030</td>
<td>MN-TRUNK</td>
<td>00000210</td>
</tr>
<tr>
<td>4</td>
<td>15270308</td>
<td>STATE PATROL</td>
<td>02/10/15</td>
<td>10-10:59am</td>
<td>Fatal Crash</td>
<td>COL W MOVING VEH</td>
<td>CLOQUET</td>
<td>MN-TRUNK</td>
<td>00000033</td>
</tr>
</tbody>
</table>

### Vehicles Involved

<table>
<thead>
<tr>
<th>Obs</th>
<th>Case #</th>
<th>Vehicle#</th>
<th>Vehicle Type</th>
<th>Factor #1</th>
<th>Factor #2</th>
<th>Pre-Crash</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>15270280</td>
<td>1</td>
<td>CAR</td>
<td>NO CLEAR FACTOR</td>
<td></td>
<td>VEH WRONG WAY</td>
</tr>
<tr>
<td>5</td>
<td>15270308</td>
<td>1</td>
<td>CAR</td>
<td>DSRGRD TRAF CNTRL</td>
<td>OTH HUMAN FACTOR</td>
<td>VEH MKG LEFT TURN</td>
</tr>
<tr>
<td>6</td>
<td>15270308</td>
<td>2</td>
<td>SUV</td>
<td>NO CLEAR FACTOR</td>
<td></td>
<td>VEH GOING STRAIGHT</td>
</tr>
</tbody>
</table>

### Persons Involved

<table>
<thead>
<tr>
<th>Obs</th>
<th>Case #</th>
<th>Vehicle#</th>
<th>Person#</th>
<th>Severity</th>
<th>Age</th>
<th>Gender</th>
<th>Position</th>
<th>Restraint?</th>
<th>Drinking?</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>15270280</td>
<td>1</td>
<td>1</td>
<td>Killed</td>
<td>65</td>
<td>M</td>
<td>DRIVER</td>
<td>Used</td>
<td>UNK PHYS COND</td>
</tr>
<tr>
<td>5</td>
<td>15270308</td>
<td>1</td>
<td>1</td>
<td>B-Injury</td>
<td>33</td>
<td>M</td>
<td>DRIVER</td>
<td>Unk</td>
<td>UNDER THE INFLU</td>
</tr>
<tr>
<td>6</td>
<td>15270308</td>
<td>1</td>
<td>2</td>
<td>B-Injury</td>
<td>27</td>
<td>M</td>
<td>SECOND SEAT LEFT</td>
<td>Unk</td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td>7</td>
<td>15270308</td>
<td>1</td>
<td>3</td>
<td>Killed</td>
<td>24</td>
<td>F</td>
<td>FRONT RIGHT</td>
<td>Used</td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td>8</td>
<td>15270308</td>
<td>2</td>
<td>1</td>
<td>No Injury</td>
<td>56</td>
<td>M</td>
<td>DRIVER</td>
<td>Used</td>
<td>NORML-NO ALC/DRG</td>
</tr>
<tr>
<td>9</td>
<td>15270308</td>
<td>2</td>
<td>2</td>
<td>No Injury</td>
<td>18</td>
<td>M</td>
<td>FRONT RIGHT</td>
<td>Used</td>
<td>NOT APPLICABLE</td>
</tr>
<tr>
<td>10</td>
<td>15270308</td>
<td>2</td>
<td>3</td>
<td>No Injury</td>
<td>17</td>
<td>M</td>
<td>SECOND SEAT LEFT</td>
<td>Used</td>
<td>NOT APPLICABLE</td>
</tr>
</tbody>
</table>
Crash Factors

- Human
- Roadway
- Vehicle
Committee Recommendations

- Enhance public awareness of fatal and serious injury crash trends
- Engineering Changes
- Enhanced enforcement
- Enhancing communication between engineering and first responders
- Crashes on county road that result in potential engineering solutions; communicated to county engineer.
Carlton & St. Louis County Motor Vehicle Crash Review

Fatality: ____  Serious Injury: ____

DEMOGRAPHICS:
Date: __________________  Time: __________________  Case # Ending in: __________________
Location: __________________
Responding Agencies: __________________

VEHICLE 1:
Make/Model/Year: __________________

DRIVER 1:
Age: ____________  Sex: ___  Belted: YES NO
SERIOUS INJURY or FATALITY

PASSengers:
Age/ Sex: ____________  Belted: YES NO
SERIOUS INJURY or FATALITY
Age/ Sex: ____________  Belted: YES NO
SERIOUS INJURY or FATALITY
Age/ Sex: ____________  Belted: YES NO
SERIOUS INJURY or FATALITY

VEHICLE 2:
Make/Model/Year: __________________

DRIVER 2:
Age: ____________  Sex: ___  Belted: YES NO
SERIOUS INJURY or FATALITY

PASSengers:
Age/ Sex: ____________  Belted: YES NO
SERIOUS INJURY or FATALITY
Age/ Sex: ____________  Belted: YES NO
SERIOUS INJURY or FATALITY
Age/ Sex: ____________  Belted: YES NO
SERIOUS INJURY or FATALITY

NOTES / CONTRIBUTING FACTORS:
Weather / Road Conditions:
____________________________________________________________________________________

Speed:
____________________________________________________________________________________

Drugs / Alcohol:
____________________________________________________________________________________

Cell Phone / Inattention:
____________________________________________________________________________________

Other:
____________________________________________________________________________________

ACTION PLAN:
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
____________________________________________________________________________________
# Carlton & St. Louis County Motor Vehicle Crash Review

**Fatality:** ____  **Serious Injury:** ____

## DEMOGRAPHICS:

<table>
<thead>
<tr>
<th>Date:</th>
<th>Time:</th>
<th>Case # Ending in:</th>
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<th>Location:</th>
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<table>
<thead>
<tr>
<th>Responding Agencies:</th>
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</table>

## VEHICLE 1:

<table>
<thead>
<tr>
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## DRIVER 1:

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<thead>
<tr>
<th>Age:</th>
<th>Sex:</th>
<th>Belted:</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td><strong>YES NO</strong></td>
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**SERIOUS INJURY** or **FATALITY**

### PASSENGERS:

<table>
<thead>
<tr>
<th>Age/ Sex:</th>
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<tbody>
<tr>
<td></td>
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<td></td>
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**SERIOUS INJURY** or **FATALITY**

## VEHICLE 2:

<table>
<thead>
<tr>
<th>Make/Model/Year:</th>
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## DRIVER 2:

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<thead>
<tr>
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<th>Sex:</th>
<th>Belted:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>YES NO</strong></td>
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<tbody>
<tr>
<td></td>
<td><strong>YES NO</strong></td>
</tr>
</tbody>
</table>
NOTES / CONTRIBUTING FACTORS:
Weather / Road Conditions:

__________________________
__________________________
__________________________

Speed:

__________________________
__________________________

Drugs / Alcohol:

__________________________
__________________________
__________________________

Cell Phone / Inattention:

__________________________
__________________________

Other:

__________________________
__________________________

ACTION PLAN:

__________________________
__________________________
__________________________

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__________________________
__________________________

__________________________
D4SC Crash Review 2/10/15 Hwy 33/35
D4SC Crash Review 2/10/15 Hwy 33/35
Driving 4 Safe Communities

Crash Trends:
- Driver Inattentiveness
- Speeding
- Failure to Yield
- Driving Under the Influence of Drugs & Alcohol
- Highway 33 /35
D4SC Quarterly Report

Driving 4 Safe Communities - Fatal Review Committee

Meeting Date: September 8, 2015
Attended by: EMS – Randy Strohmeyer
Engineering – Vic Lund
Education – Allison Nicolson
Enforcement – Jason Hanson, Steve Purse, Joshua Graves

The Fatal Review Committee met at 0900 hours on September 8th, 2015 at the State Patrol Office.

The committee reviewed seven serious injury crashes and seven fatal crashes.
Fatal Crash

Date & time: 2/10/15 at 1015 hours
Location: Hwy 35/33
Agencies: State Patrol

Two Vehicle crash:

D-1: 33 year old male driving 96 Camry (V-1). 1 passenger; 24 year old female (fatality) Impaired; drugs and alcohol.

D-2: 57 year old female driving 08 Suburban (V-2). 6 passengers.

D-1 ran stop sign at Hwy 35/33 intersection where traffic merges onto the freeway. V-1 hit V-2 at a speed of 55mph. The intersection has been a problem in the past. Drivers tend to not stop and are entering the intersection at 50-55mph. County Engineers are working on a solution for this intersection. All involved were belted. Clear and sunny day. Weather was not a factor.
Fatal Crash Continued

**Factors:** Inattention, failure to yield, speed, and driving under the influence of drugs and alcohol were the factors that contributed to this crash. This area has been of importance to our county engineers as there have been other crashes at this location within the last year. A temporary fix has posting a “Your Speed” sign, and removing unneeded signs has been completed at this intersection. This is the short term fix. The long term fix will be to change the construction of the intersection, add stop bars and yellow lines for stop warning, as well as decrease the 50mph to 45mph. Some education could also be done in the crash scenarios of this intersection. The media has attributed the recent crashes at this location to the roadway construction, when all three crashes were alcohol or drug impaired related crashes. Enforcement will be monitoring this corner for a while and citing those that run the stop sign.
Trends of Reviewed Crashes:

- 6 of the crashes reviewed were related to driving under the influence of either drugs or alcohol or both, speed and inattention.
- 14 crashes we reviewed, 13 were crashes caused by male drivers; 10 between the ages of 21-28
- 4 of the crashes were no seat belt use and when not worn, resulted in a fatality 100% of the time.
- In the last few FRC meetings we also saw a trend in the locations where crashes have been taking place over the course of a one-two year period of time. Our county engineers are in the process of temporarily fixing some of those crash locations as well as putting in for a permanent fix.
Action Plans:

1. Crash #14 – A temporary fix was done at the Hwy 33 and Hwy 35 intersection - reduced the number of signs on the road and placing a flashing speed sign. A permanent fix is being discussed. The permanent – possible reconstruction of the intersection, reduction of speed, adding stop bars and yellow lines for stop warning. Some education needs to be done with this crash being the media has portrayed the recent three crashes at this corner to the roadway construction, when all three crashes were alcohol or drug impaired related crashes. Enforcement will be monitoring this corner for a while and citing those that run the stop sign.

2. The youngest and most severe injury / fatal crashes were mostly males ages 21-28; education can be done with male employers / employees on DUI, drugged driving, speed and seatbelt use.
Two hurt in two separate crashes at I-35/Highway 33 junction in Cloquet

Jana Peterson, jpeterson@pinejournal.com
Duluth News Tribune http://www.duluthnewstribune.com

Two hurt in two separate crashes at I-35/Highway 33 junction in Cloquet Duluth Minnesota 424 W. First St. 55802 It’s the same accident every time, Cloquet Area Fire District Chief Kevin Schroeder said Thursday morning after ambulance crews were called to the intersection of the northbound Interstate 35 ramp and state Highway 33 in Cloquet for a second time in less than 24 hours.In both cases, a vehicle turning from southbound Highway 33 onto northbound I-35 failed to yield and pulled in front of another vehicle traveling northbound on Highway 33, having just exited I-35.It’s been the site of many collisions over the years. Sgt. Neil Dickenson, a Minnesota State Patrol spokesman, was on the scene at Thursday’s crash. “It seems to be a common theme there,” he said. “The majority (of crashes) are people failing to yield or stop.”Dickenson said motorists attempting to turn from southbound Highway 33 onto northbound I-35 should be cautious. Cross-traffic there often is traveling at high speeds as vehicles use the curved, hilly ramp that merges from northbound I-35 to northbound Highway 33. “It’s people misjudging distance, too,”
The Dangers of Distracted Driving

Newspapers, babies, tigers, and explosions—what do all these have in common? They are all avoidable causes of distracted driving that the Willmar Police Officers shared with me as I was gathering information on just how dangerous it can be to not be paying attention on the road.

Officer Chad Oakleaf remembers an incident at 5th Street and Kandiyohi Ave SW in Willmar. "I attempted to stop a man who I found near the - was transporting gasoline in an open plastic grocery bag in the front seat area. He was nervous when he saw me, so he took a cigarette. He got off the vehicle and he had to pull out of the moving vehicle to escape a massive fireball."

Each year in Minnesota, distracted driving is a factor in one in four crashes, resulting in at least 70 deaths and 300 serious injuries, according to the Minnesota Office of Traffic Safety. However, OSS estimations often numbers are not fully understood due to enforcement’s challenge in determining distraction as a crash factor.

"This situation stands out the most for me when a man was driving while testing his baby a bottle in the seat directly behind him," says Willmar Police Officer Jason Hoy. "He was trying to multi-task because he was late, so we had a discussion on how his baby and the other children in the car were worth taking a few extra minutes for."

"I also had one driver at First Street and Willmar Avenue with a newspaper spread out in front of him so much so that I couldn’t see his line through the windshield at all," states Hoy. "But the most common distracted driving violation I see in people talking on their phones. I want to tell all those people. You may not have been in a crash yet, but it’s only a matter of time."

"Whether it’s talking on your phone, adjusting your music or other controls, rating and driving, or turning to talk to passengers in the back seat—anything that takes your eyes or concentration off the road is dangerous behavior."

Officer Gene Schindler recalls a traffic stop from his previous job in Howard Lake, Minnesota. "It was a hot July day and I pulled a guy over for driving erratically," says Schindler. "He told me his tiger was motorists. I looked over in the passenger-side..."
The Dangers of DWI
Engineering’s Role in Traffic Safety

Public Safety

Engineering’s Role in Traffic Safety

By Ryan Barney, MnDOT District Traffic Engineer and Member of the Kandiyohi County Safe Community Coalition

The Toward Zero Deaths (TZD) effort in Kandiyohi County and the state of Minnesota is based on the belief that even one traffic-related fatality is too many. This may seem like a lofty goal, but this philosophy and attitude offers focus for the “4Es” (Education, Enforcement, Engineering, and Emergency Medical Services) to work toward that goal. This also means that these disciplines work together to find unique and significant solutions. Locally, the Kandiyohi County Safe Community Coalition (KCSCC) meets regularly to discuss what factors are causing crashes in our area and what we can do to prevent them from happening in the future.

When the TZD effort started in 2003, there were 655 fatalities on Minnesota roads. Last year there were 365—the second lowest ever. While the decline is a positive trend, the personal nature of each one of these fatal crashes should not be lost. These were family members, friends, classmates, co-workers, etc., and I’m sure their loved ones would say that just one life lost is too many.

So to continue working toward the goal of zero deaths, the role engineering plays is to modify the road—or the elements along it—to improve safety. These modifications are used to help drivers recognize higher conditions as well as to help them make judgments on the road.

Similar to the rest of the state, Kandiyohi County has a majority of serious injury as fatal crashes happen along road segments (3 percent) and 40 percent at intersections.

To keep drivers from going off the road or having a head-on collision, shoulder or centerline rumble strips are used. Centerline rumble strips are used. Centerline rumble strips have been shown to reduce crash by 10 to 20 percent and shoulder rumble strips 10 to 40 percent.

On many roads, wider edge line strip with ground-in wet reflective paint are used. Grindings small grooves for paint markings extends their life by putting them below the snowplow blade level. Wet reflective chips are also used to give better night at wet pavement visibility.

The most common serious injury or fatal crash at an intersection is a T-bone crash. Some of the improvements that are used to decrease intersection crash risk are enhanced signage, rumble strips, lighting, and Conformal Warning Systems (similar to those at intersection of highways 71 and 9 as well as Highway 23 and County Road 1). J-turns are also used. In Kandiyohi County, there are J-turns located on Business 71 and County Road 24 near Eagle Creek Golf Club in Willmar. This J-turn had eleven crashes three years prior to the new intersection at only one property damage crash in the nine month after installation.
<table>
<thead>
<tr>
<th>Identified Trends</th>
<th>Frequency</th>
<th>Action Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat Belt</td>
<td>4</td>
<td>The youngest and most severe injury / fatal crashes were mostly males ages 21-28; education can be done with male employers / employees and in the community on seatbelt use.</td>
</tr>
<tr>
<td>Speed</td>
<td>15</td>
<td>Education in the community; speed for all drivers. Speeding in summer months can be just as dangerous as speeding in winter.</td>
</tr>
<tr>
<td>Inattention/ Distraction</td>
<td>16</td>
<td>The most severe injury / fatal crashes were due to inattention and distracted driving among all ages. Education can be done within the workplace and in the community on distracted driving.</td>
</tr>
<tr>
<td>Inexperience</td>
<td>1</td>
<td>Communication with our local Parent Component classes was identified as an important community connection to our younger most inexperienced drivers. Our coalition maintains a partnership with local driver’s education teachers to be a resource to them.</td>
</tr>
<tr>
<td>Equipment</td>
<td>2</td>
<td>The crashes reviewed where mechanical equipment was the main cause of the crash; education can be done in the community about the importance of doing a pre-inspection of your vehicle.</td>
</tr>
<tr>
<td>Weather</td>
<td>4</td>
<td>Weather and speed were the factors that contributed to the 4 weather related crashes. These crashes may bring the opportunity to educate on the Tire Tread Law.</td>
</tr>
<tr>
<td>Alcohol</td>
<td>10</td>
<td>The youngest and most severe injury / fatal crashes were mostly males ages 21-28; education can be done with male employers / employees on DUI. Our coalition also indentified the need for a Safe and Sober ride program in the Carlton and Duluth area. Twin Ports JOYRIDE began in January 2015.</td>
</tr>
<tr>
<td>Other Substances</td>
<td>9</td>
<td>The youngest and most severe injury / fatal crashes were mostly males ages 21-28; education can be done with male employers / employees on drugged driving.</td>
</tr>
<tr>
<td>Medical</td>
<td>4</td>
<td>Education is not needed with the crashes related to a medical emergency due to factors that were uncontrollable.</td>
</tr>
<tr>
<td>Drowsy</td>
<td>2</td>
<td>The youngest and most severe injury / fatal crashes were mostly males ages 21-28; education can be done with male employers / employees on drowsy driving.</td>
</tr>
<tr>
<td>Coded Serious and Not</td>
<td>2</td>
<td>State reports noted crashes as an A-Injury, when they were Fatal Crashes. Discuss the possible connection with knowing if the crash victim did die after transportation to a medical facility.</td>
</tr>
</tbody>
</table>
Questions ?