



90th Edition

Sarasota-Manatee County Traffic Incident Management Team

July 2020



## A Successful Virtual TIM Team Meeting "Staying Connected During the COVID-19 Epidemic"

We want to thank all of the first responders that recently attended the first virtual TIM Team Meeting. The virtual meeting was held in order to provide our District One first responders an opportunity to connect safely during this COVID-19 time. Topics discussed during the meeting was the highly requested Emergency Shoulder Use during the 2020 Hurricane Preparedness Season, review of recent major incidents, and how more lanes equal more traffic. **Help support our TIM team by participating in your local TIM teams and champion others from your agency to attend!**



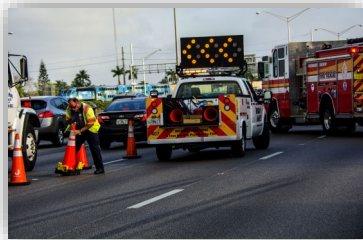
If there are any topics that you would like us to review at upcoming meetings, please send to Brandy Boccuti, TIM Coordinator, at [bboccuti@metriceng.com](mailto:bboccuti@metriceng.com)

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### Recognition for District One Road Ranger

#### "Going Above the Call of Duty"



While all of our responders from our District One TIM teams risk their lives every day, and our members are more successful when they work as a team, individuals are recognized for actions that go "above the call of duty." The Florida Department of Transportation and the Traffic Incident Management (TIM) team would like to recognize Road Ranger Scott Pierce. On June 18th Mr. Pierce pulled up to a vehicle located on the Skyway Bridge with a driver that was a potential suicide risk. Mr. Pierce spoke with the driver through the

passenger window until the Florida Highway Patrol arrived on scene and was able to safely secure the driver.

### Welcome New Regional Traffic Management Center (RTMC) Assistant Manager, Luis Hernandez, to the team!

Ray Mikol and Luis Hernandez will be assisting with management of the FDOT District 1 Traffic Management Centers in both Bradenton and Fort Myers. As they gradually return to the office, Luis will spend most of his time at the Satellite Traffic Management Center in Bradenton. Luis studied Emergency Management and Urban Planning at UCF. He has spent over 11 years leading teams in various sectors of the transportation industry, including time with D5 RTMC and more recently coordinating multimodal transportation needs for the Orange County Convention Center. His brings varied experience and expertise in traffic management, curbside planning and operations, event transportation, and motor carrier operations.



### 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.

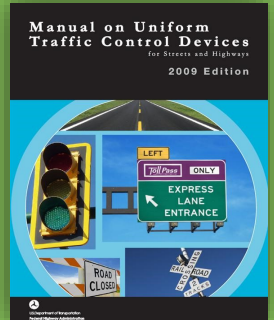


**Maintenance of Traffic Procedures to Help Decrease First Responder Struck By's**

An ongoing concern among the first responder community is their safety on the highways while working traffic incidents. Additionally, this concern has risen due to the statistics that were released by the Emergency Responder Safety Institute. They released their 2019 Struck-By-Vehicle Fatality Report and 2020 Incident Data to Date. In the **first two weeks of 2020, seven roadway responders were struck and killed by vehicles while assisting the public.** Seven responders lost in fourteen days.<sup>1</sup>

With the risk increasing while working along the highways, tools such as proper Maintenance of Traffic (MOT) while responding to traffic incidents on the highway has increased.

A temporary traffic control (TTC) zone is an area of highway where traffic conditions are changed because of a work zone or an incident through the use of TTC devices, uniformed law enforcement officers, or other authorized personnel. The primary function in such locations is to provide for the reasonably safe and efficient movement of traffic through or around the work zone or incident while reasonably protecting workers, responders to traffic incidents, and equipment. Part 6 of the [Manual on Uniform Traffic Control Devices](#) (MUTCD) is the national standard for all traffic control devices used during construction, maintenance, and utility activities plus incident management. Chapter 6I of the 2009 MUTCD specifically deals with the control of traffic through traffic incident management areas. In order to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical, and other emergency management), and private sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents along the major and heavily traveled highway and street system.<sup>2</sup>



1. On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in this Manual. On-scene responders should take measures to move the incident off the traveled roadway or to provide for appropriate warning. All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel.
2. Emergency vehicles should be safe-positioned (see definition in Section 1A.13) such that traffic flow through the incident scene is optimized. All emergency vehicles that subsequently arrive should be positioned in a manner that does not interfere with the established temporary traffic flow.
3. Responders arriving at a traffic incident should estimate the magnitude of the traffic incident, the expected time duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates.<sup>2</sup>



Another tool to help refresh MOT procedures is participating in the National First Responder (SHRP2) Training Course. The SHRP2 Training brings police, firefighters, DOT towing, medical personnel, and other incident responders together to engage in interactive, hands-on incident resolution exercises. Learning to coordinate response activities and optimize operations in the classroom is vital to responding effectively in the field and to building a unified national practice on incident management. SHRP2's National Traffic Incident Management Responder Training is endorsed by the International Association of Chiefs of Police, the International Association of Fire Chiefs, and the National Volunteer Fire Council.

Please also visit the [Respondersafety.org](http://Respondersafety.org) which is a free website that provides training modules on all topics pertaining to first responder safety such as proper MOT while responding to traffic incidents.

- (1) First Responder Safety: Are We on the Right Path. Passion Project. Cory Hohs. Web: 05.16.2019. <https://insurance.glatfelters.com/first-responder-safety-roadside-safety>
- (2) 2009 Edition Chapter 6I. Control of Traffic Through Incident Management Areas. US Department of Transportation, Federal Highway Administration. Web 07.2020. [learning.respondersafety.com](http://learning.respondersafety.com)

Article submitted by Brandy Boccuti, Metric Engineering

**T I M TEAM WEBSITE!**

[www.swfltim.org](http://www.swfltim.org)

The **Sarasota-Manatee 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

