

DANGERS OF SECONDARY CRASHES

By Bill Fuller



DANGERS OF SECONDARY CRASHES

Danger to Motorists

- ▶ Can be more severe than original incident
- ▶ Can occur as a result of traffic slowing quickly:
 - ▶ Around a curve
 - ▶ Beyond hill crest
 - ▶ Larger vehicle blocking view of scene
 - ▶ Moving in MOT area (lane squeeze)



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Danger to Incident Responders

- ▶ Setting up initial MOT or adjusting MOT
- ▶ IRs are moving around emergency vehicles
- ▶ Distracted on scene by other activities:
 - ▶ Pulling equipment
 - ▶ Triage'
 - ▶ Extrication
 - ▶ Paperwork
 - ▶ Re-positioning vehicles or equipment



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Effect of Secondary Crash

- ▶ If close to original incident, draws off manpower and equipment to assess new incident
- ▶ Requires Incident Responders to move out of defined MOT area of first incident while moving to other incident, before MOT is established
- ▶ If farther away, secondary equipment and personnel have to respond



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Safety for Motorists/Incident Responders

- ▶ Upstream warning to traffic is best method to reduce or eliminate secondary crashes
 - ▶ Dynamic Message Signs warn motorists of approaching incident.
 - ▶ Road Ranger responds to end of queue to provide advance warning to motorists
 - ▶ Reduce time on scene using TIM Quick Clearance practices reduces exposure to danger (Get out of there)!



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Secondary Crashes

- Crashes upstream can “meter” or proportionally slow down traffic approaching first incident. (But, not at the secondary scene)
- Stay alert!!! You can become the secondary incident!!!
- Secondary incidents can create tertiary incidents!!!



THANK YOU!

