

TIME Program Spring Updates



David L. Spakowicz
TIME Program Manager

Spring is here and the TIME program is looking forward to another beautiful Wisconsin summer. We all know with the nicer weather comes additional traffic on all of our roads as people from all over the nation travel to or through our beautiful state as part of their vacation plans. With the added traffic, boats and trailers, construction projects and all of the distractions that so many drivers engage in, working on or along our roads can be more dangerous than ever. That is why it is so important to remain vigilant of traffic at all times. Never consider yourself safe just because you are wearing a reflective vest, or have a cone taper properly channeling vehicles away from your incident. We have seen too many videos and read too many reports about responders almost being struck or actually struck while working at an incident scene.

The TIME program has trained a record number of responders in effective traffic incident management over the last couple of years, and we are hearing that things are improving regarding incident scene management. We still have a way to go, but we are going in the right direction. Hats off to all of the agencies and organizations that hosted or attended a TIM responder class. We all know it is dangerous on our roadways and you have taken the initiative to learn how to make a dangerous situation safer. Enjoy the summer and stay safe!

43rd Annual Governor’s Conference on Highway Safety

The TIME Program is once again supporting the Annual Governor’s Conference on Highway Safety by developing and supporting 10 TIM-related presentations for this year’s conference. Two of the topics are being repeated from last year’s conference based on the extremely positive response to the presentations. This year’s presentations promise to be educational and informative. A complete listing of all of the presentations will be posted when the conference agenda is published by BOTS in the near future.

As in years past, there will be a **4-hour TIM responder class** offered at **No Cost** on Tuesday, August 22, 2017, from 1:00 p.m. – 5:00 p.m. More information will be forthcoming.

August 22-24, 2017

Governor’s Conference on Highway Safety
Radisson Paper Valley Hotel — Appleton, Wisconsin



Inside this issue:

TRAIN-THE-TRAINER CLASS	2
TIM WORKS!!	3
IT KEEPS ON GETTING BETTER!	3
TRULY A LIFE SAVER	4
SEND US YOUR PHOTOS	4
TIME PROGRAM CLOSING IN ON 30% TRAINED IN TIM	5
WTA CELEBRATES 50TH ANNIVERSARY	5
TIM “BEST PRACTICES”	6
TIME PROGRAM AWARD NOMINATIONS	7
HARD COPIES OF GUIDELINES NO LONGER AVAILABLE	7

FHWA Train-the-Trainer Class at WSPA



On April 11-12, 2017, the TIME program hosted the third FHWA SHRP2 Train-the-Trainer course at the Wisconsin State Patrol Academy (WSPA). The class was offered primarily to the technical colleges and recruit academies that teach the Traffic Incident Management (TIM) responder class to new law enforcement recruits in the state. If you were not aware, the TIM responder class is now a required block of instruction for ALL new recruit officers who wish to become law enforcement officers (LEO) in the state of Wisconsin. Wisconsin certifies approximately 900 LEOs in the state each year. There are currently approximately 16,000 LEOs in the state of Wisconsin. Eventually, every LEO in the state of WI will be TIM trained.

In addition to technical college instructors, we had a number of students from the fire service, including members of the Milwaukee Fire Department (MFD) and Green Bay Metro Fire Department (GBMFD). Both MFD and GBMFD now include the 4-hour TIM responder class as part of their firefighter recruit curriculum. That makes two of the three largest fire departments in the state that now require TIM as part of the recruit curriculum. That is outstanding.

Also taking the class were an emergency services dispatcher and two WisDOT engineers who are also RIMCs. It's great to see their interest in TIM and their desire to teach others in the application of TIM principles.

Just like the two prior classes, this class was taught by Portage County Chief Deputy Dan Kontos. Dan is one of 10 FHWA "Master Instructors" in the country. He has taught 1000's of responders all over the country in TIM. Dan brings a Wisconsin flavor to this national training. Not only is he a career law enforcement officer, but also a volunteer firefighter for over 20 years as well as a Fire Chief. Dan does an excellent job preparing the next group of TIM instructors to teach our responders throughout the state. He is a great asset to the TIME program and TIM in Wisconsin.

Also assisting with the class was P.E.R. Towing of Sparta and Western Technical College (WTC) in La Crosse/Sparta. Paul Bingenheimer once again presented all of the equipment needed to be a professional towing and recovery company in the state. He demonstrated how his 50-ton rotator is used for tractor-trailer recoveries as well as some other pieces of equipment that he brings to a recovery. WTC once again supported the training by providing a number of pieces of apparatus that were used for the mock TIMA. Two fire engines, an ambulance, and the staff to drive them were provided. WTC Emergency Services Director Mellissa Elliot is a great supporter of the TIME program and is also a TIM instructor.

It is outstanding to see all of the persons that step up to the plate when asked to support the TIME program and TIM training. The underlining reasons being, to train responders in our state on how to make an incident scene as safe as possible for everyone that is working in and around the scene, and to open up the road as soon as possible. That way, everyone can get off of the road as soon as possible.

Thanks to everyone who participated in the training. Especially to the new instructors who now will be teaching their fellow responders.



TIM Works!!

By: David Spakowicz, TIME Program Manager

As I travel across the state, I frequently hear about how good the TIM responder class was that was held at a local department. I also hear that many agencies are instituting TIM principles at incident scenes and it is paying off. Not only in efficiency, by either keeping the road open while the incident is being worked, or opening a lane as soon as possible to avoid secondary crashes, but improved safety for the responders as well. It is always nice to hear a program works.

On January 23, 2017, TIME Program instructors Tim Strobusch (Chief-Clear Lake PD) and Joe Meyer (Day and Nite Towing/Baldwin FD) presented a responder class to the Turtle Lake Fire Department. Tim and Joe stated the class was well received. On March 1, 2017, WisDOT Maintenance Coordinator Charles "Chuck" White, received the below e-mail from the Polk County Highway Department:

Hi Chuck, Just wanted to let you know that there was a crash at 8 and co. rd. V this morning and I just thought I would let you know that Turtle Lake Fire dept. did a great job of keeping everyone on site safe with no secondary crashes and having the minimum possible impact on traffic. TIME payoff

Rod McGee

Foreman
Polk County Highway

A compliment from your peers is the highest level of praise anyone can receive, because they walk in your shoes. Great job Turtle Lake FD! Thanks Tim and Joe!

It Keeps on Getting Better!

Just another example of TIM principles being utilized on a daily basis. We received this photo from one of our TIM instructors. He drove past the scene and was impressed with the TIMA.

The incident was a single vehicle crash where the driver hit a light pole at approximately 1:15 p.m. The crash caused lane # 2 to be closed on US-51 NB in the Village of Whiting (Portage County).

Plover Fire Department responded and established a TIMA. They blocked the scene with their utility truck. Portage County Sheriff Department wrote the crash and was assisted by Stevens Point Police Department. Traffic was kept moving throughout the entire incident. Looks like a textbook setup to us!

Keep up the great work Plover FD, Portage Co SD and Stevens Point PD! Just as a side note, the driver was also arrested for 3rd offense OWI.



Truly a Life Saver

By: David Spakowicz, TIME Program Manager

In March, I was hosting the Northeast Region Green Bay TIME meeting when Oconto County Sheriff's Office Chief Deputy Ed Janke briefed the attendees on an incident that occurred in December 2016 in Oconto County. Ed is a very strong supporter of the TIME program and an even stronger proponent of TIM principles. Ed is proud to say that nearly every responder agency in Oconto County has now been trained in TIM!

Ed stated that on December 08, 2016, the Oconto Co. Sheriff's Department, Oconto Police, and Oconto Fire Rescue responded to an injury crash on US-41 in Oconto Co. The responders arrived, the TIMA was established, and a fire engine from the Oconto Fire Rescue was set up as a blocking vehicle. While working the incident, a vehicle traveling at freeway speeds SB on US-141 drove through the cone taper. Luckily, Oconto Fire Rescue FF / Green Bay Metro FD Captain Dustin Ridings saw the vehicle drive through the taper and continue towards his position. Dustin was forced to jump over an adjacent guard rail to avoid being struck by the vehicle. The vehicle then struck the rear of the fire engine, still operating freeway speeds. The driver was not seriously injured. The force of the impact bent the frame on the fire engine. The engine will probably be totaled out.

Ed stated that if Dustin wasn't continually watching traffic while working within the TIMA, he would have been killed. Also, if the fire engine did not successfully stop the vehicle, there could have been some other responders either killed or injured as well. By the proper placement of the fire engine to act as a blocking vehicle, lives were saved. Thank God TIM works!



Send Us Your Photos

Are you working an incident and suddenly realize that the TIMA is set up perfectly, traffic is flowing well, and everyone is wearing reflective clothing and doing what they are supposed to do? Well, please send us a photo if you think of it. We always like to see and hear about when the proper application of TIM principles work well. As you read in other articles in this issue, we are starting to see a lot of positives all across the state as a result of TIM training. Not only through emails and photos, but truly lifesaving stories. TIM works!!

Send Us Your
Photos!

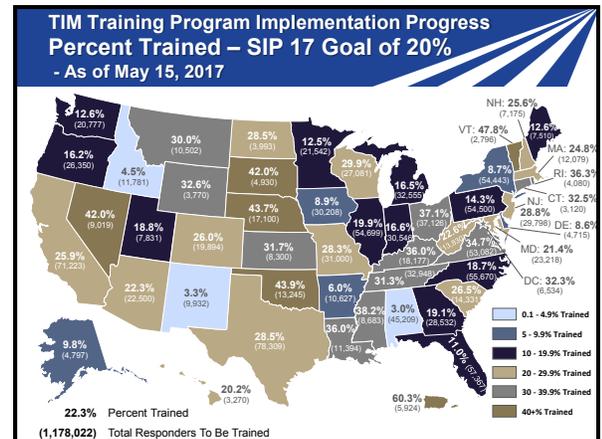


TIME Program Closing in on their Goal of Getting 30% of all Identified Responders Trained in TIM

In late 2015, FHWA established a nationwide goal of getting 35 states to train 20% of their identified responders in TIM. Wisconsin achieved that goal. However, we were one of only 22 that obtained the 20% goal. As a result, FHWA extended their 35 state/20% goal until May 31, 2017.

The TIME program thought that we should push ourselves and continue to grow the program instead of waiting until the other states catch up. Therefore, we self-imposed a goal of having 30% of the identified responders in the state trained in TIM by May 31. FHWA has identified 27,081 responders in the state. Our 30% goal was 8,124.

The year started out strong and hasn't stopped. We have instructed 39 TIM classes so far (we taught 69 in all of 2016) and have a couple more scheduled through the end of the month. All told, we have trained approximately 8,092. This number, coupled with the remaining TIM classes already scheduled as well as the number of law enforcement recruit academies that also teach TIM, we are very confident that we will achieve our goal. Thanks to all of you out there that attended a class or hosted a class for your agency. We are already looking forward to the fall!



Wisconsin Towing Association Celebrates 50th Anniversary



On June 7, 1967, a small group of towing and recovery operators with a shared mission to strengthen and bolster the towing industry gathered in Madison, Wisconsin to form the Wisconsin Towing Service Operators Association. The founding members had a goal to protect investments made by business owners, improve conditions within the towing industry, enhance the image of the tow operator, and work together on the many issues faced by the towing industry.

Fifty years later, the Wisconsin Towing Association strives to maintain those goals as it now celebrates its Golden Anniversary in 2017. WTA Chairman Shawn Topel reflects on this historic milestone for the Association and also looks forward to its future:

"Much has changed in the towing and recovery industry over the last 50 years, but one thing has not: the dedicated men and women who care about the work they do and the service they provide," said Topel. "New technology, larger trucks, and better equipment mean nothing without the loyal operators who perform this work 24 hours a day, 7 days a week, 365 days each year."

"One of the top priorities of the Wisconsin Towing Association is safety, both for the operator and the general motoring public," said Topel. "We go to great lengths to educate the public about Wisconsin's 'Move Over' law and have partnered with the Wisconsin Department of Transportation to promote additional traffic incident management training for tow operators; we want to make sure everyone gets home safely following an incident, and that includes the tow operator."

The Wisconsin Towing Association's 50th Anniversary will be observed throughout the year, culminating at the Wisconsin Tow Show, which will be held Father's Day weekend - June 16, 17 and 18 - at the Chula Vista Resort and Hotel in Wisconsin Dells, Wisconsin. More information about the 50th Anniversary Tow Show can be found on the WTA Web site at www.witow.org.

Congratulations WTA. 50 years of service and commitment to the motorists of Wisconsin. A true partner of the TIME program and traffic incident management. Keep up the great work!!



TIM “Best Practices” Corner



As we travel throughout the state hosting regional TIME meetings and After Action Reviews (AAR) of significant incidents, the TIME program tries to identify any “Best Practices” that we hear about. We want to get the word out to all responders about the practice and possibly use it at their next incident. We all know that if we all work together and communicate with each other at an incident scene, the incident is cleared quicker and more efficiently. When that happens, ALL responders clear the incident sooner, and that means we are all off the road and safe. Please talk to your fellow responders about some of these tried and true and even some of these suggested “Best Practices.” If it works for some, it may work for you and your department.

Here are just a couple that comes to mind:

- If you have multiple vehicles that are damaged, vehicles off the road, unique trailers or equipment involved, or anything other than a “normal” tow, request the tow operator to respond to the scene as soon as possible. The tow company will then be able to assess the scene and identify what personnel and specialized equipment they may need. They know better than anyone how best to recover a vehicle. They can then stage near the incident scene and be ready to start as soon as they are given the word. Some law enforcement officers are also taking a photo of the damaged vehicles and sending them directly to the tow company. The tow operator many times is then able to identify any special equipment that may be needed at the scene. This saves a huge amount of time. There is nothing worse than having a tow operator have to return to the shop for more/different equipment because no one told them any unique details about the recovery they were requested to handle.
- Contact your local T&R companies and ask them what type of equipment they have and keep a list with dispatch. Knowing what equipment a tower has, will help identify the right T&R company for the incident. If you have a vehicle off the road in a swamp, a T&R company may have a specialized piece of equipment for just that type of recovery. That would save a significant amount of time by contacting that company directly instead of calling a “regular” T&R company and have them struggle with the recovery because of the lack of specialized equipment.
- A local fire department has a policy that every vehicle involved in a crash gets checked twice for any victims. This policy is especially important at multi-vehicle (10+) crashes. Once checked twice, the FD places a piece of crime scene tape on the door handle indicating the vehicle has been checked. A local law enforcement agency (LEA) has the same protocol, but they lift up a windshield wiper on the vehicle to indicate the vehicle was checked. At one of our AARs, we found out that the FD wasn’t aware of the LEAs protocol. Thereby resulting in the same vehicles being checked at least three times. It was suggested that when conducting these checks, by either the FD or the LEA, each one place a piece of tape on the door handle after the vehicle is checked, e.g. police line tape for LE and crime scene tape for FD. Not only will the vehicle get checked twice, but it will also be easy to see it has been checked by the two different pieces of tape on the door. Even more importantly, it was checked by a second, different set of eyes each time. It will also save each responder time by only checking a vehicle once. Knowing that the vehicle will be getting checked a second time by another responder sounds like a great idea to us. Please discuss this with your fellow responders and consider trying it if you think it would work for your agency. It all starts with communication.

The TIME program will try and include a couple of Best Practices in each edition of the newsletter if possible. If you have a practice that you developed and use and know it saves time and improves safety or efficiency, please send the TIME program a message and we will follow-up with you.

TIME Program Award Nominations

Do you know someone who is dedicated to promoting Traffic Incident Management (TIM)? If so, let us know!

The WisDOT TIME Program is looking for nominees to receive recognition for their dedication to improving responder safety, quick clearance and interoperable communications. Every August at the Governor's Conference on Highway Safety, the TIME Program honors individuals and agencies that have showed the integration of TIM into their agency or organization throughout the year.

Award categories include:

The **TIME Outstanding Achievement Award** is intended to recognize an individual who shows regular participation in TIME Program initiatives such as after action reviews, incident debriefings and TIME meetings. The nominee is also active in the training of Emergency Traffic Control and Scene Management Guidelines, as well as educational outreach. This individual works to integrate these initiatives and principles into the culture of their agency through training and utilization of the guidelines within their agency.

The **TIME Innovation Award** recognizes innovative approaches, technologies and/or solutions that support the TIME Program mission of improving responder safety, enhancing the safe, quick clearance of traffic incidents and supporting prompt, reliable and interoperable communications.

An **Honorable Mention Award** for each category will be presented as well.

If there are any individuals or agencies that you would like to recommend for a TIME Program Outstanding Achievement or TIME Innovation Award, please submit your nomination(s) on a one page letter sized document, single-spaced in 12-point Times New Roman font. **Please submit nominations to: timeprogram@dot.wi.gov or david.spakowicz@dot.wi.gov no later than Friday, July 28, 2017 for consideration.**

Hard Copies of WisDOT's Emergency Traffic Control and Scene Management Guidelines Manual are No Longer Available

First published in February 2012, WisDOT's Emergency Traffic Control and Scene Management Guidelines (Guidelines) has served Wisconsin's responder community well. Since the original publication of the manual, a number of changes have occurred. The most notable being the placement of towing and recovery (T&R) vehicles within a TIMA. Originally located upstream within the incident space, we now recommend and teach that T&R vehicles should be placed downstream within the incident space. In 2014, the TIME program made changes to all of the TIMA diagrams to reflect the new positioning of T&R vehicles. In addition to changing the TIMA diagrams, we also made some very minor changes to wording within the manual. There were no major changes to the content of the manual.

The TIME program started teaching the revised version of the Guidelines in late 2014. We continued to handout the Guidelines as a reference manual at all responder trainings and conferences. We did this for two reasons: it is still a very good reference manual, and we had thousands on hand, so the idea of throwing the manuals away due to the small changes since the original publication just wasn't prudent.

Since we have had so many responder classes in 2016 and the first half of 2017, all of the 2012 bound version of the manuals have now been distributed. As a result, we will no longer be distributing the bound version of the Guidelines at responder classes. The 2014 version of the Guidelines is already included in the DVD that is provided at responder trainings. The DVD will now be the only method in which to obtain a copy of the Guidelines. At all future TIM classes, a copy of the Guidelines will be a standalone PDF on the DVD that is provided. If you have an older version of the DVD (prior to May 15, 2017), a copy of the Guidelines is located within: Reference Material/Module 1/RM 1.14.