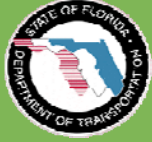




35th Edition

Polk County Traffic Incident Management Team

November 2010



Regional Transportation Systems Management and Operations (TSM&O)

What if there was a way to make some near term improvements to the regional transportation system?

TSM&O is an integrated program to optimize the performance of the existing infrastructure...

TSM&O strategies support many regional transportation goals:

- Improve travel time reliability
• Reduce crashes
• Improve transit on-time arrival
• Reduce travel delay
• Reduce fuel use
• Reduce air pollution and carbon emissions

Florida Department of Transportation, District One, had the following statement in regards to current TSM&O initiatives: "There is a statewide FDOT task team that has been working on developing a Transportation Systems Management and Operations (TSM&O) Program within the Department. TSM&O in Florida is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety and reliability of our transportation system. This is program which will focus on actively managing our existing multi modal transportation network using defined performance measures to deliver positive safety and mobility outcomes to the traveling public in Florida.

Some of the major outcomes desired by implementation of this program include 1) Real-time traveler information for all modes 2) Rapid Incident Management and 3) Capacity Management on limited access facilities and arterials. What does this program mean to Traffic Incident Management (TIM) Teams? TIM Teams will be an integral part of the TSM&O program as one of the tools to accomplish the above mentioned mobility and safety outcomes.

District One FDOT has participated in statewide meetings and is closely monitoring the progress of the Statewide Task Team. District One Traffic Operations plans to hire a TSM&O Districtwide consultant next fiscal year. The advertisement should go out in the early spring of 2011. One of the first steps for the consultant will be to evaluate short and long term goals of a TSM&O Program for District One FDOT. We look forward to working with our local stakeholders to research and implement TSM&O strategies for our area."

To read more about the TSM&O, please visit the following link:

http://plan4operations.dot.gov/reg_trans_sys.htm

Distracted Driving



Distraction is defined by NHTSA as a specific type of inattention that occurs when drivers divert their attention away from the task of driving to focus on another activity instead. These distractions can be electronic distractions, interacting with passengers or eating. These distracting tasks can effect drivers in different ways and are categorized into the following three types: visual, taking your eyes off the road; manual, taking your hands of the wheel; and cognitive, taking your mind off the road. As distracted driving has risen to unprecedented levels, state legislatures have begun to take action. In early 2010, 21 States enacted graduated drivers licensing (GDL) laws. As of May 13, 2010, six states, the District of Columbia and the Virgin Islands have banned hand-held cell phone use for all drivers, and 25 states, the District of Columbia and Guam have banned texting by all drivers. To learn more about distracted driving please visit the following link:



http://www.distracteddriver.gov/

Road Safe America



What is the goal of Road Safe America?

Road Safe America is working to make our highways safer. As virtually every driver has experienced, many trucks travel at dangerously high speeds. Heavy commercial trucks, which make up only 3.5% of all vehicles, are involved in over 20% of all multi-vehicle fatal crashes. Road Safe America has identified numerous changes that will help make the highways much safer. To learn more about Road Safe America, please visit the following website: http://www.roadsafeamerica.org/

Field Operations Guide for Safety/Service Patrols

As a part of the effort to encourage major metropolitan safety/service patrols to transition to fully functioning safety/service patrols (FFS/SP) and to establish consistency among these programs, the FHWA has published the Full Function Safety/Service Patrol Handbook, developed training standards, and prepared the Field Operations Guide for Safety/Service Patrols. For further review of the Field Operations Guide for safety/service Patrols, please the TIM team website. http://www.swfltim.org/helpful_links.htm



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Upcoming Events:

TIM Team Meeting :

Thursday
January 13, 2011
10:00 am
University of South Florida Polytechnic
3433 Winter Lake Rd
Lakeland, FL 33803
LTB Building
Room # TBA



Integrated Corridor Management

How many times have you found yourself in this scenario? You're alerted to a traffic congestion issue via the radio, 511 Traveler Information System or DMS sign. So, you make a decision based on the report's recommendation or your own knowledge of the area, only to find that the "Best Alternative Route" (BAR) is now clogged with all of the other drivers who also got the message. That is precisely why FHWA launched an initiative in 2006 to investigate, design, implement, and evaluate several test beds for Integrated Corridor Management (ICM).⁽¹⁾ The modeling and simulation data from 3 pioneer sites was compiled this summer and the 2 demonstration cities are currently being designed for a 2011 deployment, with the demonstration phase running through 2013.



Effective corridor management during non-recurring conditions requires a combination of traffic diversion to parallel routes, signal timing changes, adjustment of ramp metering rates (when ramp metering is available) and comprehensive motorist information; actions for which simulation studies have demonstrated significant benefits.⁽¹⁾ But as stated, signal timing, ramp metering and other control systems on the arterials are seldom within the jurisdiction of the TIM manager. So, how do we bring those things together? The "integrated" in the case of ICM refers to the integration of jurisdictions, responsibilities, and assets into a shared system for managing regional traffic systems.

The stated long term goal ⁽²⁾ is achieving a fully integrated corridor traffic management system in which traffic incident managers and system operators, from multiple agencies and jurisdictions, operate as a team to reduce travel times, improve travel reliability, increase traffic throughput, decrease crashes, and reduce the number of stops and delay at traffic signals. As you might imagine, this will require allot of stakeholder buy-in. FHWA hopes that the 7 years of effort put into these test sites will provide historical data to convince regional stakeholders that the benefits of a shared management system is worth any "loss of turf emotions" that will naturally accompany such cooperation. But just imagine the results...

Under the ICM system an incident might look like this:

1. The TIM Manager receives a call that a commercial truck has slammed into the abutment of an interstate bridge crossing over a major arterial state road.
2. First responders report that the truck is a fuel tanker and that the steel bridge supports are beginning to twist from the heat.
3. Knowing that both the arterial and the interstate bridges are likely to be closed for an extended period of time for inspection and repairs, the TIM manager initiates a pre-planned calling tree to inform the area stakeholders that a major incident has occurred and that the integrated corridor plan will likely need to be implemented.
4. A conference call is set up for all affected stakeholders and initial plans are implemented, including things like:
 - a. Two alternative routes are established for the duration of the incident.
 - b. Public safety agencies are immediately notified of the affected areas and regular updates are posted to an email distribution system.
 - c. City and County agencies make pre-planned adjustments to signal timings at critical intersections in support of the new traffic patterns.
 - d. In addition to the usual traveler information systems, commercial freight carriers are notified to implement alternate routes that keep them out of the whole area if possible; in-vehicle systems like Intelli-Drive and Onstar are sent GIS mappings of alternate routes.
 - e. The School District responds by suspending or moving classes at an affected school for a few days to prevent the additional burden of student drop off traffic.
 - f. The bus line adds a few extra buses to affected areas to account for the extra ridership that will likely result.



As you can see, this opens a whole new box of tools for the TIM manager. So, why wait until the test projects are completely finished when the early data looks so good? Here are a few things we can do now to lay the groundwork:

- Establish formal agreements and document operational policies
- Develop protocols, procedures, operational strategies and control plans
- Deploy traffic control systems, establish and maintain interfaces between systems, and implement Intelligent Transportation System (ITS) technologies to control traffic and share information
- Coordinate traffic control at all traffic signals and between freeway interchanges with urban corridors

⁽¹⁾ Intelligent Transportation System Projects Overview, Raj Wagley, USDOT ITS Public Services Committee, May 4th, 2010

⁽²⁾ Corridor Traffic Management, http://www.ops.fhwa.dot.gov/aboutus/one_pagers/corridor_trafficmgmt.htm

Article by: Steve Johnson, Metric Engineering, Inc.

T I M TEAM NEW WEBSITE!

www.swfltim.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.