

Greater Hartford  Coalition
NEWSLETTER

FROM THE EDITOR

The Capitol Region Council of Governments has developed this newsletter to share information amongst our regional partners and be a resource for all emergency responders and stakeholders involved in Traffic Incident Management (TIM). This first newsletter is an introduction to our TIM regional partners and stakeholders and provides the vision and mission of the Greater Hartford TIM Coalition along with a roadmap to where we are, where we need to go, and how we get there.

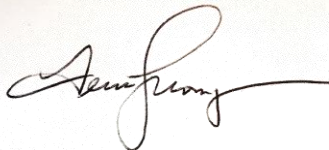
Every day every hour there is a traffic incident that requires emergency responders to put their person and equipment on the highway line. Expressways with their high volume and high-speed traffic certainly pose a challenge but so do the rural and local roads in many of our towns. Having proper training, equipment and good communication among responders is vital and helps to quickly detect, respond and clear the scene SAFELY.

Crash information for 2015-2017 obtained from the Connecticut Crash Data Repository is showcased in this publication. The data represents serious and fatal crashes in the forty-nine towns represented in the Coalition.

This is your newsletter and a forum for getting information out to the TIM community. We hope that you share it with your safety partners. We encourage everyone to submit articles for future publications that feature stories of successes, challenges, and those ever-important lessons learned.

If you have any suggestions on content or format please contact me directly.

Thank you and be safe



Terri Thompson

Questions – Comments – Suggestions – Contributions

We welcome your input and would like this to be a forum for sharing knowledge and posting updates on TIM Coalition member activities. *The Greater Hartford TIM Newsletter is posted on the CRCOG website at <http://crcog.org/transportation/operations-management/traffic-incident-management/>*

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OUR VISION

To enhance motorist and responder safety during traffic emergencies by creating and sustaining partnerships with law enforcement, fire and emergency medical services, transportation and environmental agencies, towing and recovery, drivers, the media, the insurance industry and others.



OUR MISSION

To provide a systematic, planned, and coordinated multi-disciplinary approach to detect, respond and clear crashes to restore traffic capacity as safely and quickly as possible.

The Capitol Region Council of Governments has recently established a Greater Hartford TIM Coalition (Coalition) that includes both public and private stakeholders. The Coalition will act as a steering committee overseeing the TIM program within the Hartford Urbanized Area. The program will strive to strengthen the role of TIM in the responder community, increase the safety for motorized and non-motorized users, and promote efficient transportation system management and operation along the state's highway system.

Members of the TIM Coalition include representatives from the following agencies and organizations:

- CT Department of Transportation (CTDOT) Bureau of Highway Operations
- CT Department of Emergency Services & Public Protection (DESPP)
- Division of Emergency Management & Homeland Security (DEMHS)
- Commission on Fire Prevention and Control
- Division of State Police (DPS) Office of Field Operations and Special Units
- CT Dept. of Motor Vehicle (DMV) Commercial Vehicle Safety Division
- CT Department of Energy & Environmental Protection (DEEP) Emergency Response Unit (ERU)
- CT Department of Public Health (DPH) Office of Emergency Medical Services (OEMS)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)
- Connecticut Police Chiefs Association (CPCA)
- CT Fire Chiefs Association (CFCA)
- CT State Firefighters Association (CSFA)
- CT Towing & Recovery Professionals of Connecticut (TRPC)
- CT EMS- North Central Connecticut Emergency Medical Services Council
- Motor Transport Association of Connecticut, Inc. (MTAC)
- Capitol Region Council of Governments (CRCOG)
- Capitol Region Emergency Planning Council
- Lower Connecticut River Valley Council of Governments (RIVERCOG)*
- Naugatuck Valley Council of Governments (NVCOG)*
- Northwest Hills Council of Governments (NHCOG)*
- Pioneer Valley Planning Commission, Massachusetts (PVPC)*

*Optional members- part of the Hartford Urbanized Area

Prepared in cooperation with the U.S. Department of Transportation (including its participating agencies) and the Connecticut Department of Transportation. The opinions, findings and conclusions expressed in this publication are those of the Capitol Region Council of Governments and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U.S. Department of Transportation.

Road Map to Success



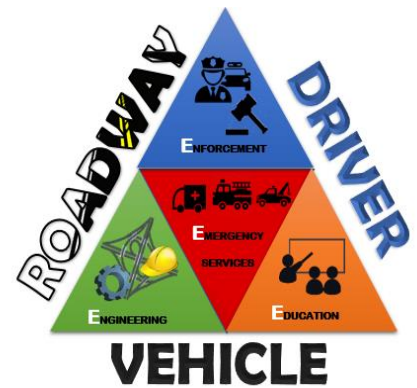
2017-2021

GOAL: Reduce the number of fatalities and serious injuries on all public roads in Connecticut 15 percent by 2021.¹



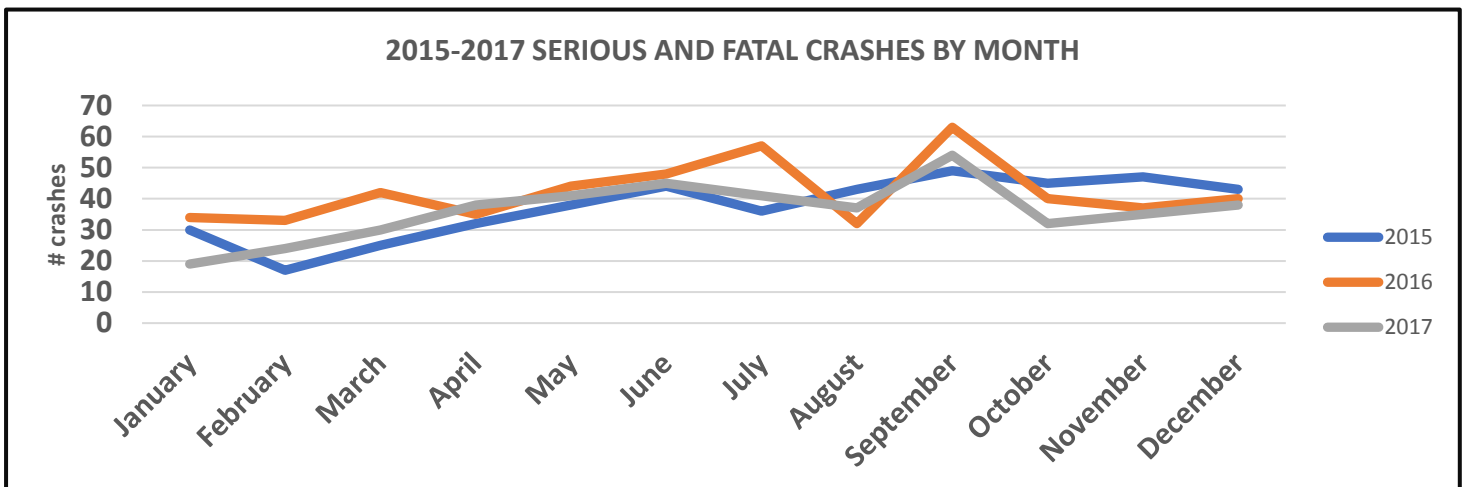
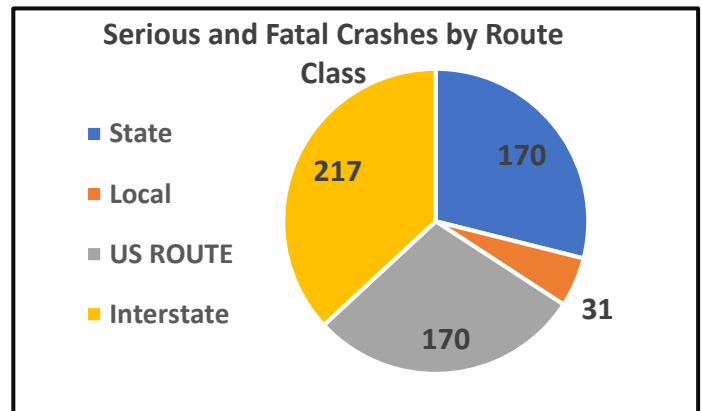
The Coalition supports the goals, objectives and strategies of the Connecticut Strategic Highway Safety Plan commonly referred to as the SHSP. Traffic Incident Management is an emphasis area within the SHSP and is tasked with implementing spot-location, systemic, and low-cost strategies across the 4E's (engineering, enforcement, education, and emergency management) using benefit/cost analysis, performance measures and other analytical approaches to identify effective implementation.

4E's



UNDERSTANDING THE DYNAMICS OF A CRASH

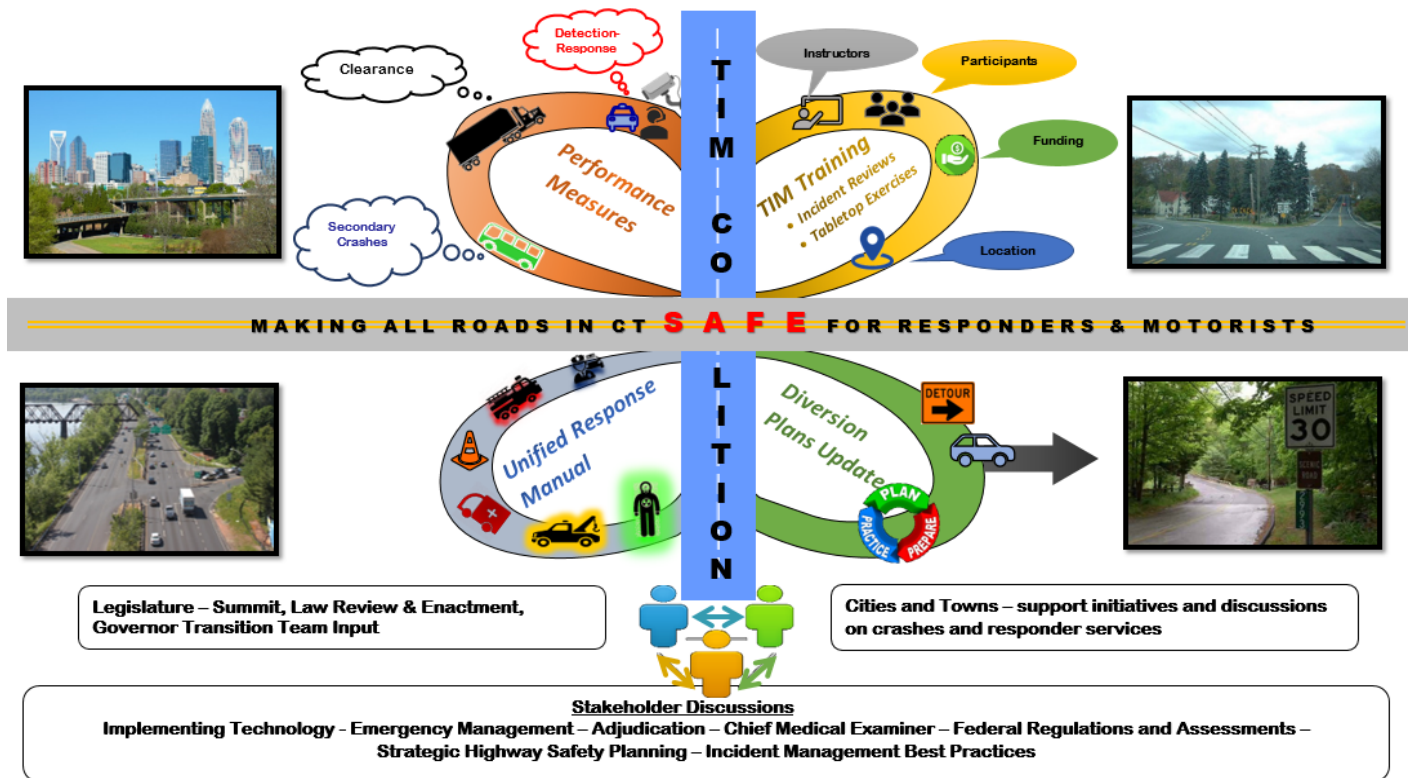
Quality data on motor vehicle crashes is essential to improving highway safety at all levels of government. The data is used to identify issues, determine highway safety messages and strategic communication campaigns, optimize the location of selective law enforcement, inform decision-makers of needed highway safety legislation, and evaluate the impact of highway safety countermeasures.¹ The charts below and to the right represent the fatal and serious injuries that have occurred in the Hartford Urbanized Area for the past 3 years, 2015-2017.²



¹ MMUCC Guideline Model Minimum Uniform Crash Criteria Fifth Edition (2017), Excerpt from Executive Summary


² Data from the Connecticut Crash Data Repository <https://www.ctcrash.uconn.edu/>

Greater Hartford Coalition Roadmap



The Coalition Roadmap will encompass actions and plans to improve the detection, response and clearance on all types of roadway incidents such that:

- Responders, victims, and travelers are never injured or killed at the scene
- Response is rapid, safe, and efficient
- Incident sites are managed effectively
- Incidents are cleared safely, quickly, and efficiently minimizing traffic backups and secondary crashes.
- Traffic incident communications are prompt, reliable, and coordinated.
- Traffic incident responders from all disciplines:
 - Follow agreed-upon multidisciplinary procedures
 - Routinely train and exercise together
 - Build partnerships to support multi-disciplinary, on-scene missions.
 - Work together to achieve multidisciplinary performance goals.
- Drivers have the information and education necessary to:
 - Avoid or be forewarned of incident-related delays
 - Slow down and move over when approaching crash scenes
 - Safely move vehicles involved in non-injury crashes out of the roadway.



SHARE YOUR KNOWLEDGE

Contribution by Lee Telke & Tim Vibert, Towing and Recovery Professionals of CT

Traffic Incident Management Quick Clearance Guidance and Implications

http://www.virginiadot.org/vtrc/main/online_reports/pdf/16-r9.pdf

The purpose of this study was (1) to investigate traffic incident management initiatives including quick clearance practices and policies used by other state departments of transportation; (2) to assess the feasibility of adopting strategies that are not currently implemented in Virginia; and (3) to provide emergency responders and VDOT staff with a tool to estimate the benefits of clearing an incident quickly, individualized for an incident, location, and time.