



98th Edition

Polk County Traffic Incident Management Team

November 2021



## 2021 Holiday Season National Enforcement Mobilization



### Drinking and Driving Don't Mix!

The holiday season between Thanksgiving and New Year's Day is one of the deadliest and most dangerous times on America's roadways due to an increase in impaired driving.

This holiday season, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) will be partnering with local law enforcement to share the message about the dangers of drunk driving. They want all drivers to remember this lifesaving message: **Drive Sober or Get Pulled Over**. In support of the law enforcement community's dedication to protecting the lives of residents in their communities, you'll

see officers working together December 15, 2021, through January 1, 2022, to take drunk drivers off the roads. These expanded efforts to protect against impaired driving will be conducted in a fair and equitable way.

According to NHTSA, 10,142 people were killed in drunk-driving crashes in 2019, accounting for nearly one-third of traffic crash fatalities. On average, more than 10,000 people were killed each year from 2015 to 2019 — one person was killed in a drunk-driving crash every 52 minutes in 2019. This is why law enforcement is working to remind drivers that drunk driving is not only illegal, it is a matter of life and death.

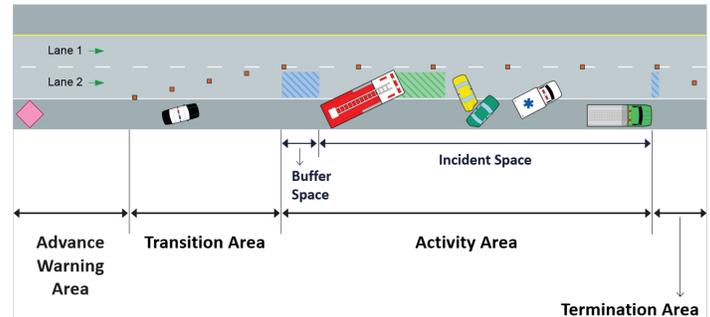
During the month of December 2019, 837 people lost their lives in traffic crashes involving a drunk driver. During the Christmas and New Year's Day holiday periods in 2019 alone, there were more drunk-driving-related fatalities (210) than during any other holiday period that year. These fatalities are preventable, and drivers must remember that driving impaired by any substance, alcohol or other drugs is deadly, illegal, and selfish behavior.

For more information about the 2021 Holiday Season Drive Sober or Get Pulled Over campaign, visit <https://www.nhtsa.gov/risky-driving/drunk-driving>

## VIRTUAL Training Event for First Responders Coming Back!

On June 29, 2021 the District One Traffic Incident Management (TIM) team successfully trained over 75 first responders virtually, within a one day period, through the National Traffic Incident Management (SHRP-2) Responder Training Program. **Upon the success of the training and at the request of our TIM teams we will be bringing the virtual training back.** This is a completely free training open to all responders – fire, police, State Patrol, EMS, coroners, towing/recovery, dispatchers, DOT, public works, and any other traffic incident responders.

The training was developed BY RESPONDERS - FOR RESPONDERS, with the national objective that responders acquire a common set of core competencies that promote a shared understanding of the requirements for achieving the safety of responders and motorists, quick response, and effective communications at traffic incident scenes. The training is endorsed by the International Association of Chiefs of Police, the International Association of Fire Chiefs, and the National Volunteer Fire Council. Participants will receive a National TIM Responder Training certificate from the Federal Highway Administration (FHWA) after completing the training. The date of the training will be announced this month and discussed in further details at the January 2022 TIM Team Meeting. If you or someone in your agency are interested in the training, please contact Brandy Boccuti, TIM Coordinator, at [bboccuti@metriceng.com](mailto:bboccuti@metriceng.com).



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### Upcoming Events TIM Team Meeting:

Thursday  
January 13, 2022  
10:00 am



**Expanding FDOT District One TIM Team**



The topic of discussion this year has been Next-Generation (NextGen) Traffic Incident Management (TIM). NextGen TIM focuses on working with State, local and Tribal partners to improve TIM on all roadways by integrating proven, yet underutilized, innovative technology, data, and training strategies. State, local, and Tribal entities are poised to take TIM to the next level using innovative TIM approaches that will continue to improve safety and travel reliability, and save lives, time, and money.

While TIM efforts have assumed focus on high-speed roadways, the concepts of TIM are applicable to all roads, not just urban freeways. Most roadway incidents occur on local roads and NextGen TIM seeks to apply TIM to those roadways by encouraging the application of low-cost TIM solutions like stakeholder meetings, development of policies/procedures, and participation in TIM training.

NextGen TIM expands the geographic coverage and information timeliness for incident detection, particularly on local roads. Traditionally, transportation agencies have identified incidents (e.g., crash, roadway debris, or stalled vehicle) through field sensor technologies, safety service patrols, or public safety agencies. Through crowdsourced, vehicle probe, connected vehicle, and computer-aided dispatch (CAD) data, agencies can detect and respond to more incidents, more quickly.<sup>1</sup>

FDOT District One is looking to extend the coverage of TIM principles in the area and are currently in the early beginnings of starting a Heartland TIM Team. The Florida Heartland is a region of Florida located to the north and west of Lake Okeechobee, composed of six inland, non-metropolitan counties —DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee.

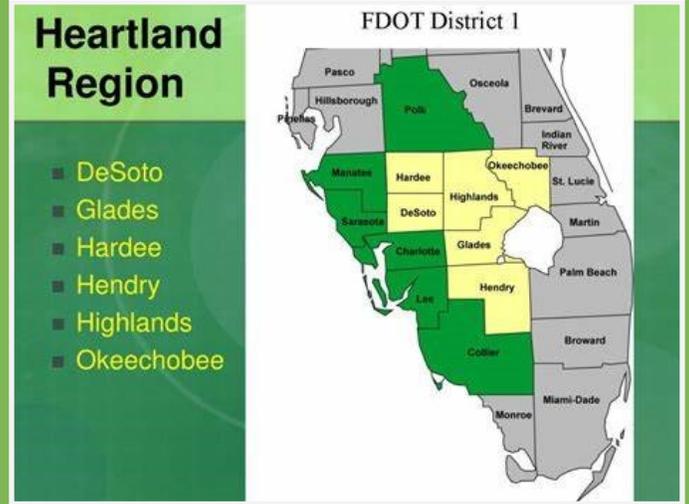
These meetings will focus on training and incident reviews. The Heartland TIM team will be a planned and coordinated program process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. This coordinated process involves several public and private sector stakeholders, including; Law Enforcement, Fire and Rescue, Emergency Medical Services, Transportation, Public Safety Communications, Emergency Management, Towing and Recovery, Hazardous Materials Contractors, Traffic Information Media, and Public Works.

The primary focus of this team will be to improve the 3 C's: Communication, Coordination, and Cooperation among incident responders. The benefits include reducing incident-related congestion, improving response and clearance times, preventing secondary crashes, improving traffic flow and air quality, decreasing the economic impacts of incidents and most importantly...improving responder and motorist safety.

We are requesting our TIM members to be a part of this outreach effort. If you know of any first responders or agency representatives that would benefit and/or be interested in being a part of a Heartland TIM team, please forward their information to Tom Arsenault, Program Manager at [tom.arsenault@dot.state.fl.us](mailto:tom.arsenault@dot.state.fl.us), 407-607-5990 and/or Brandy Boccuti, TIM Coordinator, at [bboccuti@metriceng.com](mailto:bboccuti@metriceng.com), 407-949-4283.

<sup>1</sup> NextGen Traffic Incident Management (TIM): Integrating Training, Technology, and Data into Arterial TIM Programs. National Operations Center of Excellence. January 2021. <https://transportationops.org/NextGenTIM>

Article submitted by Tom Arsenault and Brandy Boccuti, Metric Engineering, Inc.



**T I M TEAM WEBSITE!**

[www.swfltim.org](http://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*

