

Practical Traffic Incident Management

NATIONAL RURAL ITS CONFERENCE

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Practical Traffic Incident Management

Urban and Rural timing requirements are different but many of the same TIM principles also require many of the same TIM strategies:

- **Concerns / Issues (A. Quick Clearance-QC)**
 - Responder Safety
 - Motorist Safety
 - ~~Congestion~~ *(more urban related)*
- **TIM Strategies**
 - Right People and Timing
 - Right Training and Equipment
 - Right Policies and Legislation



“Hurry-Hurry-Hurry” to get the road open!

- **DOT:** Congestion – maintenance and road safety – “When can we get the road open...” (MUTCD Sections 6-F, 6-G, 6-H, 6-I)
- **Fire:** “Safety of the victim is what really matters”
- **Police:** “Performing an adequate investigation and not have people trampling on evidence – every accident is a crime scene.”
- **Wrecker Companies:** We have to make sure there are no unnecessary damages to vehicles and cargo...



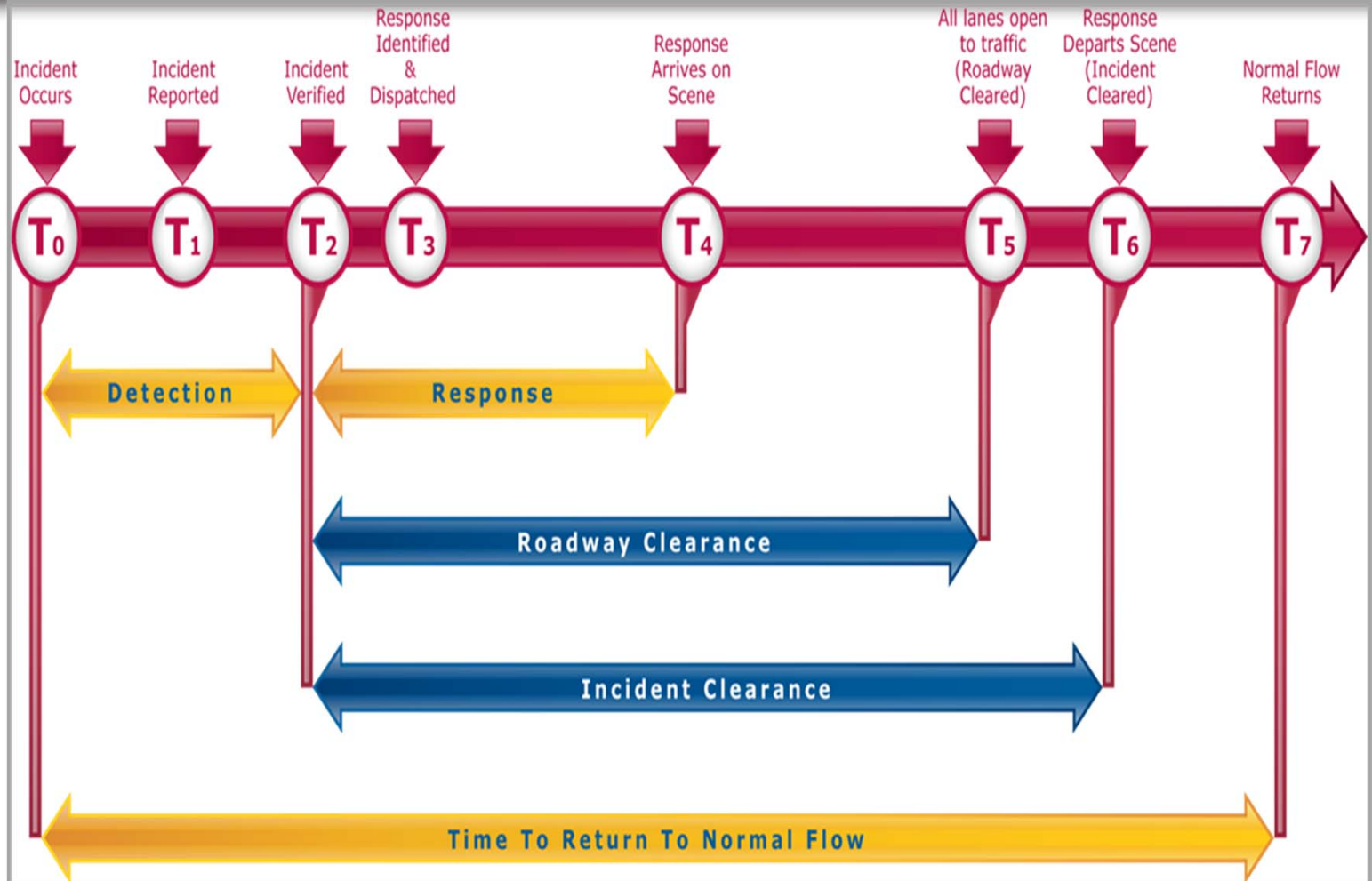


Incident Duration Relates to Safety

- The likelihood of a secondary crash increases by 2.8 percent for each minute the primary incident continues to be a hazard.
- 18-22% of all accidents are secondary in nature – meaning they occurred as a result of the primary incident.
- 18% of all secondary crashes involve a fatality.
- Resolve: quick clearance saves lives.



Traffic Incident Management Timeline





The Right People & Right Timing

Whether the incident is rural or urban, the traffic incident must be detected and verified, responders must get to the scene, perform their duties and the road must be opened. Right people participating in the right timing – with understood roles include:

- Enforcement / FSP or trained in incident command and flagging to set up cones for traffic mgmt. to protect the scene
- Enforcement to investigate and serve in unified incident command
- Fire in the event there is an injury or, chemical/HazMat spill
- The right size towing vehicle (consider adopting TRAA towing standards)
- DOT to remove debris and participate in road / maintenance decisions
- Environmental clean up (if HazMat or overturned big rig)
- Others?



The Right Policies & Training

- Open Road Policy
- Performance Measures setting QC times (i.e., 30/60/90 minutes)
- IR Vehicles / FSP /
- Lighting Policy
- Apparatus Placement & Scene Safety
- HazMat Removal Policy
- **Multidisciplinary Training and TIM Participation**
- TIM Fatality Investigation
- HazMat Removal Policy
- Removal of Decedents
- First Responder Communications
- Wrecker Operator Training and Truck Requirements
- Unified Command for TIM
- Multi-agency TIM Plans for Construction (MUTCD guidelines)



Agreements – Partnerships- Contracts

- Contract with towing companies
 - Towing & Recovery Incentive Program (Atlanta TRIP)
 - Large Vehicle and HazMat contractor towing companies (quick clear large vehicles) between DOT and 1 environmental contractor
 - Instant Towing Programs (agreement with DOT/TMC/Highway Patrol)
- Agreement among TIM first responders for “Open Roads”, concept of operations (roles, responsibilities and QC timing decisions)
- Agreement between DOT and DPS/State Police defining roles and responsibilities for clearance of incident and response to incidents (i.e., Joint Operations Policy Statement (JOPS) WA, Mutual Assistance Agreement OR)
- Coroner Agreement for decedent removal
- Environmental Contractor Agreement with DOT and tow company
- Freeway Service Patrol (DOT/Enforcement/MPO/Towing)



Legislative Considerations

- Move-It Law requiring vehicles be moved from traffic lanes in the event there are no injuries (see video)
- Move-Over laws require drivers approaching a scene where emergency responders are present to either change lanes when possible or reduce speed
- Authority Removal Law clarifying the authority and responsibility of pre-designated public agencies to clear damaged or disabled vehicles and spilled cargo from the roadway to prevent the occurrence of secondary accidents and allow normal traffic flow
- Others?





Data Collection for Performance Measures

In order to achieve the candidate objectives and measure performance, the following is a sample of information that needs to be collected:

- 1. Incident Location:** Roadway/Freeway/Interstate, Mile Marker #, Direction (NB, SB).
- 2. Incident Type** (Debris, accident, disabled vehicles, etc.).
- 3. Number of vehicles involved.**
- 4. Number of lanes blocked.**
- 5. Incident Severity Level:** A common incident severity level is needed across jurisdictions for agencies to talk the same Language. One recommendation is to follow the same severity level for incidents. Sample:
 - (simple, non-injury) 30 minutes or less,
 - (injuries involved) 60 minutes or less,
 - (fatalities and other major incidents) 90 minutes or less.
- 6. Source reporting the incident**

What is TRIP?

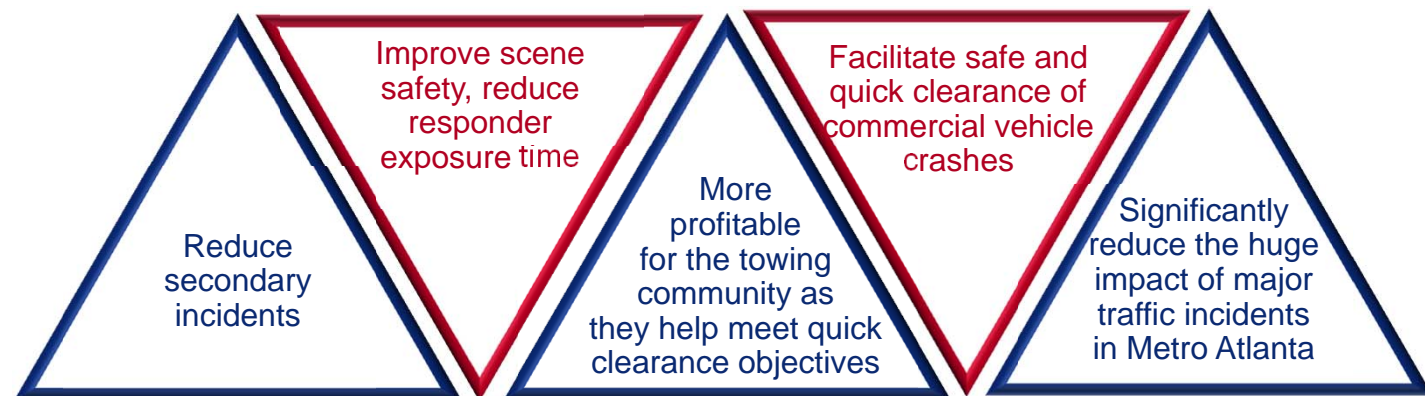
Georgia's Towing and Recovery Incentive Program (TRIP)

IMPLEMENTED JANUARY 2008



- TRIP is an initiative of the TIME Task Force and a component of the 2006 Metro Atlanta Traffic Incident Management Enhancement Strategic Vision.
- TRIP is a quick clearance incentive program that pays qualified heavy-duty recovery companies a monetary bonus for clearing commercial vehicle wrecks within 90 minutes.

What is the purpose of TRIP?





How is TRIP Activated?

By GDOT HERO supervisor
or local law enforcement

The GDOT Transportation
Management Center
will notify the selected
TRIP company when a major
lane blocking crash occurs

TRIP companies respond quickly
to the scene with two heavy-duty
recovery wreckers and other
support equipment





What are the TRIP Performance Measures?

- 167 Incidents to date (Incentives Paid to date = \$418,100)
 - 2008 = 59 incidents (\$154,900)
 - 2009 = 51 incidents (\$132,100)
 - 2010 = 33 incidents (\$93,000)
 - 2011 = 24 incidents (\$38,100)
- Benefit Cost Ratio = 11:1
- Pre-TRIP Incident Cost = \$643,080
- Post-TRIP Incident Cost = \$186,684
- Percentage of Financial Savings with TRIP = 71%
- Roadway Clearance Time Savings with TRIP = 2 hrs and 45 min



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