



CRASH DATA – A LOCAL APPROACH TO MANAGING CRASH DATA

MINNESOTA STATE PATROL

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ITEMS OF DISCUSSION



- Historical Review of Crash Reporting
- 169.09 – Crash Reporting / Statute Updates
- Responsibility for Data Collection / Crash Reporting
- What is this Collision Data used for?
- Outlets to review/research local data
- A local approach to utilizing collected crash data
- Using that data effectively for targeted enforcement at a local level
 - JPA's
 - Targeted Enforcement



IT ALL BEGINS WITH ACCURATE REPORTING & INVESTIGATIONS

**HISTORICAL
BACKGROUND**



Historical look at Crash Reporting

1940 Supplement

To
Mason's Minnesota Statutes
1927

(1927 to 1940)
(Superseding Mason's 1931, 1934, 1936 and 1938
Supplements)

Containing the text of the acts of the 1929, 1931, 1933, 1935, 1937 and 1939 General Sessions, and the 1933-34, 1935-36, 1936 and 1937 Special Sessions of the Legislature, both new and amendatory, and notes showing repeals, together with annotations from the various courts, state and federal, and the opinions of the Attorney General, constraining the constitution, statutes, charters and court rules of Minnesota together with digest of all common law decisions.



Edited by
William H. Mason
Assisted by
The Publisher's Editorial Staff

MASON PUBLISHING CO.
SAINT PAUL, MINNESOTA
1940

HISTORICAL BACKGROUND (CONT.)



Historical look at Crash Reporting

- The first mentions of crash reporting was mentioned in 1927 - Under the Roads Provisions in State Statute
 - The largest change came in 1937 - § 2720-173 & 174 (Chapter 464)

Subdivision 3. Every law enforcement officer who in the regular course of duty, investigates a motor vehicle accident of which report must be made as required in this section, either at the time of and at the scene of the accident or thereafter by interviewing participants or witnesses, shall, within 24 hours after completing such investigation, forward a written report of such accident to the Commissioner.

Subdivision 4. The department shall prepare and upon request supply to police departments, coroners, sheriffs, garages and other suitable agencies or individuals, forms for accident reports required hereunder, appropriate with respect to the persons required to make such reports and the purposes to be served. The written reports to be made by persons involved in accidents and by investigating officers shall call for sufficiently detailed information to disclose with reference to a traffic accident the causes, conditions then existing, and the persons and vehicles involved.

2720-174. Department to tabulate and analyze reports.—The department shall tabulate and may analyze all accident reports and shall publish annually or at more frequent intervals statistical information based thereon as to the number and circumstances of traffic accidents. (Apr. 26, 1937, c. 464, §24.)

HISTORICAL BACKGROUND (CONT.)



Historical look at Crash Reporting: 1971 - Today

- § 169.09 - Collisions

Sec. 5. Minnesota Statutes 1969, Section 169.09, Subdivision 7, is amended to read:

Subd. 7. **ACCIDENT REPORT TO COMMISSIONER.** The driver of a vehicle involved in an accident resulting in injury to or death of any person or total property damage to an apparent extent of \$100 or more, shall promptly forward a written report of the accident to the commissioner of public safety. If, in the opinion of the commissioner of public safety, the original report of any driver of a vehicle involved in an accident of which report must be made as provided in this section is insufficient he may require the driver to file supplementary reports.

- § 169.10 - Statistical Information

- In 1971 - State Statute was updated to reflect this responsibility would now be delegated to the Commissioner of Public Safety.

Subd. 8. **OFFICERS TO REPORT ACCIDENT TO THE COMMISSIONER.** Every law enforcement officer who, in the regular course of duty, investigates a motor vehicle accident of which report must be made as required in this section, either at the time of and at the scene of the accident or thereafter by interviewing participants or witnesses, shall, within 24 hours after completing such investigation, forward a written report of such accident to the commissioner of public safety.

Changes or additions indicated by underline, deletions by ~~strikeout~~.

HISTORICAL BACKGROUND (CONT.)



Historical look at Crash Reporting - Today

- The Federal Highway Safety Act of 1966
 - The Minnesota Department of Public Safety – Office of Traffic Safety



\$169.09 - COLLISIONS & 2024 LEGISLATIVE SESSION UPDATES



\$169.09 Collisions – Reporting Requirements

- Updated in Legislative session 2024
 - Fatalities – Officers must complete a MNCrash report within two business days
 - If death occurs later - file amended report within two business days of becoming aware
 - Update the checkbox from injury to fatal
 - Add a brief sentence in the narrative – such as “Driver 1 dies from injuries at hospital on (insert date).”
 - Other reports should be reported in MNCrash within ten days
 - Mandatory Reporting Minimums
 - Fatality
 - Injury
 - Disabling damage to one or more vehicles
 - Any damage to fixtures, infrastructure, or other property along highway
 - School bus crashes
 - Commercial vehicles – if requires a Post-Crash Inspection
 - Fatalities, injuries, or disabling damage occurring on public property or trail
 - Including ATV's and snowmobiles
- Not required if:
 - occurred involved boarding or alighting from a stationary vehicle
 - occurred involved loading or unloading cargo
 - Intentional vehicle to vehicle intentional contact initiated by Law Enforcement



WHAT IS ALL THE REPORTED DATA USED FOR?



ANALYZING DATA FOR ENFORCEMENT

DWI DASHBOARD - MYBCA

St. Cloud District Fatal Crash Reduction Analysis

2024 Fatal Crash Statistics: Date: 09/25/2024

Total # of Fatal Crashes	21	+5%
Total # of People Killed	28	

2023 Fatal Crash Stats:
YTD - 20
Total - 29

Station					
2610	2620	2630	2640	2650	2670
4	6	1	1	3	6

County					
Big Stone	Benton	Kandiyohi	Meeker	Pope	Sherburne
0	0	4	1	1	6

Roadway					
1-94	Hwy 2	Hwy 9	Hwy 10	Hwy 12	Hwy 15
1	0	1	4	3	0

Comments:
 Motorcycle Fatal Crashes: 1 Suicide: 0
 Pedestrian Fatal Crashes: 2 Unbelted Deaths: 5
 Alcohol/Drug Related Fatal Crashes: 5

Date	Time	Location	County	
07/23/2024	7:47 am	Highway 23 near County Road 5	Kandiyohi	
Station	#10-54(s)	Seatbelt Y/N	Ejected Y/N	Alcohol/Drugs Y/N
2620	1	N	N	N

Facts: ICR# 24602561
10-54 Victim: [REDACTED]

A Semi-combination was eastbound on Highway 23. A Honda civic was westbound on Highway 23. The Honda Civic lost control on wet roads, rotated and crossed the center line and collided with the Semi. The driver of the Honda Civic was killed.

Date	Time	Location	County	
09/04/2024	2:51 pm	Highway 12 at 11 th Street	Wright	
Station	#10-54(s)	Seatbelt Y/N	Ejected Y/N	Alcohol/Drugs Y/N
2610	1	Y	N	N

Facts: ICR# 24603133
10-54 Victim: [REDACTED]

A 2013 Nissan Van was travelling east on U.S. Highway 12 in Howard Lake. An elderly pedestrian was crossing U.S. Highway 12 from north to south. The Van struck the pedestrian in the crosswalk.

Date	Time	Location	County	
07/23/2024	10:44 am	Highway 75 at 530 th Street	Traverse	
Station	#10-54(s)	Seatbelt Y/N	Ejected Y/N	Alcohol/Drugs Y/N
2650	1	Y	N	N

Facts: ICR# 24602563
10-54 Victim: [REDACTED]

A Semi-combination was stopped or backing up on Highway 75 to turn the combination around on 530th Street. A Ford SUV was travelling south on Highway 75. The Ford rear ended the tractor of the Semi-combination. The passenger in the Ford was killed.

Date	Time	Location	County	
07/28/2024	9:21 pm	Highway 55 near Dempsey Ave	Wright	
Station	#10-54(s)	Seatbelt Y/N	Ejected Y/N	Alcohol/Drugs Y/N
2610	1	NA	NA	N

Facts: ICR# 24602632
10-54 Victim: [REDACTED]

The Jeep Cherokee and Bicyclist were traveling west on Highway 55 when they collided.

Date	Time	Location	County	
09/16/2024	9:36 pm	Highway 40 at County Line Road	Kandiyohi	
Station	#10-54(s)	Seatbelt Y/N	Ejected Y/N	Alcohol/Drugs Y/N
2620	1	N	Y	N

Facts: ICR# 24603246
10-54 Victim: [REDACTED]

A GMC Acadia was westbound on MN Highway 40. The vehicle left the road and travelled in the south ditch. The vehicle vaulted over a field approach. The driver was not belted and was ejected. The driver died at the CentraCare Hospital in St. Cloud, MN on September 18, 2024.

Date	Time	Location	County	
09/23/2024	9:51 pm	20016 Highway 22	Stearns	
Station	#10-54(s)	Seatbelt Y/N	Ejected Y/N	Alcohol/Drugs Y/N
2630	1	Y	N	Y

Facts: ICR# 24603322
10-54 Victim: [REDACTED]

The Ford F150 was travelling Northbound on Highway 22 when it went off the road, rolled, and came to rest partially submerged in water on its roof. Alcohol impairment is suspected.

USING/COLLECTING LOCALIZED DATA (2010-PRESENT)

CY 2018 DATA DRIVEN FATAL REDUCTION PROJECT



Guidelines

- Enforcement Calendar from April – November
- Analyzing the previous 8 years of data we identified a trend based on State Patrol Stations and roadways
- Enforcement Schedule drafted based on data analysis
- Two – 2-day targeted enforcement campaigns each month with 17 Troopers

- a. Date worked: 04/09/2018 – 11/07/2018 (30 days in total a saturation took place)
- b. Total Number of Hours worked in the zone: 1094.5
- c. Total Number of Traffic Stops: 1698
- d. Number of Citations: 741
- e. Number of Warnings: 1634
- f. Number of Speed Citations: 231
- g. Number of Speed Warnings: 568
- h. Number of Seatbelt/Child Restraint Citations: 188
- i. Number of Seatbelt/Child Restraint Warnings: 118
- j. Number of Distracted Driving Citations (Texting, Over Center, Headphones and Driving, Inattentive Driving, Using handheld device in CMV): 23
- k. Number of Distracted Driving Warnings (Texting, Over Center, Headphones and Driving, Inattentive Driving, Using handheld device in CMV): 62
- l. Number of Impaired Driving Arrests (Alcohol or Drugs): 2
- m. Narcotics Arrests or Citations: 17
- n. Commercial Motor Vehicle Inspections (if applicable): 65
- o. Any Significant Arrests or Incidents:
 - 16 Driving After Revocations
 - 7 Driving After Suspensions
 - 3 Driving After Cancellation
 - 1 Driving After Cancellation – Inimical to Public Safety
 - Speed 90/60
 - 1 Traffic Pursuit, Mental Health Crisis fleeing from a Hit and Run Crash
 - CMV DWI, Tested .18AC
 - Felony Tax Evasion (License Registration)
 - 3 Warrant Arrests
 - 1 Gross Misdemeanor False Name and Date of Birth
 - No Minnesota Registration – Display Plates of Another
 - 4740 conducted a WHIM Saturation on 09/27. They weighted 273 CMV's, conducted 16 CMV Inspections, and placed 7 CMV's OOS. They also found 6 overweight CMV's and had one arrest.

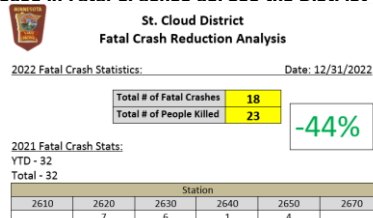
The data determined approach to planning and development, along with aggressive traffic enforcement proved to be highly successful for District 2600. To date, within District 2600, on roadways that are the primary responsibility of the Minnesota State Patrol, we have shown a **42% decrease** in fatal traffic crashes in 2018 as compared to CY2017, and a 37% reduction if compared to CY2016. If we can finish CY2018 without any additional Fatal Crashes, there will be a **50% decrease** compared to 2017.

CY 2022 DATA DRIVEN FATAL REDUCTION PROJECT & TRAFFIC TASK FORCE JPA



Guidelines

- Planning in response to rapid rise in traffic fatalities in POST-COVID era
- Focus was on three State Patrol Stations in the Saint Cloud District
 - 2610 – Buffalo Station (Wright County)
 - 2630 – Saint Cloud Proper Station (Benton, Stearns & Sherburne County)
 - 2670 – Elk River Station (Sherburne & Wright County)
- Enforcement Schedule drafted based on trending data analysis and significant MNDOT Construction Project on I-94 and other area improvement projects
- Collaboration with Sherburne, Stearns and Wright County Sheriff's Department
- Timeline was April through November
- RESULTS:
 - **Zero** Traffic Fatalities in the 2610 Station and the 2670 Station on roadways where the State Patrol has jurisdiction authority
 - A 44% decrease in Fatal crashes across the District



FINAL THOUGHTS



- Timely and accurate Investigations are the foundation to all crash data
- Understand Public vs Private Data in crash reporting
- It is never too late to start a local data point – start today
- Success will be achieved through collaboration
- Leverage Technology
- Minnesota Local Road Research Board (LRRB)/SRF Consulting/MNDOT
 - Best Practices for Effective Completion of Crash Reports by Law Enforcement
- Accountability

Twenty-three-year-old Hunter Buckentine is pleading guilty to criminal vehicular homicide and criminal vehicular operation. Sherburne County District Court records show Buckentine was driving westbound on Highway 10 when his car slammed into the back of a Chevy Cobalt at a high rate of speed. Authorities say Buckentine's car pushed the victim's car into the ditch and caused it to roll multiple times. A passenger in the Cobalt, a 34-year-old male from Clarissa, died in the crash. A second passenger in the Cobalt, 38-year-old female from Clarissa, was taken to St. Cloud Hospital with life-threatening injuries. The driver of the Cobalt, 34-year-old female from Lake Lillian had minor injuries.

QUESTIONS?

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