



Making an Impact

First Responder Edition September 2019

Traffic and emergency workers come together to improve safety for first responders

by Kelsey Christensen and KVAL.com Staff

LANE COUNTY, Ore. - Drivers are striking and killing first responders around accident scenes at alarming rates.

Safety comes first, not only for accident victims, but for emergency responders.

Traffic experts and emergency workers are coming together to plan ahead for safer response during a traffic incident.

Think of what you would do coming up on a traffic accident. Now, think of all of the different ways you could clean it up while keeping everyone safe.

That includes cops, paramedics, firefighters - first responders.

“We think law enforcement is going to get shot on the road; we think fires going to die in a fire, and that’s just not the case anymore,” says Justin Guinan, the ODOT coordinator for the state’s Traffic Incident Management program.

According to national data within the last five years, 10 police officers and four firefighters are struck and killed on the scenes of accidents each year, while one tow truck operator dies on the job each week.

So, what’s the purpose of the Traffic Incident Management program? Training more than 6,500 Oregon first responders how to understand each other’s role during an incident, and what safety gear is available such as cones and reflective wear.

“We want to get everyone in the room; we want them to talk we want them to come up with these solutions, and these ideas not on the side of the road,” Guinan says. “Sometimes our tow-ers, the first time they meet our fire department or D.O.T. is on that big incident.”

“We don’t usually think of tow as a first responder, but in all reality they’re out there with us every day,” he says.

The International Association of Fire Chiefs is urging departments to provide more training.

“You also can’t prevent everything and that’s the scary part of this whole thing; we can train all day, we can set up a perfect work zone, and set up everything we need out there, and somebody’s still going to get struck and killed,” he says.

That’s why Guinan reminds drivers to pay attention and move over if you come across an incident on the roads.

Understanding Law Enforcement Attitudes and Beliefs about Traffic Safety

Final Report

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FEDERAL HIGHWAY ADMINISTRATION

Traffic safety is a critical public health issue. More than 37,000 people die annually on U.S. roadways (NHTSA 2015). “Car crashes rank among the leading causes of death in the United States” (Tefft 2012, p.1). Traffic safety enforcement is one approach to improving roadway safety that can reduce crash fatalities and serious injuries.

A variety of studies have established the effectiveness of traffic safety enforcement. When budget cuts significantly reduced the size of the Oregon State Police in 2003, researchers measured a significant increase in injuries and fatalities on the roads (even after controlling for a variety of other factors) (DeAngelo and Hansen 2014, pp. 231-257). Stanojevic, Jovanovic, and Lajunen (2013, pp. 29-38) found in a comparison of two regions, one with traffic enforcement and one without, the absence of traffic enforcement affected a variety of driving behaviors including speeding more frequently, using seat belts less often, driving more aggressively, driving after exceeding the legal limit for alcohol more often, and engaging more frequently in aggressive and ordinary driving violations. Traffic enforcement efforts have been shown to be effective in reducing cell phone use while driving (Nikolaev, Robbins, and Jacobson 2010, pp. 182-193), speeding (Ryeng 2012, pp. 446-454), and not wearing a seat belt (Nichols and Ledingham 2008, pp. 1-68). One study documented that convicting a driver of a traffic offense reduced the relative risk of a fatal crash in the month after receiving a traffic conviction by about 35% (Redelmeier, Tibshirani, and Evans 2003, p. 2177). It is important to note that some of these studies were conducted in other countries, and while they can offer insight, there are inherent limitations in making comparisons with the United States. This study is not about determining if traffic safety enforcement is an effective strategy; thus, exploring how policing of traffic safety relates to traffic fatalities or to effectiveness in general is outside the scope of this project.

Various research studies have shown that many citizens support traffic safety enforcement efforts. A survey of California drivers showed that, despite the state’s heavy seat belt enforcement efforts, more than half of the respondents supported “very strict” enforcement (Insurance Institute for Highway Safety, Highway Loss Data Institute 2003). In another study, public opinion data collected from two experimental target areas and one comparison area suggested that citizens strongly supported aggressive traffic enforcement practices and that the implementation of such strategies did not reduce their support (Chermak, McGarrell, and Weiss 2001, pp. 365-391). The Center for Health and Safety Culture has conducted several surveys of adults and found support for traffic safety enforcement as well (Linkenbach et al. 2012, pp. 1-118).

https://www.mdt.mt.gov/other/webdata/external/research/docs/research_proj/tsc/LAW_ENFORCEMENT_ATTITUDES/TSC-TPF_LE_FINAL_REPORT.pdf

Connected Vehicles

Vehicles are connected wirelessly in many ways. What should professional responders know? If you work on the roadways, you need to know about how connected technologies are advancing, and how they affect you as a responder to traffic incidents.

Check out this new module for the Responder Safety Learning Network. Click [here](#).

Rapid advancements in technology are making connected vehicles more and more commonplace on the roadways. In fact, some major auto manufacturers have connected technology in their vehicles in 2019. Connected vehicle technology, which allows vehicles to transmit and receive data, offers many potential benefits for the emergency services. For example, it can help mitigate struck-by incidents by alerting motorists of the location of emergency incidents on the roadway and offering detour information. It can make the jobs of roadway responders easier by automatically calling 911 in an emergency (for example airbag deployment or crash incident) and providing precise location and vehicle information prior to arrival at a scene. It can also provide a way for responders to communicate with each other through their emergency vehicles and the vehicles' data. Although there are data security, privacy, retrofitting, and budget implications to consider, overall there is tremendous opportunity to improve the safety and efficiency of emergency operations on the roadway thanks to connected vehicle technology.

How much do you know about connected vehicle technology? Are you and your response agency ready to take advantage of it? Many agencies are not. In this program, you will learn the basics of connected vehicle technology, the opportunities it presents for emergency response, the current state of technology development, and how to begin to prepare to integrate connected vehicle technology in your department.



Oregon Department of Transportation
Transportation Safety Division's
2019 Transportation Safety Conference
October 23 & 24, 2019
Spirit Mountain Casino and Conference Center
27100 SW Salmon River Hwy.
Grand Ronde, OR 97347

Conference Highlights include:

- E-Scooter, bicycle and pedestrian laws;
- NCHRP 17-76 Report on Setting Speeds;
- Urban Design Initiative;
- Safe Routes to School;
- Featured Keynote speaker - Karen Williams, MSSW - Distracted Driving and the youth brain

[Click here to register - https://odottds.regfox.com/2019tsd](https://odottds.regfox.com/2019tsd)

JoCo first responders partner to combat under-staffing

Nicole Costantino

JOSEPHINE COUNTY, Ore. — Highway 199 in Josephine County has seen more than 200 crashes this summer alone, four have been fatal. But with understaffed first responders covering the area, law enforcement can't cover everything. In fact, sometimes they don't even respond to accidents.

"We have limited resources during the day and even worse at night," said Illinois Valley Fire District Chief Dennis Hoke. "We try to help each other out."

With small staffs, JCSO, Oregon State Police and IVFD are forced to work together. But twice this week Chief Hoke said law enforcement wasn't there. His agency wrote on Facebook that OSP and JCSO weren't available to respond to accidents. "We have to prioritize what calls we go to," said Josephine County Undersheriff Travis Snyder. "The partnership is vital," he said. "We would not be able to complete our mission of general public safety if three entities could not work together."

Chief Hoke said in some cases, multiple agencies aren't needed. He said IVFD and American Medical Response get to most scenes first. "They reply on us a lot to give them information on what they're responding to," he said. "we reply on them if they happen to get on scene first to give us a size-up." That interagency communication is something they couldn't do without, even if it isn't always perfect.

"It widens our availability as a public safety unit," Snyder said. "It just makes us more effective, helps keep the public a lot safer and it's more efficient."

We reached out to OSP about the issue but have not heard back.

<https://kobi5.com/news/local-news/joco-first-responders-partner-to-combat-under-staffing-110337/>

Car Seat Check-Up Events and Fitting Stations

www.ChildSafetySeatResourceCenter.org

Date	City	Location	Address	Time
9/28	Salem	Salem Hospital	Parking Garage Mission & Capitol	11:00 am - 2:00 pm
10/3	Redmond	Redmond Fire	341 NW Dogwood Ave	11:00 am - 2:00 pm
10/3	Portland	OHSU Doernbecher	700 SW Campus Dr Garage D	6:00 pm - 7:30 pm
10/4	Milwaukie	Oak Grove Fire Department	2930 SE Oak Grove Blvd	1:00 pm - 3:00 pm
10/8	Corvallis	Corvallis Fire Department	400 NW Harrison Blvd	8:30 am - 11:00 am
10/10	Ontario	Ontario Fire Department	444 SW 4th Street	4:00 pm - 6:00 pm
10/12	Hillsboro	Tuality Health Education Ctr	334 SE 8th Ave	9:00 am - 11:30 am
10/19	Vancouver	Peace Health Vancouver	92nd Avenue Entrance	8:45 am - 2:15 pm
10/19	Beaverton	Kuni Auto Center	3725 SW Cedar Hills Blvd	9:00 am - 11:30 am
10/21	Bend	Bend Fire	63377 Jamison St	11:30 am - 2:30 pm
10/26	Portland	Bethany Doernbecher	15220 NW Laidlaw	9:00 am - 11:30 am
10/27	Gresham	Gresham Toyota	950 NE Hogan Dr.	1:00 pm - 3:00 pm
10/31	Eugene	Eugene Fire Dept	1705 W Second Ave	4:00 pm - 6:00 pm
10/31	Forest Grove	Forest Grove Fire Dept	1919 Ash St.	3:00 pm - 5:00pm

TAKE THE PLEDGE

Choose to make a difference.

The fight to end distracted driving starts with you. Just like buckling up, it's a decision that saves lives. Make the commitment to drive distraction-free today.

Take the pledge to:

- **Protect lives by never texting or talking on the phone while driving.**
- **Be a good passenger and speak out if the driver is distracted.**
- **Encourage friends and family to drive phone-free.**

Save a life. Spread the word. Take the pledge to drive distraction-free and learn more about what you can do to promote safer roads for everyone at www.distracted.gov.

THE MYTH:

"I can do two things at once!"

With more technology now than ever, driver distractions have risen to unprecedented levels. We live in a world where people rely on instant, real-time information 24 hours a day, and those expectations don't stop just because someone gets behind the wheel.

Drivers still do not realize — or choose to ignore — the danger they create when they take their eyes off the road, their hands off the wheel, and their focus off driving. Driving is an activity that requires your full attention and focus in order to keep yourself and others safe.

Like www.facebook.com/OregonODOT
www.oregon.gov/ODOT/T5

SAVE YOUR LIKES FOR LATER.

A DISTRACTED DRIVER CRASH OCCURS EVERY 2.5 HOURS IN OREGON.

IT'S BETTER TO STAY ALIVE THAN TO STAY CONNECTED.

DON'T TEXT OR TALK ON YOUR PHONE WHILE DRIVING.

IT COULD SAVE YOUR LIFE OR A FRIEND'S LIFE.

DRIVE WITHOUT DISTRACTIONS. The Way to Go.
 Transportation Safety — ODOT

DISTRACTED DRIVING
 Eyes on the Road. Not on Your Phone.

IT IS NOT WORTH A LIFE.

IT COSTS TO DRIVE DISTRACTED IN OREGON

Below we list the monetary costs of driving distracted in Oregon — but when you aren't paying attention to driving, the costs could be even higher: you could kill yourself or someone else... it's worth a life for a text or call?

Oregon's Updated Law

In Oregon, it is illegal to drive while holding or using a mobile electronic device (e.g. cell phone, tablet, GPS, laptop). This law does not apply to the following:

- Using hands-free or built-in devices, if 18 years of age or older.
- Use of a single touch or swipe to activate or deactivate the device or a function of the device.
- Making a call to provide or summon medical help and no one else is available.
- When parked safely, i.e., stopped at the side of the road or in a designated parking spot.

REMINDER: It is **NOT** legal to use the device when stopped at a stop light, stop sign, in traffic, etc.

The fines

- First offense, not contributing to a crash: Class B violation.
 - Fine up to \$1,000.
- Second offense — or first offense — if it contributed to a crash: Class A violation.
 - Fine up to \$2,000.
- Third offense in ten years: Class B misdemeanor.
 - Fine up to \$2,500.
 - Could be six months in jail.

Click [here](#) to order the Distracted Driving Brochure (#330575)

Click [here](#) to order the Distracted Driving Brochure Insert (#330582)



Our own Executive Director is now certified to conduct trainings on behalf of the I Love U Guys Foundation for the Standard Response Protocol and the Standard Reunification Method for active shooters. Find out more about this amazing community service at <http://www.iloveuguy.org/about.html>.



Janelle Lawrence - Executive Director

Yvonne McNeil - Community Traffic Safety Program Coordinator

Jeannette Leggett - Safe Communities Program Coordinator

Contact us using the links below

Funded through a grant from ODOT Transportation Safety Division

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