

LANE COUNTY FATAL CRASH INVESTIGATION TEAM (FCIT)



Enforcement



Engineering



Education / Public Health

2017
Report

Together we can save lives and reduce suffering

FCIT Purpose: Bring law enforcement, engineering, public health, Risk Management and Legal Counsel to investigate and review fatal crashes on Lane County roads.

FCIT Goal: Prevent future crashes through a broad set of countermeasures, including engineering, education, enforcement, and emergency response which will save lives and at the same time eliminate or minimize the County's potential legal liability for that crash and future crashes.

Lane County Fatal Crash Investigation Team (FCIT)

TOGETHER WE CAN SAVE LIVES AND REDUCE SUFFERING

Background

In 2014 and 2015, Lane County had more traffic fatalities than any other county in Oregon. In 2015, Lane County collaborated with Lane Council of Governments (LCOG) and Oregon Department of Transportation (ODOT) to evaluate crash data and engage stakeholders from various agencies and disciplines to better understand the safety problem and determine effective solutions. This work resulted in the development of a Lane County Transportation Safety Action Plan (TSAP), which the Board adopted on July 18, 2017.

The TSAP is an action-oriented plan that recognizes fatal collisions as a preventable and significant public health issue, and emphasizes a systemic (or risk-based) approach to safety. It identifies education, enforcement, and engineering actions to minimize and mitigate the greatest safety risks contributing to fatal collisions (i.e. excessive speed and/or driving under the influence of intoxicants, leading to single-vehicle roadway departure and fixed-object collisions). The key to implementing these multi-disciplinary actions, and addressing what is largely an outcome of inevitable human error, is collaboration with education, enforcement, and engineering practitioners. The FCIT was created in 2017 to align County Departments in working toward zero deaths on Lane County's transportation system.

FCIT Members

Individual disciplines investigate crashes, such as enforcement officers and emergency service responders. A team from Public Works also evaluates the roadway conditions surrounding fatal collisions. The Fatal Crash Investigation Team (FCIT) joins forces to be more effective in saving lives, reducing suffering, and creating a culture of safety. The team includes law enforcement, engineering, public health, Risk Management and Legal Counsel. The team is exclusive to Lane County staff to minimize legal exposure.

The membership of the FCIT is listed below by position and the current occupant of that position:

- County Administrator (Steve Mokrohisky)
- Lane County Sheriff (Byron Trapp)
- Public Works Director (Dan Hurley, AIC)
- Assistant Public Works Director (Vacant)
- Public Works Safety Coordinator (Ray Woothtakewahbitty)
- County Engineer (Peggy Keppler)
- Road Maintenance Manager (Orin Schumacher)
- Lieutenant Sheriff's Office (Billy Halvorsen and Carl Wilkerson)
- Public Health (Jocelyn Warren and Elisabeth Maxwell)
- Traffic Engineer (Steve Gallup and formerly Ed Chastain)
- Transportation Planning Supervisor (David Reesor)
- Engineering Technician (Sharon Joiner)
- Senior Transportation Planner (Becky Taylor)
- County Counsel (Stephen Dingle)
- Risk Manager (Lisa Lacey)

Confidentiality Protocol

The above individuals serve on the FCIT as the representatives of County Counsel as that term is used in Oregon Rule of Evidence 503(1)(e). The communication and information provided by these individuals is to facilitate the rendition of professional legal services on behalf of Lane County as defined in Oregon Rule of Evidence 503(1)(d)(B). Every effort will be made to separate facts from attorney-work product. Unless explicitly stated otherwise the work of the FCIT is covered by attorney-client privilege and the attorney work product doctrine. However it is recognized that the FCIT will waive certain parts of their work pursuant to Oregon Rule of Evidence 511. This partial waiver should not be treated as a complete waiver of the privilege.

When written materials are prepared every effort will be made to separate/segregate materials protected by attorney client privilege and the attorney work product doctrine.

The FCIT anticipates that at times their review will result in additional action on the part of the County to prevent future injuries and eliminate, or reduce, legal liability on the part of Lane County, its commissioner, officers and employees. These actions are intended to be subsequent remedial measures and covered by Oregon Rule of Evidence 407.

Finally, the FCIT acknowledges the financial limitations on Lane County and when considering potential options those choices should be viewed as exercises of discretionary immunity pursuant to ORS 30.265.

2017 Accomplishments

- **Team Creation**
 - Solicitation of and commitment from members across Lane County departments
 - Creation of team structure, mission, and protocol
- **Team Tools**
 - Development of Report Template
 - Defining parameters on crash history analysis
 - Aligning crash risk factors with TSAP Emphasis Areas
 - Leveraging TSAP Actions
 - Creating data tracking and mapping tools
- **Team Development**
 - Education on local and national safety issues
 - Updates on local safety implementation efforts
- **Team Meetings**
 - July 26 Kick-off
 - August 30 Tool Development
 - Oct 25 Case Investigation and educational video
 - Nov 29 Case Investigation and educational webinar on speed-related crashes
- **Case Investigations**
 - #1900-00 Marcola Road (4/6/17 Single-Vehicle Roadway Departure Fatal)
 - #1956-00 Hill Road (2/25/17 motorcycle fatality)
- **Connecting and Collaborating**
 - Consulting other agencies for best practices on safety
 - Referring engineering recommendations to the Lane County Systemic Engineering Implementation Team
 - Planning DUII Campaign with the regional Safe Lane Transportation Coalition
 - Connecting with Team Oregon Motorcycle Safety Program