

Greater Hartford Coalition Newsletter

FROM THE EDITOR

Our March newsletter focuses on the challenges that workers and responders face on our roadways and traffic incident management strategies that can assist them in doing their jobs safely and efficiently.

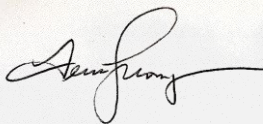
No one will disagree that driving and working on our roadways is a very difficult challenge. More congestion, more distractions, more infrastructure maintenance and repair, more motorists failing to follow the rules of the road, and the list goes on.

I have been reading a lot of interesting articles lately in the official Blog of the U.S. Department of Transportation, [CONNECTIONS](#). A recent post resonated with me and reinforces the importance of having Traffic Incident Management as an integral part of transportation safety.

The post by U.S. Secretary of Transportation Elaine L. Chao, [Drug-Impaired Driving](#)... “Research has shown that over 90% of fatal traffic crashes involve human error. The worst mistake a driver can make is being behind the wheel in an impaired condition. According to a Governors Highway Safety Association (GHSA) report, 44% of drivers killed in crashes in 2016 tested positive for illegal, prescription, or over-the-counter drugs. That is a dramatic increase from the 28% testing positive in 2006. More than half of these drivers had marijuana, opioids, or both, in their system. The number of drivers killed in crashes who tested positive for marijuana doubled from 2007 to 2015.”¹

Transportation Secretary Chao speaks about drug impairment but let us expand the conversation to the “D” Driver (Drunk, Drugged, Drowsy, Distracted or Dangerous). The “D” Driver has a significant effect on highway safety for all. These people behind the wheel represent an ever-increasing trend in serious and fatal injuries on our roadways. All responders especially first-on-scene and EMS personnel must deal with not only the injuries from the crash but also the underlying conditions of the victims or survivors due to drugs, alcohol, and other forms of impairment.

Thank you



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¹ <https://www.transportation.gov/connections/drug-impaired-driving>

SPEED, DISTRACTED DRIVING MAKE U.S. SAFETY BOARD'S 'MOST WANTED'

By Alan Levin and Ryan Beene February 4, 2019, 10:11 AM EST



Photo: Vehicles travel along I-94 freeway in Detroit, Michigan
Photographer: Anthony Lanzilote/Bloomberg

Federal safety advocates are targeting three of the worst habits by drivers that kill more than 10,000 people a year: speeding, impaired driving and distractions from electronic gadgets.

The U.S. National Transportation Safety Board unveiled its "Most Wanted" list of safety enhancements on Monday and three of the 10 focused on driver behaviors that could help reduce the annual death toll on the roadways that now exceed 37,000 a year.

Another four spotlight such things as sleepy drivers, better anti-collision technology and mandating seat belts on buses and other types of vehicles. The NTSB is bucking controversy with some of its push. It wants more use of speed cameras, for example, which are unpopular with motorists.

To View the Most Wanted List and full article go to <https://www.bloomberg.com/news/articles/2019-02-04/speed-distracted-driving-make-u-s-safety-board-s-most-wanted>



Why Traffic Incident Management (TIM) Programs Keep Cops Safe

By James Careless, PoliceOne.com Contributor

Jul 23, 2018

"Every police officer killed in the line of duty is a loss to their department, family members, friends and the community at large. Any training or strategies to reduce officer fatalities and injuries should be adopted by police departments – large and small – without delay. One approach that can start saving lives today is to train officers in proper Traffic Incident Management (TIM) techniques. In plain English, TIM consists of a planned and coordinated multiagency process to detect, respond to and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible, all while keeping police officers and other first responders on scene as safe as possible."

"Although TIM may not sound like a big deal, the National Law Enforcement Officers Memorial Fund reports that 10 U.S. police officers were struck and killed by vehicles while working in 2017. (Photo/Courtesy)"

"The biggest threat to officers while conducting these duties begins with a D. "The biggest risk to officers on the roadside is what I call the 'D Driver'," said Grady Carrick, principal of [Enforcement Engineering](#), a Florida consulting firm that specializes in TIM, traffic safety analysis and traffic enforcement countermeasures.

"The D stands for drunk, drugged, drowsy, distracted and just plain dangerous," Carrick said. "These are the drivers who plow into police officers, firefighters and EMS crews working on the shoulder, demolishing their vehicles and causing public safety deaths." To view full article from PoliceOne.com go to

<https://www.policeone.com/police-products/emergency-lights/articles/477421006-Why-Traffic-Incident-Management-TIM-programs-keep-cops-safe/>



NFPA 1500 adds requirements to SOP’s & Training related to Roadway Response

The 2018 edition of *NFPA 1500: Standard on Fire Department Occupational Safety, Health, and Wellness Program* has a new chapter on Traffic Incident Management. This chapter expands the previous minimum requirements for traffic incident management safety and training for fire departments within their occupational health and safety program. This new chapter includes requirements for SOPs, high visibility apparel, safe positioning, blocking, advance warning, establishing a traffic incident management area, and traffic control training. A new module from the Responder Safety Learning Network is available. Go to <https://learning.respondersafety.com>



“To help clear incidents like this overturned tanker truck, TIM responders must describe the situation clearly or send a photograph of the scene to the towing company to ensure that the proper equipment reports to the scene.

The Towing and Recovery Association of America (TRAA) Vehicle Identification Guide can be carried in appropriate response vehicles to ensure that responders who are requesting towing and recovery services provide the necessary information to tow operators prior to dispatch. Key information includes the year, make, and model of the vehicle to be towed or recovered; the vehicle’s classification under the U.S. Department of Transportation’s (USDOT’s) classification scheme (examples of vehicle types in each class are depicted); the type of services required (i.e., impound, accident, recovery, or motorist assist); and other pertinent vehicle information (i.e., tire condition, cargo contents, load status, etc.).



Use of this guide helps to prevent inappropriate equipment/personnel dispatch, which in turn reduces overall incident duration resulting from sequential, redundant response...”

Download the guide at <http://www.respondersafety.com/Download.aspx?DownloadId=4621e384-0b17-4f89-a5b5-4775c7edeac8>



Why the Connecticut DOT State Farm Safety Patrol Program Matters to Responders

Photos courtesy of Connecticut Department of Transportation and NBCConnecticut.com



Service patrols are universally accepted as an effective tool in incident management. The Federal Highway Administration recognizes its importance and promotes use of full-function service patrols on all urban freeways on a 24/7 basis as full emergency response partners with law enforcement, fire and rescue, EMS, and towing responders.

In 2016, the Connecticut Highway risk of losing funding and being outpouring of support from the, benefits of the service patrol had an in the state.



Assistance Motorist Patrol (CHAMP) was at eliminated due to budgetary constraints. An responders, motorists and the media on the impact on the decisionmakers and its future

In 2017, the Department of Transportation was able to secure an agreement for a long-term corporate sponsorship with State Farm, and the service patrol known as CHAMP was renamed the Connecticut Department of Transportation (CTDOT) State Farm Safety Patrol. Connecticut joins other states that are also part of the [State Farm Assist Patrol Program](#)



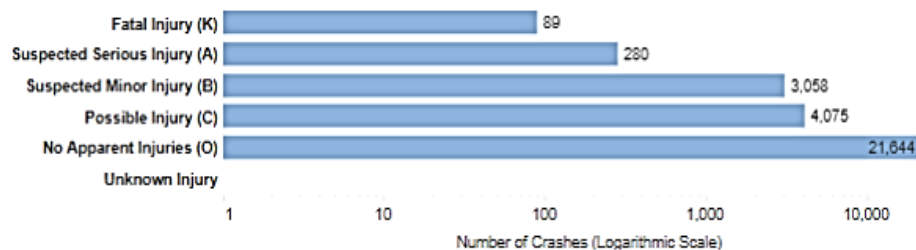
These vehicles patrol the state's highways looking for crashes, disabled or stranded motorists, and hazardous debris in the roadway. They support and assist emergency responders on the scene to clear roadways quickly and safely and are an integral part of the state's incident management program and continues to play an integral role in quick clearance strategies for the region.



According to the CTDOT, the State Farm Safety Patrol responds to nearly 16,000 service calls in Connecticut.

2018 REPORTED FIGURES FOR THE HARTFORD URBANIZED AREA CT Crash Data Repository Query 3/12/2019

Injury Status of Crashes



Crash Severity	Crashes	% of All Crashes
Fatal Injury (K)	89	0.31%
Suspected Serious Injury (A)	280	0.96%
Suspected Minor Injury (B)	3,058	10.49%
Possible Injury (C)	4,075	13.98%
No Apparent Injuries (O)	21,644	74.26%
Unknown Injury	1	0.00%
Grand Total	29,147	100.00%

29,147 total crashes - 89 fatal crashes, 280 Serious Injury (Type A) crashes