TOWARDS ZERO DEATHS AND RESPONDER SAFETY
Introductions

- Chief Judy Thill
  - Fire Chief’s Association / Inver Grove Heights
  - Urban & suburban freeway fire response

- Sergeant Jeff Schroepfer
  - State Patrol, commercial vehicles
  - Rural & suburban fire
Sergeant Scott Wahl
- State Patrol
- Metro Freeway Operations

Supervisor John McClellan
- MNDOT
- Metro Traffic Management
Goals

- Zero deaths of MN emergency responders due to motor vehicle crashes
  - Responding
  - On scene
  - Patrolling

- Zero deaths of MN drivers due to secondary crashes

- Increased coordination, communication, and cooperation between responders
What is being done

- Brief history of what has taken place in Minnesota
  - Past
  - Most recent

- National things going on:
  - Wisconsin guidelines
  - FHWA, SHRP, NFPA, IAFF, IACP, NUGTIM

- Respondersafety.com
12 MN Responders killed in last 14 years

5 Fire, 5 Law Enforcement, 2 EMS

1997 Minneapolis Fire – FF struck
1997 Minneapolis PD – Officer struck (died 2010)
1999 Hinckley EMS – EMT struck
2000 State Patrol – Trooper struck
2002 Boyd Fire – POV crash
2002 Esko Fire – FF struck
2003 St. Cloud Fire – FF struck
2005 Roseau EMS – ambulance crash
2005 Lino Lakes PD – Officer struck
2006 Melrose Fire – POV crash
2007 Minneapolis PD – Officer struck
2009 Ramsey Co – Reserve struck

9 struck on foot / 3 in vehicles
Secondary Crashes

- **Definition**
  - “An incident that is a direct result of a previous incident or it’s congestion”

- **Responder involved**
  - Many of the responders hurt are in secondary incidents

- **Queue**
  - Potential for a minor incident to lead to a major incident
Elements

- Detection
- Notification of responders
- Response
- Safety at scene
- Clearance
Detection / Confirmation

- Coordination between dispatch centers
- Traffic cameras
  - Metro, St. Cloud, Duluth
  - Sharing with other responders
- On going:
  - Phase-2 for 911 calls
  - Auto detection of incidents (On-Star, etc)
  - Future: Congestion, Video?
Notification

From …

- Dispatch to responders
  - Accurate information on location and type of incident
- First arriving on scene to other responders
  - Size-up
    - Location
    - Number victims
    - Seriousness of incident
    - Potential hazards
Response

- Issues for all responders:
  - Seatbelts
  - Reasonable speed
  - Liability (civil and criminal)
  - Lack of EVOC training and experience
  - Lack of traffic control/TIM training

- Additional issues for volunteer firefighters
  - Extensive use of personal vehicles (Rural)
  - Response from home to station or directly to scene
Response continued

Responders thinking about ..

- **Mitigating the incident**
  - Hazards, seriousness of incident, number of victims, etc.

- **Traffic control**
  - Where is the incident?
    - Shoulder, blocking, etc.

- **Where to park?**
  - Close lanes?

- **Start, cancel or stage additional resources**
What could go wrong?
Scene Safety

Communicate with drivers to:

- Protect responders
- Protect victims
- Prevent secondary incidents
  - At scene
  - In queue
  - In the residual backups
Standard lighting announces presence but doesn’t give instruction.

Which is why using cones, flares, flaggers, signs and good placement are necessary.
GOAL: Take the lessons learned by DOT’s in work zones and transfer to emergency scenes

- Standardization = Recognizable & informative to motorists
- Best Practices for protection & visibility
- Compromise on traffic accommodation vs. “shutting it down”
Emergency Traffic Control is set up in REVERSE of Work Zone Traffic Control.

Limited resources for emergency responders.
Clearance

- Clear promptly
- Communicate with other responders
- Demobilize and breakdown safely

- The only way to be 100% safe is not to be there.
Other things

- Training on cable barrier response
- Encourage responders to pre-plan
- Funding sources for traffic control equipment.
- Encourage responders to train with each other
- Encourage responders to work with other agencies, including tows
Wrap up