

National Center for Rural Road Safety Improving Rural Road Safety with the Safe System Approach



A 6-part Webinar Series

Safe

Safe Vehicles

( )

Safe Road

Post-Crash Care

#### **Part 6: Post-Crash Care**

Presented by:

- Dia Gainor, National Association of State EMS Officials
- Joe Tebo, Federal Highway Administration
- Marquis Young, Wisconsin DOT
- Jessica Rich, Federal Highway Administration, Tennessee Division

## Webinar Logistics



- Duration is 11:00 AM 12:30 PM Mountain
- Webinar recorded and archived on website. For quality of recording, phone will be muted during presentation
- If listening on the phone, please mute your computer
- To maximize the presentation on your screen, click the "window box" in the top right of the presentation
- At the end of each section, there will be time for Q&A
- There is a handout pod at the bottom of the screen
- Please complete follow-up surveys; they are vital to assessing the webinar quality

## **Certificates of Completion/CEUs**

### Survey Link –

https://lp.constantcontactpages.com/sv/Kfjo0DA

- Survey closes 2 weeks after webinar
- Expect certificate/CEU form approx. 4-6 weeks after webinar
- Return CEU form to <u>ContinuingEd@montana.edu</u> **NOT** Rural Safety Center
- Request a verification of completion form













Dia Gainor, Executive Director, NASEMSO Joe Tebo, Transportation Specialist, FHWA

Marquis Young, Statewide TIM Engineer, Wisconsin DOT Jessica Rich, Safety Engineer, FHWA TN Division



Once you have completed this webinar, you will have:

an understanding of the Post-Crash Care element in the Safe System Approach through the lens of rural Emergency Medical Services (EMS), rural Traffic Incident Management (TIM), and rural crash investigations and data.



#### To achieve the webinar goal, you will learn to:

Identify improvements for highway safety and crash responders that are actionable for transportation professionals related to detection, distance, and data.

Recall the unique response challenges identified by the FHWA Rural TIM Committee.

Obtain a basic understanding of the Every Day Count's (EDC) Initiative as it applies to TIM and Local Roads.

Identify methods of accessing National TIM Training Programs.

Identify rural TIM actions that WI uses for situational awareness and look at some best practices to reduce the risks when investigating crashes on rural roads.

List actions that Tennessee took to improve their post-crash data, how it made safer roads and road users, and other local activities related to post-crash care.

## National Safety Efforts: Intertwining Concepts





## Safe System:

- Holistic Approach
- Aims to eliminate fatal and serious injuries for all road users
- 5 Elements
- 6 Principles





#### Dia Gainor, Executive Director, NASEMSO



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# WHAT EMS AND TRAUMA CARE BRING TO THE RURAL SAFE SYSTEMS TABLE

Dia Gainor, MPA, Nationally Registered Paramedic (Ret.) Executive Director National Association of State Emergency Medical Services Officials





#### The WHO Emergency Care System Framework

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## WHAT DO STATE EMS OFFICES DO???

- License paramedics and EMTs (>1 million nationally)
- License ground and air ambulance AGENCIES (18K ground/750 air)
- Mandate patient care records submission (NEMSIS)
- Manage systems of care for time sensitive emergencies
- Implement innovative programs to improve safety and outcomes





Source: Delaware Public Media

### EMERGENCY MEDICAL SERVICES' D "DRIVERS" (OF BRUTAL IMPORTANCE IN RURAL AREAS)

Detection

• Distance

Destination determinations





# **DETECTION:**

What if this system also worked in reverse???



## TELEMATICS (yes, in rural areas...)





Source: U of MT and CUBRC

Source: State of ID

Vehicle data transmitted to PSAP Call taker contacts vehicle occupants

Level 1 Trauma Center activated

> Fire/rescue notified of pinned driver

Air transport dispatched

Photo: FEMA/Jocelyn Augustino

# DISTANCE



Source: KUTV

#### Maintenance/Ops, Planned or Unplanned:

How Do All Ambulance Services Find out???







Source: Me !

#### Virginia Trauma Center Map as of May 2020

Post-Crash Care is a TRANSPORTATION issue





Source: TraumaMaps.org (OUTDATED)





#### THE NATIONAL EMS INFORMATION SYSTEM (NEMSIS.ORG)



- Universal Data Dictionary
- Common .xml language
- State EMS Offices may mandate use by all ambulance services
- 75% of records are in the national repository within 8 days
- 43 million response records in public dataset for CY2020 <u>NOW</u>
- CY2021 averaging 1 million records per week
- Next version: 7 minutes from record completion by the medic to deposit in the nat'l database

## Motor Vehicle Crashes

#### **Biospatial Analytics Detect MVCs from EMS Records**

- Machine learning, text analytics, relevant NEMSIS fields
- Revised Trauma Score computed to quantify injury severity

#### EMS Records Automatically Linked with Traffic Crash Records

- Links severity and nature of injury with vehicle details
- Query for severe injuries by vehicle year/make/model

#### **Discover Trends in Severe Injury Due to MVC**

Space, time, demographics, time of day, etc.

Automatically Alert to Surges in MVCs

## biospatial



## OBJECTIVES FOR THE POST-CRASH CARE ELEMENT OF SAFE SYSTEMS:

- Instantly detect and transmit information about incidents
- Use mechanisms to offset the effects of distance (response time and transport time)
- Dynamically select routes for transport, transport type and hospital destinations
- Use your State EMS Office's National EMS Information System data to uncover new solutions to reduce morbidity and mortality

#### **Directing Your Questions via the Chat Pod**

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Joe Tebo, Transportation Specialist, FHWA



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## **Introduction / Background (Quick Stats)**

- Estimated six million lane-miles of rural roadways in the United States versus 2.7 million in urban areas
- 19 percent of the U.S. population lives in rural areas, accounting for about 30 percent of miles traveled, and 48 percent of traffic fatalities
- Rural crashes accounted for twice the fatality rate per 100 million vehicle miles traveled (VMT) compared to urban areas (NHTSA, 2020)



Source: WTI / Neil Hetherington



## **TIM for Rural Environments**

#### **Objectives:**

- Research unique challenges and good practices
- Review of current practices and tools
- Publish a state of practice report
- Identify training, marketing, and outreach of good practices
- Develop training framework and learning objectives





## **Rural Challenges/ Unique Characteristics**

- Varying terrain and severe road weather
- Access to resources
- Communication infrastructure
- Volunteer emergency service challenges
- Livestock





#### **Expert Panel**

- Includes rural TIM community practitioners
- Informs project team
- Participate in recurring meetings
- Reviews work-in-progress

Expert Panel		
Fire and Rescue	DOT	
	ΙΤΔΡ	EMS
Law Enforcement	Towing	Others



### **Rural TIM Research Work Products**

- State of the Practice Report
- Training Framework with Learning Objectives
- Informational Materials
  - e.g., Rural TIM Training Lesson Supplement
  - Others
- Information Distribution Plan



## **NextGen TIM Focus Areas**



Expanding TIM Programs to all roadways, including local roads.



Responder Training – safety, a top priority.



Using TIM Data – data for better safety and operational decisions.



**Technology** – proven yet underutilized.



US. Department of Transportation Federal Highway Administration

U.S. Department of Transportation Federal Highway Administration


### National TIM Responder Training Program Implementation Progress



Train-the-Trainer Sessions

- **498** sessions with **13,210** participants
- 23% of participants have provided training



In-Person Responder Training

• 18,508 sessions with 422,907 participants



Web-Based Training (WBT)

- 112,605 Total | 74,264 NHI | 10,416 Other
- **27,925** ERSI Responder Safety Learning Network



## Total Trained: 548,722





## Technology: UAS for TIM

- Crash Reconstruction.
- Disaster response.
- · Situational awareness.

Incident verification.

 Detour route monitoring.  Response vehicle routing.

Secondary crash

monitoring.

detection.

•

Queue detection and

- Training and afteraction reviews.

Source: Florida Highway Patrol



•



### **Technology: Video Sharing**

#### **Responder Vehicle to TMC Systems**



Source: Maryland Department of Transportation



Source: Florida Department of Transportation





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## Technology: Responder to Vehicle (R2V) Alert Systems



Source: Enforcement Engineering, Inc.



Source: Missouri DOT -Waze





### **TIM Training and other Resources**

https://ops.fhwa.dot.gov/tim/training/index.htm

https://www.respondersafety.com/

https://www.respondersafety.com/training safetyon-rural-roads/

Roadway Incident Operational Safety for EMS Providers (respondersafety.com)





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Marquis Young, Statewide TIM Engineer, Wisconsin DOT



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# Would these two incidents be handled the same?





## Would these two incidents be handled the same?

 TIM principles are the same whether you are on a 6-lane divided interstate or town road

- Personal Protection Equipment
  - Reflective clothing
- Proper parking of response vehicles
  - Blocking
- Utilizing ICS and UC
  - Communication

## Would these two incidents be handled the same? (cont.)

- Traffic control
  - Flagging operations
    - Properly trained and equipped
- Towing and recovery
  - Special equipment
- Adherence to MUTCD standards
  - May be asked later why you did what you did?

So the answer is?

Absolutely

## What is the difference between Urban and Rural TIM?

**Priorities** 

### Rural

✓ Life Safety
 ✓ Incident Stabilization
 ✓ Protection of property and the environment

<u>Urban</u>

✓ Life Safety
 ✓ Incident Stabilization
 ✓ Protection of property and the environment

## What is the difference between Urban and Rural TIM? (cont.)

## **Number of Lanes**

## <u>Rural</u>

- 2 lanes
- Limited area to work
- Limited sight lines and geography
- Many parts of the interstate, US and state highways are in rural areas

### Urban • 6 lanes

- Working very close to live traffic
- Greater volume of traffic



## What is the difference between Urban and Rural TIM?

**Response Time** 

Rural Generally, longer

Rural

Urban Generally, shorter

Urban

**Availability of Responders** 

Generally, more limited

Generally, more available

## What is the difference between Urban and Rural TIM? (cont.)

Is it really that much different?

No

Factors to Consider when Performing TIM in a Rural Environment

### Incident location

- Posted speed limit
  - Actual speed of traffic
- Limited sight distances
  - Curves
  - Hills
  - Woods or other visual barriers adjacent to the road





- Number of Lanes
  - 4-lane divided
  - Two-lane roads
    - 11' wide?
    - Work Zone?
      - Limited parking for response vehicles





- Geography of the Roadway
  - Hills, curves, limited sight distances
  - The need for Early Warning Devices
    - Emergency signs
    - Available personnel
    - PCMS
    - Available responder vehicles



**ROADWAY WITH A CURVE OR HILL** Due to reduced sight distances, additional advance warning is required when an incident occurs on/near a curve or a hill.



### Traffic control

- Training and practice
  - Air horn when dangerous situation
- Proper, reliable communication
  - Dedicated channel
- LED flares, traffic cones, directional paddles, etc....
- Portable warning signs







- Little or no shoulder
  - Gravel or paved
  - Limited parking for response vehicles
  - Ditch or other challenging geography adjacent to the roadway
  - Straight on blocking of response vehicle



### Sight lines

- Woods adjacent to the roadway
- Structures
- Poor lighting or no lighting



### Weather conditions

- Rain
- Slippery/Ice
- Drifting of snow
- Fog
- Sunlight





- Traffic volumes
  - US highway, State highway, County or Town Road
    - Average Daily Count
  - Time of incident
    - Rush hour
  - Day of incident
    - Weekend
    - Holiday
  - Availability of
    - alternate route
  - Delayed recovery



- Roadway Use
  - Traffic volume
  - Types of traffic
    - Agriculture vehicles
    - ATVs/UTVs
    - Bicycle/Motorcycle
    - Snowmobile



Response time
Distance to incident
Weather conditions
Available of responders
Time of day

## Availability of specialized equipment

- Distance from incident
  - HazMat mitigation and clean-up
  - Heavy wrecker/Rotator
  - Crane
  - Water recovery



- Alternate routes
  - Limited number of available routes
  - Extended length of alternate route
    - Cannot send certain vehicles down certain roads
      - Weight limits on roads and bridges
      - Weight limits during certain times of the year
      - Oversize/Overweight vehicles
        - Cannot make certain turns
          - Must find a place to park them

\*\*Always check with your HD and SD prior to sending vehicles down an alternate route

### If your agency needs any TIM-related assistance, i.e. training, newsletter submissions, handouts, etc... please contact:

## TimeProgram@dot.wi.gov

or

Marquis Young Marquis.young@dot.wi.gov 414-227- 2157 (Desk)

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### Jessica Rich, Safety Engineer, FHWA TN Division



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POST-CRASH RESPONSE • "Post crash care is an important part of a safe road system. In the event of a crash, effective post crash care, involving emergency treatment and trauma care and rehabilitation, can help reduce the risk of death and serious injuries."

Post Crash Response booklet by the World Health Organization (WHO)

Supporting those affected by road traffic crashes

### POST CRASH CARE

#### TABLE 1. SUMMARY OF LEGISLATIVE ACTIONS

#### Enabling care • Emergency care access legislation. • Legal requirements for drivers and vehicles. • Legal requirements for third-party liability insurance. • Mandates regarding licensing requirements and scope of practice for care providers. • Mandates regarding ambulance, facility, and rehabilitation accreditation and servicing standards. Crash Requirements for crash investigation procedures. investigation Police evidence reports. • Data reporting/data sharing requirements to ensure accurate reporting of injuries and outcomes, and for monitoring and feedback on services quality. • Records maintenance and confidentiality requirements. Legal process • Legal support for affected.

- Legal Process (Inquest, criminal charges, prosecution and sentencing, etc.)
- Survivors' rights and compensation.




#### DATA IMPROVEMENT ACTIVITIES IN TENNESSEE

#### LOCAL POST CRASH CARE ACTIVITIES IN TENNESSEE

# LEARNING OUTCOMES

# ONCE UPON A TIME...

- 25% Electronic Submission of crash records
- Paper Crash Reports
  - Two-Year Back-log
  - Hired consultants
- Location Identification
- No Central Repository

AI	Document Type 0f ^2
Please Do Not Write In This Microfilm Space	Original Document (select 1) 34 7683477
Tennessee Uniform Traffic Crash Report	3 Amended Document
Reporting Agency Name	Reference Number Override A6 Type of Classif
NS Perpeting Agency Time	Local Agency Number A7 (2) Injury
Tennessee Highway Patrol (THP) AP Totals Date of Crash	(4) Property Damage (Under)
2 City/Metropolitan Police Dept. (CPD) Vehicles Killed Injured MONTH DAY YEAR	of
Capitol Police Capitol	A21 A21 (celect 1) A13
3 Commercial Vehicle Enforcement (CVE) A17 A18 A19 Mar 0 0 0 0 1	SUN A22 A25 A26 1 Urban 2 Trafficway – CLOSED
5 College/University Campus 0 0 0 0 0 0 0 Apr (1 1 1 1 2) 7 National Back Service 0 1 1 1 1 0 0 0 May 2 2 2 3	MON 000000000000000000000000000000000000
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City & State ZIP Phone Number	City & State ZIP Phone Number
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Driver's License Number State Lap, Ican	Differ Stateline Humber
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# TIMELINE OF ACTIVITIES



# TENNESSEE STRATEGIC HIGHWAY SAFETY PLAN

### Improve Decision Making Process and Information Systems

State of Tennessee Strategic Highway Safety Plan



## Improving Crash Data



# TENNESSEE ROAD SAFETY AUDIT PROGRAM

- Highway Safety Improvement Program
- Fatal and Serious Injury Crashes that exceed the Statewide Average for that type of facility
- 30 Requests per month
  - HQ/Regional TDOT Staff
  - Local Stakeholders
  - Incidents that result in fatal or serious injury

TENNESSEE INTEGRATED TRAFFIC ANALYSIS NETWORK (TITAN) Issue: No central repository for crash records; no efficient system available to submit crash records

Solution: TITAN

- Suite of tools developed for the electronic collection, submission and management of all traffic safety related data in Tennessee.
- Centralized data and Document Repository
- Free for All Law Enforcement

#### TENNESSEE INTEGRATED TRAFFIC ANALYSIS NETWORK (TITAN)

# MAP - IT

### 100% Electronic Transfer

Transfer into TRIMS (now E-TRIMS)

Predictive Analytics

TITAN 2.0

# LOCAL ROADS SAFETY INITIATIVE

- Issue: No local roadway data elements to collect crash data for local roads
- Solution: Hire Consultants
  - Locate and analyze crash data for 83 (of 95) Tennessee Counties not located in a Transportation Management Area (TMA)
  - Identify and prioritize locations
  - Conduct Road Safety Audits
- Local Road Data Elements acquired in 2012



## INCIDENT MANAGEMENT TRAINING FACILITY

- Training Facility for emergency response professionals
- Features:
- Interstate-like Roadway
- Two-Lane Highway
- Four-way Intersection
- Cable Median Barrier
- Helicopter Pad



FATAL CRASH REVIEW COMMITTEE KNOXVILLE TRANSPORTATION PLANNING ORGANIZATION

- Meets twice per year to discuss fatal crashes in the Knoxville MPO area
- Committee Members
  - Knoxville TPO
  - Tennessee DOT Region Traffic Engineer
  - Knox County Traffic
  - City of Knoxville Traffic
  - Forensics
  - Knoxville PD
  - Town of Farrugut
  - Metro Drug Commission





- 22.5% Reduction in Crashes Overall
- Reduction in Crashes at 6 of 7 hot spots
- One Hot Spot with 50% Reduction in Crashes
- Five Hot Spots with 10-20% Reduction



#### Spring 2019 Results

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# Resources to Explore on Your Safe System Journey

National Center for Rural Road Safety www.ruralsafetycenter.org

Road to Zero

https://www.nsc.org/road-safety/get-involved/roadto-zero

Toward Zero Deaths & Traffic Safety Culture https://www.towardzerodeaths.org/traffic-safetyculture/

Vision Zero Network https://visionzeronetwork.org/

Center for Health and Safety Culture <a href="https://chsculture.org/">https://chsculture.org/</a>

FHWA's Safe System Materials https://safety.fhwa.dot.gov/zerodeaths/zero\_deaths\_ vision.cfm ITE's Safe System Material https://www.ite.org/technical-resources/topics/safesystems/

Road to Zero's Double Down on What Works Page <u>https://www.nsc.org/road/resources/road-to-</u>zero/doubling-down-on-what-works

FHWA Proven Safety Countermeasures <a href="https://safety.fhwa.dot.gov/provencountermeasures/">https://safety.fhwa.dot.gov/provencountermeasures/</a>

NHTSA's Countermeasure that Work <a href="https://rosap.ntl.bts.gov/view/dot/57466">https://rosap.ntl.bts.gov/view/dot/57466</a>

FHWA and ITE's Safe System Strategic Plan https://safety.fhwa.dot.gov/zerodeaths/docs/FH WA-SA-21-088 Safe System Strategic Plan.pdf

FoRRRwd https://safety.fhwa.dot.gov/FoRRRwd/

LRSP DIY Site https://safety.fhwa.dot.gov/LRSPDIY/

# **Upcoming Webinars & Announcements**

# **Upcoming Webinars**

- FoRRRwD Systemic Approach to Safety: Highlights from 5 Peer Exchanges
  - December 14 from 1-3 pm ET
- NNTW Webinar on Improving the Road Safety Workforce: Road Safety Champion Program
  - December 15 from 1-2 pm ET
- Partnering with Law Enforcement in Traffic Safety
  - December 15 at 2 pm ET
  - <u>https://www.nsc.org/road/resources/road-to-zero/road-to-zero/road-to-zero-events</u>

2022 Road to Zero Community Traffic Safety Grants –

open now!

# **Contact Information**

If you have any questions related to this presentation, please contact:

Dia Gainor – <u>dia@nasemso.org</u>

Joe Tebo - joseph.tebo@dot.gov

Marquis Young – <u>Marquis.Young@dot.wi.gov</u> Jessica Rich - <u>Jessica.Rich@dot.gov</u>

Or contact the National Center for Rural Road Safety Help Desk at:

(406) 994-7368 or info@ruralsafetycenter.org

http://ruralsafetycenter.org/

