



87th Edition

Polk County Traffic Incident Management Team

January 2020



Another Successful TIM Team Training Event

The National First Responder (SHRP2) Training

Recently the District One Traffic Incident Management (TIM) team successfully trained over 50 first responders, within a two day period, through the National Traffic Incident Management (SHRP-2) Responder Training Program. Participants also received a certificate from the Federal Highway Administration (FHWA) after completing the training.

The training included lectures as well as table top activities. The benefits of the national training includes:

- A unified, multidisciplinary approach that promotes a more effective incident response.
- Lessons in new multiagency standards and best practices.
- An opportunity for responders from multiple disciplines to breakdown communication barriers and begin to work more effectively together.

The program is sponsored by the FHWA, which designed the course as part of the second Strategic Highway Re-search Program (SHRP2) to improve highway safety and reduce congestion caused by crashes.

If you or someone in your agency are interested in the training, please contact Brandy Boccuti, ITS TIM Team Coordinator at bboccuti@metriceng.com.

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District One Florida Department of Transportation Cross-Training Staff

The District One Traffic Management Center (TMC) Staff and the District One Road Rangers are cross-training staff to help better understand each others roles and their perspective when working on the local highways and during traffic incidents.

Recently, TMC staff had the opportunity to ride-along with Road Rangers to experience their job responsibilities such as assisting at accident scenes, providing real-time information to the Traffic Management Center and assisting with roadway clearance. Additionally, newly hired Road Rangers have the opportunity to sit along side a TMC staff and experience their job responsibilities.



The best way responders can prepare for, react to, and mitigate an incident is to train outside their traditional responsibilities; thereby developing an understanding of other first responder agency's methods and procedures.

Upcoming Events:

TIM Team Meeting :

Thursday
April 9, 2020
10:00 am
Polk County Sheriff's Office
East Division Command
3635 Avenue G NW
Winter Haven, FL 33880



Safety During Termination Phase of an Incident



Termination is the final phase of response to a roadway incident, after major rescue and remediation operations have been completed. Although it seems as if the incident is "over," termination is actually a very dangerous time; remaining responders may be less protected, motorists may be frustrated by backups, and termination operations by nature require responders to be exposed on the roadway as they secure vehicles, pack up and stow equipment, and remove traffic control devices.

Termination involves tasks like removing vehicles, cleaning up debris, picking up temporary traffic control devices, and other tasks to reopen the remaining closed lanes. Successful, safe termination depends on executing many diverse tasks properly while keeping an eye on and being aware of approaching traffic and the possible errant vehicle.¹

The following items should be considered for a termination plan: Vehicle removal, Cargo spill clearance, Recovery of roadway from any damage, Demobilization of temporary traffic control devices, response vehicles, and personnel, Removal of any detours needed, Restoration of normal traffic flow, and Notification of DOT, TMC, media, and other relevant public information outlets.¹

Additionally, safety practices during termination of an incident should include:

- Wearing high visibility apparel until inside your vehicle to depart
- Leave blocking vehicles in position as other equipment is gathered and stowed and until all operations (including towing) are complete
- Maintain situational awareness of traffic and do not work with your back to traffic
- Clear all debris and spills according to the Standard Operating Procedures
- Remove temporary traffic controls properly and safely, facing traffic at all times
- Maintain the accountability system as personnel are returned to service²



To learn more about the termination phase of an incident, please visit the [ResponderSafety.com](https://www.respondersafety.com) learning network which has an online self-paced program. The learning modules include information such as foundational knowledge about the definition of the termination phase and quick clearance strategies. The program also covers best practices for typical tasks in the termination phase, including creating a termination plan, working with towing and recovery, demobilization, removal of traffic control devices and restoring traffic flow to normal patterns, notifications, and safety.

(1) Termination. FirstResponderSafety.com Learning Network. Web 08.10.2019. https://learning.respondersafety.com/Training_Programs/Termination.aspx
 (2) National Unified Goal. FirstResponderSafety.com Learning Network. Web 01.01.2020 https://www.respondersafety.com/Resources/National_Unified_Goal_Traffic_Incident_Management.aspx

Article submitted by Brandy Boccuti, Metric Engineering

T I M TEAM WEBSITE!
www.swfltim.org

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

