



# **A National Unified Goal for Traffic Incident Management (TIM):**

**What is it, and why is it needed?**

**ITS PCB T3 Webinar  
September 11, 2008**

# Overview

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- Why Traffic Incident Management?
  - The National TIM Coalition: A **Voice**
  - A National Unified Goal (NUG) for TIM: A **Vision**
  - The **Value** of the NUG
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# Why TIM?

## ■ Safety

- Traveler Safety
- Responder Safety

## ■ Congestion Management

- Expected Congestion
- Unexpected Congestion



Preparedness for crisis  
is a byproduct  
of collaboration &  
cooperation  
in the routine



# TIM Benefits

- Reduced Incident Duration – up to 65%
- Reductions in Secondary Crashes – 30 to 50%
- Freeway Safety Patrols – Benefit/Cost of 2:1 to 36:1
- “ITS for TIM: Deployment Benefits & Lessons Learned” ([http://www.its.dot.gov/jpodocs/repts\\_te/14288.htm](http://www.its.dot.gov/jpodocs/repts_te/14288.htm))
- “Benefits of TIM” Technical Paper (<http://timcoalition.org/?siteid=41>)

# Origins of the NTIMC



## □ 1960's & 70's

- Freeway Traffic Management Systems
- Pilot Freeway Service Patrols

## □ 1980's

- More Freeway Service Patrols
- USDOT TIM Handbooks of Best Practices



## □ 1990's

- TIM Research & National Committees
- Nationwide Metro TIM Conferences

## □ 2000's

- National TIM Conference (2002)
- Formation of the NTIMC (2004)



# Member Organizations

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

NTIMC – A National **Voice**  
for TIM



# NTIMC Early Actions

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- High Visibility Vest Standard for Public Safety Responders
  - Input to Manual for Uniform Traffic Control Devices
  - European Scanning Tour
  - Research Program Guidance & Recommendations
    - National Cooperative Highway Research
    - Strategic Highway Research - Reliability
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# European TIM Scan Tour: Locations Visited

## □ Countries & cities

*Two weeks in April 2005*

- England
  - Birmingham
- Germany
  - Ahrweiler,  
Cologne, Bergisch-Gladbach
- The Netherlands
  - Delft, Arnhem
- Sweden
  - Stockholm





# Concept of a “National Unified Goal”: A National Vision for TIM

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- Consensus document vs Federal policy mandate
  - Field-up vs top-down
  - Fundamental “20-80” vs comprehensive vision
  - Actionable vs idealistically constitutional
  - Flexible & incremental vs rigid “all or nothing”
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# NUG Development Process

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1. **Listening** Sessions – Summer, 2006
  2. Topical TIM Expert **White Papers** – Fall, 2006
  3. **“Strawman”** Draft NUG – Fall, 2006
  4. NUG Development **Conference** – November, 2006
  5. NUG **Finalization** – January-February, 2006
  6. NTIMC Release of Proposed NUG - March, 2007
  7. NUG **Ratification** by Coalition Members – Summer, 2007
  8. **Release** of Final NUG at Joint Press Event- November, 2007
  9. Immediate **Implementation**– 2008
  10. Nationwide **Regional Outreach & Networks** – 2008
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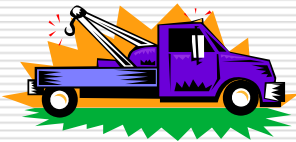
# What is the **National Unified Goal** Traffic Incident Management?

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The Traffic Incident Management  
National Unified **GOAL** is:



Responder Safety;



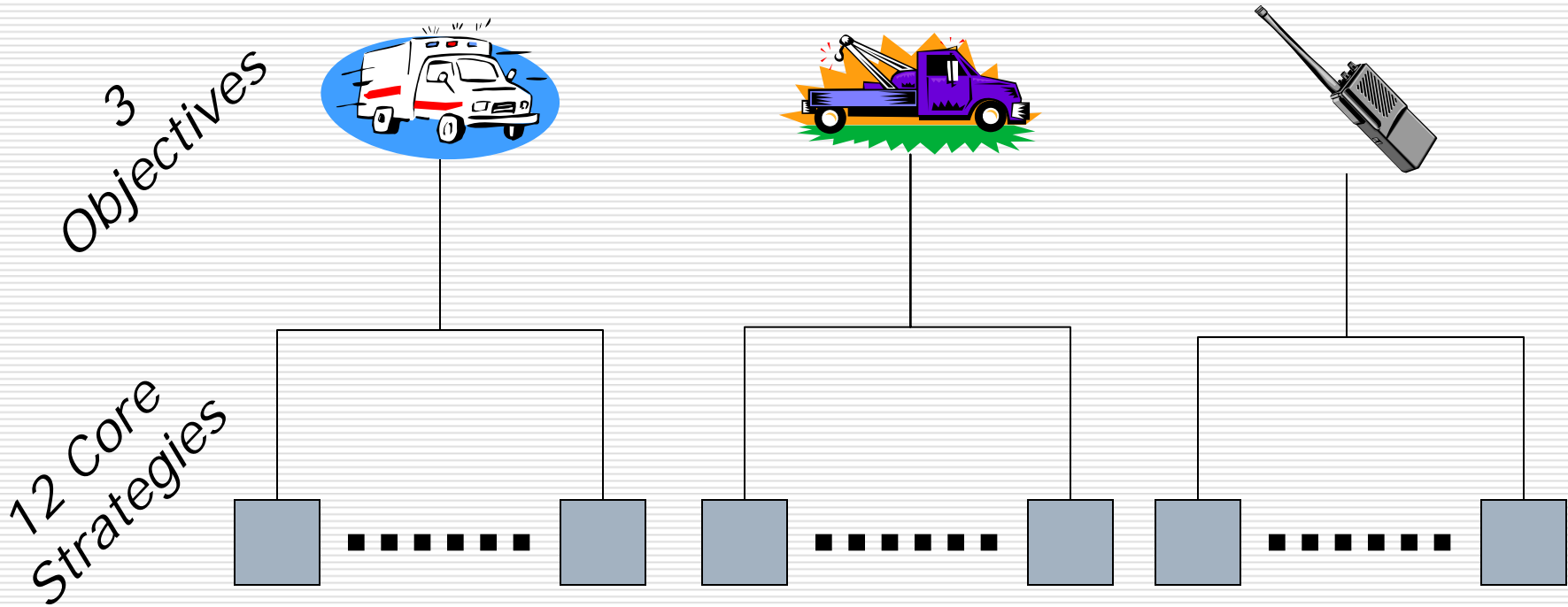
Safe, Quick Clearance; and



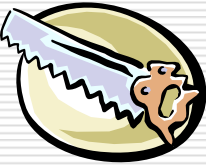
Prompt, Reliable, Interoperable  
Communications.

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# NUG Framework



6  
*Cross-cutting*



*Foundational Strategies*



NUG Objective 1

# Responder Safety

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NUG Strategies for promoting Responder Safety are:

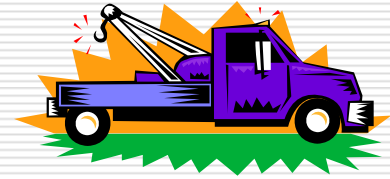
- Recommended Practices for Responder Safety;
  - Move Over / Slow Down Laws; and
  - Driver Training and Awareness.
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NUG Objective 2

# Safe, Quick Clearance

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NUG Strategies for promoting  
Safe, Quick Clearance are:

- Multidisciplinary TIM Procedures;
  - Response and Clearance Time Goals; and
  - 24 / 7 Availability, Including Transportation & Public Works
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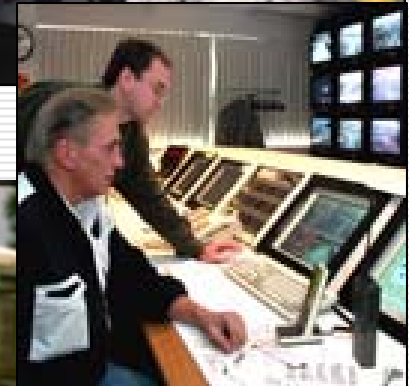
NUG Objective 3

# Prompt, Reliable, Interoperable Communications



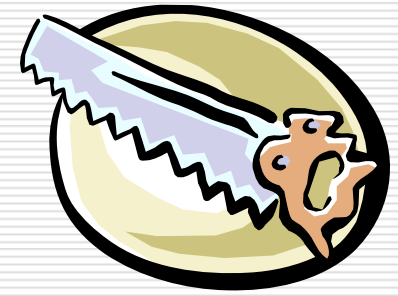
NUG Strategies for promoting Prompt, Reliable, Interoperable Communications are:

- Practices & Protocols
- Notification Networks
- Broadband
- Traveler Warning
- Media Partnerships



# 6 NUG Cross-Cutting “Foundation” Strategies

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6 NUG Strategies are cross-cutting. These strategies are the foundation for achieving all three major objectives of the NUG.

- Multidisciplinary NIMS-based TIM **Training**
  - **Awareness** & Education Partnerships
  - TIM **Technology**
  - Goals for **Performance Measures** & Progress
  - Effective TIM **Policies**
  - State & Regional TIM **Programs**
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# How Will We Achieve the **National Unified Goal?**

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NTIMC will achieve the **3 objectives** of the National Unified Goal by implementing **18 strategies** through the following **Immediate Actions**:

- Partner for Public Awareness (e.g., NASCAR/AAA)
  - Early Action Implementation Task Forces
    - Recommended Practices & Procedures Document
    - Multidisciplinary Training Program
  - Support USDOT Transportation Safety Advancement Group
  - Partner with Temporary Traffic Control Subcommittee -MUTCD 6I
  - Realize Reauthorization Opportunities
  - Precipitate National TIM "Network"
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# NUG Value to TIM Programs

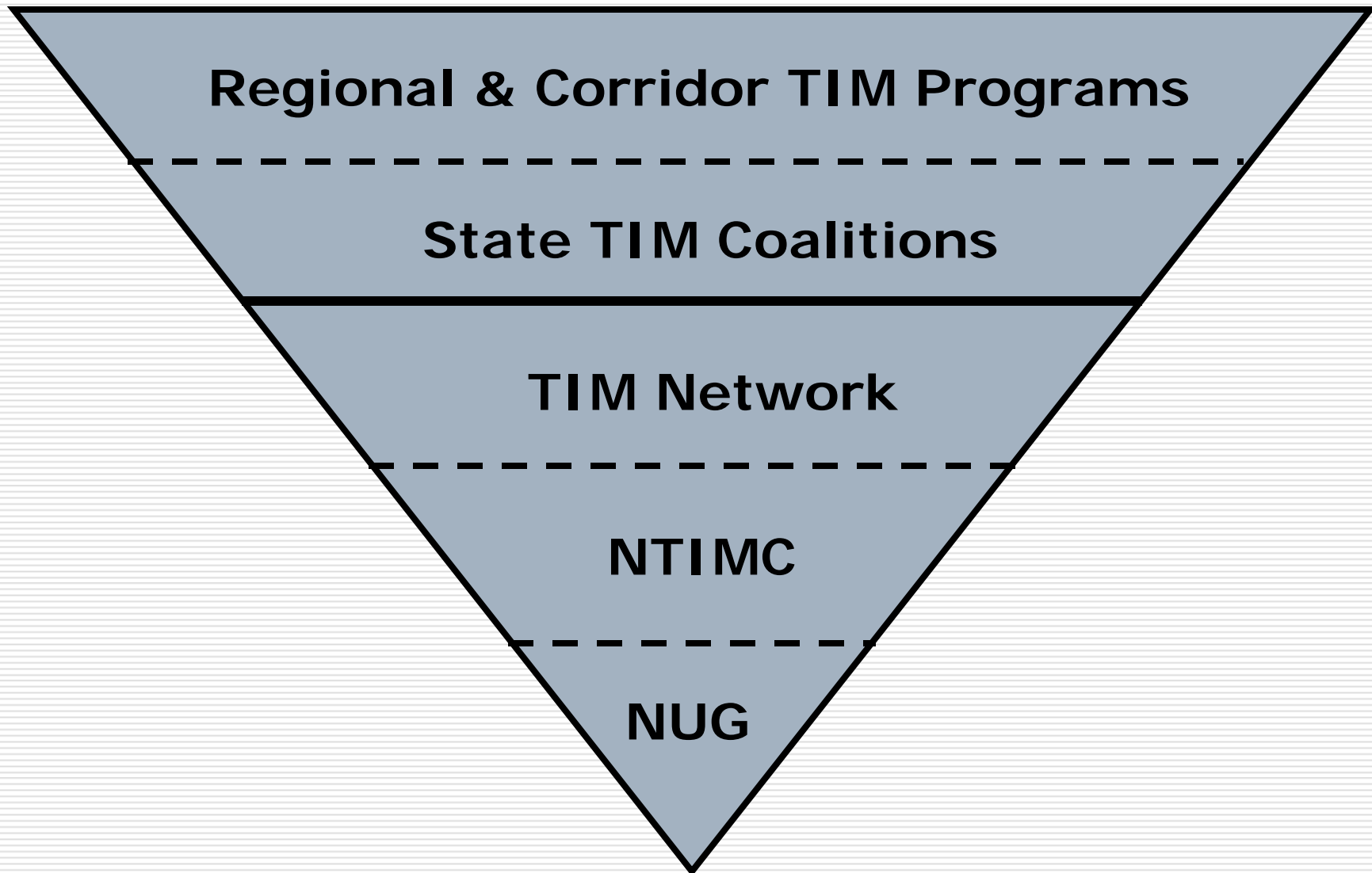
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- Less costly program development, avoid reinventing the wheel
- More efficient & consistent training
- Framework for comparing efforts & practices
- Common tools for TIM program promotion
- Leveraged national opportunities for driver awareness





# Context for the NUG



# FOR MORE INFORMATION

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- NTIMC Web Site <http://timcoalition.org>
  - NUG – Summary & Detail
  - NUG Technical Papers
  - Implementation Status
  - FHWA “Community of Practice”
  - NTIMC Strategic Plan (September)
  
- [John.corbin@dot.state.wi.us](mailto:John.corbin@dot.state.wi.us)  
608-266-0459

