

Greater Hartford Coalition Newsletter

FROM THE EDITOR

The March newsletter discusses important operational procedures and policies that are part of a traffic incident management program, On-Scene Management.

Responder and Motorist Safety is a main component to effective on-scene traffic incident management operations. For responders, the key is to minimize risk and ensure they are protected at the incident scene, and for motorists it is important that the scene is properly managed to reduce the chance of a secondary incident.

Excerpt from the Federal Highway Administration (FHWA) Office of Operations, Emergency Transportation Operations (ETO) program site https://ops.fhwa.dot.gov/eto_tim_pse/index.htm

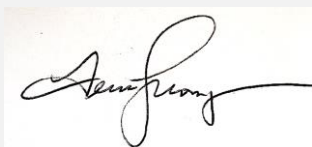
"FHWA, through the Emergency Transportation Operations (ETO) programs, provides tools, guidance, capacity building and good practices that aid local and State DOTs and their partners in their efforts to improve transportation network efficiency and public/responder safety when a non-recurring event either interrupts or overwhelms transportation operations. Non-recurring events may range from traffic incidents to traffic Planning for Special Event (PSE) to disaster or emergency transportation operations (Disaster ETO)."

Everyone can agree that drivers today are more distracted than ever and when you combine that with speeding or operating under the influence - it's a crash waiting to happen. The need for emergency responders and support personnel to be on the road alongside these drivers in large and small vehicles, elevates the risk exponentially for everyone. Therefore, it is vital that personnel have unified, multi-disciplinary policies, procedures and practices in place. It is also important that those procedures are practiced and applied in training scenarios, to improve the way we detect, respond, and clear these incidents on our roadways.

The American Association of State Highway Transportation Officials National Traffic Incident Management Coalition (NTIMC) states *"Good traffic incident management is built on strong operational partnerships between transportation and public safety. When we work together side-by-side every day to manage the routine incidents, we build the strong relationships and cooperative policies we need to manage the transportation impacts of major incidents."*

Whether it involves Traffic Incident Management, Traffic Management for Planned Special Events, or Emergency Transportation Operations for Disasters, the goal is the same.

RESPONDER SAFETY - PROMPT, RELIABLE, INTEROPERABLE COMMUNICATIONS - SAFE, QUICK CLEARANCE



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REPORTED FIGURES FOR THE HARTFORD URBANIZED AREA

CT Crash Data Repository Query Run 3-11-2020

Crash Severity by Year: Number of Crashes

Severity	2015	2016	2017	2018	2019	2020	Total
Injury of any type (Serious, minor, Possible)	8,394	9,086	8,973	8,790	8,745	552	44,540
Fatal	88	86	78	99	79	9	439
Property Damage Only	25,013	26,562	26,427	25,722	25,611	1,813	131,148



IMAGE CREDIT: FL DOT

ON-SCENE TRAFFIC INCIDENT MANAGEMENT OPERATIONS¹

The test of a Traffic Incident Management program is the ability to clear an incident site quickly and effectively, coordinating the activities of the various responding agencies and addressing their needs and priorities while providing safety to the on-scene responders, to those involved in the incident and to the travelers approaching and passing the incident. The On-Scene Operations area addresses the policies, procedures, and processes used in the field while responding to an incident and include the following:

[Response and Clearance Procedures and Policies](#)

[Responder and Motorist Safety](#)

[Procedures for Major Incidents](#)

¹ FHWA Emergency Transportation Operations, TIM On-scene operation https://ops.fhwa.dot.gov/eto_tim_pse/about/onscene.htm



Connecticut State Police: Driver Charged After Smashing Into Dot Truck
Photo: Courtesy Of Connecticut State Police



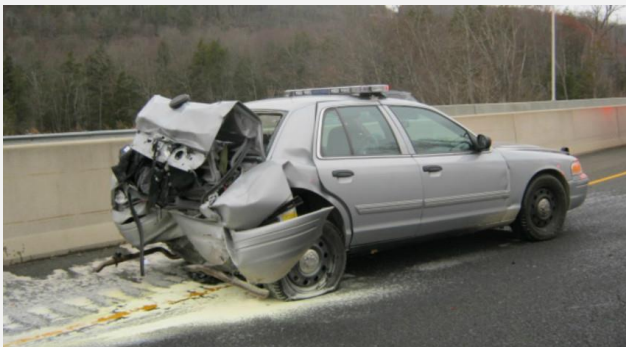
A Driver Failing To Slow Down And Move Over Crash Involves a AAA Flat Bed Truck, SUV and Lexus. June 2016
Photos Courtesy of Westport Police Department



Traffic accident on highway 9 near New Britain, Connecticut. State troopers, local police, firefighters, paramedics, and a Life Star helicopter are on the scene. Date 26 Sept 2007



East Hartford- An emergency response vehicle was struck in the rear by a high-speeding car on Saturday, Feb. 14 while parked on the left shoulder to provide assistance to a car stuck on a guard rail.



Brookfield - A state trooper was injured January 23, 2017 on Rt. 7 when a driver crashed into cruiser as she was assisting at the scene of an earlier crash. Photo courtesy of CT State Police



Manchester – Fire Apparatus Struck Feb 28th, 2006 when a car slammed into it. No firefighters were injured. Courtesy of Manchester Fire-Rescue-EMS



FROM THE FHWA EMERGENCY TRANSPORTATION OPERATIONS (ETO)

Safe-Positioned—the positioning of emergency vehicles at an incident in a manner that attempts to protect both the responders performing their duties and road users traveling through the incident scene, while minimizing, to the extent practical, disruption of the adjacent traffic flow. (definition in Part 1, Section 1A.13 of the 2009 MUTCD with Revisions 1 and 2)



The steps that emergency responders take while working at highway incidents will help protect them from the “D” drivers (drunk, drowsy, distracted, drugged and just plain dangerous). Glen E. Ellman/FortWorthFire.net

Note tires smoking from sudden braking at approach to queue



Photo Courtesy Of Dana Jensen/The Day)
Published October 19, 2017

Traffic Control at the Scene and at the End of the Queue—

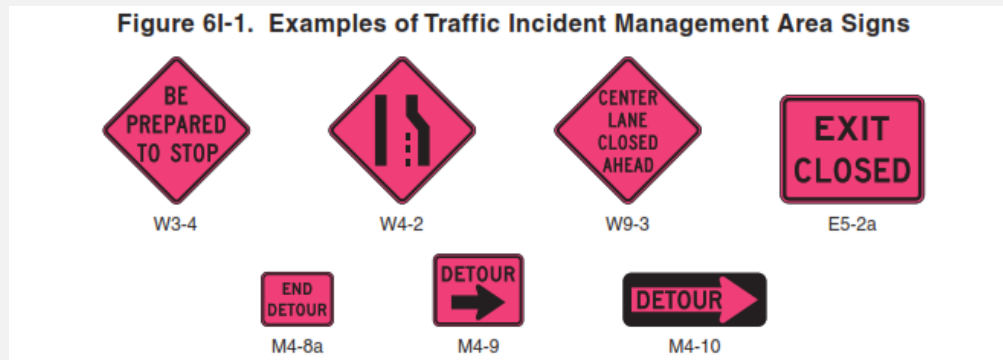
Two critical locations for traffic control exist with each incident. One is at the incident scene itself where clearly understood direction is needed to move traffic safely past the incident and protect responders working on the incident. The second is at the end of the queue of traffic that forms beginning at the incident and could extend back for many miles. While drivers approaching the end of a short queue may see the incident, drivers approaching the end of a long queue may be taken by surprise by a sudden slowing of traffic. It is estimated that approximately 20 percent of all incidents are secondary in nature, with most of these being near the end of the traffic queue. Secondary incidents are often severe, even fatal than the original incident. It is important to monitor the end of the traffic queue and move the advanced warning devices to warn approaching motorists as the queue grows.

Equipment Staging to Provide for Traffic Flow and Responder Safety—

Undue delays in traffic flow (increasing the likelihood of secondary incidents) are often caused by equipment or vehicles that are not being used for work at the incident scene but are blocking lanes that could be used for traffic. For that reason, it is important to have staging procedures for arriving vehicles and equipment so that the equipment can access the scene and be removed when no longer needed.



2009 Manual on Uniform Traffic Control Devices (MUTCD) with Revisions 1 and 2



CHAPTER 6I. CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS

The following excerpts are from Section 6I.01 General

Support:

01 The National Incident Management System (NIMS) requires the use of the Incident Command System (ICS) at traffic incident management scenes.

03 A traffic incident management area is an area of a highway where temporary traffic controls are installed, as authorized by a public authority or the official having jurisdiction of the roadway, in response to a road user incident, natural disaster, hazardous material spill, or other unplanned incident. It is a type of TTC (temporary traffic control) zone and extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where vehicles return to the original lane alignment and are clear of the incident.

05 The primary functions of TTC at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well-defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes, and will preclude unnecessary use of the surrounding local road system...

Guidance:

06 In order to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical, and other emergency management), and private sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents along the major and heavily traveled highway and street system.

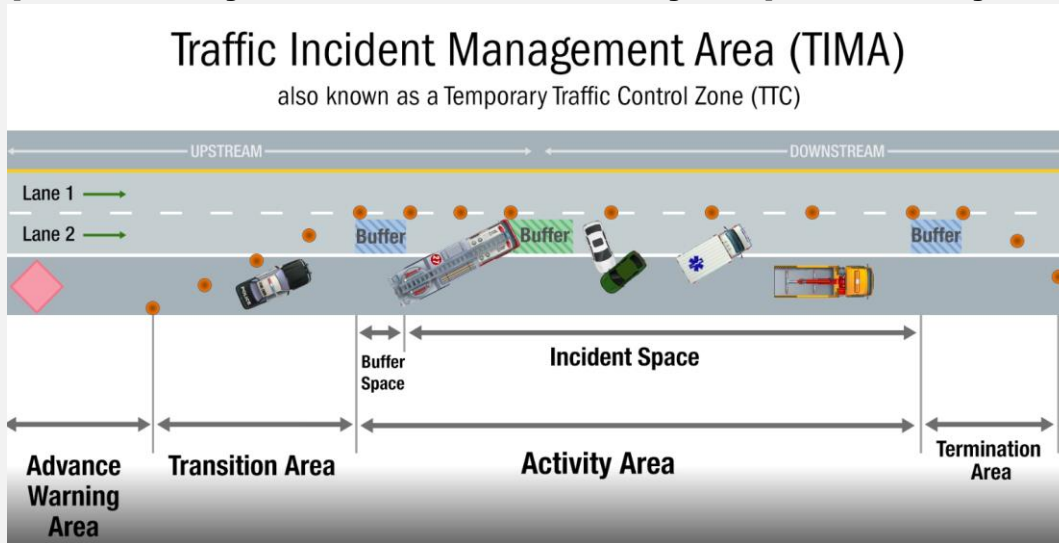
07 On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in this Manual. On-scene responders should take measures to move the incident off the traveled roadway or to provide for appropriate warning. All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel.

08 Emergency vehicles should be safe-positioned (see definition in Section 1A.13) such that traffic flow through the incident scene is optimized. All emergency vehicles that subsequently arrive should be positioned in a manner that does not interfere with the established temporary traffic flow.

09 Responders arriving at a traffic incident should estimate the magnitude of the traffic incident, the expected time duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates.



ResponderSafety.com Releases "Roadway Response Safety Shorts"



These Roadway Safety Shorts are brief videos that illustrate key safety practices when responding to roadway incidents. Share them on social media, watch them at roll call or shift changes, integrate them into training rotations or safety breaks, and encourage your colleagues to watch and share them.

How to Safely Back Up an Emergency Vehicle	How to Set a Block
How to Set a Cone Taper	How to Demobilize a TIMA
How to Deploy a Portable Advance Warning Sign	Operating Near the Zero Buffer
How to Select and Maintain High Visibility Apparel	How to Decide to Move It or Work It
How to Safely Pass an Emergency Scene	Safe Positioning an Ambulance at Roadway Incidents

Alive on Arrival



Tips for safe emergency vehicle operations

Did you know?

The U.S. Fire Administration (USFA) Firefighter Fatality Reports indicate that many firefighters and other emergency responders have died on duty from crashes involving emergency and personal vehicles responding to and returning from fires and other emergencies.

Free publication **Alive on Arrival: Tips for Safe Emergency Vehicle Operations**

[Download PDF](#)

705 KB

This flyer provides information on the basics of emergency vehicle and roadway operations safety, including the roles of drivers, passengers and the officer in charge.