City of Dallas

Dallas Fire-Rescue's Blocker Pilot Program

Public Safety Committee
May 10, 2021

Burl A. Hoggatt, Battalion Chief,
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Jose Garcia, Major, Dallas Police Department

Presentation Overview

- To provide a high-level overview of the DFR Blocker Pilot Program:
  - Background/History
  - Current Resources and Response
  - Program Statistics
  - Future Expansion / Partnership with DPD

Background / History

- Highway Operations
  - Motor Vehicle Collisions (MVC) make up over 20% of Emergency Response Call Volume
  - Fire Apparatus Magazine reports that in 2017 alone, over 15,000 fire department vehicles were struck nationwide
  - Emergency Responder Safety Institute (ERSI) reports that 44 responders were struck and killed nationwide by vehicles while working roadway incidents in 2019

Background / History

- Mitchell Penton

Background / History

- William Scott Tanksley

Background / History

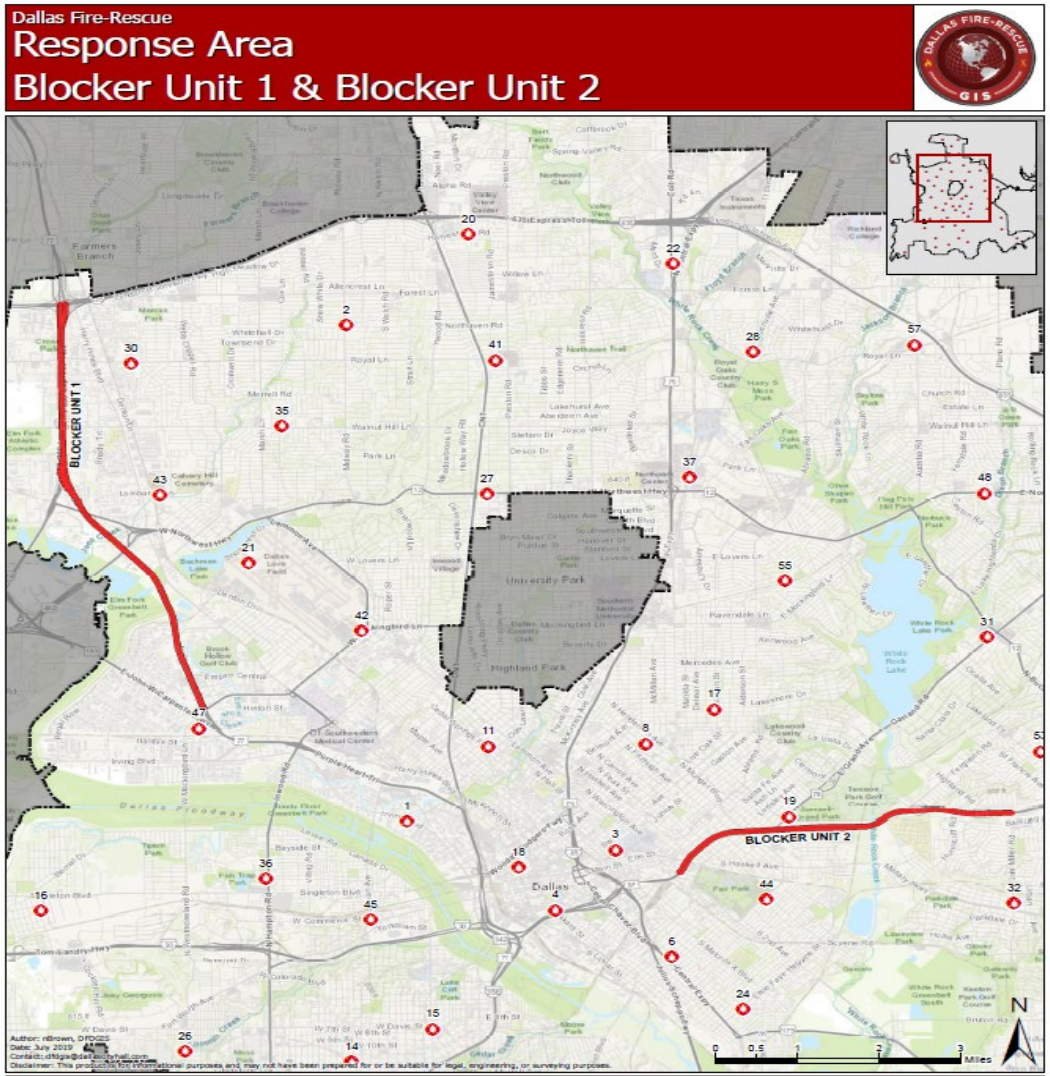
- DFR Blocker Pilot Program:
  - Launched 4/1/19
  - Replaces the apparatus furthest “upstream”, typically a Fire Truck, with a Blocker
  - Blockers are significantly less expensive to repair and replace than front line apparatus
  - Program frees up front line apparatus and personnel for additional Emergency Response

Program Statistics

Current Resources and Response

- Currently Two Apparatus, Blocker 1 and Blocker 2
- Staffed by Single DFR Member
- Currently based at Stations 43 and 44
- Dedicated Response to a Defined Highway Corridor

Current Resources and Response



Program Statistics

- Apparatus Struck while at a highway MVC (4/1/19 – 5/02/21):
  - Front Line DFR Apparatus: 33 times
  - Front Line DPD Vehicles: 52 times
  - Blockers (2 apparatus): 12 times
- When present, Blockers have absorbed 100% of secondary collisions that occur on highway incidents

Background / History

Background / History

Program Statistics

- Frontline vs Blocker Repairs and Out of Service (OOS) Times
  - 80% of Blocker Repairs Cost $150
    - OOS Time: 2 hrs.
  - Example Front Line Apparatus Repairs in 2020:
    - En27 Repairs $46,254.54 so far, OOS over 7 months
    - Tr34 Repair estimates over $50,000, OOS over 9 months (total loss, must be replaced)
    - Tr56 Repair estimates over $45,000, OOS over 6 months (total loss, must be replaced)

Future Expansion

- Add additional Blockers
  - Phase 1 Expansion - 4 more (total of 6) by Q4 2021
  - Phase 2 Expansion – 3 more (total of 9) by Q4 2022

- Targeted Future Locations:
  - Southern Gateway / Zang Curve
  - LBJ / Central
  - CF Hawn / S. Great Trinity Forest Way
  - Tom Landry / Walton Walker

Future Expansion

- Highway Accident Clearance Enhancements
  - Working with the North Central Texas Council of Governments (NCTCOG) to investigate new technologies and strategies to improve traffic incident management efficiency
  - Currently investigating Programs that offer innovative ways to clear accidents faster
    - These programs revolutionize the way wreckers are ordered and dispatched

Future Expansion

- Cities that are currently using similar programs have shown success in clearance times:
  - Fort Worth 68.9% Reduction
  - Austin 85% Reduction
  - Kansas City 69.4% Reduction

Future Expansion

- Build on Pilot Program Success
  - Safety for DFR, DPD, and civilians
  - Decreased repair cost
  - Decreased OOS time for frontline apparatus
  - Improved response capabilities
  - Improved morale of personnel
  - Dramatically improve highway clearance times

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Questions?

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