



93rd Edition

Collier-Lee-Charlotte County Traffic Incident Management Team

January 2021



## Online Learning Opportunities for First Responders

At our recent TIM meeting, we discussed taking advantage of the increase selection of online learning opportunities as well as staying connected with current topics in the Traffic Incident Management community. The below sections provide free distance learning opportunities to help both you and your agency in continuing to learn best practices while working along Florida's highways.

### 10 Roadway Safety Short Videos



Now available from ResponderSafety.com: [10 Roadway Safety Shorts](#) that demonstrate key procedures that will enhance your safety at the roadway incident scene. In less than five minutes, you will learn how to position a blocking vehicle, set a cone taper, pass through the zero-buffer area, back up a vehicle, and much more. Watch anytime, anywhere.

### Talking TIM Webinar Series



The Florida Highway Administration (FHWA) Office of Operations, organize and moderate this webinar series hosted by the National Operations Center of Excellence (NOCoE). The webinar series includes current topics in the Traffic Incident Management community. Past topics included:

The National Sheriff's Association Role in TIM – Sheriff John Whetsel, the Chair of the National Sheriff's Association (NSA) Traffic Safety Committee, highlighted local law enforcement roles and challenges in the practice of TIM. He also discussed NSA efforts to advance responder safety.

Slow Down, Move Over State Legislation, a Firsthand Perspective – Linda Unruh was instrumental in New Mexico expanding the Slow Down Move Over Law through Bobby's Law, named in honor of her son, who was killed in the line of duty in 2017. Her mission is to save lives through education, awareness, and training, and to establish a National Slow Down Move Over law to unite and highlight the need for public education and safety for first responders in all 50 states.

Highlights from National Traffic Incident Response Awareness Week – Jim Austrich, FHWA Program Manager, will highlight innovative efforts to commemorate National Traffic Incident Response Awareness Week and bring greater awareness to the motoring public.

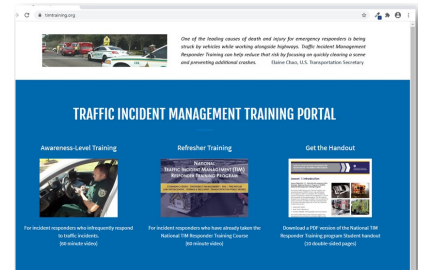
The International Association of Fire Chiefs (IAFC) Role in TIM – Chief Norris Croom III, IAFC EMS Section Director, highlighted IAFC's role in TIM and challenges in the practice of TIM among fire and rescue personnel.

To view previous topics in this webinar series, please visit the FHWA sponsored [Talking TIM](#) webinar site.

### Refresher Course for the National TIM Responder Training (SHRP-2) Program

An online refresher course for the National TIM Responder Training (SHRP-2) Program is now available. The course is for the responders that have already completed the (4) hour class and have received their certificate of completion.

The refresher course is a short 60-minute video that matches the objectives and content of the National TIM Responder Training program. The link <https://timtraining.org/> provides this "refresh" on the National TIM Training. At the conclusion of the video, is an opportunity to download a certificate for your own training records.



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### Upcoming Events TIM Team Meeting:

Wednesday  
February 10, 2021  
9:30 am

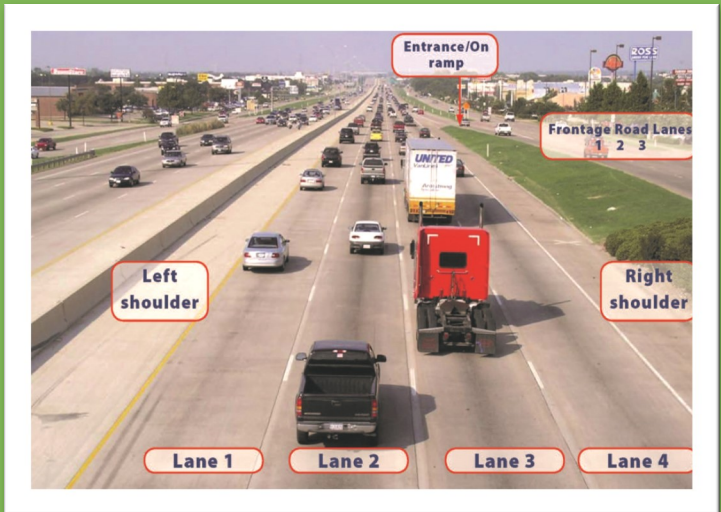


**Traffic Incident Response Lane Designation Terminology**



At our recent Traffic Incident Management meeting, the responders were tested on their knowledge of the Traffic Incident Response Lane Designation Terminology. The responders were shown a slide with an example of travel lanes and asked to provide the position of the vehicle and/or crash. Providing precise and accurate location helps State, regional, and local responders use often and distinct terminology when communicating the location of crashes or responding to vehicles on roadways. Disparate terminology in communications could potentially lead to confusion on the scene, impact responder and victim safety, and adversely affect emergency response and traffic clearance times. The goal is to provide a common terminology for adoption as needed by responding agencies during traffic incidents to identify incident location and the preferred position for arriving response vehicles and equipment. The National Traffic Incident Management Coalition and the TIM Network support adoption of this terminology to coordinate multidisciplinary responses to incidents.<sup>1</sup>

- Traffic incident responders use plain English, where possible, to identify the incident location and lane designations. On roadways with 3 or less lanes, they are named left, center, and right when facing in the direction of traffic flow.
- When roadways have more than 3 lanes in any one direction, the lanes shall be identified and labeled with numbers, starting with the far left lane.
- When using lane numbers, the far left lane shall be called "Lane 1". Each lane to the right is numbered sequentially starting at 2.
- Shoulders should be identified using "right/left" and/or "inside/outside" and the term "shoulder". The left shoulder is the inside shoulder and the right shoulder is the outside shoulder. (i.e. inside (or left) shoulder, southbound interstate 75).
- Also, responders should indicate the relative direction of travel (e.g. northbound or southbound) along with other incident location detail and any specific position assignments. For example, an incoming unit might be told to safe park or block upstream of the incident in Northbound (NB) Highway 75 Lane 3 and right shoulder.
- Separated, high occupancy vehicle (HOV) or high occupancy toll (HOT), car pool, or bus only lanes that are physically separated shall be designated as HOV1 northbound (NB), HOV2, HOT1, HOT2, etc. as appropriate.
- If the incident is located before the merge point, it shall be considered a separate roadway and identified as such. ( i.e. left hand exit ramp).
- The term "upstream" is defined as before the incident point or area. The term "downstream" is defined as past or beyond the incident point or area when facing in the direction of traffic flow.<sup>1</sup>



To learn more about the lane designation terminology or for a "refresh" visit the [Respondersafety.org](http://Respondersafety.org) and take the free online National First Responder (SHRP2) Training modules which include the topic.<sup>2</sup>

(1) Traffic Incident Response Lane Designation Terminology. National Traffic Incident Management Coalition. Web 1.10.2018. [http://ntimc.transportation.org/Documents/12.13.10\\_LaneDesignation-2pg-printer.pdf](http://ntimc.transportation.org/Documents/12.13.10_LaneDesignation-2pg-printer.pdf)  
 (2) First Highway Lane Designations. Respondersafety.org. Web: 10.1.2019. [https://www.respondersafety.com/Resources/Highway\\_Lane\\_Designations.aspx](https://www.respondersafety.com/Resources/Highway_Lane_Designations.aspx)

Article submitted by Brandy Boccuti, Metric Engineering, Inc.

**T I M TEAM WEBSITE!**  
[www.swfltim.org](http://www.swfltim.org)

*The Collier-Lee-Charlotte County TIM Team is committed to implementing the Quick Clearance principles of Florida's Open Roads Policy through the "3 Cs" of TIM: Communication, Cooperation and Coordination, and providing the public with the best real-time Motorist Information available. Team membership draws from state, regional, and local transportation agencies, public safety providers, and other organizations and companies that service the traveling public. The Teams, sponsored by the FDOT, meet bi-monthly.*

**Mission**

*The TIM Team Program brings together all agencies involved in clearing the roadway crashes with the objective of improving detection, verification, response, and clearance times to expeditiously remove a motor vehicle crash or incident from the roadway while providing the best real-time information to motorists, resulting in a safer highway environment for both incident respond-*

