



NJ 42/55, I-76/676/295 Incident Management Task Force History and Overview

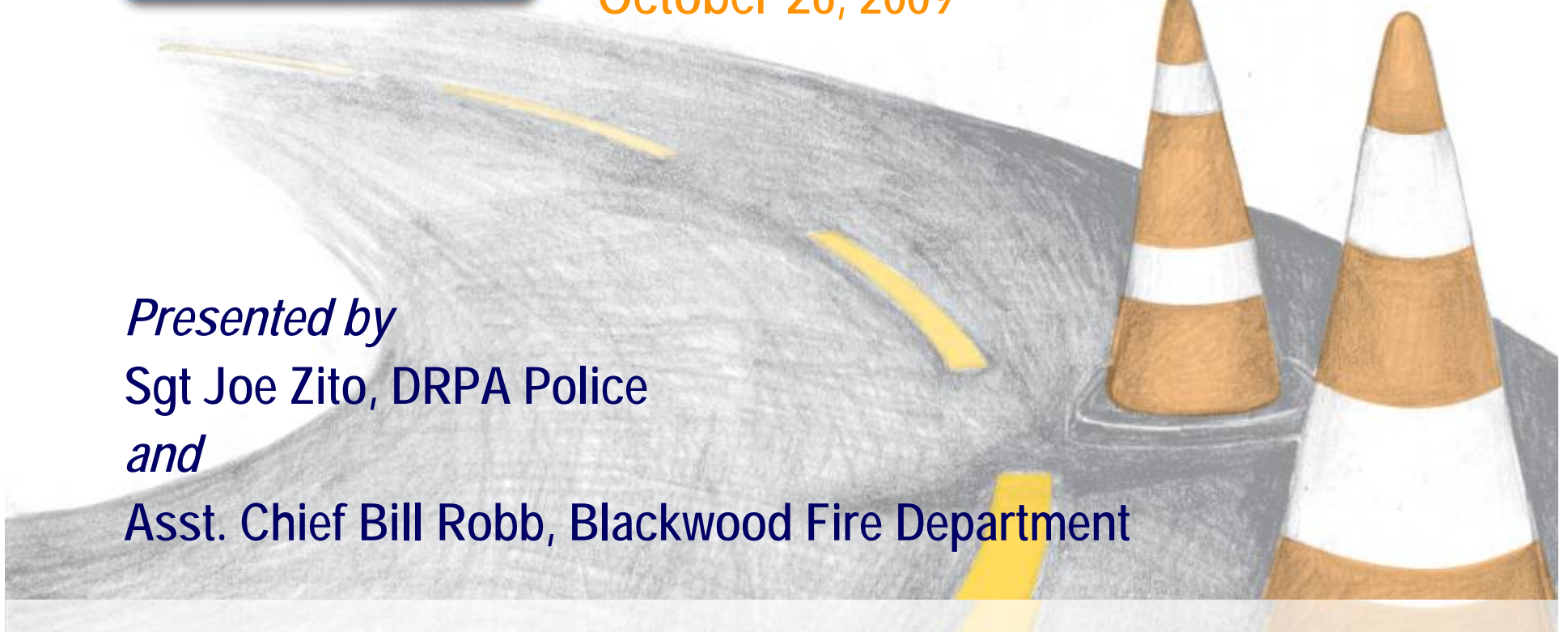
October 26, 2009

Presented by

Sgt Joe Zito, DRPA Police

and

Asst. Chief Bill Robb, Blackwood Fire Department



Demographics

- Located in the Philadelphia Metropolitan area
- 5.4 million people
- 2.7 million jobs
- 3,814 square miles



Demographics

- 28 miles of state and interstate highways in southern New Jersey
- Major commuter route for motorists traveling between South Jersey and the City of Philadelphia
- Feeder roads for the Atlantic City Expressway
 - Atlantic City casinos and South Jersey shore points
- Alternate New Jersey Turnpike route for north/south travelers



Traffic Volume

- Influenced by a number of factors
 - Morning and evening commuter rush hours
 - Summer weekend shore traffic
 - Special events
 - Camden Waterfront
 - Philadelphia Sports Stadiums
- Average of 100,000 vehicles pass through the corridor each day



Pre-Task Force Responses

- No centralized coordination
- Each response area determined by individual towns
- Predicated on municipal boundaries vs. highway access
- Some individual departments started using highway response model in late 80's
 - No political power or support
 - Unable to resolve communication and other issues



Impetus for Change

- New Jersey State Police formed an Incident Management Unit in 2000
 - Responsible for coordinating incidents on state highways
- Major crash occurs on SH 42 during a heavy snow storm in February of 2001



The Crash

- Mid-Afternoon on February 22, 2001
- Had just started snowing
- Initial crash involved a small SUV which crossed the center median and was struck head-on
 - Driver was ejected and suffered fatal injuries
- Snowfall intensified rapidly
- Resulting traffic backup and slippery road conditions resulted in numerous additional crashes



The Crash

- Total of 84 vehicles involved
 - Including 2 buses (1 empty, 1 with passengers)
- 36 patients transported to hospital
- NJSP completed 26 Separate accident reports / investigations
- State Highway 42 was closed in both directions for 10 hours
- Entire area was in gridlock

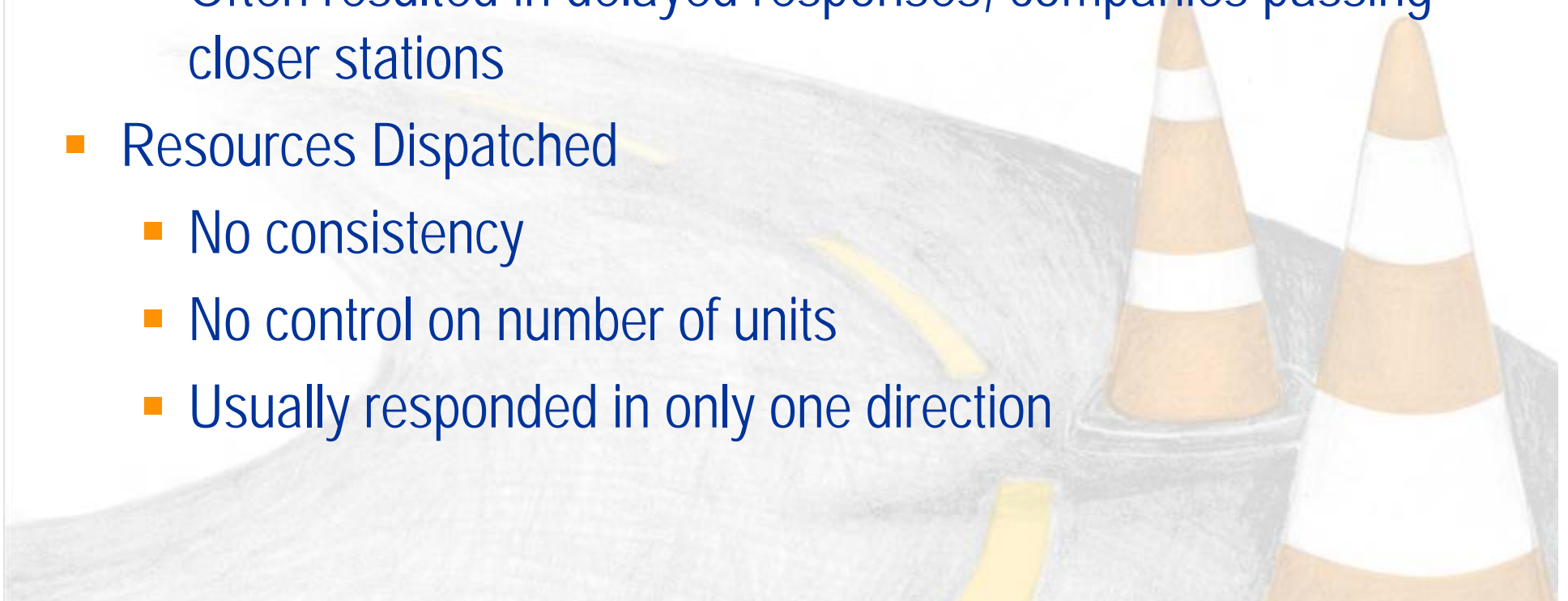


The Crash



What Were the Problems?

- Response Areas
 - Based on municipal boundaries, not highway access
 - Often resulted in delayed responses, companies passing closer stations
- Resources Dispatched
 - No consistency
 - No control on number of units
 - Usually responded in only one direction



What Were the Problems?

- Communications
 - Controlled by two separate county communication centers
 - Poor communication between centers
 - Units often responded on different frequencies
 - Critical information missed
 - Difficult to establish command and control
- Response Policies
 - Differed from venue to venue



How Did We Make it Better?

- NJSP IMU SFC who responded to Route 42 incident identified the need to bring everyone together
- Solicited the assistance of the Delaware Valley Regional Planning Commission (DVRPC)



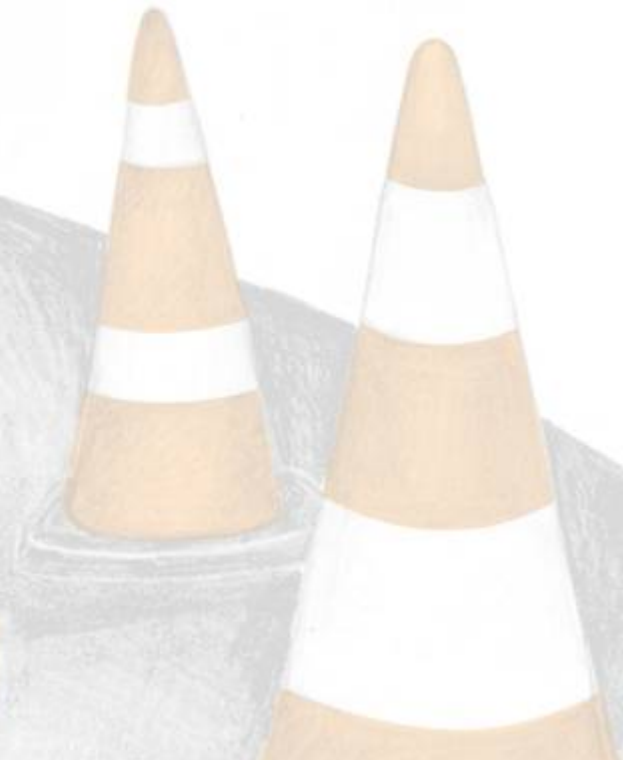
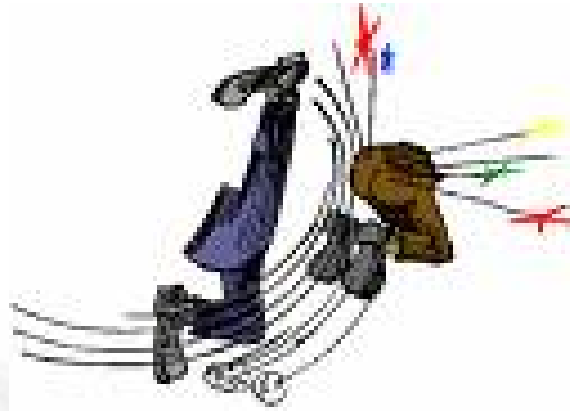
Delaware Valley Regional Planning Commission

- MPO for nine-county Philadelphia/NJ region
- Created in 1965
- Planning for “orderly growth & development” in the region
- Transportation, land use, open space, housing, economic development, demographic forecasting, long-range planning, safety, transportation operations



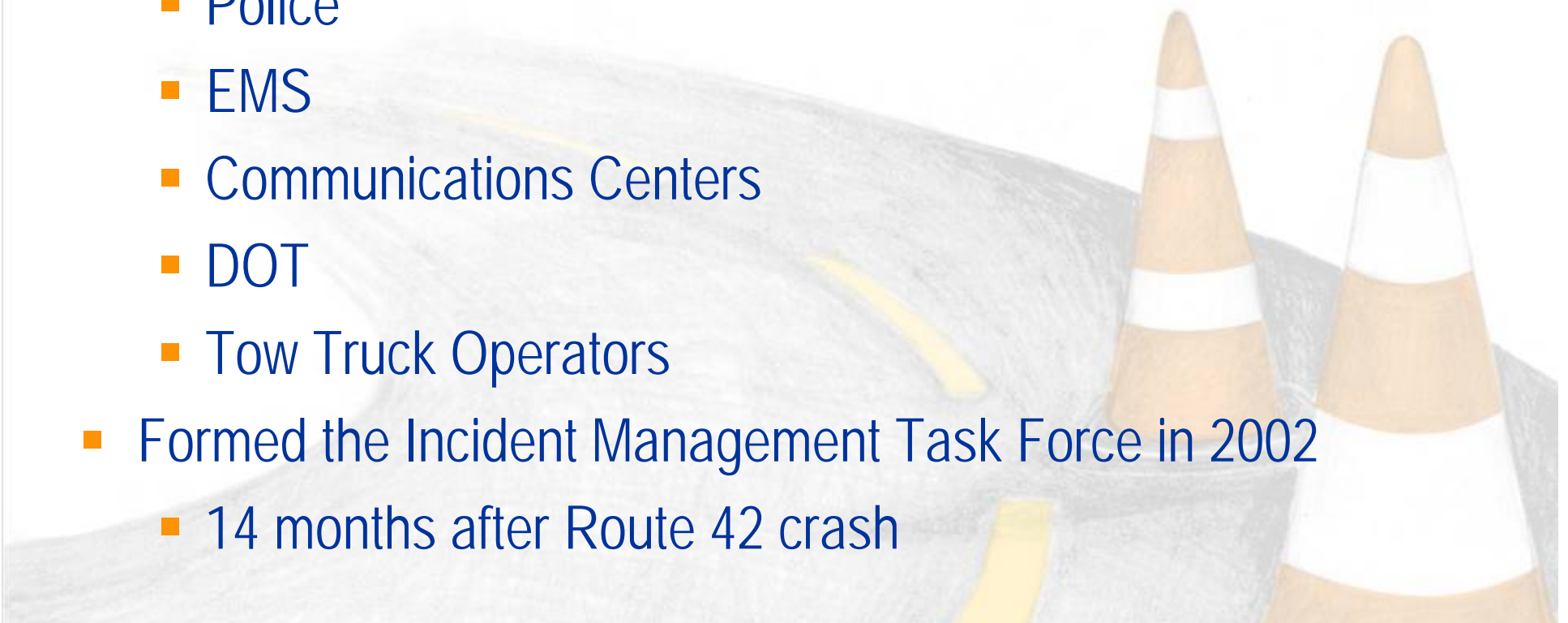
DVRPC Role

- Schedule meetings
- Prepare agendas
- Notify members
- Keep minutes
- Coordinate training seminars
- Provide printed materials
- Keep us moving forward!



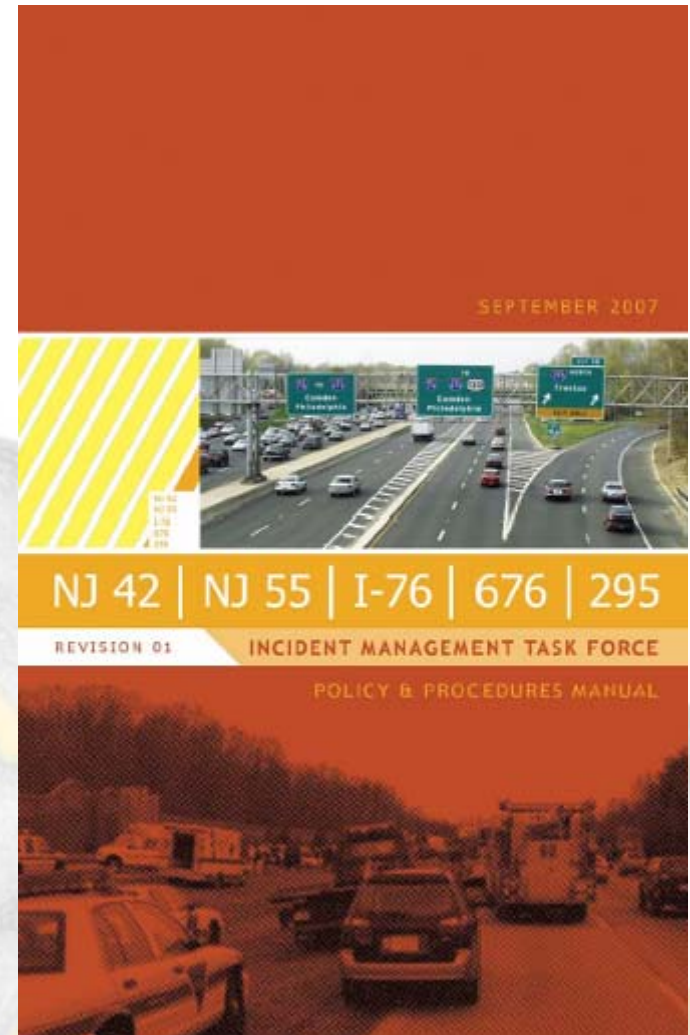
How Did We Make it Better?

- Invited all stakeholders to meet
 - Fire
 - Police
 - EMS
 - Communications Centers
 - DOT
 - Tow Truck Operators
- Formed the Incident Management Task Force in 2002
 - 14 months after Route 42 crash

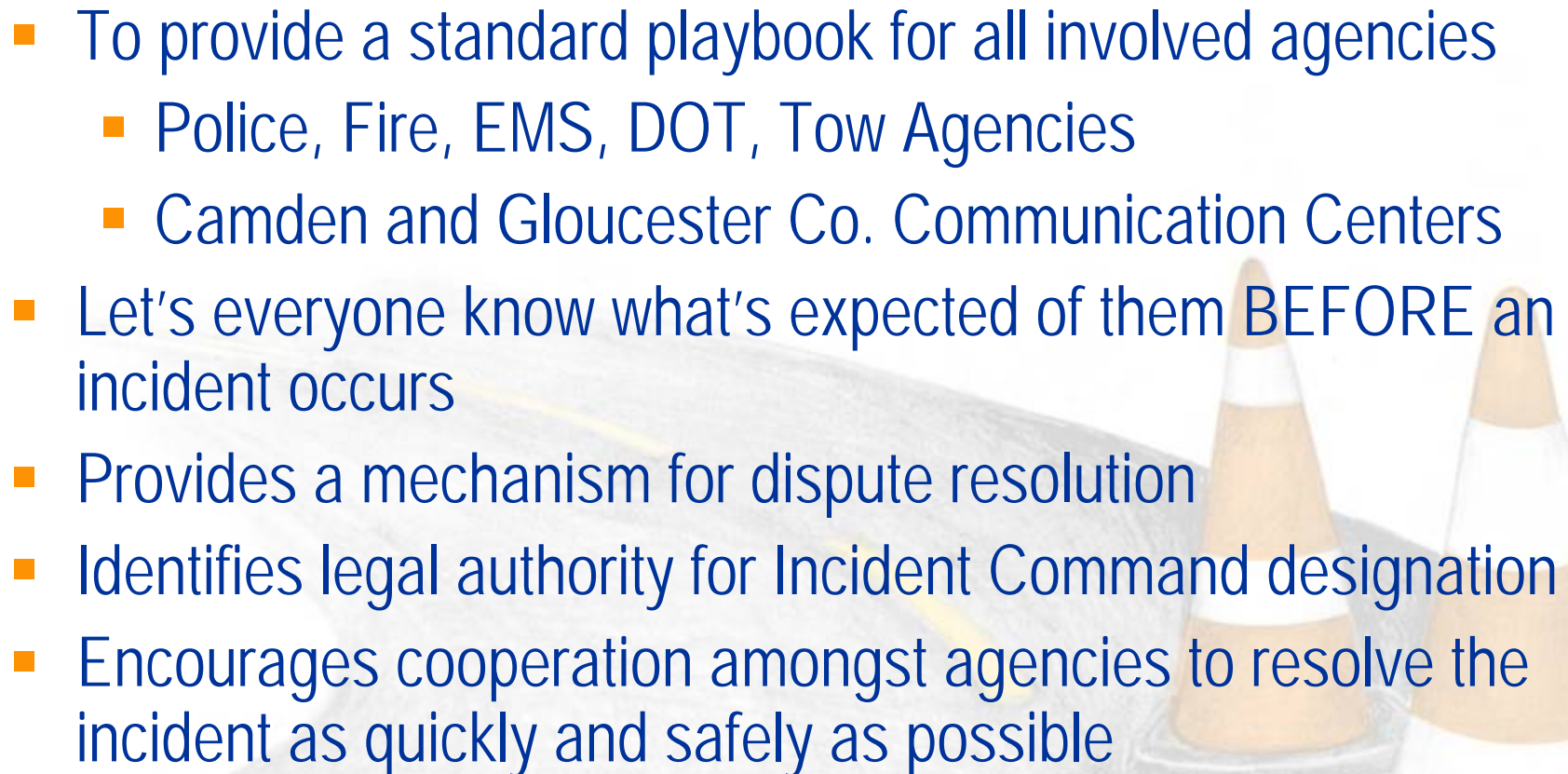


Sub-Committees

- Policy and Procedures
 - Developed a manual with standard policies for all responding agencies
 - 1st Edition January 2005
 - Revised September 2007
 - Resolved inter-county communication issues
 - All incidents handled on the South Jersey Network, a common frequency shared by all responders
 - Limited apparatus responding to highway
 - Encouraged quick clearance



P&P Manual Goals

- To provide a standard playbook for all involved agencies
 - Police, Fire, EMS, DOT, Tow Agencies
 - Camden and Gloucester Co. Communication Centers
 - Let's everyone know what's expected of them BEFORE an incident occurs
 - Provides a mechanism for dispute resolution
 - Identifies legal authority for Incident Command designation
 - Encourages cooperation amongst agencies to resolve the incident as quickly and safely as possible
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P&P Manual Sections

- 01: Introduction
 - Incident Definition
 - Unified Command
 - Sub-committees
- 02: Recommended Equipment
- 03: Incident Response
- 04: Arriving on Scene
- 05: Traffic Control



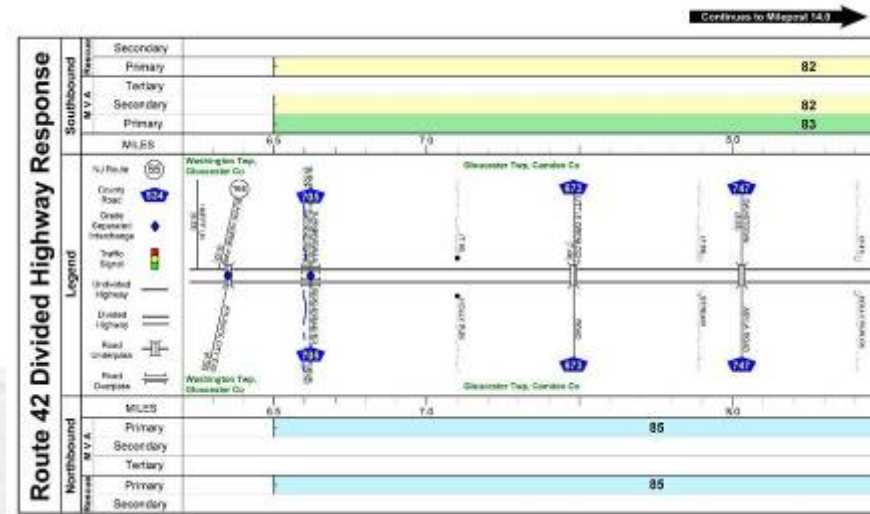
P&P Manual Sections (continued)

- 06: Operating on Scene
 - Vehicle fires
 - Crashes
 - Brush fires
- 07: Highway Hazard
- 08: Helo Stand-By
- 09: General Safety
- 10: Demobilization
- Appendixes A and B



Sub-Committees

- Response Box
 - Collaborated with fire chiefs to develop response plans based on highway access, equipment and staffing
 - Companies dispatched in both directions to compensate for incorrect locations, traffic congestion



Sub-Committees

- Training
 - Bi-Annual Seminars geared toward all participants
 - Am and PM sessions to accommodate volunteer and career personnel
 - Training responders how to safely operate on the highway
 - Exposing responders to needs and priorities of other agencies operating at an incident



Sub-Committees

- Arbitration
 - Handle all compliments and complaints
 - Investigate policy violations
 - Identify training and/or policy failures



"Ahh! The arbitration team is here."

Additional Initiatives: Collaborated with NJDOT & NJSP IMRT

Traffic Operations Center-South



Emergency Service Patrol



New Jersey State Police
Incident Management Response Team (IMRT)



Implemented Signage

- Every tenth of a mile – ramps and mainline
- Information on both sides of pole
- Corresponding map for dispatchers to reference



Stakeholders

Police Departments

Barrington Borough
Bellmawr Borough
Brooklawn Borough
City of Camden
Delaware River Port Authority
Deptford Township
Gloucester City
Haddon Heights Borough
Mount Ephraim
NJ State Police – Bellmawr Barracks
NJ State Police – Incident Management Unit
NJ Transit Police
Runnemede Borough
Westville

Other Agencies

Camden County Communications
DRPA Traffic Management
Delaware Valley Regional Planning Commission
Federal Highway Administration-NJ
Garden State Towing Association
Gloucester County Communications
New Jersey Department of Environmental Protection
New Jersey Division of Fire Safety
NJDOT – Traffic Operations, Maintenance and ESP Divisions

Fire & EMS Departments

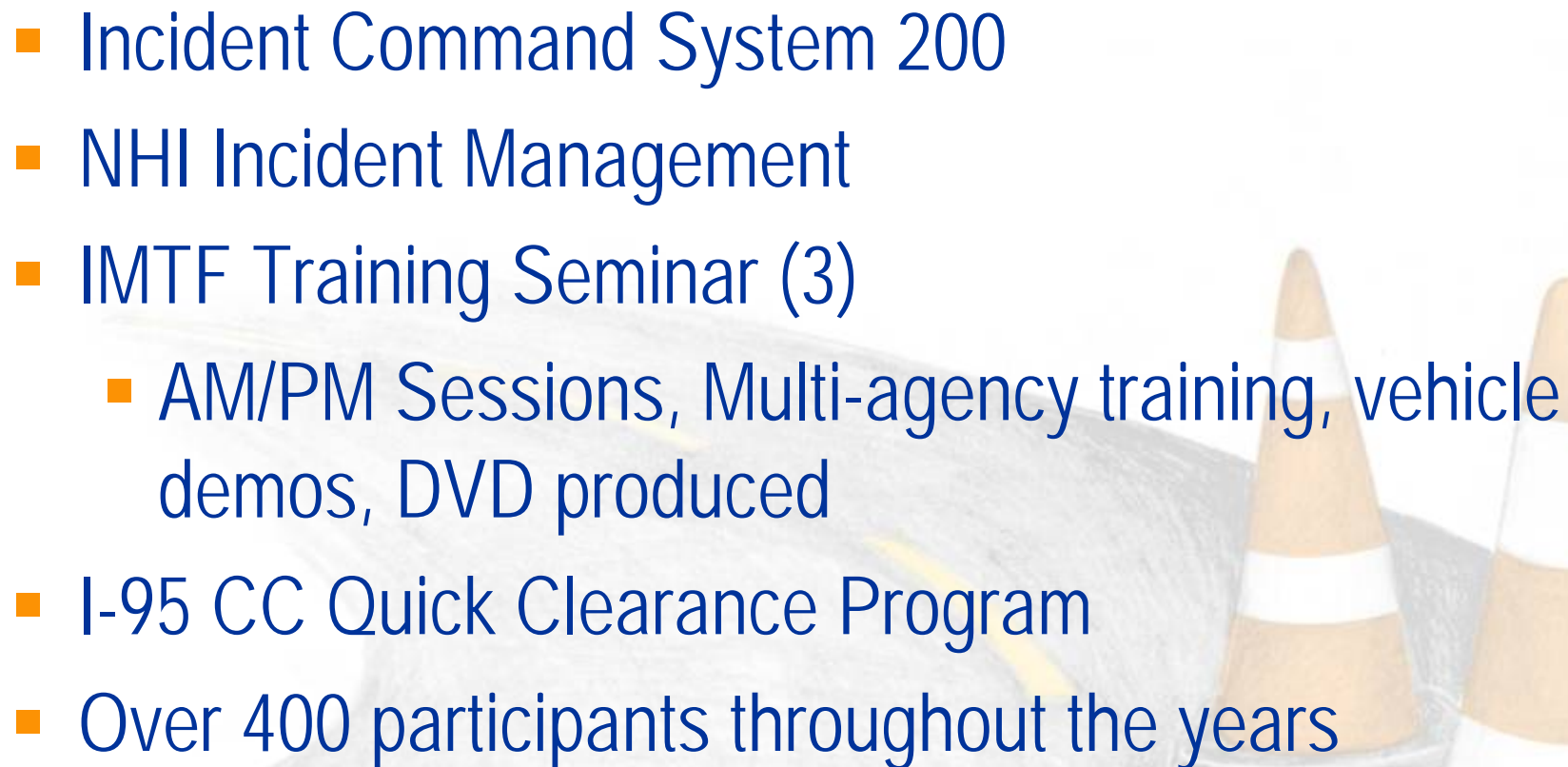
Barrington Borough
Bellmawr Borough
Bellmawr Park
Blackwood
Blenheim
Brooklawn Borough
City of Camden
Cherry Hill
Deptford Township
Gloucester City
Gloucester Township
Haddon Heights Borough
Haddonfield
Mantua Township
Mount Ephraim
Mount Laurel
Lambs Terrace
Runnemede Borough
University of Medicine & Dentistry of NJ – EMS
Virtua Hospital
Westville

Signed on the Dotted Line....

- All fire departments on NJ42 signed contracts agreeing to response plans
- Also signed by Communications Centers and NJSP
- No plans can be unilaterally changed
- Currently updating and expanding the contracts



Provided Training Opportunities

- Incident Command System 200
 - NHI Incident Management
 - IMTF Training Seminar (3)
 - AM/PM Sessions, Multi-agency training, vehicle demos, DVD produced
 - I-95 CC Quick Clearance Program
 - Over 400 participants throughout the years
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Ongoing Successes of the IMTF

- Quarterly Meetings
 - Post Incident Reviews
 - Construction Briefings
 - Attendees provided opportunity for input/influence
 - Sub-Committee Updates
- Supported installation of center median guide rails along the entire length of Route 42
 - Installed approximately three years ago
 - Dramatically reduced risk of cross over crashes



Success Stories



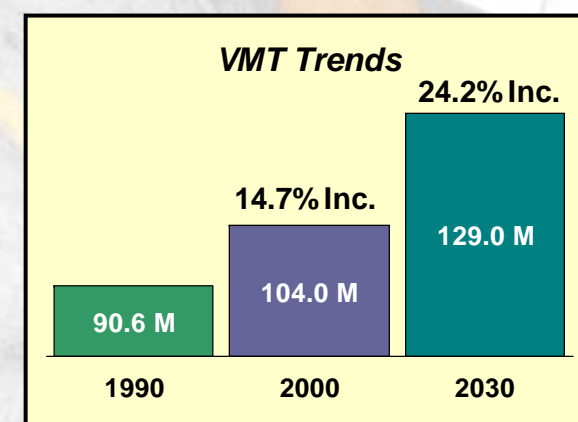
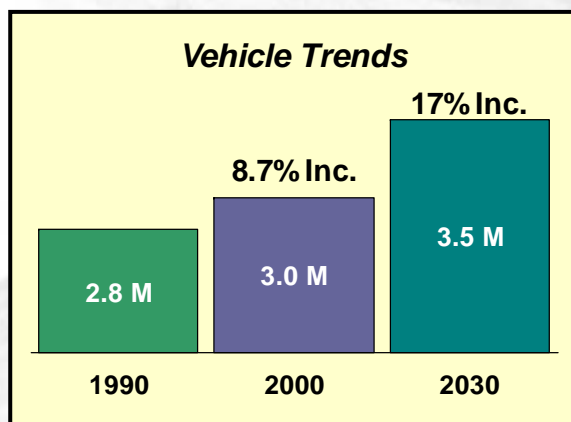
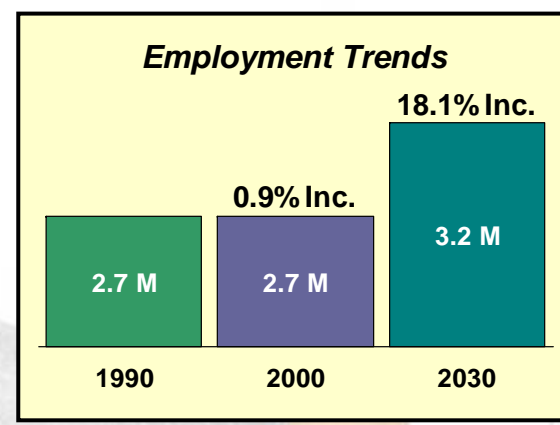
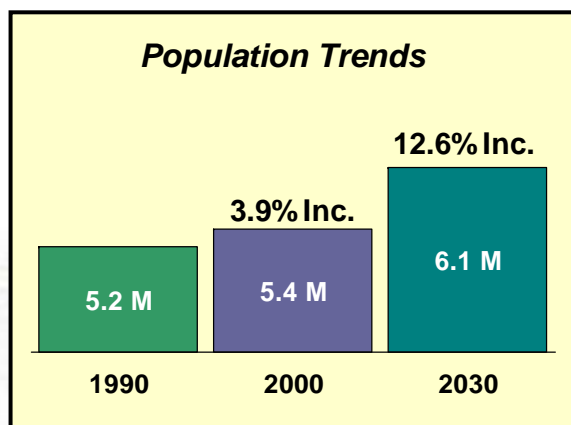
Current / Future Initiatives

- Develop Mission, Value and Vision Statements
- Develop written guidelines for each sub-committee
- Execute signed contracts for each response area
- Attract nationally recognized speakers for future training seminars
- Prepare for several pending large scale construction projects



Current / Future Initiatives

- Prepare for predicted increased traffic volume



Remember why we're out there



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