Connected Responder: A Business Case Primer for Connected Vehicles for Emergency Responders

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Connected Responder
Public Safety and Emergency Response Business Case

› Goals
  – Educate, Influence, and Inspire

› Objective
  – Educate Emergency Responder Community as a Catalyst for Change and Innovation
Practitioner’s Orientation to Connected Responder Technologies

- Responders Collaborating with Technology Developers
- Prepare to Evolve
Routinely Dangerous Operations

1 tow truck driver is killed every six days.

23 highway workers and 1 law enforcement officer is killed every month.

6 firefighters are killed every year.

Move Over for Safety. Every Worker, Every Time.

Graphic from the Ohio Department of Transportation reflecting national statistics on work zone fatalities
Routinely Dangerous Operations

- 167 Law Enforcement Officers died in fatal vehicle accidents 2011-2015
- 4,500 vehicle traffic crashes involving ambulances each year
- 47,758 injuries and 579 deaths from work zone crashes in 2013
- 29,989 fatal crashes in 2014
Connected Vehicle Overview

7:29 US DOT Video for Post-Meeting Study and Review
Connected Responder 101

Oncoming Vehicles
Warn drivers of lane closings and reduced speeds when approaching incident zones.

Responder Vehicles
Warn on-scene responders of vehicles approaching the incident zone at speeds or in lanes that pose a high risk to their safety.

(USDOT, ITSJPO, 2016)

www.tsag-its.org
Connected Vehicles 101

Key Concepts

- Standards-Based Architecture
- Well Engineered Foundation
- Market Expansion

(USDOT, ITSJPO, 2016)
Onboard Unit (OBU) – In-vehicle device transmits and receives Basic Safety Messages 10 times per second – determines if warning is necessary

Basic Safety Message (BSM) – Includes speed, location, and heading

Connected Vehicles
Vehicle to Vehicle (V2V) Communications

Application Interface – In-vehicle device which provides warning messages to drivers

OBU from taxi transmits BSM that cab is moving slowly. OBU from blue vehicle transmits BSM that it is changing heading, potentially encroaching into pathway of police vehicle. Application Interface in police vehicle warns that blue vehicle may be encroaching into lane, while application interface in blue vehicle warns that there is an approaching vehicle (police car)
The Basic Safety Message

- Includes position, speed, and heading
- Normally transmitted at 10 times/sec
- Anonymous information
- Vehicles “listen” for other vehicles’ BSMs and continuously analyzes possible crash threats.
- Warnings are issued as needed
Connected Vehicle Demo
Vehicle to Vehicle (V2V) Safety Apps

Near Future
- Blind Spot Warning + Lane Change Warning
- Control Loss Warning
- Emergency Electronic Brake Light
- Emergency Vehicle Alert
- Forward Collision Warning
- Intersection Movement Assist

Mid to Far Future
- Do Not Pass Warning
- Motorcycle Approaching Indication International Icon
- Pre-Crash Actions
- Situational Awareness
- Slow Vehicle Warning International Icon
- Stationary Vehicle Warning International Icon
- Tailgating Advisory
- Vehicle Emergency Response
Benefits of CV Technology

• Reduction of agency involved crashes
• Reduction of citizen vehicle crashes
• Reduction of secondary incidents

“NHTSA estimates that safety applications enabled by V2V and V2I could eliminate or mitigate the severity of up to 80 percent of non-impaired crashes, including crashes at intersections or while changing lanes”
The Emergency Responder In-Vehicle Technology Environment

- Safety systems
- Data collection, recording, and dissemination systems
- Limited interoperability with each other vehicle
- Benefits of integration
Timeline

1990's Automated Highway System

2003 - Vehicle Infrastructure Integration Initiative

2003 - FCC allocates portion 5.9 GHz for research purposes

2006 - ITS/CAMP V2V research

2011-2014 - Safety Pilot Driver Clinics/Safety Pilot Model Deployment
Timeline

2016 - Issue Notice of Proposed Rulemaking

August 2014 - Advanced Notice of Proposed Rulemaking

2018 - Issue regulation mandating V2V technology

2019 - 2021 - Begin phase-in period for new car production

2021-2024 V2V technology included on 100% of new car production
Key Business Case Drivers for Connected Responders

- Improve Responder and Public Safety
- Reduce Agency Costs (Direct and Indirect)
- Capitalize on Growing Commercial and Private CV Network
- Influence Positive Change for Profession and Public

“NHTSA estimates that safety applications enabled by V2V and V2I could eliminate or mitigate the severity of up to 80 percent of non-impaired crashes, including crashes at intersections or while changing lanes”
Public Safety Strategic Plan Alignment

- Reduce incidents that result in injury, death, and property damage
- Provide timely, effective, and consistent emergency response
- Enhance traffic incident management procedures
- Increase the public’s perception of safety
Public Safety Strategic Plan Alignment

- Enhance employee safety
- Manage agency resources effectively
- Improve the efficiency and effectiveness of service delivery by expanding the use of technology
Performance Measures for Connected Vehicle Strategic Goals

- Strategic goals must be measured to determine value and progress
- The Connected Responder report provides specific performance measures
Conducting a Cost Benefit Analysis

• General quantifiable expenses related to motor vehicle incidents
• Compares the total to a general calculation of expense related to the acquisition and management of Connected Vehicle technology.
Intangible Considerations

• Public perception and trust
• Employee morale
• Effect of injury or death from a motor vehicle incident or crash on family members and members of the community
• Availability of equipment
Intangible Considerations

• Lives saved or incidents resolved due to more efficient and timely response
• Lives saved or damage prevented through effective and efficient commercial vehicle enforcement
Intangible Considerations

• Efficiency of rapid traffic incident management and reopening of roadways, including socio-economic implications

• Ability to fully evaluate policies and practices with more comprehensive data including near-miss incidents
Intangible Considerations

- Value of data utilized by other organizations (e.g. traffic engineers, Federal Motor Carrier Safety Administration, National Highway Safety Administration, etc.) to reduce future traffic and motor vehicle crash issues and concerns
Call to Action

• Opportunities for application are limitless
• Become involved in the development of the technologies and associated standards and specifications
• Become a business driver for the vehicle manufacturers to adopt more quickly
• Become early adopters
Resources & References

For more detailed information on Connected Vehicle technology for the Emergency Responder:

The Connected Responder – A Business Case for the Emergency Responder Agency and a Business Plan for Engaging the Responder Community

Final Report: Synthesis of Technologies for Emergency Responders

Published by the Transportation Safety Advancement Group

Full Original Report Reference (within www.tsag-its.org website library):
Resources & References

- Connected Vehicles: The Future of Transportation (USDOT), Video: https://www.its.dot.gov/communications/media/15cv_future.htm
- Intelligent Transportation Systems - Joint Program Office: https://www.its.dot.gov/
- Transportation Safety Advancement Group (TSAG) website: http://www.tsag-its.org/
Thank You, “Current Events,” and QUESTION the Answers 😊

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