



48th Edition

Polk County Traffic Incident Management Team

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**Upcoming Events:**

**TIM Team Meeting:**

April 11, 2013

10:00 am

Polk County Sheriff 's Office  
Complex Procap Room

1891 Jim Keene Boulevard

Winter Haven, FL 33880



**SHRP2 National Traffic Incident Management (TIM) Responder Training**

*The SHRP2 training is coming to your area!*



The National Traffic Incident Management Responder Training is designed to provide the latest techniques in traffic incident management through a series of lectures, hands-on training, and on-street demonstrations. Created through the second Strategic Highway Research Program (SHRP2), the training will fundamentally transform traffic incident management on a national scale, bringing together for the first time a national curriculum in a standardized training format.

The 12 hour SHRP 2 "Train the Trainer" course prepares responder agency representatives to bring the National TIM Responder Training Product, developed under SHRP 2, back to responder agencies in your area in the form of a 4 hour multiagency training course. The local 4 hour sessions will be coordinated through your TIM Team and instructed by graduates from one of these two 12 hour sessions.

The 4 hour course has been successfully presented in about a dozen locations around the country. Colonel Brierton from the Florida Highway Patrol, Retired Chief Grady Carrick, and the Florida Police Chiefs Association have come out in support of this product.

There is only a short time to get registered for the 12 hour "Train the Trainer" portion. There are two upcoming sessions to choose from;

- January 29-30, 2013, Manatee County Public Safety Complex, 2101 47th Terrace East, Bradenton, Florida 34203 ; [Bradenton Session](#)
- January 31 – February 1, 2013, Orange County Expressway Authority, 4974 Orlando Tower Road, Orlando, Florida; [Orlando Session](#)

This is a great product and one that will help get all responders on the same page operationally.

If you would like to register for the event or if you have any questions please contact Bill Fuller at (239) 225-9815 or [william.fuller@dot.state.fl.us](mailto:william.fuller@dot.state.fl.us)

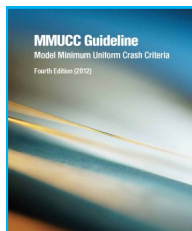
**Vehicle-to-Vehicle (V2V) Communications for Safety**

The U.S. Department of Transportation is currently collaborating with some of the world's largest automobile manufacturers to research how wireless technology can enable vehicles to communicate with each other and with the infrastructure around them. Connected vehicle technology (vehicle-to-vehicle and vehicle-to-infrastructure) communications could one day alert motorists of dangerous roadway conditions, impending collisions, or dangerous curves. Connected vehicles could also "talk" to traffic signals, work zones, toll booths, school zones, and other types of infrastructure.



Analyses by the U.S. Department of Transportation's National Highway Traffic Safety Administration show connected vehicle technology could potentially address approximately 80 percent of the crash scenarios involving non-impaired drivers. Specifically, NHTSA research shows that this technology could help prevent the majority of types of crashes that typically occur in the real world, such as crashes at intersections or while changing lanes. To learn more please click on the following link: <http://www.its.dot.gov/research/v2v.htm>

**Model Minimum Uniform Crash Criteria**



The Model Minimum Uniform Crash Criteria Guideline (MMUCC) is a minimum, standardized data set for describing motor vehicle crashes and the vehicles, persons and environment involved. The Guideline is designed to generate the information necessary to improve highway safety within each state and nationally. This data set, originally published in the MMUCC Guideline, 1st Edition (1998), has been revised three times, most recently in the 4th Edition (2012), in response to emerging highway safety issues.

Implementation of MMUCC will improve the quality of state data and, subsequently, the national estimates based on these data. Standardized data elements and definitions enable the crash data to be shared and compared at all levels. MMUCC data describe the characteristics of the crash, the vehicle(s), person(s) and roadway involved. Please click on the following link to read the full report: [http://mmucc.us/sites/default/files/MMUCC\\_4th\\_Ed.pdf](http://mmucc.us/sites/default/files/MMUCC_4th_Ed.pdf)

**Traffic Incident Management in Construction and Maintenance Work Zones**



Traffic Incident Management Responders are consistently on the shoulder assisting stranded travelers, picking up road debris and assisting law enforcement with traffic control. Many times work zones are created within a segment of roadway to protect construction personnel, but have an adverse affect on the Traffic Incident Responders and the Towing industry. Contained within these construction zones are challenges to all parties involved, for example: reduced access, lane shifts, reduced sight distances, and physical barriers, which all are an inconveniences to the incident responder, but could also save the individuals' life. More and more Traffic Incident Management incidents within construction zones are occurring, and particular attention must be given to ensure the safety of the responder as well as the traveling public.

In September 2004, The Federal Highway Administration (FHWA) published updates that govern work zone safety and mobility. As Florida has adopted numerous laws in place to protect Incident Responders and Law Enforcement (i.e. The Move over Law), the FHWA has found other states that have adopted "best practices". Subsequently, all highway construction and maintenance projects using federal-aid highway funds are required to develop transportation management plans (TMP) to ensure the safety of the motoring public and to reduce the traffic mobility impacts and promote coordination within and around work zones. A TMP is a collection of administrative, procedural, and operational strategies for managing and mitigating the impacts of work zones.<sup>(1)</sup>

Within this initiative a Work Zone Operations Best Practices Guidebook was developed by FHWA in October 2007 to inform local and nationwide agencies about ideas and guidelines regarding Traffic Incident Management. The first best practice is in fact Incident Management in Work Zones. This policy consists of services selected to respond to incidents in work zones, keeping them free of disabled vehicles. Incidents are identified through various sources: traffic patrols, maintenance patrols, State Police, CB radios, cell phones, and traffic flow irregularities identified at a Traffic Management Center. Many States employ an onsite traffic control supervisor for large projects. The state of Pennsylvania requires an Incident Management Plan for long-term projects. The construction of freeway projects normally requires a preconstruction meeting with emergency responders. The state of Mississippi and Utah include provisions in contracts requiring contractors to provide incident management. Traffic incidents, even those located off of the travel lanes, can have a significant negative impact on traffic flow. Rapid response to such incidents is essential to minimize their impact on traffic flow. During rush hour periods, incident response delays of minutes can impact congestion for hours. Contractors can be a key part of a maintaining traffic flow, and are becoming more willing to be responsible for improving traffic control and emergency vehicle access, as part of a successful Incident Management team.<sup>(2)</sup> The major benefits of this practice is the reduction of traveler delay, enhanced motorist safety, and improved public image of governmental agencies and a more responsive construction contractor.



While adopting incident management programs and policies is an excellent concept, these processes are in place to improve the already proven strategies in place by the State agencies. These new guidelines may not totally eliminate all impacts but quick detection, removal, and clearance of incidents within the work zone area shows an agency's commitment to reverse the effects of work zones on traffic operations and congestion, and to improving safety in work zones. Ultimately it is the TIM Team and Incident Response Team's responsibility to communicate with other team members to further improve the process to keep TIM Team personnel safe and improve the motoring publics traveling experience.

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- (1) Executive Summary: Traffic Incident Management in Construction and Maintenance Work Zones. US Department of Transportation: Federal Highway Administration. Retrieved January 11, 2013 from: <http://www.ops.fhwa.dot.gov/publications/fhwahop08056x/fhwahop08056x.pdf>
- (2) Work Zone Operations Best Practices Guidebook. US Department of Transportation: Federal Highway Administration. Retrieved January 11, 2013 from: <http://ops.fhwa.dot.gov/wz/practices/best/documents/bpguidebook.pdf>

Article by Scott Agans, Metric Engineering, Inc.

**T I M TEAM WEBSITE!**

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