



TOWARD ZERO DEATHS

Because your life counts

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 fatalities, 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.



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

Education

Safety goes beyond obeying our traffic laws

By Ashlyn Christianson
Goodhue County safe roads coordinator

COMMENTARY

Beautiful summer days are typically the deadliast time on roads in Minnesota; this summer has been no exception.

The first week of August brought in 191 traffic deaths this year and six of those deaths were our neighbors, brothers, co-workers and classmates in Goodhue County.

This means that even though the state 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 Fatal Review Committee is to find the cause of the fatal crash and then figure out solutions to prevent it from occurring again. It is important to hold fatal reviews because you cannot fix a problem if you don't know what is causing it.

The problem in our local communities is that a high number of people are being seriously injured or dying in preventable traffic related crashes each year. The fatal reviews are a private process where the four E's are present to review the crash: Emergency Medical Services, Law Enforcement, Engineers and a public health Educator. 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).

Fatal reviews began in the spring of 2011 with Toward Zero Deaths grant funding. Unfortunately, these reviews continue to be held quarterly due to the high number of traffic deaths in Goodhue County. Since 2011 the Fatal Review Committee has reviewed nine fatal crashes that have involved 11 deaths. These reviews do not yet include the two fatal crashes that occurred last month.

The committee keeps an eye out for drivers all the same age? Are they head-on, right angle or single vehicle crashes? Did they involve pedestrians? At this time, the only consistency found in every fatal crash is that they all involved male drivers and half were not belted.

The Fatal Review Committee is investigating to find out.

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the fact of the matter is that these crashes are not accidents, they are preventable and they are attributed directly to driver behavior.

The reviews seem to circle around the question that if hundreds or thousands of vehicles travel this road every day without incident, what was different about this driver's behavior that resulted in a crash? Now that we know the behavior, what is a cost effective way to prevent it in the future?

Were they driving too fast for road conditions? Did they have alcohol or medication in their system? 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 prevent crashes.

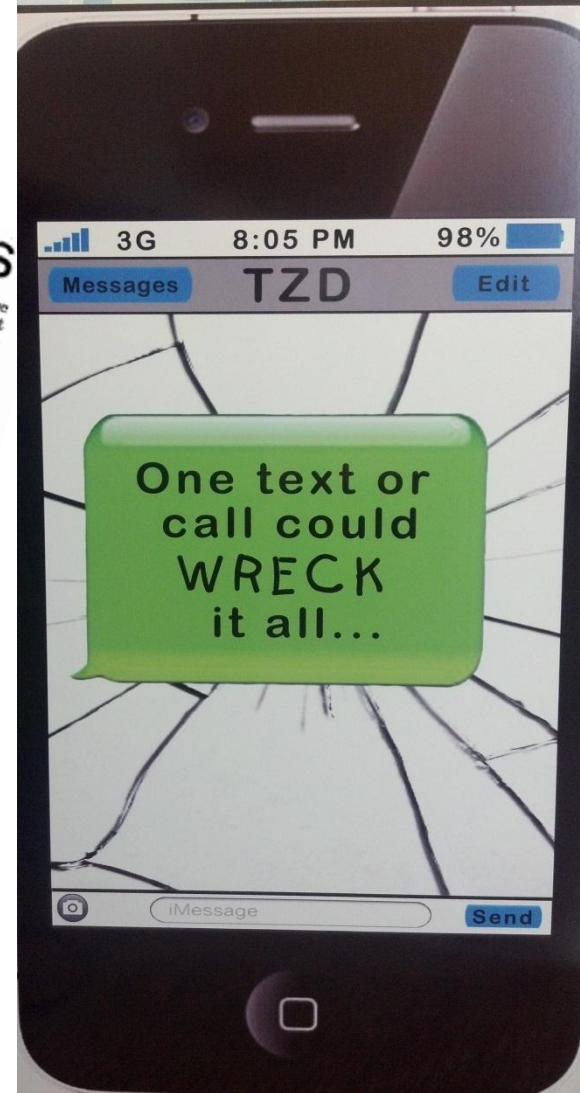
I also recommend being a defensive driver. Just because you are a great driver doesn't mean that another distracted driver will see you before slamming into your vehicle.

Always buckle up and require that your passengers buckle up too. Your passenger's unbuckled body could crush you and cause serious injury in a crash. You might think that fender benders aren't important, but even if you may not have personal ties to a crash, the costs that impact the community still affect you.

Costs may include a coworker missing work, lifetime physical therapy or caretaker costs, insurance rate increases, road closures, grief counseling, construction costs like adding rumble strips, and more.

People say they have the right to want in their vehicle, but driving is a privilege and the tab when the bill is due.

Every life or death has an impact on our communities so be responsible for your driving so others don't. Join in on Toward Zero at www.minnesotawardsafety.com or www.minnesotawardsafety.com.



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 it's 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...

**Northbound
Run Off Road,**
Right Angle, Head On

Type of Vehicle(s)
Single 1 Truck

Pedestrian, ATV,
Semi, etc

Driver
35 yo Male

1 Prior DWI,
Previous Tags, Age,
Licensed (endorsement),
Gender...

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

Apparent Contributing
Crash Factors
**Speed &
Overcorrected
on curve and
Rolled**

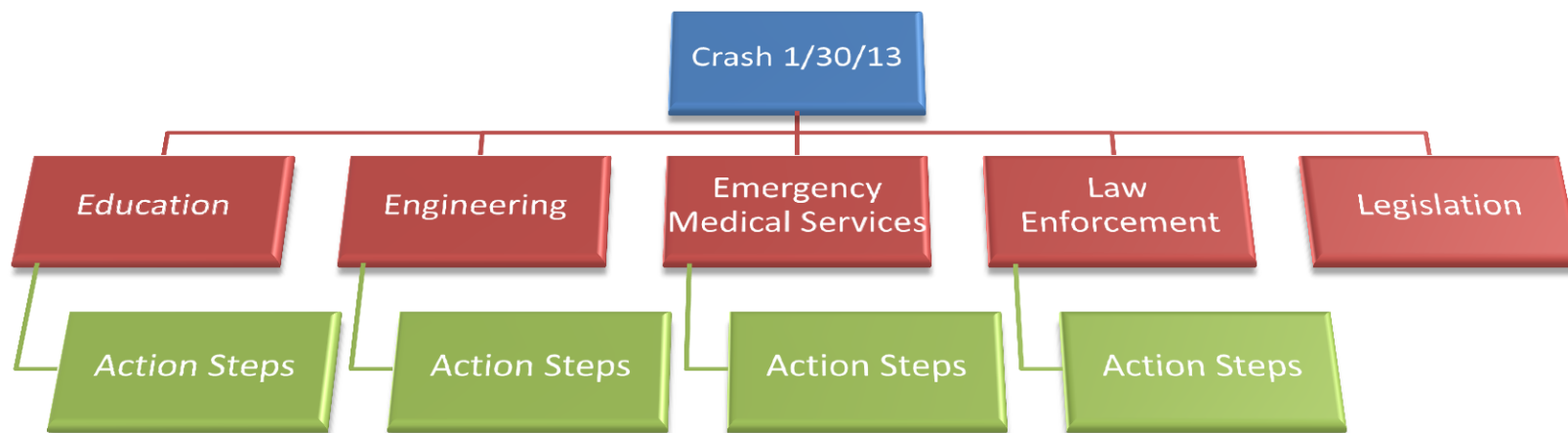
**Currently unknown
if medical or drug
related**
Distraction, Alcohol,
Speed, Sleep, Medical,
Over correcting...

**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





State Created FRC Template

MOTOR VEHICLE FATAL REVIEW

CASE #:

DEMOGRAPHICS:

DATE	TIME	WEATHER CONDITIONS	ROAD CONDITIONS	LOCATION	RESPONDING AGENCIES

	MAKE	MODEL	VEHICLE YEAR	POSSIBLE CONTRIBUTING FACTORS:
VEHICLE A:				
VEHICLE B:				

OCCUPANTS:	AGE	SEX	CHEMICAL USE	MEDICAL CONDITION	LAP BELT USE	SHOULDER BELT USE	CHILD SEAT	EJECTED	HEALTH STATUS	AIR BAG
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 Steinhibel, 35, was westbound on County Road 1 when he fell asleep, he told deputies. He woke up as his vehicle went off the road and hit a field drive.

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

Similar -
What's different?

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 Pavek, 78, of Northfield, according to the State Patrol.

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

eggle 7-28-12

Seat belt?
Car seats?

Crash fatality in Wanamingo

Two others injured

By TERRI WASHBURN
twashburn@thekenyonleader

A fatal ^{Crash} accident occurred on Thursday, July 23, around 4:45 p.m. near Wanamingo on Highway 60 near mile marker 17. A sport utility vehicle driven by Michael D. Buck, 36, of Faribault crossed the center line and collided with a semi head on.

Buck died at the scene of the ^{Crash} accident, and two juvenile passengers were transported to St. Mary's Hospital in Rochester, according to the State Patrol report. Tyler M. Buck, 8, of Faribault is listed as having sustained minor injuries. The other passenger, Natily K. Reed, 11, also of Faribault was transported by Mayo 1 Helicopter. The report lists her in critical condition.

The driver of the semi, Francis Pavek, 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, Zumbrotta 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 @KenyonTerri.

Seat belt?
Leader 8-3-12

COMING UP

Wanamingo

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

Record 8-1-12

By Alicia Hunt-Welch

A head-on collision between two vehicles on a curvy 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 Pavek, 78, of Northfield. After the

impact the semi went off the road and overturned in the ditch.

All occupants were wearing their seat belts and airbags were deployed, but the crash was severe. Michael Buck, formerly of Wanamingo, was pronounced dead at the scene. A Mayo One medical helicopter was called on to transport one of the young passengers, 11-year-old Natily Reed, also of Faribault. She was listed in critical condition at St. Marys Hospital in Rochester. The driver's 8-year-old son, Tyler Buck, was transported by Zumbrotta Ambulance to St. Marys Hospital for

treatment of minor injuries. The driver of the semi reported no physical injuries.

Highway 60 was closed and traffic re-routed for several hours while the scene was cleared and investigated by the State Patrol. The Wanamingo Fire Department and First Responders, and the Kenyon Police Department also assisted at the scene. The blacktop roadway was dry at the time of the accident and alcohol is not believed to be a factor in the crash. The highway was reopened at about 9:30 p.m.

Seat belts?
Alcohol

update on status?

What else should be mentioned?

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. Learnmont, 25, of Kasson, was eastbound on County Road 11 headed to work in Mazeppa when he apparently fell asleep. His SUV crossed the cen-

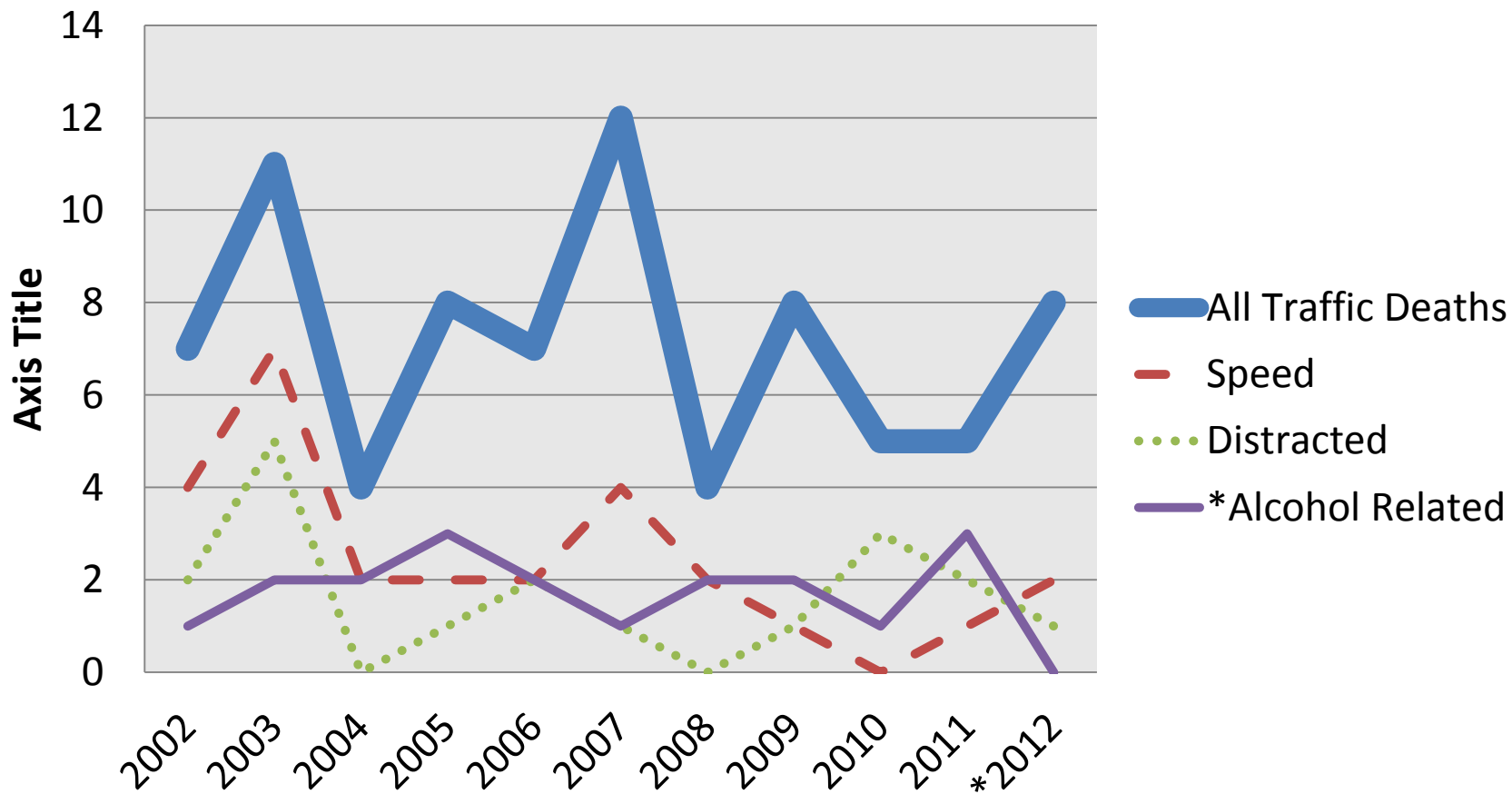
ter line and went into the ditch, striking two concrete culverts. Learnmont was pronounced dead at the scene. The accident occurred approximately two miles west of Mazeppa in Pine Island Township.

Learnmont 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.

Record 8-1-12

Goodhue County Trends

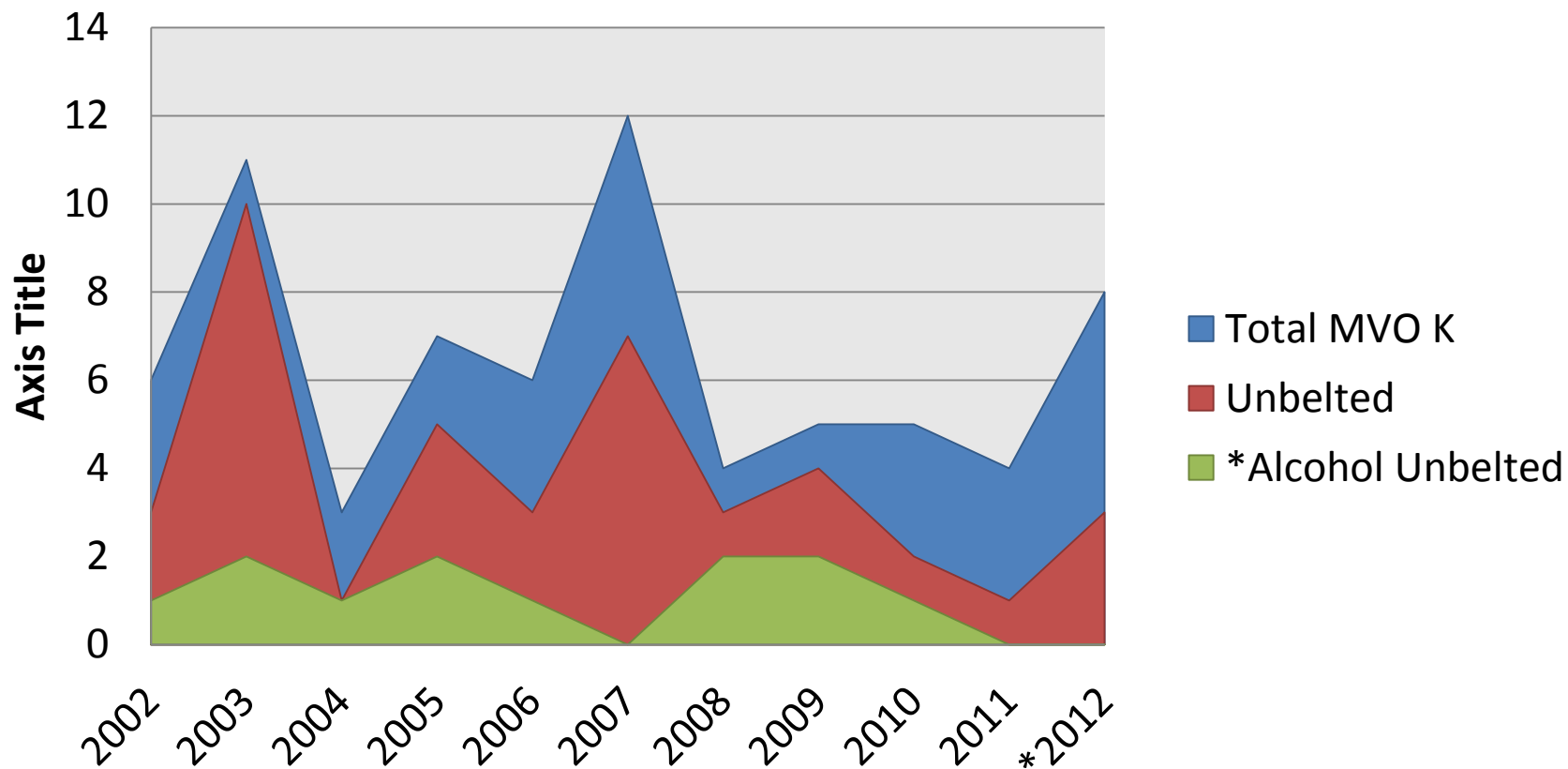
Total Traffic Fatalities and Contributing Factors for Goodhue County



*There is NO Alcohol related Data for 2012 Yet.

* 2012 is preliminary data

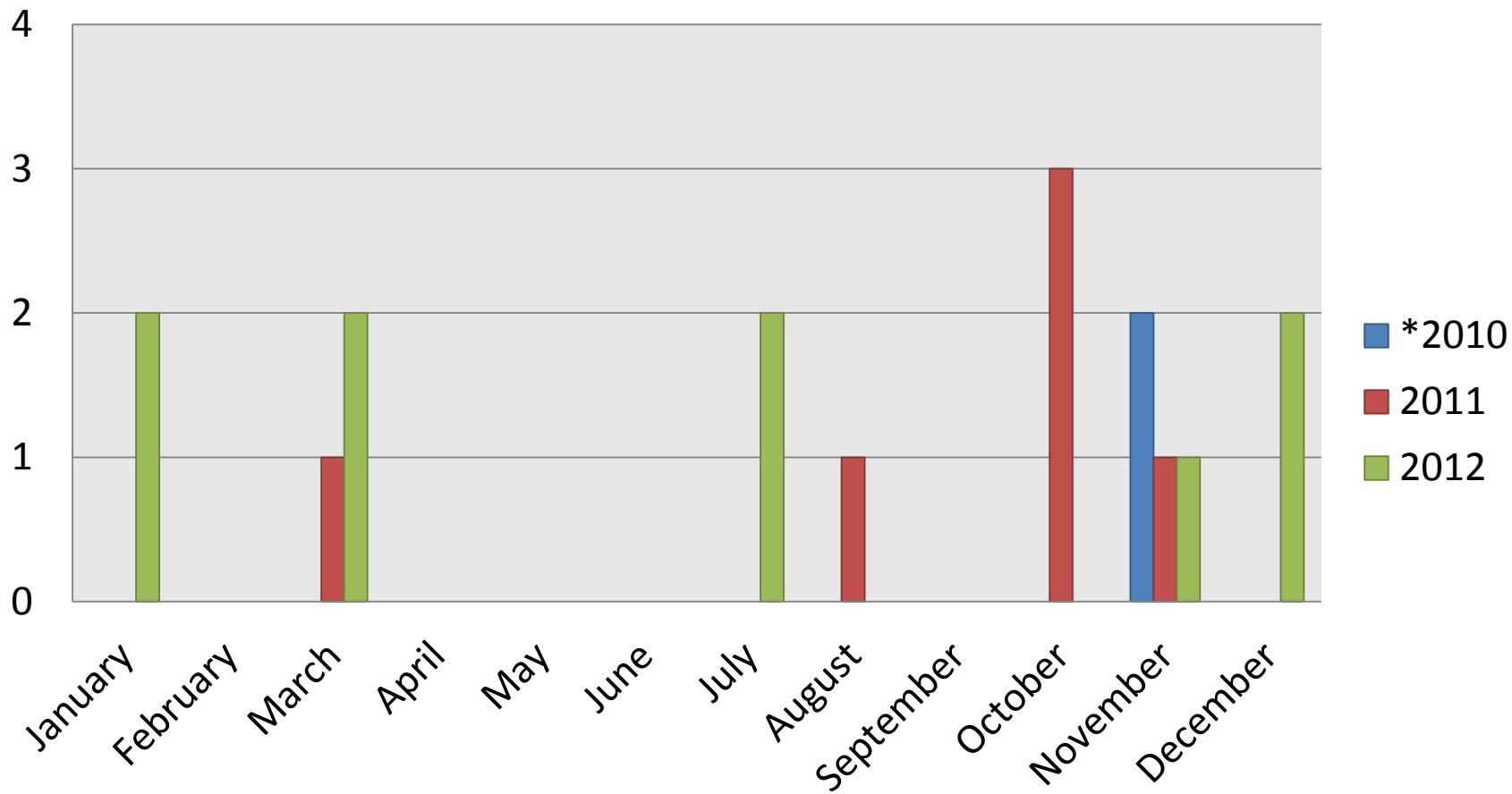
Seat Belt Use Among Motor Vehicle Occupant (MVO) Fatalities (K) in Goodhue County



*There is NO Alcohol related Data for 2012 Yet.

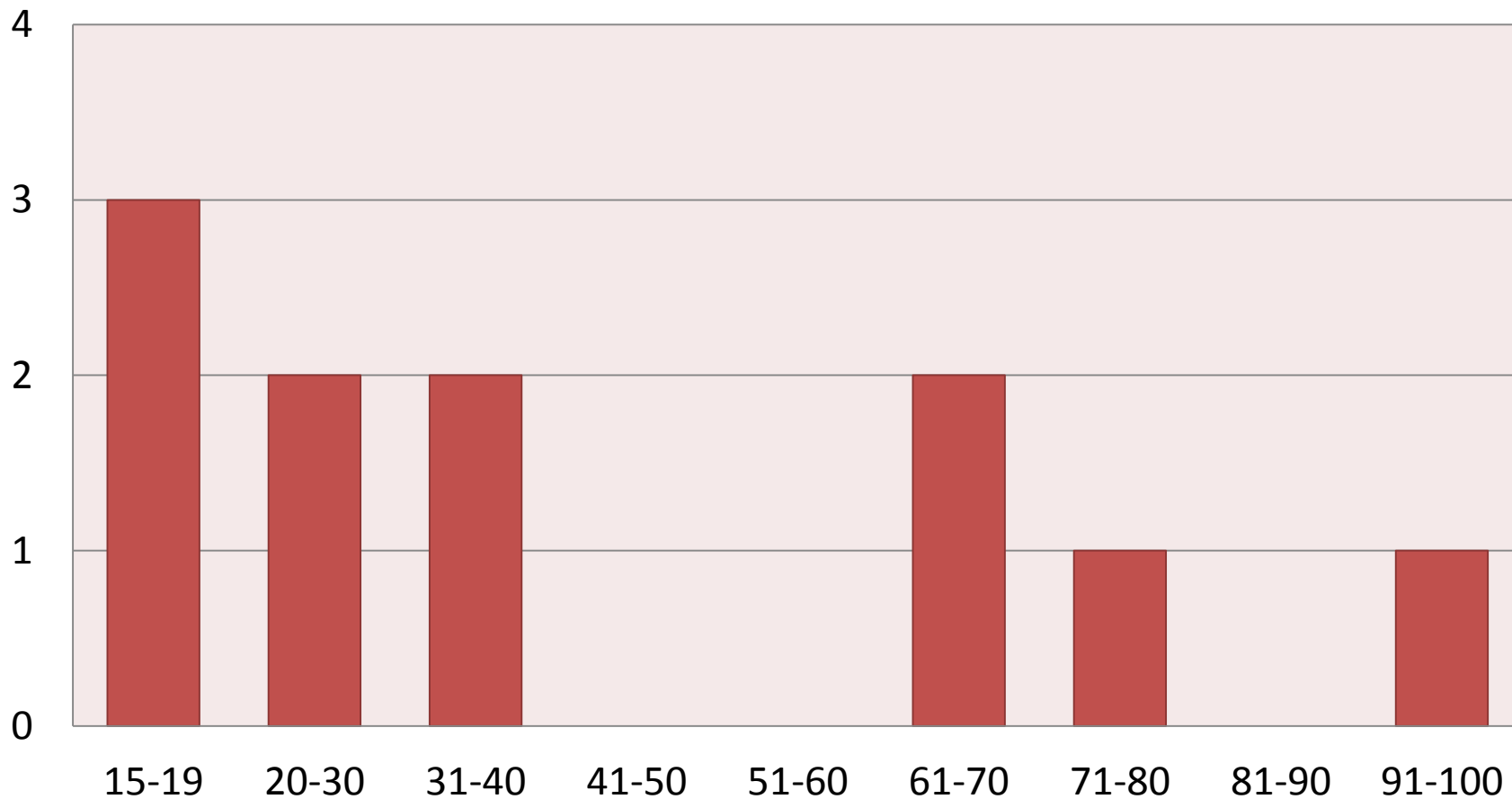
* 2012 is preliminary data

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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