

From: Graves, Brett O.

Sent: Wednesday, January 20, 2010 8:55 AM

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Cc: Rensel, Eric E.; 'Corbin, John - DOT'; 'Jack Sullivan'; 'Bush, Mark S.'; 'paul.jodoin@dot.gov'; 'kimberly.vasconez@dot.gov'; Rigdon, Heather M.; Sullivan, Paul D.

Subject: TIM Practices and Procedures Working Group - INPUT REQUEST

Attachments: Roadway Lanes_draft.pdf

Practices and Procedures Working Group Members,

We have received your information and request for inclusion in the TIM Practices and Procedures Working Group. Your participation in this group is greatly appreciated! Below and attached we have scoped out an initial activity where your input is needed. Please provide inputs soon and no later than February 5, 2010 COB if possible.

The NTIMC has decided to research and develop a recommendation about "Lane Designations & Terminology" as it relates to incident response. There is no current published "standard" or "guideline" for lane designations. Emergency responders generally use local terminology to identify the lane where the incident is located which for smaller roads includes terms like "right lane", "center lane" or "left shoulder". The issue becomes somewhat confusing when there are more than 5 travel lanes in either direction, or acceleration, deceleration or turn lanes or other unusual roadway lanes. Toll areas and elaborate interchange areas can also pose challenges for transmitting accurate location information to incoming units to facilitate proper positioning of emergency vehicles to protect the incident responders and provide for safe passage of traffic. In some areas, neighboring jurisdictions or agencies actually use different terminology to describe the same lanes. There is a need to develop and publish a "best practice" for lane designations which can then be introduced to the TTC Committee of the National Committee of Uniform Traffic Control Devices for possible inclusion in MUTCD Chapter 6-i.

The following definition is used by the California Highway Patrol for "Lane Numbering":

"On a multilane roadway, the traffic lanes available for through traffic traveling in the same direction are numbered from left to right when facing in the direction of traffic flow."

In effect, **Lane 1** becomes the **far left lane (fast lane)** and each lane to the right gets the next number. Regardless of the number of lanes there is an accurate way to describe which lane or lanes are involved and where responding equipment needs to position to provide for scene safety and the least amount of traffic disruption. An incident commander should be able to transmit a request for incoming units similar to "approach the scene in **Lane 2** and position **upstream** of the incident and block **Lanes 1 & 2**. The crash is located in **Lane 1**."

The goal is to establish common and consistent terminology that can be used in incident response and training sessions and as a best practice in all areas for all responders to prevent confusion and improve communications.

The attached file has slides to help illustrate the issue. We borrowed the photo on the last page from the website listed. I have not asked the photographer for permission to use in the hopes that one of you folks has a better source or photo of an extra-wide highway section for illustration purposes. If not, I can ask the photographer for permission to use internally for this effort.

Please provide your input via email before February 5 on whether you agree or disagree with this proposed method; or would suggest a different method. If so please describe the method in detail.

Thanks again,

Brett Graves
Coalition Contract Support

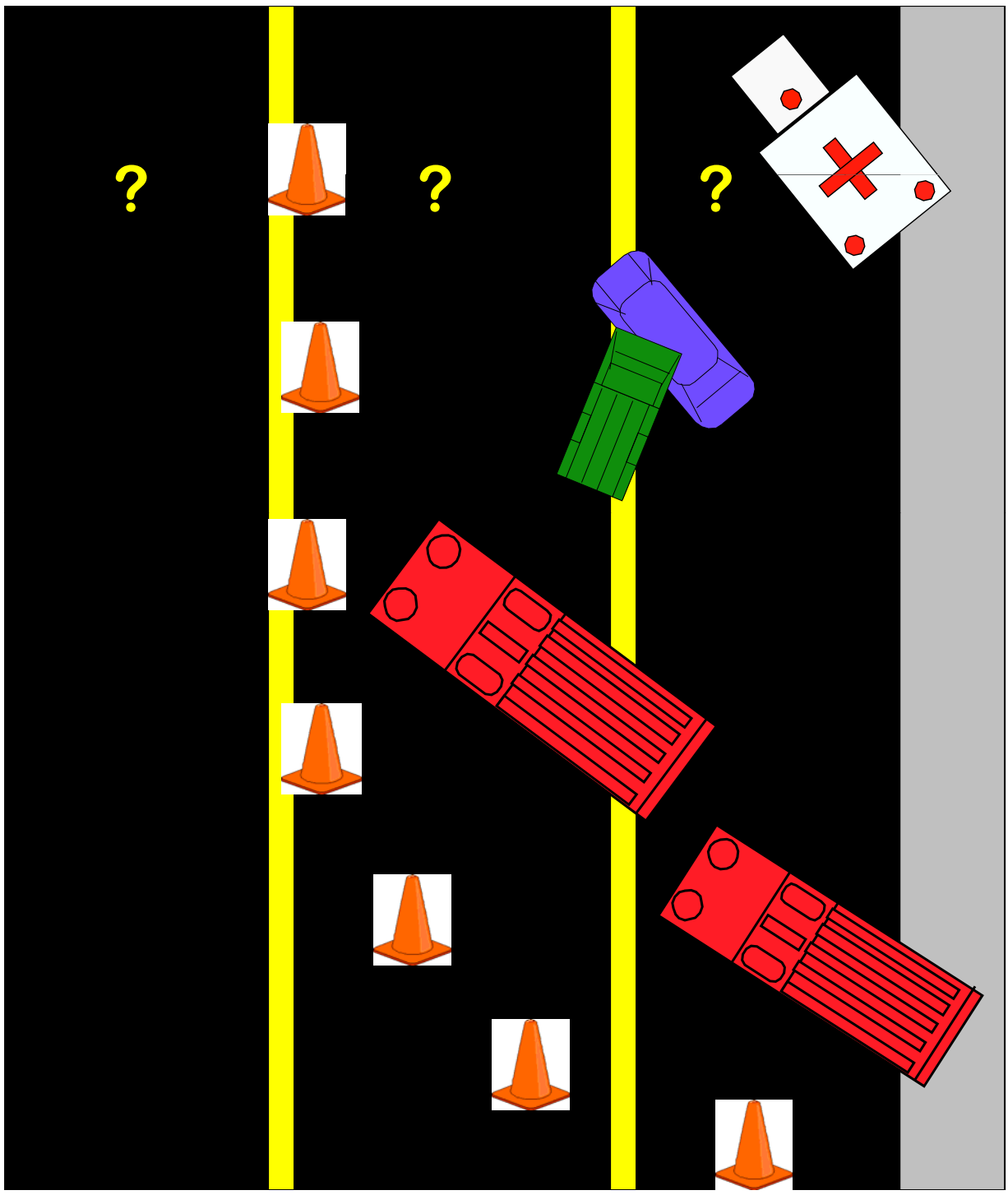
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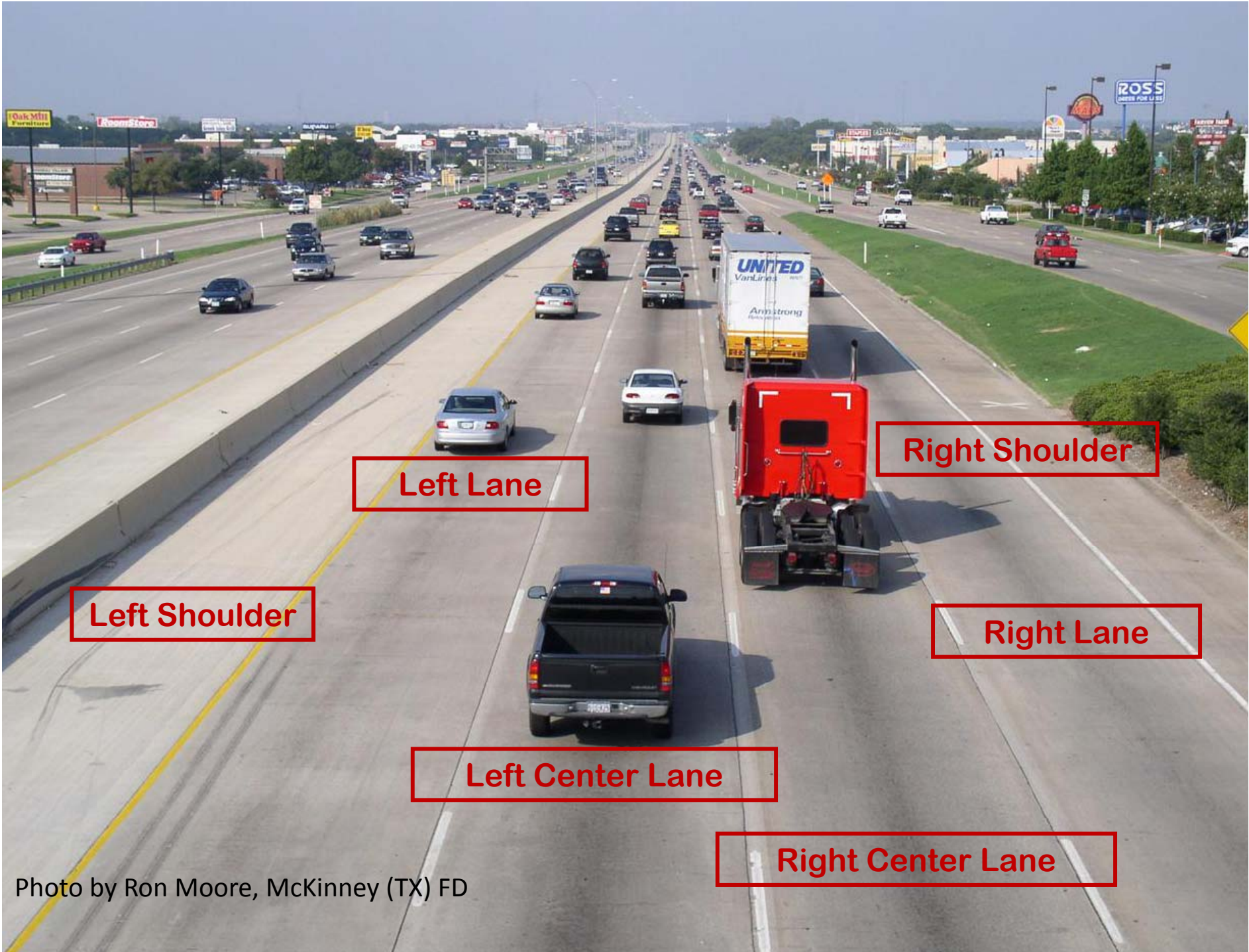
Roadway Lane Designations & Terminology

Downstream



Upstream





Left Shoulder

Left Lane

Left Center Lane

Right Shoulder

Right Lane

Right Center Lane

Photo by Ron Moore, McKinney (TX) FD



Left Shoulder

Left Lane
or Lane 1

Left Center Lane
or Lane 2

Right Center Lane
Or Lane 3

Right Lane
or Lane 4

Right Shoulder

Photo by Ron Moore, McKinney (TX)
Fire Dept.



http://www.katyfreeway.org/ContractD_final.html

Now what?



Katy Freeway - there are 8 traffic lanes approaching the 610 interchange
http://www.houstonfreeways.com/modern/2008-07-06_katy_freeway.aspx