

Post Crash Care: Big League Safety Part 2

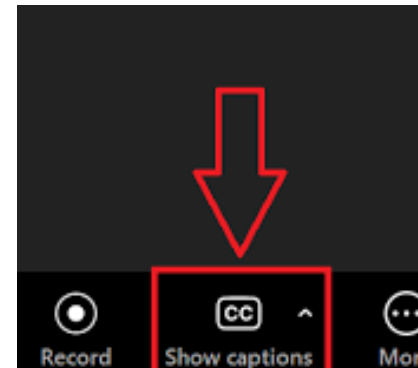
July 17, 2025 Webinar





Webinar Logistics

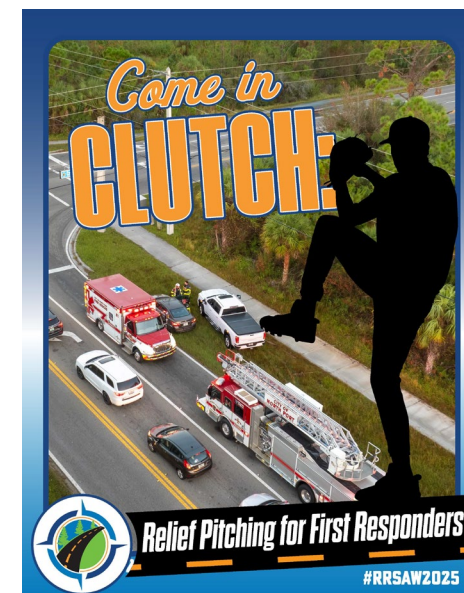
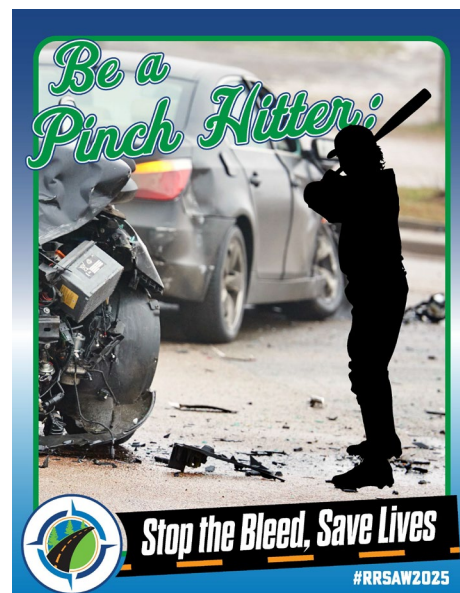
- Duration is 2 hours
- To activate closed captioning for the webinar:
 - Click on the “Show Captions” button at the bottom of your screen.
 - You may adjust captions under Caption Settings (same button).
- Recording webinar for website archival
 - <https://ruralsafetycenter.org/webinar-archive/>
- Q&A pod to ask questions of presenters and alert organizers of technical difficulties
- Handouts are available for download
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- Certificates of Completion/Application for CEUs will be provided
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 - Failure to apply within 4 weeks may result in CEUs being unavailable





Happy Rural Road Safety Awareness Week!!!

- Don't forget to use #RRSAW2025 and tag the National Center for Rural Road Safety
- Please share your proclamations and press releases with us at info@ruralsafetycenter.org





NEW Home Safely Podcast

- Episodes will feature rural stories, strategies, and solutions
- Episode 1 discusses rural safety and the National Center for Rural Road Safety
- Listen and subscribe!





Road Safety Champion Program

- Safety 101 program
- Congratulations to our 69 most recent graduates!!
- Next round of modules starts August 19th
- Core Modules
 - Tuesdays 2-4 pm ET August and September
- Maintenance & Construction Pathway Modules and Planning & Engineering Pathway Modules
 - Tuesdays 2-4 pm ET October, November, and December
- *NEW* First responder and Public Health Module Pilots
 - Wednesdays 2-4 pm ET October, November, and December
 - Except PH4 and PH6 which will be 1-3 pm ET



Learn More!



Register Now!



Today's Presenters



Bill Sullivan

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Questions





Please Reach Out!

- info@ruralsafetycenter.org
- www.ruralsafetycenter.org



@ruralroadsafety



National Center for Rural Road Safety

A Federal Highway Administration Center for Excellence



Kansas Department of Transportation 1st Responder Liaison Program Post Crash Care



How the Program Started in Kansas



- ▶ With the adoption of the SAFE Systems Model, KDOT recognized the need to get more involved in the POST CRASH CARE objective.
- ▶ Kansas has a very successful Law Enforcement Liaison (LEL) program, so why reinvent the wheel...
- ▶ Provide communication between KDOT and the first responder community



Objectives of the Safe System

- ▶ Safer People
- ▶ Safer Vehicles
- ▶ Safer Speeds
- ▶ Safer Roads
- ▶ Post Crash Care

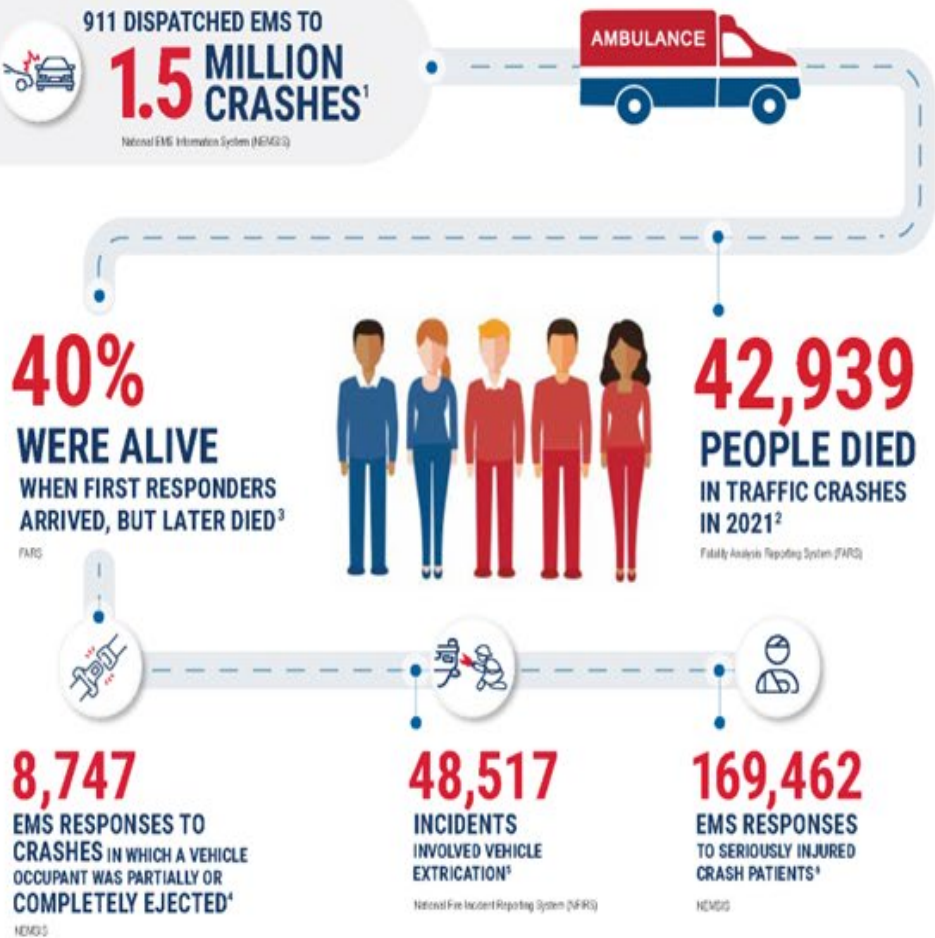




POST-CRASH CARE



PROBLEM IDENTIFICATION



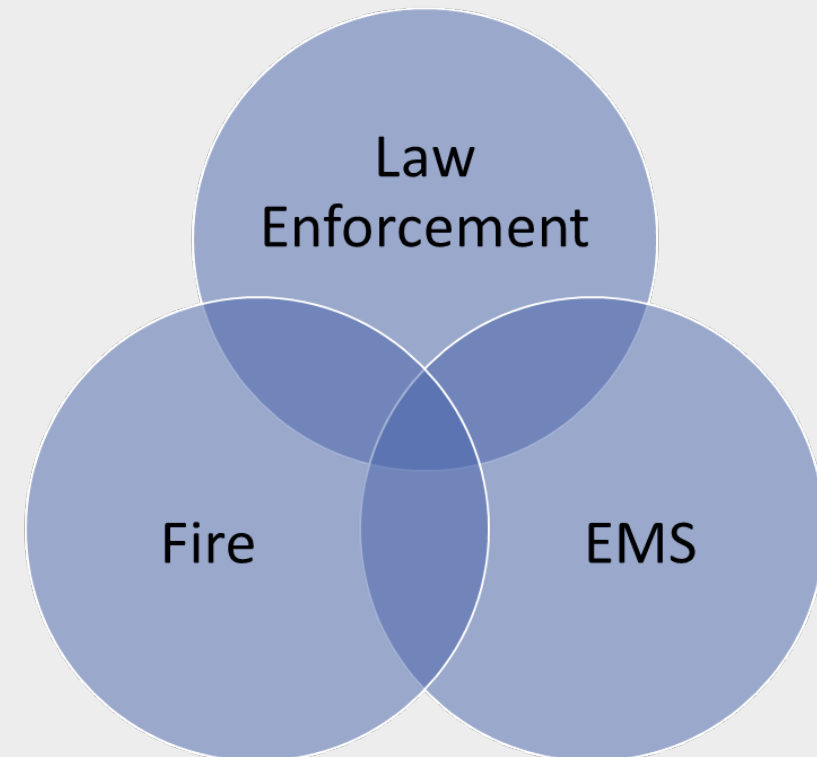
First Responder Liaison

Post Crash Care

Responder Safety

Reduction of Secondary Crashes

It Begins with 911



“The Most Important Ability, is Availability”

Coach Marty Schottenheimer



POST CRASH CARE

Provide Expedient Access to Emergency Medical Care



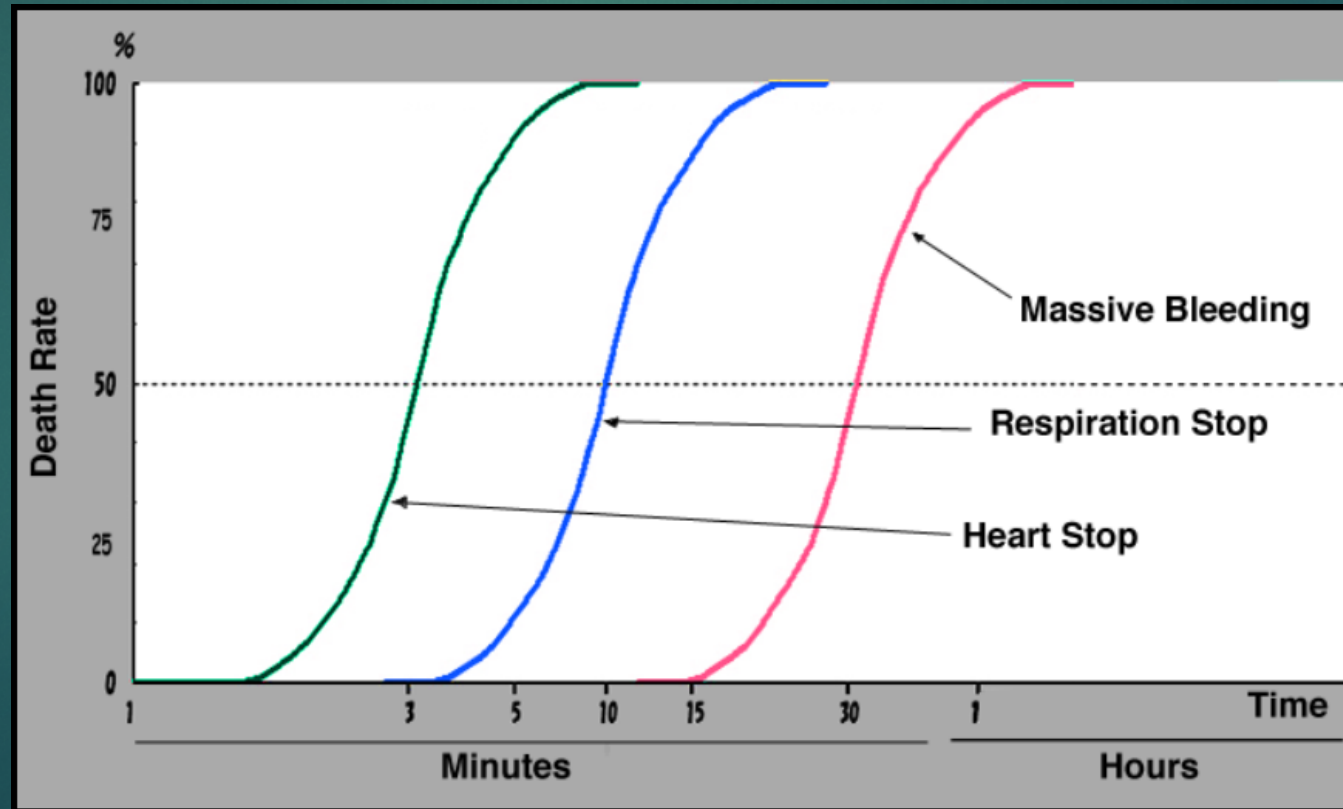


Minimize/Manage The Golden Hour

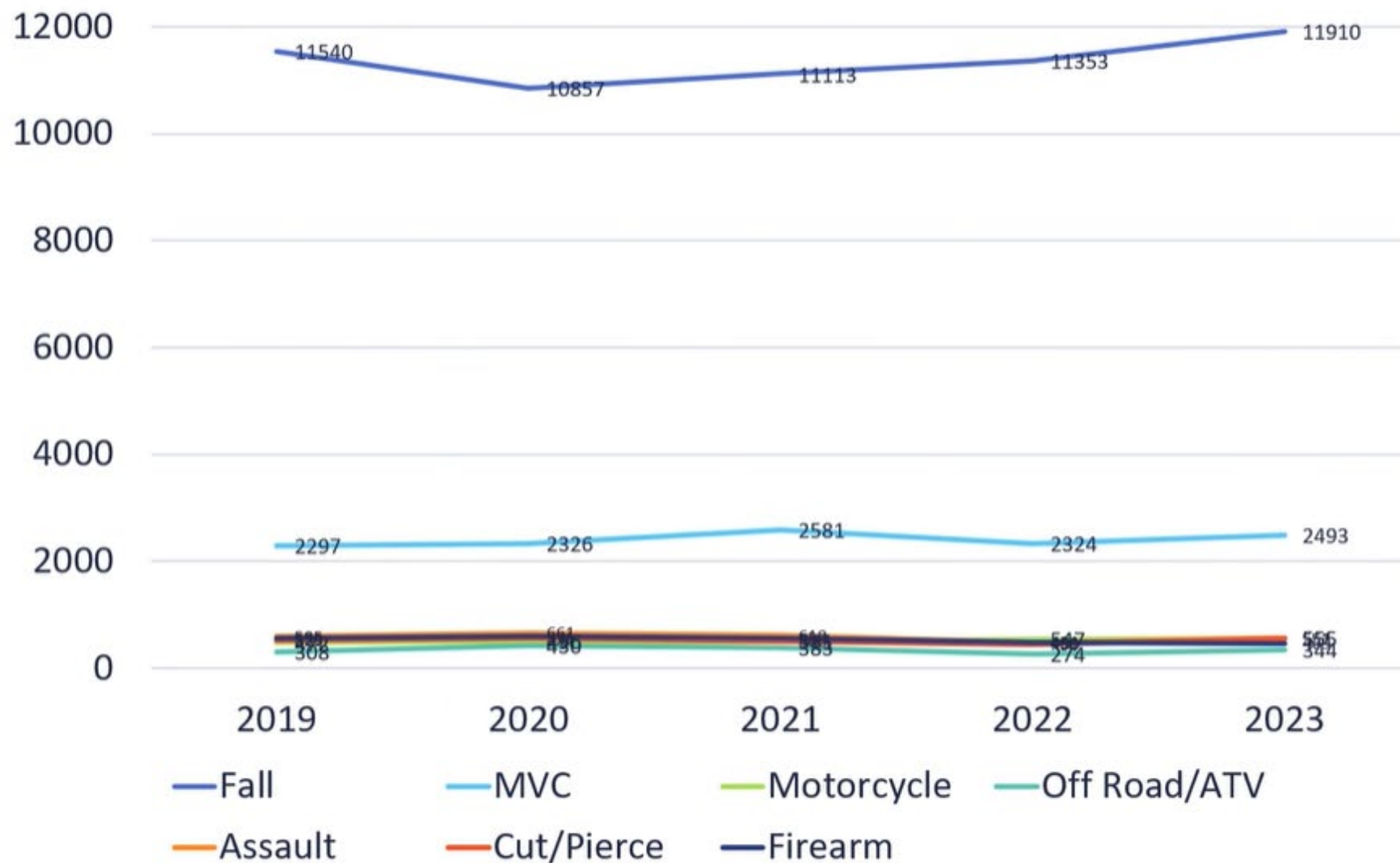
The #1 Cause of Death in Trauma Related Injuries-**Blood Loss***

Prehospital blood transfusion has a 37% reduction in mortality among severely injured patients- *NAEMSP, ACS, and ACEP*

*EMS.GOV



Selected Mechanisms of Injury - Kansas Trauma Patients: 2019-2023



Post Crash CARE Offender Issues

EMS Blood Draws
(Time Sensitive)

Crash Investigations

DRE/ARIDE Drug Recognition Expert-
Advanced Roadside Impaired Driving Enforcement

Witness Information

Drug/DUI Courts



Primary Activities (Focus on Rural Communities)




- KDOT Traffic Safety Conference
- POST Crash Care Tract
- Agency Visits-Meet with the EMS/Fire Staff (especially Volunteers)
- Attend Professional Conferences
- Provide agency trainings
- Traffic Incident Management
- Roadside Issues for First Responders
- Trauma Care Training for non-Medical
- Grants
- Attend Association Meetings

Lessons Learned

- ▶ Data, Data. Data
- ▶ In person visits are helpful, but you don't do stop sign installations
- ▶ The big meetings are most efficient
- ▶ To interact with volunteer fire/EMS, evenings and weekends are a must
- ▶ Many Rural EMS/Fire Stations are not staffed during normal working hours, be flexible.
- ▶ Little things are appreciated



 **W.H.A.L.E. ID**
WE HAVE A LITTLE EMERGENCY

Place this sticker on your car seat to identify and provide information in the event of a motor vehicle crash.

Child's Name _____ Date of Birth _____

IN CASE OF EMERGENCY, NOTIFY:

Parent/Guardian _____ Relationship _____

Address _____

Phone _____

EMERGENCY CONTACT (OTHER THAN PARENT/GUARDIAN):

Name _____ Relationship _____

Address _____


Phone _____


Child's Physician _____ Phone _____

Medical History/Special Needs _____

Kansas Department of Transportation

No

**W.H.A.L.E. ID**
WE HAVE A LITTLE EMERGENCY



Place this sticker on your car seat to identify and provide information in the event of a motor vehicle crash.

Child's Name _____ Date of Birth _____

IN CASE OF EMERGENCY, NOTIFY:

Parent/Guardian _____ Relationship _____

Address _____

Phone _____

EMERGENCY CONTACT (OTHER THAN PARENT/GUARDIAN):

Name _____ Relationship _____

Address _____

Phone _____

Child's Physician _____ Phone _____

Medical History/Special Needs _____



Roadway Issues for First Responders



One of the most dangerous activities for all first responders is driving to, and working at emergency scenes on the roadways. What may seem like a routine incident can quickly become deadly. While some injuries to first responders are unavoidable, many can be avoided by decisions you make driving to and arriving at, roadside incidents.

This class is intended to equip first responders with awareness of the dangers, liabilities and risks on driving to and working roadside incidents. The focus is on controlling what you can control, to make you and everyone else safer.

The objectives of this course include:

- The "big picture" of crashes on Kansas roadways and how they impact community safety and quality of life.
- The risks and liabilities involved in emergency driving.
- Decision making strategies to arrive safely to calls for service.
- How to avoid secondary crashes and injuries at crash and roadside incidents. (not a substitute for TIMS training)

This two-hour class is geared toward volunteer responders (fire/EMS), firefighters, ambulance crews, police officers and anyone else who responds to, and works at roadside incidents.

There is no charge for the class.

For information on hosting this class, contact:

Bill Sullivan,
First Responder Liaison,
Kansas Department of Transportation
bsullytel@gmail.com
913-208-5714
www.ksdot.gov

Available Training



**DRIVE TO
ZERO**
KANSAS TRAFFIC DEATHS

Future Endeavors



- ▶ Court Room Testimony for EMS and Fire (non-law enforcement)
- ▶ Citizen first responder's 1st aid
- ▶ Mental health for first responders
- ▶ Response grants
- ▶ Data merge
- ▶ Grants for rural EMS training (shortage of EMS In rural areas)
- ▶ Advanced EMS for Law Enforcement
- ▶ Electric vehicle issues

Thank You

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Be Safe out there!





**National Center for
Rural Road Safety**

Rural Road Safety –Post Crash Care

July 17, 2025

LAUREN V. STEWART, DIRECTOR

MAINE BUREAU OF HIGHWAY SAFETY



MAINE
 KEMS

The logo for MAINE KEMS. The word "MAINE" is in a green, sans-serif font. Below it, the word "KEMS" is in a larger, bold, green, sans-serif font. To the left of the "K" in "KEMS" is a blue graphic element consisting of horizontal lines and a white caduceus symbol.

Population of
Maine in 2022
1.385 million

Counties: 16

Land Area:
30,843 square
miles

Length of
Coastline:
3,500 miles

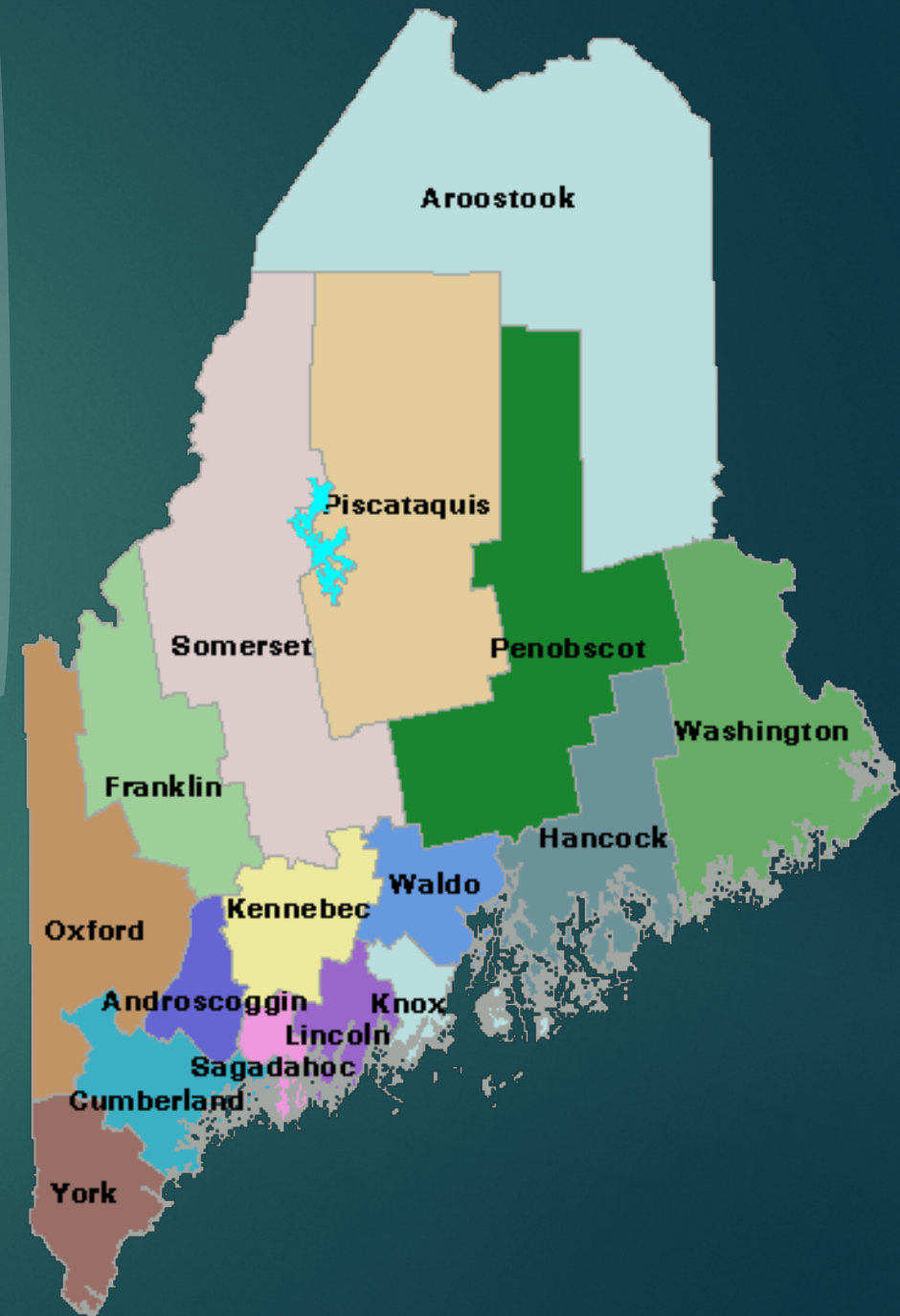
Lakes and
Ponds: 6,000

Forest: 17
million acres

Persons per
Square Mile:
43.8

Largest City:
Portland

State Capital:
Augusta



EMS –PREVENTING ROADSIDE DEATHS

- ▶ 23 CFR§1300.27
- ▶ 400 ambulances across EMS agencies
- ▶ Total agencies in Maine = 269



MAINE EMS LIGHTS AND SIRENS DATA ANALYSIS

- ▶ Research suggests L&S are associated with a higher risk of crash involvement
- ▶ Maine wants to know if that is true here
- ▶ Working with University of Maine, Muskie Research Center

Maine EMS Emergency Notification Audit 2018-2022



Run Report Records

	#	%
2018	182,416	17.8%
2019	203,041	19.8%
2020	191,507	18.7%
2021	218,441	21.3%
2022	230,677	22.5%
Total	1,026,082	100.0%

Crash Data

	#	%
2018	34	15.8%
2019	46	21.4%
2020	39	18.1%
2021	50	23.3%
2022	46	21.4%
Total	215	100.0%

MAINE EMS LIGHTS AND SIRENS DATA ANALYSIS

MAINE EMS LIGHTS AND SIRENS DATA ANALYSIS

Matching on VIN and Date

1. **Initial Matching Based on VIN and Date:**
2. **Identification of Near Matches Based on VIN Variations:**
3. **Data Set Refinement and Time Sorting:**
4. **Validation and Final Match Selection:**

MAINE EMS LIGHTS AND SIRENS DATA ANALYSIS

Matching on Agency and Date


1. **Eliminating Previous Matches and Records That Cannot Match**
2. **Initial Matching Based on Agency and Date**
3. **Data Set Refinement and Time Sorting**
4. **Final Match Selection**



Summary of Challenges



Recommendations



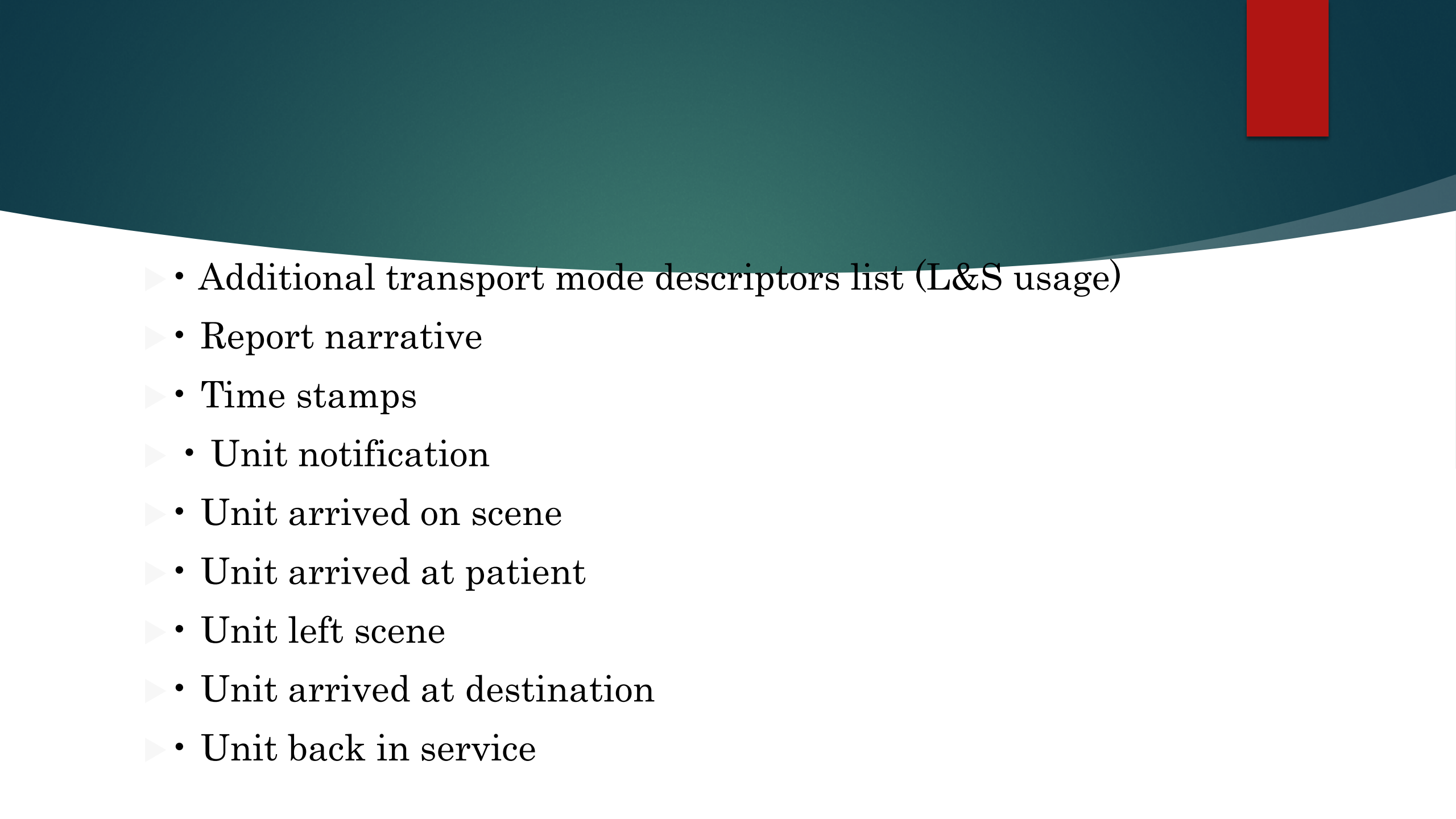
1. Every run report should include the VIN of the vehicle responding to the call. This should be a mandatory field.


▶ 2. MeEMS staff should be trained on the importance of completing a run report even if the run in question has been suspended due to a crash while responding.




3. The data query from MeEMS should include at least the following variables:

- ▶ • Agency name
- ▶ • Ambulance Vehicle Identification Number (VIN)
- ▶ • Incident date (date of run)
- ▶ • Response mode to scene (emergent vs. non-emergent)
- ▶ • Additional response mode descriptors list (L&S usage)
- ▶ • Transport mode scene (emergent vs. non-emergent)

- 
- ▶ • Additional transport mode descriptors list (L&S usage)
 - ▶ • Report narrative
 - ▶ • Time stamps
 - ▶ • Unit notification
 - ▶ • Unit arrived on scene
 - ▶ • Unit arrived at patient
 - ▶ • Unit left scene
 - ▶ • Unit arrived at destination
 - ▶ • Unit back in service



4. The data query from MeEMS should be refined and then saved to ensure that it consistently pulls the same records each time.



▶ 5. Given that ambulance crashes pose a significant threat to patients, MeEMS personnel, and the public, MeEMS should consider classifying ambulance crashes as sentinel events and implementing a crash reporting system to capture more data on these events.

Lauren V. Stewart, Director

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Department of Public Safety

Maine Bureau of Highway Safety

www.maine.gov/dps/bhs

207-592-0258



STATE OF MAINE

Department of Public Safety

Bureau of Highway Safety

Improving Responder Safety by Preventing Secondary Crashes



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What are Secondary Crashes?

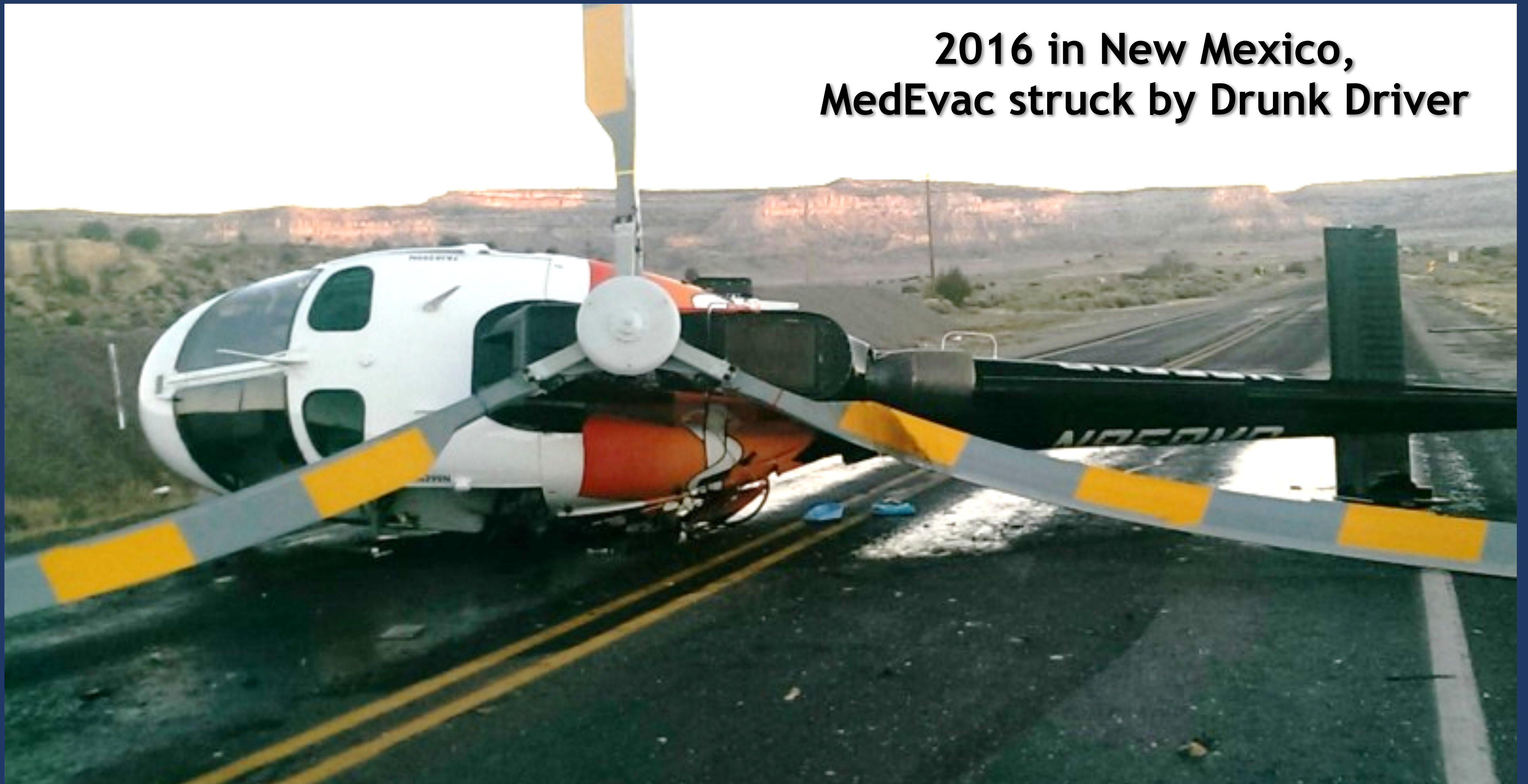
The Federal Highway Administration (FHWA) defines a secondary crash as:

“A crash that occurs at the scene of an original crash or in the queue, including the opposite direction.”

2-8-2023 – Secondary Crash on Rt. 9 in Cromwell, CT



**2016 in New Mexico,
MedEvac struck by Drunk Driver**





ROVE R2-4K

12/16/2020 13:04:04

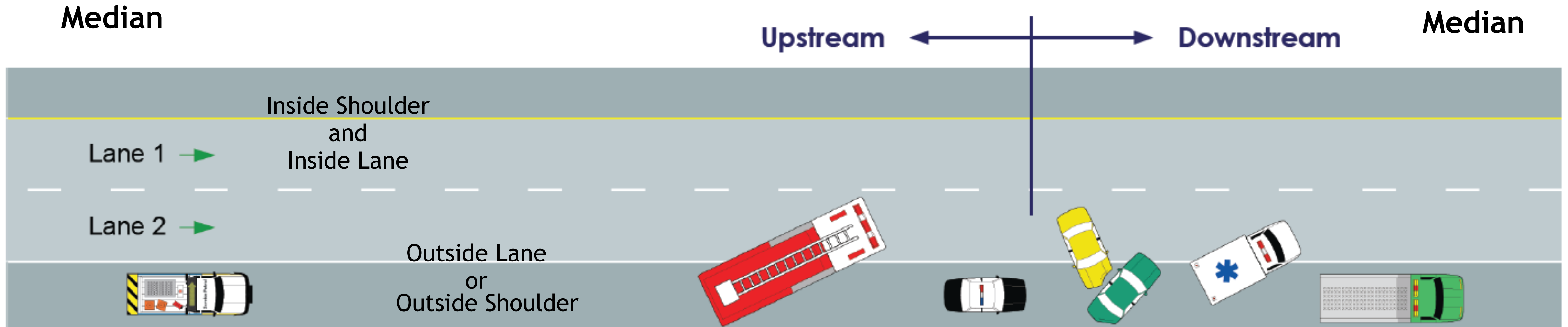
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How Quality Traffic Incident Management (TIM) can Prevent Secondary Crashes

- Prioritize TIM training and practice TIM techniques when training
- Implement and follow TIM SOPs/SOGs
- Establish local/county TIM Teams
- Interagency Communication, Cooperation & Coordination
- Utilize proper high-visibility PPE
- Establish appropriate advanced warning at every scene
- Manage emergency vehicle and scene lighting

Utilize Common Terminology

Preferred Vehicle Positioning



What's Different About Rural Roads?

- Lane +1 blocking on two lane roads (one lane each direction) effectively closes the road in both directions.
- Rerouting traffic may require miles-long detours
- Responders often use POVs to respond
- Geography (curves hills, no shoulder, ditches, steep embankments) creates challenges
- Responders have a wide coverage area, increasing response time
- Fiscal challenges to obtaining needed traffic control equipment

Fundamental TIM Principles that Can be Implemented Unchanged at Rural Road Incidents

- **Initiating local TIM Groups for face-to-face contact and training**
 - **Pre-planning, coordination, and multidisciplinary training through a traffic incident management (TIM) team**
 - **Adhering to the MUTCD and/or your state supplement**
 - **Using the Incident Command System**
 - **Wearing high visibility PPE when not exposed to heat and flame**

Fundamental TIM Principles that Can be Implemented Unchanged at Rural Road Incidents (cont.)

- High visibility chevron markings on response vehicles
- Implementing elements of safe parking protocols like critical wheel angle and zero buffer safety
- Training and preparing personnel for the duty of directing traffic
- Properly deploying emergency lighting
- Conducting an after action review
- Implementing public outreach strategies

EXIT 1

Roadway Incident Safety Resources and Training

EXIT



ONLY

ResponderSafety.com



RESPONDERSAFETY
On The Highway We've Got Your Back

Training ▾

RS & TIM Resources ▾

Public Education ▾

Struck By & Near Miss ▾

News ▾

About Us ▾



Videos

Emergency Responder Training

Public Education

See All Videos

Reports

ERSI Reports

White Papers

See All Reports

Key Documents

Roadway Incident Safety for Emergency Responders – Quick Start Resource

NFPA 1091

NFPA 1500

Resources by Topic

Advance Warning

Blocking / Safe Positioning

Crash Responder Safety Week

Distracted Driving

EMS

Helmets and Head Protection

High Visibility PPE

Highway Lane Designations

Incident Command System (ICS) & NIMS

Law Enforcement

Line of Duty Deaths (LODD)

Links

National Unified Goal

Resources By Topic (continued)

Public Education

Reports

Roadway Safety Shorts

Roadway Safety Teaching Topic Packages for Instructors

Rural Roads

SOP's / SOG's

Safety Education Materials

Safety Stand Down

Slow Down, Move Over Laws

Struck By Incidents

Traffic Incident Management

Training

ResponderSafety.com



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Training ▾

RS & TIM Resources

Public Education ▾

Struck By & Near Miss ▾

News ▾

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Public Educator and PIO Engagement

Resources to Engage the Public and the Media in Roadway Response Safety

Public Education Materials

Driver Education

RSLN.org Module "Integrating Roadway Safety into CRR Programs"

RSLN.org Module "Strategies for Public Outreach"

Distracted Driving Train the Trainer

Video PSAs

In Our Boots PSAs

Distracted Driving PSAs

Slow Down Move Over

Move It

Awareness Campaigns

How to Safely Pass an Emergency Scene

Highway Visitors Center Loop Public Education Video

"Know What We Know" Safe Driving Push Card

Sarah's Story

Move Over Slow Down Awareness

Distracted Driving

Printed Materials

"Know What We Know" Safe Driving Push Card

Distracted Driving Awareness Poster

Research & Statistics

Roadway Incident Response Facts Infographic

ReportStruckBy.Com

**to Collect Critical Roadway Response Struck-By
Incident Data Directly from Responders**



<https://is.gd/izuubR>



Struck-By Incidents Database Reporting and Statistics

The Emergency Responder Safety Institute (ERSI), a committee of the Cumberland Valley Volunteer Firefighters Association (CVVFA), maintains the only national database of reports of struck-by incidents that occur when a responder or an emergency vehicle is hit while operating at a roadway incident. All responders from all disciplines are encouraged to report any struck-by incident they are aware of. All reports are vetted before they are released into the data set for analysis. The ERSI periodically analyzes the data and releases reports. Those reports will be listed on this page.

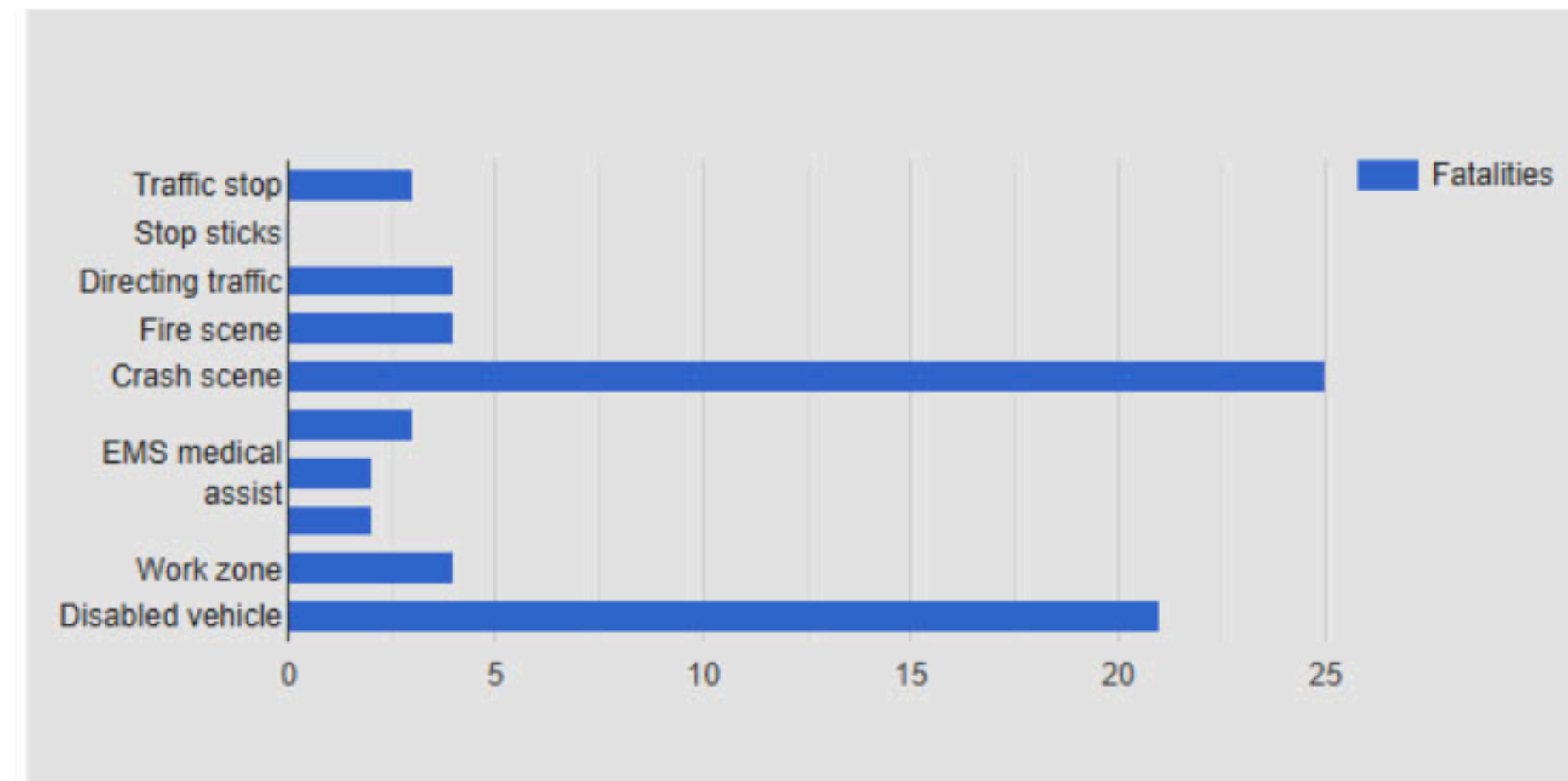
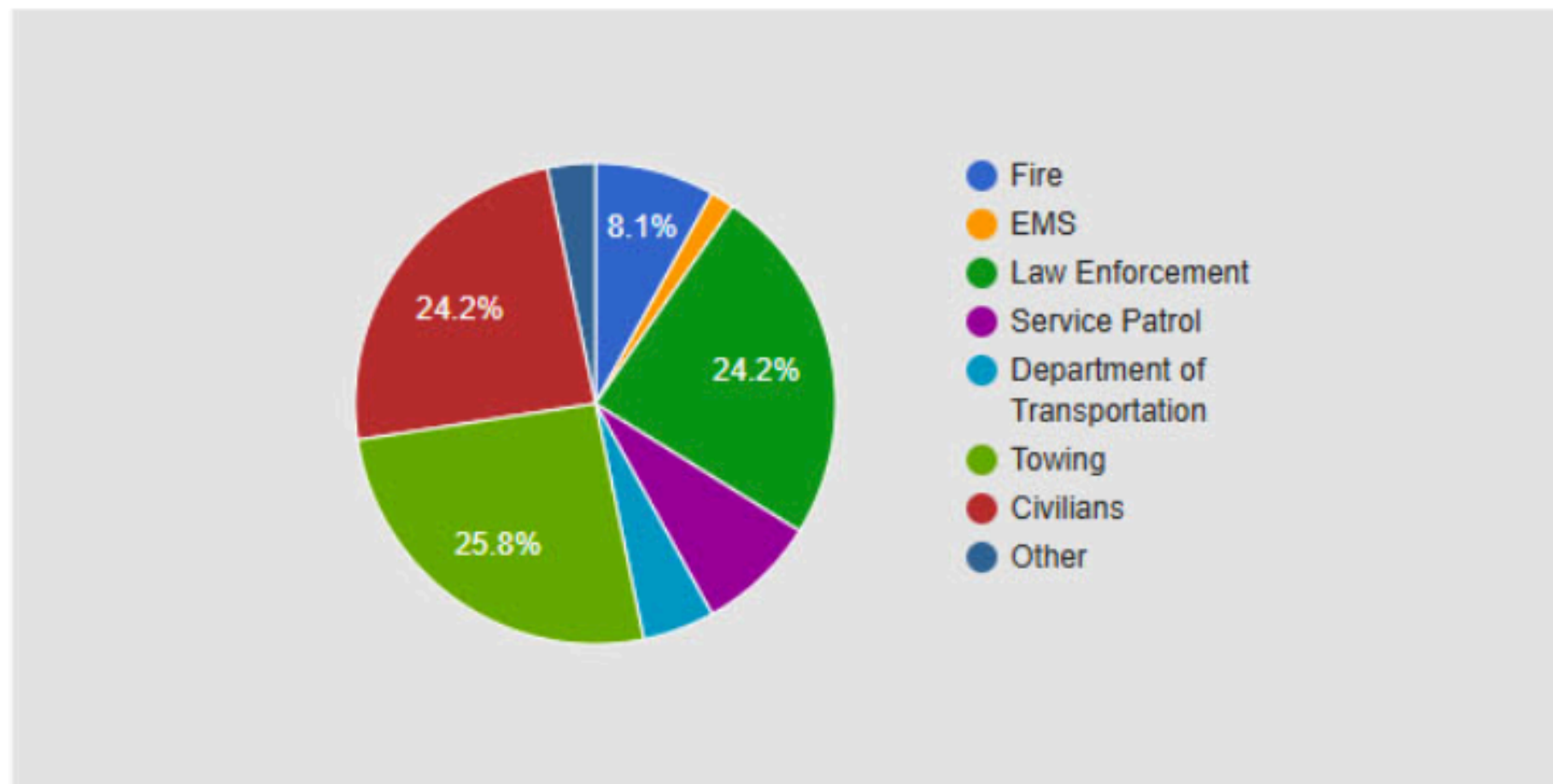
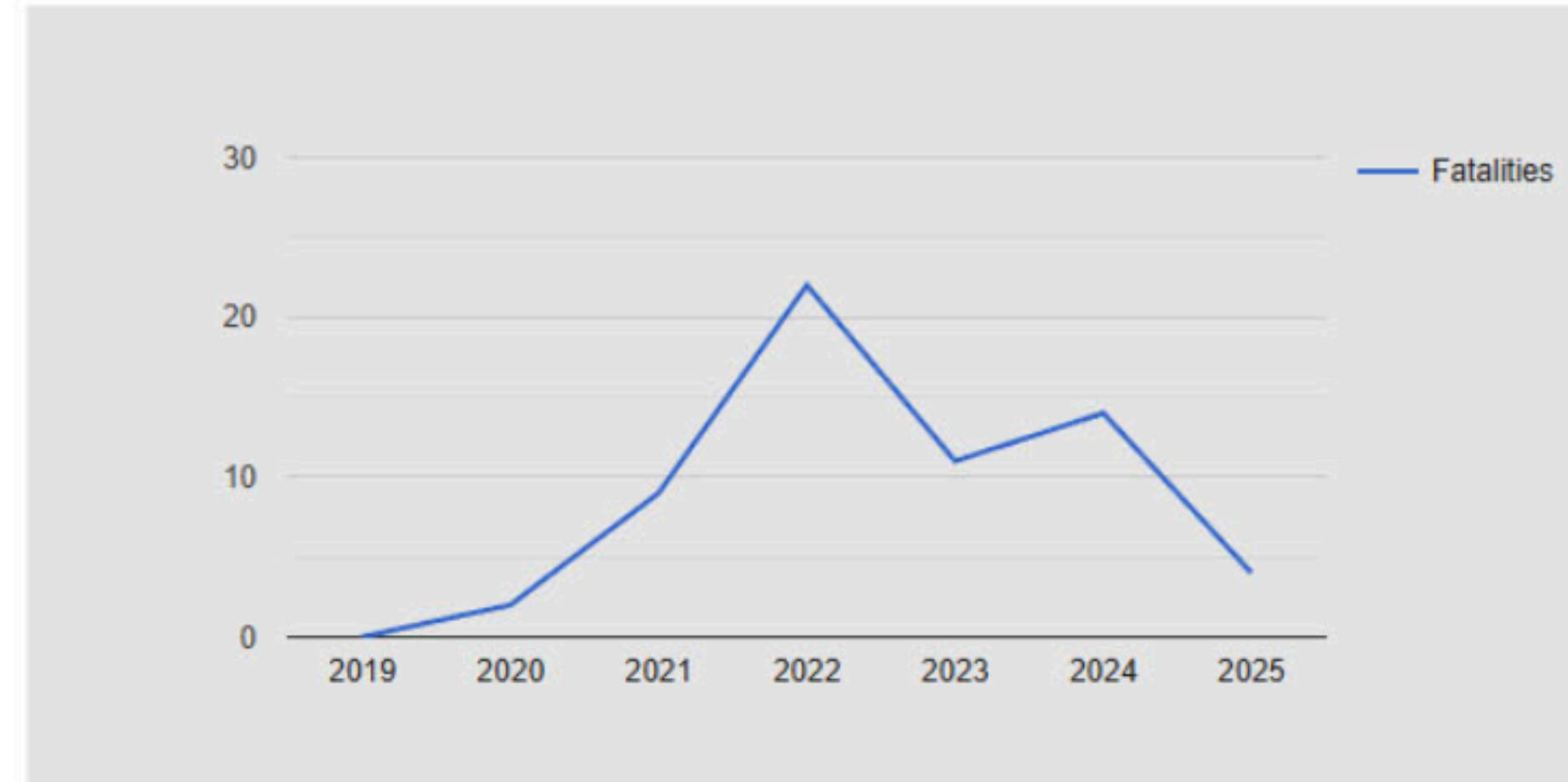
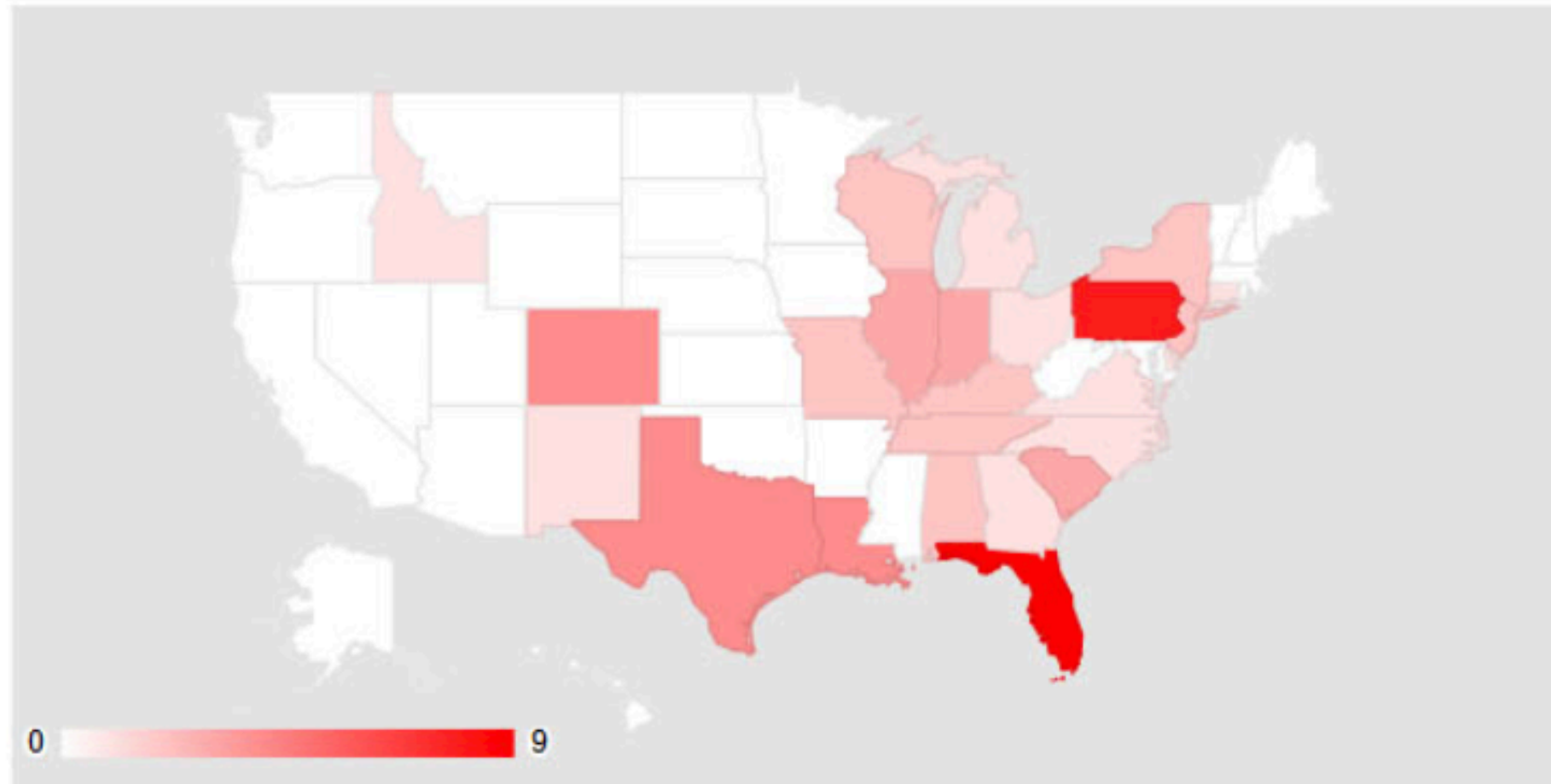
Use the filters below the dashboard graphs to obtain aggregate statistics from the database of vetted reports. The graphs will change to display statistics that match your filters query. Click "Download PDF" to download a PDF of the dashboard data as displayed.

Note: The dataset is of voluntary reports from the field and may not include all struck-by line-of-duty deaths or all struck-by incidents. The ERSI tracks LODD struck-by fatalities manually; please visit the [Yearly Fatality Reports page](#) for information on all known struck-by LODDs since 2019. [A map of struck-by LODDs](#) is also available.

REPORT A STRUCK-BY INCIDENT

Struck-By Incident Reports Data

Struck-By Fatalities: 62



Create Filtered Report

Start Date

mm/dd/yyyy



End Date

mm/dd/yyyy



Choose Additional Filters

-Select Filter-



Add Filter

Download PDF

Request Custom Report

Responder Safety Learning Network



COMMISSION ON ACCREDITATION FOR PRE-HOSPITAL CONTINUING EDUCATION





Advance Warning

This module discusses the concept of advance warning, its benefits, and how to implement a range of advance warning devices.



Autonomous Vehicles

Learn about autonomous vehicle technology, challenges and opportunities for emergency responders, the current state of tech development, and how to be prepared.



Blocking Procedures at Roadway Incidents

This module discusses the concept of blocking, why it is important, how to determine whether linear positioning or block positioning is appropriate at a given incident.



Connected Vehicles

In this program, you will learn the basics of connected vehicle technologies, the challenges and opportunities they present to emergency responders, the current state of technology development.



Fire Department-Based Vehicles for Traffic Control

Learn how fire department-based vehicles can be outfitted for temporary traffic control, including special purpose vehicles and modifications to existing apparatus.



Fire Service Collaboration with Towing & Recovery Operations

This self-paced program discusses how the fire service and towing personnel can communicate and collaborate effectively to safely and efficiently handle roadway incidents.



The First 15 Minutes at Roadway Incidents

Learn what actions first-arriving emergency response personnel should take when they first arrive at an incident on the roadway.



Helmets and Head Protection for Roadway Incidents

Discover the importance of head protection, concerns specific to struck-by incidents, advantages and disadvantages of helmet types, and how to evaluate helmets.

learning.respondersafety.com

Roadway Incident Safety Training

- Hazard Awareness
- Practices and Procedures
- Scene Size-up & Report
- Apparatus Placement
- Personal Protective Equipment (PPE)
- Communications & Terminology
- Temporary Traffic Control & Devices

Firefighter & EMS Training

- **Emergency Vehicle Response**
 - Appropriate units dispatched
 - Units angled in the appropriate lanes
 - Wheels turned away from work area
 - Chocks deployed
 - Emergency lighting discipline
 - All emergency units on one side of road
 - EMS units with loading area protected
- **Exit apparatus on side away from traffic (Zero Buffer!)**
- **Wear appropriate PPE (High-Viz, Turnouts, Helmet)**
- **How to deploy TTC devices (cones, signs, flares...)**

Intensity
Frequency
Latency/Modulation
Colors







NFPA 1550 - 2024

- Chapter 11 - Traffic Incident Management
 - Establish, Implement & Enforce SOPs
 - Each FD to provide training
 - Communicate, Collaborate, Coordinate with other response agencies
 - Apparatus & TTC devices shall be placed to provide a safe work zone
 - First arriving apparatus shall be placed in a blocking position



NFPA 1550 - 2024

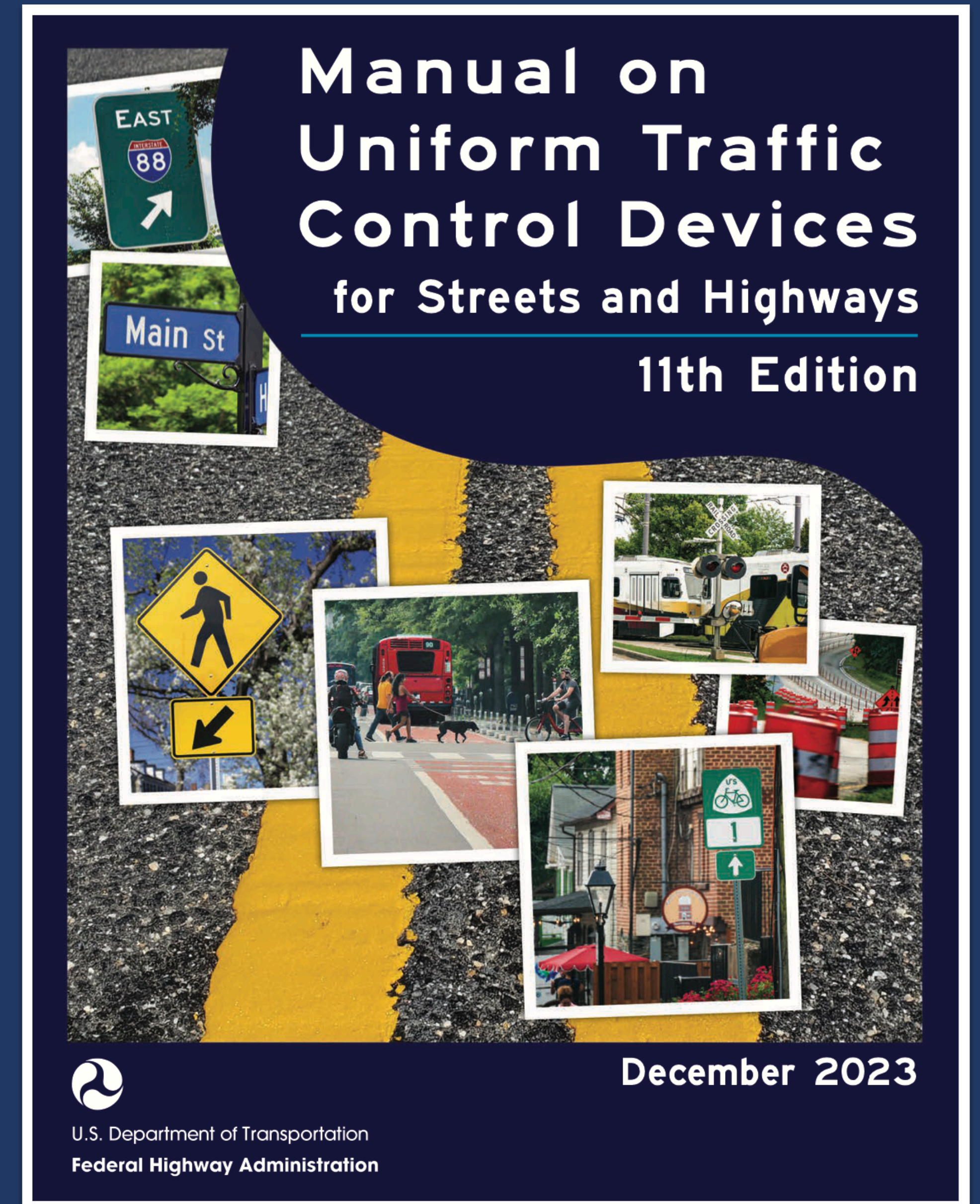
- **Traffic Incident Management**

- When a TIMA is established, blocking apparatus shall reduce warning lights
- Additional apparatus to be placed “downstream”
- Warning devices to warn approaching traffic - cones & signs
- Members when exposed to traffic shall wear a high-visibility garment that meets ANSI 107.



Other Guidelines

- **MUTCD and/or State Supplement**
 - New version of MUTCD adopted
 - State Supplements – Check your state!
- **Regional Protocols or Procedures**
 - Reflects operations of all agencies
 - TIM Committees or Task Groups
- **FD SOP/SOG/Training**





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www.ResponderSafety.com

RSLN.ORG

https://Learning.ResponderSafety.com



Fatality Crash Review

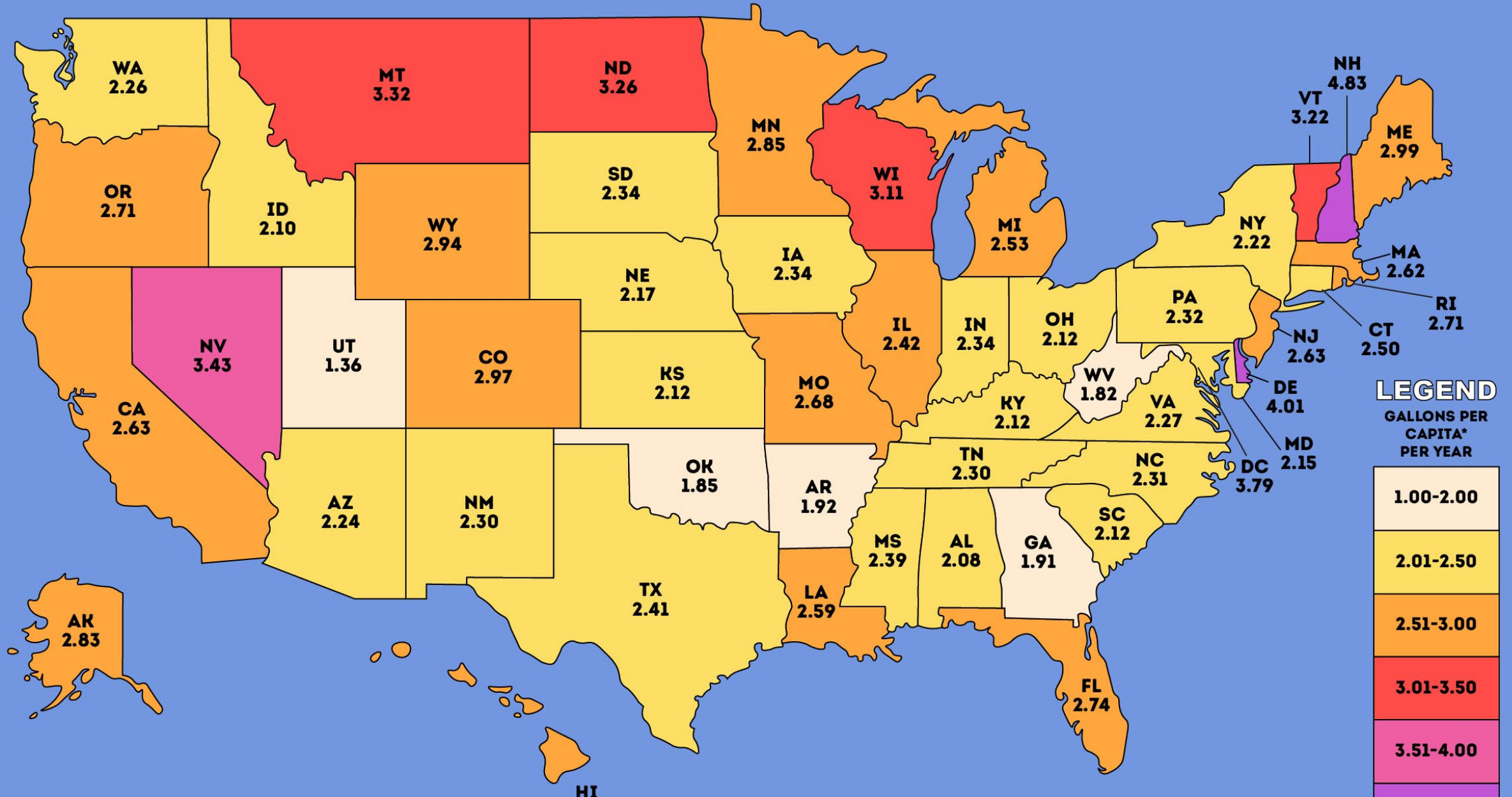
Wisconsin's Unique Tools

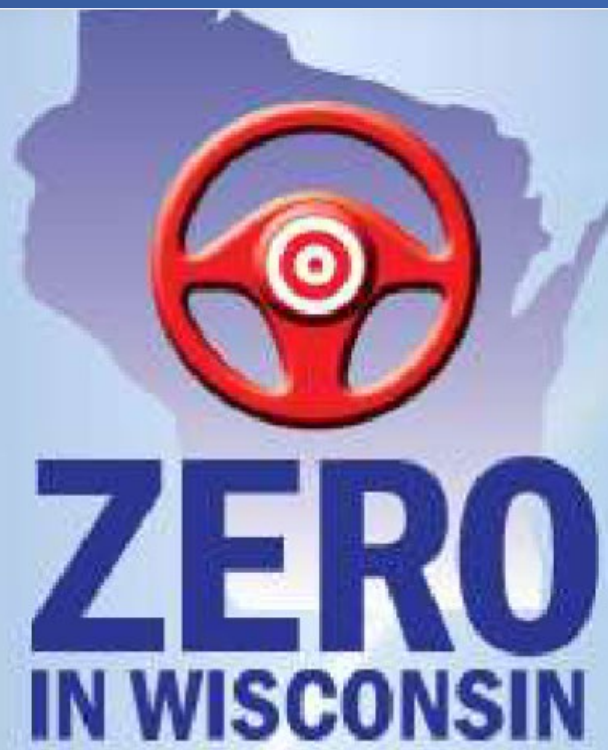
Green Bay Packers

The Green Bay Packers are unique in the NFL because they are the only publicly owned, non-profit, community-owned major league professional sports team in the United States. Unlike other teams owned by individuals or small ownership groups, the Packers are owned by over 538,000 shareholders. This unique ownership structure has been in place since 1923 and is essentially grandfathered into the league, as public ownership is otherwise prohibited.



Alcohol in America Per Capita





Wisconsin Traffic Safety Commission Guidelines

2023

Wisconsin Department of Transportation

COUNTY TRAFFIC SAFETY COMMISSION

WISCONSIN STATUTE 83.013

Every county is “required” to have a TSC, however..

Opportunity to create grassroots traffic safety initiatives that can directly impact what is happening on “their” roadways.

Vital component and stakeholder in the creation and implementation of the Strategic Highway Safety Plan.

DOT/BOTS is committed to providing support and resources towards the effectiveness of the TSC’s.

Primary Role of the TSC

- The review of crashes (fatal, serious injury, and even frequent crash areas) is a foundational component of the TSC .
- One of the purposes of having stakeholders from a multitude of disciplines around the table is for them all to weigh-in on the prior quarter's crash review from their individual area of expertise and/or personal knowledge.
- The review of crashes should include looking at local data – trying to identify problem areas, or trends that can possibly be mitigated before they become a “targeted area”.
- This is can easily be done through Community Maps.

Appendix B
TSC Membership, Recommendations, and Examples

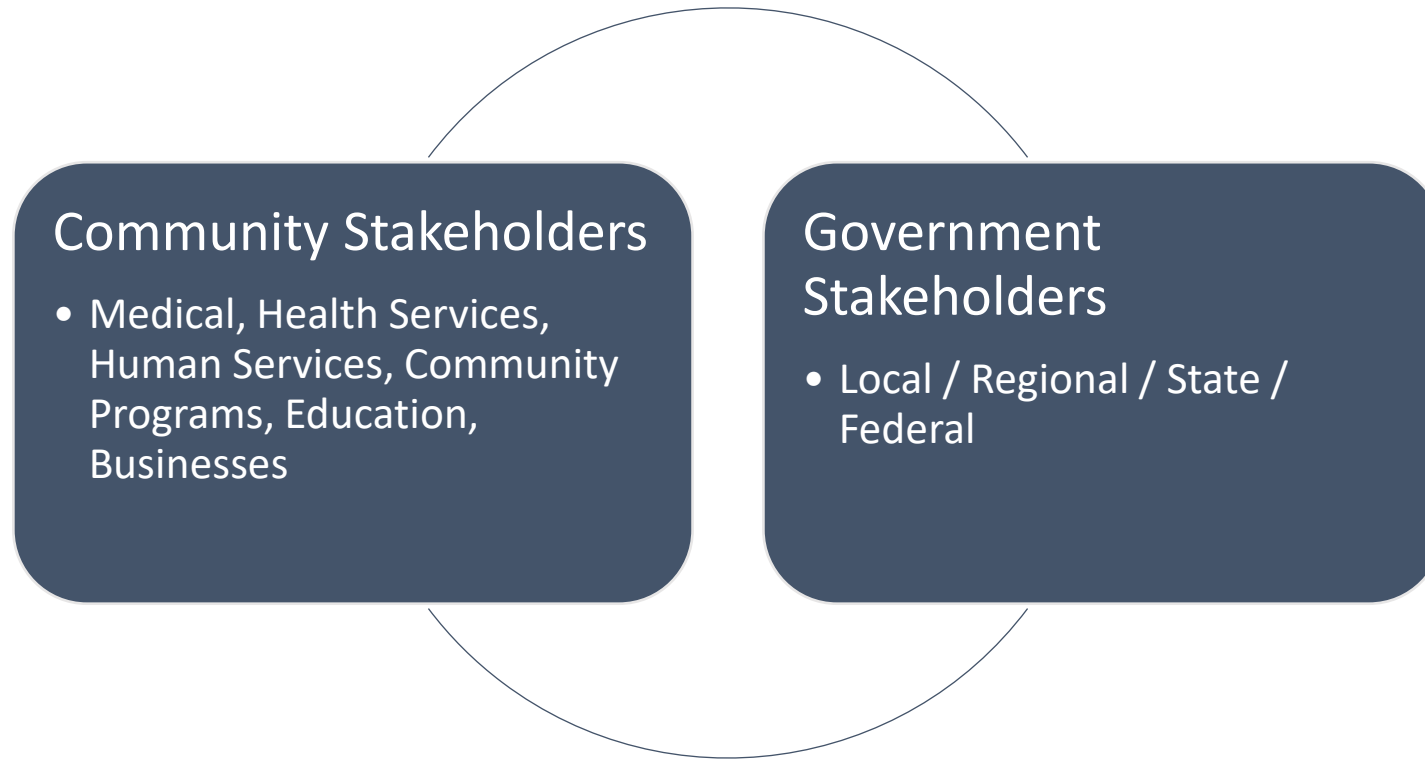
Statutory Membership (83.013(1)(a), Wis. Stats.)

1. County Highway Commissioner or designee
2. Chief County Traffic Law Enforcement Officer (i.e., sheriff) or designee
3. County Highway Safety Coordinator (59.54 (17)(c), Wis. Stats.)
4. Education Representative. Examples include:
 - a. School district administrator
 - b. High school principal or teacher
 - c. Driver's education instructor
 - d. CESA administrator
 - e. School district transportation coordinator
5. Medicine Representative. Examples include:
 - a. Medical examiner/coroner
 - b. Hospital or clinic representative
 - c. Physician, nurse, or other medical provider
 - d. Emergency Medical Services representative
6. Law Representative. Examples include:
 - a. Judge
 - b. Prosecutor
 - c. County corporation council
 - d. Local attorney
7. The Secretary of Transportation will designate the following representatives:
 - a. Law enforcement. This is typically a Wisconsin State Patrol representative.
 - b. Highways. This is typically a WisDOT engineering representative.
 - c. Highway safety. This is typically a Law Enforcement Liaison from the WisDOT Bureau of Transportation Safety and Technical Services.

Recommended Additional Membership or Encouraged Attendance and Participation

1. *Each* law enforcement agency within the county
2. Public health
3. Tavern League representative
4. Treatment professionals
5. Emergency management representative
6. County Executive, Administrator, or Coordinator
7. County board representative
8. Risk management professional
9. Citizen representative
10. Public information or media professional
11. Municipal government representative
12. Municipal street department or DPW representatives

Traffic Safety Partners – Who Are They?





Engineering

Law
Enforcement



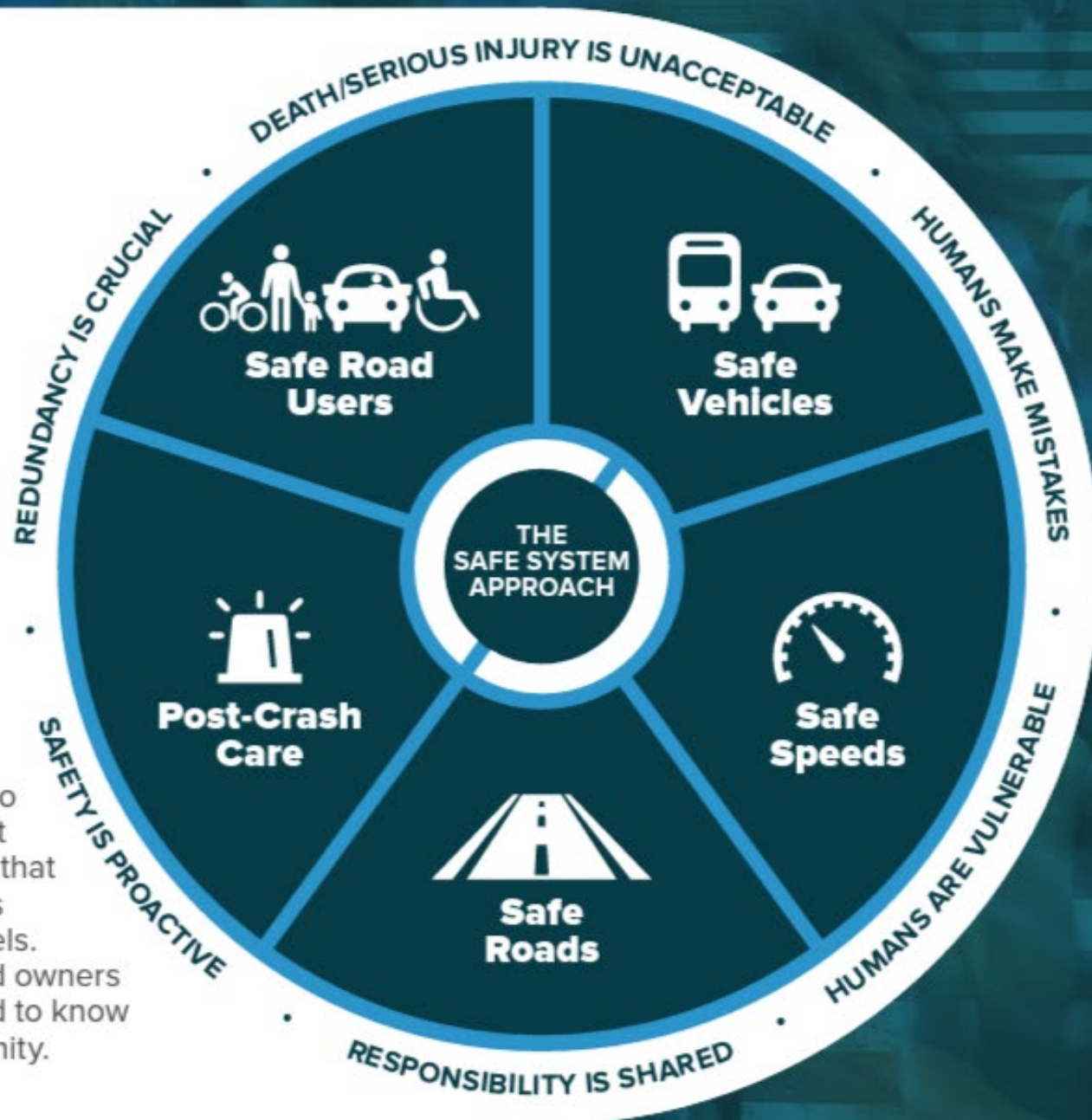


SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.

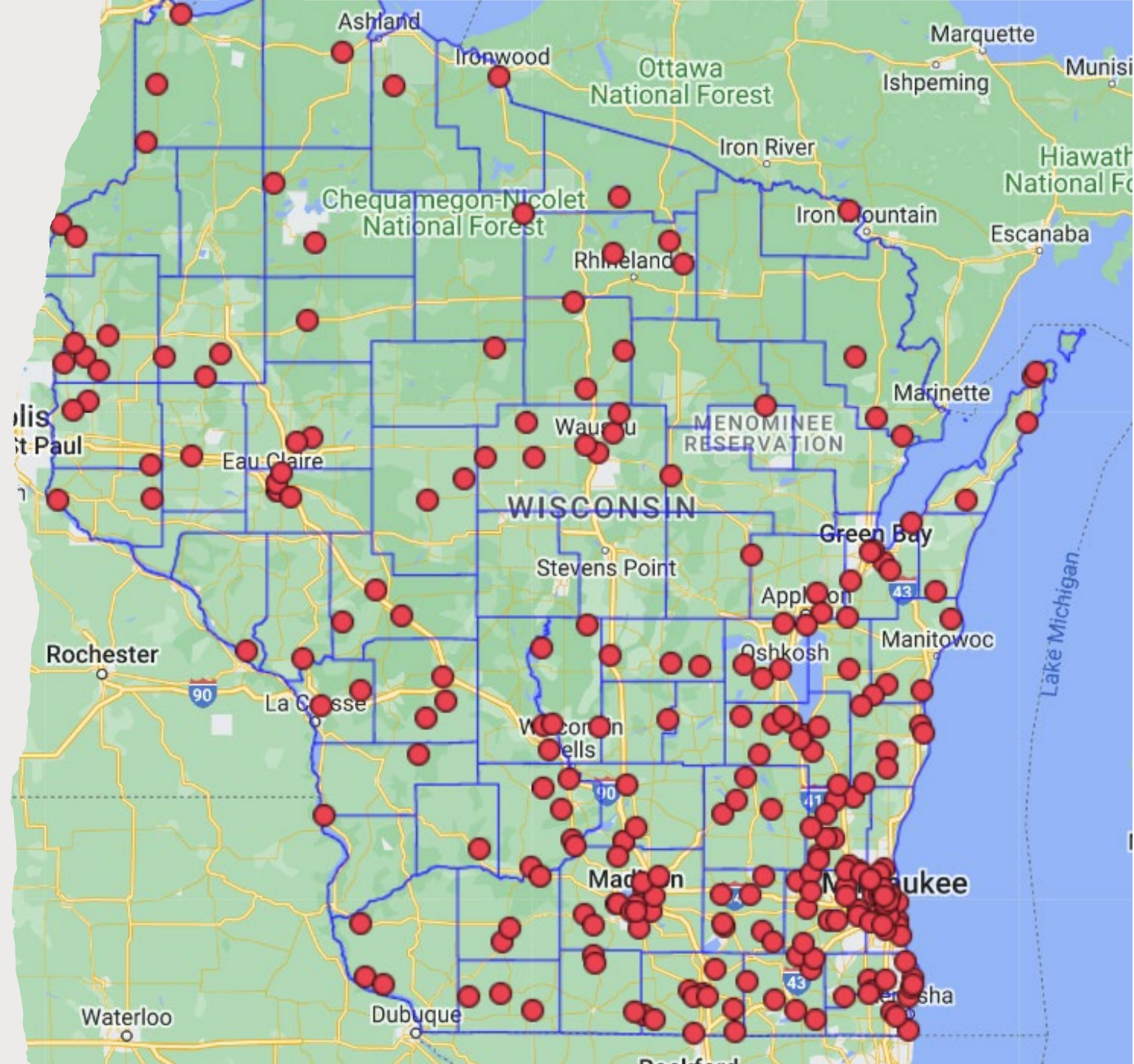


The Game Changer

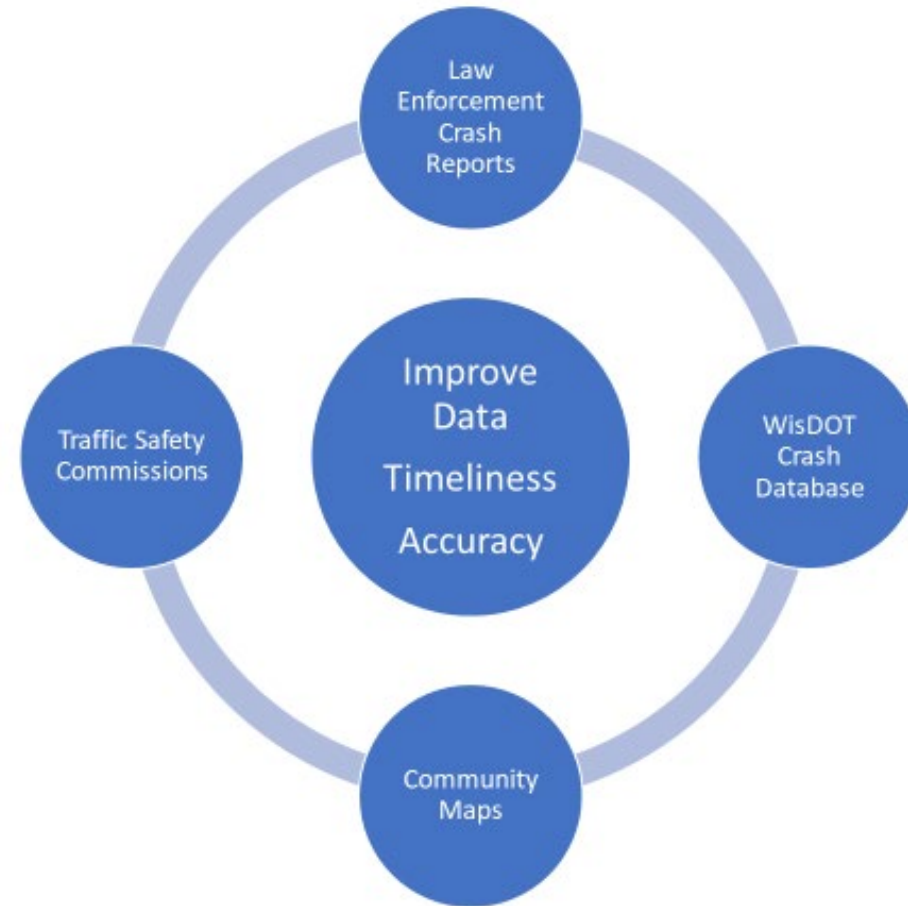
Crash Data Delivery System

Community Maps – Quick Overview

- Linked directly to WisDOT Crash Database
- WI is 100% electronic crash reporting
- Nearly real time delivery of crash data**
- Reactive tool that drives proactive efforts



Improving data quality



Primary Role of the TSC

- The review of crashes (fatal, serious injury, and even frequent crash areas) is a foundational component of the TSC .
- One of the purposes of having stakeholders from a multitude of disciplines around the table is for them all to weigh-in on the prior quarter's crash review from their individual area of expertise and/or personal knowledge.
- The review of crashes should include looking at local data – trying to identify problem areas, or trends that can possibly be mitigated before they become a “targeted area”.
- This is can easily be done through Community Maps.

Fatality Review Law Enforcement Outline

The goal of the fatality review should be to give the TSC membership as complete of a picture as possible, highlighting the results of the law enforcement investigation. This should lead to a discussion regarding, not only the cause of the crash, but possible solutions to prevent similar crashes in the future.

A suggested outline to follow during the review is included:

1. Date and time of the crash
 - Include lighting conditions (dark, dusk, lighted, etc.) if applicable
2. Location of the crash
 - Intersection/non-intersection
 - Curve/straight roadway
 - Hill/flat roadway geometry
 - Roadway condition
 - Weather conditions
3. Number of vehicles involved
 - Include type(s) of vehicles
4. Number of fatalities and injuries
5. Age, seat location, and any restraint or safety equipment use by the occupants
 - Trapped/ejected
6. Known or suspected impairment involved
7. Provide a general summary of the crash, highlighting known or suspected contributing factors involved in the crash. This summary can be taken directly from the DT4000 narrative or summarized in your own words.
8. Include information regarding any history of the crash location, or area.

TSC Fatality Discussion Guide

1. Are there any infrastructure or engineering issues that may have contributed to the crash (e.g., no sidewalk, inadequate or missing signage or traffic light, steep hill grade, narrow shoulder width?)
2. Does anybody know of any other property damage, injuries, complaints, or citations at this location?
3. Are there nearby businesses, recreational facilities, or types of housing that result in a unique population or traffic pattern (e.g., school, college/university, senior/long term care or assisted living, multi-family housing, shopping area, library, park, restaurant/bar, or recreational facility)?
4. What does the group believe are the main factors that contributed to the ***crash***?
5. What does the group believe are the key factors that contributed to the ***death or serious injury***?

6. Are any of these factors modifiable? Do these types of crashes keep happening in and around here? Does this fall within a hotspot for this type of behavior?
7. Are there any recommendations from the TSC to prevent death or injury from similar causes or circumstances?
8. What are the action steps to carry out the recommendations and what is the role of member organizations?



DocNum: [J9L2T80QFB](#)
Date: 11/13/2024
County: MILWAUKEE
Municipality: MILWAUKEE (City)
On: N 60TH ST
At: W HUSTIS ST
Crash Hour: (1200-1259) Noon to 12:59pm
Severity: Fatality (K) : 1 Fatality
Flag(s): Pedestrian
Total Vehicles: 1
Manner of Collision: NO COLL W/VEH IN TRANS
Crash Type: PEDESTRIAN
Agency: MILWAUKEE POLICE DEPARTMENT
Coordinates: 43.144377692,-87.98555468

[Zoom To Crash](#)

- Vehicle vs pedestrian
- Daylight/dry/clear
- 2 ½ yr old child ran out into traffic
- No alcohol/drug suspected of vehicle driver





- Bike
- Distracted
- Impaired
- Occupant Protection
- Pedestrian
- Teen Driver
- 65+
- Aggressive



- CMV
- Motorcycle
- ATV
- School Bus

- Speed management

- Severity
- County Profiles

- Work Zones
- Lane Departure 1 and 2+
- Intersection



**Together
we can
save lives.**

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