



70th Edition

Polk County Traffic Incident Management Team

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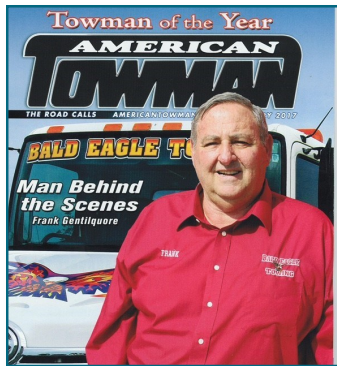
Upcoming Events:

Next TIM Team Meeting:
County Sheriff's Office Comp
Procop Room
1891 Jim Keene Boulevard
Winter Haven, FL 33880
10:00 AM
• April 13, 2017



Congratulations to A True TIM Champion

Frank Gentilquore, Bald Eagle Towing, is named the "2017 Towman of the Year", for his dedication and support to the Towman's causes for increased safety, professionalism and respect.



Anyone that has attended the Collier-Lee-Charlotte Traffic Incident Management (TIM) Team meetings would know Frank, as he has a large, caring personality that is infectious to those around him.

Frank has been a true champion in both the towing industry and the Traffic Incident Management community. Just to name a few of his accomplishments:

- Petitioned the Florida Department of Transportation to get four seats for towers on the TIM board.
• Volunteers with Towing and Recovery Association of America.
• Helped rewrite the National Traffic Incident Management Training (SHRP-2) protocol for implementation by the Tennessee Highway Patrol.
• Participated in the Xtreme Team, which performed cross-training's around the country with other first responders.
• Helped raise awareness by getting a Florida Highway Administration representative to the Tow Expo-Dallas in 2016, for an four hour seminar and Q&A.

We are reminded that across the country every year, hundreds of emergency responders representing fire, law enforcement, emergency medical services, towing and transportation agencies are struck and either injured or killed while responding to incidents on the roadway. The Towing Industry loses more of their personnel to struck-by incidents on a yearly basis than any other discipline in the First Responder community.

TIM champions help strengthen our traffic incident management community and help raise awareness

for first responder safety. Congratulations Frank and thank you for your support and dedication.

To learn more about the American Towman and current topics in the towing industry, please visit the following website: http://towindustryweek.com/

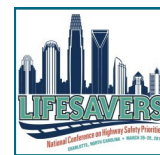
Update Florida Administrative Code 15B-9, Wrecker Qualifications and Allocation System

The Florida Administrative Code 15B-9, Wrecker Qualifications and Allocation System has been a top concern among the towing industry and the TIM team, as it was originally created in 1992 and it is very outdated. In the recent round of TIM team meetings, the team was informed that the Florida Department of Transportation has sent their recommended revisions of the code to Tallahassee. It is estimated that any changes to the code will not be in effect until 2018, as Tallahassee is currently scheduling Public Hearings on the topic.



To learn more and to view the Florida Administrative Code 15B-9, please click on the following link: https://www.flrules.org/gateway/ChapterHome.asp?Chapter=15B-9

2017 Lifesavers National Conference on Highway Safety Priorities



Lifesavers is the premier U.S. highway safety meeting dedicated to reducing the tragic toll of deaths and injuries on our nation's roadways. Drawing over 2,000 participants in 2016, Lifesavers continues to be the must attend conference since its start in 1982. Each year, Lifesavers provides a forum for the presentation of proven countermeasures and initiatives that address today's critical highway safety problems. Whether you're a state or local highway safety official, police officer or first responder, private or non-profit program provider, student or academician, Lifesavers' comprehensive program is for you. The event will take place in Charlotte, North Carolina on March 26-28, 2017.

To learn more, please visit the following website: http://lifesaversconference.org/

Who Will Be Liable for Protecting the Traffic Queue



At our recent round of TIM team meetings the topic “Minding the Traffic Queue” was presented to the team. The presentation raised the question: Could first responders become liable from secondary traffic incidents that could have been avoided, if proper advanced warning devices were in place?

There are two critical locations for traffic control that exist with each incident. One is at the incident scene itself where clearly understood direction is needed to move traffic safely past the incident and protect responders working on the incident. The second is at the end of the queue of traffic that forms beginning at the incident and could extend back for many miles. While drivers approaching the end of a short queue may see the incident, drivers approaching the end of a long queue may be taken by surprise by a sudden slowing of traffic.¹

The proper guidelines for setting up advance warning/temporary traffic control during traffic incidents is provided in the Manual on Uniform Traffic Control Devices (MUTCD) 6I. The primary functions of temporary traffic control at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well-defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes, and will preclude unnecessary use of the surrounding local road system.²

Due to the nature of today’s roadways often teeming with heavy and poorly maintained vehicles traveling at high speeds often by distracted or impaired drivers, first responders are in inherent danger for the duration of an incident. Also, the addition of traffic incidents to a roadway resulting in vehicular delay queues, temporary traffic control, emergency vehicles, and first responders creates additional distractions for commuters. This is why it is imperative that first responders adhere to all standards, requirements, and guidelines designed to clear incidents efficiently and to protect first responders in the traffic incident management area. First responders that fail to follow the applicable MUTCD standards and requirements in their state during Traffic Incident Management resulting in subsequent incidents may be subject to liability.

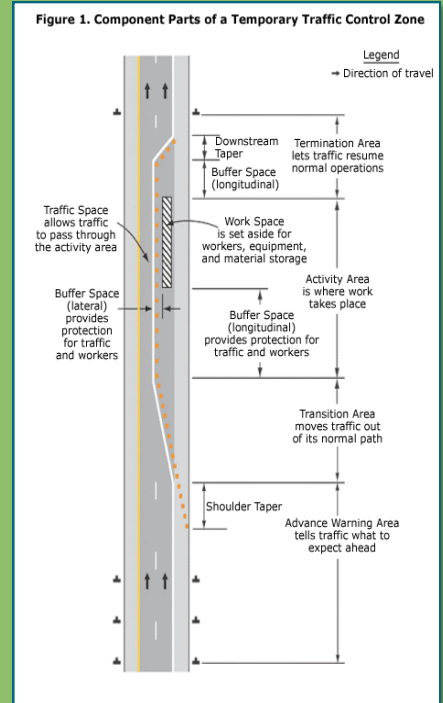
Studies prove the likelihood of a secondary crash increases by 2.8 percent for each minute the primary incident continues to be a hazard. As much as 25% of all traffic incidents are secondary crashes, and up to 20% of those involve serious injuries or fatalities. It is important to monitor the end of the traffic queue and move the advanced warning devices to warn approaching motorists as the queue grows.³

With the increase in fatalities from secondary incidents, all precautions and proper guidelines should be used. Use all of the tools that are provided to first responders, including trainings such as the National Traffic Incident Management (SHRP-2) Training.

Lastly, Chris Williams, Florida Department of Transportation District 1 TIM Team Program Manager, wrapped up the topic from the meeting with the following thoughts to the first responders: “Those of us who set up Advanced Warning signage please make a quick reminder to yourselves and subordinates, pass along, train, communicate downstream this important message: *RECORD* for your legal preservation (somewhere, somehow, someday) in a notebook to self, to controllers, to FHP communications via cell phone, radio or email, that you have placed “Advanced Warning” signage upstream and on the opposing side of the highway for crash scenes...”

- (1) Responder and Motorist Safety. U.S. Department of Transportation, Federal Highway Administration. December 2016 Web. http://ops.fhwa.dot.gov/eto_tim_pse/about/rms.htm
- (2) Edition Chapter 6I. Control Of Traffic Through Traffic Incident Management Areas. January 2017 Web. <http://mutcd.fhwa.dot.gov/hm/2009/part6/part6i.htm>
- (3) Driving Safety. National Highway Traffic Safety Administration. November 2016: <https://www.nhtsa.gov/Driving-Safety/Impaired-Driving>

Article Submitted by Metric Engineering, Inc. – Brandy Boccuti



T I M TEAM WEBSITE!

The Polk 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.