Brevard Traffic Incident Management and Community Traffic Safety Team Meeting Minutes

January 27, 2016
9:00 AM – 11:00 AM

LOCATION: Viera Government Complex
Commission Room, First Floor, Building C
2725 Judge Fran Jamieson Way
Melbourne, FL 3294

Introductions	❖ Sign In – See attached ❖ Introduction of Team Members
CTST Discussions/ Presentations	❖ CTST Discussions/Issues: ▪ Please see attached District 5 Crash/Fatality report which includes First Quarter Crash Statistics Report along with other important crash and fatality data. ▪ Please also see attached the CTST Safety Advisor Newsletter which will provide their current/upcoming campaigns along with other important safety information. To learn more about the CTST team, please visit their website at: http://www.communitytrafficsafety.org/
Construction Updates	❖ FDOT - I-95 Widening from South of SR 406 to North of SR 44 - Lane closures will be the following: Sunday, February 7-27, 2016 there will be Northbound/Southbound double lane closures on I-95 mainline from Volusia County line to SR44 during Sunday - Thursday, 6:30 p.m. - 6:30 a.m. and Friday - Saturday, 8 p.m. - 6:30 a.m. Additionally, on Eastbound/Westbound there will be single lane closures at I-95 overpass during Sunday - Saturday, 6:30 p.m. - 6:30 a.m. US 1 from Pine Street to Cidco Road - This project consists of the widening and reconstruction of US 1 from four lanes to six lanes and includes the addition of sidewalks, bike lanes and drainage improvements. Lane closures will be the following: Monday, January 4, 2016 - March 16, 2016 which will include nighttime northbound lane closures between 7:00 p.m. - 8:00 a.m. and southbound lane closures between 6:30 p.m. - 8:00 a.m. Expect traffic shifts as new portions of the roadway are completed. Also, from Monday, February 8-15, 2016 there will be two nighttime traffic shifts scheduled to occur on North Cocoa Boulevard (US 1). Northbound traffic will be moved to the newly constructed (northbound) lanes from Forrest Avenue to Michigan Avenue on Thursday night, February 11. On Friday, night, February 12, northbound traffic will be moved to the newly constructed (northbound) lanes from SR528 to Cidco Road. The northbound traffic pattern from Michigan Avenue to SR 528 will remain in place at this time. SR 508 from Eddie Allen Rd To SR 5 (US1) - Lane closures will be from Monday, January 25, 2016 - April 13, 2016. In early February, all NASA Blvd. traffic (eastbound and westbound) from US1 to Eddie Allen Road will be shifted to the north lanes with construction work taking place on the two south lanes. ❖ Brevard County - Wickham Road - Six-week closure of Wickham Road, between Aurora Road and Eau Gallie Boulevard, beginning Feb. 22, 2016. Motorists who use that route will face detours beginning at 10 p.m. Feb. 22 through April 2 due to a nearly $800,000 project to install a drainage culvert and other upgrades as part of a stormwater improvements project.

	Please see attached Kingsmill Subdivision/Aurora Road Drainage Improvements Proposed Wickham Road Detour Concept Plan. ❖ Cities – No updates
Maintenance Updates	❖ Broadspectrum – Routine maintenance ❖ FDOT Brevard Operations – Routine maintenance ❖ DBI – Routine maintenance
Traffic Incident Reviews	❖ No recent major incidents reported in Brevard County
TIM Discussions/ Presentations	❖ 2016 Super Bowl Drunk Driving Campaign: Fans Don't Let Fans Drive Drunk - The campaign will take place February 7, 2016. ▪ According to data from NHTSA, in 2014, 9,967 people were killed in alcohol-impaired-driving crashes in the United States—31 percent of all vehicle crash fatalities in the nation. The numbers go even higher on weekends. (There were 5,447 alcohol-impaired driving fatalities, making up 40 percent of all fatalities that occurred during weekends.) ▪ A driver is considered alcohol-impaired with a blood alcohol concentration of .08 or higher, the set limit in all states. ❖ 2016 St. Patrick's Drunk Driving Campaign: Buzzed Driving is Drunk Driving - The campaign will take place March 17, 2016. ▪ For too many Americans, St. Patrick's Day has ended in tragedy due to drunk drivers getting behind the wheel. Over St. Patrick's Day from 2009 to 2013, there were a total of 276 lives lost in drunk-driving crashes. ❖ Celebrating "80 Years" of the Manual on Uniform Traffic Control Devices (MUTCD) - Charles Stratton informed the team about Celebrating "80 Years" of the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is continuously being updated to reflect the ever-changing needs of the people and the equally dynamic advances in technology. Ten editions have been published since 1935. The 6I Section of MUTCD includes the following: ▪ The primary functions of TTC at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well-defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes, and will preclude unnecessary use of the surrounding local road system. A copy of the Chapter 6I. of the MUTCD was provided to the team. To learn more and to view the guide, please see attached. ❖ Safety During Termination Phase of an Incident - Termination is the final phase of response to a roadway incident, after major rescue and remediation operations have been completed. Although it seems as if the incident is "over," termination is actually a very dangerous time; remaining responders may be less protected, motorists may be frustrated by backups, and termination operations by nature require responders to be exposed on the roadway as they secure vehicles, pack up and stow equipment, and remove traffic control devices. To learn more and to view a video on safety during termination phase of an incident, please visit http://www.respondersafety.com which is a free learning website for first responders.
Other	❖ Open Forum: ▪ Law Enforcement informed the team that they are currently pursuing grant money for Driving Under the Influence (DUI) enforcement.

Additionally, several counties including Brevard received grant money for mobile Intoxilyzer's to help support troopers during DUI checks.

Law Enforcement also informed the team that they are conducting a statewide Move Over Campaign for the month of January with special attention to amber lights which include towers, utility service, Road Rangers, etc.

The Florida's Move Over law, FS. 316.126, requires drivers to:

- ✓ On a two-lane roadway, slow to a speed that is 20 miles per hour less than the posted speed limit.
- ✓ On a two-lane roadway, slow to five miles per hour if the speed limit is 20 miles per hour or less.
- ✓ On an interstate or roadway with multiple lanes of travel in the same direction, you must vacate the lane closest to any emergency or law enforcement vehicle parked along the roadway as soon as it is safe to do so. If you are not able to safely move over, slow to a speed that is 20 miles per hour less than the posted speed limit unless directed otherwise by a law enforcement officer.
- ✓ Additionally, Governor Scott signed a bill on 6/20/14 amending s. 316.126, F.S.; requiring a driver to change lanes when approaching a sanitation or utility service vehicle performing a service-related task on the roadside.

- Charles Stratton informed the team that as part of the Florida Department of Transportation and the TIM team's commitment to improve the safety of our responders by providing training and education, the Strategic Highway Research Program (SHRP-2) training for first responders will be provided to the District 5 TIM teams in the upcoming year. The Strategic Highway Research Program (SHRP-2) has developed a program BY RESPONDERS - FOR RESPONDERS, with the objective that nationally, responders acquire a common set of core competencies that promote a shared understanding of the requirements for achieving the safety of responders and motorists, quick response, and effective communications at traffic incident scenes. Further information will be provided to the team when the training has been scheduled.
- Charles Stratton discussed with the team about possibly having an annual District 5 TIM meeting which would include all of the District 5 County TIM teams. Further information on the meeting will be provided to the team in the near future.
- It was discussed with the team that with the current year being an election year will affect room availability at the Viera Government Complex. There were team members that offered their agency building as a possible option for conflicting room schedule. Further information will be provided to the team, once confirmed.

❖ The next CTST meeting will be held February 24, 2016

❖ The next combined meeting will be held March 23, 2016

Central Florida Roads

Your source for information on state roadway projects in FDOT District 5

http://www.cflsmartroads.com/

District 5 TIM Homepage

http://www.cflsmartroads.com/tim/tim.html

Community Traffic Safety Teams

http://www.communitytrafficsafety.org

Area	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
District 5	729	751	687	659	596	476	528	527	486	504	514	576

Area	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Statewide	3,257	3,533	2,983	2,983	2,983	2,563	2,444	2,394	2,427	2,403	2,494	2,970

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Brevard	80	94	98	99	81	54	65	72	52	76	65	85

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Flagler	20	20	30	16	31	16	23	22	16	15	24	12

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Lake	67	75	57	58	61	43	40	46	35	48	41	61

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Marion	87	105	67	66	30	33	73	62	66	47	55	72

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Orange	186	194	184	186	170	142	132	130	150	123	143	147

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Osceola	74	68	65	52	55	50	34	46	28	42	50	49

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Seminole	62	39	39	48	42	23	32	48	22	44	30	42

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Sumter	22	22	25	26	17	21	23	16	19	19	20	16

County	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Volusia	131	134	122	108	109	94	106	85	98	90	86	92

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
INTERSECTION	STATE	FATAL/SERIOUS	1,082	1,003	976	1,041	1,096
INTERSECTION	STATE	FATAL	104	94	87	89	95

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
LANE DEPARTURE	STATE	FATAL/SERIOUS	879	768	699	638	604
LANE DEPARTURE	STATE	FATAL	100	89	85	92	102

SHSP Empasis Area	System	Injury Type	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
BICYCLE	STATE	FATAL/SERIOUS	66	67	69	75	80
BICYCLE	STATE	FATAL	12	13	11	14	16

SHSP Empasis Area	System	Injury Type	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
MOTORCYCLE	STATE	FATAL/SERIOUS	393	358	346	336	326
MOTORCYCLE	STATE	FATAL	65	60	61	61	60

SHSP Empasis Area	System	Injury Type	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014
PEDESTRIAN	STATE	FATAL/SERIOUS	191	188	183	181	186
PEDESTRIAN	STATE	FATAL	69	70	68	67	72

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
INTERSECTION	STATE	FATAL/SERIOUS	316	290	269	276	271	217
INTERSECTION	STATE	FATAL	30	24	23	22	22	21

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
LANE DEPARTURE	STATE	FATAL/SERIOUS	231	200	179	161	155	124
LANE DEPARTURE	STATE	FATAL	26	25	24	24	26	29

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
BICYCLE	STATE	FATAL/SERIOUS	18	18	16	17	16	14
BICYCLE	STATE	FATAL	3	3	2	3	2	2

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
MOTORCYCLE	STATE	FATAL/SERIOUS	118	107	103	100	98	82
MOTORCYCLE	STATE	FATAL	21	18	18	16	17	16

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006-2010	2007-2011	2008-2012	2009-2013	2010-2014	2011-2015
PEDESTRIAN	STATE	FATAL/SERIOUS	51	49	48	46	48	41
PEDESTRIAN	STATE	FATAL	17	15	14	13	16	16

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
BICYCLE	LOCAL	FATAL/SERIOUS	22	17	26	17	7	17	15	17	33	13
BICYCLE	STATE	FATAL/SERIOUS	18	26	17	17	14	14	18	22	14	3

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
BICYCLE	LOCAL	Fatal	3	2	1	-	-	2	3	2	2	-
BICYCLE	STATE	Fatal	3	7	2	3	2	3	1	4	1	3

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
INTERSECTION	LOCAL	FATAL/SERIOUS	332	241	244	210	198	141	160	160	251	152
INTERSECTION	STATE	FATAL/SERIOUS	384	320	276	308	291	253	217	311	283	23

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
INTERSECTION	LOCAL	Fatal	31	18	19	17	12	8	11	12	9	17
INTERSECTION	STATE	Fatal	48	29	23	26	24	16	25	21	25	20

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
LANE DEPARTURE	LOCAL	FATAL/SERIOUS	304	268	193	203	180	151	187	181	196	103
LANE DEPARTURE	STATE	FATAL/SERIOUS	290	276	226	168	193	135	171	139	136	40

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
LANE DEPARTURE	LOCAL	Fatal	34	49	12	14	20	26	33	24	33	19
LANE DEPARTURE	STATE	Fatal	40	41	26	12	9	37	36	26	22	26

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
MOTORCYCLE	LOCAL	FATAL/SERIOUS	104	112	96	96	67	78	86	80	82	33
MOTORCYCLE	STATE	FATAL/SERIOUS	155	125	110	100	98	103	104	94	93	15

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
MOTORCYCLE	LOCAL	Fatal	15	25	16	13	15	12	16	14	10	6
MOTORCYCLE	STATE	Fatal	34	22	21	12	16	17	22	13	15	13

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
PEDESTRIAN	LOCAL	FATAL/SERIOUS	49	44	45	44	32	26	36	36	43	30
PEDESTRIAN	STATE	FATAL/SERIOUS	62	51	47	45	51	53	42	41	53	17

SHSP Emphasis Area	SYSTEM	CRASH TYPE	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
PEDESTRIAN	LOCAL	Fatal	5	6	10	6	12	6	5	8	9	5
PEDESTRIAN	STATE	Fatal	20	21	17	13	16	10	16	12	25	16

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
LANE DEPARTURE	LOCAL	FATAL/SERIOUS	1,134	1,010	778	746	709	609	683	684	809
LANE DEPARTURE	STATE	FATAL/SERIOUS	1,161	976	830	708	721	606	629	524	541

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
LANE DEPARTURE	LOCAL	Fatal	151	165	73	55	56	102	114	98	106
LANE DEPARTURE	STATE	Fatal	177	146	75	49	52	121	127	110	100

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
MOTORCYCLE	LOCAL	FATAL/SERIOUS	402	416	343	351	283	274	288	313	326
MOTORCYCLE	STATE	FATAL/SERIOUS	479	408	402	334	341	307	346	352	283

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
MOTORCYCLE	LOCAL	Fatal	54	61	69	57	43	46	53	56	47
MOTORCYCLE	STATE	Fatal	94	64	62	52	54	70	65	62	48

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
PEDESTRIAN	LOCAL	FATAL/SERIOUS	178	163	169	156	159	142	152	159	207
PEDESTRIAN	STATE	FATAL/SERIOUS	208	192	212	163	180	193	167	200	191

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
PEDESTRIAN	LOCAL	Fatal	24	26	28	28	51	35	29	25	41
PEDESTRIAN	STATE	Fatal	70	71	77	57	71	76	59	72	83

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
BICYCLE	LOCAL	FATAL/SERIOUS	91	70	82	71	66	68	67	91	121
BICYCLE	STATE	FATAL/SERIOUS	69	85	65	55	58	74	93	96	81

SHSP EMPHASIS AREA	SYSTEM	INJURIES	2006	2007	2008	2009	2010	2011	2012	2013	2014
BICYCLE	LOCAL	Fatal	11	13	8	4	7	7	7	10	6
BICYCLE	STATE	Fatal	15	18	14	6	8	17	11	26	19

Monday 31-Dec-14	District 5 TRAFFIC FATALITY REPORT BY COUNTIES						
County	Deaths Today	Deaths This Month	Accum. Deaths to Date 2014	Deaths For Same Day in 2013	Accum. Deaths to Date 2013	Deaths In 2013	% Change
Brevard	0	2	64	0	76	76	-16%
Flagler	0	0	24	0	16	16	50%
Lake	0	4	42	0	48	48	-12%
Marion	0	8	57	0	47	47	21%
Orange	0	18	141	0	123	123	15%
Osceola	0	6	55	0	42	42	31%
Seminole	0	2	32	0	44	44	-27%
Sumter	0	8	21	0	19	19	11%
Volusia	0	9	86	0	90	90	-4%
District 5	0	0	522	0	505	505	3%
Statewide	7	236	2505	6	2403	2403	4%

Thursday 12/31/2015	District 5 TRAFFIC FATALITY REPORT BY COUNTIES						
County	Deaths Today	Deaths This Month	Accum. Deaths to Date 2015	Deaths For Same Day in 2014	Accum. Deaths to Date 2014	Deaths In 2014	% Change
Brevard	1	7	85	0	65	27	31%
Flagler	0	1	12	0	24	24	-50%
Lake	0	5	61	0	41	41	49%
Marion		7	72	0	55	55	31%
Orange	1	18	147	0	143	143	3%
Osceola	0	4	49	2	50	50	-2%
Seminole	0	3	42	0	30	30	40%
Sumter	0	0	16	0	20	20	-20%
Volusia	0	9	92	0	86	86	7%
District 5	2	54	576	2	514	476	12%
Statewide	10	281	2970	8	2494	2494	19%

DISTRICT 5 FEBRUARY 2016

CTST Safety Advisory

Driving Down Injuries & Fatalities on Florida's Roadways

MARCH - Motorcycle & Bicycle Safety

Personal Protection Equipment (PPE)

A significant number of the motorcycle/bicycle injuries and fatalities we see each year involve head injuries, which are easily prevented (or at least minimized) with the simple use of a helmet. Promote the use of PPE and save lives!

What's Happening?

Bicycle & Motorcycle Safety Month
March

Bike Week
Mar 4-13

St. Patrick's Day
Mar 17 National Impaired Driving Campaign

Distracted Driving Awareness Month
April

U Drive. U Text. U Pay
Apr 8-13 National Campaign

2009 Edition Chapter 6I. Control Of Traffic Through Traffic Incident Management Areas

Section 6I.01 General

Support:
01 The National Incident Management System (NIMS) requires the use of the Incident Command System (ICS) at traffic incident management scenes.

02 A traffic incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.

03 A traffic incident management area is an area of a highway where temporary traffic controls are installed, as authorized by a public authority or the official having jurisdiction of the roadway, in response to a road user incident, natural disaster, hazardous material spill, or other unplanned incident. It is a type of TTC zone and extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where vehicles return to the original lane alignment and are clear of the incident.

04 Traffic incidents can be divided into three general classes of duration, each of which has unique traffic control characteristics and needs. These classes are:

A. Major—expected duration of more than 2 hours,
B. Intermediate—expected duration of 30 minutes to 2 hours, and
C. Minor—expected duration under 30 minutes.

05 The primary functions of TTC at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes, and will preclude unnecessary use of the surrounding local road system. Examples include a stalled vehicle blocking a lane, a traffic crash blocking the traveled way, a hazardous material spill along a highway, and natural disasters such as floods and severe storm damage.

Guidance:
06 *In order to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical, and other emergency management), and private sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents along the major and heavily traveled highway and street system.*

07 *On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in this Manual. On-scene responders should take measures to move the incident off the traveled roadway or to provide for appropriate warning. All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel.*

08 *Emergency vehicles should be safe-positioned (see definition in Section 1A.13) such that traffic flow through the incident scene is optimized. All emergency vehicles that subsequently arrive should be positioned in a manner that does not interfere with the established temporary traffic flow.*

09 *Responders arriving at a traffic incident should estimate the magnitude of the traffic incident, the expected time duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates.*

Option:
10 Warning and guide signs used for TTC traffic incident management situations may have a black legend and border on a fluorescent pink background (see Figure 6I-1).

Figure 6I-1 Examples of Traffic Incident Management Area Signs

Support:
11 While some traffic incidents might be anticipated and planned for, emergencies and disasters might pose more severe and unpredictable problems. The ability to quickly install proper temporary traffic controls might greatly reduce the effects of an incident, such as secondary crashes or excessive traffic delays. An essential part of fire, rescue, spill clean-up, highway agency, and enforcement activities is the proper control of road users through the traffic incident management area in order to protect responders, victims, and other personnel at the site. These operations might need corroborating legislative authority for the implementation and enforcement of appropriate road user regulations, parking controls, and speed zoning. It is desirable for these statutes to provide sufficient flexibility in the authority for, and implementation of, TTC to respond to the needs of changing conditions found in traffic incident management areas.

Option:
12 For traffic incidents, particularly those of an emergency nature, TTC devices on hand may be used for the initial response as long as they do not themselves create unnecessary additional hazards.

Section 6I.02 Major Traffic Incidents

Support:
01 Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

Guidance:
02 *If the traffic incident is anticipated to last more than 24 hours, applicable procedures and devices set forth in other Chapters of Part 6should be used.*

Support:
03 A road closure can be caused by a traffic incident such as a road user crash that blocks the traveled way. Road users are usually diverted through lane shifts or detoured around the traffic incident and back to the original roadway. A combination of traffic engineering and enforcement preparations is needed to determine the detour route, and to install, maintain or operate, and then to remove the necessary traffic control devices when the detour is terminated. Large trucks are a significant concern in such a detour, especially when detouring them from a controlled-access roadway onto local or arterial streets.

04 During traffic incidents, large trucks might need to follow a route separate from that of automobiles because of bridge, weight, clearance, or geometric restrictions. Also, vehicles carrying hazardous material might need to follow a different route from other vehicles.

05 Some traffic incidents such as hazardous material spills might require closure of an entire highway. Through road users must have adequate guidance around the traffic incident. Maintaining good public relations is desirable. The cooperation of the news media in publicizing the existence of, and reasons for, traffic incident management areas and their TTC can be of great assistance in keeping road users and the general public well informed.

06 The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

Guidance:
07 *All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for all major traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.*

08 *Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue.*

09 *If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.*

Option:
10 If flaggers are used to provide traffic control for an incident management situation, the flaggers may use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

Guidance:
11 *When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices (see Section 6F.63) should be installed as soon thereafter as practical.*

Option:
12 The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.

Guidance:
13 *The light sticks, flares, and channelizing devices should be removed after the incident is terminated.*

Section 6I.03 Intermediate Traffic Incidents

Support:
01 Intermediate traffic incidents typically affect travel lanes for a time period of 30 minutes to 2 hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

02 The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

Guidance:

03 *All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for intermediate traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.*

04 *Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue.*

05 *If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.*

Option:

06 If flaggers are used to provide traffic control for an incident management situation, the flaggers may use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

Guidance:

07 *When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices (see Section 6F.63) should be installed as soon thereafter as practical.*

Option:

08 The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.

Guidance:

09 *The light sticks, flares, and channelizing devices should be removed after the incident is terminated.*

Section 6I.04 Minor Traffic Incidents

Support:

01 Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.

02 Diversion of traffic into other lanes is often not needed or is needed only briefly. It is not generally possible or practical to set up a lane closure with traffic control devices for a minor traffic incident. Traffic control is the responsibility of on-scene responders.

Guidance:

03 *When a minor traffic incident blocks a travel lane, it should be removed from that lane to the shoulder as quickly as possible.*

Section 6I.05 Use of Emergency-Vehicle Lighting

Support:

01 The use of emergency-vehicle lighting (such as high-intensity rotating, flashing, oscillating, or strobe lights) is essential, especially in the initial stages of a traffic incident, for the safety of emergency responders and persons involved in the traffic incident, as well as road users approaching the traffic incident. Emergency-vehicle lighting, however, provides warning only and provides no effective traffic control. The use of too many lights at an incident scene can be distracting and can create confusion for approaching road users, especially at night. Road users approaching the traffic incident from the opposite direction on a divided facility are often distracted by emergency-vehicle

lighting and slow their vehicles to look at the traffic incident posing a hazard to themselves and others traveling in their direction.

02 The use of emergency-vehicle lighting can be reduced if good traffic control has been established at a traffic incident scene. This is especially true for major traffic incidents that might involve a number of emergency vehicles. If good traffic control is established through placement of advanced warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency-vehicle lighting.

Guidance:

03 *Public safety agencies should examine their policies on the use of emergency-vehicle lighting, especially after a traffic incident scene is secured, with the intent of reducing the use of this lighting as much as possible while not endangering those at the scene. Special consideration should be given to reducing or extinguishing forward facing emergency-vehicle lighting, especially on divided roadways, to reduce distractions to oncoming road users.*

04 *Because the glare from floodlights or vehicle headlights can impair the nighttime vision of approaching road users, any floodlights or vehicle headlights that are not needed for illumination, or to provide notice to other road users of an incident response vehicle being in an unexpected location, should be turned off at night.*