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# New Jersey State Police / New Jersey Department of Transportation Incident Management Partnership

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Assistant Unit Supervisor  
New Jersey State Police Incident Management Unit



# Agenda

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- Background / History
- Southern Area First Responders Group (SAFR)
- What Can Motor Vehicle Agencies Do?
- Next Steps



# Background / History

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- Partnership between New Jersey State Police (NJSP) and New Jersey Department of Transportation (NJDOT) for Incident Management has existed since 1996
  - Original NJSP unit consisted of 3 Troopers
    - Currently 7 Troopers assigned to unit
  - Original DOT contingent was 10 members
    - Currently 20 DOT members assigned to program



# Background / History

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- The impetus to form the Incident Management Task Force (IMTF) was an incident which occurred on NJ SH42 in February 2001
  - 84 vehicles involved in the accident, including 2 buses
  - 26 separate accident reports / investigations
  - 1 fatality, 36 injuries requiring transportation
  - 10 hours that a major regional corridor was closed in both directions



# Background / History

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- Need for coordinated response to major incidents was recognized by all stakeholders
- Similar entity was already in place in Philadelphia for the I-76 / I-476 crossroad area
- The task force was administered and designed by members of the Delaware Valley Regional Planning Commission starting in January 1999

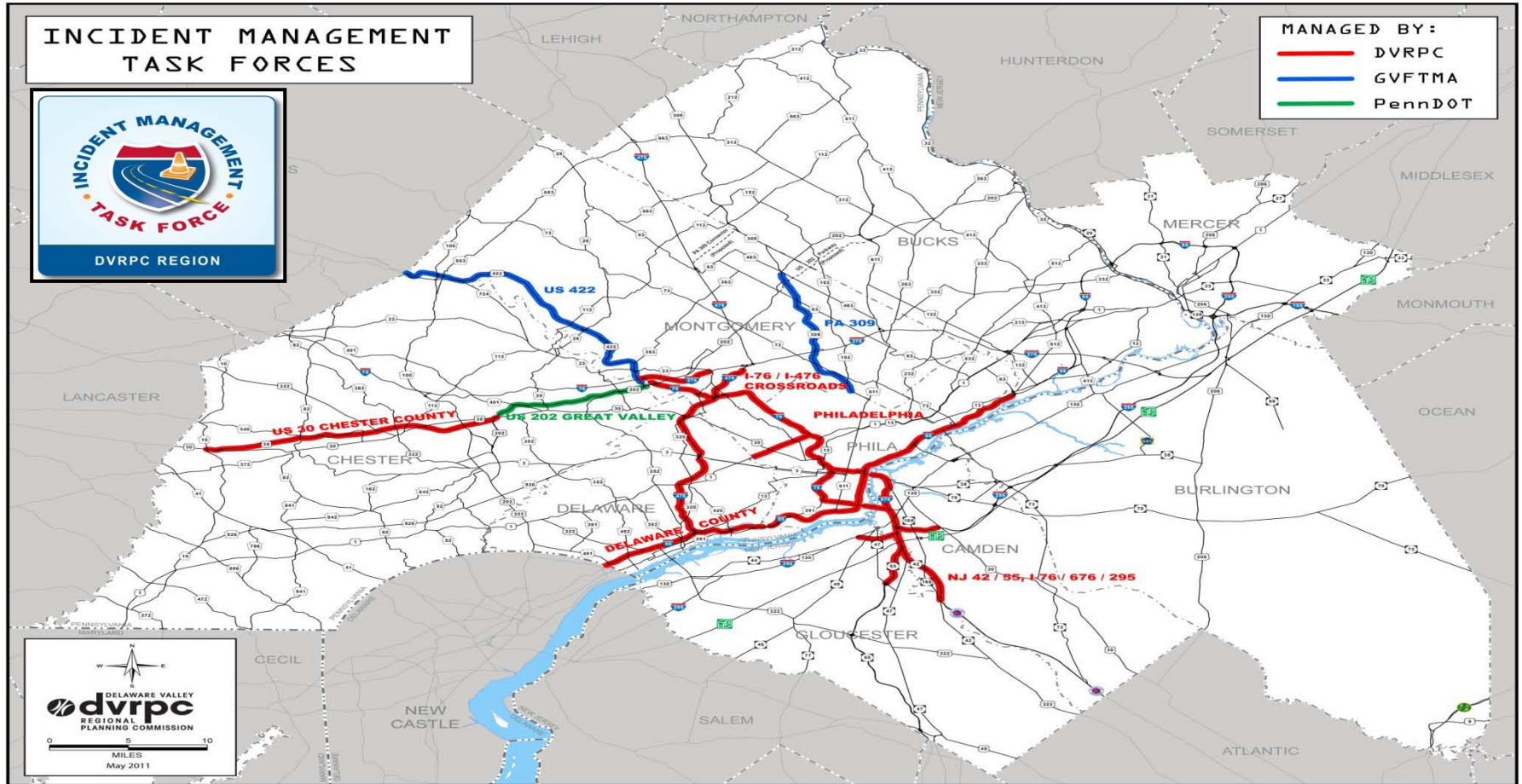


# Background / History

- Delaware Valley Regional Planning Commission (DVRPC) is the Master Planning Organization (MPO) for 9-county Philadelphia region (PA / NJ)
- Manage and support 8 Incident Management Task Forces (IMTFs)
  - NJ 42 / 55, I-76 / 676 / 295 Task Force was second of its kind in the region
  - Task forces are corridor based, not region wide
    - Centered on heavily congested highways / complex interchanges
  - Purpose to improve coordinated IM response and foster agency interaction
    - Identify and address critical IM needs
  - Each IMTF meets quarterly
  - DVRPC provides support services
    - Meeting materials, agendas, notices, minutes, website and contact lists
- IM efforts / strategies integrated into DVRPC's planning process
  - Long Range Plan
  - Transportation Operations Master Plan
  - Congestion Management Process



# Background / History



# SAFR

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- Southern Area First Responders Group (SAFR)
  - First started June of 2002
  - Started with the assistance of the Delaware Valley Regional Planning Commission (DVRPC)
  - Within 14 months of February 2001 incident, there was an agreement between responders
  - Policy manual was devised and implemented





# SAFR

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- Goals of Southern Area First Responders Group (SAFR)
  - Formerly the NJ 42 / 55, I-76 / 676 / 295 Task Force
  - Reduce redundancy by dispatching multiple fire and EMS crews
  - Open lines of communication
  - Provide the fastest response to scenes with proper equipment
  - Clearance of scenes as fast as possible



# SAFR

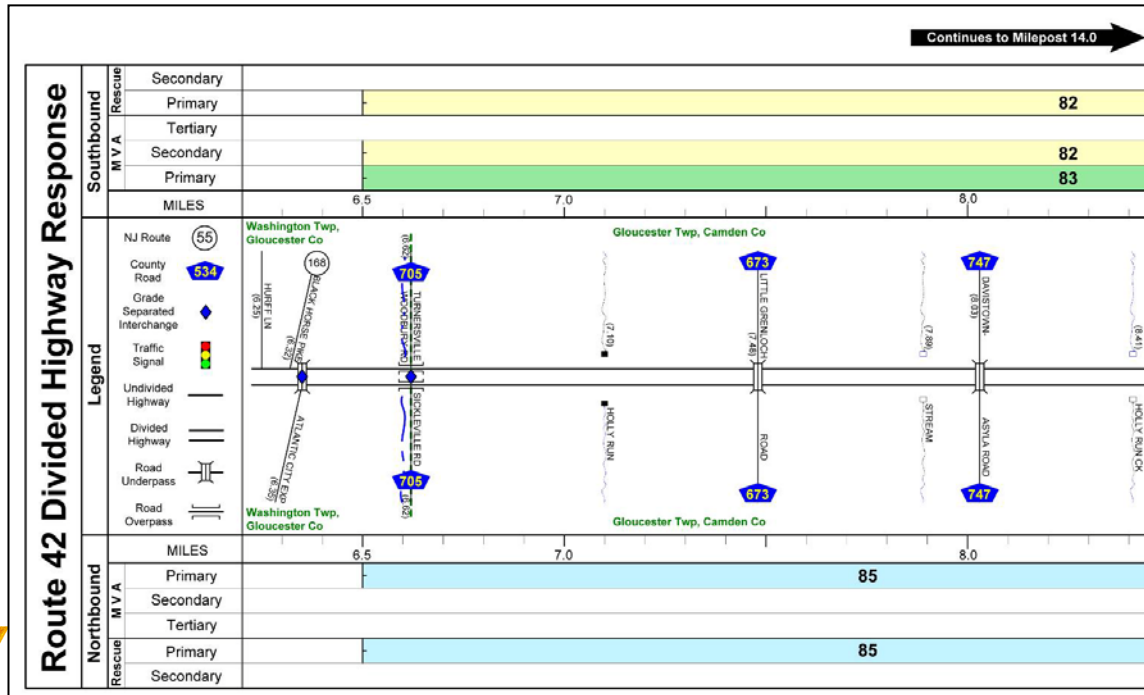
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- Southern Area First Responders Group (SAFR)
  - Membership from all disciplines which respond to incidents on SH42/55, I-676/76 and I-295
  - Local and County Fire Services
  - Local and County EMS
  - Local and County OEM
  - NJ State Police
  - NJDOT
  - Delaware River Port Authority Police
  - Local private towing companies



# SAFR

- Clear areas of responsibility
  - Fire companies and EMS providers have contracts detailing areas of responsibilities



# SAFR

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- SAFR Steering Committee
  - Meets regularly to discuss best practices
  - Updates policy and procedures
- Regular membership meetings
  - Held quarterly
  - Recent incidents are discussed
  - Ideas and concerns brought before the membership



# SAFR

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- Accomplishments to date
  - Clearance times have been lowered by 50%
  - Towing companies respond when needed and with proper equipment to avoid delays
  - County dispatch centers are aware of areas of responsibilities
  - NJDOT Service Safety Patrols (SSP) are dispatched in timely manner
  - Troopers and DRPA Police dispatched in timely manner depending on location and jurisdiction
  - Current program ready to be implemented in Burlington County



# What Can Motor Vehicle Agencies Do?

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- Furtherance of National Unified Goal (NUG)
- NUG has three major components
  - Responder Safety
  - Safe, Quick Clearance
  - Prompt, Reliable, Interoperable Communications
- Crucial due to locations of Mid-Atlantic states as major corridor states



# What Can Motor Vehicle Agencies Do?

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- Education
  - We teach crash prevention
    - But do we teach what to do when involved in a crash?
  - Drivers have a misconception they shouldn't move vehicles
    - Often is not the safest option
  - Leaving vehicles with minor damage in lanes leads to secondary collisions
  - Move Over Laws



# What Can Motor Vehicle Agencies Do?

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- Move Over Laws
  - Mixed reviews of effectiveness from emergency responders
  - Review cases / statistics to determine effectiveness
  - Make more effective and safe through education
    - Don't just move over – watch for other drivers in other lanes before merging right or left





# What Can Motor Vehicle Agencies Do?

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- Secondary Collisions
  - Experience shows vehicles moved to the shoulder are in a safer place than when left in a live lane
  - Most pedestrians struck on an interstate were drivers who exited their vehicles and remained in a live lane
  - Initial collision was often minor in nature
  - Pedestrian struck in the interstate normally results in death or serious bodily injury
  - Average fatality investigation is 4 hours



# Case Study – Secondary Collision

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- March 28, 2013 at 3:45pm
- Over-height truck loaded with scrap metal overturns on Interstate 76, northbound at milepost 0.0, after striking the County Route 659 overpass
- First Trooper at scene calls for Incident Management as he arrives
- NJDOT crews and NJSP IMU en route immediately



# Case Study – Secondary Collision



# Case Study – Secondary Collision

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- All lanes blocked
- No injuries
- Rush hour traffic was beginning
- Traffic backed up three miles on I-295
- Secondary collision resulted near Exit 23
- Collision resulted with a child being seriously injured
- Required additional resources and investigation



# What Can Motor Vehicle Agencies Do?

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- Assist with development of Quick Clearance Policies
- Changes to drivers education policies
  - Target new and teenage drivers
  - Partner with high schools, driving schools
- Partner with insurance companies to change instructions (e.g. on reverse sides of insurance cards)
- Distribution of written materials through license and registration renewals to existing drivers and customers



# What Can Motor Vehicle Agencies Do?

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- Launch an effective targeted campaign designed to assist personal safety and incident management
- Use of a logo and “catch phrase” to gain recognition
  - “Stop, Drop and Roll”
  - “Click it or Ticket”



# What Can Motor Vehicle Agencies Do?



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# What Can Motor Vehicle Agencies Do?

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- Major launch event
- Targeted campaigns throughout the year
  - Not to compete with other major initiatives
- Strategic distribution of materials
  - Overhead signs on roads heavily traveled for commuters or tourists; roads used to get to tourist / vacation destinations
  - Marketing / advertising / public relations / social media / web





# What Can Motor Vehicle Agencies Do?

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- Desired results from education initiative:
  - Drivers realize need to move operable vehicles to a safe location
  - If the vehicle is disabled, exit the vehicle and move to a safe location
  - Report the collision after being in a safe location
  - Provide accurate information regarding location, direction, vehicles involved and injuries



# Summary

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- Questions?
- Contact Information:
  - NJDOT – Traffic Operations - South
    - 856-486-6650
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