

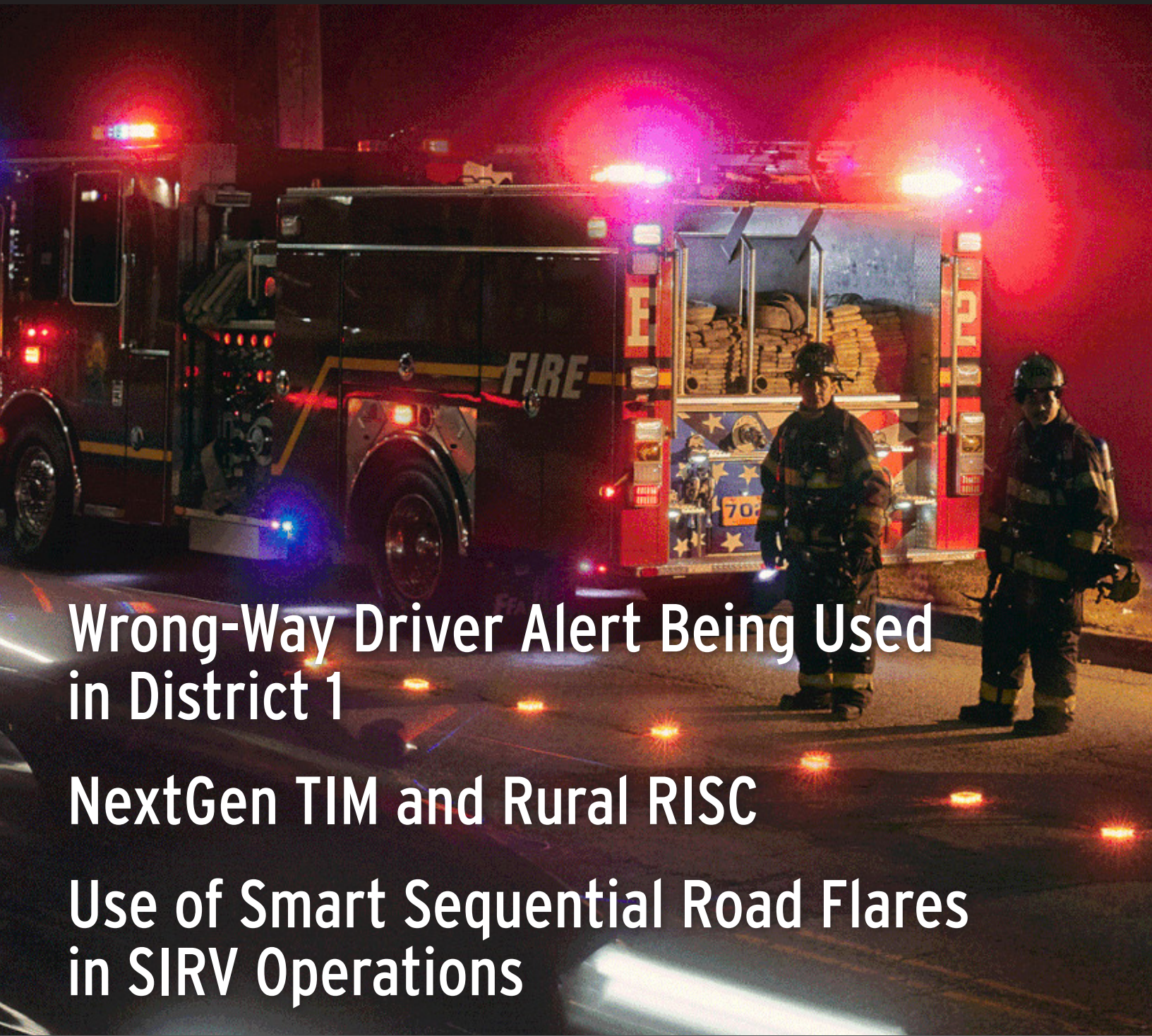


TIM
Traffic Incident Management

RESPONDER

Volume 3, Issue 1

March 2022



Wrong-Way Driver Alert Being Used in District 1

NextGen TIM and Rural RISC

Use of Smart Sequential Road Flares in SIRV Operations





TIM Team & Working Group

MEETINGS & WEBINARS

DATE	DISTRICT/COUNTY	EST TIME
March 15, 2022	First Coast TIM Team Meeting GoTo Meeting	10 am - 12 pm
April 05, 2022	Heartland TIM Team Meeting TBD	10 am - 12 pm
April 12, 2022	Sarasota-Manatee TIM Team Meeting Manatee County Public Safety Center, 2101 47th Terrace East (19th Street Court East) Bradenton, FL 34203	1:30 pm - 3:30 pm
April 13, 2022	Alachua-Bradford TIM Team Meeting GoTo Meeting	10 am - 11.30 am
April 13, 2022	Collier, Lee, Charlotte Counties TIM Team Meeting SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers, FL 33913	9:30 am - 12 pm
April 6, 2022	Miami Dade-Broward TIM Team Meeting MS Teams	1:30 pm - 3:30 pm
May 10, 2022	Pinellas County TIM Team Meeting FDOT District 7 Pinellas Maintenance Office, 5211 Ulmerton Road, Clearwater, FL 33670	10 am - 12 pm
May 17, 2022	First Coast TIM Team Meeting GoTo Meeting	10 am - 12 pm
May 24, 2022	Hillsborough County TIM Team Meeting FDOT District 7 Tampa Bay SunGuide Center, 11201 N. McKinley Drive, Tampa, FL 33612	10 am - 12 pm
June 08, 2022	Alachua-Bradford TIM Team Meeting GoTo Meeting	10 am - 11.30 am
July 19, 2022	First Coast TIM Team Meeting GoTo Meeting	10 am - 12 pm
August 09, 2022	Pinellas County TIM Team Meeting FDOT District 7 Pinellas Maintenance Office, 5211 Ulmerton Road, Clearwater, FL 33670	10 am - 12 pm
August 10, 2022	Alachua-Bradford TIM Team Meeting GoTo Meeting	10 am - 11.30 am
August 23, 2022	Hillsborough County TIM Team Meeting FDOT District 7 Tampa Bay SunGuide Center, 11201 N. McKinley Drive, Tampa, FL 33612	11 am - 12 pm
September 20, 2022	First Coast TIM Team Meeting GoTo Meeting	10 am - 12 pm
October 12, 2022	Alachua-Bradford TIM Team Meeting GoTo Meeting	10 am - 11.30 am
November 08, 2022	Pinellas County TIM Team Meeting FDOT District 7 Pinellas Maintenance Office, 5211 Ulmerton Road, Clearwater, FL 33670	10 am - 12 pm
November 15, 2022	First Coast TIM Team Meeting GoTo Meeting	10 am - 12 pm
November 22, 2022	Hillsborough County TIM Team Meeting FDOT District 7 Tampa Bay SunGuide Center, 11201 N. McKinley Drive, Tampa, FL 33612	10 am - 12 pm
December 14, 2022	Alachua-Bradford TIM Team Meeting GoTo Meeting	10 am - 11.30 am



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TIM Program Manager Update

Greetings Traffic Incident Management (TIM) professionals. Welcome to the first edition of the Florida TIM Responder, Florida's Statewide TIM Program newsletter, for the 2022 calendar year. The newsletter aims to provide you with relevant and timely information that will collectively help us advance the TIM state of practice throughout Florida. It is also expected that the TIM Responder newsletter will increase awareness of TIM and promote its benefits. The newsletter will focus primarily on the current state of the practice, articles from peers and partner first responder agencies, technology updates, national TIM updates, upcoming events, and awards/recognition.

The Florida Department of Transportation (FDOT) continues to advance the statewide [TIM Strategic Plan](#) adopted in January 2019. At its core, the Strategic Plan is designed to set priorities, focus energy and resources, strengthen operations, and ensure that stakeholders and TIM Program partners are working toward common goals supporting Florida's Open Roads Policy. The FDOT Central Office has been working on developing recommendations to improve the safety of responders while assisting and avoiding future struck-by incidents. These and several other initiatives continue to move forward.

The following issue of the TIM Responder focuses on some great articles received from our District teams. One highlights the update of HAAS Alerts service and use of truck-mounted attenuator in Florida's Turnpike, while another talks about the use of smart sequential road flares by Road Rangers in District 4. Some of the other articles in this issue focus on NextGen TIM, rural RISC, and wrong-way driving technologies. This edition also highlights the performance measures for the second quarter of FY 2021/22 based on TIM training, Road Ranger assists, Rapid Incident Scene Clearance (RISC), and recognizes a few Road Rangers for their continued efforts in keeping Florida's highways safe.

In closing, it warrants emphasizing that a multiagency, multi-disciplined team effort is critical to the success of TIM. As such, we always value your input and would like to extend an open invitation to you to send us TIM Responder newsletter ideas and comments as well as articles and announcements that you'd like to share.

Thank you for your steadfast commitment to the TIM Program for the State of Florida. Together, we have responded to the needs of motorists while making every effort to create a safer working environment for our responder community. The team has risen to the challenge and continues to provide excellent service. Thank you for all that you do and please continue to be safe.

Shawn Kinney
Traffic Incident Management

Vision...

To increase the delivery rate of fatality-free and congestion-free transportation systems supporting the FDOT vision and Florida Transportation Plan goals.

Mission...

To identify, prioritize, develop, implement, operate, maintain, and update TSM&O program strategies and measure their effectiveness for improved safety and mobility.

WRONG-WAY
DRIVER ALERT USE
EXTREME CAUTION

Wrong-Way Driver Technologies Being Used in District 1

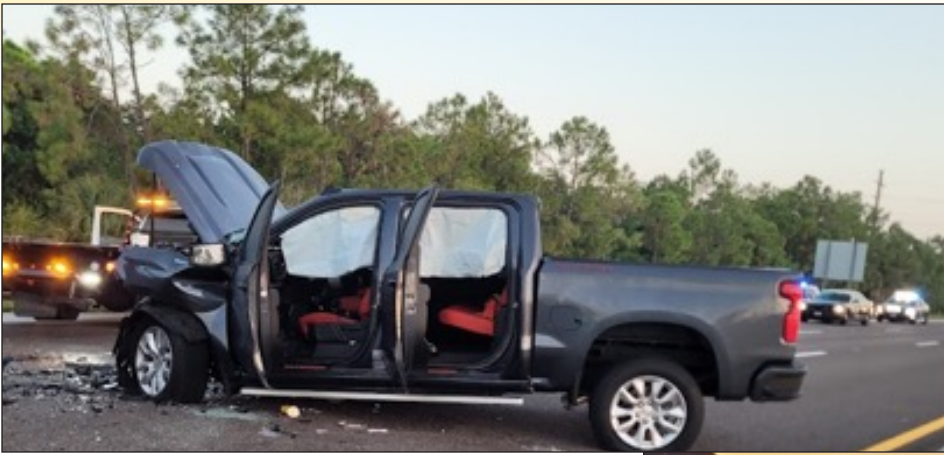
By Tom Arsenault, Project Manager, District One

People intentionally drive in the wrong direction because they missed an exit, for thrill-seeking, or as a shortcut. On a divided highway, especially a freeway, Wrong-Way Drivers (WWD) are a serious problem because of the high speeds usually involved since the result is more likely a head-on collision. Although wrong-way accidents are rather uncommon only making up about 3% of all motor vehicle accidents, they are the leading type of motor vehicle accident to result in a fatality. In fact, some 360 deaths in the U.S. each year are due to wrong-way driving accidents.

Researchers found that the odds of being a wrong-way driver increased with alcohol impairment, older age, and driving without a passenger. "Wrong-Way crashes on divided highways are often fatal as they are typically head-on collisions," said Dr. David Yang, executive director of the AAA Foundation for Traffic Safety on March 23, 2021.

How the alert system works





The results of Wrong-Way Driver Crashes are Catastrophic.



Florida Department of Transportation, District 1 has two ways of being notified of a Wrong-Way Driver (WWD).

Traffic Vision and Blink Link

When a WWD is detected, several activations occur.

- » Emails containing a screenshot and including the location and time are sent to the on-duty operators.
- » An event is started and a message is posted on DMS devices in a 15 miles radius in each direction warning drivers **“Wrong-Way Driver Reported Use Caution”**.
- » If the WWD is verified the Traffic Management Center (TMC), notifies Florida Highway Patrol (FHP).

Florida Highway Patrol and its fight against Wrong-Way Drivers:

Wrong-Way driving crashes occur when a vehicle has not observed posted traffic signs or pavement markings and proceeds in a lane going the wrong direction.

Especially at night and during transitional light times such as dawn and dusk, motorists are encouraged to stay in the right lane, when possible, to avoid a crash with a wrong-way driver. In the majority of wrong-way crashes, vehicles are hit head-on, resulting in 81 percent of all wrong-way fatalities. Head-on collisions are some of the most dangerous and deadly crashes.

FLHSMV offers the following safety tips for motorists to avoid wrong-way driving crashes:

- » Stay Right at Night to avoid crashes with wrong-way drivers.
- » Call 911 immediately to report wrong-way drivers. If you see a wrong-way driver approaching, immediately reduce your speed and pull off the roadway.
- » Stay alert - do not drive distracted. Never drive under the influence of alcohol or drugs.
- » Learn and obey all traffic signs. If you drive past a wrong-way sign, turn around immediately. When you see a posted red sign, think: “Stop.” “Do Not Enter.” “Wrong-Way.”
- » Look for FDOT dynamic messaging signs for wrong-way driver alerts. When you see an alert, reduce your speed, move over to the right and proceed with extreme caution.
- » #StayRightAtNight.

For more information, please contact Tom Arsenault at (239) 225-1915 or by email at Tom.Arsenault@dot.state.fl.us.

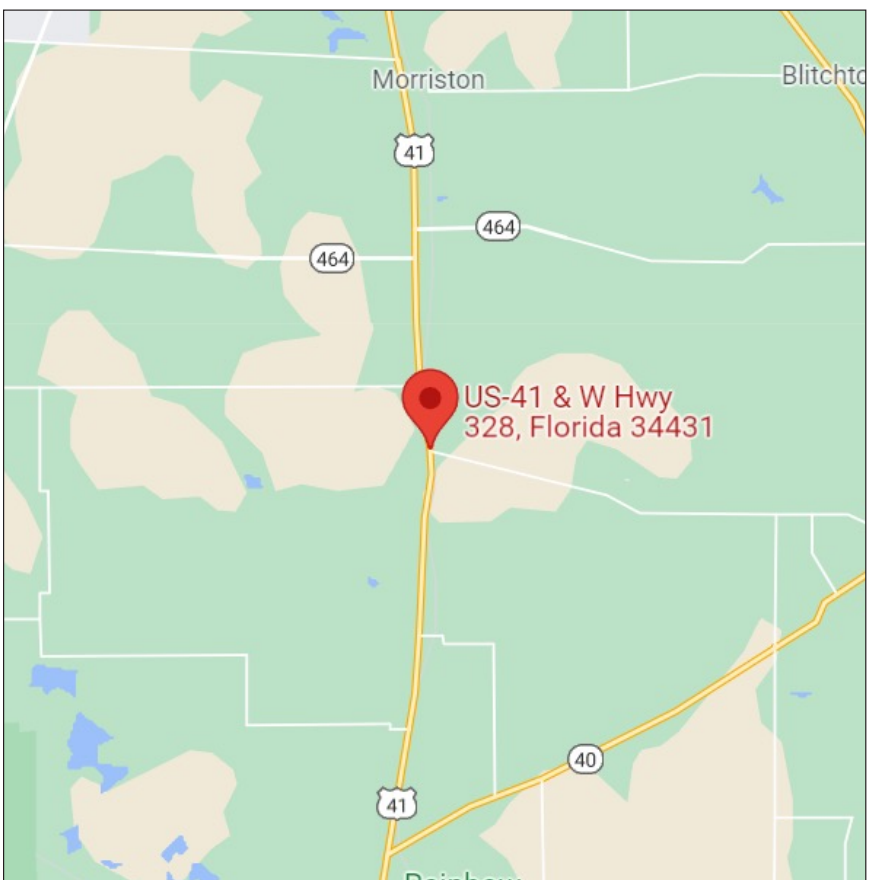


NextGenTIM and Rural RISC

By Sheryl Bradley, District Five ICM Project Manager

In line with the Federal Highway Administration's (FHWA) NextGenTIM focus area for rural Traffic Incident Management (TIM), District 5 has extended its use of RISC (Rapid Incident Scene Clearance) to rural roadways. RISC is FDOT's quick clearance program for large-scale, complex incidents that require ultra heavy-duty wrecker equipment and specially trained personnel. These incidents generally involve large commercial vehicles, buses, or dump trucks with a lost or shifted load and/or extensive fuel spill. Previously, the District's RISC contracts allowed for arterial activation only under special circumstances and with the District Traffic Operations Engineer's (DTOE) approval. New contracts, however, have extended the availability of RISC to any state road, or roadway impacting a state road. On January 18th, District 5's I-75 Integrated Corridor Management (ICM) Team had an incident that exemplified the benefits of an aggressive arterial Traffic Incident Management program. At 3:51 pm, the District 5 RTMC received notification of an overturned logging truck on US 41 near CR 328, which is about 5-miles north of SR 40.

Logs were reportedly scattered across the road and our RTMC operator was advised of the potential of a significant fuel spill. We had no responders on scene and only the information provided to FHP dispatch via a 3rd party. By 3:52 pm, our ICM Program Manager was on the phone with the FHP Captain, explaining the situation and offering the resources provided by RISC. The Captain advised that their troop had several calls holding. He was advised that, although we didn't have eyes on the scene, Google maps provided sufficient indication via traffic patterns that we likely had an all-lanes blocked scenario. Together, they quickly evaluated the limited alternative routes in the area and determined that rapid action was warranted. By 4:02 pm, RISC had been activated, before a Trooper was even dispatched. The RISC contractor



NextGenTIM and Rural RISC, continued from page 6

arrived on the scene at 4:40 pm to find the complex scene we had expected and went straight to work on the fuel spill. They also began pushing logs out of the road to get a lane open as we were into the PM peak hours. Soon after, the truck was uprighted and removed. All lanes were cleared by 6 pm, with full restoration of northbound and southbound travel.

While we often think of the critical need for these services in heavily congested, urban areas, there's tremendous value in safe, quick clearance of rural arterial roadways. In many cases, these corridors serve as freight routes or alternate freight routes and provide singular access routes to numerous homes and businesses. Blockage of an isolated rural route can also be extremely problematic for emergency responders who need to gain access to those homes or businesses. As night falls in these remote rural areas, secondary crashes are also of significant concern with sightlines around horizontal and vertical curves, treelines that are close to the edge of the roadway, and limited lighting. Quick reporting and collaboration between FHP, the D5 I-75 ICM team, and the RISC contractor provided for safe, quick clearance of a heavily traveled rural route, restoring critical access and efficient travel times to road users.










RISC Scene on US 41

For more information, please contact Sheryl Bradley at (321) 257-7347 or by email at Sheryl.Bradley@dot.state.fl.us.

PERFORMANCE MEASURES

Since the implementation of the program, 13,374 incident responders have received training in the state of Florida (as of January 18, 2022). That number represents roughly 34% of the responders in operational roles that are supporting traffic incident response operations. During the second quarter of FY 2021/2022, about 393 responders received the training.

Responders Trained

TIM TRAINING RECEIVED BY:	LEO	FIRE	EMS	TOW	FDOT	OTHER	QTR TOTAL
							
1ST QUARTER	19	105	29	46	12	17	228
2ND QUARTER	20	65	26	28	192	62	393
3RD QUARTER	-	-	-	-	-	-	-
4TH QUARTER	-	-	-	-	-	-	-
FYTD	39	170	55	74	204	79	621

Road Ranger Assists by District

During the second quarter of FY 2021/2022, Road Rangers were involved in 130,548 events providing assistance to the motorists of Florida.

District One	10,948
District Two	12,679
District Three	4,264
District Four	19,065
District Five	21,640
District Six	9,232
District Seven	10,740
Florida's Turnpike	27,856



Note: An event is defined as the arrival of one or more Road Ranger vehicles on-scene at an incident. Events can have multiple assists, and each Road Ranger will have at least one assist per event.

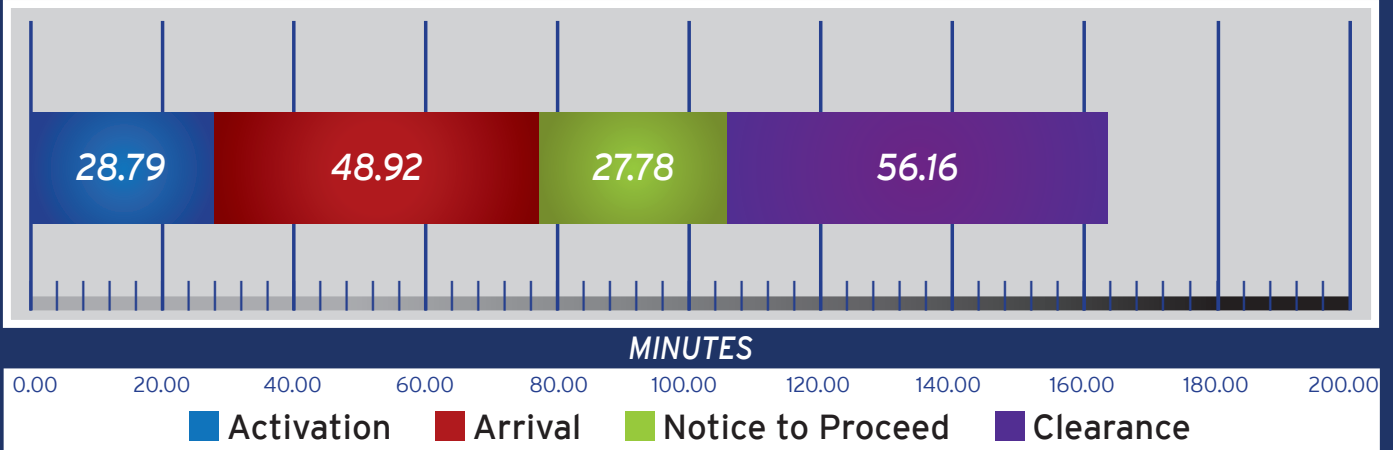
Road Ranger Assist Data

	HIGHEST ACTIVITY TOTALS		LOWEST ACTIVITY TOTALS	
	SOURCE	TOTAL	SOURCE	TOTAL
ASSISTS BY NOTIFIER	ROAD RANGER	70,078	MOTORIST	27
ASSISTS BY EVENT TYPE	DISABLED VEHICLE	73,527	PEDESTRIAN	286
ARRIVALS BY DAY OF WEEK	FRIDAY	2,303	TUESDAY	1,819
ARRIVALS BY TIMEFRAME	3:00 pm - 6:00 pm	2,778	3:00 am - 6:00 am	612

Rapid Incident Scene Clearance

During the second quarter of FY 2021/2022 (October 2021 to December 2021), seven Districts and FTE activated the RISC Program 93 times with approximately \$263,300 in bonus-incentive payments made to vendors.

First Quarter Statewide Average RISC Incident Duration



2022 National Responder Safety Update

Responder Safety Statistics

(<https://www.respondersafety.com/news/struck-by-incidents/yearly-fatality-reports/>)

8 Responders Killed in Struck-By Incidents

Law Enforcement (4)

- 1 Traffic stop/LE activity
- 1 Debris removal
- 2 Directing traffic

Towing (1)

- 1 Assisting disabled vehicles

Fire and EMS (3)

- 1 Crossover entry
- 2 Assisting crash scenes



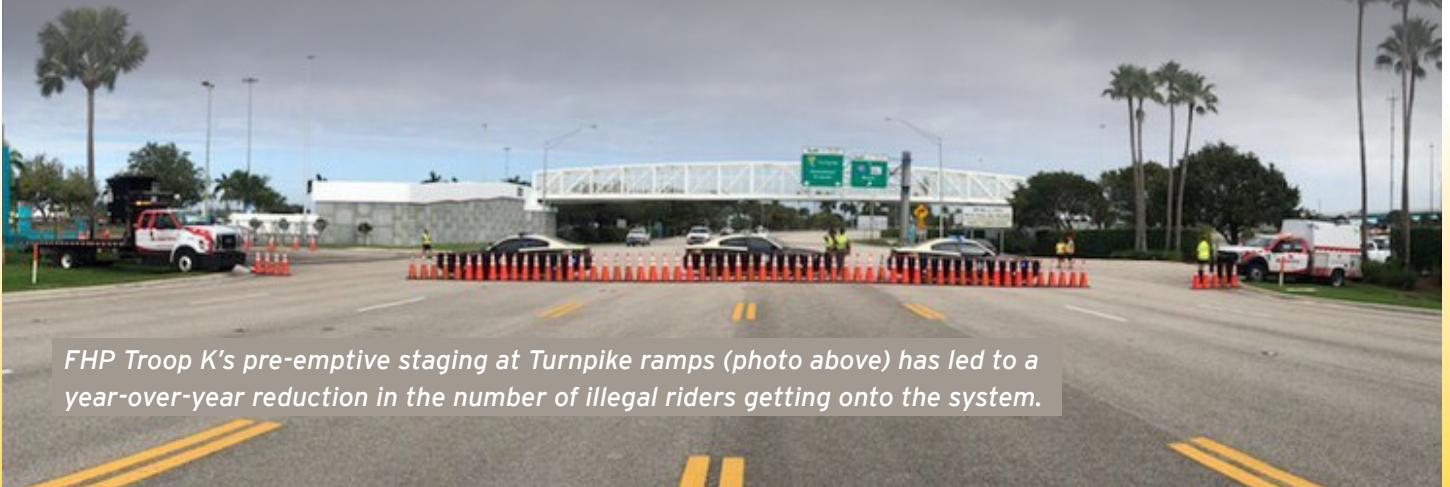
FHP's Troop K Command held a mandatory briefing for the operational plan support team on the morning of Monday, January 17, 2022 (Martin Luther King Jr. Day).

Florida's Turnpike Spared “Wheels Up – Guns Down” Hijinks

By: Mary Lou Veroline, Florida's Turnpike Enterprise, TSM&O Technical Writer

While a majority of the nation was celebrating the legacy of Dr. Martin Luther King, Jr. on January 17 with parades, ceremonies, dedications and picnics, Florida Highway Patrol (FHP), municipal law enforcement agencies, and Florida Department of Transportation (FDOT) district staff in the South Florida area were gathering in the morning to review operational plans aimed at mitigating the chaos on roadways that have become known as “Wheels Up – Guns Down”.

The annual movement gets its origin from a rideout staged in Philadelphia in October of 2014 to memorialize popular stunt rider Kyrell Tyler, known as “Dirt Bike Rell” who was killed in a yet-unsolved act of gun violence. South Florida bikers were quick to jump onboard, racing through the streets of Miami on January 19, 2015, kicking off what has now become an annual occurrence on Martin Luther King Jr. Day. The following year, in 2016, the social-media-fueled movement exploded in size with packs of riders being seen across both Miami-Dade and Broward Counties.



FHP Troop K's pre-emptive staging at Turnpike ramps (photo above) has led to a year-over-year reduction in the number of illegal riders getting onto the system.

Florida's Turnpike Spared "Wheels Up - Guns Down" Hijinks, continued from page 10

While the event touts an anti-violence message, it is unsanctioned, and frankly illegal, as off-road vehicles including dirt bikes, ATVs, four-wheelers, and unlicensed motorcycles are prohibited from being ridden on city streets or highways. When you add the aggressive speed, wrong-way riding, red-light violations, and the dangerous stunts being performed, the risk to public safety increases dramatically.

Ahead of the 2022 holiday weekend, FHP's Troop K prepared a comprehensive operational plan with the singular goal of keeping riders off the Turnpike system. Their prevention efforts were supplemented by Florida's Turnpike Enterprise's (FTE) Road Rangers and roadway maintenance staff staged at susceptible entry points with enough MOT to close the ramp should the need arise. Turnpike TMC staff provided operational plan support with active monitoring of the Mainline corridor and messaging on overhead signs, and for the first time, Troop K had eyes in the sky with an aircraft dedicated to following any riders that alluded ground patrols.

As the sunset on MLK Day, much of the motorized mayhem seen in past years was replaced by BICYCLES, still swarming in large numbers, and participating in dangerous behaviors (most notably on I-95 in Miami-Dade County) but resulting in fewer arrests and (thankfully) no related crashes.

For FTE, the planning efforts and law enforcement visibility proved effective as there were ZERO reports of illegal riders on Turnpike roadways this year. The single reported attempt occurred near the stadium at NW 199th Street, but the group reversed course when they saw FHP in position. A great job by all!



▲ *Aerial footage of bicyclists on I-95 in Miami-Dade County.*

▶ *In 2021, one lone rider was able to access the Mainline in Broward County (photo at right). In 2022, there were ZERO occurrences.*



For more information, please contact John Easterling at (954) 934-1620 or by email at John.Easterling@dot.state.fl.us.



Use of Smart Sequential Road Flares in Severe Incident Response Vehicle (SIRV) Operations

Joudy Mendez, FCCM, TSM&O Incident Management Program Manager, Regional Transportation Management Center (RTMC), Florida Department of Transportation, District Four

Nationally last year, 65 incident responders were struck and killed while working incidents on freeways – an increase of 41% from 2020 to 2021 totals. In an effort to better understand and brainstorm possible solutions, District Four's SIRV team collaborated during weekly meetings with other Safety Service Patrol (SSP) teams throughout Florida.

One thing noted from these meetings was the limited use of chemical flares during incidents. Flares have an advertised burn time of 30 minutes, which means additional flares must be deployed every 20 - 25 minutes. For illustration, if an incident lasts for one hour and the SSP Operator deploys a string of 10 flares, they will have burned 30 flares, after clearing the incident. It is also important to remember, each time an SSP Operator walks out to deploy or replace the flares they are exposed to dangerous oncoming traffic.

Currently, the District Four SIRV team uses electronic flares that have an estimated burn of at least two hours. While they are effective, they do have their limitations. When used behind or alongside an incident scene, the flares are often washed out by the array of flashing lights on the additional emergency vehicles on the scene.

Use of Smart Sequential Road Flares in SIRV Operations, continued from page 12

This prompted District Four to research for a more efficient alternative - Smart Sequential Road Flares produced by Pi-Lit. These rechargeable road flares come attached by magnets to an exoskeletal case that self-activates when removed from its case. When a flare is pulled from the case, it automatically syncs with the previously deployed flare. The unique feature results in a group of flares that operate sequentially, much like the runway lights at an airport. By operating in this manner, Smart Sequential Road Flares clearly advise oncoming traffic in the appropriate direction of travel. Lastly, since these rechargeable flares flash sequentially, they also help differentiate from other flashing lights at incident scenes.

According to Pi-Lit, Smart Sequential Road Flare devices can burn for more than 20 hours, which eliminates the need for incident responders to carefully replace off flares every 20 minutes in dangerous conditions. They are also reported to have a crush rating of 50,000 pounds, touting an almost non-destructible exterior.

In October 2021, District Four SIRV obtained three sets of the Smart Sequential Road Flares for testing. They have been integrated into standard operations and used by Road Rangers, SIRV Operators, Law Enforcement Officers, and Fire Rescue workers with renowned success.

Smart Sequential Road Flares can be used alongside traffic cones, or beneath them to illuminate their interiors. The District Four SIRV team hopes to equip its truck fleet with these devices to better delineate incident scenes and protect other emergency response partner agencies.



For more information on the use of Smart Sequential Road Flares in District Four Traffic Incident Management efforts, please contact Joudy Mendez at (954) 847-2789 or by email at joudy.mendez@dot.state.fl.us.

*A video demonstration of the sequential flares produced by Pi-Lit is available to view here:
<https://youtu.be/CITjhrpLmbI?list=TLGGpwtgRq7bAocxMjAxMjAyMg>*

Road HEROES



District Five - Tod Horton

On Sunday, February 27, 2022 around 4 pm, District 5 Road Ranger Tod Horton was en route to a crash. On his way, he observed a pick-up truck on the right shoulder of I-75 SB in Sumter County. A lone occupant was in the driver's seat. Road Ranger Horton notified the RTMC of the vehicle, believing it to be a disabled vehicle and proceeded on to the crash. The Road Ranger advised the RTMC he would stop on his way back. The RTMC found the subject vehicle on camera and observed the gentleman outside his vehicle walking around,

affirming the belief that this was likely a disabled vehicle. As the Road Ranger made his way back to render aid a short time later, he found the gentleman sitting inside the truck again. Upon approaching the driver's side window to offer assistance, Road Ranger Horton found the driver experiencing a medical emergency. He immediately requested Fire/Rescue support from the RTMC, while comforting the driver. The Road Ranger advised that the driver was possibly having a stroke as he was unable to speak or move his limbs. Within minutes, Fire/Rescue was on scene and requesting helicopter transport for the driver.

As is the case with most medical emergencies or serious traumas, receiving care in the first hour is critical to the wellbeing and/or survival of the patient. Road Ranger Horton's diligence in promptly returning to the scene of the suspected disabled vehicle, and rapidly assessing the scene and driver's condition, led to the individual receiving life-saving care. District 5 is proud to have Road Ranger Tod Horton (Autobase) on our team and appreciates his diligence and dedication to the safety and wellbeing of Florida's motorists.



Florida's Turnpike - Dennis Volin and Jorge Diaz

On Sunday, February 20, 2022 a Mercedes was abandoned at mile marker 130 southbound and was struck by a tractor trailer while Dennis Volin was responding northbound. Although Dennis did not see the crash occur, he saw the tractor trailer driver out of the truck looking at possible damage. Dennis was able to get enough information to the Traffic Management Center for Jorge Diaz to observe it on CCTV. Jorge was able to call it into FHP dispatch and then follow the truck as it left the scene. Jorge followed the truck for 14 miles on CCTV until the tractor trailer got off at exit 116 (Indiantown Road) and went south on I-95. FHP was able to stop the tractor trailer a short time later.

Without Dennis's diligent observation and quick communication as well as Jorge's expediency locating on camera and reporting to dispatch, it would have been a complete unknown as to what struck the abandoned vehicle at this location.





Florida's Turnpike Expanded HAAS Rollout Showing Promise

Florida's Turnpike expanded its HAAS Alert transponder rollout to 34 Road Ranger trucks in late September / early October this year. As you recall, the transponder triggers an alert to drivers in the area when the Road Ranger activates the truck's strobe light bar. With the intent of enhancing responder safety by providing advance warning to motorists on the approach to a lane- or shoulder-blocking incident, the investment is paying off!

Since October 1, 2021 a total of 191,068 drivers have received an alert via the Waze, Google Maps or Apple Maps applications relating to the 15,901 recorded incidents. Each alert features a "Move Over or Slow Down - It's the Law" statement which we hope will stay with the driver far beyond that incident scene.

And speaking of HAAS Alerts, Total Traffic Network has been granted access to the Turnpike portal allowing them to report the location of active incidents to their listening audience as well.

Kudos to Station 55 in Orange County for being such strong proponents of quick, safe clearance

Engine 55 has become well-known in their area for moving crash vehicles from travel lanes if they are first on-scene and there are no injuries to attend to. Not to be outdone, Rescue 55, followed suit when they arrived on-scene of a crash December 5, 2021. Using a tie strap, the crew cleared the lanes, reducing the risk of a secondary crash. Great job team!!



Attenuator Trucks Added to Fleet

Turnpike's asset maintenance contractor Roy Jorgensen Associates has added attenuator trucks to their vehicle fleet with the intent of bringing one to most major incidents within Zones Two and Four (Veterans Expressway / Suncoast Parkway).

The attenuator is transported in a raised position, secured against the truck bed, and lowered once on-scene. The purpose of the vehicle is to protect the work area, provide advance warning to motorists and act as a crash barrier if an errant vehicle enters the scene. The truck also carries MOT and has an arrow board for added visibility.



For more information contact Michael Washburn at (954) 934-1621 or by email at Michael.Washburn@dot.state.fl.us.



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