

## Working Toward Change in Wake of Tow Driver's Death



At Nate's funeral, friends and family wore t-shirts designed by his 12 year old daughter, Natalie and her friend Cierra. The shirts provide a reminder to Move Over and Slow Down for emergency vehicles. More than 100 wrecker operators came together to honor Nate and raise awareness of the law.



38-year-old Nathan Walsh of Osseo was in the process of hooking up a vehicle that had broken down when he was hit and killed by a pickup truck.

A call for safer conditions for roadside emergency workers has been issued in the wake of tow operator Nate Walsh's death. Nate's family and the towing community are engaged in multiple efforts to call attention to Wisconsin's current Move Over, Slow Down law - and they're hoping to give it more teeth.

The 38-year-old Osseo tow truck operator was

assisting a disabled car on the morning of Monday, October 20 when he was hit by a passing motorist on I-94 near Osseo. Affectionately nicknamed "TOW N8R" Nate was the Operations Manager for Jerry's Towing in Roberts and owner of Loft Towing in Osseo. Nate was wearing reflective gear and near a tow truck with flashing emergency lights when he was hit.

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### TIME Program Announcements



By Dave Spakowicz  
TIME Program Manager

Now that 2014 has come to a close, it affords me the opportunity to look back and evaluate how I think the TIME Program performed during the year. With any program, you set goals and hope you can achieve them.

Overall, I feel we did extremely well. We held 29 regional TIME Meetings throughout the state. Overall, attendance at the meetings increased from 2013 (648 in 2013 to 690 in 2014). However, I still would like to see attendance improve at some of the evening meetings. I received a number of positive comments about the evening meetings. Many of the responders stated they would not have been able to attend the meeting if it was held during the day.

One thing that I will continue pursuing, is to ensure that every meeting provides something that will enhance your Traffic Incident Management (TIM) efforts that you can share with your agency or organization. Some of the region-specific topics that were presented and discussed this year included:

- DNR's "Hazardous Spill Protocol";
- Bureau of Transportation Safety (BOTS) shared grant opportunities for law enforcement agencies; and
- National Weather Service overview on weather forecasting and warnings development.

I would like to expand these types of presentations for 2015. If there is a topic that you would like to see presented at a TIME Meeting, simply send me an email and we will try to get the topic on the agenda. **Continued on Page 8**

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*Tow trucks pay tribute to Nate Walsh after he was tragically struck and killed by a pickup truck while assisting a stalled driver on I-94 in October.*

## Working Toward Change Continued from Page 1

Nate was very involved in the Northwest Region TIME Program and attended the last meeting just two weeks before his untimely death.

Nate's brother Darin and sister Wendy are circulating a petition on change.org. The petition, aimed for Governor Scott Walker's desk, is calling for stricter enforcement of penalties for violation of Wisconsin's Move Over Law. Specifically, it requests increased awareness and enforcement of the law in addition to more signs on Wisconsin roadways.

"Unless the penalties for failure to do something, which should be instituted by common sense, are purposely made so severe that failure to obey is no longer an option, nothing will change," said Nate's father, Gary, who is also trying to build awareness of the Move Over, Slow Down Law. He has been speaking on behalf of the law at public meetings and handing out copies of WisDOT's informational brochure at rest areas.

Nate's 12-year-old daughter, Natalie and her friend Cierra designed a T-shirt to honor her father. The shirt, reads "Slow Down & Move Over, we have families too!" on a caution sign. The shirt was worn by family members, friends and others during a tribute and processional during Nate's visitation and funeral services in October.

To sign the petition for change and for updates on Nate's family's fight to build awareness head to [natewalsh.net](http://natewalsh.net).

Steven Dolan, the man accused of hitting and killing Nate Walsh with his pickup truck has been charged with felony homicide by negligent operation of a vehicle.

*Gary Walsh, Nate's father, handing out brochures to raise awareness about the Move Over, Slow Down law at a rest stop in Menomonie.*



*To contribute to a fund to benefit Nate's family, donations can be dropped off at any United Bank location or mailed to P.O. Box 10, Osseo, 54758. Online donations are being accepted through PayPal. The account is [nathanwalshbenefit@gmail.com](mailto:nathanwalshbenefit@gmail.com).*



## Saving Time and Money: Wisconsin's Adaptive Signal System

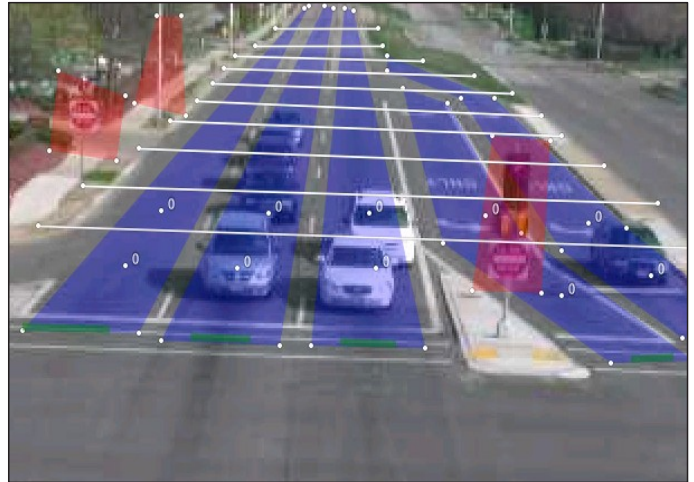
Wisconsin's first fully adaptive signal system has been running for over a year – and it's getting results. Adaptive signal control technologies use real time traffic information to adjust green times and reduce congestion on signalized arterial highways.

In February 2013, WisDOT installed new technology controlling six traffic signals along 1.5 miles of WIS 100 to help maximize traffic flow. Since then, the system has expanded to over thirty intersections around the Zoo Interchange with plans for more. The system has also shown improved safety and traffic flow, especially during peak periods, incidents and construction.

Over the past ten months, evaluations have shown that travel times on this segment of WIS 100 decreased. The most significant improvements are seen during PM peak periods. Drivers are saving an average of 36 to 50 seconds in both directions along the corridor, with fewer stops on the way to their destinations.

This improved travel flow translates into a safer corridor that saves drivers time and money. During peak hours, drivers are seeing an 8-9% increase in fuel economy and a 15% increase during mid-day travel.

The Zoo Interchange corridor boasts one of only two adaptive signal systems now in operation in Wisconsin. The other system is near the Verona Rd. and Beltline interchange in Madison. Additional systems are planned in Janesville, and on Brown Deer Rd. and Capitol Dr. in Milwaukee and Waukesha Counties.



*InSync monitors demand at the intersection approaches and respond in real time to minimize motorist delay (above).*



## SAVE THE DATE

February 24–25, 2015

### TIME Program Instructor Training

The TIME Program is hosting FHWA's National Traffic Incident Management Responder Training Program. This 12-hour program will be offered at the Wisconsin State Patrol Academy (WSPA) near Tomah, Wis.

Attendees will be selected from a list of applicants based on a number of factors. A link to the application can be found in the "New TIM Instructor Training Protocol" article on Page 6 or online at [www.wisconsintimecoalition.org](http://www.wisconsintimecoalition.org)

Applications are due on January 23.

## 2014 ETO FALL EXERCISE UPDATE



*The 2014 Fall ETO exercises replicated the December 8, 2013 snow and ice storm that cause hundreds of incidents.*

The Emergency Transportation Operations (ETO) program has wrapped up its fall 2014 series of tabletop exercises. These training sessions are conducted statewide on a bi-annual basis with the objective of enhancing communication and situational assessment across jurisdictions during large-scale incidents. Through achievement of this objective, the ETO program aims to enhance operational coordination and execution of public information and warning systems.

The latest round of exercises replicated the December 8, 2013 snow/ice storm that caused eight separate extended duration incidents, resulting in three fatalities and 108 injuries. Hundreds of vehicles were involved, including 306 passenger cars, 22 tractor trailers and three straight trucks/buses.

Six 3-1/2 hour training sessions were conducted throughout Wisconsin between October 29 and November 20, 2014. They were well attended, with a 27% increase in attendees, compared to the spring 2014 ETO exercises. A total of 295 individuals, representing WisDOT, State Patrol, county and local law enforcement, fire and EMS, emergency management from the state, county and local levels, as well as DNR wardens, National Guard officers, public safety telecommunications, the private towing/recovery industry and the National Weather Service (NWS), attended these sessions.

A National Weather Service meteorologist aided the exercise by conducting live mini-webinars to complement the training scenario. After the sessions were completed, DTSD and DSP representatives addressed the session objectives and reported that their regions are prepared for the upcoming 2014/2015 winter season.

Planning for the 2015 Spring ETO Exercises is underway and dates for those training sessions will be announced in the new year. For more information, contact ETO Program Manager Dennis Drazkowski at [dennis.drazkowski@dot.wi.gov](mailto:dennis.drazkowski@dot.wi.gov).

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## WisDOT's Initial Incident Responder Regional Incident Management Coordinator (RIMC)

A new training program is in place for WisDOT's Regional Incident Management Coordinators (RIMCs). RIMCs serve as a WisDOT initial responder for incidents that involve state-owned infrastructure. RIMCs' core duties are to: assess and maintain infrastructure integrity, sustain a safe and efficient flow of traffic for the traveling public and provide on-scene response support to public safety first responders.

All RIMCs have been trained with updated program information and materials to bring the WisDOT RIMC teams to a standardized level of training. The comprehensive training provides RIMCs with guidance, training, scenarios and clarification of processes and resources. The program consists of: the newly revised RIMC Response Guidelines, a RIMC basic training class, a RIMC Field Training and Field Guide (flip book), and a new RIMC mentoring process.

As a result of their training, all RIMCs are expected to provide response support and coordination of any needed resources for all the incidents they are called out to. Performance of this task requires the RIMCs to take action from within one of three response types: Field, Office, Home or a combination of the three. Regardless of the RIMCs response type, the RIMC will take action utilizing four key components: Evaluate/Assess, Respond/Coordinate, Communicate and Document.

### What RIMCs Can Do For You

RIMCs can provide resources and expertise to assist law enforcement, fire departments, highway departments and other responders when incidents occur on our state highway network. RIMCs work with county highway departments to assist all disciplines on-scene with coordinating traffic control measures. This coordination may include monitoring or providing resources such as salt, barricades and other traffic control measures. They may also assist with detours, alternate route planning for incidents or longer term road closures. RIMCs monitor traffic impacts for queuing and delay both upstream and downstream from an incident.

RIMCs can assist during infrastructure incidents that cause damage or other highway related issues by communicating and coordinating with bridge experts, state highway maintenance engineers and electricians. When infrastructure damage occurs and is tagged by local law enforcement, RIMCs may assist the county with repair reimbursement. **Continued on Page 8**

## 2015 TIME COALITION MEETING

The Wisconsin TIME Coalition has scheduled its first meeting of 2015. The full Coalition is scheduled to meet in Madison on Wednesday, February 11, 2015.

The Time Coalition currently has 17 member organizations representing over 37,000 persons in Wisconsin who have a nexus to traffic incident management.

## New TIME Coalition Website - Don't Forget to Register!



Earlier this year, the WisDOT TIME Coalition unveiled an updated website. The improved site offers innovative new tools that will help to connect and engage TIME Coalition Partners and TIME Program participants. The site will also further the TIME Coalition mission of improving responder safety by enhancing the safe, quick clearance of traffic incidents, and supporting prompt, reliable, interoperable communications.

To fully explore all the features of the new website, you will need to create a personal profile, including a username and password. To do this, please visit [www.wisconsintimecoalition.org](http://www.wisconsintimecoalition.org), and find the login option at the bottom left of the page.

If you have any questions, email us via the "Contact Us" portion of the website.

## 2015 TIME Meeting Schedule Coming Soon

TIME meeting dates for 2015 are in the works and will be announced shortly.

Email [timeprogram@dot.wi.gov](mailto:timeprogram@dot.wi.gov) for more information.



*The Wisconsin TIME Coalition unites program partners across jurisdictions and disciplines, and facilitates continued collaboration in developing practical and innovative traffic incident management strategies meeting Wisconsin's needs.*

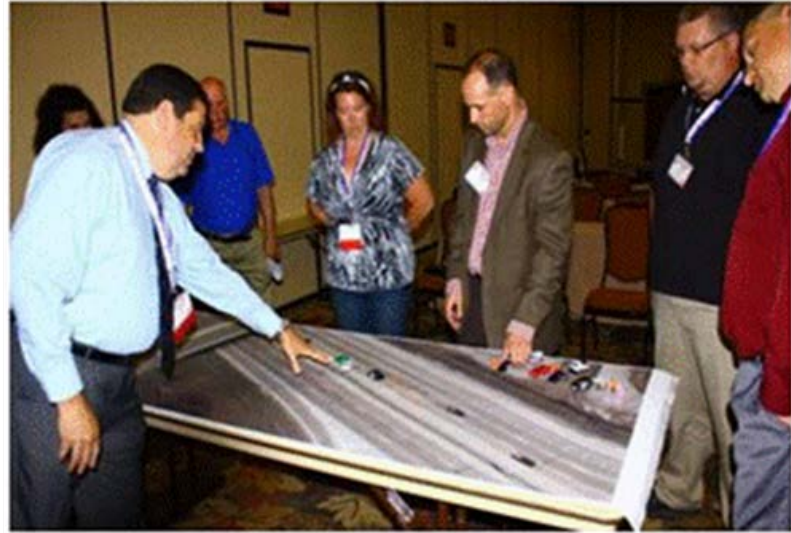
## New TIM Instructor Training Protocol

Wisconsin is truly a leader in TIM. Since first developing the TIME Program in 1996, to expanding the program to a statewide initiative in 2006, to the development and implementation of the Emergency Traffic Control and Scene Management Guidelines in 2012, Wisconsin continues to move the principles of TIM forward. This forward leaning philosophy continues with the number of responders trained in our state. We are eighth in the nation in the number of responders trained. That's not bad considering Wisconsin is 20<sup>th</sup> in the nation in population and 13<sup>th</sup> in the nation in miles of highway.

There have been growing pains. As the number of responders and trainers has grown, some inconsistencies have surfaced within the program. A number of the most notable: some of the trainers who were supposed to return to their respective agencies and train their colleagues never did, some of the training was inconsistent due to the view of the subject matter by the trainer and some trainings were conducted, but were never reported back to the program (so we believe we actually have more responders trained in the state than we have documentation for).

As a result, the TIME Program revisited the requirements for becoming a TIME Program Instructor. After attending FHWA's 12-hour National Traffic Incident Management Responder Training Program in June at the National Fire Academy in Maryland, the TIME Program Manager (TPM) suggested some changes to the TIME Program Train-the-Trainer (T-t-T) protocol.

The TPM suggested that all TIME Program approved "Instructors" be required to attend the 12-Hour FHWA National TIM Responder Train-the-Trainer Training Program. Attending this training will provide the basis to instruct the 4-hour "Wisconsin Equivalent" responder training that is currently taught in Wisconsin. The National TIM Responder Training Program, also known as SHRP2, is taught throughout the United States. Only a handful of states have an "equivalent" program specific to their state. Wisconsin is one of these states. FHWA has reviewed Wisconsin's 4-hour responder course and certified it is similar in structure and content to be "equivalent" to FHWA's SHRP2 program. However, our current instructors can only teach Wisconsin's "equivalent" in Wisconsin, not SHRP2. If the instructor completes the 12-hour FHWA TIM Responder Training Program, they will be able to instruct the Wisconsin Equivalent, as well as the SHRP2 Responder course.



The TPM also suggested that each TIME Program approved Instructor be required to teach at least one responder class per calendar year. This requirement will keep the Instructor "fresh" in their knowledge of the material. In addition, the TPM recommended that all TIME Program approved Instructors attend an annual 2-hour "Instructor Update". The update will be sponsored by the TIME Program and held in a number of locations (TBD) throughout the state. This type of annual "update" will enhance the Instructor's knowledge of the material. But more importantly, it will be designed to inform the Instructor of any past or future changes related to TIM and TIM training. Many disciplines have "in-service", in-house training, or simple updates on how they perform their duties, TIM should be no different. With the three hours of TIM now required in the 720-hour basic law enforcement officer certification curriculum, we must ensure that our TIM Instructors are the most knowledgeable and have the most current information in regard to TIM philosophy and TIM-related training.

These recommendations were subsequently presented to the TIME Standing Committee (TSC) for consideration. After discussion, the TSC approved the recommended changes to the program.

The TIME Program is looking for enthusiastic and dedicated persons from various disciplines to become program instructors. It will be through these dedicated Instructors and their commitment to help others that will make all of Wisconsin's roadways safer for all of the responders working on them.

Please find a link to the application [here](#) to attend the FHWA course.

## More Proactive Approach for Adverse Weather

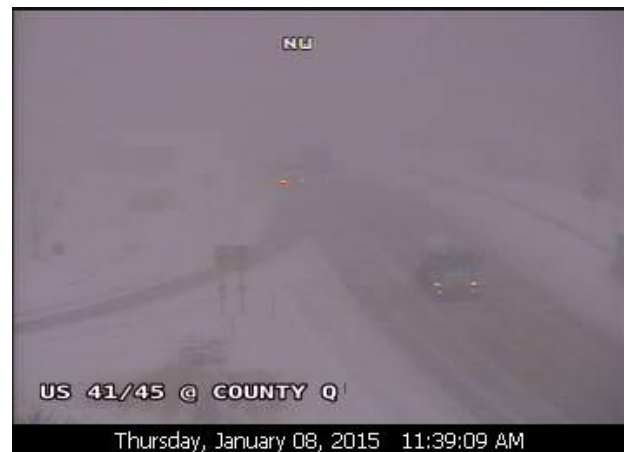
Just an observation from a January 7, 2015 pileup on I-80 in Clarion County, PA that involved 18 vehicles and resulted in one fatality. A strong snow squall left the traveling public with near to zero visibility that contributed to the crash. Wisconsin is no stranger to similar road conditions.

In an attempt to make the motoring public better aware of poor and dangerous driving conditions, the Statewide Traffic Operations Center (STOC) has taken a more proactive approach in getting adverse weather and road condition messaging to the traveling public more quickly. Prior to this change in protocol, the STOC had to request approval from WisDOT management when it received information from law enforcement or highway departments indicating deteriorating conditions in a specific area or region before posting that information on Dynamic Message Signs (DMS). The new STOC protocol is more streamlined and permits STOC Control Room personnel to post a warning message on a DMS when weather and road conditions have deteriorated. Once the Control Room receives a call from a law enforcement agency or county highway department, they can place the warning message on the DMS immediately. This new approach is not only more beneficial for the motoring public, but it also creates better communication between law enforcement, county highway departments and WisDOT. It also provides the STOC with the most accurate and current assessment of the road conditions. Accurate reporting of road conditions is not always possible through the use of WisDOT's cameras alone. The most accurate reporting is always from trained personnel who are actually on the road.

The Control Room will also post the warning onto WisDOT's [www.511wi.gov](http://www.511wi.gov) traveler's website. This type of proactive messaging may assist some motorists in avoiding the dangerous conditions in the area, thus making everyone on the road a little safer.

Some examples of the messages that the STOC will post on DMS are: "snow covered roads, reduce speed," "blowing snow, reduce speed," "icy roads next (#) miles" and others. Messages will remain posted on DMS until law enforcement or a highway department reports that the message can be removed.

"Improved communication between the STOC, law enforcement and highway departments and enhancing the safety of the motoring public by more accurate reporting of "real time" road conditions is the most optimal outcome of this approach," said Paul Keltner, STOC Supervisor.





## **RIMC** Continued from Page 5

Along with the expanded training RIMCs have received, they are trained in ICS and the set up of a Traffic Incident Management Area (TIMA) through the Emergency Traffic Control and Scene Management Guidelines. To contact a RIMC, call the Statewide Traffic Operations Center at 1-800-375-7302 (not for public use).

## **TIME Program Announcements** Continued from Page 1

The TIME Program was successful in retooling the TIME "Train-the-Trainer" (T-t-T) training. See the "New TIM Instructor Training Protocol" article on Page 6. We were also successful in developing a 3-hour "TIM for Law Enforcement" training curriculum. That curriculum will become part of every law enforcement recruit academy in the state as of January 2016. The Wisconsin Department of Justice – Training and Standards (T&S) Bureau is responsible for certifying all law enforcement officers in the state. In August 2013, T&S approved 3 hours of TIM in their newly expanded curriculum. As a result, we convened a workgroup consisting of representatives from LE, Fire Service, EMS, Engineering and T&S. The group reviewed every slide of the 5-hour T-t-T course. The group then removed some of the topics (because they were covered in other sections of the recruit academy curriculum) and modified others. In addition, the group also updated a number of the photos and other things in the program. After receiving unanimous approval of the curriculum from the group, Marquis Young and I presented the curriculum to T&S's Patrol Procedures Committee. That was the first step in the curriculum approval process. The curriculum continued to move through the various committees until December 2, when the Law Enforcement Standards Board accepted the TIM curriculum as presented. With TIM now a required training component for ALL future Wisconsin law enforcement officers, the state is now one of just a handful of states that require TIM as part of law enforcement officer certification. I am confident that in a couple of years, the proper application of TIM protocols will be just another "routine" duty performed by LE at incident scenes.

We accepted two new associations into the TIME Coalition in 2014 - the Wisconsin Coroners and Medical Examiners Association and the Wisconsin Air Medical Council. Both organizations bring a new set of eyes to TIM and complement the 15 other member organizations. At the August meeting, it was agreed that a formal set of Operating Guidelines for the Coalition be developed. A subcommittee was formed and charged with drafting the "Guidelines." The subcommittee met in early December and plan to submit a draft to Coalition member organizations by early January. The member organizations will then have a month to review the guidelines with their membership's Executive Board. The next Coalition meeting is scheduled for February 11, 2015 in Madison. It is anticipated that the guidelines will be presented, ratified and a Coalition Chairperson and Vice Chairperson elected. This will be an outstanding achievement for the Coalition. As it stands now, the TIME Coalition represents, through the member organizations, over 37,000 people that have a direct nexus to TIM in Wisconsin. That is impressive!

Development of the 2015 Regional TIME Meeting schedule has begun. Once again, we are planning on having 30 meetings across the state. We understand everyone's schedule is extremely busy, but please try and attend the meetings that occur in your region. Most of the meetings only occur twice a year. As stated previously, I promise to try and have something new at every meeting that you can take back to your agency or organization.

Since we've retooled the T-t-T program, we may be asking you to host a "responder training" in your area. The TIME Program will do everything to support the training at no cost to your agency or association. Please consider hosting a training this year for the responders in your area.

In closing, thanks to everyone for the support you have given to the TIME Program this year. From the instructors who provided TIM training, to the police, fire and highway departments that let us host a TIME Meeting at their facility, to all of the responders that utilize TIM protocols at every incident, your efforts make an incident scene as safe as possible for all responders.

I hope everyone has a safe winter driving season. I look forward to working with each of you in order to improve the TIME Program and continue to make Wisconsin a national leader in TIM.

As always, if there is anything that the TIME Program can do for you or your agency, please don't hesitate to ask.

**David L. Spakowicz**  
TIME Program Manager