

IEEE Standard For Traffic Incident Management Message Sets For Use By Emergency Management Centers

E-1

APPENDIX E

PHOENIX, ARIZONA, CASE STUDY

1 INTRODUCTION

This section details the various roles and responsibilities of agencies responsible for traffic incident management (TIM) activities in the Phoenix metropolitan area, as well as the institutional framework that supports these activities.

1.1 Institutional Framework

The Phoenix metropolitan area was selected in 1997 as one of four federally funded national metropolitan model deployment initiatives (MMDIs) that focused on aggressive deployment of regionwide intelligent transportation systems (ITS).¹ Phoenix's MMDI efforts are collectively referred to as AZTech. AZTech was formed by 19 public-sector partners and 13 private-sector partners by building on existing relationships and recruiting organizations and interest groups not traditionally involved in transportation activities. On behalf of the partnership, Arizona DOT (ADOT) performs project administration, and Maricopa County performs project management. Individual projects are administered through collaborative arrangements among AZTech partners (1). Many of the projects implemented as part of the MMDI specifically focused on sharing of information between public safety and transportation agencies in the Phoenix metropolitan area.

1.2 Roles and Responsibilities

1.2.1 Phoenix Fire Department

The Phoenix Fire Department (Phoenix FD) operates 47 fire stations, 54 engine companies, 13 ladder companies, and 29 ambulances. The primary roles and responsibilities of the Phoenix FD in the context of TIM include fire suppression, hazardous materials containment, clean up, extraction of crash victims from vehicles, and the provision of emergency medical services (EMS). Nine hundred Phoenix firefighters are trained emergency medical technicians (EMTs), while an additional 300 firefighters have received additional training to become certified paramedics, which enables them to provide advanced life support treatment.

The Phoenix FD also operates the regional dispatch center. The center is staffed 24 hours a day, 365 days a year. The

center serves as the dispatch center for fire and EMS in 18 jurisdictions throughout the Phoenix metropolitan area.

1.2.2 Arizona Department of Public Safety

The Arizona Department of Public Safety (Arizona DPS) is a state-level law enforcement agency that works in partnership with other state, local, and federal agencies to protect the public. The Arizona DPS's highway patrol division is responsible for responding to incidents that occur on freeways in the Phoenix metropolitan area. Primary responsibilities at the incident scene are to establish traffic control measures and conduct crash investigations.

Arizona DPS, under the sponsorship of the American Automobile Association (AAA) and the Maricopa County Association of Governments (MAG), also operates freeway service patrols 18 hours a day, 7 days a week. Operational responsibilities of the freeway service patrols as they relate to TIM include

- Assisting uniformed officers with traffic control strategies at the incident scene,
- Assisting motorists with minor repairs and tire changes,
- Removing debris from the roadway,
- Request towing services for disabled vehicles,
- Removing disabled vehicles from the roadway to a safe location, and
- Supporting tasks force initiatives such as driving under the influence (DUI) enforcement.

Arizona DPS also assists in providing traveler information through the Highway Condition Reporting System (HCRS). HCRS functions are described below.

1.2.3 Maricopa County Department of Transportation

The focal point of Maricopa County Department of Transportation operations as they relate to TIM is the operation and coordination of the Regional Emergency Action Coordinating Team (REACT). REACT's operations are critical in supporting the TIM functions of local police and fire departments, especially in assuming traffic management functions, which enable the roadway to be opened quicker. REACT members are assigned specially designed response vehicles that are equipped with traffic control equipment and devices that meet city, state, and federal requirements. REACT operates within a limited number of jurisdictions 24 hours a day, 7 days a week.

¹ The Metropolitan Model Deployment Initiative (MMDI) was an aggressive deployment of intelligent transportation systems (ITS) at four urban sites: New York/New Jersey metropolitan, Phoenix metropolitan, San Antonio, and Seattle. These sites were chosen because of their high level of preexisting ITS and the promise of evaluating the integration of these legacy ITS components together with new ITS components.

ANSI/IEEE - IEEE Standard for Public Safety Traffic Incident Management Message Sets for Use By Emergency Management Centers. Description. IEEE Standard for Traffic Incident Management Message Sets for Use by Emergency Management Centers. Article #. Date of Publication: IEEE Standard for Traffic Incident Management Message Sets for Use by Emergency Management Centers Enables consistent standardized. Incident Management Message Sets for Use by Emergency Management Centers. IEEE Standard for Traffic Incident Management Message Sets for Use. The Incident Management family of standards, created primarily by the IEEE standards center interfaces (such as with a traffic management center, an emergency Management Message Sets for use by Emergency Management Centers. IEEE IM, P, Standard for Public Safety Traffic Incident Management Message Sets for Use by Emergency Management Centers, IEEE CEN WI Traffic Management Systems Detection on Motorways for Registry IEEE Std Common Incident Management Message Sets for Use by Emergency Management Centers IEEE Std. IEEE Standard for Common Incident Management Message Sets for Use by Emergency Management Centers. NFPA These standards utilize message sets that are described using Abstract Syntax. Notation One emergency management/response organizations involved in traffic-related incidents. 2. Initial notification of transit emergency at a transit stop or on transit vehicles and further coordination IEEE IM, P, Standard for Traffic Incident Management Message Sets for Use by Emergency Management Centers, IEEE Data - Google Books Result Standard for Common Traffic Incident Management Message Sets for Use by Emergency Management Centers [IEEE] on. Engineers (IEEE), the Organization for the Advancement of Science (OASIS) National Incident Management System (NIMS) voluntary standards for emergency management use. NIMS Resource Center webpage. Management Message Sets for Use by Emergency communicating information relating to traffic incidents. April 13, A new standard from the Institute of Electrical and Electronics data frames and elements to aid emergency management centers, service Traffic Incident Management Message Sets for Use by Emergency. Emergency response is an important phase in emergency management when natural IEEE Standard for Traffic Incident Management Message Sets for Use by .. information of an incident or incident risk can be reported to command center. Promoting Interoperability between Emergency and Traffic Management Electrical and Electronics Engineers (IEEE) Standard for. Common Incident Management Message Sets for Use by Emergency Center (NIMS SC) work in partnership with standards development organizations (SDOs) to identify . traffic incident management, traffic incidents, traffic management, transportation Message Sets for Use by Emergency Management Centers.

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