



52nd Edition

Sarasota-Manatee County Traffic Incident Management Team

September 2013



TIM Champion Recognition

Your Traffic Incident Management (TIM) Team members take this opportunity to acknowledge two **TIM Champions** for their "Above & Beyond" contributions to the efforts in bringing SHRP-2 Responder Training to your area; **Lt. Gene Rogers** with the South Trail Fire Department in Ft. Myers, and **Sergeant Greg Mitchell** with the Florida Highway Patrol in Bradenton. These TIM Champions stepped up to the front of the class in June to bring SHRP-2 "First Responder" Training to 285 First Responders. Lt Rogers and Sgt. Mitchell are volunteering again this November (see schedule this issue) because the "Best Practices" inside the lessons of SHRP-2 were developed "BY RESPONDERS - FOR RESPONDERS" and bring a shared understanding of things like a "Zero Buffer" and the best practice of "Take any of the Lane -Take all of the Lane."

If you are uncertain of these terms, or want to know more about the science of TIM, First Responder and Motorist Safety at an incident and what is being done about it, visit your area's TIM Team website at www.swfltim.org. TIM Teams meet regularly to discuss local Responder Safety and Traffic Management issues, and to receive *free and relevant* Training, Awareness and "Best Practices" from a National perspective.

- ◆ Bonita Springs Fire Station One
- ◆ Big Corkscrew Island Fire Control and Rescue District
- ◆ Florida Department of Environmental Protection
- ◆ City of Bonita Springs
- ◆ Charlotte County
- ◆ City of Cape Coral
- ◆ Charlotte Co. Office of Emergency Mgmt.
- ◆ City of Venice
- ◆ City of Sanibel Island West Manatee Fire
- ◆ City of Bradenton
- ◆ Cedar Hammock Fire and Rescue
- ◆ City of Holmes Beach
- ◆ Manatee County
- ◆ City of Lakeland
- ◆ Lee County Metropolitan Planning Organization

The Agreement offers a framework and guidelines to promote a collaborative effort by and between the TIM Team Agency Members within Collier, Lee, Charlotte, Sarasota, Manatee and Polk Counties. In agreeing to join FDOT, FHP and the TIM Team in the Open Roads philosophy, it does *not* obligate your Agency, or Agency representatives to commit or donate funds, equipment or personnel to the association's activities or initiatives.

As your Agency's support in these efforts is vital to the overall TIM initiative, we welcome any opportunity to visit with you to discuss any questions or reservations there may be in joining this Multi Agency effort.

The safety of the public and of our First Responders are of the highest priority and must be maintained. All those who respond to traffic incidents share in this responsibility along with achieving and maintaining the free movement of people, vehicles and commerce on Florida's roadways.

Specifically the LMOU Agreement:

- ◆ Endorses the Statewide Open Roads Guidelines
- ◆ Defines incident scene roles and responsibilities
- ◆ Establishes a local incident scene lighting guideline
- ◆ Establishes a local incident communication guideline

If you have any questions, please contact Bill Fuller at P: (239) 225-9815 or E-Mail: william.fuller@dot.state.fl.us

November 4 Hour SHRP-2 Responder Training Schedule

Please note:

REGISTRATION WILL BE REQUIRED

Dates: November 5-6-7th 2013

Time: 08:00am-12:00pm -OR- 1:00pm-5:00pm

Location: South Manatee Fire and Rescue Department, 2451 Trailmate Dr. Sarasota FL 34243

Dates: November 12-13-14th 2013

Time: 08:00am-12:00pm -OR- 1:00pm-5:00pm

Location: SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers FL 33913

LMOU Participants

Additionally, we want to recognize the following agencies for their participation with their Traffic Incident Management (TIM) Team, and the Florida Department of Transportation (FDOT), in signing the new **Local Memorandum of Understanding** (LMOU) aimed at reducing the impact of incidents on our Streets and Roadways:

- ◆ City of Punta Gorda
- ◆ City of Fort Myers
- ◆ Charlotte Co. Fire and Emergency Medical Svcs.

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Upcoming Events:

TIM Team Meeting:

Tuesday, **October 8, 2013**

1:30 PM

Manatee Technical Institute
Charlie Wells Law and Enforcement and Allied Health Building
Room 2129

5540 Lakewood Ranch Blvd
Bradenton Florida, 34211



Connected Vehicle Technology and its Future Role in ITS

Technological Evolution

Technological Evolution has progressed exponentially since the discovery of electricity. Simple tools paved the way and the subsequent inventions of machines and software have quickly emerged in most aspects of everyday life, including transportation. Technology continues to evolve; in today's world, computers and software applications are becoming more and more autonomous.

Existing Intelligent Transportation Systems (ITS) and Tolling Technology

ITS technology is consistently evolving with newer technologies constantly emerging and more time tested technologies eventually becoming classified as basic infrastructure. Today, a basic ITS system typically consists of a conduit duct bank, Fiber Optic Cable (FOC), Gigabit Fiber Optic Network (FON), Master Hubs (MHUB), Local Hubs (LHUB), ITS Poles, Closed Circuit Television Cameras (CCTV), Dynamic Message Signs (DMS), Vehicle Detection Systems (VDS), and Travel Time Systems (TTS). Today's more advanced ITS systems typically include technological communications with drivers using flashing beacon signs and radio communications using Color DMSs with graphics, Speed Monitoring Systems (SMS), Road Weather Information Systems (RWIS) with sensor alert triggered flashing beacon signs, Highway Advisory Radio Transmitters and Beacons (HART/HARB) with A.M. radio transmissions, and more.



Today's tolling technologies such as Automatic Vehicle Detection Systems (AVI), License Plate Readers (LPR), and Optical Character Recognition (OCR) software are quite advanced. AVI, LPR, and OCR provide the ability to monitor toll lane utilization via toll transponders and license plates. This technology may be advanced, but it is already deployed statewide, nationwide, and worldwide today. However, Connected Vehicle Technology is likely to play a much larger roll the in future.



Connected Vehicle Technology (CVT)

Connected Vehicle Technology is an ongoing initiative to interconnect vehicles with roadside infrastructure and is often referred to as Next Generation ITS. It is not difficult to envision a world where all newly manufactured vehicles have onboard computers, many already do. Specifically, CVT will include localized Vehicle-to-Vehicle (V2V), Vehicle to Infrastructure (V2I) ¹, and Vehicle to Device (V2X) communications using Dedicated Short Range Communications (DSRC) and Wireless Access for Vehicular Environments (WAVE) technology ². The key aspect of CVT is the Autonomous communications between devices so as to help minimize driver distractions. The autonomous communications between vehicles and roadside infrastructure will include wireless communications, vehicle sensors, and Global Positioning System (GPS) Navigation which will help identify roadway hazards and alert drivers in real time. ³



The Connected Vehicle Technology (CVT) initiative is being led by the United States Department of Transportation (USDOT), USDOT's Research and Innovative Technology Administration (RITA), numerous State Departments of Transportations (DOTs), and many major automakers. Automakers are continuously increasing the capability and functions of On Board Equipment (OBE) and DOTs across the nation are continuously deploying Roadside Equipment (RSE) test beds.

In conclusion, Connected Vehicle Technology is already here and will be continually advanced over the next decade and the foreseeable future. Technology is continuously on the rise. As of 2013, surveys show up to 91% of American adults have a cell phone and 56% have smartphones. Bluetooth enabled vehicles are expected to reach 30% of all new cars by 2014. It is only a matter of time before the majority of travelers on America's highways have the vehicle infrastructure required to propel CVT to the next level.



¹ http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/CV/Connected_Vehicles.shtm
² <http://www.itsa.org/industryforums/connectedvehicle>
³ http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/CV/Connected_Vehicles.shtm

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

