

Michigan Traffic Incident Management (TIM) Action Team Action Plan 2013-2016



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Disclaimer Statement

The members of the Traffic Incident Management (TIM) Action Team have prepared this document. It is considered a living document, and is a compilation of activities and initiatives to address traffic incident management in the state of Michigan.

The TIM Action Team is part of a network of ad hoc committees comprised of local, state, federal, and private partners, working in collaboration with the Governor's Traffic Safety Advisory Commission (GTSAC) to identify traffic safety challenges and comprehensive solutions. The result of these efforts will support achievement of the mission, vision, and goals identified in the State's Strategic Highway Safety Plan (SHSP). While the strategies identified in the State's SHSP have been approved by the GTSAC, the activities and initiatives identified in this Action Plan, as well as any opinions or conclusions expressed, are those of the individual TIM Action Team member agencies and not necessarily those of the GTSAC.

Introduction

The National Unified Goal (NUG) for Traffic Incident Management (TIM) is a shared set of objectives for multidisciplinary stakeholders involved in traffic incidents. The three objectives are:

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communication

These objectives were developed by the National Traffic Incident Management Coalition, which is comprised of over 20 national organizations and agencies, involved in mitigating traffic incidents.

TIM is the planned and coordinated multi-disciplinary processes used to detect, respond to, and clear traffic incidents as quickly as possible while protecting the safety of on-scene responders and the traveling public. An “incident” is defined as any non-recurring event causing a reduction in roadway capacity. Such events include but are not limited to traffic crashes, disabled vehicles, spilled cargo, floods, and other unplanned natural or man-made events. The most common problem associated with highway incidents results in traveler delay, but by far one of the most serious problems is the risk of secondary crashes. Many times the secondary crash is more severe than the primary crash. A side effect of all incidents is the danger posed to responding personnel at the scene.

Other side effects of incidents include:

- Increased response time by first responders such as emergency medical services, police, fire, towing and recovery, medical examiners, etc.
- Lost time and reduction in productivity
- Increased cost of goods and services transported by highways
- Increased fuel consumption
- Reduced air quality and other adverse environmental impacts
- Reduced quality of life by sitting in traffic

Goals

Increase compliance with high-visibility apparel requirements through education for all workers* at a traffic incident from 59 percent to 75 percent by December 31, 2014.

Increase compliance with high-visibility apparel requirements through education for all workers* at a traffic incident to 100 percent by December 31, 2016.

Through a targeted public education campaign, increase awareness of the *Steer It, Clear It Law* amongst the public from 13 percent to 50 percent by December 31, 2016.

Pass legislation for the *Hold Harmless Law* through agencies and association support during this legislative period by December 31, 2014.

Implement the Strategic Highway Research Program (SHRP) 2 TIM *Train the Trainer (TtT)* program in Michigan and have 120 trainers trained by December 31, 2014.

Implement the SHRP 2 TIM TtT program in Michigan and have 1,500 first responders trained by December 31, 2016.

Provide training information for the new secondary crash fields for integration with Michigan State Police (MSP) Traffic Crash Reporting Form (UD-10) training by December 2015.

*Workers are defined as per the Federal Regulation 23 CFR 634.

Strategies

Promote and educate the use of high-visibility apparel for first responders.

Objective #1

Increase compliance with high-visibility apparel requirements through education for all workers at traffic incidents from 59 percent to 75 percent by December 31, 2014.

Increase compliance with high-visibility apparel requirements through education for all workers at traffic incidents to 100 percent by December 31, 2016.

Short-Term (1-2 years) Activities:

Contact agencies and companies to document if standard operation procedures (SOPs), official orders, policies, or guidelines exist for wearing high-visibility apparel.

Lead Agencies: Mason County Sheriff Office, Charlotte Police Department, McDonald's Towing, and Howell Area Fire Departments

Contact Names: Sheriff Kim Cole, Chief Lisa Sherman, Craig McDonald, and Chief Andy Pless

Create a toolbox for first responders with materials to use for training including examples of SOPs, official orders, policies, or guidelines for wearing high-visibility apparel.

Lead Agencies: St. Clair Shores Fire Department, Michigan State Police (MSP), Ann Arbor Fire Department, Bloomfield Township Police Department, and Bob Adams Towing

Contact Names: Chief George Morehouse, Spl/Sgt. Allen Avery, Lt. Carl Hein, Sgt. Craig Shackelford, and Terry Adams

Educate new first responders on high-visibility apparel compliance requirements and benefits in basic academies. Include in-service training to the Field Training Officer (FTO) materials and roll call training. Include obtaining accreditation for the SHRP 2 TIM TtT program.

Lead Agencies: St. Clair Shores Fire Department, Flint Township Police Department, Bloomfield Township Police Department, and Bob Adams Towing

Contact Names: Chief George Morehouse, Lt. Tim Jones, Sgt. Craig Shackelford, and Terry Adams

Promote high-visibility apparel compliance requirements in newsletters and through associations.

Lead Agencies: Flint Township Police Department, Livonia Fire Rescue, Ann Arbor Fire Department

Contact Names: Lt. Tim Jones, Chief Shadd Whitehead, and Lt. Carl Hein

Develop an implementation plan for the Federal Highway Administration (FHWA) SHRP 2 TIM TtT program

Lead Agencies: Michigan Department of Transportation (MDOT) and FHWA

Contact Names: Angie Kremer and Morrie Hoevel

Coordinate traffic incident response between all responders.

Objective #2

Implement the SHRP 2 TIM TtT program in Michigan and have 120 trainers trained by December 31, 2014.

Implement the SHRP 2 TIM TtT program in Michigan and have 1,500 first responders trained by December 31, 2016.

Short-Term (1-2 years) Activities:

Develop an implementation plan for the FHWA SHRP 2 TIM TtT Program.

Lead Agencies: MDOT and FHWA

Contact Names: Angie Kremer and Morrie Hoevel

Develop guidelines and templates on implementing *After Action Reviews* for traffic incidents.

Lead Agencies: Bloomfield Township Police Department, MDOT, and Mason County Sheriff Office

Contact Names: Sgt. Craig Shackelford, Dayo Akinyemi, and Sheriff Kim Cole

Help mutual understanding of first responder roles and responsibilities at a traffic incident by creating a video, *"Who's in Charge in Michigan?"*

Lead Agencies: MSP, Northville Township Fire Department, Kent County Road Commission, Flint Township Police Department, Budget Towing, and Sparrow Forensic Pathology-Ingham Medical Examiner Office

Contact Names: F/Lt. Gary Megge, Spl/Sgt. Allen Avery, MC Lt. Charles Black, Director Richard Marinucci, Tim Haagsma, Lt. Tim Jones, Billy Salamy, and Ken Daniel

Conduct training in traffic incident management for all stakeholder groups.**Objective #3**

Implement the SHRP 2 TIM TtT program in Michigan and have 120 trainers trained by December 31, 2014.

Implement the SHRP 2 TIM TtT program in Michigan and have 1,500 first responders trained by December 31, 2016.

Provide training information for the new secondary crash fields for integration with UD-10 training by December 2015.

Short-Term (1-2 years) Activities:

Develop an implementation plan for the TtT program.

Lead Agencies: MDOT and FHWA

Contact Names: Angie Kremer and Morrie Hoevel

Incorporate TIM in *Table Top* exercises and work with emergency management. *Table Top* exercises are also in SHRP 2 training.

Lead Agency: TIM Action Team

Contact Name: Angie Kremer and Sgt. Craig Shackelford

Ongoing Activities:

Encourage a TIM general session and TIM breakout sessions at the Michigan Traffic Safety Summit.

Lead Agency: TIM Action Team

Contact Name: Angie Kremer and Sgt. Craig Shackelford

Promote the topic of TIM at existing conferences and training.

Lead Agency: TIM Action Team

Contact Name: Angie Kremer and Sgt. Craig Shackelford

Provide public education on safe, quick clearance and vehicle removal laws.

Objective #4

Through a targeted public education campaign, increase awareness of the *Steer It, Clear It Law* among the public from 13 percent to 50 percent by September 30, 2016.

Pass legislation for the *Hold Harmless Law* through agencies and association support during this legislation period by December 31, 2014.

Short-Term (1-2 years) Activities:

Encourage training and proper use of equipment to meet objectives of TIM.

Lead Agency: TIM Action Team

Contact Name: Angie Kremer and Sgt. Craig Shackelford

Use *Captain Clear It*, public outreach for Safe, Quick Clearance on informational brochures, newsletter and magazine articles, stickers and magnets, static signs, posters, drivers education programs, electronic billboards, gas stations, televisions, Secretary of State envelopes, and driver improvement programs.

Lead Agency: TIM Action Team

Contact Name: Angie Kremer and Sgt. Craig Shackelford



Acronyms

FHWA	Federal Highway Administration
FTO	Field Training Officer
GTSAC	Governor's Traffic Safety Advisory Commission
MDOT	Michigan Department of Transportation
MSP	Michigan State Police
NUG	National Unified Goal
SHRP 2	Strategic Highway Research Program
SHSP	Strategic Highway Safety Plan
SOP's	Standard Operating Procedures
TIM	Traffic Incident Management
TtT	Train the Trainer

Acknowledgements

APCO
Arenac County Sheriff
Bloomfield Township Police Department
Bob Adams Towing
Budget Towing
CRAMM
Eaton County 911
FHWA
Flint Township Police Department
Grand Blanc Township Police Department
Howell Area Fire
MAAS
MAME
Mason County Sheriff
MATAI
McDonald's Towing
MDOT
Michigan Association of Ambulance Services
Michigan EMS Practitioners Association
Michigan Fire Chief Association
Michigan Association of Chief of Police
Michigan Sheriffs' Association
Michigan State Police
Michigan Towing Association
NENA
OHSP
SEMCOG
Southeast Michigan Association of Fire Chiefs
Sparrow Forensic Pathology Ingham Medical Office
St. Clair Shores Fire Department
Superior Township Fire
Wyoming Police Department