



45th Edition

Polk County Traffic Incident Management Team

July 2012



Traffic Incident Management (TIM) Team Members Take a Vote



TurningPoint

The Federal Highway Administration (FHWA) asks the top 75 most populated municipalities in the country to develop and participate in Traffic Incident Management Teams (TIM). TIM teams bring together all agencies involved in clearing roadway crashes with the objective of improving responder safety, incident detection, verification, with safe clearance as expeditiously as possible resulting in a safer highway environment for both incident responders and motorists. Each year District TIM teams complete a "Self Assessment" of the programs performance.

This year District One TIM Teams used "TurningPoint" software, an audience response tool which allows participants to vote anonymously to questions using a hand held ResponseCard™ keypad. "Counting hands is old school and this was way more fun," one member said, "And no one can tell how I voted," said another after voting. Results are instantaneous, viewable for discussion and reportable in various graphs and formats.

District One purchased the TurningPoint software and it is available to District One employees through the Human Resources Department. The voting took just as long this year, but it seemed shorter because it was interactive and new fun for all.



This powerful data collection and assessment tool collects real-time audience responses and dramatically improves productivity and results, to enhance any organizations improvement process. Since its inception, Turning Technologies has been awarded numerous recognitions for its innovative solutions and entrepreneurial spirit. For more information, visit TurningTechnologies.com.

Article submitted by William Fuller, District One Traffic Incident Management Project Manager.

Time to Renew our Mutual Commitment to the "Management" of Traffic Incidents through Traffic Incident Management (TIM)

Your Traffic Incident Management (TIM) Team is in the process of renewing their Memorandum of Understanding with local incident responder agencies. The 2012 TIM Memorandum of Understanding is intended to provide the framework and guidelines to promote a collaborative effort by and between the TIM Team Agency Members within Collier, Lee, Charlotte, Sarasota, Manatee, and Polk Counties, to further refine and promote the TIM program within FDOT District One. Participating agencies recognize and understand the importance of Cooperation, Communication, and Coordination and protection of public safety through efficient and timely use of TIM prin-

ciples. The 2012 TIM Memorandum of Understanding does not obligate the TIM Team Agency Members, or the TIM Team Agency Member representatives to commit or donate funds, equipment or personnel to the association's activities or initiatives. The TIM Team Agency Members do however commit to participating in collaborative efforts intended to advance the interest of the TIM program for the benefit of public safety, through the use of Cooperation, Communication, and Coordination .



To show the benefits realized from the use of a multidisciplinary approach in TIM, here are a few recent statistics from the Federal Highway Administration (FHWA). Demonstrating the impetus for applying a similar approach to TIM resource management, the multidisciplinary approach in TIM operations has resulted in substantial and wide-ranging benefits.

The benefits of multidisciplinary TIM operations are most often tied to a reduction in the overall incident duration and reported in monetary terms as a reduction in motorist delay, fuel consumption, harmful emissions, and/or secondary incidents involving either motorists or response personnel.

To demonstrate the magnitude of benefits realized, Atlanta, Georgia reported a reduction in average incident durations from 67 to 21 minutes, vehicle-hours of delay of 7.25 million over one year with an annual cost savings of \$152,053,180 (2003 dollars), gasoline and diesel consumption of 5.17 million gallons and 1.66 million gallons, respectively, with a related annual cost savings of \$10,365,969 (2003 dollars), Harmful emissions of 2,457 tons, 186 tons, and 186 tons of CO, HC, and NOx with a related annual cost savings of \$1,247,985, \$15,626,587, and \$3,368,436 (2003 dollars); and Secondary crashes of 69 percent (from 676 to 210 in one year) with a related annual cost savings of \$1,611,054 (2003 dollars).

The application of the multidisciplinary approach to TIM resource management may also contribute to these same areas of benefit by enhancing the overall efficiency and effectiveness of TIM operations. The focus here however, is on the more tangible benefits attributable to the most efficient and effective use of resources across all responding agencies in combination and incurred directly by public agencies.

There are no differences between Florida and the states mentioned above. All we have to do is join the discussion to know: Traffic Incidents are Better Managed Together.

For more information about your local area TIM Team contact; Bill Fuller FDOT Traffic Incident Management (239) 225-9815.

Article submitted by William Fuller, District One Traffic Incident Management Project Manager.



INSIDE THIS ISSUE:

Traffic Incident Management (TIM) Team Members Take a Vote 1

Time to Renew our Mutual Commitment to the "Management" of Traffic Incidents through Traffic Incident Management (TIM) 1

Traffic Incident Management: Protecting Officers, Saving Lives, and Ensuring the Surface Transportation System's Efficiency 2

Upcoming Events:

TIM Team Meeting:

Thursday
October 11th, 2012
10:00 am
City of Lakeland
Construction Building
407 Fairway Avenue
Lakeland, FL 33801



Traffic Incident Management: Protecting Officers, Saving Lives, and Ensuring the Surface Transportation System's Efficiency

Many businesses today are concerned about the after effects of the nation's "Great Depression" from 2008 to 2009. Many businesses are finding that surface freight (trucking) is the most cost effective solution to move their goods from one location to another. "According to the Federal Highway Administration (FHWA) Freight Analysis, the United States Transportation System handled the movement of 44 million tons of freight (on average), worth \$40 billion dollars each day."⁽¹⁾ All of this vehicular traffic, coupled with the amount of motorists utilizing the roadways today, has the capability to cause large amounts of congestion on today's roadways.

Vehicular congestion causes numerous issues; including but not limited to safety and pollution. Many vehicular drivers do not understand that oftentimes, congestion causes traffic crashes on a daily basis. "All these impacts will significantly increase risks for first responders: police, fire, and medical, as well as towing and transportation workers. The overall economic impact of congestion and the public expense incurred responding to, processing, and investigating traffic crashes could significantly slow economic recovery and growth. This will be especially true in a major transportation system. Additionally, the positive trends in fatal crash reduction enjoyed in recent years may be impacted. Secondary crashes, defined by most traffic safety organizations as crashes related to a previous traffic incident and including congestion, other crashes, stranded motorists, lane closures, and traffic enforcement activity, can be as deadly as other types of crashes."⁽²⁾



How bad is congestion? The Urban Mobility Report 2010, produced by the Texas Transportation Institute, notes that congestion is worsening and specifically describes some of the impacts:

Congestion is still a problem in America's 439 urban areas. The economic recession and slow recovery of the last three years, however, have slowed the seemingly inexorable decline in mobility. Readers and policy makers might be tempted to view this as a change in trend, a new beginning or a sign that congestion has been "solved." However, the data does not support that conclusion.

First, the problem is very large. In 2009, congestion caused urban Americans to travel 4.8 billion additional hours and to purchase an extra 3.9 billion gallons of fuel for a congestion cost of \$115 billion.

Second, 2008 appears to be the best year for congestion in recent times; congestion worsened in 2009.

Third, there is only a short-term cause for celebration. Prior to the economy slowing, just three years ago, congestion levels were much higher than a decade ago; these conditions will return with a strengthening economy.

The report further elucidates the following specific detail on the impact of congestion:

Travelers and freight shippers must plan around traffic jams for more of their trips, in more hours of the day, and in more cities, towns, and rural areas than in 1982. It extends far into the suburbs and includes weekends, holidays, and special events. Mobility problems have lessened in the last couple of years, but there is no reason to expect them to continue declining, based on almost three decades of data.⁽³⁾

As traffic volumes increase on our roadways, and first responder agency budgets are only destined to shrink; the ability to effectively manage traffic incidents will be significant to any highway safety program. Several critical issues will be impacted: traffic fatalities; local, state, and national economies; homeland security; and the effective and efficient use of our surface transportation system. It will be critical that law enforcement and the first responders to traffic incidents manage those incidents competently and effectively. TIM programs are the last step available in many cases where the roadway capacity and system are finite and the coming decades are sure to bring more commercial and passenger vehicle traffic volume. Only a team effort through a comprehensive TIM program will allow major urban freeway systems to remain safe and effective.



- 1) "Freight Analysis Framework," version 3.1 (Fall 2010), U.S. Department of Transportation Federal Highway Administration, Office of Freight Management and Operations.
- 2) "Traffic Incident Management: Protecting Officers, Saving Lives, and Ensuring the Surface Transportation System's Efficiency" (2011), The Police Chief Magazine. Retrieved July 9, 2012, from: http://www.policechiefmagazine.org/magazine/index.cfm?fuseaction=display_arch&article_id=2434&issue_id=72011#2
- 3) David Schrank, Tim Lomax, and Shawn Turner, 2010 Urban Mobility Report, Texas Transportation Institute, The Texas A&M University System (December 2010), http://tti.tamu.edu/documents/mobility_report_2010.pdf

Article by Scott Agans, Metric Engineering, Inc.

T I M TEAM WEBSITE!

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.