



# 2014 Traffic Incident Management (TIM) Self-Assessment Results



U.S. Department of Transportation  
**Federal Highway Administration**



# 2014 TIM Self Assessments Results

- ▶ Traffic Incident Management (TIM) programs continue to play a vital role in the safe and quick clearance of traffic incidents while providing a framework for reducing congestion and maximizing use of existing transportation infrastructure. A critical component of capitalizing on the success of existing programs and aiding the development of new TIM programs is periodic evaluation of the components of successful multi-agency TIM programs. The TIM Self-Assessment (TIM SA) was designed to provide an easy-to-use tool for measuring TIM program performance. The subcategories are:
- ▶ Strategic
  - Multi-Agency TIM Teams (4 questions)
  - Formal TIM Programs (3 questions)
  - Performance Measurement (5 questions)
- ▶ Tactical
  - Policies and Procedures for Incident Response and Clearance (11 questions)
  - Responder and Motorist Safety (5 questions)
- ▶ Support
  - Data Collection/Integration/Sharing (4 questions)
  - Traveler Information (2 questions)



# 2014 TIM Self Assessments Results

POLK COUNTY - 2012-VS-2013-VS-2014

Section	2012	2013	2014	
Over All Score	80.9	83.7	73.9	↓
Strategic	21.7	19.0	21.9	↑
Tactical	34.8	35.3	28.6	↓
Support	24.4	28.4	23.3	↓

# 2014 TIM Self Assessments Results

## POLK COUNTY

▶ NIMS / ICS 100	F-G
▶ Training Mid-level Manager On NUG	F-G
▶ Training on Traffic Control	G-H
▶ Training on Work Zone Safety	G-H
▶ Training on Safe Parking	G-H
▶ Planning for Sport/Concerts/Conventions	N-F
▶ Incident Scene Roles Clearly Defined In The MOU	G-H
▶ Planning To Support TIM Among Participating Agencies	G-F





# 2014 TIM Self Assessments Results

## POLK COUNTY

- ▶ Agreement On Roadway Clearance Times F-H
- ▶ Agreement On Incident Clearance Time F-H
- ▶ Procedures Expedited Accident Reconstruction/Investigation G-F
- ▶ Train In Traffic Control Following MUTCD G-H
- ▶ Vehicle And Equipment Staging Procedures G-H



# 2014 TIM Self Assessments Results

## POLK COUNTY

- ▶ MOU Signed By Participating Agencies H-G
- ▶ Planning To Support TIM Activities Among Participating Agencies G-F
- ▶ Targets For Performance Goals Roadway / Incident Clearance Times H-G
- ▶ Authority Removal Law Understood And Utilized By Responders H-S
- ▶ Use Safety Patrol For Incident / Emergency Response H-G
- ▶ Use Incident Command On Scene H-S
- ▶ Response Equipment Pre-staged For Timely Response H-G
- ▶ ID Type Resources List Of Towing Operators Available H-F



# 2014 TIM Self Assessments Results

## POLK COUNTY

- ▶ Medical Examiner Response Clearly Defined And Understood H-S
- ▶ Move Over Law Communicated To Drivers H-G
- ▶ End Of Queue Procedure Routinely Utilized F-G
- ▶ Is There Video/Data Sharing Between Agencies H-S
- ▶ Policy / Procedures In Place For Signal Timing Changes H-S
- ▶ Interoperable Interagency Communications On Scene H-G
- ▶ Traveler Information Delivered Through Traffic Media Access  
to TMC/TOC Data/Information H-G



# 2014 TIM Self Assessments Results

COLLIER-LEE-CHARLOTTE COUNTY - 2012-VS-2013-VS-2014

Section	2012	2013	2014	
Over All Score	87.2	91.3	81.2	↓
Strategic	25.0	25.0	20.2	↓
Tactical	39.1	38.8	34.7	↓
Support	23.1	27.5	26.3	↓



# 2014 TIM Self Assessments Results

## COLLIER-LEE-CHARLOTTE COUNTY

- ▶ Planning For Special Events;
  - Construction And Maintenance F-H
  - Sporting Events S-G
- ▶ Track Performance In Reducing Secondary Accidents N-S
- ▶ Utilize The Incident Command System On Scene S-H



# 2014 TIM Self Assessments Results

## COLLIER-LEE-CHARLOTTE COUNTY

▶ Train Once A Year On NIMS/ICS 100	H-F
▶ Mid-level Managers On The NUG	G-F
▶ Work Zone Safety	H-G
▶ Safe Parking	H-F
▶ Conduct Post Incident Debriefings	F-N
▶ Planning For Weather-related Events	G-S
▶ Time Goals For The Two Performance Measures	H-S
▶ Routinely Review Progress Made In Achieving Time Goals	H-S
▶ Authority Removal Laws Understood And Utilized By Responders	G-S



# 2014 TIM Self Assessments Results

## COLLIER-LEE-CHARLOTTE COUNTY

- ▶ Are Driver Removal Laws Communicated To Motorist G-N
- ▶ Is Response Equipment Pre-staged For Timely Response G-S
- ▶ List That Includes Towing And Recovery Contractors Operator Capabilities And Special Equipment Available For Incident Response And Clearance H-G
- ▶ List That Includes Hazmat Contractor Capabilities And Equipment Available For Incident Response And Clearance H-G
- ▶ Is There Data/Video Sharing Between Agencies H-G



# 2014 TIM Self Assessments Results

SARASOTA-MANATEE COUNTY - 2012-VS-2013-VS-2014

Section	2012	2013	2014	
Over All Score	83.8	84.0	85.3	↑
Strategic	23.1	23.7	22.8	↓
Tactical	39.4	35.9	36.9	↑
Support	21.3	24.4	25.6	↑



# 2014 TIM Self Assessments Results

## SARASOTA-MANATEE COUNTY

- ▶ Multi Agency Training In NIMS/ICS 100 F-H
- ▶ Planning For Catastrophic Events H-G
- ▶ Are Agency Roles And Responsibilities For Planning of TIM Program Clearly Defined In The MOU G-H
- ▶ Established Methods To Collect And Analyze Performance Measures To Reduce Roadway/Incident Clearance Times G-H
- ▶ Track Performance In Reducing Secondary Crashes S-F
- ▶ Authority Removal Law Understood And Utilized By Responders G-H
- ▶ Driver Removal Law Communicated To Motorist S-F
- ▶ Utilize Incident Command System on scene G-H



# 2014 TIM Self Assessments Results

## SARASOTA-MANATEE COUNTY

- ▶ Train Responders IAW MUTCD G-H
- ▶ Utilize Transportation Resources For Traffic Control  
Procedures At Various Levels Of Incident IAW MUTCD G-H
- ▶ Have Policy And Procedures For Signal Timing Changes F-H
- ▶ Pre-planned Detour Routes Identified And Shared S-G
- ▶ Traveler Information Delivered Via 511/Website G-H



# 2014 TIM Self Assessments Results

## SARASOTA-MANATEE COUNTY

- ▶ Training Mid-level Managers On NUG H -G
- ▶ Training On Traffic Control H-S
- ▶ Training On Work Zone Safety H-G
- ▶ Is MOU Signed By Top Officials Of Participating Agencies H-S
- ▶ Time Goals For Two Performance Measures H-F
- ▶ Medical Examiner Response Clear And Understood H-F
- ▶ Interoperable, Interagency Communications  
On Scene Between Incident Responders H-G

