



Highway Incident and Transportation Systems (HITS) Committee Meeting

NASEMSO Annual Meeting

Omni Hotel, Providence, RI

May 22, 2018

3:30 – 5:00 PM EDT

Meeting Record

Attending – Steve McCoy (FL), Justin Romanella (NH), Tim Wilson (NE), Shari Graham (MT), Jim DeTienne (MT), Keith Wages GA), David Newton (GA), Ernie Doss (GA), Wayne Denny (ID), Stephen Wilson (AL), Tim Seplaki (NJ), Donna Tidwell (TN), Jeane-Marie Bakeman (CO), Scott Winston (VA), Dr. Bill Fales (MI), Dr. Jeff Beckman (CO), Dr. Ken Williams (RI), Dr. Howard Backer (CA), J. Sam Hurley (DC), Dr. Doug Kupas (PA), Jay Taylor (PA), Jim Green (NIOSH), Guy Dansie (ID), Tim Held (MN), Julie Rabeau (AK), Abdullah Rahayem (Springfield College EMS), Veronica Seymour (OR), Dia Gainor (NASEMSO), Mary Hedges (NASEMSO) Note: there were 50 people in the room, but not all signed the attendance sheet.

Welcome and Roll Call – Steve McCoy, Chair, called the meeting to order at 3:30 PM.

Review & Approval of April 11th Meeting Record – Steve reviewed highlights of last month's meeting record, noting that we want to focus on performance indicators at meetings in the future.

Special Presentation: Lights & Siren Use in EMS: Above All, Do No Harm Dr. Doug Kupas presented the monograph he authored for NHTSA that comprehensively reviews the literature and evidence related to best practices in the use of lights & siren and makes recommendations for safety. The 100-page monograph is available at EMS.gov-Lights and Sirens.

We know that lights and sirens (L&S) driving causes crashes that would not have otherwise occurred. There is an increased chance of injuries and most of those injured are unrestrained. The reasons for driving L&S are varied, but usually not warranted. It is a medical intervention that is should be used when appropriate. According to NEMSIS data between 2010 and 2015, there was no change in lights and siren response to the scene, but a decrease of 10.9% in transport by L&S. On the transport side, there were still 317 ambulance agencies using L&S 100% of the time. Some suggestions include requiring ambulances to come to a full stop at red lights. Vehicle color impacts the visibility of ambulances. Research has shown the lime green-yellow color is the highest visible spectrum for the human eye both day and night. Vehicle color can be far more important for visibility than emergency warning lights. There is some controversy among the studies about whether daytime running lights are recommended, but overall, he recommends their use. Hazards of using lights and sirens include accelerated hearing loss among EMS personnel and off-balance injuries in the patient compartment. Hazards for the patient include an increased heart rate/stress. Even in a STEMI, the benefit of time saved does not outweigh the additional stress placed on the heart. Responding and transporting by L&S is a COMPASS performance measure. It is an easy one to measure. A recommended bench mark being used is L&S response to 911 calls at less than 50%. it The benchmark for patient transport by L&S is under 5%.

Biospatial / National Collaborative for BioPreparedness Update – Paul Runkle, CEO, Biospatial, explained they perform syndromic surveillance and are working with states to utilize their NEMSIS data. Today they are demonstrating their motor vehicle crash dashboard using EMS data and motor vehicle

crash (MVC) records from Florida. Peter Shargo, Biospatial Director of Analytics, discussed the difficulty of linking EMS data with crash records, which they do probabilistically. Geo-locating traffic crashes is challenging even with street addresses but they are having successes. They will be meeting with state Traffic Records Coordination Committees to demonstrate the linking of data sets.

Project and Committee Updates

TIM Executive Leaders Group – Dia Gainor shared information on two national projects. The Federal Highway Administration (FHWA) has a goal of training 1,000,000 responders in the Traffic Incident Management course, designed to protect those responding to the scene of traffic incidents. FHWA is tracking those by discipline, including law enforcement, fire/rescue, EMS, transportation/public works and towing/recovery. This information is available on the NASEMSO HITS Committee website.

Road to Zero - Dia Gainor referred to a recently released report on the [Road to Zero initiative](#). EMS is included in this report after investing great effort to educate participants on why this is important.

Transportation Research Board (TRB) – Dia exuberantly reported that she has been attending the annual meeting of the TRB where EMS is beginning to get more attention. There were three EMS papers presented in 2018 and they are creating a new subcommittee specific to emergency response.

Safe Transport of Children Committee - Mary Hedges reported that the Safe Transport of Children Committee is getting closer to its goal of funding a crash test research project to develop test methods (standards) for devices used to secure children in ambulances. She said that Jim Green will contract with NASEMSO to lead the project once funding is acquired. Jim explained the plan is to develop tests and conduct crash test for seated pediatric patients and passengers, supine pediatric patients and neonates/infants in incubators.

Steve McCoy asked who was monitoring ambulance crashes in their state. Pennsylvania is monitoring it.

Adjourn – The meeting adjourned at 5:10 PM.

Next Meeting – June 13 or August 8

The meeting record was respectfully submitted by NASEMSO Program Manager Mary Hedges.