TIM Team TIMES

42nd Edition — Collier-Lee-Charlotte County Traffic Incident Management — **January 2012**

Upcoming Events:

TIM Team Meeting :

Wednesday
February 15th, 2012
9:30 am
SWIFT SunGuide Center
10041 Daniels Parkway
Fort Myers, FL 33913

IT'S THE LAW MOVE OVER FOR STOPPED EMERGENCY VEHICLES

Signs Warn Drivers of Wildlife

Motorists traveling U.S. 41 east within Collier County's Big Cypress National Preserve should now receive advance warning if they're in danger of colliding with a Florida panther or bear.

The state's first Roadside Animal Detection System debuted Thursday, January 5, 2012 along a 1.3-mile stretch of U.S. 41 east, west of Turner River Road, near Bass Lake Road.

Six solar-powered signs are designed to detect large animals with flashing LED lights to alert oncoming motorists when an animal is approaching or already is in the roadway.

"They're intended to get a driver's attention and to slow a driver down so he or she can react," said FDOT spokeswoman Debbie Tower.

Defenders of Wildlife and the U.S. Fish & Wildlife Service obtained grant funding for the approximately $450,000 project, which began installation in the fall.

The RADS signs add to four traditional road signs that warn of wildlife along the rural portion of US 41 east, where about 3,000 vehicles travel per day.

Though the system can sense movement from any large animal, such as bears and deer, it primarily was created to curb panther-vehicle collisions, said Ken Warren, spokesman with the U.S. Fish & Wildlife Service.

"That's an area where we know there is a lot of panther traffic," Warren said. "Vehicle strikes are a very big problem as far as panther mortality."

On January 2, 2012 a male panther was killed by a vehicle on State Road 82 in Collier, marking the state's first panther death of the year. Since 2009, 43 Florida panthers — which are endangered with about 100 to 130 remaining in the wild — have died in vehicle collisions. The accidents occurred in Collier, Lee, Hendry, Broward and Osceola counties.

Nationally, there are more than a million wildlife-vehicle collisions every year, according to Washington-based Defenders of Wildlife. More than 200 of those accidents result in human fatalities.

Officials will monitor Collier's RAD system to determine whether wildlife-detection signs could be implemented in other areas of the state, Tower said.

Some studies suggest similar systems — which have been implemented primarily in the western U.S. over the last few years to detect deer, moose and elk — are effective. Montana State University found they could reduce collisions by 82 percent or more.

The systems are less restrictive to wildlife than fencing or crossing structures and could be less expensive than those options if they become mass-produced, according to the university.

They're designed for rural areas and aren't likely effective on roadways traveled by more than 15,000 vehicles per day. Reprinted by permission from: News-Press, Author Lindsay Downey.

http://www.newspress.com/article/20120106/GREEN/301060028/Signs-warn-Collier-drivers-wildlife

TIM Performance Measurement Knowledgebase

The Federal Highway Administration has launched the TIM Performance Measurement Knowledgebase which is a highly-useable, online reference. The data base provides transportation professionals the knowledge and tools they need, including sample documents and models from other States, to successfully implement program-level TIM performance measures in their State. To learn more please visit the following link:

http://www.ops.fhwa.dot.gov/eto_tim_pse/preparedness/tim/knowledgebase/index.htm

TIM Response Lane Designation Terminology

Members of the National Traffic Incident Management Coalition (NTIMC) Practices and Procedures working group developed a two-page fact sheet that identifies a system of terminology for TIM responders. The technical brief is intended as a resource for agencies looking to adopt a multi-discipline communication system for personnel responding to incident scenes. The technical brief is available at the following link:

http://www.transportation.org/sites/ntimc/docs/12.13.10_laneDesignation-2pg-printer.pdf

Statewide Road Ranger Survey

The 3rd Annual Statewide Road Ranger Survey for Incident Responders is now available. The goal of this survey is to get input from Incident Responders on the Road Ranger Program from their perspective. By participating in the survey your input will help identify areas of improvement. Please click on the following link to access the survey: https://www.surveymonkey.com/s/roadrangersurvey

The Importance of Traffic Incident Management (TIM) Teams

A new year always brings new challenges to any team. However, in going forward it is often beneficial to reflect on where we have been. Recently in our TIM Team meeting we discussed the overall purpose and importance of the TIM teams.

In 2001 the Florida Department of Transportation (FDOT) made a commitment to formalize the TIM Program and make it a recognized long-term commitment.

The Traffic Incident Management (TIM) program in the state of Florida is comprised of local TIM Teams with multiple partners including law enforcement, fire rescue, emergency medical services, transportation agencies, towing and recovery service providers, Department of Environmental Protection, medical examiners, and hazardous material handlers.[1]

A successful TIM team starts with the selection of responsible and responsive members. Members should represent their agencies and have the authority to make decisions and commit their agencies to a course of action. It is important to select an onsite responsible Team Leader or facilitator.

Teamwork among emergency service agencies is *crucial*, as we enhance traffic incident management.

Why have a TIM Team?

Traffic Incident Management (TIM) programs address issues that are of vital concern to the American public: congestion and travel delay, public health and safety, the nation's economic health, energy savings, public safety resources, responder safety, and citizen satisfaction with government services. The incident management process includes: Detection, Verification, Motorist Information, Response, Site Management, Traffic Management, Clearance.[2]

Incidents critically limit the operational efficiency of the transportation network and put all users of the network at risk. In addition, the severity of secondary crashes is often greater than that of the original incident [1] The second leading cause of law enforcement deaths was caused from being struck by vehicles and this also accounted for 20% of firefighter deaths. Lastly, Secondary crashes accounted for 14-18% of total freeway crashes and 18% of all freeway fatalities.[3]

The TIM Teams primary focus is to improve the 3 C's; Communication, Coordination, and Cooperation among incident responders. As a result the benefits are reducing incident related congestion, improving response and clearance times, preventing secondary crashes, improving traffic flow, and air quality, decreasing economic impacts of incidents and most importantly, improving responder and motor safety.

Traffic Incident Management Major Stages
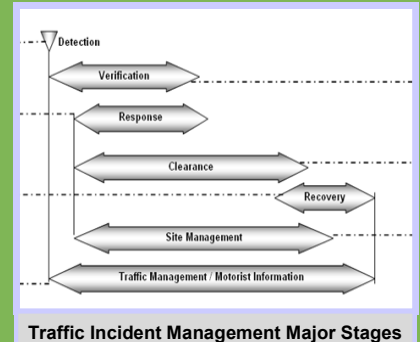
Noted below are TIM Team accomplishments which only highlight even more the importance of the TIM Teams.

- Open Roads Policy (ORP), signed by the FDOT Secretary and Director of the FHP in November 2002.
- I-95 Corridor Coalition, includes every state traversed by I-95. Note that Florida joined in January 2003.
- Guidelines for the Mitigation of Motor Vehicle Fluids (Non-Cargo), adopted by FDOT in June 2004
- Heavy Duty Towing Incentive Program, Rapid Incident Scene Clearance (RISC), which was initiated by Florida's Turnpike Enterprise (FTE) in February 2004.
- TIM Notification Resource Guide. The guidebook was developed to provide consistent relevant information for freeway incident response personnel to facilitate a safe, rapid and coordinated response and overall incident management.
- The District 1 TIM Team continually works toward their goals by providing training and outreach programs. In 2011 this was accomplished by providing Maintenance of Traffic table top exercises to the TIM Teams as well as the Northport Fire and Rescue, and The I-95 Corridor Coalition Quick Clearance Workshop,

The success of TIM Teams depend upon a cooperative attitude and an unimpeded working relationship among the various local agencies involved. In working together TIM Teams bring agency representatives together to achieve common goals.

We need to continually keep our mission statement in mind, you can view below, when working towards our goals and remember why the TIM Teams were created and how we can further it's accomplishments.

[1] US DOT FHA Emergency Transportation Operations. "Traffic Incident Management" Retrieved January 9, 2012 from: http://ops.fhwa.dot.gov/eto_tim_pse/about/tim.htm

[2] Florida Traffic Incident Management Program Reference Document, February 2006, http://www.i95coalition.org/i95/Portals/0/Public_Files/uploaded/Incident-toolkit/documents/Plan/Plan_TIM_FL_RD.pdf

[3] Responder Safety at Emergency Scenes on Highways, University of Cincinnati Firefighter Safety and Risk Management, http://aerospace.ceas.uc.edu/content/dam/aero/docs/fire/Papers/FST279TermPaper.pdf

Article submitted by Metric Engineering, Inc.

T I M TEAM WEBSITE!
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,*

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