TIM Defined

• TIM consists of a planned and coordinated multidisciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.

• Effective TIM:
  – Improves the safety of emergency responders, crash victims, and motorists.
  – Reduces the duration and impacts of traffic incidents.
Through continuous and enhanced planning and training of all TIM personnel:

- Reduce or eliminate responder and motorist injuries and fatalities.
- Promote rapid incident clearance thereby reducing traffic congestion and vulnerability.
- Develop or enhance local TIM Programs that ultimately benefit corridors, regions and states.
- Measure performance that demonstrates improved TIM responses and programs over time.
- Emphasize TIM as a Transportation System Management and Operations (TSMO) “core mission” for all responders.
The business case for training incident responders:

1. The safety of incident responders.
2. The safety of all road users.
3. Congestion mitigation and commerce.
TIM Program Components

**Program (Committee/Task Force)**
- Relationships.
- Needs Assessment.
- Training.
- Performance Evaluation.
- Asset Management.
- Contracting.
- Administration & Staffing.
- Finance/Budget.

**Response**
- TIM Timeline.

Source: FHWA
TIM Program Committees

Locations with a Well-Supported Traffic Incident Management (TIM) Program

[Map showing the locations with a TIM program across the United States]
TIM Training Program Implementation Progress
Total Trained
- As of September 5, 2018

358,514  Total Trained
Adopted in 2007 – Endorsed by over 20 organizations, including AMPO

Three Goals and Associated Strategies:
- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communications
Maine Traffic Incident Management Efforts
Why MPOs?

It’s what we do exceedingly well:
- Coordination, facilitation, information, staff resources, connections, action oriented UPWPs

TIM is a FHWA priority

MPOs share responsibility for managing the system

Municipalities are our customers

Why should consultants have all the fun?

UPWP Task = $60,000 for 2-year contract
ME/NH TIM Background

- Started in 2005 – recommendation from two separate Corridor Committees (Route 1 and 236) and Chambers of Commerce
- Initial facilitated meetings regarding issues with incident response and coordination
- Developed Action Plan
- Meets every other month
Priorities & Goals

PRIORITIES

1. LIFE SAFETY – attend to injured & ensure overall scene safety
2. INCIDENT STABILIZATION – minimize any impact the incident may have on the surrounding area, including traffic
3. RESTORE TRAFFIC TO NORMAL CONDITIONS – reopen traffic lanes as soon as possible

GOALS

Increase responder safety by eliminating struck-by incidents, injuries, and fatalities
Minimize impacts to the free flow of traffic
Decrease incident clearance time
Decrease secondary incident occurrences
Improve inter-agency communication during incidents
Participants

- Municipal Police and Fire/EMS
- Dispatch/911 Centers
- NH and Maine State Police
- Public Transportation Providers
- ME and NH Towing/Recovery
- Maine and NH DOTs & Turnpikes
- Coast Guard/Marine Patrol
- Life Flight Maine
- Emergency Management Agencies
Major TIM Activities

- Regular Meetings
- Call Tree and pre-established Detour Routes
- Operating Guidelines
- Post Incident Reviews and follow up tasks
- Training
- Performance Measures
- Towing & Recovery
Call Tree and Detour Routing

- Notification of crashes & other events affecting roadways for more than one hour
- Originates with one of three major dispatch centers or on-scene
- Meetings with communities to go over detour scenarios
- Total of 51 established detours
- Coordination with NH and regional evacuation plans such as Seabrook Station nuclear power plant
TIM Operating Guidelines

- Result of meeting with all police & fire chiefs and Maine Turnpike, MaineDOT, State Police in 2010
- Thank you DVRPC, WisDOT, Nova Scotia
- Endorsed by full Committee in 2011
- Coordinated 20 training sessions – MPO staff, State Police Lt. and Fire Service
- Developed training video and DVDs
  https://www.youtube.com/watch?v=mN2oavPpWAc
- Updated as needed
Post Incident Review

- Can be requested by any responding agency
- Strongly Suggested for any full closure lasting more than 1.5 hours
- MPOs responsible for scheduling & facilitating
- After Action Report is created with specific recommendations

Examples:
- Truck fire on I-95 northbound ~ 4 hour closure
- Multiple tractor-trailer crash & secondary crash – I-95 ~ 11 hour closure
- Fatal crash on I-95 northbound ~ 4 hour closure
- Smaller incident reviews at regular TIM meetings
I-95 northbound truck fire, 4 hour closure
Multiple tractor trailer & secondary crash I-95, 11 hour closure
Fatal Crash I-95 northbound, 4 hour closure
Examples of After Action Report items

- Mapping of hydrant locations and information
- Response Frequency Protocol between State Police troopers and responding fire/rescue – 15 cities & towns participating
- Revised fire department response areas – 20 cities & towns participating (Paper Maps & ArcGIS online)
- Consistent lane identification
- Exit/Entrance Ramp Identification Signs
- More training on Cable Median Barriers
Performance Measures

- Roadway Clearance Time
- Incident Clearance Time
- “Call-Backs” for Fire/Rescue or State Police due to Response Frequency protocol
- Public Notification Times
- Secondary Crashes
New Hampshire Incident Clearance Time
Percent of Total Incidents
January - March 2018

- 0-30 min: 13%
- 31-60 min: 42%
- 61-120 min: 36%
- >120 min: 9%

New Hampshire Incident Clearance Time
January - March 2018

- 0-30 min: 7
- 31-60 min: 9
- 61-120 min: 5
- >120 min: 5

Average Incident Clearance Times

- Maine: 0:59
- New Hampshire: 1:19

Q1
SHRP2 Training Classes

- Multi-discipline 4-hour training course on traffic incident management
- Developed by FHWA, modified for Maine
- 26 conducted so far in Maine, 64 in New Hampshire
- ME/NH Train-the-Trainer course in October 2017
- Maine State Police required to complete training
- Incorporated into State Police academy curriculum – 4th class March 2019
TIM Training Supported by...

INTERNATIONAL ASSOCIATION of CHIEFS OF POLICE
Serving the Leaders of Today, Developing the Leaders of Tomorrow
Training Exercises

- Table top and State Police Special Events Response Teams (SERT) training on October 12
- I-95 Bridge Protest – closed for 16 hours
- Maine State Police
- New Hampshire State Police
- Kittery, Portsmouth Fire and Police
Lessons Learned

- Feed the People – Friday lunch meetings work
- “Executive” Committee option for detailed work items
- Implementation/action by MPO staff a surprise to some
- Trust between TIM members & staff takes time
- Meeting locations for 2 States/out of State travel issue (is this really 2018?)
- MPO has no official TIM authority
- State DOT slow to get on board at first
- Staff turnover is difficult – MPO, police/fire, agencies
- TIM is typically an additional item for someone with at least another full-time job
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