



55th Edition

Polk County Traffic Incident Management Team

March 2014



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Upcoming Events:

TIM Team Meeting:

April 10, 2014

10:00 am

Polk County Sheriff's Office
Complex Procap Room

1891 Jim Keene Boulevard

Winter Haven, FL 33880



2014 Open Roads Policy Agreement



On January 2014 the Open Roads Policy agreement was revised and endorsed by the Executive Director of the Florida Department of Highway Safety and Motor Vehicles, Director of Florida Highway Patrol and the Secretary of the Department of Transportation with legal review by both FHP and FDOT. The original Open Road Policy agreement was put in place 12 years ago in November 2002.

The agreement establishes a policy to expedite the removal of vehicles, cargo, and debris from roadways on the State Highway System to restore, in an urgent manner, the safe and orderly flow of traffic following a motor vehicle crash or other incidents on Florida's road-

ways. The agreement was created with the following in mind:

- Public safety is the highest priority.
- 25% of non-reoccurring congestion is caused by traffic incidents.
- Governmental entities have responsibility to do whatever is reasonable to reduce the risk to responders, such as struck-by incidents.
- Secondary Crashes pose safety risks to all responders and motorist, and are mitigated by expeditious clearance, Vehicle removal & Move over-Laws, along with Safe Quick clearance.
- Minimize exposure to secondary crashes.
- Cost and impact from traffic incident related congestion is significantly higher than the damage to vehicles and/or cargo, which may occur as a result of safe quick clearance with urgency.

Additionally, included in the agreement is the goal that all agencies responding to incidents maintain the goal that all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer. The goal is made with the understanding that more complex scenarios may require additional time for complete clearance. The quick clearance goal will help with the safety of incident responders by limiting their time at a scene, and reduce the risk of secondary crashes.



The Florida Highway Patrol and Florida Department of Transportation (FDOT) operating standards in regards to the policy is as follows:

- Continually work together to ensure the needs of the motorist are being met in the most professional, safe and efficient manner.
- Continually Evaluate, Update/Modify operating policies, procedures, rules, and standards to assure consistency with this agreement.
- Research, evaluate and conduct training in the most advanced technologies, equipment and approved methods for documentation and investigations and removal of traffic incidents
- FHP will prioritize investigative task and reopen travel lanes upon completion of task that must be conducted to minimize impediments to traffic.
- Actively solicit and enlist other State, County and Local agencies, Political subdivisions, Industry and Professional associations to endorse this agreement for the State of Florida.
- FHP is responsible for calling a meeting with FDOT in JULY of each year to review and make changes as necessary.

Faster incident clearance reduces the exposure of responders to hazardous roadside conditions, it is a good strategy for increasing responder safety. The opportunity to improve responder safety can be a powerful motivator for emergency responders to support more coordinated and efficient incident clearance.

Please take the time to read the new Opens Road Policy agreement and share it with your agency.

To view the full Open Roads Policy agreement, please visit the TIM team website at:

http://www.dot.state.fl.us/trafficoperations/Traf_Incident/pdf/Open_Roads_Policy_FDOT_FHP.pdf

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

Autonomous Vehicles

Series Part 1 – Technological and Legislative Progress



Autonomous vehicles have been featured in action films and television shows as far back as 1982 when Knight Rider captured viewers' imaginations with the Autonomous Trans Am affectionately known as "KITT." More recent films such as Minority Report and I, Robot showcased somewhat realistic portrayals of what Autonomous Vehicles may be capable of in the future.

While we can imagine what Autonomous Vehicles may be capable of 30 to 50 years in the future, a detailed look into the current and near future Autonomous Vehicle capabilities will provide a realistic look at what Autonomous Vehicles will be capable within the next decade.

Just as cell phones have become smarter, lap tops faster, and T.V.'s flatter; vehicles have also become more technologically advanced since the invention of the steam engine automobile as

early as 1796. We have personally witnessed vehicle technology advance to a point where power windows, power seats, electronic fuel injection, and automatically deployed air bags are considered standard features. Newer vehicles may feature even more advanced technologies such as heated seats, touch screen display panels, rear view cameras, automated parallel parking, and even a Collision Avoidance System capable of alerting drivers of the need to reduce speed due to slower moving objects ahead.

Advancements in Vehicle-to-Vehicle (V2V), Vehicle to Infrastructure (V2I), and Vehicle to Device (V2X) communications are on the horizon. The development of these technologies will directly correlate to the progress of Autonomous Vehicle technology.

As with any technology, Laws and Regulations are required to ensure safe technological advancement. Due to variables such as driver distractions, poorly maintained vehicles, high vehicular speeds, and adverse weather conditions, roadways can be dangerous to traverse. Because of safety concerns for the traveling Public, Laws and Regulations already play an important role in transportation. Regulatory Speed Limit signs are posted on the roadways. Vehicles require adequate lighting, turn signals and seat belts. Laws have been passed stating these requirements. For example, the 2013 Florida Statutes Title XXIII Motor Vehicles Chapter 316 Section 316.614 specifies which vehicles are required to be equipped with seatbelts.

Autonomous Vehicles require, and are already undergoing, vigorous testing. However, parking lots, closed courses, and test tracks can only provide limited testing capabilities. In order for Autonomous Vehicles to truly advance, they will need to hit the road. Advanced Autonomous Vehicle testing requires test vehicles to navigate actual roadways and interface with other vehicles. New laws are required to regulate the testing of Autonomous Vehicles on existing public roadways in order to minimize risk and unnecessary incidents during technological development.

Florida Governor Rick Scott signed into Law House Bill HB 1207: Vehicles with Autonomous Technology, making Florida the second state to legally permit the operation and testing of autonomous vehicle on its roadways. HB 1207 is a five page bill proposed by Florida House of Representatives and signed into law by the Florida Governor on 04/16/2012. Per the table below, only four states have passed such legislation so far: Nevada, Florida, California, and Michigan. The table to the right details the State Senate or House Bill number, Governor who signed the Bill into law, and the date the law was passed.

STATE	BILL	DATE	GOVERNOR
Nevada	AB 511	06/22/11	Brian Sandoval
Florida	HB 1207	04/16/12	Rick Scott
California	SB 1298	09/25/12	Jerry Brown
Michigan	SB 169	12/27/13	Rick Snyder

Stay tuned for future TIM TEAM TIMES articles that will feature and highlight the most state of the art Autonomous Vehicle advancements!

- (1) http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0316/Sections/0316.614.html
- (2) <http://www.flsenate.gov/Session/Bill/2012/1207>

Article Submitted by Metric Engineering, Inc. – Robert Mastascusa, P.E.

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.