

MN Traffic Incident Management Website

For information on the state TIM program, including trainings, visit <https://www.minnesotatzd.org/tim>



QUARTERLY TIM STRATEGY:

Vehicle off Road:

Consider waiting to tow vehicles that have left the roadway during snow / ice events, if conditions are dangerous for responders. Some basic high risk factors include:

- High Speeds
- Snow / Ice covered roads
- Poor visibility due to weather
- No advanced warning available

QUARTERLY TIM TACTIC:

Squad Positioning

- Park your squad in an appropriate location relevant to the scene
- If there are patchy road conditions, find a clear patch prior to incident
- Curves and hills - Set up beforehand with flares or other early warning devices

UAS and Fatal Crash Scenes

The Minnesota State Patrol has been working to expand its use of drones when investigating fatal crashes. Roadside investigation time has been significantly reduced with the use of UAS.

The Minnesota State Patrol recently purchased an additional 12 UAS's so we can outfit every CRS with their own UAS (in addition to their Total Station). While use of the UAS certainly saves us time closing down roadways, there are instances when we cannot utilize one. Some examples are:

- Nighttime
- Poor weather (rain, snow, high sustained winds > 40mph, etc.)
- Zero Grid area (near airports, restricted air space)
- Low tree canopy (think car into a tree line)

The below data points are related to our Crash Reconstruction Specialists (CRS) and their use of the UAS system versus a Total Station system:

# of Crash Reconstruction Specialists (statewide):	46
# of UASs:	36
# of UAS flights (mission):	434
Total flight time:	73 hours
Avg. flight:	10 minutes
Typical Total Station mapping time:	90 minutes
Total Total Station time * 434 missions:	651 hours
Estimated roadway closure time saved:	651 hours

Scene Safe Video Update

The MN TIM team has been working to update and reimagine the Scene Safe Training video. Below contains basic information on the training video.

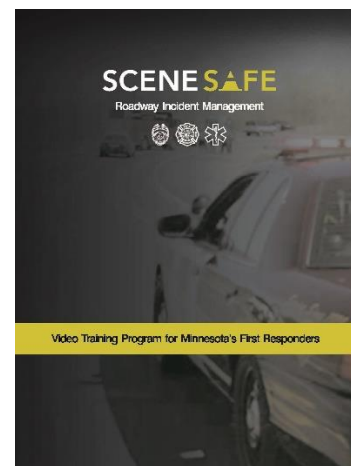
Minnesota's emergency responders face great potential for tragedy while enroute to or on scene of a roadway incident.

Scene Safe, a 30-minute video, is an important training guide for EMS, firefighters and law enforcement officers.

This video can be used by all responders to learn the best practices and safety measures for addressing roadway incidents so they can avoid mistakes that could have life-changing consequences.

The Scene Safe Training Video Includes:

- Dramatic stories of Minnesota first responders killed and injured when on-scene of a crash.
- Instruction and considerations for properly responding to roadway incidents.
- Critical tips and advice for setting up emergency traffic control scenes



More information on the current Scene Safe Video can be found using the following link:

- » [SceneSafe: A Video Training Program for Minnesota's First Responders - YouTube](#)

Across the Nation

CEDAR RAPIDS, Iowa (KCRG) - An Iowa State Patrol Trooper was thankfully okay after being involved in a crash without serious injury Friday evening.

According to the Iowa State Patrol, a trooper was involved in an incident on I-80 near mile marker 20, when a semi was unable to stop on the icy roadway. Officials say the crash forced that [area of the interstate to become impassable](#), but that fortunately the trooper was able to walk away without serious injuries.

Officials also say they responded to 72 reports of crashes, 58 calls about property damage, and 14 reports of injured persons between 12:30 am and 10:00 pm on January 12th. No one was reportedly killed in any of the crashes.

The Iowa State Patrol says that they received 436 calls to help assist motorists.

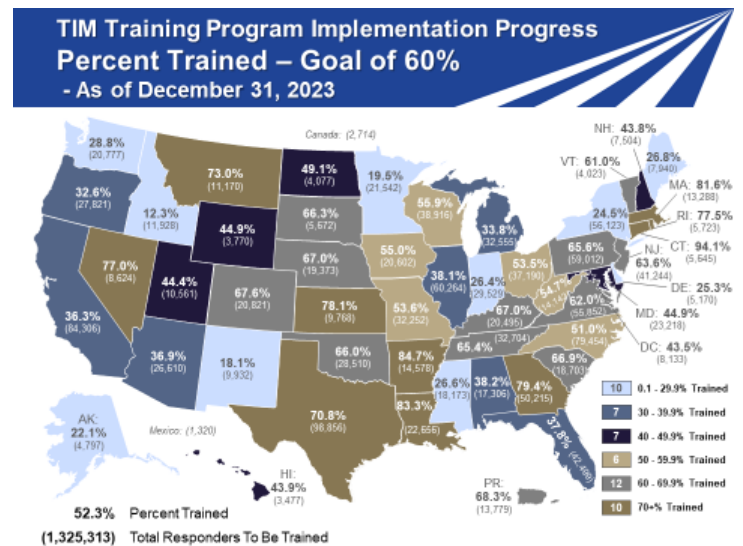


Read more at: [Iowa State Patrol trooper okay after being hit by semi \(kcrg.com\)](#)

Nationwide Training - FHWA

Below are current national training maps from FHWA showing the percentage of MN responders that have received national accredited TIM training.

MN currently sits around 19.5% of its responders TIM trained.



RECENT TRAININGS

Hennepin TAC Meeting – In November 2023, TAC members received a TIM overview with data presented on responder struck by events

Isanti County SO – Delivered in mid-January 2024, the two hour training course consisted of an overview of TIM concepts and strategies.

Pickwick Fire and Rescue - On February 10th the Fire Department received a TIM overview training covering basic tactics and strategies related to the four main TIM goals for responder safety

UPCOMING TRAININGS

MSP Academy: On March 4th the Traditional / LETO group will receive basic TIM training containing strategies and tactics for roadside scene management

MSP CVI Academy: In March the CVI new hire group will receive TIM training for roadside responders

MSP Academy: On March 28th the ETSO cadet group will receive basic TIM training containing strategies and tactics for roadside scene management



Reduce Responder Exposure



Reduce Secondary Crashes



Reduce Incident Clearance Time



Reduce Travel Delay

Mini Electronic After Action Reviews:

Attached to the last page is a Mini eAAR from December 5th, 2023 at 1753 hours. The location of the event was Northbound 169 at 49th Ave. A single vehicle rolled over after striking the center median. The vehicle crashed then started on fire, becoming full engulfed in the left lane. Responders on scene were directing traffic off to Rockford Road. A responder vehicle was blocking the right lane of traffic when it was struck by a passing motorist.

Responder Safety is a primary goal for the Traffic Incident Management program. Strategies and tactics for preventing emergency responder exposure is critically important when trying to keep responders safe while working roadside incidents. See the attachment below for details of the event.



DEPARTMENT OF
PUBLIC SAFETY






DEPARTMENT OF
TRANSPORTATION

Traffic incident management, or TIM, is a coordinated effort by all responders to accommodate their safety, victims' safety, incoming traffic's safety, and overall mobility.

Responders include those working in communications, emergency medical services, fire and rescue, law enforcement, towing and recovery, and transportation and public works.

CONTACT:

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EVENT SUMMARY

EID:	13647633	Classification:	FIRE
Patrol Event #:	P230679605	Location:	NB 169 HWY AT 49TH
TMC Event #:	T230114062	Open:	Dec. 5, 2023, 5:53 p.m.
Maintenance Event #:	M230057800	Lanes Cleared:	7:00 p.m.
Camera:	333	All Clear:	7:28 p.m.

On Dec. 5, 2023 a crash/fire occurred on NB 169 HWY AT 49TH. A brief summary of the event follows:

The fire was reported at 5:53 p.m..

The Trooper was dispatched at 5:54 p.m. (0 minute(s) after the event was created).

The Trooper arrived at 5:58 p.m. (4 minute(s) after being dispatched).

The FIRST unit was dispatched at 5:54 p.m. (0 minute(s) after the event was created).

The FIRST unit arrived at 6:08 p.m. (14 minute(s) after being dispatched).

The maintenance unit arrived at 6:31 p.m.

The tow truck was requested at 5:59 p.m.. (6 minute(s) after the event was created).

The tow truck arrived at 6:05 p.m. (6 minute(s) after being notified).

The fire truck was requested at 5:55 p.m.. (1 minute(s) after the event was created).

The fire truck arrived at 5:57 p.m. (2 minute(s) after being notified).

EMS was requested at 6 p.m.. (7 minute(s) after the event was created).

Lanes were cleared in the following timeline:

Lanes (initial crash/fire) were cleared at 6:43 p.m. , 50 minute(s) from created time (time lane was blocked).

The secondary local squad crash was cleared to the right shoulder at 7:00 p.m.

The roadway was closed for 55 minutes.

The roadway was (secondary)cleared at 7:28 p.m. , 95 minute(s) after the initial incident started (total time of both incidents).

Motorist roadway exposure time: 67 minutes

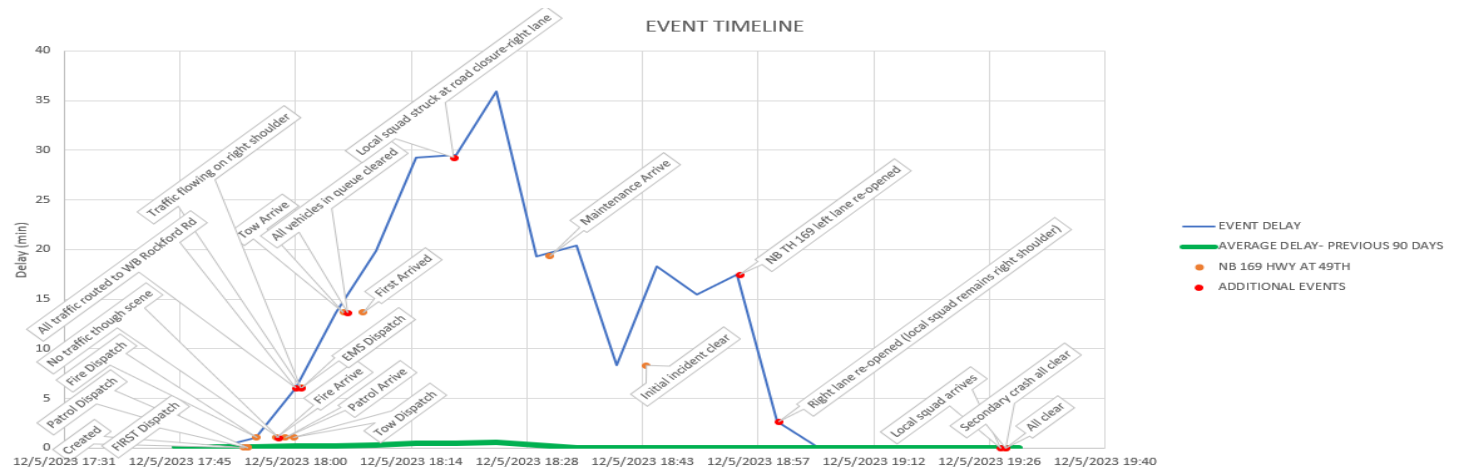
Responder roadway exposure time: 92 minutes

Initial crash scene:

Secondary crash involving responder vehicle-right lane of road closure



Congestion graph (day of incident and 90 day average) and data points:



Vehicle Off Road (VOR's)

Statewide Recommended Continuum During A Snow/Ice Event

Goal: To Reduce Injury/Death to Responder and Motorist

Lower risk to responder(s)
/motorist

Known risk to responder(s)
struck at VOR's

Greater risk of injury/death to
responder(s)/motorist

FACTORS TO BE CONTINUOUSLY CONSIDERED

TO TOW

- Low Speeds
- Heavy/Congested Traffic
- Unobstructed Views
- Dry Pavement
- Short Duration of Tow Removal
- Good Weather
- Low Incident Call Load
- Injuries Present
- Advance Warning Available

-OR-

NOT TO TOW

- High Speeds
- Free Flow Traffic
- Obstructed Views
- Ice/Slippery Pavement
- Long Duration of Tow Removal
- Weather Concerns
- High Incident Call Load
- No Injuries Present
- No Advance Warning Available

NO TOW IF:

- Roadway is impassible
- Response time of tow is excessive
- No tow is available
- VOR is unoccupied

Traffic Incident Management (TIM)

Reduce Responder Exposure, Reduce Incident Clearance Time,
Reduce Secondary Crashes, Reduce Travel Delay