

Traffic Incident Management (TIM) Program Self-Assessment 2014: Jurisdiction Summary

Location: **FL-Polk County**

Overall Score: **73.9%**

Rating Legend

Low - Little to no activity in this area.

No Activity- No activity or discussion of this issue.

Some Activity- Issue has been acknowledged and there has been some single agency activity.

Medium - There is some level or a good level of activity in this area.

Fair Level of Activity- Some good processes exist, but they may not be well integrated or Good Level of Activity

Good Level of Activity- Efforts in this area are strong and results are promising, though there is still room for improvement.

High - Activity in this area is outstanding.

Efforts in this area are well coordinated with a high level of cooperation among agencies.

Section 4.1 - Strategic – 30%		21.9%	
4.1.1 Multi-Agency TIM Teams		Rating	Comments
<i>Does the TIM program:</i>			
4.1.1.1 Have a TIM multi-agency team or task force which meets regularly to discuss and plan for TIM activities?	4.1.1.1	High	
4.1.1.1.a. What agencies are represented on the team/task force?	4.1.1.1.a	Polk County, City of Lakeland, ICA, Polk Co Sheriff's Office, FHP, Road Rangers, Turnpike Authority, Local Towing, Dep, FDOT.	
4.1.1.1.b. How frequently does the team/task force meet?	4.1.1.1.b	Quarterly	
4.1.1.1.c. Who provides administrative support (agenda, minutes, meeting planning, etc.) for the team/task force? Is that support funded externally (consultant support) or done by a team/task force member as a function of their core job responsibilities?	4.1.1.1.c	FDOT with FDOT funded consultant support	

4.1.1.2. Is multi-agency training held at least once a year on TIM-specific topics? (Composite score for 4.1.1.2.a through 4.1.1.2.e below)			
4.1.1.2.a. NIMS/ ICS 100?	4.1.1.2.a	Good	
4.1.1.2.b. Training of mid-level managers from the primary agencies on the National Unified Goal?	4.1.1.2.b	Good	
4.1.1.2.c. Traffic control?	4.1.1.2.c	High	
4.1.1.2.d. Work zone safety?	4.1.1.2.d	High	
4.1.1.2.e. Safe parking?	4.1.1.2.e	High	
4.1.1.3 Conduct multi-agency post-incident debriefings?	4.1.1.3	Fair	
4.1.1.3.a. Is there a defined incident level or threshold at which mandatory, multi-agency post-incident reviews are conducted? If yes, what is that level? How many post-incident reviews were held in the last 12 months?	4.1.1.3.a		No
4.1.1.4. Conduct planning for special events: (Composite score for 4.1.2.4.a. through 4.1.2.4.d. below)			
4.1.1.4.a. Construction and maintenance?	4.1.1.4.a	Good	
4.1.1.4.b. Sporting events/concerts/conventions/etc?	4.1.1.4.b	Fair	
4.1.1.4.c. Weather-related events?	4.1.1.4.c	High	
4.1.1.4.d. Catastrophic events?	4.1.1.4.d	Fair	

4.1.2 Formal Traffic Incident Management Programs		Rating	Comments
4.1.2.1. Is the TIM program supported by multi-agency agreements/memoranda of understanding? (Composite score for 4.1.2.1.a. through 4.1.2.1.d. below)			
4.1.2.1.a. Is the agreement/MOU signed by top officials from participating agencies?	4.1.2.1.a	Good	
4.1.2.1.a.1. How often is the document updated?	4.1.2.1.a.1		No schedule
4.1.2.1.a.2. Which agencies are signatories on the agreement/MOU?	4.1.2.1.a.2		State-Wide Florida Highway Patrol Florida Department of Transportation. City and Local Governments, DOT District Sec. County Sherrif's Office.
4.1.2.1.b. Are incident scene roles and responsibilities for each participating agency clearly defined in the agreement and communicated to all participating agencies?	4.1.2.1.b	High	
4.1.2.1.b.1 How are the roles and responsibilities defined in the agreement/MOU communicated to participating agencies?	4.1.2.1.b.1		In general catergoryies by agency - At TIM Meetings.
4.1.2.1.c. Are agency roles and responsibilities for planning for and funding for the TIM program clearly defined in the agreement/MOU?	4.1.2.1.c	High	
4.1.2.1.d. Are safe, quick clearance goals stated as time goals for incident clearance (e.g. 90 minutes) in the agreement/MOU?	4.1.2.1.d	High	
4.1.2.2. Is planning to support the TIM activities done across and among participating agencies?	4.1.2.2	Fair	
4.1.2.3. Is there someone from at least one of the participating agencies responsible for coordinating the TIM program as their primary job function?	4.1.2.3	High	

4.1.3. TIM Performance Measures		Rating	Comments
<i>Does the TIM program:</i>			
4.1.3.1. Have multi-agency agreement on the two performance measures being tracked: (Composite score for 4.1.3.1.a and 4.1.3.1.b below)			
4.1.3.1.a. Roadway Clearance Time?	4.1.3.1.a	High	
4.1.3.1.b. Incident Clearance Time?	4.1.3.1.b	High	
4.1.3.1.c. Is data being collected on other performance measures by any of the following agencies? (check all that apply) <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Fire/Rescue <input type="checkbox"/> MPO <input type="checkbox"/> DOT <input type="checkbox"/> Other (please specify) If yes, describe _____	4.1.3.1.c		Yes- Law Enforcement; Fire/Rescue; DOT; Description: Responce times of other reporting agencyies are collected.
4.1.3.2. Has the TIM program established methods to collect and analyze the data necessary to measure performance in reduced roadway clearance time and reduced incident clearance time?	4.1.3.2	Good	
4.1.3.2.a If yes, what is your locale's average Roadway Clearance Time for the prior year (September 1, 2012 to August 31, 2013) in minutes?	4.1.3.2.a.1		64.2 min
What type of incident data are used to calculate Roadway Clearance Time?	4.1.3.2.a.2		All incidents
FHWA defines Roadway Clearance Time as the "time between first recordable awareness of an incident by a responsible agency and first confirmation that all lanes are available for traffic flow." How does your performance measure relate to the FHWA definition?	4.1.3.2.a.3		Consistent with FHWA's definition

4.1.3.2.b If yes, what is your locale's average Incident Clearance Time for the prior year (September 1, 2012 to August 31, 2013) in minutes?	4.1.3.2.b.1	78.0 min	
What type of incident data are used to calculate Incident Clearance Time?	4.1.3.2.b.2	All incidents	
FHWA defines Incident Clearance Time as the "time between the first recordable awareness of the incident and the time at which the last responder has left the scene." How does your performance measure relate to the FHWA definition?	4.1.3.2.b.3	Consistent with FHWA's definition	
4.1.3.3. Have targets (e.g. time goals) for performance of the two measures?	4.1.3.3	Good	
4.1.3.3.a. What criteria were used to set the time goals?	4.1.3.3.a		
4.1.3.4. Routinely review whether progress is made in achieving the targets?	4.1.3.4	Some	
4.1.3.4.a. How is progress measured?	4.1.3.4.a		
4.1.3.5. Track performance in reducing secondary accidents?	4.1.3.5	Fair	
4.1.3.5.a If yes, what is your locale's estimate of the number of secondary incidents relative to total incidents for the prior year (September 1, 2012 to August 31, 2013)?	4.1.3.5.a.1		
What type of incident data are used to calculate Secondary Incident metrics?	4.1.3.5.a.2	All incidents	
FHWA defines Secondary Incidents as "unplanned incidents beginning with the time of detection of the primary incident where a collision occurs either (a) within the incident scene or (b) within the queue, including the opposite direction, resulting from the original incident." How does your performance measure relate to the FHWA definition?	4.1.3.5.a.3	Consistent with FHWA's definition	

Section 4.2- Tactical – 40%			
Section 4.2- Tactical – 40%		28.6%	
4.2.1. Policies and Procedures for Incident Response and Clearance		Rating	Comments
<i>Does the TIM program:</i>			
4.2.1.1. Have “authority removal” laws allowing pre-designated responders to remove disabled or wrecked vehicles and spilled cargo? (Composite score for 4.2.1.1.a. and 4.2.1.1.b. below)			
4.2.1.1.a. Is there an “authority removal” law in place?	4.2.1.1.a	High	
4.2.1.1.b. Is it understood and utilized by responders?	4.2.1.1.b	Some	
4.2.1.2. Have “driver removal” laws which require drivers involved in minor crashes (not involving injuries) to move vehicles out of the travel lanes? (Composite score for 4.2.1.2.a. and 4.2.1.2.b. below)			
4.2.1.2.a. Is there a “driver removal” law in place?	4.2.1.2.a	High	
4.2.1.2.b. Is it communicated to motorists?	4.2.1.2.b	Fair	
4.2.1.2.b.1 How is it communicated to motorists?	4.2.1.2.b.1	Public service announcements, Dynamic message signs, Law Enforcement, Departments, Web-Site, State wide safety campagin.	
4.2.1.3. Use a Safety Service Patrol for incident and emergency response?	4.2.1.3	Good	
4.2.1.3.a. If there is a safety service patrol, please provide details: Lane miles covered _____ Hours of operation _____ Days of operation _____ Services provided _____ Number of vehicles _____ Equipment on vehicles _____ Operator training _____	4.2.1.3.a	Centerline Miles: 64 miles; Hours of Operation: 6am--7pm; Days of Operation: Seven days a week; Services Provided: Incident ronse - Motorist assistance-Maintenance of Traffic.; Number of Vehicles: Three; Equipment on Vehicles: Usual hand tools-Rachet & Sockets-Street broom, Quick Dri, Shovels, floor jacks, Message board, Water, Compressed Air, Traffic Cones, flairs, Diesel Gasoline.; Operator Training: MOT, First Responder Training, TTC, CPR, First-Aid,State-Law Enforcement Radio training.	

4.2.1.4. Utilize the Incident Command System on-scene?	4.2.1.4	Some	
4.2.1.5. Have response equipment pre-staged for timely response?	4.2.1.5	Good	
4.2.1.6. Identify and type resources so that a list of towing and recovery operators (including operator capabilities and special equipment) is available for incident response and clearance?	4.2.1.6	Fair	
4.2.1.6.a. Deployed based on incident type and severity?	4.2.1.6.a	No	
4.2.1.6.b. Is there an incentive program for expedited removal of commercial vehicles/spilled cargo/other large incidents?	4.2.1.6.b	Rapid Incident Scene Clearance (RISC)	
4.2.1.7. Identify and type resources so that a list of HazMat contractors (including capabilities and equipment) is available for incident response?	4.2.1.7	High	
4.2.1.7.a. Policy in place that clearly identifies reportable types and amount of HazMat?	4.2.1.7.a	Yes	
4.2.1.8. Does at least one responding agency have the authority to override the decision to utilize the responsible party's HazMat contractor and call in other resources?	4.2.1.8	High	
4.2.1.9. In incidents involving fatalities, is the Medical Examiner response clearly defined and understood?	4.2.1.9	Some	
4.2.1.9.a. Is there a procedure for early notification of the Medical Examiner?	4.2.1.9.a	Yes	
4.2.1.9.b. Is there a procedure for removal of the deceased prior to Medical Examiner arrival?	4.2.1.9.b	No	

4.2.1.10. Are there procedures in place for expedited accident reconstruction/investigation?	4.2.1.10	Fair	
4.2.1.10.a. Is the use of technology part of the reconstruction procedures? If yes, what technologies are used?	4.2.1.10.a	Yes- Photogrammetry-Time consuming when used with multiple vehicles and extended scenes.	
4.2.1.11. Is there a policy in place for removal of abandoned vehicles?	4.2.1.11	High	
4.2.1.12. Is there a Policy and Procedures Manual with standard operating guidelines for responders? If yes, is there a process in place for updating the manual?	4.2.1.12	No	
4.2.2. Responder and Motorist Safety		Rating	Comments
<i>Does the TIM program:</i>			
4.2.2.1. Have "move over" laws which require drivers to slow down and if possible move over to the adjacent lane when approaching workers or responders and equipment in the roadway? (Composite score for 4.2.2.1.a. and 4.2.2.1.b. below)			
4.2.2.1.a. Is there a "move over" law in place?	4.2.2.1.a	High	
4.2.2.1.b. Is it communicated to drivers?	4.2.2.1.b	Good	
4.2.2.1.b.1. How is Move Over communicated to drivers?	4.2.2.1.b.1	Public service announcements, Bill boards, News paper, Web sites, State wide safety campaign, Message boards.	
4.2.2.1.b.2 Is it enforced?	4.2.2.1.b.2	Yes	
4.2.2.1.c.1. In addition to internal agency-specific reporting, is information on responder injuries sustained during traffic incident response being recorded in a "responder struck-by database?"	4.2.2.1.c.1	No	
4.2.2.1.c.2. In addition to internal agency-specific reporting, is information on responder fatalities which occur during traffic incident response being recorded in a "responder struck-by database?"	4.2.2.1.c.2	No	

4.2.2.1.c.3. If yes to either/both questions above, who maintains the database?	4.2.2.1.c.3		
4.2.2.1.c.4. If yes to either/both questions above, how is the struck-by information being reported?	4.2.2.1.c.4		
4.2.2.1.c. Comments	4.2.2.1.c. Comments		
4.2.2.2. Train all responders in traffic control following MUTCD guidelines?	4.2.2.2	High	
4.2.2.3. Routinely utilize transportation resources to conduct traffic control procedures for various levels of incidents in compliance with the MUTCD?	4.2.2.3	Good	
4.2.2.4. Routinely utilize traffic control procedures for the end of the incident traffic queue?	4.2.2.4	Good	
4.2.2.5. Have mutually understood equipment staging and emergency lighting procedures on-site to maximize traffic flow past an incident while providing responder safety? (Composite score of 4.2.2.5.a. through 4.2.2.5.d. below)			
4.2.2.5.a. Vehicle and equipment staging procedures?	4.2.2.5.a	High	
4.2.2.5.b. Light-shedding procedures?	4.2.2.5.b	Good	
4.2.2.5.c. PPE used by responders?	4.2.2.5.c	High	
4.2.2.5.c.1. Which responders are using PPE?	4.2.2.5.c.1		
4.2.2.5.d. Pre-established, signed accident investigation sites?	4.2.2.5.d	None	

Section 4.3 – Support – 30%			
Section 4.3 – Support – 30%		23.3%	
4.3.1. Data Collection/ Integration/ Sharing		Rating	Comments
4.3.1.1. Does the TIM program use a Traffic Management Center/Traffic Operations Center to coordinate incident detection, notification and response?	4.3.1.1	High	
4.3.1.2. Is there data/video sharing between agencies?	4.3.1.2	Some	
4.3.1.3. Does the TIM program have specific policies and procedures for traffic management during incident response (Composite score of 4.3.1.3.a. through 4.3.1.3.b. below)			
4.3.1.3.a. Signal timing changes?	4.3.1.3.a	Good	
4.3.1.3.b. Pre-planned detour and alternate routes identified and shared between agencies?	4.3.1.3.b	Good	
4.3.1.3.c. Opening/closing of HOV lanes?	4.3.1.3.c		No
4.3.1.3.d. Ramp metering?	4.3.1.3.d		No
4.3.1.4. Does the TIM program provide for interoperable, interagency communications on-site between incident responders?	4.3.1.4	Good	
4.3.2. Traveler Information		Rating	Comments
<i>Does the TIM program:</i>			
4.3.2.1. Have a real-time motorist information system providing incident-specific information? (Composite score for 4.3.2.1.a through 4.3.2.1.c)			
4.3.2.1.a. Traveler information delivered via 511/ website?	4.3.2.1.a	High	
4.3.2.1.b. Traveler information delivered via mobile applications?	4.3.2.1.b	High	
4.3.2.1.c. Traveler information delivered through traffic media access to TMC/ TOC data/ information?	4.3.2.1.c	Good	
4.3.2.2. Are motorists provided with travel time estimates for route segments?	4.3.2.2	High	

National TIM Responder Training	Unscored for 2014 but will be scored beginning in 2015
<p>FHWA is offering the first national, multi-disciplinary TIM process and training program. The unique training for first responders promotes a shared understanding of the requirements for safe, quick clearance at traffic incident scenes; prompt, reliable and open communications; and motorist and responder safeguards.</p> <p>In order to encourage deployment of the TIM training program nationwide, the 2015 TIM SA will include a scored question on the National TIM Responder Training. In the interim, the following non-scored questions on the National TIM Responder Training were included for the 2014 TIM SA cycle.</p> <p>If you are interested in hosting the National TIM Responder Training in your region, please contact Paul Jodoin at paul.jodoin@dot.gov.</p>	
<p>Are there trainers in your TIM SA region that have attended a National TIM Train-the-Trainer session or approved equivalent and are trainers?</p>	<p>Low: No</p>
<p>If "High", how many National TIM Responder Training sessions have they taught in your TIM SA region?</p>	
<p>If "High" or "Medium", how many responders have been trained in your TIM SA region?</p>	