



91th Edition

Sarasota-Manatee County Traffic Incident Management Team

September 2020



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Upcoming Events:

TIM Team Meeting :

Tuesday
October 13, 2020
1:30 pm



Going Above the Call of Duty

Recognition for District One Road Ranger

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.” On August 3, 2020 around 2:30 a.m. Road Ranger, Yosvany Hernandez while on routine patrol came across a serious crash involving a tractor-trailer and one other vehicle. The tractor-trailer was on the right shoulder of the roadway with debris going across all lanes to where the vehicle came to a final rest in the median. The driver of the tractor-trailer advised Mr. Hernandez that he had moved an unknown male that was ejected from the vehicle from the roadway in fear that traffic would hit him. Additionally, the Mr. Hernandez was advised that there were other victims in the vehicle.



Both the truck driver and Mr. Hernandez worked quickly removing the unresponsive female passenger by cutting their seatbelt and removing them from the vehicle. As they observed smoke starting to come out from underneath the hood of the vehicle, they then turned their attention to the unresponsive driver at which time a deputy arrived at the scene and was able to suppress the fire long enough for them to remove them from the vehicle.

The Annual 2020 Traffic Incident Management Team Self-Assessment (TIMSA) Survey



The Annual 2020 Traffic Incident Management Team Self-Assessment (TIMSA) Surveys are being completed at the upcoming Traffic Incident Management team meetings. 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 and identify opportunities for improvement. In

2003, the Federal Highway Administration facilitated the initial assessments of Traffic Incident Management programs in the largest 75 urban areas of the United States. Representatives of key transportation and public safety agencies and private sector partners in each area conducted the assessments. The TIMSA is conducted in each urban area annually. These annual assessments have enabled state and local program managers and practitioners to evaluate their TIM programs and identify strengths and weaknesses in their programs in order to prioritize program activities and initiatives. The Federal Highway Administration (FHWA) publishes an annual National Summary report on the TIMSA aggregating data from all urban areas. *Please make sure to attend the next TIM team meeting and be a part of the TIM Self-Assessments.*

National Traffic Incident Response Awareness Week

Slow Down. Move Over. Be Safe.

Six words that remind us all that the lives of motorists and responders depend on effective actions by drivers and the highway heroes who respond to save the lives of complete strangers.

This November 9-15, 2020, the Federal Highway Administration’s Traffic Incident Management (TIM) program is joined by a variety of partners representing every type of response discipline to call special attention to public safety.

The goal of National Traffic Incident Response Awareness Week is to reach out to every responder, and to every driver, and to every passenger, to make it more clear that every person has a role to play. Visit the [National TIM Network](#) where you can find resources to help reach out to your communities, to your organizations, and to your hero responders.

A Safety Reminder to All of Our First Responders

Our number one priority is to ensure the safety of our first responders working incidents along the highways. All first responders should work under the premise of "If it's moving, and you're not driving it, it is out to kill you." The Emergency Responder Safety Institute 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. One of the most important tools while working an incident is proper Maintenance of Traffic (MOT) and protecting the first responders at the scene. While MOT includes set up at the end of the traffic queue, also proper set up is required at the traffic scene ensuring all responders are protected.

During a recent incident in District One it was observed that the cone tapering could have been extended further to the front of the scene to protect a Florida Highway Patrol vehicle and the trooper. As you can see in the picture to the right labeled **Example 1**, the MOT set up does not extend to the very beginning of the work zone and leaves the trooper vulnerable to passing traffic. The trooper was observed getting out of his vehicle as an oncoming vehicle almost struck his vehicle. More than likely, the driver of the vehicle saw the last cone and attempted to get over immediately.

The asset management on scene was contacted and a request was made to extend the MOT beyond the work zone. See **Example 2** to the right which illustrates the MOT being extended to include the FHP Trooper vehicle.

To help guide responders to proper set up and traffic scene protection, please refer to the Manual on Uniform Traffic Control Devices (MUTCD) 6I. The [MUTCD](#) is a national standard that is maintained by FHWA. The manual, which is revised periodically, promotes the uniformity of traffic control signs, signals, and markings from state to state. This uniformity improves safety and driver expectancy. Part 6 of the MMUTCD covers temporary traffic control (TTC) zones, commonly known as highway construction or work zones. A subset of Part 6 is Chapter 6I, which specifically addresses traffic incidents and Traffic Incident Management Areas. The requirements of the MUTCD as they apply to TIM are also addressed throughout the National First Responder (SHRP2) Training which is offered to the TIM teams.¹

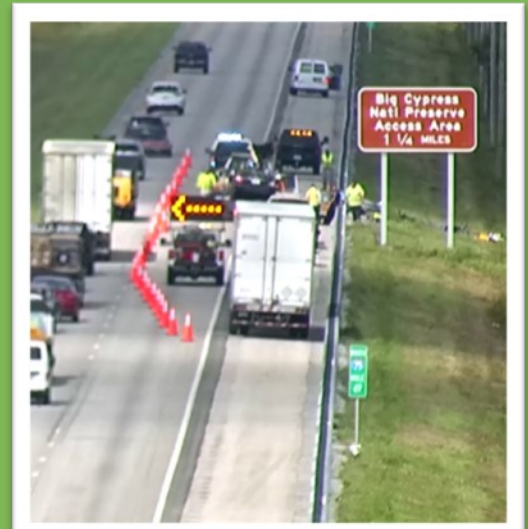
First Responders can also take advantage of the free online first responder training website, [Respondersafety.org](#) which is dedicated to the safety of the men and women by engaging in and promoting activities that include developing educational material to support responder safety training; promoting the National Unified Goal (NUG) for Traffic Incident Management (TIM) including responder safety; safe, quick clearance and interoperable communications; encouraging the development of TIM Teams, promoting collaboration, communication and cooperation among the nation's emergency responders and keeping emergency responders up to date on national rules, regulations and trends related to safe roadway incident operations.

(1) 2009 Edition Chapter 6I. Control of Traffic Through Incident Management Areas. US Department of Transportation, Federal Highway Administration. Web 07.2020. [learning.respondersafety.com](#)

Article submitted by Tom Arsenault and Brandy Boccuti, Metric Engineering



Example 1



Example 2

T I M TEAM WEBSITE!

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

