Overview

- Why TIM?
- The National TIM Coalition
- A National Unified Goal for TIM
- Critical Needs for State Leadership
Why TIM?

- **Congestion Management**
  - Expected Congestion
  - Unexpected Congestion

- **Safety**
  - Traveler Safety
  - Responder Safety
Risk & Reliability
Preparedness for crisis is a byproduct of collaboration & cooperation in the routine
TIM Benefits

- Reduced Incident Duration – up to 65%
- Reductions in Secondary Crashes – 30 to 50%
- Freeway Safety Patrols – Benefit/Cost of 2:1 to 36:1

“ITS for TIM: Deployment Benefits & Lessons Learned” (www.its.dot.go.jp/docs/repts_te/14288.htm)

“Benefits of TIM” Technical Paper (www.timcoalition.org)
Origins of the NTIMC

- **1960’s & 70’s**
  - Freeway Traffic Management Systems
  - Pilot Freeway Service Patrols

- **1980’s**
  - More Freeway Service Patrols
  - USDOT TIM Handbooks of Best Practices

- **1990’s**
  - TIM Research & National Committees
  - Nationwide Metro TIM Conferences

- **2000’s**
  - National TIM Conference (2002)
Member Organizations

- Transportation (AASHTO, ATA/ATRI, ATSSA, FHWA, ITE, ITSA, I-95 CC, TRB, AMPO)
- Fire & Rescue (Emergency Responder Safety Institute, IAFC, IAFF, IFSTA, NFPA, NVFC, USFA)
- Emergency Medical Services (NASEMSO)
- Public Safety Communications (APCO, NENA)
- Towing & Recovery (TRAA, AAA)
- Law Enforcement (IACP)

NTIMC – A National **Voice** for TIM
NTIMC Early Actions

- High Visibility Vest Standard for Public Safety Responders
- Input to Manual for Uniform Traffic Control Devices
- Research Program Guidance & Recommendations
  - National Cooperative Highway Research
  - Strategic Highway Research - Reliability
- European Scanning Tour
European TIM Scan Tour: Locations Visited

- Countries & cities
  - England
    - Birmingham
  - Germany
    - Ahrweiler, Cologne, Bergisch-Gladbach
  - The Netherlands
    - Delft, Arnhem
  - Sweden
    - Stockholm

Two weeks in April 2005
Concept of a “National Unified Goal”: A National **Vision** for TIM

- **Consensus document** vs Federal policy mandate
- **Field-up** vs Top-down
- **Fundamental “20-80”** vs Comprehensive vision
- **Actionable** vs Idealistically constitutional
- **Flexible & incremental** vs Rigid “all or nothing”
NUG Development Process

1. Listening Sessions – Summer, 2006
2. Topical TIM Expert White Papers – Fall, 2006
3. “Strawman” Draft NUG – Fall, 2006
4. NUG Development Conference – November, 2006
5. NUG Finalization – January-February, 2006
7. NUG Ratification by Coalition Organizations - Underway
10. Nationwide Regional Outreach & Networks – 2008
What is the **National Unified Goal** Traffic Incident Management?

The Traffic Incident Management **National Unified GOAL** is:

- Responder Safety;
- Safe, Quick Clearance; and
- Prompt, Reliable, Interoperable Communications.
NUG Framework

3 Objectives

12 Core Strategies

6 Cross-cutting Foundational Strategies
NUG Objective 1

Responder Safety

NUG Strategies for promoting Responder Safety are:

- Recommended Practices for Responder Safety;
- Move Over / Slow Down Laws; and
- Driver Training and Awareness.
NUG Objective 2

Safe, Quick Clearance

NUG Strategies for promoting Safe, Quick Clearance are:

- Multidisciplinary TIM Procedures;

- Response and Clearance Time Goals; and

- 24 / 7 Availability, Including Transportation & Public Works
NUG Objective 3
Prompt, Reliable, Interoperable Communications

NUG Strategies for promoting Prompt, Reliable, Interoperable Communications are:

- Practices & Protocols
- Notification Networks
- Broadband
- Traveler Warning
- Media Partnerships
6 NUG Cross-Cutting “Foundation” Strategies

6 NUG Strategies are cross-cutting. These strategies are the foundation for achieving all 3 major objectives of the NUG.

- Multidisciplinary NIMS-based TIM Training
- Awareness & Education Partnerships
- TIM Technology
- Goals for Performance Measures & Progress
- Effective TIM Policies
- State & Regional TIM Programs
How Will We Achieve the National Unified Goal?

NTIMC will achieve the 3 objectives of the National Unified Goal by implementing 18 strategies through the following Immediate Actions:

- NUG for National Media – November 20 in DC
- Partner for Public Awareness
  Example: AAA/NASCAR, November 16
- Early Action Implementation Task Forces
  - Recommended Practices & Procedures Document
  - Multidisciplinary Training Program
NUG Value to TIM Programs

- Less costly program development, avoid reinventing the wheel
- More efficient & consistent training
- Framework for comparing efforts & practices
- Common tools for TIM program promotion
- Leveraged national opportunities for driver awareness
Context for the NUG

- Regional & Corridor TIM Programs
- State TIM Coalitions
- TIM Network
- NTIMC
- NUG
FOR MORE INFORMATION

- NTIMC Web Site
  http://timcoalition.org

- NUG – Summary & Detail
- NUG Technical Papers
- Implementation Status
- FHWA “Community of Practice”

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