

FDOT DISTRICT I TRAFFIC MANAGEMENT CENTER

Polk County Incident Coverage

ABOUT FDOT DI FREEWAY AND ARTERIAL MANAGEMENT

- Headquarters in Bartow
- Covers 12 counties in Southwest Florida, including Polk County
- Operates two traffic management centers:
 - SWIFT SunGuide Center in Fort Myers FL, collocated with FHP FMRCC (24/7/365)
 - Bradenton-Sarasota Satellite Center in Bradenton, FL (M-F 6:00A-10:30P)
- A robust network of interconnected and monitored traffic signals
- Close relationships with Districts 5 (Orlando), 7 (Tampa Bay), and Turnpike help facilitate multi-district Integrated Corridor Management (ICM)

HOW IS POLK COUNTY COVERED?

DISTRICT 1 TMC (SOUTHWEST)

- Polk County is entirely part of FDOT D1
- Primary responsibility: incidents on all State and US Highways in Polk County
 - Exceptions are I-4 (SR-400) and Polk Pkwy (SR-570)
- Assists D7 with incidents on/near I-4
- Assists FTE with incidents on/near SR-570/Polk Parkway

DISTRICT 7 TMC (TAMPA BAY)

- Primary responsibility: Incidents on I-4 mainline, ramps, and cross streets.

FLORIDA'S TURNPIKE

- Primary responsibility: Incidents on SR-570/Polk Parkway mainline, ramps, and cross streets.

WHY WORK WITH DI?

- Working with District I allows your agency to inform the motoring public of traffic incidents on crucial arterial highways via the Florida 511 Automated Traveler Information System.
- Helps expedite FDOT/contractor response for Maintenance of Traffic or emergency road repair needs.
- Assistance with FDEP/SWO/NRC notification standards for spills/release due to roadway incidents.
- Allows for vital incident data collection which can be useful in roadway safety, retrofit, or redesign projects.

HOW CAN MY AGENCY GET INVOLVED?

- Contact the SWIFT Center 24/7/365 with incident notifications or requests for response on any State or US Highway in Polk County
 - 239-225-1960
- Talk to our operators when they call.
 - Our operators take initiative to call local agencies when they need crash information. Working with them helps facilitate the incident response.

WHAT INFORMATION DOES THE DI TMC REQUEST?

- We understand that call details are sensitive. All operations staff accessing our floor maintain current CJIS Security Awareness certifications but will never ask for CJI or other personally sensitive information.
- All information requested is for classifying incidents and meeting criteria for district or department leadership notifications.
- The most common information needed includes:
 - Confirmation of incident type, location, direction, and lane blockage
 - Non-identifying information on Injuries or fatalities (possible or confirmed.)
 - Number and types of vehicles (buses are of particular concern)
 - Infrastructure damage affecting a roadway (i.e. water main breaks, gas leaks, etc.)
 - Any other pertinent details about the scene or response that affect traffic.

WHAT TYPES OF INCIDENTS CAN DI TMC RESPOND TO?

- DI TMC has a wide coverage capability which includes coordinating response for:
 - Crashes and Vehicle Fires
 - Road work (planned/unplanned)
 - Congestion
 - Emergency Vehicles
 - Police Activity
 - Wildfires/Structure Fires
- Bridge closures and failures
- Flooding
- Infrastructure damage and failure
- Dark/Flashing Signals (SR or US Hwy)
- Signal Timing Adjustments (SR or US Hwy)
- If an incident in question affects a State or US Highway in Polk County, we can report on it!

FDOT Performance Measures

Departure Duration

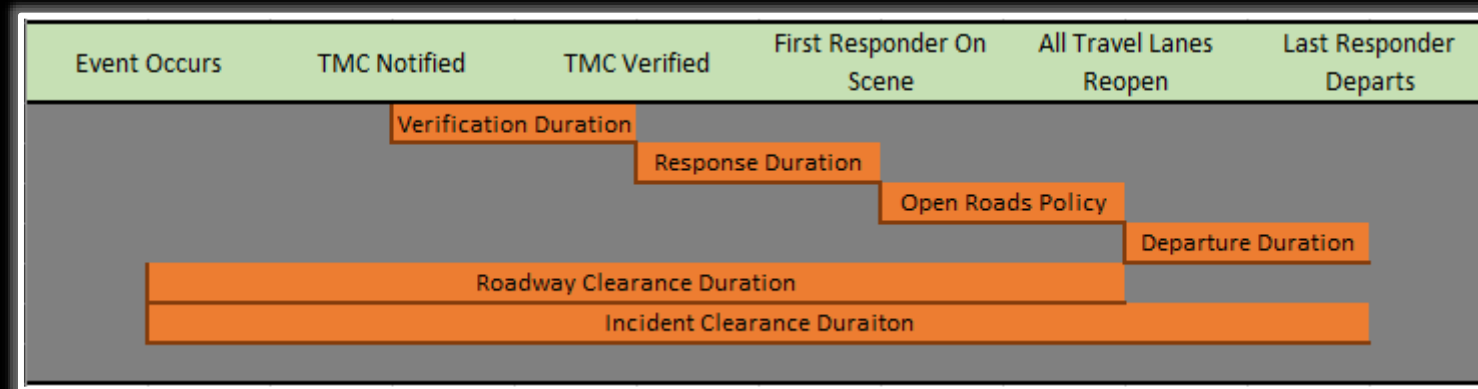


- Verification Duration
- Response Duration
- Open Roads Time
- Roadway Clearance Duration
- **Departure Duration**
- Incident Clearance Duration

A look into the importance of responder departure duration.

Departure Duration Defined

- Departure duration is measured from the time all travel lanes have reopened to the time the last responder departs from the scene.
- Many factors influence departure duration such as vehicle recovery, cleanup confined to a shoulder, ongoing investigations, recovery of TTC equipment, etc.



Why is it important to clear the scene?

- Responders remaining on scene create a distraction to passing motorists. Shifting their focus away from the road and on to the scene.
- The presence of solitary law enforcement vehicles often elicits a driver braking/slowing response even when drivers are at or below the posted speed limit.
- The potential for a responder to be struck by another vehicle is compounded by each unnecessary minute spent on the roadside.



Protecting What Is Important

- The Emergency Responder Safety Institute publishes current data on struck-by-vehicle fatalities.
 - In 2020, 46 first responders were struck and killed by vehicles while responding to traffic incidents:
 - 17 LEOs
 - 4 Fire/EMS
 - 21 Tow Operators
 - 1 Mechanic
 - 3 DOT Employees or Safety Service Patrols
 - This represents a 2 fatality increase from 2019, despite lower traffic levels due to COVID-19
- 3 struck-by-vehicle fatalities so far in 2021.

Keeping Things Moving, Safely

- Prompt departure from the scene of an incident is key in:
 - Reducing distractions
 - Keeping consistent speeds and throughput on the freeway
 - Eliminating unnecessary exposure to secondary crashes and incidents.
 - Protecting first responders and the motoring public



We Understand

- Some actions and processes must be performed on scene.
 - Solicit additional assistance for TTC and visibility when extended occupation of the roadside is required.
- Remind your responders to assess whether a roadside activity poses an unnecessary danger to themselves or an unnecessary distraction to the free flow of traffic.
 - Can the activity be successfully performed elsewhere?