



57th Edition

Sarasota-Manatee County Traffic Incident Management Team

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TIM Team Meeting: Tuesday, August 12, 2014 1:30 PM

Manatee County Public Safety Center 2101 47th Terrace East 2101 Bradenton Florida, 34203



Strategic Highway Research Program (SHRP-2) National Traffic Incident Management (TIM) Responder Training

Let's Train Together for Safer, Faster, Stronger, and more Integrated Incident Response.

The National TIM Responder Training program is building teams of well-trained responders who can work together in a coordinated manner, from the moment the first emergency call is made. They learn the correct deployment of response vehicles and equipment, how to create a safe work area using traffic control devices, and techniques to speed up accident clearance.

The program is sponsored by the Federal Highway Administration (FHWA), which designed the course as part of the second Strategic SHRP-2 to improve highway safety and reduce congestion caused by crashes.

The curriculum is based on extensive and detailed research conducted with TIM responders across the country and is based on a train-the-trainer approach. The FHWA 10 hour course builds a team of instructors within each state, region, or agency. They, in turn, train their colleagues using this innovative curriculum. Shorter, 4 hour courses and 1 hour training modules (available online in late spring 2014) are used to cascade the training and make it available to all responders. Training modules are flexible and can be modified to fit state and local regulations or practices.

The TIM Training program has been endorsed by key agencies involved in incident response, including the International Association of Chiefs of Police, State and Provisional Divisions (IACP); International Association of Fire Chiefs (IAFC); American Association of State Highway and Transportation Officials (AASHTO); National Volunteer Fire Council (NVFC); and the Towing and Recovery Association of America (TRAA).

More than 40,000 responders have been trained across the country using this curriculum. The results have been very positive. Indiana reported that a multi-vehicle crash on I-70 west of Indianapolis in a driving snow storm was cleared in 5.5 hours – eliminating 6 additional hours of potential road closures because of the TIM training. Several states are now requiring their state police or highway patrol officers to take the training.



"All of our participants came away with a new perspective of our job at the scene and a new understanding of how all the players need to work together to be safe," said one representative of the towing industry in Montana after taking the course. To generate the strongest teams, representatives from all responder groups train together, including Police, Firefighters, Sheriffs Office, Emergency Medical Services, Dispatchers, Tow Drivers, Department of Transportation Road Crews, Road Rangers, Asset Management Crews, and Public Works Crews.

How you can help

As part of the Florida Department of Transportation and the TIM Team's commitment to improve the safety of our responders by providing training and education, we will be reaching out the

TIM community very soon with a short survey regarding interest and availability in participating in a future Strategic SHRP-2 training course to be held in September 2014. Your participation in the survey is requested and valuable, as we will need to have enough commitments from the TIM Team in order to schedule this FREE training.

For more information contact Bill Fuller, District One TIM Coordinator at (239) 225-1915 and/or william.fuller@dot.state.fl.us.

Article submitted by William Fuller, District One Traffic Incident Management Project Manager.

The Annual 2014 Traffic Incident Management Team Self-Assessment Survey

Each year District TIM teams complete a "Self-Assessment" of the programs performance. "The Traffic Incident Management (TIM) Community" consists of interdisciplinary neighborhoods populated by law enforcement, fire and rescue, emergency medical services, transportation and public works, and towing and recovery. This community supports and – in fact – constitutes the TIM Network; the TIM Network – in turn – leverages knowledge and expertise across TIM disciplines within the TIM community.

The impact is the continued implementation of the National Unified Goal for TIM, as created through the National TIM Coalition and supported by the FHWA TIM Executive Leadership Group. Through implementation of the Goal, we are moving toward a vision of no responder deaths on our nation's highways. Thank you for being the Network that is making this possible.



Distracted Driving – A Growing Epidemic

Many motorists feel a false sense of security while driving vehicles, from Sport Utility Vehicles (SUV) to Personal Water Crafts (PWC) to even motorcycles. For some reason, many drivers believe they have full control over their vehicle and their driving experience, even at high speeds. However, reality is not bound by beliefs. Vehicle issues arise daily, such as poor maintenance related to manufacturing defects which in some cases trigger manufacturer recalls due to safety concerns. Roadway debris can vary in size and impact, from a fallen ladder on a freeway to nails on the road which can easily puncture a tire. Additional danger can be found every time an occupant exits a vehicle on the side of the roadway for any reason. Sure those of us in the Transportation industry who are aware of the dangers know to park as far away from the travel way as possible and to never turn your back to traffic; but many people do not know this. Many people are utterly unaware of the probability of danger on roadways, and how this probability can be magnified by Driver Distractions.



Distracted Drivers are proving to be a much larger cause of incidents than vehicle and roadway factors. The primary reason for this is directly proportional to probability. The number of incidents caused by flat tires related to improper vehicle maintenance or a nail in the road can vary but is likely to be somewhat consistent over time proportional to the number of vehicles on the roadway. However, due to the numerous types of Driver Distractions and the sheer magnitude of the potential impacts to other drivers, Driver Distractions are a major cause of roadway incidents. According to a study released by the National Highway Traffic Safety Administration (NHTSA) and the Virginia Tech Transportation Institute (VTTI), up to 80% of crashes and over half of all near-crashes involve some form of driver distraction just prior to the crash. ⁽¹⁾

Types of Driver Distractions

Distracted Drivers are easy to spot on the roadways due to their poor driving behavior, which magnifies the probability of traffic incidents resulting in an increased probability of loss of lives. The list below contains some of the primary types of Driver Distractions, in no particular order. However, the last item on the list, Cell Phone Utilization, is increasing exponentially since the inception of the smart phone and the evolution of technology: Driving Under the Influence (DUI), driving tired, eating and drinking, adjusting the entertainment system (radio, CD/MP3 player, Bluetooth, etc.), smoking related, moving objects in the vehicle (children, pets, insects, object falling from dashboard or visor), grooming (hair/makeup), cell phone utilization



More and more drivers are acquiring smart phones. More and more smart phone owners are utilizing their phones while driving. As you can see from the list above, talking on a smart phone is only one type of cell phone distraction. In addition to distracting their attention from the roadway, drivers are actually taking their eyes off the road while travel at speeds in excess of 80 MPH, in order to type a text message, surf a mobile web page, or just read a map for directions. In a world where an incident can arise in a split second, sparing 5, 4, or even just 2 seconds of both focus and eyesight from the constantly changing roadway can be the difference between life and death. The problem is that 99 times out of 100, we get away with it creating that false sense of security. But the truth is that if you Drive Distracted enough times at any

probability rate other than zero, then you will be involved in an incident sooner or later. Please note the exponential relationship between increased probabilities of incidents resulting from one distracted driver interacting with another distracted driver, especially if you consider that the roadways are filled with numerous other vehicles with Distracted Drivers, many of which may not be very good drivers even without the distractions.

Eliminating your own Distracted Driving and being aware of Distracted Driving by others is essential for safe transportation.

⁽¹⁾ USDOT NHTSA The 100-Car Naturalistic Driving Study (April 2006) Page 349. <http://www.distraction.gov/research/pdf-files/the-100-car-naturalistic-driving-study.pdf>

Article Submitted by Metric Engineering, Inc.. – Robert Mastascusa, P.E.

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

