



63rd Edition

Polk County Traffic Incident Management Team

July 2015



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Upcoming Events:

Upcoming TIM Team Meeting:

County Sheriff's Office Comp Procap Room

1891 Jim Keene Boulevard Winter Haven, FL 33880

10:00 AM

- October 15, 2015



A Call to Multi-Agency Responders to Support Your Local Traffic Incident Management (TIM) Team



The Facts of Traffic Incident Management

50 - 60% of congestion is caused by incidents. Incident-caused congestion nears \$80 Billion annually; with the Sarasota area cost

totaling \$198 Million. 13 - 30% of crashes are secondary incidents. Responder injuries are significant.

How Traffic Incident Management (TIM) Teams Started

Starting in January 1985, and for about ten years, the Freeway Operations Committee and the Travelers Services Committee of the Transportation Research Board (TRB) sponsored the Freeway Incident Management (FIM) Specialties Conferences. Later, the Law Enforcement Committee also helped with the conferences. These conferences had presentations on how to manage and respond to freeway incidents and organized so the attendees from Multi-Agencies could review and study cases of actual freeway incidents that had previously occurred. FIM sessions usually provided time for 4 to 6 speakers to present how their states or cities planned for responding to freeway incidents when they occurred.

The FIM conference goal was to share information among organizations that would make the lost time to motorists shorter and roadways safer during periods of traffic disruptions.

Thirty Years Later, Multi-Agency Participation Remains the Key to Efficient TIM Teams

Traffic Incident management is the organized cooperative effort of multiple agencies to detect and verify incidents, respond and manage the scene, manage traffic and provide traveler information, and clear the incident as safely and quickly as possible.

Multi-Agency Teams is a Nation-Wide Approach to Organize Safer and More Efficient Incident Response

The TIM team includes a diverse group of multi-agencies and organizations which meet regularly to identify issues and develop improved incident management operations through Coordination, Communication and Cooperation. TIM teams are called upon to create long term plans for the sustained mutual benefit of all responders. TIM teams train together and use facilitation style to maximize participation. The idea is to foster institutional cooperation prior to arriving at an incident. TIM team meetings strive to provide value and relevant issues for discussion to participants.

Multi-Agency TIM Teams Identify Training and Improvement Opportunities

These improvements include: Free responder training, Incident detection/verification, Prompt effective response,

Site management and safety, Best practices in traffic management during incidents, Motorist information, Safe but Quick clearance, and Improved communication, cooperation and coordination.

District 1 TIM Team Accomplishments

- Local Agency Memorandum of Understanding (MOU)
Agency notification and resource guide
Vehicle fluids and fuel spill policy
Promotion of Emergency Stopping Sites for I-75
Input on the median cross-over master plan
Initiated and coordinated efforts to provide dedicated Troopers on Alligator Alley
Formalized FHP procedure for expedited tow call-out
Developed a TIM Team Web Site

District 1 TIM Team Goals

- Multi-Agency participation
Multi-Agency Training
Maintaining continuous improvement
Putting the plans into action
Sustaining the momentum
Dealing with changing personnel
Increasing pressure to improve

Support Your Local TIM Team

Help support our TIM team by participating in your local TIM teams and champion others from your agency to attend!



Polk County Team: (Meets Quarterly)

Polk County Sheriff's Office Complex, Procap Room, 1891 Jim Keene Boulevard, Winter Haven, FL 33880. Next Meeting - October 9th at 10:00 a.m.

Sarasota/Manatee County Team: (Meets Bi-Monthly)

Manatee County Public Safety Center, 2101 47th Terrace East 2101, Bradenton Florida, 34203.

Next meeting - August 11th at 1:30 p.m.

Collier/Lee/Charlotte County Team: (Meets Bi-Monthly)

SWIFT SunGuide Center, Conference Room A, 10041 Daniels Parkway Fort Myers, FL 33913.

Next meeting August 12th at 9:30 a.m.

Please also visit the TIM Team website where you can access the latest information about the TIM team and the TIM industry: http://www.swfltim.org/

For more information or if you have any questions, please contact Bill Fuller, District-One TIM Coordinator at (239) 225-1915 and/or william.fuller@dot.state.fl.us.

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

Wrong Way Driving Epidemic—Part 2

In the March newsletter, we provided an overview of how significant wrong way driving incidents are and the rise in frequency over the recent years. We took a look at some shocking statistics and tried to pin point key factors that played a role when wrong way driving occurs. The state of Florida realizes the challenges in trying to prevent wrong way driving incidents, but the different districts and agencies are deploying projects to test their effectiveness.

Florida's Turnpike Enterprise (FTE)



FTE conducted a wrong way driving study that consisted of analyzing crash reports, SunGuide event data, 9-1-1 call data, and FHP citation data to understand the hot spots along their system. As a result of the study, FTE decided on two locations for WWD countermeasures to be installed. The first location was on the northern section of the Homestead Extension of the Florida's Turnpike (HEFT) from Exit 29 to Exit 47. The second location was on the Sawgrass Expressway in Broward County. The pilot project had a four-phased approach. ⁽¹⁾

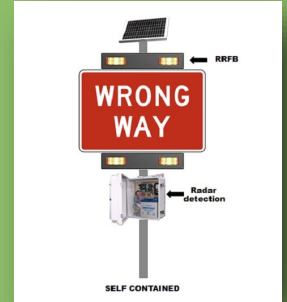
- Phase 1: Signage and Pavement Marking improvements
- Phase 2: Mainline detection improvements
- Phase 3: Ramp Technology Installation
- Phase 4: SunGuide Software Enhancements

Phase 1 consisted of replacing the signage (Wrong Way, Do Not Enter, One Way, No Left/Right Turn signs, and Keep Right signs) with oversized sign panels. Additional wrong-way arrows were installed along the ramps as well.

Phase 2 consisted of updating the existing mainline microwave detection units with a new device that can send an alert if a negative speed is detected. This alert would trigger an alert and the vendor software would produce an alarm directly at the TMC.

Phase 3 is the implementation and operation of the ramp-based detection and deterrent system. This system included the deployment of LED-highlighted wrong way signage (see picture) with vehicle detection.

Phase 4 would consist of SunGuide software enhancements that automatically generate the DMS messages and locations based on the wrong way driving detection. This would help warn the traveling public of the dangers and to be cautious.



Florida Department of Transportation, District 3

District 3 has chosen four interchanges along I-10 to test different WWD countermeasures and their effectiveness. The focus is on additional signage, better sign placement, pavement markings, and vehicle activated LED blinker signs. The LED blinker signs in District 3 are slightly different than the Turnpike signs.

District 3 is using the following countermeasures to discourage wrong way movements : pavement marking channelization, ramp pull through pavement markings with color roadway shields, larger DO NOT ENTER and WRONG WAY signage, approach activated solar powered WRONG WAY LED signs, and large WRONG WAY sign panels on the back of existing guide sign trusses. ⁽²⁾

Central Florida Expressway Authority (CFX)

CFX, in conjunction with University of Central Florida (UCF) had headed up their pilot project by analyzing their system and determining the best locations for their pilot. UCF helped choose five strategic locations that had numerous past occasions of wrong way driving incidents: SR 408 at Hiawasse Rd (2 deployments), SR 408 at Kirkman Rd (2 deployments), and SR 528 at SR 520 (1 deployment).

CFX has deployed the pilot project with two systems. The primary system at each site automatically triggers wrong way signs with rectangular rapid flashing beacons (RRFB), captures real time images, and utilizes dual radars upon the vehicles approach and departure. The secondary system at each site triggers alarms through SunGuide at the TMC allowing for quick traveler dissemination via the DMS. ⁽³⁾

⁽¹⁾ FTE and District 3, <http://www.dot.state.fl.us/trafficoperations/Newsletters/2014/2014-Mar.pdf>

⁽²⁾ <http://www.tampabaytrafficsafety.com/SafetySummit/2015%20Resources/04%20%20D7%20Safety%20Summit%202015%20-%20Wrong%20Way%20Driving%20-%20Ponnaluri.pdf>

⁽³⁾ CFX, http://www.its3summit.com/uploads/8/9/7/2/8972455/cfx_wwd2_v4.pdf

Article Submitted by Metric Engineering, Inc.. – Jessica Renfrow E.I.

T I M TEAM WEBSITE!

www.swfilitim.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.