

NRITS
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A National Unified Goal for Traffic Incident Management

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National Traffic Incident Management Coalition

National Association of State EMS Officials



Scan Trip on *Traffic Incident Response*

April 2005

England
Germany
Netherlands
Sweden

Sponsors:
FHWA, AASHTO, NCHRP



Scan Trip Concept

- Convene a team of experts
- Send team to selected countries
- Identify technologies/practices that might have immediate or near-term implementation value in the U.S.



TIR Team



*Henry deVries, Gene Hawkins, Mark Olson,
Rebecca Brewster, Kevin McGinnis, Greg Jones,
John Conrad, Larry Tibbits, John Corbin,
David Helman, Mike Zezeski, Ron Moore*

Representing: FHWA, state DOT, fire, police,
medical, trucking, and research perspectives

Locations Visited

- Countries & cities

Two weeks in April 2005

- *England*

- Birmingham

- *Germany*

- Ahrweiler, Bonn, Cologne

- *The Netherlands*

- Delft, Arnhem

- *Sweden*

- Stockholm



TIR Scan Trip

- Traffic Incident Response (TIR)
- Major issues of interest
 - *Pre-incident planning*
 - *Organizational response & on-scene operations*
 - *Incident responder & activity coordination*
 - *Tools, systems, and communication technologies*
 - *Incident response resource management & administration*
- Trip objective
 - *Examine programs and practices that provide coordinated response to traffic incidents*

Neat Stuff

- Team saw several interesting or potentially useful practices
- These practices are not a part of the team's recommendations





Autobahn Police Cruiser

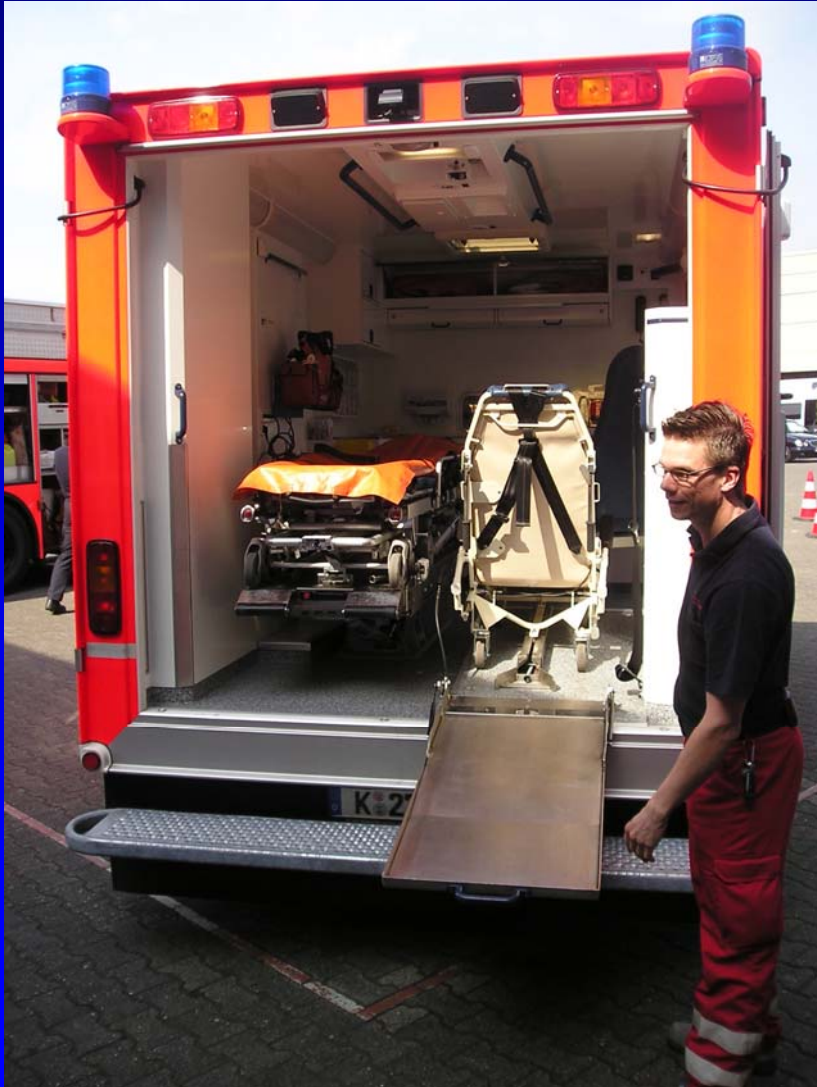
Swedish Road Administration Service Patrol Vehicle

- Rear seat to accommodate passengers
- Truck mounted attenuator
- Small crane
- Real-time video camera





EMS Vehicle Safety



Auto Club Assistance

- Auto Clubs play important role
 - *Repair gear*
 - *Computer diagnostics*



Motorcycle Use



Kevin's Favorite



Rubbernecker Barrier



Portable Lighting

- **Powermoon**
 - *Reduces the glare for approaching vehicles.*
 - (www.powermoon.de)



Programs and Institutional Issues

- **Recommendations on:**
 - *National Incident Response Policy*
 - *On-Scene Working Relationship of Incident Responders*
 - *Performance Measures*
 - *Training*
 - *Auto Clubs*



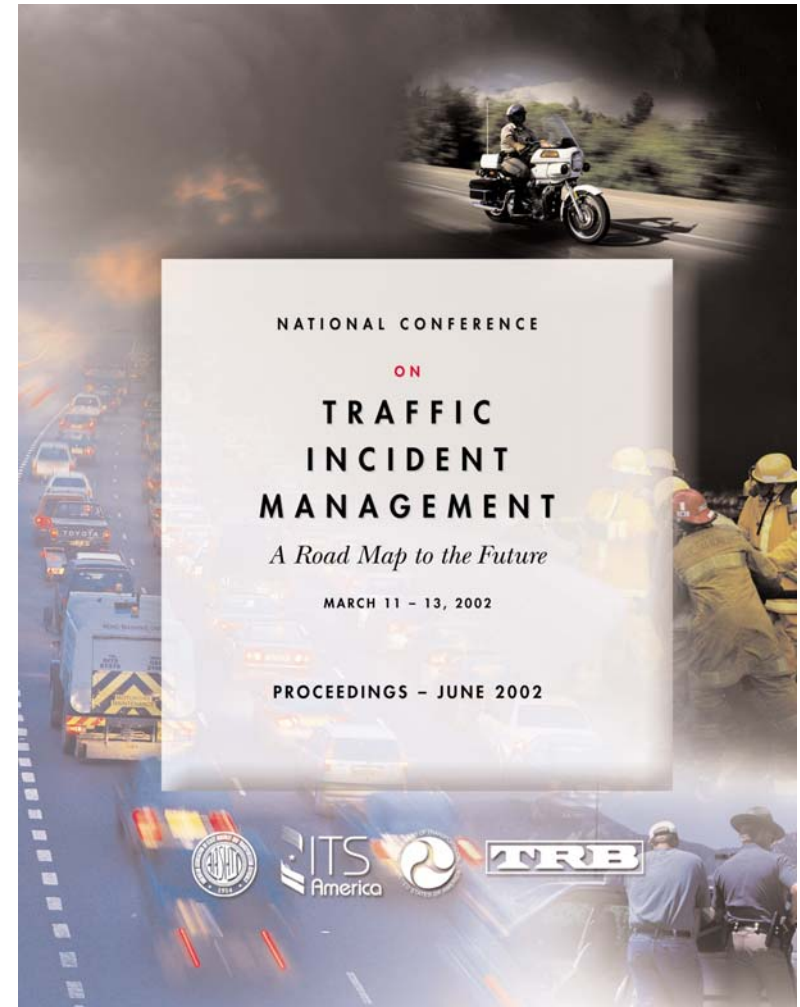
National Traffic Incident Management Coalition



ntimc
National Traffic Incident
Management Coalition

2002 National TIM Conference

- Regionally plan for TIM
- Use architecture for interoperability
- Integrate TIM in highway planning & design
- "Professionalize" TIM
- Develop & promote TIM program models
- Create performance data standards
- Administer peer network for best practices
- Sustain a national organization for TIM



<http://www.ops.fhwa.dot.gov/Travel/IncidentMgmt/IncidentMgmt.htm>

Formation of the National TIM Coalition

- Coalition Steering Group - 2002-2003
- AASHTO Resolution to Host – Late 2003
- FHWA Seed Funds for Administrative Contractor Support through AASHTO
- Partnership with USDOT Public Safety Advisory Group – Late 2003
- Formative Coalition Meeting – June 23, 2004
- Three meetings each year June 2004 to present

Member Associations and Agencies

- Transportation (AASHTO, ATA/ATRI, ATSSA, FHWA, ITE, ITSA, I-95 CC, TRB)
- Fire & Rescue (Emergency Responder Safety Institute, IAFC, IAFF, IFSTA, NFPA, NVFC, USFA)
- Emergency Medical Services (NASEMSO)
- Public Safety Communications (APCO, NENA)
- Towing & Recovery (TRAA)
- Law Enforcement (IACP)

Coalition Purpose & Goals

- Provide a multidisciplinary partnership forum spanning the public safety and transportation communities
- Enhance the safety of on-scene responders and motorists passing or approaching a roadway incident
- Strengthen services to incident victims or stranded motorists
- Reduce incident delays and costs to the traveling public and commercial carriers

Coalition Activities

- “Constitutional” Documents
 - Nine Keys to Successful Traffic Incident Management
 - NTIMC Informational Brochure
- Leveraging Existing Research
 - TIM Research Bibliography - Input & expertise on research problem statements
 - Participation in Strategic Highway Research Program (SHRP-II) – Reliability Component
- Communications, Outreach & Education Program Plan
 - Traffic Incident Management Community of Practice (www.timexchange.org)
 - Planned special events/traffic incident management workshop
 - **National Unified Goal for Traffic Incident Management**

For More Information

Websites:

www.timcoalition.org

www.timexchange.org

Email:

trafficincident@ashto.org

Programs and Institutional Issues

- Recommendations on:
 - *National Incident Response Policy*
 - *On-Scene Working Relationship of Incident Responders*
 - *Performance Measures*
 - *Training*
 - *Auto Clubs*



National Unified Goal - Themes

- Safe responders
- Improved incident communications
- Quick clearance
- Accountable progress

National Unified Goal Development

- **Phased Process:**

- *Outreach and listening sessions*
- *2006 conference in Newport Beach, CA:*
 - *Interactive discussion of a preliminary NUG by invited NTIMC delegates*
- *Finalization by a NUG steering committee*
- *Formal adoption by each participating organization*
- *Public release at a ratification summit in 2007*

National Traffic Incident Management Coalition

*National Unified Goal for
Traffic Incident Management*

**TIM+ Component
NCHRP Project**

Netherlands IM+

- National Directive

- *Defines "IM Services":*

- EMS

- Police

- Fire

- Public Works (Traffic Center/Highways)

- Recovery/Towing

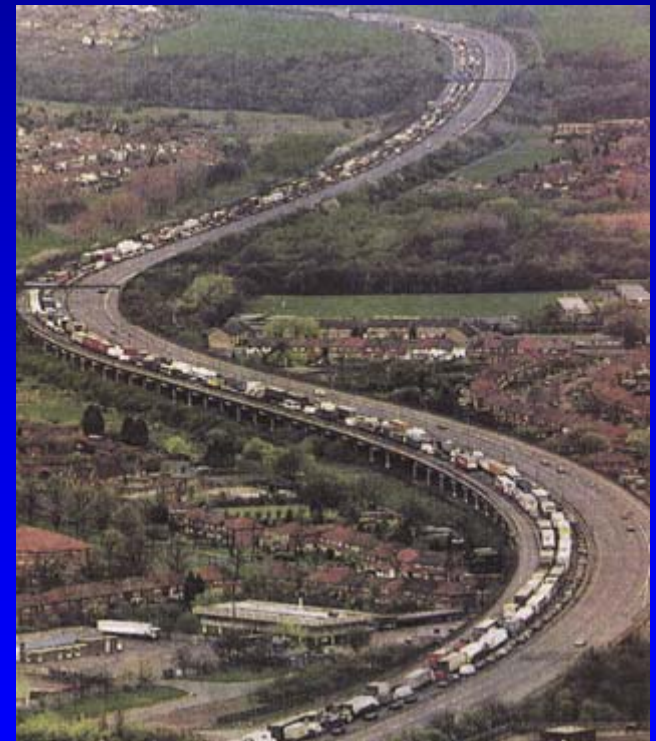
- *Establishes a Safety Priority*

- *Defines Initial Safety Measures*

Netherlands TIM Safety Priority

In Order:

- 1. Worker's safety*
- 2. Traffic safety*
- 3. Assistance to victims*
- 4. Maintaining flow*
- 5. Salvaging cargo/vehicle*



Initial Safety Measures

- 100 Meter Safety Zone
- Visible Vehicle as Buffer
- Safety Clothing
- Traffic Cones
 - *Retroflective*
 - *All IM Services Carry*
 - *Specific Pattern*
- Traffic Signaling and Variable Message Signs
 - *Portable Signage*
 - *Manual Signaling Practices Defined*
- Access and Exit Routes Clear
 - *Ramps Clear*
 - *IM Services Vehicles:*
 - *In Line Beyond Fend Off Vehicle*
 - *Emergency Lights Used Only By:*
 - *Fend Off Vehicle/Vehicles Arriving & Leaving*

Safety of Responders and Users



Vehicle Livery



IM+ Features: Incident Command

- Advance tactical plans to promote consistency regardless of lead responder
- Identify commanders and command vehicles on-scene
- On-scene meetings at beginning of incident



IM+ Features: Training

- All get training in IM+ safety and first aid
- Integrate road incidents into training for all responders
- Develop certification and accreditation to improve accountability

IM+: Training

- Augmented reality training used in Netherlands
 - *Provides realistic scenarios*
 - *Coordinates all types of responders*



Questions ???

