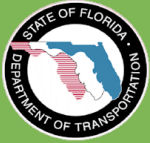




42nd Edition

Polk County Traffic Incident Management Team

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**Upcoming Events:**

**TIM Team Meeting :**

Thursday  
**April 12th, 2012**  
**10:00 am**  
 City of Lakeland Construction & Maintenance Building  
 407 Fairway Avenue  
 Lakeland, FL 33801



**Sharing Communication Resources**

The need for real-time traffic and infrastructure information is rapidly increasing. With Closed Circuit Television (CCTV), it is easy to share live video from highways, intersections, tunnels, bridges and main commuter routes with multiple target groups, thus bringing a wide range of benefits:

- Traffic management centers can quickly redirect traffic to minimize congestions
- First responders can quickly determine the best route and see what to expect upon arrival
- News stations can provide detailed traffic information to their viewers and listeners
- Commuters can access live video over the internet and make travelling decisions based on the current situation
- Maintenance crews are helped in prioritizing their work orders.

Network video also allows for automatic incident detection which immediately alerts operators of situations that deviate from the normal, congestions, accidents and slow vehicles.

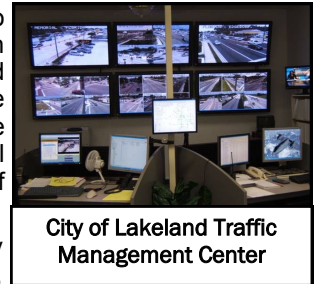
The Florida Department of Transportation (FDOT), along with corresponding cities and counties are continually working towards the common goal of improving the transportation system. Recently, steps were taken towards reaching this goal when FDOT increased their CCTV live feed communication. The City of Lakeland is now receiving the Interstate 4 CCTV images from District Seven's SunGuide Center and the City is sharing their CCTV images with the SunGuide Center.

The benefits of sharing the video feed was proven recently when staff was working on the video wall in the City of Lakeland and witnessed a real time accident. Mr. Josh Riddle from the Polk County Sheriff's Office stated that



they were able to promptly dispatch Emergency crews and were already in route to the scene before 911 received the call and was notified of the incident.

Article submitted by Metric Engineering, Inc.



**TIM Performance Measurement Knowledge Base**

The Federal Highway Administration has launched the TIM Performance Measurement Knowledgebase which is a highly-useable, online reference. The data base provides transportation professionals the knowledge and tools they need, including sample documents and models from other States, to successfully implement program-level TIM performance measures in their State. To learn more please visit the following link:

[http://www.ops.fhwa.dot.gov/eto\\_tim\\_pse/prepare\\_dness/tim/knowledgebase/index.htm](http://www.ops.fhwa.dot.gov/eto_tim_pse/prepare_dness/tim/knowledgebase/index.htm)

**TIM Response Lane Designation Terminology**

Members of the National Traffic Incident Management Coalition (NTIMC) Practices and Procedures working group developed a two-page fact sheet that identifies a system of terminology for TIM responders. The technical brief is intended as a resource for agencies looking to adopt a multi-discipline communication system for personnel responding to incident scenes. The technical brief is available at the following link:



[http://www.transportation.org/sites/ntimc/docs/12.13.10\\_laneDesignation-2pg-printer.pdf](http://www.transportation.org/sites/ntimc/docs/12.13.10_laneDesignation-2pg-printer.pdf)

**Statewide Road Ranger Survey**

The 3rd Annual Statewide Road Ranger Survey for Incident Responders is now available. The goal of this survey is to get input from Incident Responders on the Road Ranger Program from their perspective. By participating in the survey your input will help identify areas of improvement. Please click on the following link to access the survey:

<https://www.surveymonkey.com/s/roadrangersurvey>

**The Importance of Traffic Incident Management (TIM) Teams**

A new year always brings new challenges to any team. However, in going forward it is often beneficial to reflect on where we have been. Recently in our TIM Team meeting we discussed the overall purpose and importance of the TIM teams.



In 2001 the Florida Department of Transportation (FDOT) made a commitment to formalize the TIM Program and make it a recognized long-term commitment.

The Traffic Incident Management (TIM) program in the state of Florida is comprised of local TIM Teams with multiple partners including law enforcement, fire rescue, emergency medical services, transportation agencies, towing and recovery service providers, Department of Environmental Protection, medical examiners, and hazardous material handlers.<sup>(1)</sup>

A successful TIM team starts with the selection of responsible and responsive members. Members should represent their agencies and have the authority to make decisions and commit their agencies to a course of action. It is important to select an onsite responsible Team Leader or facilitator.

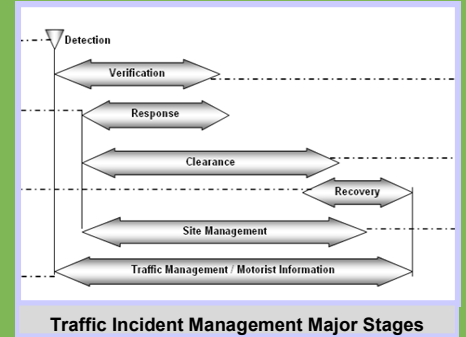
Teamwork among emergency service agencies is *crucial*, as we enhance traffic incident management.

Why have a TIM Team?

Traffic Incident Management (TIM) programs address issues that are of vital concern to the American public: congestion and travel delay, public health and safety, the nation's economic health, energy savings, public safety resources, responder safety, and citizen satisfaction with government services. The incident management process includes: Detection, Verification, Motorist Information, Response, Site Management, Traffic Management, Clearance.<sup>(2)</sup>

Incidents critically limit the operational efficiency of the transportation network and put all users of the network at risk. In addition, the severity of secondary crashes is often greater than that of the original incident.<sup>(1)</sup> The second leading cause of law enforcement deaths was caused from being struck by vehicles and this also accounted for 20% of firefighter deaths. Lastly, Secondary crashes accounted for 14-18% of total freeway crashes and 18% of all freeway fatalities.<sup>(3)</sup>

The TIM Teams primary focus is to improve the 3 C's; Communication, Coordination, and Cooperation among incident responders. As a result the benefits are reducing incident related congestion, improving response and clearance times, preventing secondary crashes, improving traffic flow, and air quality, decreasing economic impacts of incidents and most importantly, improving responder and motor safety.



Noted below are TIM Team accomplishments which only highlight even more the importance of the TIM Teams.

- Open Roads Policy (ORP), signed by the FDOT Secretary and Director of the FHP in November 2002.
- I-95 Corridor Coalition, includes every state traversed by I-95. Note that Florida joined in January 2003.
- Guidelines for the Mitigation of Motor Vehicle Fluids (Non-Cargo), adopted by FDOT in June 2004
- Heavy Duty Towing Incentive Program, Rapid Incident Scene Clearance (RISC), which was initiated by Florida's Turnpike Enterprise (FTE) in February 2004.
- The District 1 TIM Team continually works toward their goals by providing training and outreach programs. In 2011 this was accomplished by providing Maintenance of Traffic table top exercises to the TIM Teams as well as the Northport Fire and Rescue, and The I-95 Corridor Coalition Quick Clearance Workshop,

The success of TIM Teams depend upon a cooperative attitude and an unimpeded working relationship among the various local agencies involved. In working together TIM Teams bring agency representatives together to achieve common goals.

We need to continually keep our mission statement in mind, you can view below, when working towards our goals and remember why the TIM Teams were created and how we can further it's accomplishments.

<sup>(1)</sup> US DOT FHA Emergency Transportation Operations. "Traffic Incident Management" Retrieved January 9, 2012 from: [http://ops.fhwa.dot.gov/eto\\_tim\\_pse/about/tim.htm](http://ops.fhwa.dot.gov/eto_tim_pse/about/tim.htm)

<sup>(2)</sup> Florida Traffic Incident Management Program Reference Document, February 2006, [http://www.i95coalition.org/i95/Portals/0/Public\\_Files/uploaded/Incident-toolkit/documents/Plan/Plan\\_TIM\\_FL\\_RD.pdf](http://www.i95coalition.org/i95/Portals/0/Public_Files/uploaded/Incident-toolkit/documents/Plan/Plan_TIM_FL_RD.pdf)

<sup>(3)</sup> Responder Safety at Emergency Scenes on Highways, University of Cincinnati Firefighter Safety and Risk Management, <http://aerospace.ceas.uc.edu/content/dam/aero/docs/fire/Papers/FST279TermPaper.pdf>

Article submitted by Metric Engineering, Inc.

**T I M TEAM WEBSITE!**

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