



U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration Traffic Incident Management Program Overview



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.

FHWA TIM Program Vision

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 Evolving Business Case: Why TIM?

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.



Source: Arizona Department of Public Safety



Source: Vince Fairhurst



Source: Ron Moore

TIM Program Components

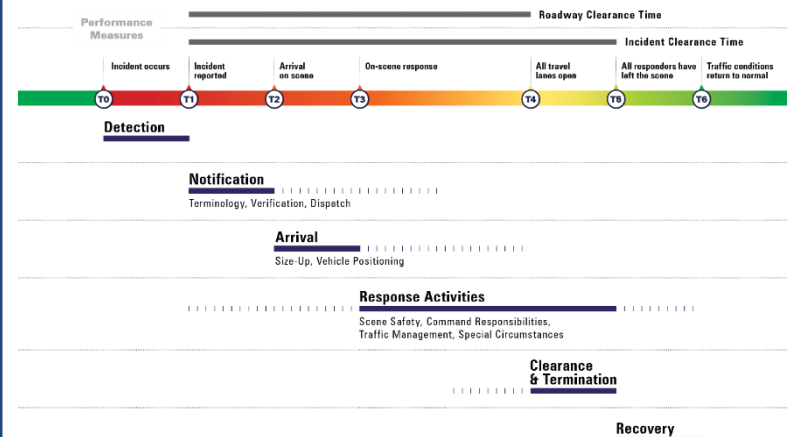
TIM Components

Program (Committee/Task Force)

- Relationships.
- Needs Assessment.
- Training.
- Performance Evaluation.
- Asset Management.
- Contracting.
- Administration & Staffing.
- *Finance/Budget.*

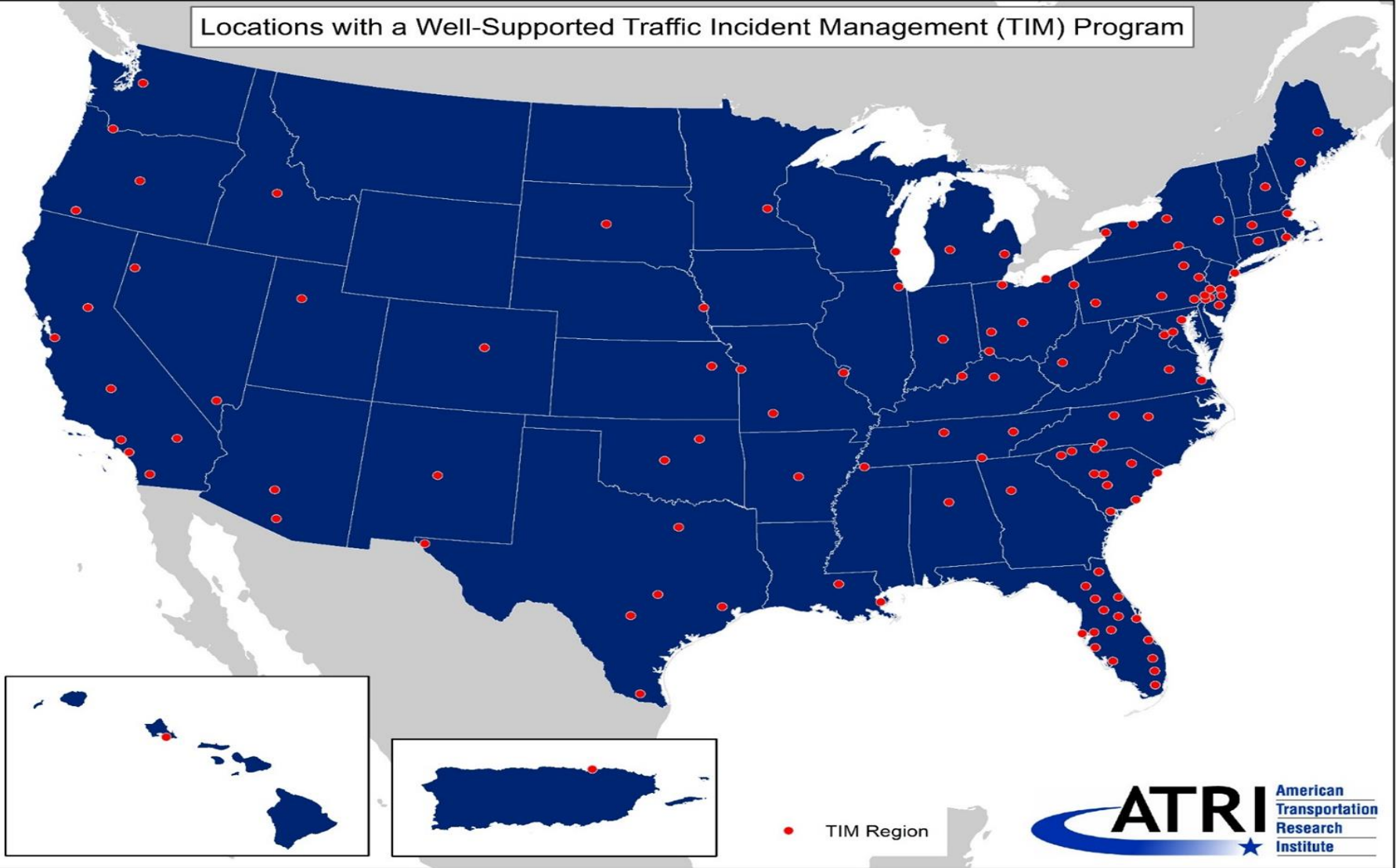
Response

- TIM Timeline.



TIM Program Committees

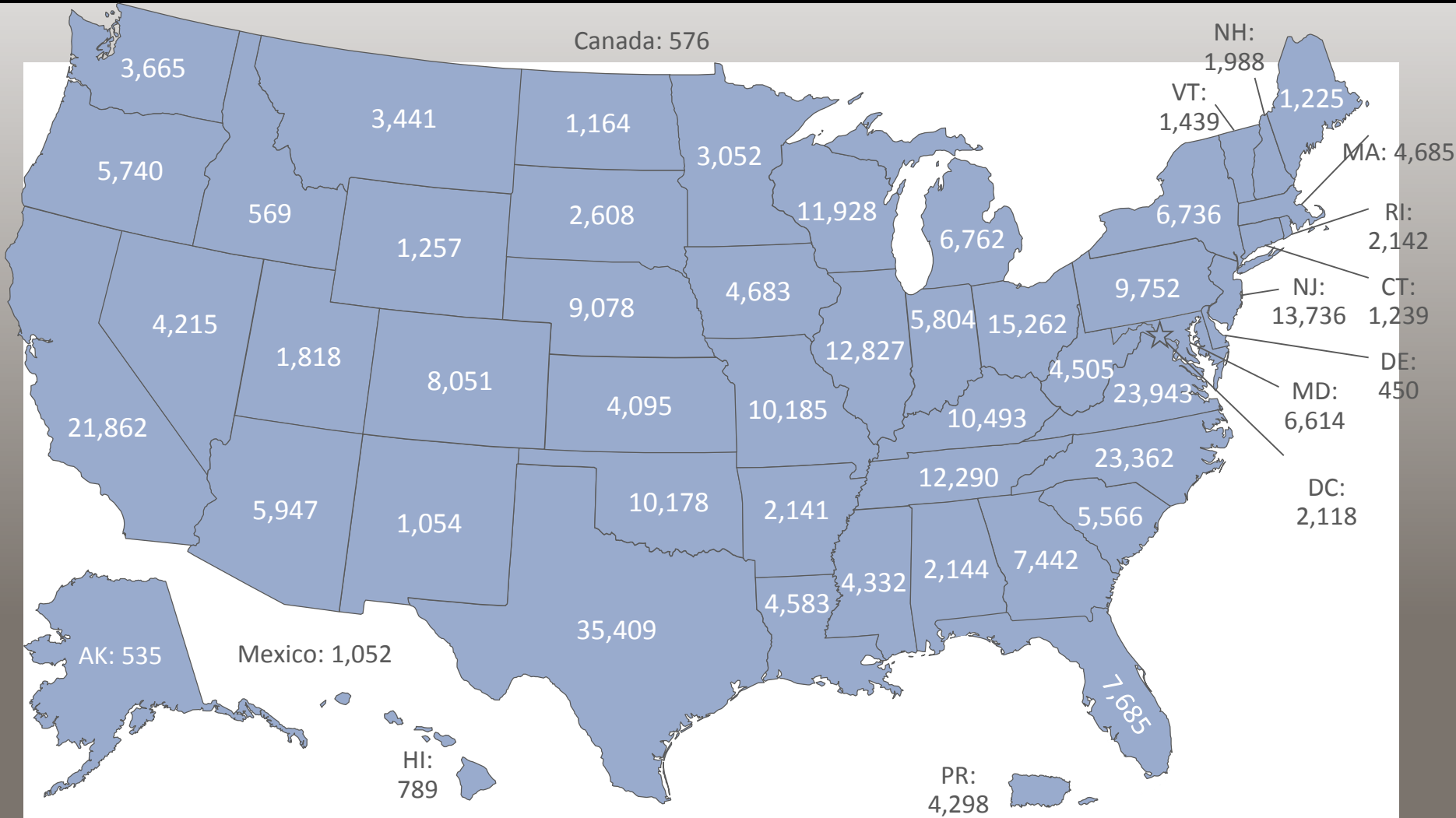
Locations with a Well-Supported Traffic Incident Management (TIM) Program



TIM Training Program Implementation Progress

Total Trained

- As of September 5, 2018



358,514 Total Trained



National Traffic Incident
Management Coalition

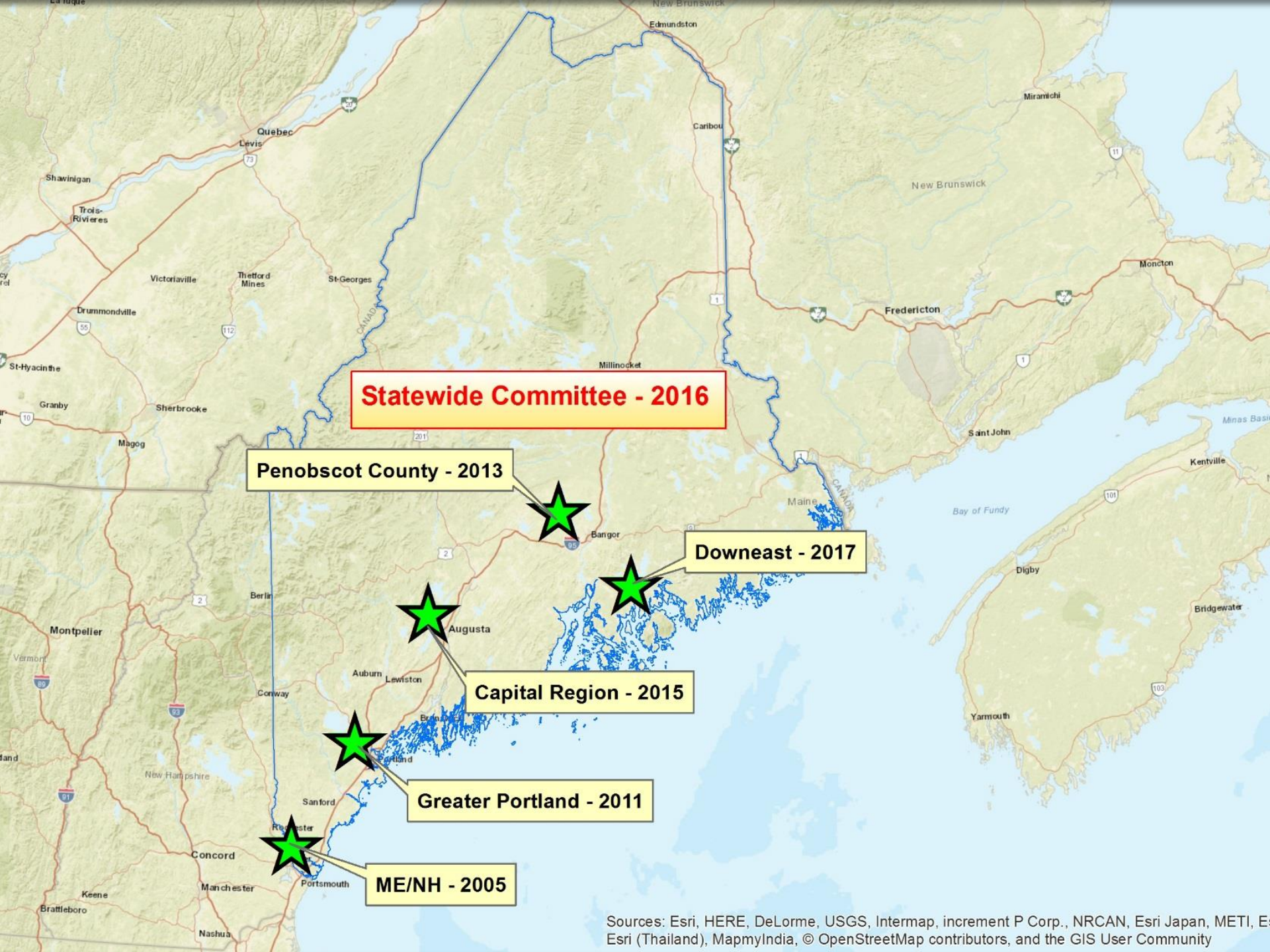
2004

National Unified Goal
for Traffic Incident Management

- ❖ 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





Statewide Committee - 2016

Penobscot County - 2013

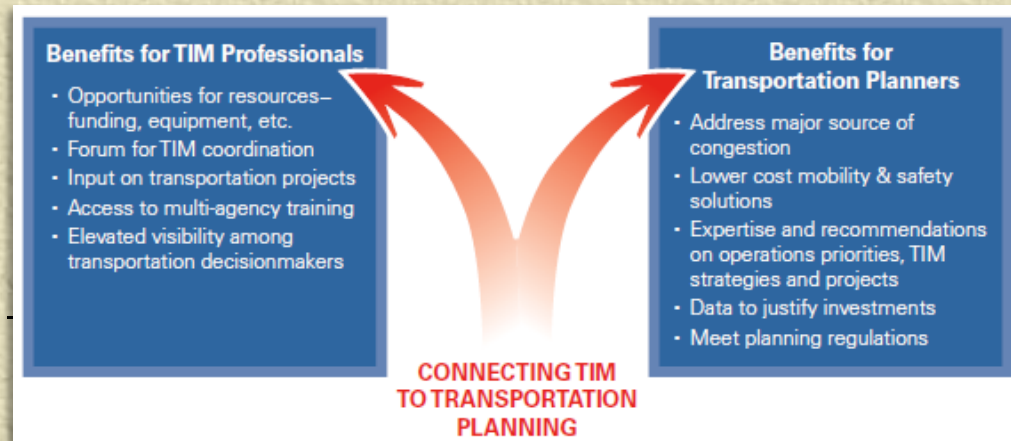
Downeast - 2017

Capital Region - 2015

Greater Portland - 2011

ME/NH - 2005

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

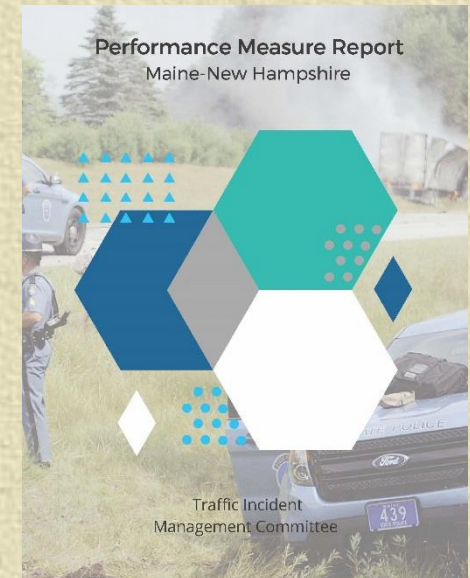
-
- ✦ Mapping of hydrant locations and information
 - ✦ Response Frequency Protocol between State Police troopers and responding fire/rescue – 15 cities & towns participating
 - ✦ Revised fire department response areas – 20 cities & towns participating (Paper Maps & ArcGIS online)
 - ✦ Consistent lane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

Performance Measures

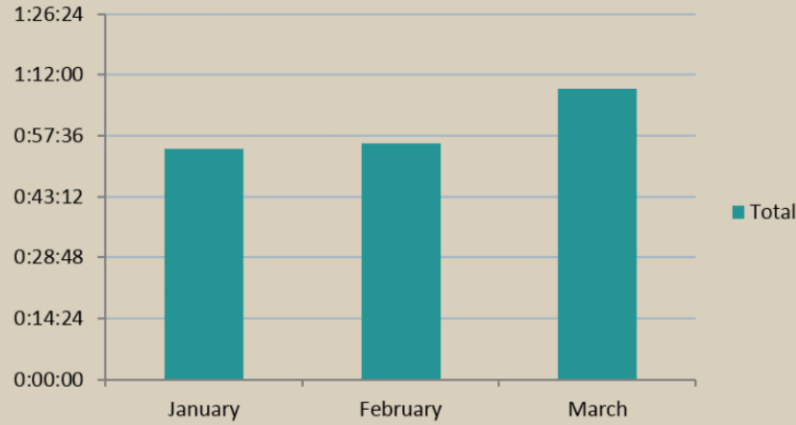
- ✦ Roadway Clearance Time
- ✦ Incident Clearance Time
- ✦ “Call-Backs” for Fire/Rescue or State Police due to Response Frequency protocol
- ✦ Public Notification Times
- ✦ Secondary Crashes



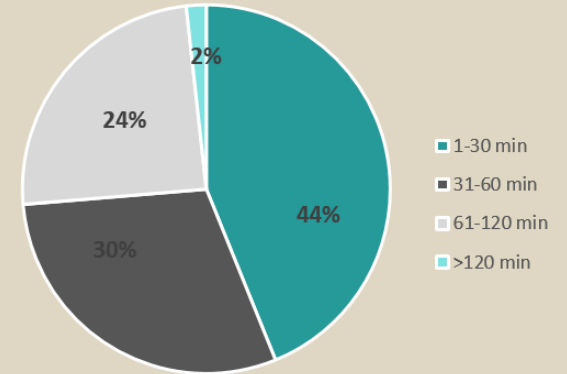
**Maine
Turnpike
Authority**



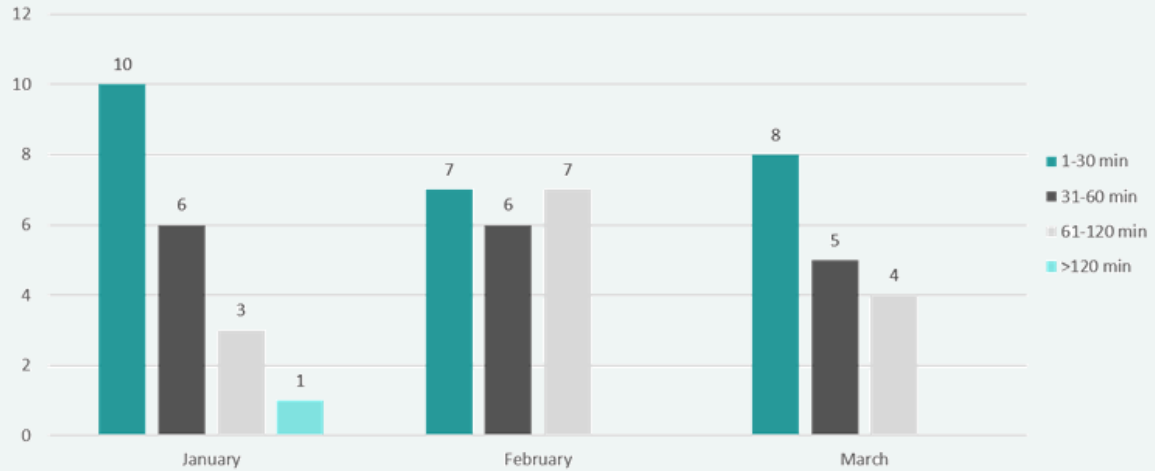
Maine Average Incident Clearance Time



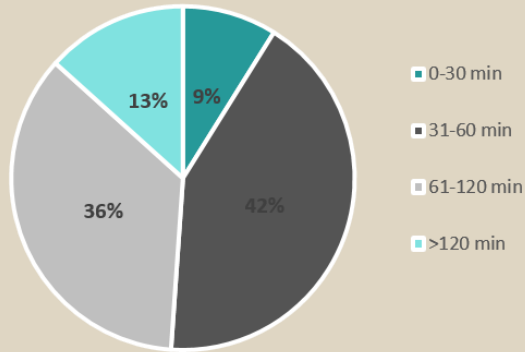
Maine Turnpike Roadway Clearance Time Percent of Total January - March 2018



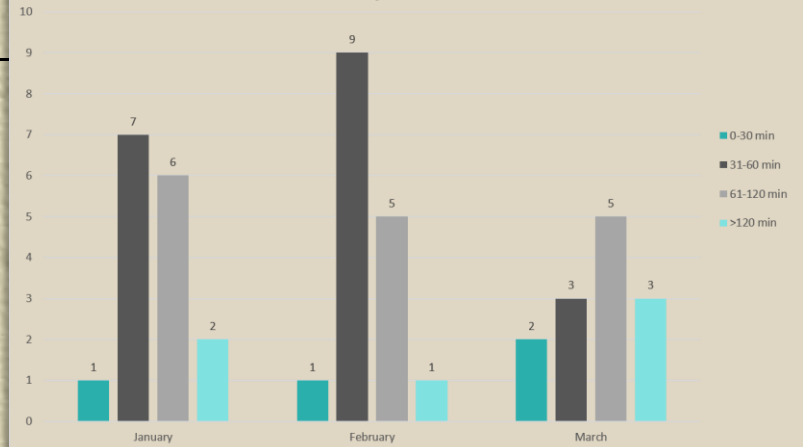
Maine Turnpike Roadway Clearance Time January - March 2018



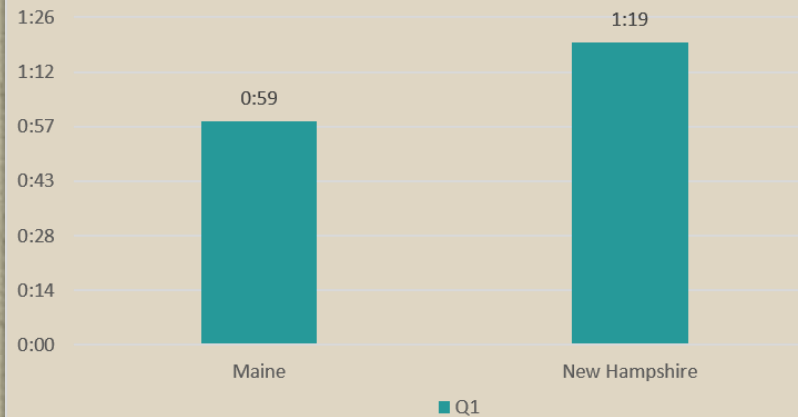
New Hampshire Incident Clearance Time Percent of Total Incidents January - March 2018



New Hampshire Incident Clearance Time January - March 2018



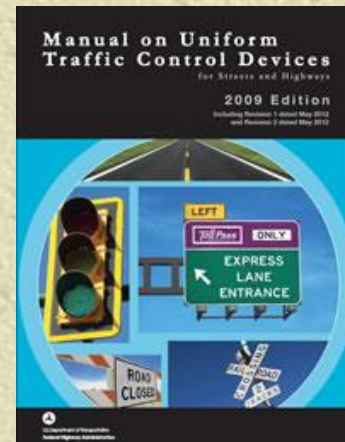
Average Incident Clearance Times



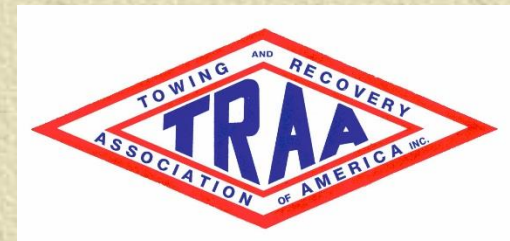
SHRP2 Training Classes

- ✦ 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

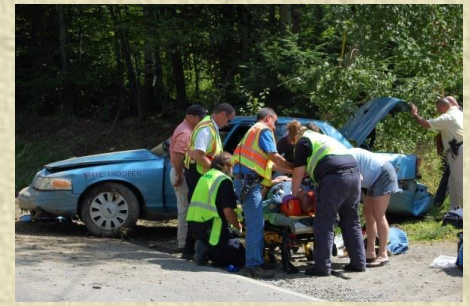


Training Exercises


- 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



Tom Reinauer, Transportation Director

Southern Maine Planning and Development Commission

207-571-7065

treinauer@smpdc.org

<https://smrpc.org/index.php/programs/transportation/traffic-incident-management-group>