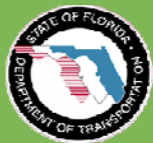




34th Edition

Sarasota-Manatee County Traffic Incident Management Team

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I-95 Corridor Coalition: Safety Track Committee Final Project Report on Ten Percenters



I-95 CORRIDOR COALITION
Beyond Boundaries

The I-95 Corridor Coalition recently released a report that focused on a small group of persistent traffic violators who are responsible for a significant portion of the serious injury and fatal collisions on the highways. The group was named the "ten percenters". The primary goal of the project was to identify effective means for addressing these high-risk offenders to improve safety for the motoring public along highway I-95 (referred to as the I-95 Corridor). These high-risk offenders have been labeled the "ten percenters" because there is some evidence that this small percentage of violators accounts for a major portion of the traffic safety problem. Although the actual percent represented by this group per a particular traffic safety problem like drinking and driving, speeding, non-use of seatbelts varies somewhat, the proportion is not sufficiently different enough to justify changing the highly communicative phrase "ten percenter". The full report is available on the I-95 Corridor Coalition's website. Please follow the link below.

www.i95coalition.org

Flashing Yellow Arrow Tip Card

A national study was conducted by the Federal Highway Administration in regards to the use of a flashing yellow arrow to be placed over left turn lanes to flash yellow instead of a solid red arrow to allow continued traffic flow. The result of the study indicated several benefits from placement of the flashing yellow arrow. The new signal allowed more traffic to move through an intersection, provided additional traffic management flexibility, provided motorists with a clear distinction of yielding to oncoming traffic, and also is a low cost safety measure to help prevent crashes. The FDOT will be in-



stalling the new flashing yellow arrow throughout the state on a case by case basis. For more information visit their website at: www.dot.state.fl.us/trafficoperations/

The National NUG Summit

The National Unified Goal for Traffic Incident Management (NUG) will convene on Tuesday, September 21, 2010. The NUG was developed under the direction of the National Traffic Incident Management Coalition (NTIMC). The three major objectives of the NUG are responder safety, safe, quick clearance and prompt, reliable interoperable communications. **A recap of the summit will be discussed in the upcoming TIM meetings.** For further information please visit the link below:

<http://timcoalition.org/?siteid=41>

United States Traffic Deaths at Lowest Level Since 1950



The U.S Department of Transportation announced last week that, traffic deaths dropped to a record low 9.7 per-

cent last year, with a total death rate of 33,808, the lowest since 1950. According to the data, forty-one states showed drastic decline in traffic fatalities, with Florida leading the way with a 13 percent drop from 2008. The improvement was credited to technological advances within the car industry, tougher DUI penalties, and more stringent law enforcement efforts. To read the full press release visit the site below:

<http://www.nhtsa.gov/PR/DOT-165-10>

The Master Road Ranger Schedule is available on the TIM Team website. Please follow the link below:

http://www.swfltim.org/helpful_links.htm#general

The 2009/2010 Rapid Incident Scene Clearance (RISC) Annual Report and the 2009/2010 Road Ranger Service Patrol Comment Card Annual Report is available on the TIM Team website. Please follow the link below for the full report:

http://www.swfltim.org/helpful_links.htm#general

Dynamic Trailblazer Signs for Traffic Incident Management

We have been using Dynamic Message Signs (DMS), in conjunction with our other ITS devices, for several years to inform the traveling public of both routine and critical traffic issues. The information provided, whether a simple travel time or notification of an emergency closure, has allowed travelers to make better informed decisions as to route selection, proper exit for sporting events, etc. There have also been a quantifiable benefits recognized in areas such as Enhanced Public Safety; Reduced Congestion; Improved Access to Travel & Transit Information; Cost Savings to Motor carriers, Transit Authorities and Government Agencies; and Reduced Environmental Impacts. ⁽¹⁾

With historical data now available, it is apparent that even more can be accomplished using the cousin of the DMS to reach the next level of traffic management. The device to which I refer is the Dynamic Trailblazer Sign. This recognized traffic control device is a smaller version of the DMS. It is deployed throughout an alternate route to provide direction from one point to another to those who are unfamiliar with the area.

Every month Florida's TIM teams deal with incidents that require the closing of multiple lanes or even an entire direction of travel. How much of the traffic being diverted is made up of commercial vehicles, tourists, and others that may be totally unfamiliar with the local area and its secondary roads? How many times is the officer directing traffic off of an exit interfered with by a driver who stops the flow to ask the officer how to get around the incident and get back on the highway?

The Dynamic Trailblazer provides this information along the route, providing directions at each turn in a detour and bringing the traveler back onto the highway at the most efficient location. This frees up FHP officers, Road Rangers and others for more critical duties. The resultant smooth flow also allows for an easier ingress/egress of emergency vehicles and cleanup crews.

The Federal Highway Administration's recent study on "Best Practices" in Emergency Transportation Operations Preparedness and Response, ⁽²⁾ recognized the importance of Trailblazers and highlighted a plan by one DOT that included portable Trailblazer signs that could be quickly deployed for any incident regionally. This study was commissioned shortly after the 9/11 World Trade Center Bombing and as such gave much consideration to emergency traffic management operations resulting from terrorist related events. The ability of an area to deal with the emergency at hand while providing for some normalcy in commerce and daily life is critical to an area's timely recovery.

A handbook available from the Federal Highway Administration ⁽³⁾ addresses the use of Trailblazers for non-emergency events. This guide lists Trailblazers as one of several "State of the Art" tools for managing travel for "planned special events" The guide provides information on 5 major categories of events where Trailblazers are important: A recurring event at a permanent venue (sports, etc); A continuous event (multiple days); A street use event (marathon, road race, etc); A regional/multi-venue event; and a rural event (such as annual festival in an area not equipped for heavy traffic volume).



Trailblazer Signs are available in many different configurations from multiple vendors. Options include larger, versions similar to Arterial DMS signs, trailer mounted versions for deployment as needed, and smaller sizes suitable for mounting on signal or street light poles and, with more vendors offering custom solutions, there is sure to be a solution for your special needs. So, whether it be for hurricane evacuations, terrorist related events, or the more common tractor trailer roll over; Trailblazers are likely to play a larger role in incident management in our near future.

⁽¹⁾ Intelligent Transportation Systems Benefits, June 2002:

http://www.floridaitis.com/PDFs/benefits_analysis.pdf

⁽²⁾ Best Practices in Emergency Transportation Operations Preparedness and Response:

http://www.its.dot.gov/itsweb/its_publicsafety/bestpractices/etop_workshop.htm#etme

⁽³⁾ Managing Travel for Planned Special Events Handbook: Executive Summary: http://www.its.dot.gov/its_publicsafety/pseexecsumm/index.htm

-Article by Steve Johnson, Metric Engineering Inc.

T I M TEAM NEW 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

