Traffic Incident Management

Regional Strategy

2008

Traffic Incident Management

TRAFFIC OPERATIONS
ITS / TIM PROJECT MANAGER

TIM Team Times

Semi-Annual Addendum

National Unified Goal

National Traffic Incident Management Coalition

The objective of the NUG is to increase safety of incident responders as well as reduce secondary crash incidents and subsequent traffic congestion which impacts our quality of life and economic opportunity.

NUG Focus Topics:

1. TIM Programs
2. NIMS Implementation
3. Performance Progress
4. TIM Technology
5. Effective TIM Policies
6. Public Awareness
7. TIM Best Practices
8. Move-Over Laws
9. Driver Training
10. Multidisciplinary TIM Procedures
11. Open-Roads Policy
12. TIM Expansion
13. Interoperable TIM Communications
14. Prompt, Reliable Responder Notification
15. Integrated Data and Voice Networks
16. Broadband Emergency Management Integration
17. Timely ITS Traveler Information Systems
18. Partnership with Media and PIO

National Unified Goal for Traffic Incident Management (TIM) is a unified national policy developed by major national organizations representing traffic incident responders, under the leadership of the National Traffic Incident Management Coalition (NTIMC).

The NUG encourages state and local transportation and public safety agencies to adopt unified, multidisciplinary policies, procedures and practices that will dramatically improve the way traffic incidents are managed on U.S. roadways.

ntimc
National Traffic Incident Management Coalition

Vision Statement

Southwest Florida T I M Program

Southwest Florida TIM Teams will achieve identified goals at every incident on every roadway through communication, cooperation, coordination, commitment and continuous improvement.

The primary goals of the Southwest Florida TIM Program are to enhance responder safety, increase mobility, and reduce secondary incidents. Traffic incidents have a significant impact on the state's transportation system and lead to loss of life, injuries, and destruction of personal property and commercial goods resulting in costly delays, lost productivity, wasted fuel, and air pollution.

Inside this issue:

SUNGUIDE
Florida's Intelligent Transportation System

SWIFT
SunGuide
Center
2008

FLORIDA HIGHWAY PATROL

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Communications:

NUG #16. County officials said Monday that $600,000 in proposed federal funding would aid the transition from telephone lines to an Internet-based call-taking system, which is expected to cost about $1.2 million. Emergency officials throughout the region say they are monitoring the new 911 technology, but so far Sarasota County is the only agency to set aside money for the transition. "The way technology is changing, every agency is going to be looking at this, but budget-wise, things are tight right now," said Charlotte County Sheriff's Office spokesman Bob Carpenter. Internet-based 911 systems will allow a flood of new information to reach call takers and radio dispatchers during the first critical minutes of an emergency. [Source: Sarasota Herald-Tribune]

NUG #13. State Law Enforcement Radio System (SLERS) encourages Local, State and Federal public safety entities to become third-party subscribers to the Statewide Law Enforcement Radio System (SLERS). Third-party users can join a state-of-the-market statewide system with minimum capital investment and at a fraction of the cost of installing a new local system. Third-party subscribers can also join the system as interoperability users and use SLERS as an auxiliary system for direct communications with other SLERS users on interagency and inter-local talk groups.

Emergency Management Offices such as Broward County and FDOT are implementing SLERS capability in support of NIMS, NUG, and domestic security initiatives.

Florida Road Ranger Service Patrols are excited to support FHP & FDLE.

Vehicle Infrastructure Integration (VII):

Ford Motor Company unveiled new safety technology in July that warns motorists if they are about to run a red light or stop sign. Ford installed the system at the intersection of Village Road and Military Road on its Dearborn product development campus. At the intersection, a box is installed containing a traffic control computer, GPS system, short-range Wi-Fi radio, map storage and a central processor. As a car approaches, a small transmitter mounted atop the light pole establishes a connection with the vehicle's navigation system. It transmits a map of the intersection and tells the car the status of the lights, as well as how long until they change. If the car's computer determines that driver is about to run a red light, or that there is not sufficient time to make it through the intersection before the signal changes, it warns the driver with visual and auditory cues. The same system also can let the car know about nearby stop signs, so that it can warn the driver to watch for these. The technology will provide a foundation for more active safety systems in the future. It can already be used to activate a car's braking system if the driver is about to run a red light or stop sign, but Ford does not think motorists are ready for such an intrusive approach. The company hopes the warning system, which it demonstrated on a Ford Flex crossover and Volvo S80 sedan Thursday, will prepare drivers for a future of crash-proof cars.

Making intersections safer is critical to reducing traffic accidents and traffic deaths, said Priya Prasad, Ford's leading safety expert. He said research shows 40 percent of all traffic accidents and 20 percent of all crash-related fatalities occur at intersections, and said that number is likely to increase as more of the world's population moves to urban centers.

Smart intersections are one of the technologies being developed by the Crash Avoidance Metrics Partnership, a joint public-private effort aimed at creating common standards for the new technology. The smart intersection system is one of the most exciting technologies to come out of the consortium in years. Not only does he expect them to save lives, but they also will save fuel and speed commutes, because more than 50 percent of all traffic congestion is the result of accidents. The same consortium is also working on car-to-car communications which would use the same technology to help individual vehicles avoid one another on the road. Each car equipped with the system would become a mobile sensor, relaying traffic information to other vehicles and traffic managers.

Gary Strumolo, manager of research and advanced engineering at Ford, said that unlike some of the

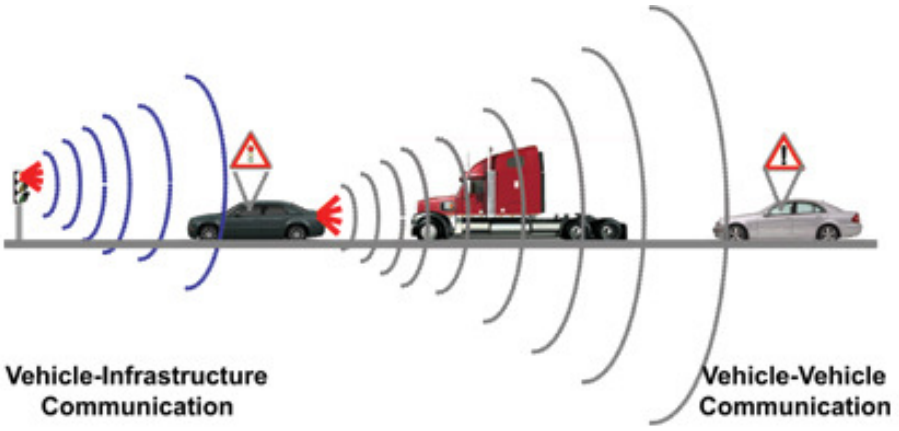
Ford demonstrates 'smart intersection'

more active safety systems Ford is rolling out which use radar and cameras, this relies on Wi-Fi technology that is cheap and widely available.

"It's really safety for everybody -- safety for the masses," he said. **"That's why we're very excited about this technology."**

Author: Bryce G. Hoffman

The Detroit News
July 11, 2008



Safety system uses a control computer, GPS system and Wi-Fi radio. - Ford Motor Company

Critical Incident Review:

Southwest Florida TIM Teams are working together to enhance our critical incident review initiative. This “no-fault” environment process review is one of the most valuable tools in the TIM Team meetings.

In 2005, Southwest Florida TIM Teams adopted a CIR format which is being updated this year to include new policy and technology language being used by recent municipal, county and state TIM Team member agencies. These new policies and technologies improve incident detection, notification, response and mitigation.

Team members have identified a need to raise public awareness as to the importance of emergency travel lanes remaining clear for TIM response equipment having reliable access to incident scenes.

Other initiatives include the Move-Over Law, the RISC program, ITS architecture and Traffic Management Centers.

CIR establishes an incident chronology, member feedback, lessons-learned, new suggestions for TIM improvements, and action items for member agency developments.

CIR always ends on a positive note, building stronger relationships between TIM Team member agencies.

Unified Command Structure - Incident Management

The Unified Command Structure empowers each responding agency to assume the leadership role to achieve simultaneous but diverse objectives.

Under the Unified Command structure, members coordinate their activities through the recognized Operations Chief and, as a team, jointly determine objectives, strategy, and priorities. 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. 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, collaborative advantages have proven to be the “Best Practice” when professionally managing incidents on Florida’s roadways.

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Progress has little to do with speed, but much to do with Direction.

T I M Team Project Website

www.swfltim.org

Additional Links to T I M Information

FHWA – USDOT T I M Program
http://ops.fhwa.dot.gov/incidentmgmt/

AASHTO – National T I M Coalition
http://timcoalition.org/?siteid=41

US Fire Administration - FEMA
http://www.usfa.dhs.gov/fireservice/research/safety/vehicle.shtm

Floridians for Better Transportation
http://www.bettertransportation.org/

Florida's **511**
http://www.fl511.com/

I T S Florida
http://itsflorida.org/

Florida Highway Patrol
http://www.flhsmv.gov/fhp/

Traffic Incident Management Teams … Work!

No one likes traffic congestion. It's frustrating, expensive and time consuming. As our population grows and construction costs increase, FDOT is looking at ways to address traffic congestion without resorting to major road work. Studies have shown that 60% of traffic congestion is caused by non-recurring incidents like traffic crashes, stalled vehicles, maintenance work, or highly attended special events, such as the Super Bowl. Effective and sound management principles are applied to incident response and is extremely important to our quality of life in Southwest Florida. Our TIM Team goal is to keep Florida safely in motion. We work to remove these incidents as quickly as possible so that traffic flow can return to normal and to mitigate secondary accidents. TIM Team members work together to accomplish this. The TIM Team members on the roadways work to help clear incidents. Traffic incident management is not solely the responsibility of any single agency. In most cases it is a multi-agency effort and each agency discipline has specialized responsibilities.

The challenge is to get all the incident responders understanding each other's needs, working together efficiently as a unified team, and successfully accomplishing their respective tasks. The goal of the T I M Teams is cooperation, coordination and communication among the TIM response agencies. Members of state and local law enforcement, transportation officials, fire-rescue/EMS, wrecker operators, environmental contractors, and emergency management meet with other stakeholders to discuss and develop best practices in traffic incident management.

T I M Teams look at issues and challenges and offer diverse perspectives and real opportunities for pragmatic solutions. Cross-training is one of the best methods to implement TIM Team elected solutions. Excellent outcomes include the SOP, SOG, MOU and State-wide policies developed in the TIM Team forum.

Florida TIM Teams are national leaders in this initiative.

Traffic Incident Management Teams … Work!