



58th Edition

Collier-Lee-Charlotte County Traffic Incident Management

September 2014



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Upcoming Events:

TIM Team Meeting:
Wednesday, October 8, 2014
9:30 AM

SWIFT SunGuide Center
10041 Daniels Parkway
Fort Myers, FL 33913



Traffic Incident Management, Managing Change in the First Responder Community

Let's agree on a common understanding of Safer, Faster, Stronger, and more Integrated Incident Response.

Your local Traffic Incident Management (TIM) teams are asking member agencies to participate by joining with the Florida Department of Transportation (FDOT) and the Florida Highway Patrol in endorsing a Local Memorandum of Understanding (LMOU) to reduce the impact of incidents on our shared transportation system. By signing the LMOU response, agencies would agree to the Open Roads philosophy, the implementation of which will make Florida's roadways safer for both incident responders and the motoring public.

The LMOU does not obligate the TIM team agency members, or the TIM team agency member representatives to commit or donate funds, equipment or personnel, to the association's activities or initiatives.

This LMOU does provide a framework and guidelines to promote a collaborative incident response between the TIM team agency members within Collier, Lee, Charlotte, Sarasota, Manatee and Polk Counties.

Specifically the agreement includes the following: Endorses the Statewide Open Roads Guidelines, Defines incident scene roles and responsibilities, Establishes a local incident scene lighting guideline, Establishes a local incident communication guideline.

The safety of the public and our incident responders are of the highest priority and must be maintained. All those who respond to traffic incidents share in this responsibility, along with achieving and maintaining the free movement of people, vehicles and commerce on Florida's roadways.

Let's Train Together for Safer, Faster, Stronger, and more Integrated Incident Response.

Signing the LMOU is only the beginning, training together is the key to advancing the collaborative efforts between responder agencies.

To generate the strongest safest incident response, representatives from all responder groups are training together, including police, firefighters, Sheriff's Office, Emergency Medical Services, dispatchers, tow drivers, Department of Transportation Road Crews, Road Rangers, Asset Management Crews, and Public Works Crews.

The Strategic Highway Research Program (SHRP-2) responder training program is sponsored by the Federal Highway Administration (FHWA), which designed the course as part of the second Strategic SHRP-2 to improve highway safety and reduce congestion caused by crashes. The curriculum is based on extensive and detailed research conducted with TIM responders across the country.

This TIM Training program has been endorsed by key agencies involved in incident response, including the International Association of Chiefs of Police, State and Providential Divisions (IACP); International Association of Fire Chiefs (IAFC); American Association of State Highway and Transportation Officials (AASHTO); National Volunteer Fire Council (NVFC); and the Towing and Recovery Association of America (TRAA).

More than 52,000 responders have been trained across the country using this curriculum. Florida is now strongly suggesting all of their highway patrol officers take this SHRP-2 training.

How you can help?



Register your first responders to attend one of the two sessions now scheduled for September 24th and 25th in Collier and Polk Counties.

For more information and to register for the FREE SHRP-2 training course, please click on the following link: <http://www.123contactform.com/form-1052361/September-2014-SHRP2>

Your participation in SHRP-2 is requested and valuable, as we will need to have enough commitments from the TIM teams in order to continue to schedule this FREE training.

For more information on the LMOU or SHRP-2 training, please contact Bill Fuller, District-One TIM Coordinator at (239) 225-1915 and/or william.fuller@dot.state.fl.us.

Article submitted by William Fuller, District One Traffic Incident Management Project Manager.



Traffic Incident Management Involving Hazardous Material Spills

Hazardous Materials (hazmat) spills that result from a traffic related incident provides unique challenges to incident clearance. According to the Federal Motor Carrier Safety Administration (FMCSA), there is an average of 800,000 shipments daily containing hazmat.¹ Types of hazmat related shipments range from bulk shipments of gasoline, chlorine, radioactive materials, etc. to shipments of perfumes, explosives, hairspray, etc. Incident Management Responders have to deal with potential chemical hazards, environmental impacts, and added safety requirements for these types of incidents. Hazmat related incidents increase the confusion that exists at a normal traffic incident, and it greatly reduces the normal capacity of roadways beyond the confines of the accident locality.



In January 2009, the Federal Highway Administration (FHWA) published a report titled "Traffic Incident Management in Hazardous Materials Spills in Incident Clearance".² The purpose of this document is to report practices regarding the clean-up of accident related spills and to explain the use of the United States Department of Transportation's Emergency Response Guidebook. This report describes techniques and strategies that can be used to handle hazmat spills at traffic incidents. The FHWA points out the importance of responders being knowledgeable of the potential hazards during such incidents. Important steps are immediately sizing up the incident for hazmat, knowing where, what, and how to look for hazmat information, and how to identify the risks associated with the materials.

There are six principle clues that help responders evaluate the type of hazmat that are present.³

1. Occupancy and Location of the incident
2. Container Shape
3. Markings/Colors
4. Placards/Labels
5. Shipping Papers
6. Using Sight, Sound, and Vision

Standard Operating Procedures (SOP) should be in place for individual agencies regarding how to handle hazmat related incidents. The SOP should provide guidance on how to minimize the roadway congestion by determining the hazards presented to the general public and deciding on proper mitigation. The responders should use a size-up strategy to obtain and evaluate the following information.²

According to the U.S. DOT Pipeline and Hazardous Materials Safety Administration (PHMSA), Office of Hazardous Materials Safety (OHMS), current research indicates that hazardous materials traffic in the U.S. now exceeds 800,000 shipments per day and results in more than 3.1 billion



- Identity of the materials
- Amount of the release
- Hazards associated with each material
- Effects and risks on the public, property, and environment

- Potential pathway of release—air, land, water (surface or ground)
- Most appropriate measures for controlling the release to prevent/reduce the impact
- Safety measures to protect all response personnel

tons of hazardous materials annually. The hazardous materials incident summary data provided by the PHMSA OHMS, indicates that flammable combustible liquids have consistently been involved in most incidents over the last several years.⁴ Therefore, properly evaluating and mitigating a hazmat incident is vital in protecting the public. This will also lower the potential for deaths and injuries beyond that of the vehicles directly involved in the crash. Hazmat clean up teams need to be thoroughly trained to take all necessary precautions to ensure personal safety and to prevent additional harm to others.

- 1) Ralph Craft, Ph.D, Federal Motor Carrier Safety Administration Office of Information Management. Crashes Involving Trucks Carrying Hazardous Materials, Publication #: FMCSA-RI-04-024, May 2004. Web.
- 2) *Managing Hazardous Materials Incidents*. Atlanta, GA: U.S. Dept. of Health & Human Services, Public Health Service, Agency for Toxic Substances and Disease Registry, 1992. Web.
- 3) *Traffic Incident Management In Hazardous Materials Spills In Incident Clearance*. Rep. U.S. Department of Transportation Federal Highway Administration. Web. 02 Sept. 2014.
- 4) *Traffic incident management in hazardous materials spills in incident clearance traffic incident management in hazardous materials spills in incident clearance*, U.S. Department of Transportation Federal Highway Administration. Web 22 July 2013

Article Submitted by Metric Engineering, Inc. – Jessica Renfrow, E.I.

Nine Classes of Hazardous Materials

Class 1: Explosives Divisions: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 	Class 2: Gases Divisions: 2.1, 2.2, 2.3 	Class 3: Flammable Liquid and Combustible Liquid 	Class 4: Flammable Solid, Spontaneously Combustible, and Dangerous When Wet Divisions: 4.1, 4.2, 4.3 	Class 5: Oxidizer and Organic Peroxide Divisions: 5.1, 5.2
Class 6: Poison (Toxic) and Poison Inhalation Hazard 	Class 7: Radioactive 	Class 8: Corrosive 	Class 9: Miscellaneous 	Dangerous

Federal Motor Carrier Safety Administration | U.S. Department of Transportation www.fmcsa.dot.gov | Revised 06/05

T I M TEAM WEBSITE!

www.swftim.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 responders and motorists.

