



80th Edition

Sarasota-Manatee County Traffic Incident Management Team

November 2018



Another Successful TIM Team Training Event

The National Traffic Incident Management Responder (SHRP2) Training in District One

As part of the Florida Department of Transportation and the TIM team's *commitment to improve the safety of our responders*, the National Traffic Incident Management Responder (SHRP2) Training was provided to our District One TIM Team this month.



What is the National Traffic Incident Management (SHRP-2) Training and why is it important to first responders? The National Traffic Incident Management Training (SHRP-2) program is building teams of highly-skilled responders who work together efficiently and effectively from their initial arrival on the incident scene to its investigation and eventual clearance.

Developed through the second Strategic Highway Research Program (SHRP-2), the training program is a collaborative effort of FHWA, American Association of State Highway and Transportation Officials (AASHTO), and the Transportation Research Board (TRB). It has been endorsed by the International Association of Police Chiefs, International Association of Fire Chiefs, National Volunteer Fire Council, Towing and Recovery Association of America, and AASHTO.

Many agencies and states are starting to support the training by incorporating it into their curriculum, while others are starting to make the training mandatory.

We want to thank the First Responders that attended

the training and also the D1 SWIFT SunGuide Center-Fort Myers, D1 I-75 Satellite Regional Traffic Management Center, and Lee County Emergency Operations Center for hosting the training.

If your agency is interested in the training, please contact Brandy Boccuti, TIM Team Coordinator at bboccuti@metriceng.com

"The whole idea is to get responders to play in the sandbox together again. We have trained well in years past but always in our own little silos. We must break down these self-imposed barriers to provide better service to our constituents and a safer work area for ourselves at the incident scene."
- Indiana State Police

The Results from the Annual 2018 Traffic Incident Management Team Self-Assessment (TIMSA) Survey

The results from the 2018 annual TIMSA's are back from the Federal Highway Administration (FHWA) and will be discussed at the next TIM team meeting. The purpose of the TIMSA is to provide a formal process for State and local transportation, public safety and private sector partners to collaboratively assess their traffic incident management programs.



U.S. Department of Transportation
Federal Highway Administration

2018 National Traffic Incident Response Week

Every minute of every day emergency responders across the country work tirelessly to help save lives at the scene of traffic incidents. Every year hundreds of emergency responders representing fire, law enforcement, emergency medical services, towing and transportation agencies are struck and either injured or killed while responding. Help raise awareness about the dangers emergency responders face at traffic incidents this November 11th - 17th.

To learn more, please visit the following address:

<http://timnetwork.org/traffic-incident-response-awareness-week/>

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Upcoming Events:

TIM Team Meeting :

Tuesday
December 11, 2018
1:30 pm
Sarasota County
Public Works Office
1001 Sarasota Center Blvd
Sarasota, Florida 34240



Ways to Reduce Secondary Incidents

The Federal Highway Administration (FHWA) estimates that approximately 20 percent of all incidents are secondary crashes. Many factors affect whether or not secondary crashes will occur. Recent research indicates that the primary contributing factors to the occurrence of secondary crashes include primary incident type, primary incident duration, and time of day. FHWA defines secondary crashes as the number of unplanned incidents (including crashes, engine stalls, overheating, running out of fuel, etc.) beginning with the time of detection of the primary incident where a crash occurs as a result of the original incident either within the incident scene or within the queue in either direction.¹

Virtually across all roadways, thousands of what would otherwise be minor crashes lead to secondary crashes. Sadly, in many cases, the secondary crash turns out to be more hazardous than the initial crash and may occur even when everything is staged properly due to rubbernecking, reckless driving, DUI, or simply a weather event. A second incident might even make it more difficult for responders to reach a second rescue/evacuation scene.²

Ways to help reduce secondary incidents: Dynamic Message Signs and other advance warning tools to notify motorists of the approaching incident, and Reduce time on the scene using TIM Quick Clearance practices.

Laws/Policies that have taken effect to help reduce incidents:

- The Florida Move Over Law was enacted in 2002 in an effort to curb the number of accidents caused by motorists against law enforcement officers, first responders and other emergency officials who are injured or killed during stops on Florida highways and roads. If you can't move over — or when on a two-lane road — slow to a speed that is 20 mph less than the posted speed limit.
- The Move It, Yes You Can public information campaign was launched in 2007. The goal of the public awareness initiative is to educate the public on their role in decreasing traffic congestion, by informing them that in the event of a minor traffic crash where there are no injuries and the vehicle can be moved, they are required, by Florida Law, to move their vehicle out of the travel lanes.³



Well-trained personnel can clear an accident more quickly and decrease accident-related delays. This results in fewer secondary crashes from the original incident and less exposure on the roadway for responders and drivers while the accident is cleared. The train-the-trainer course and training deployment methods enhance the on-scene management skills of responders and ensure that every responder is uniformly trained. By working with the various disciplines, including emergency responders, TIM training enables responders to clear the incident safely and return operations to normal. In Atlanta, improved incident response practices reduced secondary crashes by 69 percent in 12 months, saving lives and more than \$1 million in delays, according to the FHWA in regards to the National Traffic Incident Management Responder (SHRP2) Training program.⁴

- (1) Secondary Incidents. Timnetwork.org. TIMPM. Web, August 2018. http://nchrtimpm.timnetwork.org/?page_id=23
- (2) Traffic Incident Management. US Department of Transportation Federal Highway Administration. Web. August 2018. https://ops.fhwa.dot.gov/aboutus/one_pagers/tim.htm
- (3) Driving Safety, Move Over Florida. Florida Highway Safety and Motor Vehicles. Web. November 2018. <https://www.flhsmv.gov/safety-center/driving-safety/move-over/>
- (4) Avoid Secondary Crashes & Improve Safety with Proper Training. ZOLL. Try Hagen. Web. June 2017. <https://www.zolldata.com/blog/avoid-secondary-crashes-and-improve-safety-with-proper-training>

Article submitted by Brandy Boccuti, Metric Engineering

T I M TEAM WEBSITE!
www.swftim.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

