TIM Team Times

53rd Edition

Sarasota-Manatee County Traffic Incident Management Team

November 2013

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Upcoming Events:

TIM Team Meeting:

Tuesday, **December 10, 2013**

1:30 PM

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

IT'S THE LAW MOVE OVER FOR STOPPED EMERGENCY VEHICLES

TIM Champion Recognition

Your Traffic Incident Management (TIM) Team members take this opportunity to acknowledge a **TIM Champion,** Captain Mark Crawford and the Southern Manatee Fire Rescue (SMFR) , for his "Above & Beyond" contributions to the Strategic Highway Research Program (SHRP-2).

On November 11th,12th and 13th, Captain Crawford and his Department hosted the SHRP-2 responder training at their facility. This training course was taught in a 4 hour session in an environment that included first responders from the Florida Highway Patrol, Towing community, DBI Asset Maintenance Contractors, Emergency Medical Services, and other transportation officials. The course included classroom sessions, and a practical exercise that allowed students to practice various scenarios and become familiar with the equipment available through the different responder groups.

Feedback from attendees was very favorable! Captain Crawford is the training Director for the Southern Manatee Fire Rescue and stated he could tell that the firefighters and officers were thinking differently about incident traffic management safety after taking the class. Captain Crawford stated that he believed that additional classes offered to the other Districts would be a great asset to first responders and he would encourage all public safety agencies to attend SHRP-2 Training.

Additionally, comments from attendees showed that the training was very beneficial since they had the opportunity to train together and share each other's perspective. "We work together in the streets every day, so it makes sense that we should train together."

Captain Crawford further stated, "The format of twice a day for three days was perfect for getting every first responder (unless sick or on vacation) with our agency trained. Crews are a captured audience while on duty, and most fire departments train every day, so the format offered here at SMFR is a perfect match for fire departments. Please do share this meeting information with the different agencies!"

For more information and to coordinate training for your local agency, please contact Bill Fuller at William.fuller@dot.statre.fl.us or call (239) 225.9815.

Your area TIM welcomes any opportunity to bring free TIM team outreach, awareness and training to your agency.

ITS Florida Outstanding Achievement Award

On October 10, 2013, ITS Florida's Outstanding Achievement Award was awarded to the Florida Department of Transportation, District One Traffic Incident Management (TIM) Team and its leadership by Mr. Bill Fuller, District One Traffic Incident Management Project Manager, for successfully conducting Strategic Highway Research Program training (SHRP2).

This Outstanding Achievement Award for leadership in successfully bringing the SHRP-2 responder training was a team effort and could not have been successfully accomplished without everyone's hard work and dedication.

To date, the District One TIM Team has brought the SHRP-2 Training to over 430 first responders from the District One Counties; Lee, Charlotte, Sarasota, Manatee, Pinellas, and Hillsborough. Additionally, the District One TIM Team plans to take this training to first responders in Polk and Collier County very soon!

ITS Florida is one of the leading advocates for the deployment of technologies that improve the safety, security and efficiency of the nation's surface transportation system. Intelligent Transportation Systems (ITS) encompass a broad range of wireless and wire line communications, information processing, advanced computing, and electronics technologies. When integrated into the nation's roadways, vehicles, and public transit systems, these technologies can help reduce congestion, enhance mobility options, and help save lives. Members include private corporations, public agencies, and academic institutions involved in the research, development and deployment of ITS technologies.

Founded in 1992 as an educational and information sharing group, ITS Florida was the first formal ITS state chapter organization, and became affiliated with ITS America in April 1994. ITS Florida was named the Best ITS America State Chapter for 2004 and again in 2011!

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

Active Arterial Management (AAM)
Series - Part 1

Arterial Congestion Background

Florida has an extensive Arterial Roadway Network in which the Florida Department of Transportation (FDOT) and many of the County Traffic Operations Departments throughout Florida have made significant investments over the years to build and maintain these facilities.

The extent of the arterial network within the State of Florida for urban and non-urban conditions reaches 32,127 miles with approximately 160,515,000 Vehicle Miles Traveled (VMT) daily. With this volume of traffic along the Arterial Network, congestion along arterial roadways has become an increasing problem throughout the State, especially in high-density urban areas. However, due to the limitations of right of way and construction funding, it has become a challenge for FDOT to improve congestion and maintain travel time reliability consistently throughout the state.

The State of Florida has a history of success with operating and maintaining Intelligent Transportation System (ITS) on the freeway system. Successes of technology implementation on freeway systems have included reduced travel times, improved travel time reliability, decreased secondary crashes, decreased time for emergency response, and a reduction in the number of stops and delays on the freeways. The arterial network system utilizes an Advanced Traffic Management Systems (ATMS) for signal traffic control to support traffic flow in arterial roadway. Applying the successful operational strategies of the (ITS) technology in conjunction with (ATMS) for the arterial roadways has the potential to accelerate the benefits of reduction of unnecessary delays and improve the overall reliability of the arterial system. This approach, called Active Arterial Management (AAM), is one proactive method for relieving arterial congestion in the future.

The U.S. DOT Federal Highway Administration (FHWA) has defined the objective of AAM as "the advancement of management practices and operations strategies that promote the safe and efficient use of arterial roadway capacity to reduce congestion." The need for Arterial Management strategies is also being recognized in Florida, including Palm Beach and Pinellas Counties, and throughout the United States. Other states, including Texas, California, and Georgia have also begun implementing various programs to work towards optimizing their arterial transportation network. These programs have focused not only on capital improvements, but also operations and maintenance with the overall goal of reducing congestion in the arterial network with more cost effective operations techniques such as Active Arterial Management.

AAM - Maximizing Existing Investment

FDOT and Counties Statewide have already invested millions of dollars on traffic signal technology, ATMS equipment and software, signal maintenance, etc. This existing investment has resulted in the improvement in the functionality of the statewide arterial transportation system as a whole. However, these entities have yet to realize the full benefits of their current investments on the arterial system, which in turn affects the ability to efficiently and reliably move more drivers, transit, freight, and other forms of transportation throughout the state. In order to maximize the benefits of ATMS, an additional investment of dedicated funding will be required for arterial roadway signal system maintenance, arterial operations, and capital improvements in conjunction with defined performance measures. The expected cost savings outcome of the AAM are very high, making the additional required capital not a spending, but a great source of investment to the involved entities and to the traveling public. The technology will provide travel time information, increase travel time reliability and support an efficient incident management, resulting in reduced congestion, increased response times, minimize secondary incidents, and more. Stay tuned for the next installment of the AAM Series (Part 2) where we will discuss in specific detail the fiscal cost of the current problem of congested arterial roadways, specific AAM solutions, and the overall Benefit/Cost ratio of the proposed AAM investments.

[1] Florida Highway Mileage and Travel (DVMT) Report - State Highway System, 2011, Florida Department of Transportation. http://www.dot.state.fl.us/planning/statistics/mileage-rpts/shs2011.pdf

[2] Florida Highway Mileage and Travel (DVMT) Report - State Highway System, 2011, Florida Department of Transportation. http://www.dot.state.fl.us/planning/statistics/mileage-rpts/shs2011.pdf

[3] http://www.ops.fhwa.dot.gov/arterial_mgmt/

[4] http://www.fhwa.dot.gov/publications/publicroads/07july/05.cfm

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

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