EMS Safety Summit 2012

Safety Systems, Strategies and Solutions

Safety Data Update

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EMS Transport Safety Summit

February 29th , 2012

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New Safety Data

- TRB 2012
- 2011 National EMS Assessment
- 2011 NFPA
- TZD EMS
- NCHRP 17-51
- FARS/MMUCC
- NEMSIS
- BLS

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TRB 2012

EFFECTS OF DRIVERS' ACTION ON THE SEVERITY OF EMERGENCY VEHICLE COLLISIONS

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National EMS Assessment

http://www.ems.gov/pdf/2011/National_EMS_Assessment_Final_Draft_12202011.pdf

December 2011

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NFPA Data Systems Analysis

http://www.nfpa.org/assets/files//Research%20Foundation/RFAmbulanceCrash.pdf

November 2011

Analysis of Ambulance Crash Data

THE FIRE PROTECTION RESEARCH FOUNDATION

FIRE RESEARCH

TRB

TZD EMS 2010 White paper

- There were a series of White Papers commissioned for the Towards Zero Deaths (TZD) road safety project to address visions for the future as the foundation for this NCHRP project – one of which was on EMS. The document written under Federally funded contract in 2010, "White Paper No. 7 — Emergency Medical Services (EMS)"
- www.objectivesafety.net/TZD_EMS_WhitePaper_contracteddraftFinal_July2010.pdf

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NCHRP 17-51

NCHRP 17 - 51

- The Framework developed by NCHRP 17-51 will be a tool that Stakeholders can use to formulate their Highway Safety Plans which integrate EMS, at the National, State, or Local Level. More information about the Framework Project is available at: http://www.strategicsafetyplan.com

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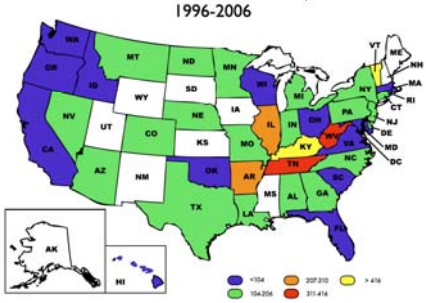
FARS – A National Data Set?

Small numbers – but NO data captured from 20% of the nation in 10 years

Total Fatalities Per 100 Million Population
1996-2006



MMUCC revisions Spring 2012

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NEMSIS

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Bureau of Labor and Statistics

- New data
- More comprehensive

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Sample Research Question

TEMPLATE AND EXAMPLE

Title

The purpose of the study is to explore roadway engineering improvements that can be implemented to reduce drunk driving crashes. It is generally accepted that most DWI crashes are behavioral in nature, one or more drivers being intoxicated with alcohol or other drugs. Yet, studies on the locations of DWI crashes do find specific locations where a disproportionate number of such crashes occur. The purpose of the study will be to identify potential roadway engineering improvements that could reduce DWI crashes, including changes in roadway geometry, signaling, signage, creation of obstacles to slow drivers, automated detection systems for erratic driving, adaptive signals to slow vehicles, and other roadway technologies.

The research study will accomplish three tasks. First, the researcher will review the literature on engineering features to identify possible improvements and roadway technologies that could reduce DWI crashes. Second, the researcher will conduct interviews with knowledgeable individuals about each of the technologies to explore benefits, problems and potential costs. Third, the researcher will produce a report comparing the technologies and will estimate the likely benefits and costs of each of the technologies and will produce a prioritization.

Objective

The objective is to increase the range of tools available for departments of transportation and public works and local police to reduce DWI crashes.

Key Words

Safety engineering, DWI, Behavior modification

Related Work

Studies have been conducted that demonstrate concentrations of DWI crashes (hot spots)

There is a long history on mitigating crash hot spots

Implementing improvements could reduce DWI and other behavioral-induced crashes

Summary

- More robust data systems and data mining are now in process
- Still a need for more information regarding ambulance transport safety: enhanced definitions, more robust population based data capture, detailed injury data, also info on wake crashes
- Consider a path involving TRB research needs statements

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