



62nd Edition

Sarasota-Manatee County Traffic Incident Management Team

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Upcoming Events:

2015 TIM Team Meetings:

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

1:30 PM

- June 9, 2015
- August 11, 2015
- October 13, 2015
- December 8, 2015



Training that Helps Coordinate Safety for First Responders

The initiative to make communication stronger began in 2005 when the United States Congress authorized the **Strategic Highway Research Program (SHRP-2)**, which was designed to focus on four keys of highway crashes: Safety, Renewal, Reliability, and Capacity. The research began in 2006 and six years later the pilot program began. By 2014, the program was rolled out nationwide.

An average of 5 firefighters, 12 law enforcement, and 60 tow operators are killed each year responding to crashes. The SHRP-2 training is designed to put first responders such as firefighters, police officers, medical crews and towing companies in the same room for the same training. Additionally, agencies rely heavily on dispatchers, who are also invited to participate in the training.

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 are reaching out the TIM community with a "very short survey" in regards to your **interest in participating in a future 4-hour Strategic Highway Research Program (SHRP-2) Training and/or a 1-2 Day Train-The-Trainer Course.** These are described below.



The Free 4-hour **STRATEGIC HIGHWAY RESEARCH PROGRAM (SHRP-2) TRAINING** was created by **RESPONDERS-FOR RESPONDERS**. This course is for **ALL FIRST RESPONDERS** which provides a shared understanding of the requirements for safe, quick clearance of traffic incident scenes; prompt, reliable and open communication; and motorist and responder safeguards. First responders from all TIM responder disciplines will learn how to operate more efficiently and collectively. This training covers many nationally recognized best practices and TIM recommended procedures and techniques, including: TIM Fundamentals and Terminology, Notification and Scene Size-Up, Safe Vehicle Positioning, Scene Safety, Command Responsibilities, Traffic Management, Special Circumstances, Clearance and Termination, and much, much more!

Additionally, FDOT would also like to provide the **TRAIN THE TRAINER COURSE** which is intended to provide

participants (i.e., trainers) the knowledge and materials necessary for them to conduct TIM training for TIM responders in their area or state. The training is a 1-2 day course that includes classroom training as well as hands-on activities. Once trainers have completed the course, they will have the flexibility to train others, as appropriate, using either the full version of the training or through use of a condensed 4-hour version of the training called the Strategic Highway Research Program (SHRP-2). **The target audience for the Train-The-Trainer course is experienced trainers from all TIM disciplines. Each participant is expected to have both prior instructional and TIM experience.**



We have put together a "very short" 2 question survey to take a poll from the TIM teams in regards to their interest in bringing this FREE training to their local area. Please click on the following link to access the survey: [Survey Link](#)

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

Help Support the Towing Industry



In support of the towing community, District One TIM facilitators, Charles Stratton, Metric Engineering, and Rory Howe, Parsons Corporation, recently attended the 2015 Tow Show that occurred on April 9-12, 2015 at the Hilton Across from Disney Village in Orlando Florida. The 2015 Tow Show schedule included new and exciting experiences in the towing industry. The event was a great way to learn more about the industry and connect with other incident responders. A major focus at the show has been safety, particularly when it comes to working with vehicles on highways that need to be towed. Additionally, to help provide support to the safety of our tow truck companies, the Strategic Highway Research Program (SHRP-2) training was also provided at the event, instructed by Rory Howe. Please help support the towing industry by attending next year's Tow Show in 2016.

Decision Support System (DSS) and Intelligent Transportation Systems (ITS)

(Part 1 of 2)

What is a Decision Support System (DSS)?

A Decision Support System (DSS) is a computer-based information system that supports business or organizational decision-making activities.¹ More specifically, a DSS is a system specifically designed to analyze real-time data from multiple input sources in order to output suggested/recommended courses of action as quickly as possible. The heart of a DSS is a complex computer program that uses programmed algorithms along with a wide variety of input data in order to determine the most efficient course of action in real time. However, a DSS includes much more than computer software; a DSS is a collaborative coordination effort between multiple stakeholder agencies and the integration of a collection of computerized systems & networks.

What is Traffic Systems Management & Operations (TSM&O)?

Traffic Systems Management & Operations (TSM&O) is an integrated program specifically aimed to optimize the performance of existing multimodal transportation infrastructure through a strategic implementation of systems, services, and projects meant to maximize vehicular throughput, increase safety, minimize congestion, reduce travel times, and enhance travel time reliability along transportation systems.²

How can ITS and DSS Enhance TSM&O?

Intelligent Transportation Systems (ITS) and ITS programs consist of the foundational infrastructure and resources required to facilitate the implementation of a DSS that is expected to have a tremendous positive impact on TSM&O. By leveraging the existing ITS physical infrastructure (Fiber Optic Cable, Ethernet Network, Inter-agency fiber connections, ITS devices, etc.) as well as the historic inter-agency relationships between ITS personnel, an ITS DSS can be developed to enhance TSM&O region wide for all stakeholder agencies involved. The primary goal of TSM&O is to optimize vehicular throughput of all roadways at all times; an ITS DSS can collect data from existing ITS devices and transmit the data along with Advanced Traffic Management Systems (ATMS) data to a centralized server running a DSS software program that will be carefully designed and managed with the primary goal of maximizing transportation efficiency.

**What are the Primary Components and Expected Inputs/Outputs of an ITS DSS?**

ITS DSS Primary Components: High level DSS planning, region wide interagency coordination, ITS, ATMS, evolving technology, software design, and funding. It should be noted that the implementation of an ITS DSS is expected to result in a benefit to cost ratio (B/C) much greater than 1 meaning the investment will pay for itself. In other words, the reduced traffic congestion resulting from more efficient roadway systems will yield saved commuter time, reduced fuel consumption, and reduced environmental impacts from decreased CO2 emissions which will exceed in value the cost of implementing an ITS DSS.

ITS DSS Inputs: Real-time traffic volume data, real-time traffic incident data, real-time travel time data, real-time weather data (rain, smoke/fog), real-time HAZMAT response data, scheduled lane closure data, scheduled special event data, scheduled transit data, scheduled railroad data, etc.

ITS DSS Outputs: Recommended alternate routes, recommended signal timing plan adjustments, recommended Dynamic Message Sign (DMS) localized messaging, recommended CCTV feed outputs to video wall, 511 Updates, Twitter Feed Tweets, Facebook Updates, etc.

Stay Tuned for Part 2 of this article!

Part 2 of this article will include more detailed information regarding the future of ITS DSS in Florida including answers to the following questions:

When will an ITS DSS be Planned, Developed, and Implemented in Florida?

Who is currently developing an ITS DSS? And what are the Milestones?

Specifically, how can ITS and DSS Enhance TSM&O?

- (1) Decision Support System. (n.d.). In Wikipedia. Retrieved May 4, 2015, from http://en.wikipedia.org/wiki/Decision_support_system
- (2) Transportation Systems Management & Operations. (n.d.). USDOT Website, Glossary. Retrieved May 4, 2015, from <http://www.ops.fhwa.dot.gov/publications/fhwahop12004/glossary.htm>

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

