

Emergency Services Overview

164 Corridor Study

Traffic Accident Facts

- In 1966, traffic crashes resulted in over 50,000 fatalities and the fatality rate was three times as high as it is today. If the extraordinary progress in improving highway safety had not been made since that time, over 120,000 people would have died last year and hundreds of thousands more would have suffered traumatic injury.
- Death and injury from traffic crashes continue to be among the most serious public health problems facing our country. Motor vehicle injuries constitute 99% of non-fatal transportation injuries and 94% of transportation deaths. The statistics for 1996 alone offer a grim reality: there were over 6.8 million crashes, in which over 41,000 were killed and another 3.5 million were injured. With yearly increases in travel and no improvement over our current safety performance, fatalities and injuries could increase by 50 percent by 2020.
- Motor vehicle crashes are the number one safety problem in American transportation. They account for 94 percent of transportation deaths and 99 percent of transportation injury. In 1996, 41,907 people were killed and 3,511,000 people were injured in police reported crashes. The lifetime economic cost of these crashes is over \$150 billion annually. The share borne by tax payers is staggering: the public pays 13 percent of the cost of injuries treated in an emergency department; 26 percent of the cost of injuries requiring hospitalization; and 48 percent of the cost of injuries treated in a rehabilitation hospital.
- Source NHTSA

Calls For Service

- Determined by cell tower location and sector
- Dispatched and coordinated by the PSAP with jurisdiction
- SAW agencies have access to common frequencies
- RIOS Interoperability for outside agencies
- Afton Mountain Communications Plan

Response

- Multi- Agency Coordination
 - Local, Regional, and State Resources
- Unified Command and NIMS
- Mutual Aid and Automatic Aid Agreements
- Regional MCI Plans
- Afton Mountain Incident Plan
- Tractor Trainer Accidents/Hazmat

Factors Impacting Response

- Heavy Traffic/Time of Day
- Weather
- Blocked Lanes of Travel
- Access/ Egress Issues at entrances and exits
 - Discussed gates for Afton Mountain
- Blocked Shoulders
- European Model

Local Impacts

- Detours and Reroutes
- Closing the interstate
- Capacity of local roadways
- Displaced Motorists
- Towed Vehicle Storage

Resources

- Regional TOC
- Interstate Camera Access
- Programmable Message Boards
- TIMS Training
- Va. Highway Incident Management Group
- Regional Highway Incident Management Groups
- Regional Exercises
- VDOT Safety Service Patrols

Summary

- Coordinated Multi-Agency Response
- Regional Planning, Training, and Exercises
- All Players Must be Included
- Response to Interstate Accidents is Hazardous for Responders

Questions/Discussion