

## TIME Program Fall Updates



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TIME Program Manager

Fall is finally here. The leaves are changing, the nights are getting cooler, and the Packers and Badgers are playing every weekend. As you travel across the state this fall, please be careful on our roadways. Wet leaves on pavement are very slippery and will make stopping more difficult, the deer will be starting to move and construction projects will be concluding before the snow flies.

Please remember to be extra cautious when approaching and traveling through work zones. There are a lot of distractions that can occur in a work zone. Anything from a new traffic pattern since the last time you traveled through the project, to the progress of the project, the equipment used for the project, and the workers that are close to traffic trying to complete the project on time.

Just a reminder, as of October 1, 2016, it is illegal to use a cell phone in a work zone unless the phone is operated handsfree. The fine is hefty - \$162.70 and four points. Better yet, consider terminating any phone call, handsfree or not, when traveling through a work zone. It will not be that much of an inconvenience, and it will improve the safety for all of the people in the work zone.

Safe travels wherever you go across our beautiful state. Please be attentive at all times while driving. A dangerous situation can develop very quickly, and you need to react very quickly. We want to get you, your family and friends to their destination safely. Also remember, whenever you see responders assisting others on or adjacent to the road, please move over or slow down. They are out there doing their job so you can get to your destination safely and without delay.

## Traffic Incident Response Week November 13-17, 2017



Administration and state departments of transportation throughout the country will be honoring all responders who work in and along our roadways as part of Traffic Incident Response Week. WisDOT is proud to take part in this opportunity to remind the public of the important job every responder performs by keeping our roads open and safe.

WisDOT will be doing outreach throughout the week to stress the importance of moving over or slowing down to help keep the responder community safe. It is important to create dialogue on the dangers inherent to response work, and

create reminders that every responder is also someone's son or daughter, mother or father, or brother or sister. By moving over or slowing down, you are helping make sure that responder will be able to go home to their family at night.

As one of only a handful of "partners" of FHWA for TIM Response Week, WisDOT has developed a robust list of activities for the week in support of this effort. Just to list a few of the outreach activities that WisDOT has created:

- **Website:** WisDOT is putting together a website with basic facts about safety and safe driving tips. The website will also highlight the Move Over or Slow Down law and the Steer it/Clear it law.

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## Traffic Incident Response Week

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- **Video:** Through the TIME program, WisDOT recruited a handful of first responders from across the state to deliver a concise and upbeat call to action for safer driving near crash scenes. The video will be on WisDOT’s social media. It may also become a public service announcement in the future.
- **News release:** Numerous news releases will be distributed containing key facts, important information, safety tips and WisDOT contacts.
- **Newsletters:** Articles will be written for the WisDOT Bulletin and the WisDOT Connector.
- **Social media posts:** Active social media posts focusing on safety, the need to move over/slow down, what to do if you are involved in a crash, etc. will be distributed.
- **Tweet along:** Similar to a “ride along”, WisDOT staff will do a live social media event with a Freeway Service Team (FST) driver. This will look at a day in the life of an FST driver as they assist motorists on some of our busiest roadways.

Please reach out to your local media outlets and let them know the important job that you do. Emphasize the importance of always remaining alert when approaching or passing responders working on the side of the road. No matter if it is a squad car, ambulance, tow truck or highway vehicle. Everyone out there deserves the right to go home safe at night!

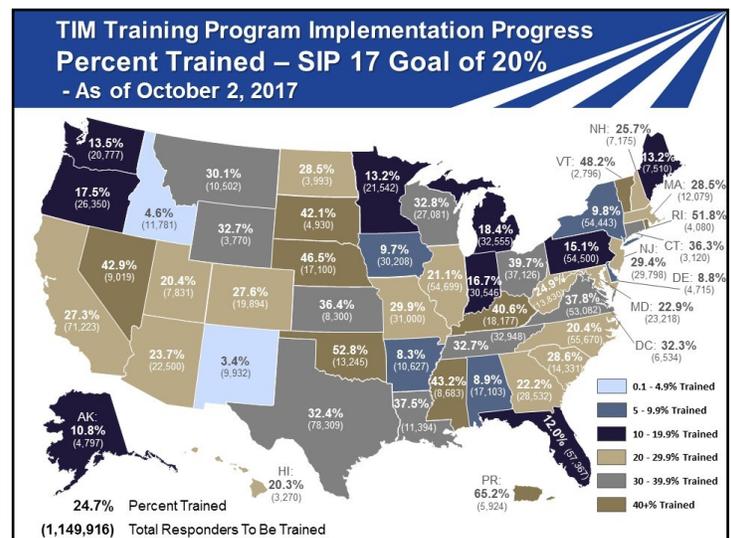
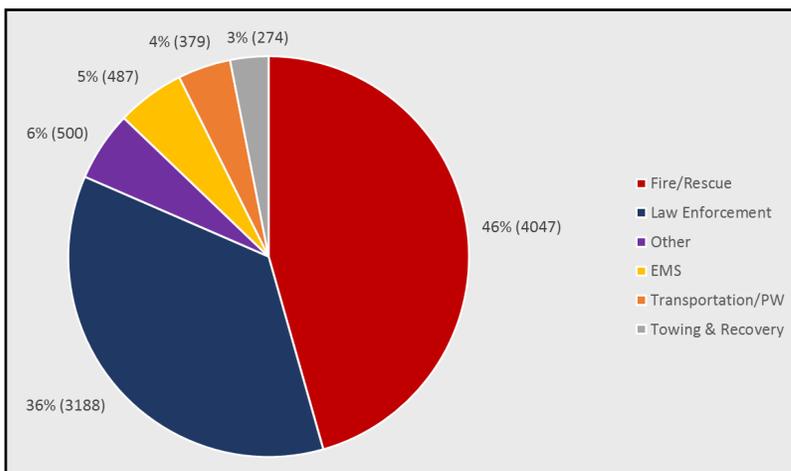
## The TIME Program Establishes a New Goal to Train 40% of all Identified Responders in the State in TIM by May 31, 2018

The TIME program continues to push forward with TIM training in the state. The program has set a self-imposed goal of training 40 percent of our identified responders, or 10,832 in TIM using the Emergency Traffic Control and Scene Management Guidelines (Guidelines) developed by WisDOT.

As you can see by the below pie chart, as of October 2, the program has trained 8,875 responders. This leaves 1,957 responders that need to be trained by 5/31/17. As of 10/11/17, the program has taught 61 TIM classes and have another five scheduled for the remainder of 2017. We also have many classes tentatively scheduled for January – February of 2018. We are well on our way and are very optimistic we will achieve our goal.

We are also only one of 19 states that have trained over 30% of their identified responders in the country. For that, the program thanks you! It is you and your agency that are requesting the TIM classes and making the program successful. Keep up the great work!

Number of Responders Trained by Discipline



## Responders in Support of the Move Over or Slow Down Law

We all know it is the law in Wisconsin. We talk about it during our TIM training; we have bumper stickers, signs along the roadways and public service announcements. So why don't we have greater compliance with the law in Wisconsin? Some people just say they didn't know about the law. Well, the TIME program has another tool out there that is helping spread the word about the Move Over or Slow Down (MOSD) law – fellow responders.

In my travels across the state to conferences, presentations and TIME meetings, I am consistently asked if I could send some MOSD posters, bumper stickers, brochures, anything that will help educate the public about the law. In speaking with the person requesting the materials, they frequently say; I hand out stickers at my local safety day, or I have a float in the Fourth of July parade that promotes the MOSD law, or I have a table at a local county fair and hand out MOSD material there. The TIME program is extremely impressed with initiative shown by these responders to get the word out, and we are proud to support their efforts.

Here is just a sample of some of the photos the program has received:



Gary Walsh at the Big Rig Truck Show in Chippewa Falls (August 17-20, 2017)

Here is a list of items that Gary personally handed out at the Big Rig Truck Show:

- 600+ DRIVE NOW - TEXT LATER Bumper Stickers
- 300+ MOSD Bumper Stickers (Yellow)
- 100+ MOSD White (Sticker & Magnetic)
- Several 2' x 3' MOSD (Sticker Type -Yellow)
- (4) - 2' x 4' Yellow – Magnetic
- 50+ MOSD Posters
- 200+ Brochures (To go with posters at customers stores)



Little Star Garage – Fourth of July Parade (St. Germaine)



Kumbier Towing Service - Fourth of July Parade (Minocqua)

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## Responders in Support of the Move Over or Slow Down Law

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Ken Weber's Towing and Recovery – National Night Out – Village of Pewaukee Police Department (August 1, 2017)

These photos are just a sample of the great work that is being done by so many responders across our state. Not because they have to, but because they want to. Responders feel the MOSD law is so important that they will help the TIME program in any way they can to spread the word about the MOSD law. There are many others across the state that promote the MOSD law and other TIM related issues.

We appreciate everyone's efforts. Our responders need all the help they can get. The sooner everyone is off the road, the safer everyone is. We need to keep telling the public **"Move Over or Slow Down – It's the Law in Wisconsin."**

*\*\*If you have any photos of activities that your company or organization has done in support of any TIM related activity, please send them to the TIME program. Please include information about the activity, the date and the location. We will gladly place them in the next newsletter.*

## New Laws with an Impact on TIM

Starting with this newsletter and with every issue thereafter, we will highlight a piece of newly passed legislation that may have an impact on TIM. Numerous pieces of legislation that have an impact on TIM are constantly moving through the legislative process. The TIME program follows many of these and will assist in the dissemination of them once they become law.

The first piece of legislation we are highlighting is rather unique. Personal Delivery Devices (PDD) are now legal in Wisconsin. As you will read, Wisconsin is one of only a handful of states or communities that permit PDDs. I am sure you will be seeing them in your community soon. They will be crossing our streets and will, therefore, have an impact on TIM.

### Personal Delivery Devices

By: Martin Broyles  
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Beginning in June, you may have noticed a new vehicle delivering goods in Wisconsin. Delivery robots were recently legalized

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## New Laws with an Impact on TIM

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here and are known as Personal Delivery Devices (PDD). They are electronically-powered devices that look like rolling coolers, capable of being operated with or without active control or monitoring. A PDD cannot go onto a roadway except at a crosswalk. The operator of a PDD must ensure that it complies with every traffic signal and sign, that it is operated with due care, and that it travels no faster than ten miles per hour. The operator must comply with every lawful order, signal, or direction of a traffic officer. Without cargo, the device cannot weigh more than 80 pounds. Equipment requirements for a PDD include a braking system, a clearly visible plate or marker identifying the name and contact information of the operator, and a white light in the front and a red reflector or light visible from the rear during hours of darkness. A PDD operator must ensure that the PDD yields the right-of-way to pedestrians. Local governments are allowed to prohibit the operation of these devices by ordinance, and WisDOT is allowed to prohibit them by rule on any sidewalk under their respective jurisdictions.



Aside from Wisconsin, PDDs are now legal in the District of Columbia, Idaho, and Virginia. Other locations in the U.S. where delivery services use PDDs include Fayetteville, Arkansas, as well as Redwood City and San Francisco, California.

If you are interested in the exact language of the act, please refer to the following link: [2017 Wisconsin Act 13](#).

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## Colorado to Protect Road Crews with a Self-Driving Truck

**This is a great article about the use of new technology to enhance the safety of highway workers.**

*Aug 18, 2017 02:41 PM CDT  
Kratos Defense via CNN*

*Colorado's new self-driving truck will allow the state to keep a driver out of harm's way. Kratos Defense, which makes autonomous vehicles for the U.S. Army, supplied the self-driving technology for the truck.*

WASHINGTON (CNMONEY) - As most states try to figure out how to lure self-driving car development inside their borders, Colorado is several steps ahead. This fall the state will deploy a fully autonomous truck to help its road crews.

The Colorado Department of Transportation will use the "crash truck" to shadow road crews, and act as a shield to protect workers from being struck by speeding vehicles. It's one of the earliest meaningful deployments of self-driving technology in the United States.

Crash trucks are a staple on U.S. highways. One unlucky worker is tasked with driving the crash truck behind a road crew that may be mowing, painting lines or performing other maintenance. The job is dangerous given the risks of being at the wheel of a slow-moving truck that may be crashed into by vehicles moving at 75 mph.

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## Colorado to Protect Road Crews with a Self-Driving Truck

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In Colorado, there were 21,898 crashes and 171 fatalities in work zones between 2000 and 2014.

"People talk about automation and will this displace workers. Here's a case where I think everyone will agree we want to get workers out of these trucks," said Shailen Bhatt, the executive director of the Colorado Department of Transportation.

Road crews have long relied on crash trucks because it's far safer for a hulking truck to be hit than an unprotected worker standing on the road. The trucks are designed to take a beating, and have a large honeycomb bumper for absorption. But now Colorado has found a way to keep road crews safe, without risking a human life in the crash truck.

The self-driving truck mirrors the movements of a vehicle ahead of it. The lead vehicle transmits its location and path to the self-driving truck via radio waves.

Kratos Defense, which makes autonomous vehicles for the U.S. Army, supplied the self-driving technology for the truck.

The Kratos system is designed to be retrofitted on any existing crash truck. Actuators are attached to the trucks' steering wheel and pedals to control them.

A crash truck usually costs roughly \$150,000, according to Bhatt. This self-driving truck cost the state about \$300,000.

Colorado's government has a track record of welcoming autonomous vehicles. In October, it allowed a self-driving Budweiser truck to make a delivery.

This deployment of self-driving technology is far more advanced. The beer truck was shadowed by a convoy of protective vehicles, and made only one trip. Colorado's new automated trash truck will be on its own, and working frequently.

Bhatt said former drivers of crash trucks will be given other duties. If the initial deployment of the truck goes smoothly, the state will purchase more of the vehicles. So far its trials of the vehicle have gone well, according to Bhatt.



## Notification of Wrong Way Drivers

Wrong way drivers (WWD) pose a tremendous threat to everyone on the road. Therefore, the Wisconsin Department of Transportation (WisDOT) is trying to understand the magnitude of WWD in Wisconsin. WisDOT is asking all law enforcement agencies to contact the Statewide Traffic Operations Center (STOC) when they receive notification of a WWD. Depending on the location, the STOC may be able to assist with DMS signing, traffic camera searches or other notifications to identify the WWD. Law enforcement can report the WWD event to the STOC at the time the WWD is reported or at a later time if an officer is actively pursuing the WWD.

The purpose of reporting WWDs to the STOC is to assist WisDOT in quantifying the number of WWD events in Wisconsin. These “events” may or may not result in a traffic crash. WisDOT will use the data to determine if/how countermeasures should be installed in the future to prevent WWD.

When law enforcement is notified of a WWD, WisDOT is requesting that law enforcement provide the following information when reporting a WWD to the STOC at 1.800.375.7302 (not for public use).

1. *County*
2. *Date and time*
3. *Highway and Location (mainline or ramp).*
4. *Direction the WWD was travelling and correct direction of travel.*
5. *Was the WWD stopped by law enforcement?*
6. *Was there a crash?*

Also, if the WWD event results in a crash, please note that new fields have been added to the crash report form (DT4000) to help WisDOT obtain better information. If possible, please indicate the following on the DT4000 crash report form:

- “Wrong side or wrong way” under the “driver’s actions at time of crash” on the form
- Where the WWD entered the highway (if known, include in narrative)
- Blood Alcohol Content (BAC) or tested positive for drugs (if known or if identified after the crash)

Thank you for assisting WisDOT in this very important project. With your agencies assistance, we can all help make our roads safer for everyone.



If you are interested in hosting a TIM responder class for your agency, please contact the TIME program @ [timeprogram@dot.wi.gov](mailto:timeprogram@dot.wi.gov) or TIME Program Manager David Spakowicz at [david.spakowicz@dot.wi.gov](mailto:david.spakowicz@dot.wi.gov) or 414.225.3729.