

EMS Safety Summit 2012

Safety Systems, Strategies and Solutions

Safety Data Update

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Chair ANB10(5)

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EMS Transport Safety Summit

February 29th , 2012



TRANSPORTATION RESEARCH BOARD
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New Safety Data

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



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

Final Draft

National EMS Assessment

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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

Final Report

Prepared by:

Casey C. Grant, P.E., and Brian Merrifield

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RESEARCH FOUNDATION

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TRF

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



NCHRP 17-51

NCHRP 17-51 FRAMEWORK PROJECT

PUBLIC PROJECT WEBSITE

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ABOUT THE PROJECT

MAY 28, 2011

[Background](#) | [Project Objective](#) | [The Project Team](#)

Background

Over the last ten years, more than 410 thousand people died on public roadways in the United States. Motor vehicle-related injuries remain one of the leading causes of death (leading the cause of death ages 1 through 34) (CDC, 2010). The annual societal cost of vehicle crashes is estimated at \$230 billion (NHTSA, 2010). The burden on medical resources is also high: in 2006, nearly 3.5 million people were treated for injuries sustained in motor-vehicle related crashes (Zhao, Lucado, and Stocks, 2010). Motor vehicle crashes are the leading cause of traumatic spinal cord injuries in the U.S. (44.5%) (Dawodu 2008) and the leading cause of traumatic brain injury (TBI) related deaths (Faul et al, 2010).

Highway deaths were first recognized as a national problem in the 1960s, and efforts to reduce highway deaths were accelerated in the 1990s. The AASHTO Strategic Highway Safety Plan and SAFETEA-LU legislation were aimed at aggressively addressing the problem. Implementation of short term, low cost countermeasures and investments in safety programs have had a demonstrated positive effect on fatality trends. The reduction in fatalities since 2005 is widely celebrated. Yet stakeholders across different disciplines in highway safety agree that current strategies to reduce fatalities are not likely to support the continuation of the downward trend observed over the last few years. This is because most implemented programs and strategies are

SIGN UP FOR NOTIFICATIONS

WEBINARS

DISCLAIMER

INTERIM TOPICS

- [Safety Culture](#)
- [Drivers](#)
- [Vulnerable Road Users](#)
- [Vehicle Passengers](#)
- [Vehicles](#)
- [Infrastructure and the Physical Environment](#)
- [Emergency Medical Services](#)
- [Law Enforcement and the Legal System](#)
- [Data, Info Systems, and Analysis Tools](#)

NCHRP 17 - 51

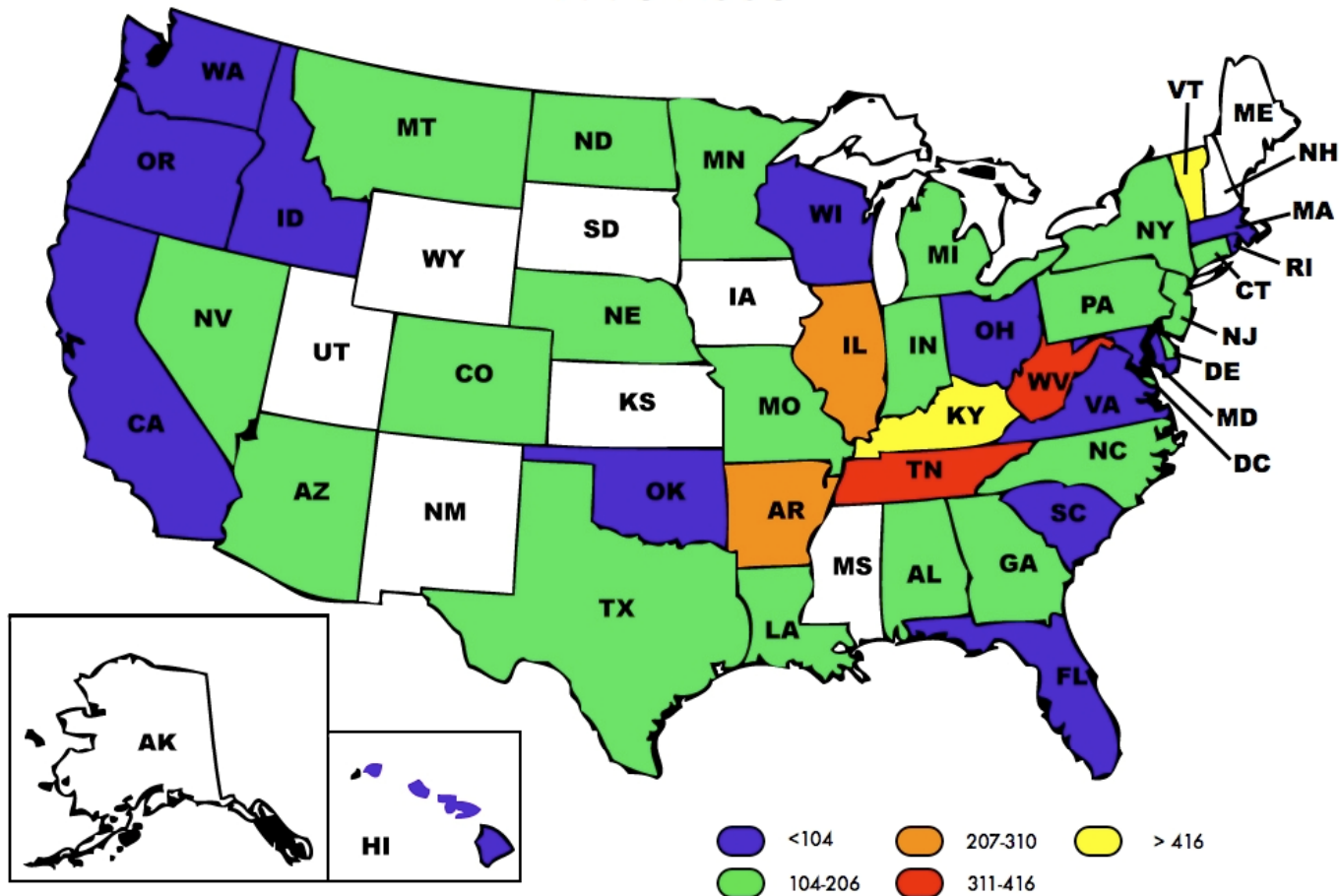
- The Framework developed by NCHRP 17-51 will be a tool that Stakeholders can use to formulate their Highway Safety Plans which integrate EMS, at the National, State, or Local Level. More information about the Framework Project is available at:
<http://www.strategicsafetyplan.com>




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



Model Minimum
Uniform Crash Criteria

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Home | Proposed 4th Ed. Changes | Data Elements | Forum | About | FAQ | Useful Links | Contact

Improving Roadway Safety with Effective Crash Data

Crash data is used to identify problems, establish goals, allocate resources, determine the progress of programs, and support the development and evaluation of highway and vehicle safety countermeasures.


Visit the Media page to learn more ▶

1 2 3 4 5




Driving Data Forward

Share Your Thoughts in the MMUCC Forum ▶



MMUCC Data Elements

Crash, Vehicle, Person, and Roadway Data Elements ▶



Lt. EDWARD DAVENNISH
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Proposed 4th Edition Element Changes (updated 9/22/11)

The proposed changes represent the consensus of the MMUCC Expert Panel that is charged with developing the 4th Edition of the MMUCC Guideline, which will be published in the spring of 2012.

1 attachment

NEMSIS



National EMS Information System (NEMSIS)
Helping Unify EMS Data

SEARCH NEMSIS: [GO](#)

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[Version 3](#)

[Version 2](#)

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The NEMSIS Technical Assistance Center (TAC)...

Offering technical assistance on the implementation and tracking of National EMS Data.

Latest News

[NEMSIS Version 3.2.0 Official Release](#)

The Official Release of the NEMSIS Version 3.2.0 Data Dictionary, XML Schema Definitions (XSDs) and Change Log are now available for use!

For a summary of the information click [Overview](#).

Additional components are available under [Downloads](#) in the Version 3 tab.

Software Vendor News

Software Developer's Meeting September 21-22, 2011

The NEMSIS TAC held a NEMSIS Version 3 Software Developer's Meeting in Park City, Utah on September 21st and 22nd.

The purpose of this meeting was to familiarize attendees with the new NEMSIS V3 products, answer questions regarding implementation, and to discuss general ideas regarding integration of national and local EMS data reporting systems.

[Meeting Statistics:](#)



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Bureau of Labor and Statistics

- New data
- More comprehensive

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/Priorities

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