



15<sup>th</sup> Edition

Collier-Lee Traffic Incident Management Team

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The initiative to enhance field response and procedures guidelines with respect to appropriate authorities, effective command, and coordination is identified as a major objective in the T I M Team development strategy. The Regional Strategy, published in the Semi-Annual Addendum to the T I M Team Times, titled, "Unified Incident Management System @ Level III Incidents" is not entirely indicative of the Unified Command concept. This article generated tremendous concern and inspired comments that we found to be very valuable. Don Olson stated, "I was not correct in my interpretation of Unified Command structure and concept of operations." We should, as a team, adopt an approach similar to the US DOT model as follows:

### Unified Command: Multi Agency Traffic Incident Management

In the spirit of the National Unified Goal, cooperation and collaborative advantage have proven to be the "Best Practice" when professionally managing incidents on Florida's roadways. T I M Teams embody this very principle ... and Florida has emerged as a national leader, due entirely to the commitment of the T I M Team members. The Unified Command empowers each responding agency to take the leadership role to achieve simultaneous, but diverse objectives.

Under the Unified Command structure, members must coordinate their activities through the Operations Chief, and as a team, jointly determine objectives, strategy and priorities. Additionally, step-by-step, one of the members is identified as a "Primary" member to complete their priority objective. As an incident progresses, the primary member will change as the emphasis of the incident changes. For example, the Fire / Rescue may be elected as the primary member to extinguish vehicle fires and extricate trapped victims. The EMS professionals move in to ambulate victims for emergency medical treatment. As investigation, scene control and body recovery

**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.*

become the major concerns, Law Enforcement could take over command. Finally, as attention turns to vehicle and debris clearance, the professional wrecker operators and asset maintenance personnel take command. All agencies remain represented for the duration of the incident, in a capacity of assisting agency or supporting agency. Vehicle positioning and repositioning, maintenance of traffic, advance warning to motorists and scene safety are only achieved through a cooperative initiative with all responders taking an active role as a supporting agent.

Under the Unified Command structure, the incident commander may be identified on the basis of greatest jurisdictional involvement, first arriving command officer, existing statutory authority, or by mutual knowledge of an agency commander's qualifications, certifications, experience or availability.

T I M Teams have created a forum to develop and implement the Unified Command concept through communication, cooperation, and coordination. In the spirit of the National Unified Goal, cooperation and collaborative advantage have proven to be the "Best Practice" when professionally managing incidents on Florida's roadways.

(US DOT Simplified Guide to the Incident Command System for Transportation Professionals – Federal Highway Administration )

**Upcoming Events:**

- TIM Team Meeting – August 15, 2007
- TIM Team Meeting – October 10, 2007

### Alligator Alley EMS Substation Moves Forward

Don Olson with FDOT and Ted Smith with Delcan, representing the T I M Team, met with National Park Service management at the Big Cypress National Preserve.

A presentation was provided to the NPS leadership on the T I M Team initiative to establish multi-agency support for an Emergency Medical Service station. The proposal was put forward to have the Park Service become an active partner with Collier County, FDOT and the T I M Team in this endeavor. The Park Service recalled earlier discussions with Collier County officials and FDOT over the last few years about the need for an EMS station, however, those discussions were centered around locations in or near the SR 29 interchange with I-75.

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