THE OTHER E'S AND RESPONDER SAFETY

FLPRITE WINTER WORKSHOP

FEBRUARY 17, 2022

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ENGINEERING, EDUCATION, ENFORCEMENT
EMERGENCY SERVICES

EVERYONE ELSE

ENCOURAGEMENT

EVALUATION

EQUITY

E-TECHNOLOGY

EMERGING

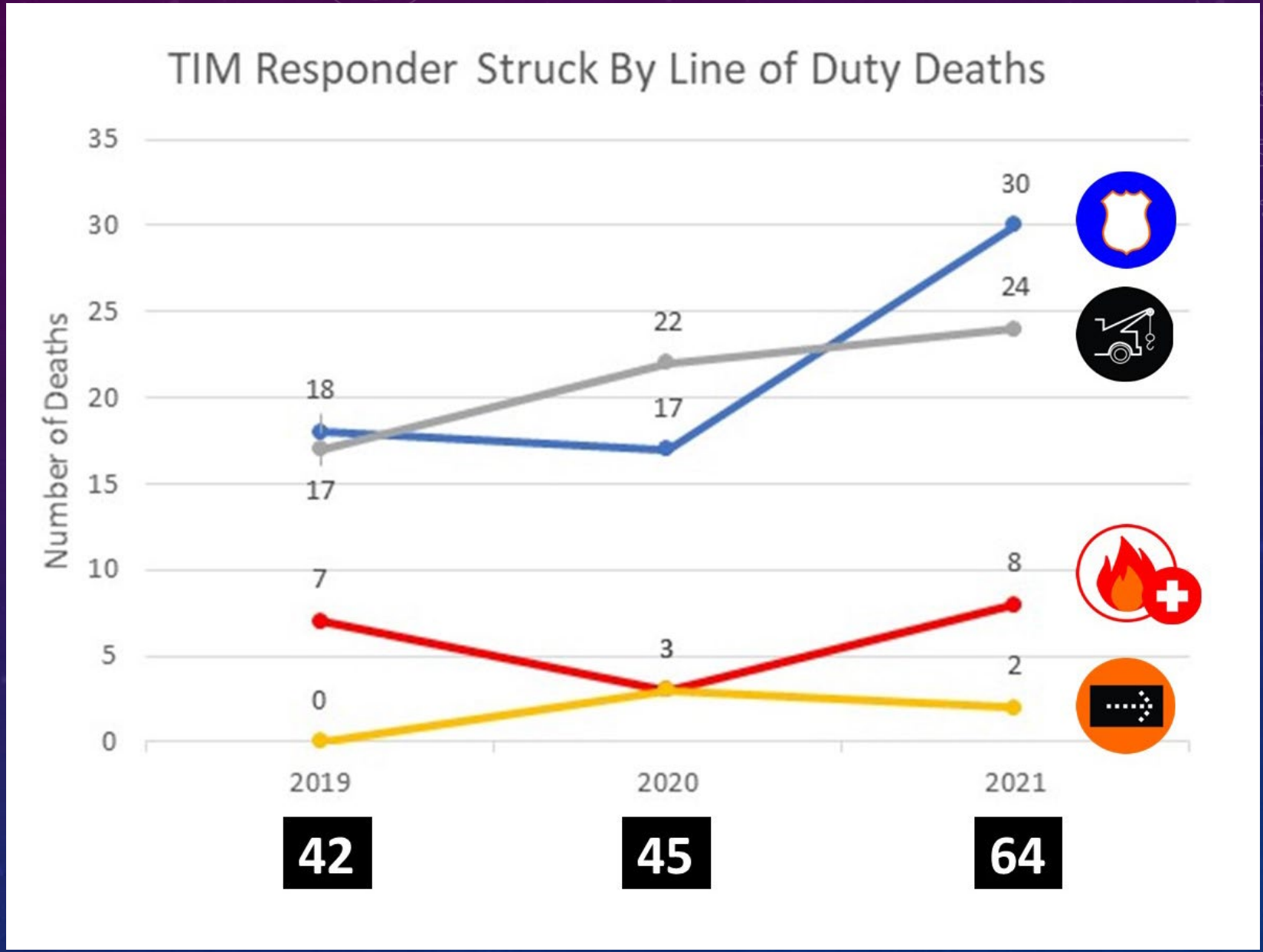
revenue
congestion drugs helmets
license design technology speed
commerce cmv trains alcohol
school operations buses booze carseat
queue motorcycle women
connected men distracted
aggressive younger belts horse bicycle
insurance hazmat pedestrian older
intersection scooter walking safety
autonomous departure redlight suspension
disabled

61
WINTER PARK
WINTER PARK
POLICE

EXIT
ROAD
RANGER

667
BEQ6665

SCFD


TIM Responder Struck By Line of Duty Deaths
Number of Deaths
35
30
25
20
15
10
5
0
2019
2020
2021
18
17
22
17
30
24
7
3
8
0
2
42
45
64

WHAT IS A RESPONDER STRUCK BY

A "responder struck-by" incident is a collision between a motor vehicle in transit and a responder working a roadway incident, which would be recorded on a State traffic crash reporting form in the jurisdiction where it occurred. The responder may be a non-motorist, an occupant of a stopped response vehicle, or an unoccupied response vehicle.

- A non-motorist is every crash-involved person who was NOT the driver or occupant of a motor vehicle. The types of non-motorists include bicyclists, other cyclists, pedestrians, other pedestrians (wheelchair, person in a building, skater, personal conveyance, etc.), occupants of a non-motor vehicle transportation devices, or other unknown types of non-motorists.
- Responders are governmental and nongovernmental emergency public safety, fire, law enforcement, emergency response, emergency medical and related personnel, agencies, and authorities, including public works and other skilled support personnel, like towing.

DATA SOURCES ASSESSED – OFFICIAL GOVERNMENT REPORTING SYSTEMS

- Crash Reporting Systems in States.
- Fatality Analysis Reporting System (FARS).
- Crash Report Sampling System (CRSS).
- National EMS Information System (NEMSIS).
- National Fire Incident Reporting System (NFIRS).
- Occupational Safety and Health Administration (OSHA).
- Worker Compensation.
- National Institute for Occupational Safety and Health (NIOSH) – Facility Assessment and Control Evaluation (FACE) reports.
- NIOSH National Electronic Injury Surveillance System—Occupational Supplement. (NEISS-Work) via the Work-Related Injury Statistics Query System (Work-RISQS).
- FBI Law Enforcement Officers Killed and Assaulted (LEOKA).

DATA SOURCES ASSESSED – PRIVATE AND NON-PROFIT INDUSTRY REPORTING SYSTEMS

- National Fire Protection Association (NFPA).
- Towing and Recovery Association of America (TRAA).
- Towing Traffic Incident Report System (TTIRS).
- Emergency Responder Safety Institute (ERSI).
- National Law Enforcement Memorial Foundation (NLEOMF).
- Office Down Memorial Page (ODMP).

TWO UNIVERSAL REPOSITORIES

State Crash Report Systems

- Every jurisdiction requires a police report when death or injury involving a motor vehicle occurs
- Every jurisdiction has a different format
- MMUCC data elements guide states
- Responders are difficult to find

Worker Compensation Systems

- Every jurisdiction requires worker injuries be reported
- Access to data on some job classes is restricted or protected
- Job classes do not always match responder classifications

CRASH REPORTING SYSTEMS

P4. Person Type

S1 Person Type

Motorist

01 Driver
02 Passenger
03 Occupant of MV Not in Transport

S2 Incident Responder?

01 No

Yes, Type of Incident Responder

01 EMS
02 Fire
03 Police
04 Tow Operator
05 Transportation *(i.e. maintenance workers, safety service patrol operators, etc.)*

NM2. Non-Motorist Action/Circumstance Prior to Crash

S1 Action/Circumstance

00 None
08 Working in Trafficway *(Incident Response)*

S3 Secondary Crash?

01 No
02 Yes

07 Prior Crash
08 Prior Non-Recurring Incident
16 Traffic Incident

V10. Special Function of Motor Vehicle in Transport

09 Fire Truck
13 Ambulance
14 Police
17 Safety Service Patrols – Incident Response
18 Other Incident Response
20 Towing – Incident Response

P15. Violation Codes

(choose up to 2)

00 No Violation

State Violation Code(s)

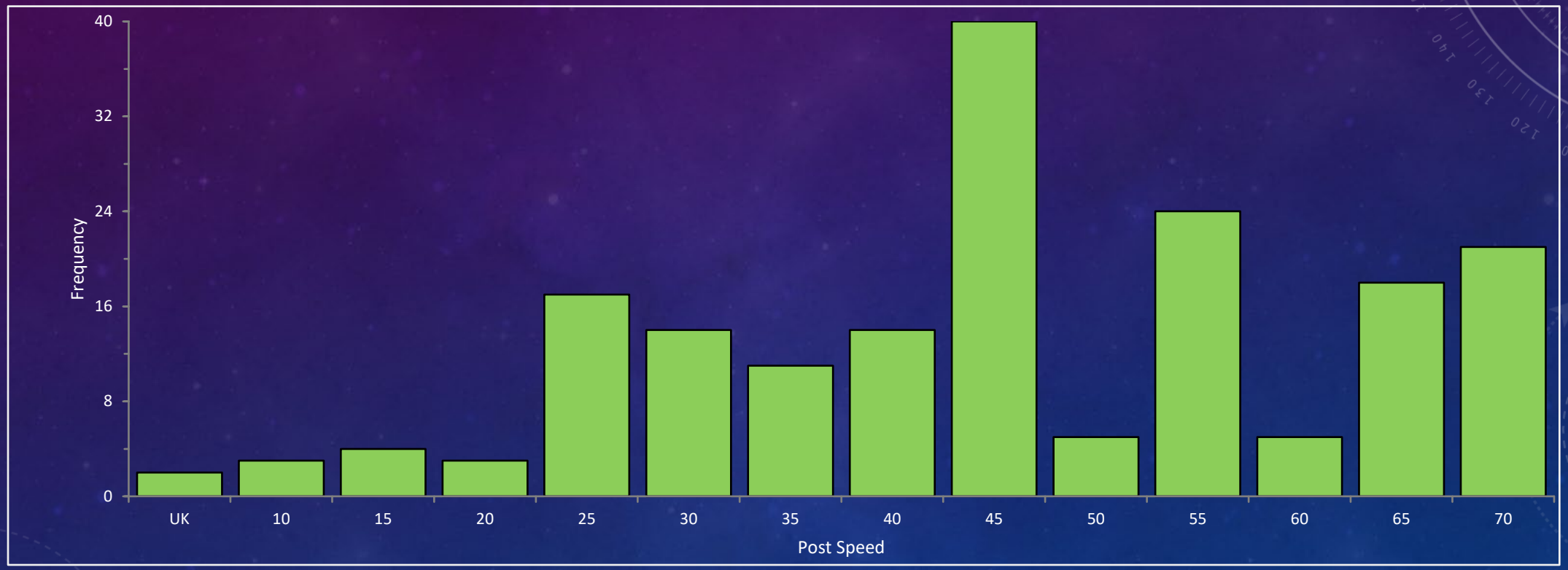
ALL ROADS LEAD TO THE CRASH REPORT BUT FINDING RESPONDERS IS A CHALLENGE

	Working in Trafficway (incident response) 2011-2020	Move Over Citations 2011-2020	Road Ranger Data 2014-2021	Responder Safety 2017-2020
Initial Filter	596	519	476	13
Valid SB (All Types)	151	427	229	-
Valid Ped Struck By	151	32	22	4
Accuracy	25.3%	90.9%	48.1%	30.8%
Effectiveness of Approach for Ped SB (% of all knows)*	83.0%	17.6%	12.1%	2.2%

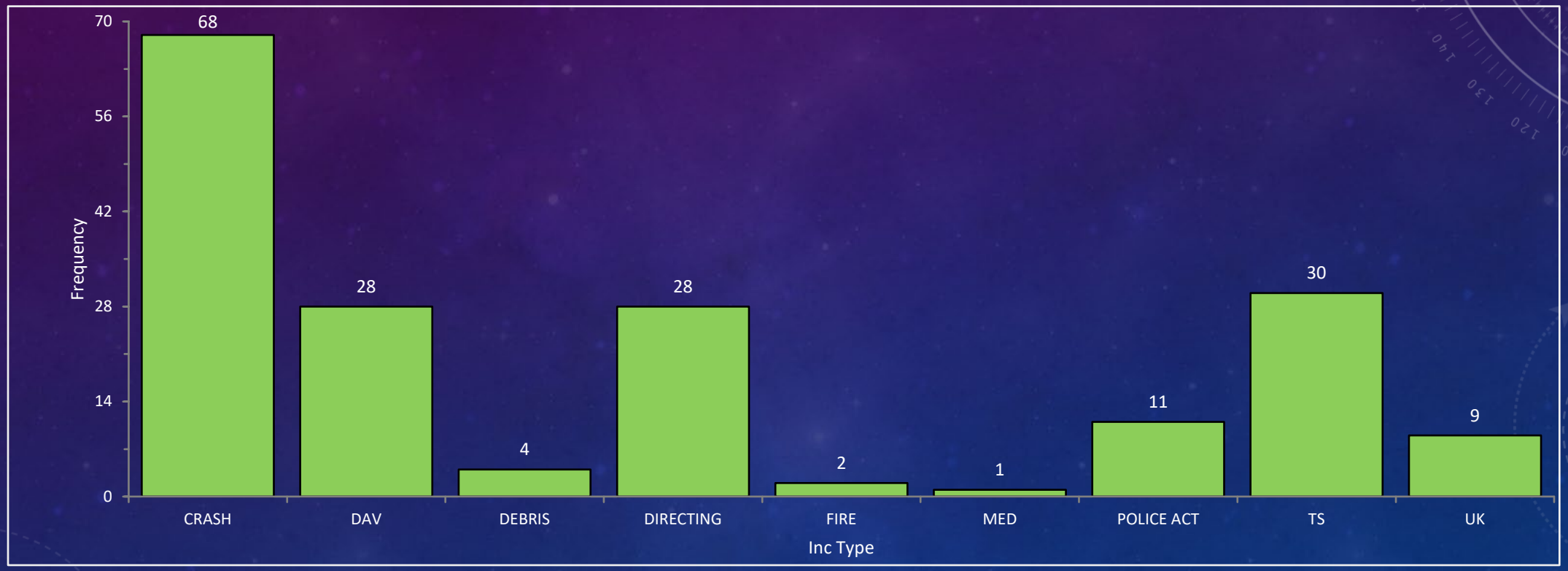
*Includes overlap among approaches

Valid Struck By Cases - n=182

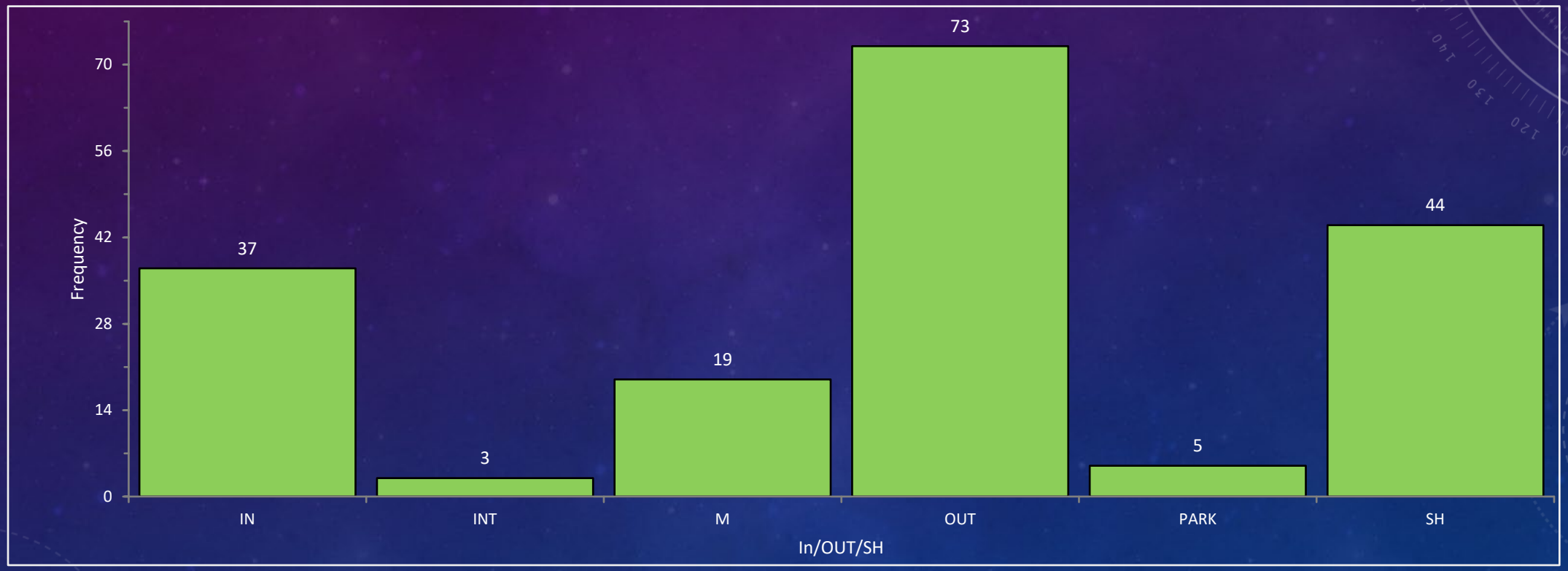
POSTED SPEED LIMIT – 60% ARE 45 MPH OR LESS



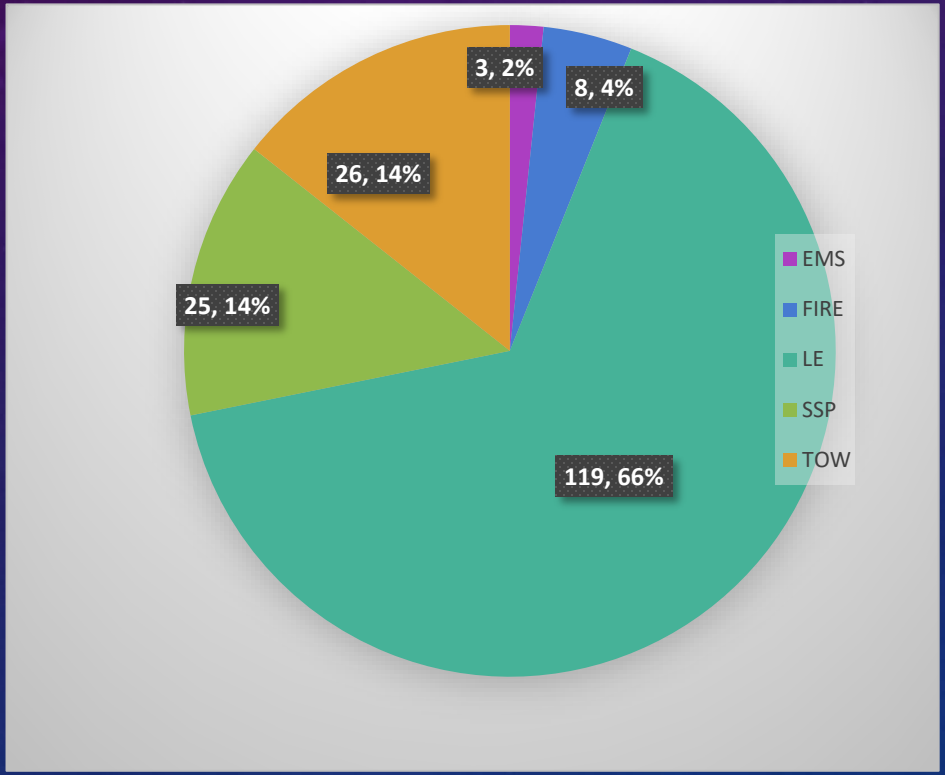
PRIMARY INCIDENT TYPE – PRIOR CRASH 38%



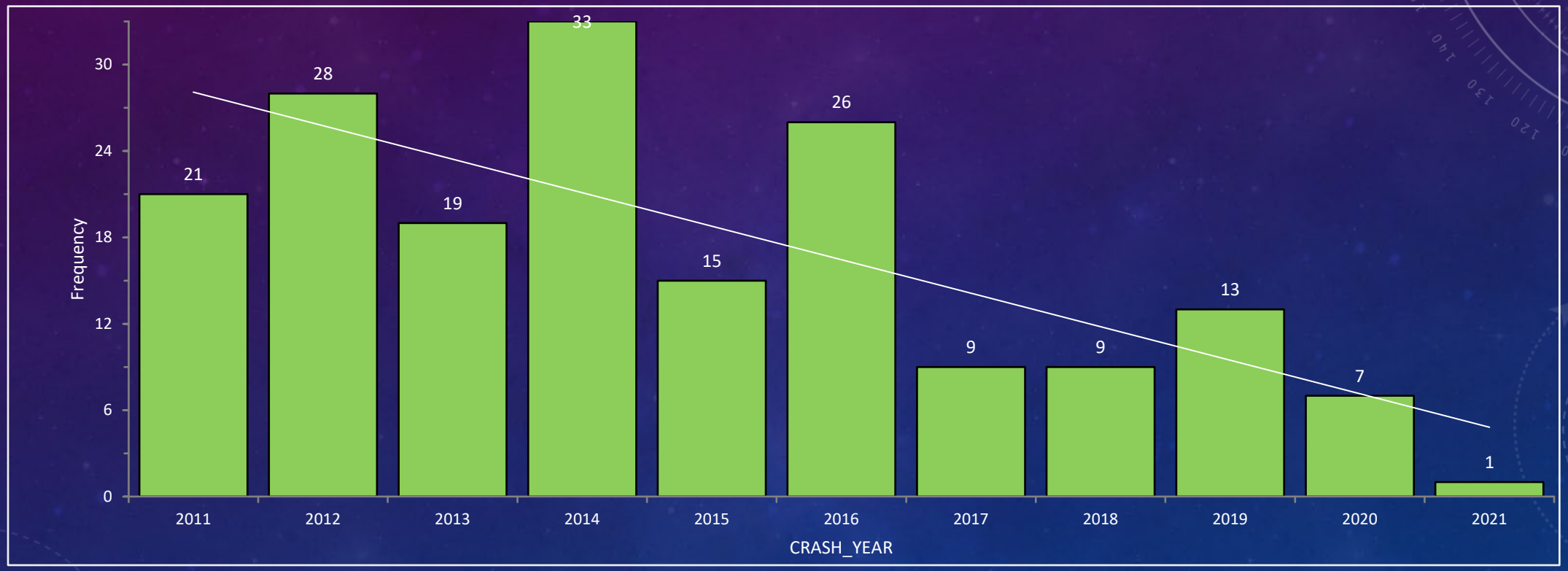
WHERE ON ROADWAY – TRAVEL LANES 73%



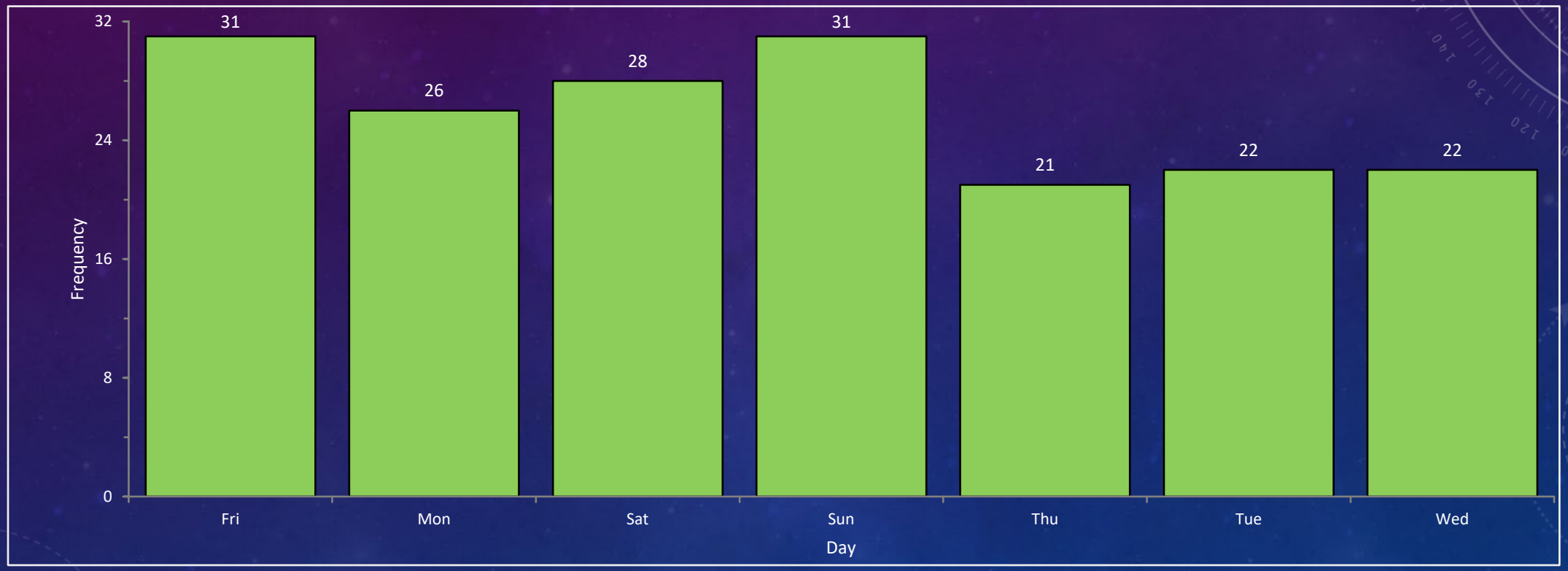
RESPONDER TYPE – 2/3 LAW ENFORCEMENT



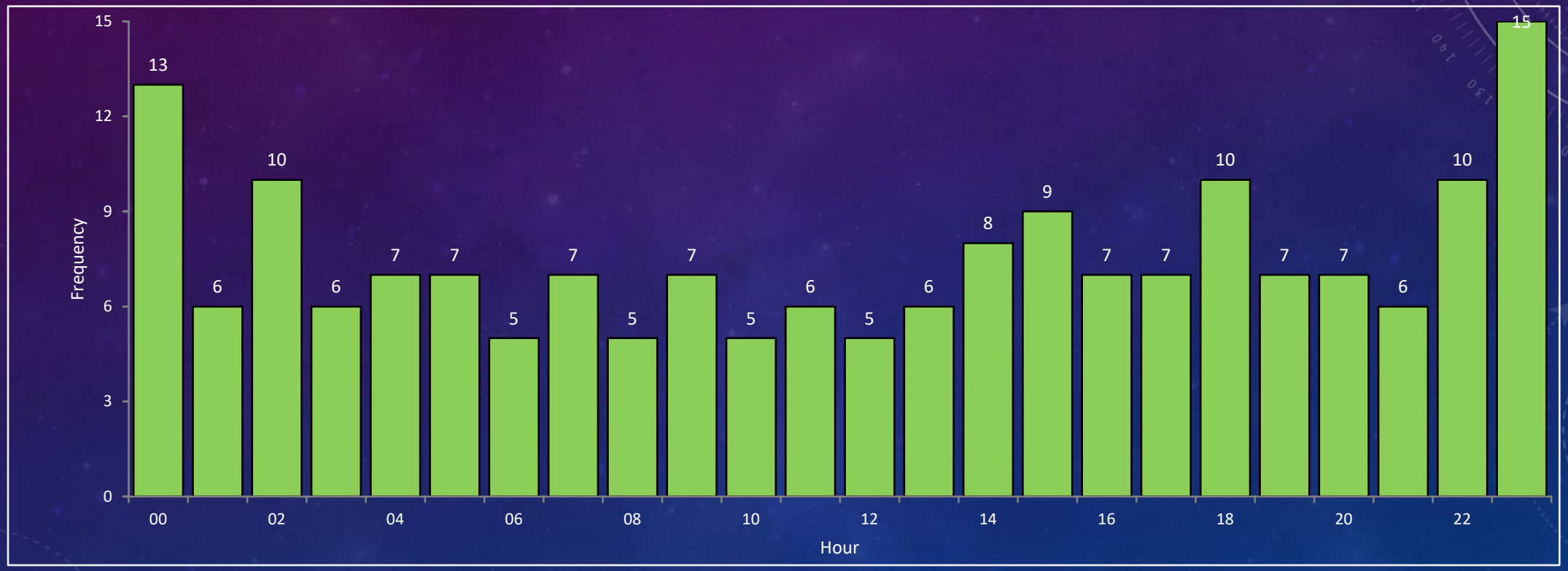
CRASH YEAR – A FAVORABLE TREND



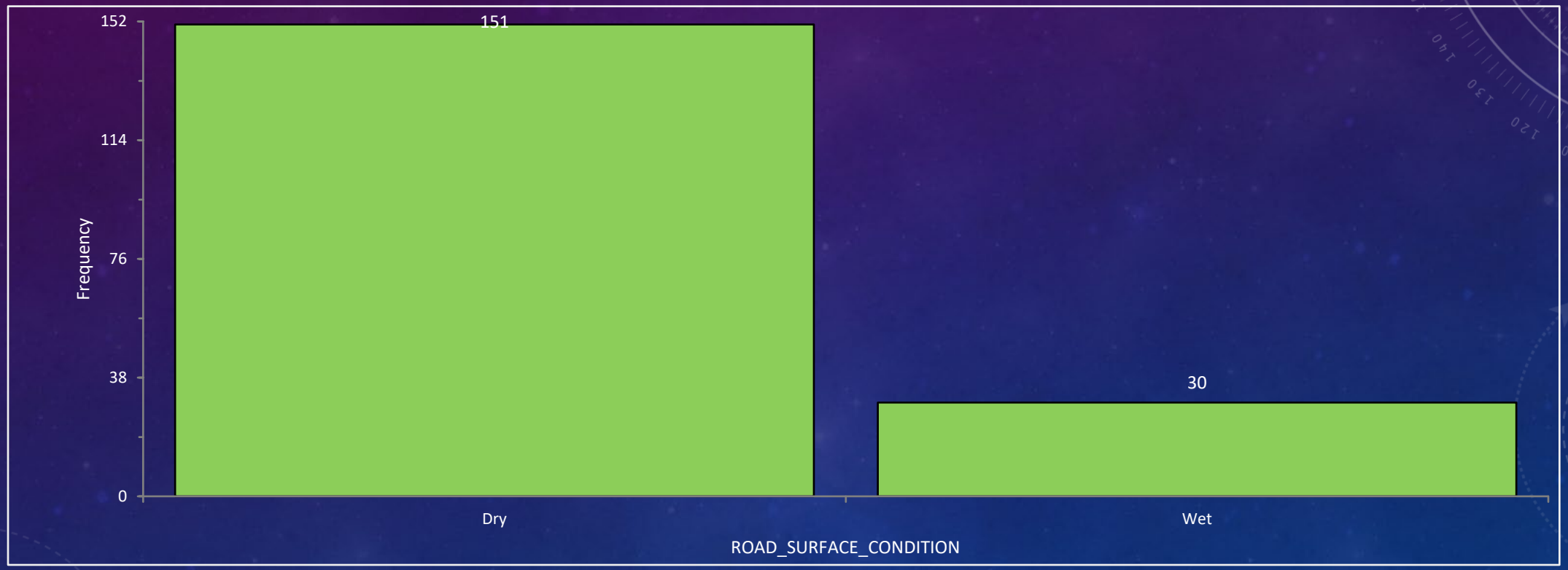
DAY OF THE WEEK – WEEKENDS HIGHER



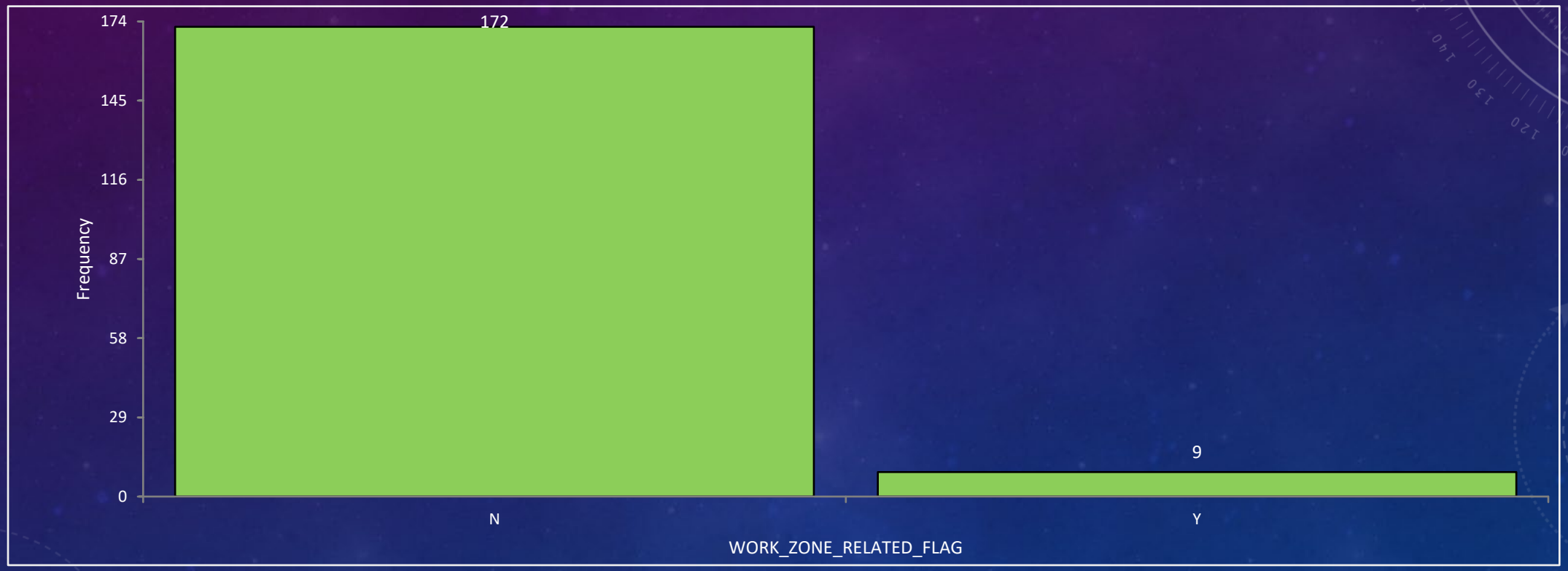
TIME OF DAY – 11 PM TO 1 AM SPIKE



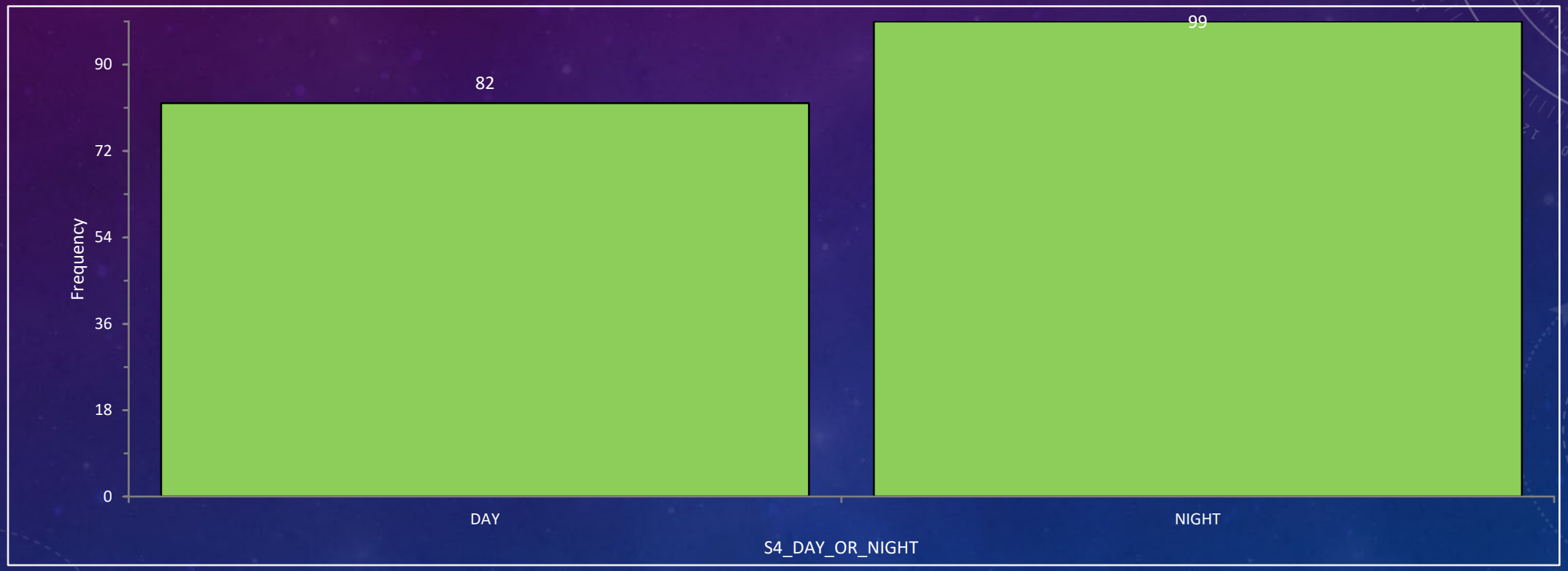
ROAD SURFACE CONDITION – 83% DRY



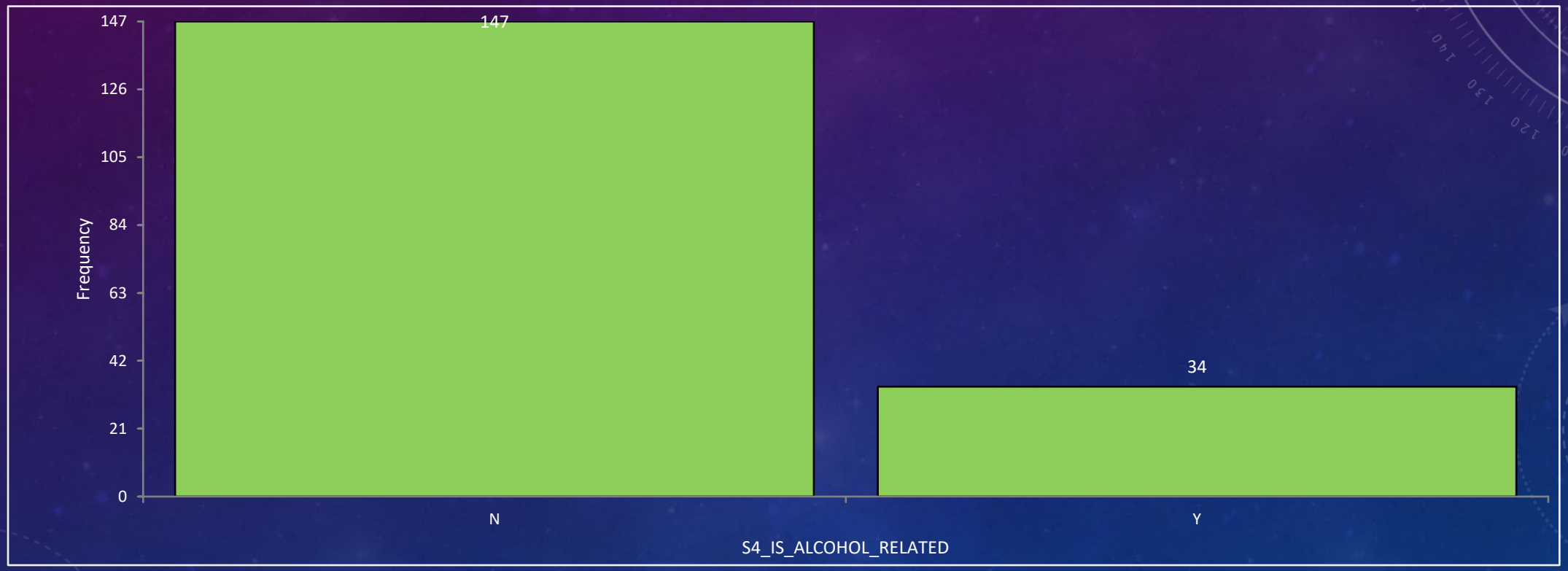
WORK ZONES – RARELY INVOVLED



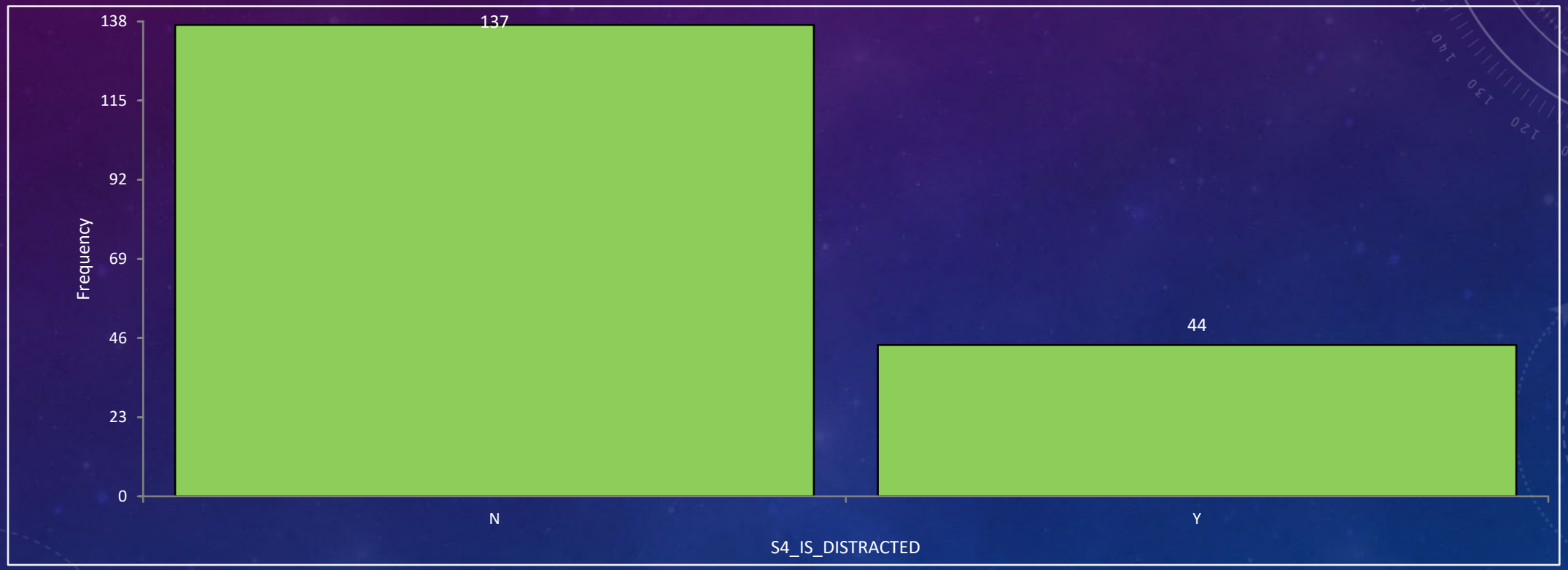
DAY OR NIGHT – DARKNESS PROMINENT



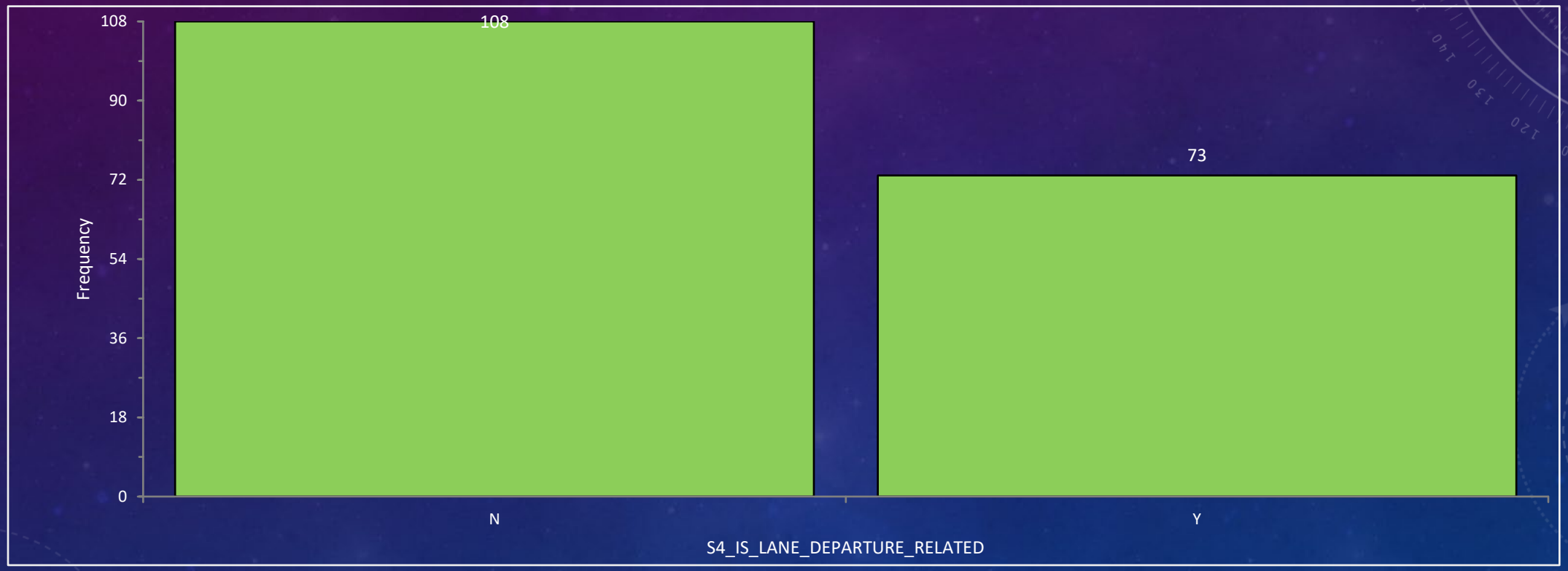
ALCOHOL INVOLVED – 19% OF THE TIME



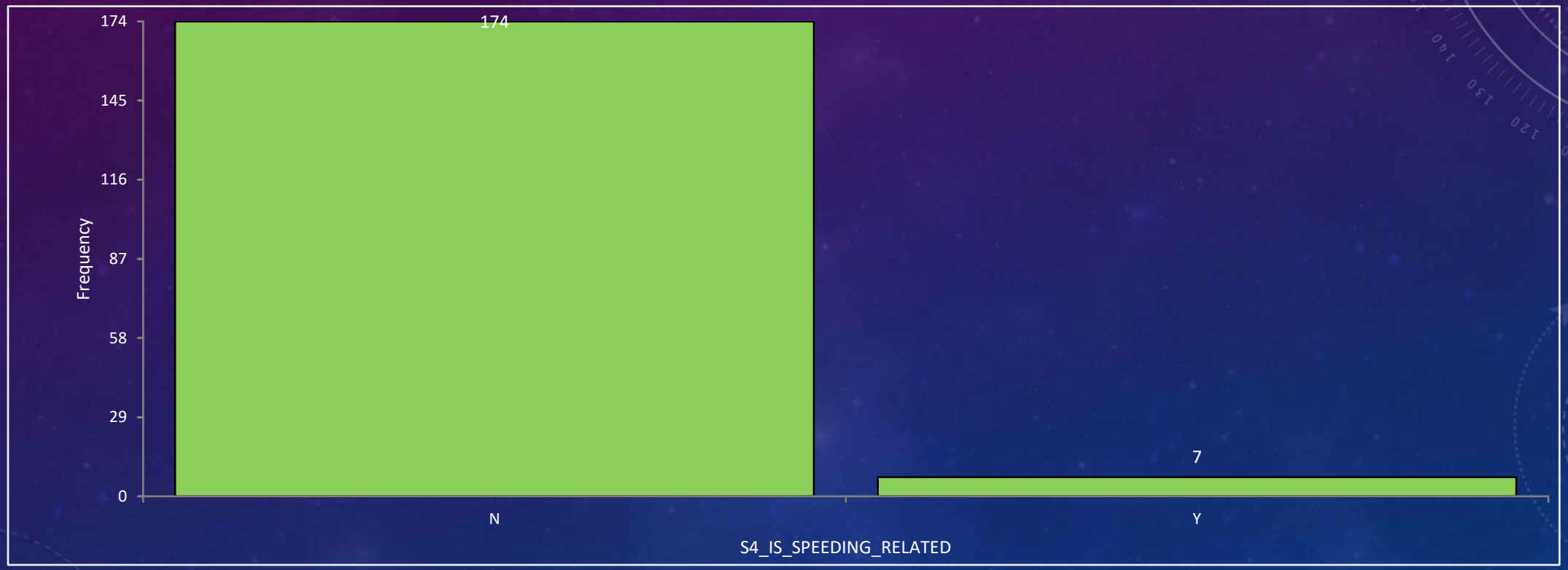
DISTRACTED – 24% OF THE TIME



LANE DEPARTURE – 40%



SPEED RELATED – NOT A FACTOR



KEY TAKEAWAYS

- Crashes are the most common primary incident, followed by traffic stop, disabled vehicles, and directing traffic (includes setting cones)
- Law Enforcement makeup most incidents followed by Road Ranger and Towing
- Distracted drivers and alcohol well-represented
- Significant number of struck by crashes happen in travel lanes
- Two-thirds of traffic stop struck by incidents occurred in a travel lane
- Slightly more at night, but considering exposure, night is a concern
- Weather and wet roads rarely are a factor (1 percent during rain)

KEY ACTIONS

- Training – Florida lags Nationally in the National TIM Responder Training Program
- High Visibility Safety Apparel (HVSA)
- Better Crash Reporting
  - Revise forms to include “Responder Involved” data element
  - Officers use “Working in Trafficway (incident response)” and issue MOVE OVER citations
- Move vehicles from travel lanes (push, pull, drag, or drive)
- Use non-traffic side approach
- Setup and retrieve temporary traffic control devices downstream of a block
- Monitor the use of emergency vehicle lighting, particularly at night

THANK YOU…

Grady Carrick

Enforcement Engineering, Inc.