



59th Edition

Polk County Traffic Incident Management Team

November 2014



**INSIDE THIS ISSUE:**

**Critical Incident Reviews (CIR)** 1

**High Speed Roadside Danger/Safety** 2

**Upcoming Events:**

**TIM Team Meeting:**

**January 8, 2015**

**10:00 am**

Polk County Sheriff's Office  
Complex Procap Room

1891 Jim Keene Boulevard

Winter Haven, FL 33880



**Critical Incident Reviews (CIR)  
"Calling All Responders"**



Your Traffic Incident Management (TIM) teams are asking for your participation in identifying any incidents or crashes where a best practice was recognized, or conversely, where an opportunity was not realized until later.

Recently at the Sarasota-Manatee Regional Traffic Management Center (RTMC) on October 29, 2014 Fabio Capillo, RTMC Manager, coordinated a detailed impact assessment of a major traffic incident which took place on August 22, 2014. The incident occurred on I-75 at the Trooper John D. Young Bridge over the Manatee River which affected regional traffic and required the detouring of I-75. Responding agencies were invited to discuss the RTMC's capabilities and traffic incident management coordination during the incident. RTMC staff both shared their experience and received input on the coordination between the RTMC, stakeholders and emergency responders.

We would like to congratulate Mr. Capillo and his office for taking the initiative in coordinating the meeting. It takes tremendous coordination to host a Critical Incident Review. This critical review was an important step in setting the standards and showing the benefits of coordinating future Critical Incident Reviews.

The District One TIM teams have published a Critical Incident Review (CIR) Technical Memorandum as a means to talk about "the good, the bad, and the ugly" of traffic incidents, in a lessons learned, no fault atmosphere. The Memorandum and CIR's are tools to help identify areas of improvements, as well as, an outline on how to correctly perform a CIR and what positive gains there are for all multi-agencies involved.

Improved responder safety, through quicker clearance times are two significant benefits CIR's can provide. Improved multi-agencies communications and team building are other benefits that can be achieved by discussing lessons learned. Responders need to know that their concerns are heard and

incorporated in seeking a better way of approaching a particular incident-mitigation method the next time a similar situation occurs.

Typical steps in the CIR process include:

- Recreate the incident sequence of events during the response and clearance of the incident
- Each agency offers input on the safety, response and clearance aspects that worked well and what worked poorly
- Determine how these aspects of the incident could or should be managed differently next time
- Identify areas that need improvement and provide recommended solutions
- Discuss suggestions and establish consensus as to the corrective action
- Reinforce the positive elements of the management of an incident
- Document the results of the CIR into minutes and distribute to all attendees
- Follow up on the results of the CIR with the TIM team members to continually improve the incident management process.

Critical Incident Reviews provide a proven, no fault means for multiple agencies to discuss an incident and to identify successful procedures and potential solutions for problems experienced. Lessons learned from critical incident reviews are used to improve safety and reduce the clearance times of subsequent incidents.

All it takes is team work, coordination and participation from a team to which you already belong. Your TIM team is ready to host an incident review that you or your agency feels would benefit the incident responders.

Please forward any comments, photos, and invitations to review your incident so the next one is less dangerous for all who respond.

For more information or if you have any incidents that you feel would benefit a CIR with the TIM team incident responders, please contact Bill Fuller, District-One TIM Coordinator at (239) 225-1915 and/or [william.fuller@dot.state.fl.us](mailto:william.fuller@dot.state.fl.us).

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



## High Speed Roadside Danger/Safety

### Vehicular Incident Precursors

Vehicular incidents can start with something as simple and common as a vehicle breakdown, or pulling over to the side of the road for any reason. High speed roadways are designed for vehicles traveling at high speeds, not parked vehicles. More importantly, high speed roadways are not designed for pedestrians to be walking about for any reason, including changing a flat tire, or inspecting an engine problem. It is important to note that being outside the edge of travel lane does not guarantee safety. Vehicles often cross the solid line onto the shoulder for many reasons, including distracted driving, which has become increasingly more prevalent with the advent of smart phones. Most of the time, vehicles that swerve out of their lane and onto the shoulder do so without incident. However, statistics show that sometimes vehicles swerve out of their lane onto the shoulder at the same time there are parked vehicles and/or pedestrians also on the shoulder. In fact, a study performed by the Transportation Research Institute (TRI) out of Norfolk Virginia's Old Dominion University sites that 1.5% of disabled vehicles (DAVs) were directly involved in vehicular incidents.<sup>1</sup> So for every 100 cars you see on the side of the road, at least one will likely to be involved in an accident.



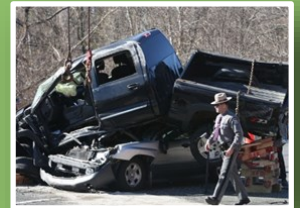
The following list details some basic safety tips to abide by when pulled over for any reason. These safety tips should be followed in all scenarios from a broken down vehicle to receiving a traffic citation; Avoid pulling over unless absolutely necessary, Avoid pulling over where there is not much room (on bridges, near guardrail, etc), Pull over as far away from the travel lanes as possible, into the grass if possible, Keep seatbelts on when pulled over, Avoid exiting the vehicle unless absolutely necessary, When outside the vehicle, always face and keep an eye on oncoming traffic, Keep other vehicle occupants, especially children, as far away from the roadway as possible, Call for assistance when necessary. The shoulder of a high speed roadway is not the place to be learning how to change a tire or to be searching for your spare tire or tire jack.

### Vehicular Incidents

Drivers are already distracted with Driving Under the Influence (DUI), driving tired, driving while eating/drinking, and most recently with cell phone utilization. Cell phone distractions include but are not limited to talking, emailing, texting, map reading, internet surfing, social media, or watching movies/videos.

In addition to distracted driving, Vehicular Incidents are also caused by inadequately maintained vehicles. Many vehicles do not have the appropriate amount of tire tread or tire pressure, which makes them more susceptible to tire blowouts which can easily trigger multi-vehicle incidents.

Driving inexperience, lack of knowledge, and lack of understanding are also major factors in vehicular incidents. The following details some useful tips to help reduce the odds of being involved in a vehicular incident: Understand the importance of properly maintained vehicles, especially breaks and tires (tread & pressure), Understand how easy it is to hydroplane on wet/slick roads, even when not raining, Understand how increased speeds exponentially increase odds of vehicle incidents and incident severity, Understand how dangerous it is to drive distracted, Understand how easy it is to lose control of a high speed vehicle, Understand the fact you never really have control of a high speed vehicle; it is an illusion.



Florida has been very proactive and aggressive in formulating and deploying various initiatives to reduce the incidences involving stationary vehicles on the roadway or shoulder. Some of these initiatives include the enactment of the "Move Over Law", the "Move It, Yes You Can!" Program, and the establishment of the Traffic Incident Management Teams and Road Rangers programs. These programs have reduced the number of secondary crashes and incident fatalities. However, it is imperative that we reduce primary vehicular incidents by enhancing motorists' knowledge of high speed roadway dangers and safety, and by improving motorists' behavior.

(1) Virginia Center for Transportation Innovation & Research. Primary and Secondary incident Management. Page iii.  
[http://www.virginiadot.org/vtrc/main/online\\_reports/pdf/11-11.pdf](http://www.virginiadot.org/vtrc/main/online_reports/pdf/11-11.pdf)

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

## 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.*