



TEXAS SHSP

Post Crash Care

2022 – 2027



**TEXAS
TOGETHER**
on the Road to Zero

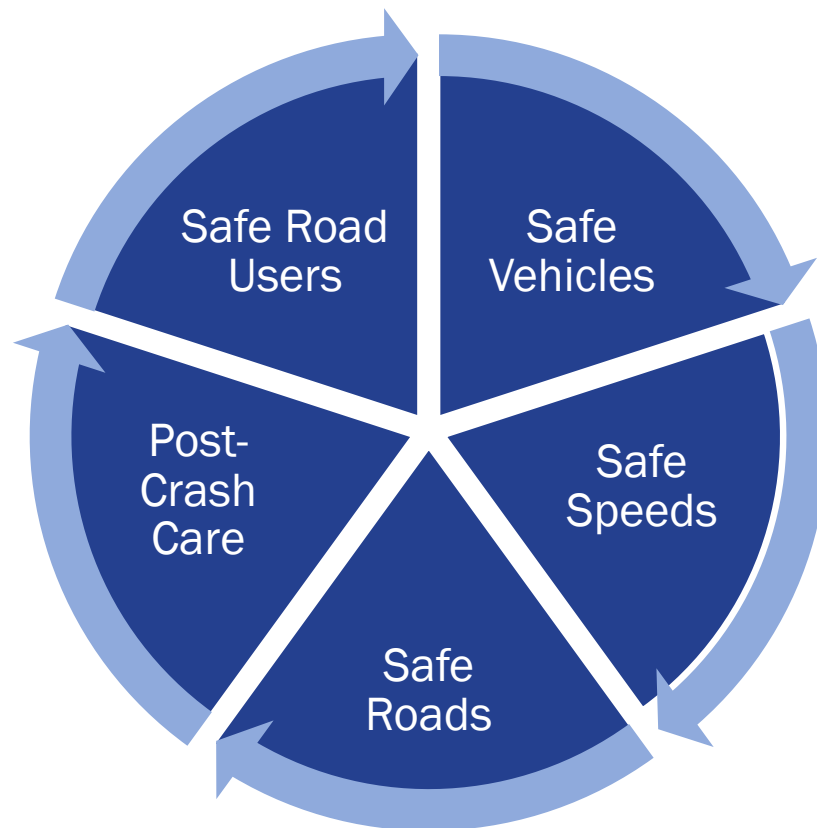
The development of the *Texas Strategic Highway Safety Plan* was led by the Traffic Safety Division of the Texas Department of Transportation working in conjunction with the Center for Transportation Safety at the Texas A&M Transportation Institute. Hundreds of safety stakeholders from across the state representing local, regional, and state agencies, law enforcement, industry and advocates, engineers, clinicians, and educators actively participated in the process.



Section 6.9 Post-Crash Care

Background

One of the critical tenets of a Safe System is the concept of redundancy throughout the system. This approach provides a *Swiss cheese model* of redundancy layers of protection so that if one layer, element of a Safe System, fails another layer will provide the safety stop gap. The idea is that death and serious injury will only occur if all the layers fail.



Post-crash care is a critical part or layer of a safe road system. In the event of a crash, effective post-crash care, involving emergency treatment and trauma care along with

rehabilitation, can help reduce the risk of death and serious injuries. However, post-crash care is not confined to medical treatment. The sub-elements of post-crash care include:

- First responders
- Trauma and emergency medical care
- Crash investigation
- Traffic incident management
- Justice (adjudication, probation, treatment)

Each State in cooperation with its political subdivisions should have a program which provides for rapid, orderly, and safe removal from the roadway of wreckage, spillage, and debris resulting from motor vehicle accidents, and for otherwise reducing the likelihood of secondary and chain-reaction collisions, and conditions hazardous to the public health and safety.” (NHTSA, Highway Safety Program Guideline No. 16, p. 1)

Objective for Emphasis Area

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Strategies & Implementation Plans

Strategy 6.9.1 Improve data collection and analysis techniques.

Implementation Action Plan	
6.9.1.1	Develop and implement a revised crash report form to increase and improve data collection, especially data on roadway and incident clearance times, response times secondary crashes, and responder injuries.
6.9.1.2	Increase the use of current and emerging technologies to capture information more efficiently for the crash report and clear crash scenes, especially in rural areas.
Facilitator(s)	6.9.1.1 TxDOT Crash Data Analysis (CDA), 6.9.1.2 TxDOT Traffic Safety Division (TRF), DPS, Sheriffs' Departments, MPOs
Effectiveness	6.9.1.1 ***, 6.9.1.2 ***
Cost to Implement	6.9.1.1 \$, 6.9.1.2 \$\$\$
Time to Implement	6.9.1.1 Short, 6.9.1.2 Short
Potential Barrier	Lack of funding

Strategy 6.9.2 *Increase and improve emergency responder training.*

Implementation Action Plan	
6.9.2.1	<p>Expand TIM basic and refresher training requirements.</p> <ul style="list-style-type: none"> ▪ Work with TDLR to require TIM training for first responders. ▪ Work with TCOLE to require TIM refresher training for law enforcement personnel. ▪ Work with TCFP to require TIM refresher training for EMS personnel (every 3-5 years). ▪ Work with SFFMA to require TIM refresher training for fire/rescue personnel. ▪ Work with DSHS and State EMS Director to require TIM refresher training for EMS personnel at least every 3-5 years. ▪ Expand TIM Train the Trainer training to increase access to training.
Facilitator(s)	6.9.2.1 TXDOT TIM Coordinator, 6.9.2.2 TxDOT Traffic Safety Division (TRF)
Effectiveness	6.9.2.1 **
Cost to Implement	6.9.2.1 \$
Time to Implement	6.9.2.1 Medium
Potential Barrier	Partners may be reluctant to commit

Strategy 6.9.3 Facilitate current and future State and Metro TIM teams meetings.

Implementation Action Plan	
6.9.3.1	Increase first responder participation in existing TIM teams and TIM meetings by so support from the TxDOT District Traffic Safety Specialists (TSS).
6.9.3.2	Reach out to TSS personnel and enlist their assistance in a) identifying existing TIM and b) starting teams to fill voids, especially in rural areas. <ul style="list-style-type: none"> ▪ Educate TSS personnel on TIM, how they can help, & what TxDOT TIM personnel do for them. ▪ Increase participation through the TxDOT District Coalitions. ▪ Create and distribute a TIM Outreach Toolkit to TSS personnel. ▪ Train TSSs on how to deliver TIM training and TIM Train-the-Trainer.
Facilitator(s)	6.9.3.1 TxDOT District Traffic Operations and TIM Coordinator, 6.9.3.2 TxDOT District Traffic Safety Specialists
Effectiveness	6.9.3.1 ***, 6.9.3.2 ***
Cost to Implement	6.9.3.1 \$, 6.9.3.2 \$
Time to Implement	6.9.3.1 Medium, 6.9.3.2 Medium
Potential Barriers	TSS time constraints Partners may be reluctant to commit

Strategy 6.9.4 Utilize technology, policy, and available personnel to investigate and report crashes more efficiently to enable rapid crash scene clearance

Implementation Action Plan	
6.9.4.1	Identify and implement effective technologies designed to more efficiently capture report information and clear crash scenes.
6.9.4.2	Support an Open Roads Policy statewide supporting quick clearance strategies.
6.9.4.3	Develop crash investigation training materials for delivery to Sheriffs’ deputies and with the Law Enforcement Liaisons and District Traffic Safety Specialists to deliver training, especially in rural areas.
Facilitator(s)	6.9.4.1 DPS, local law enforcement, 6.9.4.2 TxDOT Executive Director, 4.3 TCOLE
Effectiveness	6.9.4.1 **, 6.9.4.2 **, 6.9.4.3 **
Cost to Implement	6.9.4.1 \$\$\$, 6.9.4.2 \$, 6.9.4.3 \$
Time to Implement	6.9.4.1 Short, 6.9.4.2 Short, 6.9.4.3 Medium
Potential Barriers	Funding for technology Sheriffs’ agencies support Understanding/support for the Open Roads policy

Strategy 6.9.5 Identify and implement engineering solutions where possible to reduce response times.

Implementation Action Plan	
6.9.5.1	Identify and catalog engineering techniques affecting timely response to crashes.
6.9.5.2	Reach out to the District Traffic Safety Specialists, MPOs, and others with information on engineering solutions that decrease response times.
Facilitator(s)	6.9.5.1 TxDOT Traffic Safety, 6.9.5.2 TxDOT Traffic Safety
Effectiveness	6.9.5.1 *, 6.9.5.2 *
Cost to Implement	6.9.5.1 \$, 6.9.5.2 \$
Time to Implement	6.9.5.1 Short, 6.9.5.2 Short
Potential Barriers	Lack of funding for a consultant to document information Lack of funding for countermeasures implementation

Post-Crash Care Emphasis Area Team		
First Name	Last Name	Organization
Nicholas (Nick)	Aiello	TxDOT (TRF)
Ed	Burgos-Gomez	FHWA - TX
Craig	Casper	Corpus Christi MPO
Lieutenant Aaron	Fritch	DPS
Amelia "Millie"	Hayes	FHWA
Susan	Herbel	SUB Consulting Services, LLC.
Joseph	Hunt	TxDOT
Fire Chief Scott	Lail	Cleburne Fire Department
Gaberiela	Lopez	El Paso MPO
David	McDonald	TxDOT
Ron	Moore	TIM Master Trainer
Ronny	New	Owner Southside Wrecker
Sonia	Perez	El Paso MPO
Jason	Person	TxDOT
Stephen	Ratke	FHWA - TX
Jack	Sullivan	Responder Safety
Lieutenant Marc	Taddonio	Grand Prairie Police Department
Nicole	Tyler	TxDOT and EMS
Cesar	Villarreal	Texas Highway Patrol

EA Team Members current as of September 2022