

## **Breakout 9: Medical Community & Emergency Response: Before, During & After the Crash**

*Moderator:* Irene Rodriguez, Center for Transportation Safety, TTI

### Session Summary:

Using the Haddon Matrix as a framework, three presentations focused on pre-crash, crash and post-crash phases of traffic injuries and fatalities, addressing, respectively, *Safe Communities Roles in Pre-Crash Education, Reducing the Severity of Crash Injuries with Occupant Protection, and EMS Response to Crashes.*

Dezzie Dickson's presentation provided information about the status of Safe Community Coalitions in Texas. She provided a brief description of the type of work each of the coalitions is currently doing and provided contact information on each. A description of the Haddon Matrix provided information on the three phases before; during and after the crash and a clear understanding of where safety advocates can make an impact in each. Information was provided on how to contact the NHTSA Safe Communities Service Center in Fort Worth. The service center can provide the tool kit and materials necessary for coalitions to begin the process of becoming a Safe Communities coalition.

Dr. Gary Kesling presented Phase 2 (during the crash) of the Haddon Matrix with pictures of different types of crashes and the outcome of the injuries of the occupants. He described in detail the past, current and future safety features in a vehicle that can affect the outcome of injuries during a crash. The auto industry has made significant advances in vehicle safety features, but, as safety advocates, we still have to change the behavior of drivers and occupants to reduce injuries during a crash.

Eric Seymour presented the last phase, after the crash, of the Haddon Matrix with a discussion of the challenges that EMS face in getting to the crash. The size of the city where the crash occurs is a major determinant of EMS response time to arrive at the scene to provide first response medical treatment. Challenges posed for 911 emergency operators vary from callers not knowing the exact location of crash, language issues, lack of communication from the hearing impaired community, and determining location of crash sites when calls are made with cell phones. EMS providers do not always have all the equipment, e.g., having a 'Jaws of Life' at the scene to extricate occupants, necessary, to provide medical attention when they arrive at the scene. EMS continues to improve services by increasing training and equipment available to their departments.