

Traffic Incident Management

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Traffic Incident Management

"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.

Traffic Incident Management

Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders.”

Traffic Incident Management

The objectives of the National Unified Goal for TIM was developed by the National Traffic Incident Management Coalition in 2004:

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

Responder Safety

Responder Safety

- Because of the nature of the work, first responders (Fire, EMS, Towing, Transportations and Law Enforcement) are at higher risk of being involved in secondary collisions.
- The Arizona DPS has lost 28 Officers, 15 were traffic related and 11 of those were involved in secondary crashes.

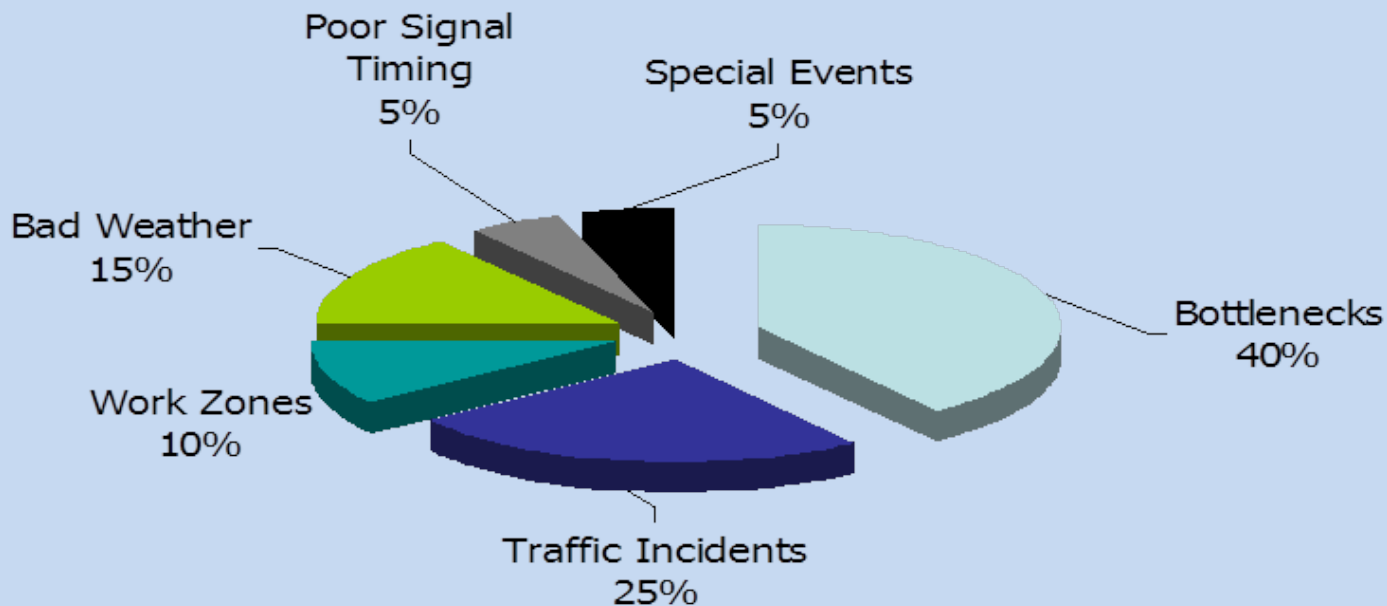
Responder Safety

- Between 1987 and 2010, 278 law enforcement officers were struck and killed by vehicles; that averages out to 1/month.
- In 2010 five firefighters were killed in struck by incidents.
- In 2010 an avg of 23 highway workers were struck and killed by vehicles each month.

Safe Quick Clearance

Two Types of Congestion

Reoccurring and Non-reoccurring



Non-Reoccurring Congestion

- A traffic crash
- A stranded motorist
- Debris in the roadway
- A traffic Stop

Effects of Congestion on Safety

- For every minute a roadway is blocked it takes 4 minutes to clear the related queue.
- A vehicle sitting on or adjacent to the travel lanes or on the shoulder increases the risk of a secondary crash by 2.8% per minute.
- 20% or more of all crashes are secondary in nature.
- 18% of all fatal crashes are secondary in nature.

TIM Performance Measures

- Response times
- Roadway clearance times
- Incident clearance times
- Incident completion times
- Secondary collision data

Things that are measured get accomplished

Results of good TIM procedures

- In 2011 we investigated 26,665 collisions, of these 25,049 were primary collisions
- We experienced a 6% secondary collision rate
- 541 of these were secondary to a crash
- 54 of these crashes involved a first responder

Results of good TIM procedures

- The national secondary crash rate was 20%
- If we had 25,049 crashes that would be an additional 5,009 secondary collisions
- If 10% of those involved a first responder, that would result in 500 collisions instead of 54!

Strategies for Continued Success

- The National Traffic Incident Management Responder Course
- Ad Hoc and/or formal TIM coalitions statewide within areas and or districts
- Memorialize TIM strategies as a HPD priority in HPD policy

Thank You

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