

City Limits and Interstate 40

06/28/11 190 W, 1 I - + 7 - 4

Yesterday's bus accident on I-40 was inside the Raleigh city limits. [Looking at the latest official maps](#), dated January 1, 2011, the interstate is now entirely inside the city until about halfway between Wade Avenue and Harrison Avenue. Wonder if that's a recent change?¹

In the case of yesterday's incident, the initial dispatch was based on the original reported location of I-40 and Gorman Street. The correct location of I-40 and Chapel Hill Road was established as units were en route.

Widening was recently completed on that roadway, from Harrison Avenue to Highway 1. Based on personal observations, the afternoon congestion seems lighter for traffic headed eastbound leaving Harrison Avenue. How's that translated to the seemingly regular afternoon vehicle accidents along that stretch that Morrisville, Cary, Western Wake, and Raleigh have responded to a seemingly daily basis in the recent past?



¹The maps also show that some southern sections of the road, where it intersects I-440, remain outside the city limits. That's where a tanker overturned and burned a couple years ago. Garner was dispatched on that one, along with Raleigh.

And every June 30th and December 31st, the Annexation Bunny waves its magic wand and dubs more property "within the Citeie Limits of the Great Citeie of Raleighwood". The latest annexations, to take effect in two days, are listed here: <http://www.raleighnc.gov/services/conten..>

It doesn't look like anything major is getting annexed this time around. Just some fill-in properties here and there, and a bit of roadway of Falls of Neuse Rd. (A few of the annexations are probably visible from the Falls Fire Department's driveway!)

According to the city's annexation history map (<http://www.raleighnc.gov/services/content/CorMaps/Articles/AnnexationHistory.html>), that section of interstate wasn't annexed in "the 2000's", so I assume it is a new annexation from the end of last year.

rfburns - 06/28/11 - 08:08

A bus goes off the road into the tree line and back onto I-40.... I am sure there were more than 2 calls into 911. How does this get dispatched to I-40 and Gorman? Almost 5 miles away. If dispatched properly or updated sooner with the numerous people that called it in, would it have made a difference in the code outcome? E8, E14, R3 and WW, were all closer. E8, had to add it self after the update and still beat everybody else into the call.

Can somebody from communication chime in and let us (me) know what the protocol for changing responding units when a location has changed, especially over a distance of 5 miles. Particularly EMS with AVL.

Exit 290 - 06/28/11 - 12:52

Can't speak for 9-1-1. Sharp of E8 to be listening at the time. Thumbs up to E8!

As to EMS, from my narrow view of the dashboard- it is hard to keep up with the updates, even when we are getting them. The MDT is constantly updating, but each updates requires a 'button push' to update. Also, a lot of times, a lot of other 'gibberish' comes over the update, so you have to scroll up and down to get your information. All the while, you are driving hot (not like a maniac, mind you) and that requires both sets of eyes up front. Add to that multiple people talking on the tac channels (fire & EMS) and people on DISP 1 adding themselves to calls because they think they are closer, and it gets very congested very quickly on the radio. Then add to that the direction you may be going in on I-440 or I-40 or US-1, or the direction you are coming from and maybe you have to go to the next exit to turn around (maybe a mile or two), and maybe you are an EMS unit outside of your 'comfort zone response area' and not sure of exactly where you are at, and, well, it takes a few seconds to get it sorted out.

Add into that that your MDT may lose connectivity for 30 seconds (it is just like a cell phone and loses connectivity, or drops calls, it seems like from time to time. (It is a good system, but not perfect)

From what I have heard on the radio when riding around on the ambulance, district chief, or APP cars, it is sometimes easier (maybe better?) to leave the originally responding units in place and on the call, knowing that it might add a little bit of time to the response, rather than trying to change things around. It is a little easier with the fire units, if they are in the station, since that is a fixed location, but not-so-easy with EMS units that are constantly (it seems at times) moving.

And THEN add into it the number of people on the roads that can be LOOKING at a sign and STILL not know where they are....

Still, could time have been shaved? Maybe. Couple of minutes here or there. Would it have made a difference? Depends on the actual nature of the death. Was it a true trauma arrest or a trauma-caused-by-medical arrest? Don't know. But would two or three or four minutes made a difference in outcome? I'm not an expert, and my opinions are mine only, based on my view of the world from my dashboard over a few years now, but.....who knows?

DJ - 06/28/11 - 14:04

I can certainly see **adding** responding units, but not **changing** responding units, unless the updated location is clear across town.

Usually when a location is changed, it is just up one exit. So maybe that's why redispaching wasn't automatic. Even though this was about a 5 mile location change, I still would want the engine that already had wheels on the interstate to keep rolling. I've heard how long it takes for updated information to go through a dispatcher/calltaker, get relayed, entered into the computer, get dispatched, get everyone on the new engine, and get that engine out the door. Even though it's relatively quick, it seems like forever when you're hearing all sides of the situation.

I'd rather have too many than too few.

rfburns - 06/28/11 - 17:27

I have listened to the citizen reported call into 911 as well as what sounds like an initial report from a RPD officer. Don't know if he witnessed the incident, but he reported it to HIS dispatcher (vs being assigned the call). He initially reported it as 40 and Gorman, then later corrected the location to 40 and Chapel Hill Road. I would imagine that the initial Fire/Rescue response was based on his report.

Harkey ([Email](#)) - 06/29/11 - 10:59

As mentioned above, the initial report was I-40 / Gorman. By the time it was corrected units were already well enroute, and dispatching the "correct" companies would not have expedited arrival.

RWECC - 06/29/11 - 15:51

It would not matter in that man outcome. He was DOA

ncems - 06/30/11 - 10:48

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