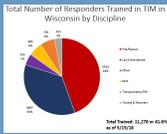


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New TIM Training Recruitment Video!
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David L. Spakowicz
TIME Program Manager

Well, it's that time of the year again. The grass is green, the trees are getting their leaves and road construction season is ramping up. WisDOT has over 375 projects planned on the state highway system. That does not include all of the other county and municipal projects that are also scheduled this summer. All of these projects mean that all of you as responders to traffic incidents must exercise a little more caution when responding to incidents in or near work zones (WZ). You may not be able to get to the scene as quickly as you normally would because of limited access. You may not have as much of a safe buffer as you normally would, queuing may increase quicker due to the volume of summer traffic in certain areas, and other responders or assets may have a more difficult time getting to your scene to assist. With all of these concerns, you must always remain vigilant regarding the "live" traffic sometimes operating just feet away from you. It only takes one distracted driver to create dire consequences for everyone involved. Remember to always wear your safety vest, never trust approaching traffic in either direction, never turn your back to approaching traffic, look before you move near traffic, have a pre-planned escape route in case something goes bad, don't allow yourself to get tunnel vision, maintain a view of the "big picture" and maintain knowledge of current weather conditions and how they may affect motorists' driving and/or visibility. You all deserve to go home safely to your family and friends at the end of the day. Keep up the great work, look out for your fellow responders and don't worry: Once the construction projects are completed in your area, the roads will be better and safer for everyone. Have a great Memorial Day weekend and a safe summer.

Wisconsin's 44th Annual Governor's Conference on Highway Safety

August 21-23, 2018

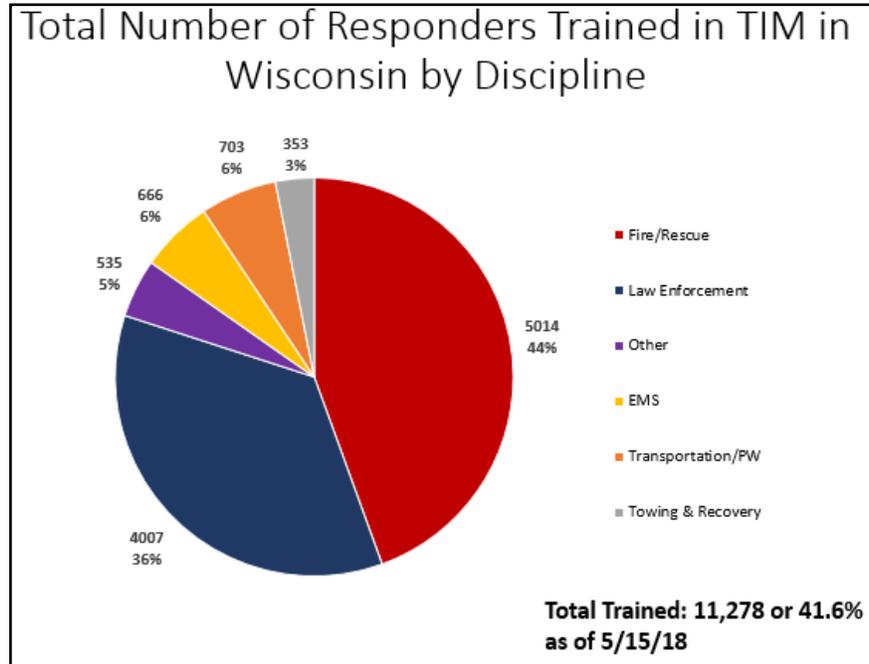
The TIME program has once again partnered with WisDOT's Bureau of Transportation Safety (BOTS) to develop 10 TIM-related presentations for the Governor's Conference on Highway Safety (GCHS). Please check out the link to register for the conference and see all of the exciting presentations offered this year: <https://wisdotgchs.eventbrite.com>



Lake Geneva, WI

Wisconsin Surpasses its Goal for the Number of Responders Trained in TIM

For the third straight year, Wisconsin surpassed its goal regarding the number of responders in the state trained in TIM. For 2018, the TIME program set a self-imposed goal of training 40 percent of all of the identified responders in the state (27,081) by 5/31/18. As of 5/15/18, the TIME program has trained 11,278 responders or 41.6 percent. That ranks Wisconsin 12th in the nation in the percentage of responders trained. The 41.6 percent does not include the approximately 400 new law enforcement officers that received TIM training as part of their recruit academy training since January as well as some other trainings that are scheduled by 5/31/18. Those numbers will be added after 5/31/18. That will increase our percentage even more. The program would like to thank all of the agencies that hosted a TIM responder class and all of the responders that attended a class. It is you—the responder—that recognizes the benefit of TIM training and makes the program successful!!



If you are interested in hosting a 4-hour TIM responder class at your agency, please contact the TIME program at timeprogram@dot.wi.gov or TIME Program Manager David L. Spakowicz at david.spakowicz@dot.wi.gov or 414.225.3729.

TIM Training Classes Available in Your Area

The TIME program is now listing all scheduled TIM classes in the state on WisDOT’s TIME program website. As soon as a class gets scheduled, we will post the date, time, location and point of contact for the class. We have already trained 54 classes this year and have another 11 scheduled through the end of the year. That does not include the classes we will schedule after a responder takes a class and then realizes, “we need this training for our department.” Other classes will be scheduled after meeting with responders at any of the various conferences the TIME program attends throughout the summer, such as the WI Towing Association, WI State Fire Chief’s Association and MABAS conferences. Please check for TIM classes in your area by visiting wisconsinindot.gov/time. We hope to see you at a TIM class in your area soon.



TIME Coalition Members and Response Partners Participate in a New TIM Training Recruitment Video



Members of the Executive Board of the TIME Coalition assisted the TIME program in creating a TIM Training Recruitment video for dissemination amongst the responder community statewide. TIME Coalition Chairperson and Wisconsin Chiefs of Police Association representative Mount Pleasant Chief of Police Tim Zarzecki, Wisconsin Sheriff's and Deputy Sheriff's Association representative Pierce County Sheriff Nancy Hove and Wisconsin State Firefighters Association representative Cumberland Fire District Chief Barry Kuenkel all participated in the video by talking about the benefits of having your staff attend a WisDOT's Traffic Incident Management Responder course.

In addition to the TIME Coalition board members, two responders who were involved in serious incidents also provided narratives in regard to their experience with TIM training. Towing and Recovery Operator Mark Bradfish describes an incident in which his tow truck was struck, and he was injured at an incident. He attributes being alive today because of his TIM training. Green Bay Metro Fire Captain and volunteer Oconto Fire Department Firefighter Dustin Ridings describes an incident where he was almost struck by an out-of-control vehicle that ended up striking his fire truck. Dustin also describes the importance of TIM training.

The video is very well done and thanks again to all that assisted in its production. The TIME program is confident that after responder agencies watch the video, they too will see the importance of TIM training for their staff.

To watch the video, please visit <https://youtu.be/-vCmUgPqh0U>.

AAA: Nearly 42 Million Americans Will Travel For Memorial Day



Biggest Start to Summer Vacation Season in Over a Decade

MADISON, Wisc. (May 14, 2018) – Memorial Day marks the unofficial start of summer, and Americans will kick off the season by traveling in near-record numbers. According to AAA, more than 41.5 million Americans will travel this Memorial Day weekend, nearly 5 percent more than last year and the most in more than a dozen years (2005).

Even as gas prices rise like outside temperatures, AAA still expects an additional 2 million people will take to planes, trains, automobiles and other modes of transportation. INRIX, a global transportation analytics company, expects travel delays on major roads could be 2-3 times longer than normal, with the busiest days being Thursday and Friday (May 24-25), as commuters mix with holiday travelers.

“Higher gas prices will not be enough to keep travelers home this Memorial Day weekend,” said Vicky Evans, Assistant Vice President, Travel Sales Development, AAA – The Auto Club Group. “A strong economy and growing consumer confidence are giving Americans all the motivation they need to kick off what we expect to be a busy summer travel season with a Memorial Day getaway.”

By The Numbers: 2018 Memorial Day holiday travel forecast

- **Total Travelers:** More than 41.5 million Americans (811,069 from Wisconsin) will travel on Memorial Day Weekend, a nearly 5 percent increase over last year.
 - National Travel volume has increased by 6 million since 2014 and 11 million since the 2009 recession-driven low.
- **Automobiles:** The vast majority of travelers – 36.6 million nationally, **733,397 in Wisconsin** – will hit the road this Memorial Day, approximately 4.7 percent more than last year.
- **Planes:** 3.1 million people will travel by air across the US (more than 44,000 in Wisconsin), a nearly 7 percent increase and the fifth year of consecutive air travel volume increases.
- **Trains, Buses, Rails and Cruise Ships:** Travel across these sectors will increase by over 2 percent to 1.8 million passengers nationally (33,574 in Wisconsin).
- **Gas prices** for this holiday weekend will be the most expensive in four years.

Benefits of ATMS in the Control Room



The Traffic Management Center (TMC) located in Milwaukee, Wisconsin, serves as a hub for data collection and distribution as well as operational coordination. In this role, the TMC interfaces with a multitude of partner agencies. Both directly and through the support of partner agencies, the TMC provides a multitude of benefits to the citizens of Wisconsin and those who visit the state. The TMC continues to help improve travel time reliability on urban freeways, provide support to state and federal traffic performance reporting and respond to significant incidents like winter storms, special events like the U.S. Open and major construction projects like the Zoo Interchange Reconstruction.

Next Generation (NextGen) Advanced Traffic Management System (ATMS) is the focal point of the Traffic Management Center (TMC) operations. This map-based platform serves as the primary interface for Control Room Operators using the various applications. The NextGen ATMS software has allowed seamless interoperability between the many disparate systems that have been established at the TMC over the years, as well as adaptability to new capabilities. This software will prepare the TMC to address various emerging technologies into the operation. Some of these technologies include WAZE app data integration, Computer-Aided Dispatch (CAD) integration and the integration of data from Connected and Autonomous Vehicles.

Traffic Operations personnel are responsible for creating planned/special event traffic plans and unplanned incident response plans, detecting highway incidents using ITS infrastructure and external sources, alerting law enforcement and other affected responders and providing situational awareness in support of coordinated incident response. Operators can use the Next Gen ATMS system to monitor State and Interstate highways across Wisconsin using the ITS equipment to implement traffic control measures and coordinate traffic management activities with partner agencies.

The use of this software helps operators utilize the Dynamic Messaging Sign (DMS) boards, send out Traffic Incident Alerts (TIA), 511 Floodgate, Twitter and other tools to provide information on closures to the motoring public. The integration and interoperability of these different applications into the Next Gen ATMS system have allowed for efficient data distribution to the traveling public and a multitude of partner agencies. The TMC continues to help improve travel time reliability on urban freeways and enhance the traveling experience for the public.



Relocation of Wisconsin State Patrol

Within the last year, the TMC has undergone a number of significant changes, including the introduction of the Southeast Region Division of State Patrol (DSP) dispatching services. While cost efficiency was the primary factor behind the colocation of DSP and traffic operations functions within the TMC, the reconstitution of the center provides many opportunities for collaboration and operational efficiencies as well. This collective effort has led to improved communication and an increase in the flow of information between DSP, traffic operations and the on-site command team. Enhanced resource sharing has been another benefit leading to a better, more coordinated approach to incident response.

Over the next few years, DSP will continue to integrate their regional dispatch centers to the TMC to develop a statewide communications center. DSP will also have a 24/7 statewide duty sergeant to oversee the control room operations. Coordination with and request for DSP resources can be done more effectively through the TMC statewide duty sergeant position. This will result in efficiencies and the ability to provide resources, expertise and information to other agencies in an effectual manner.

A combined DSP and traffic operations response to incidents has led to improved communication between TMC and law enforcement. Traffic cameras can quickly be utilized to help assess the situation and get first responders to those in need as quickly as possible. The improved communication has also allowed TMC operators to quickly receive information on closures, traffic conditions and other important information that can be provided to the public.



A New Highway Safety PSA

A new public service announcement is on the air throughout Wisconsin addressing an important highway safety topic through the voices of workers who live it every day.

The ad urges drivers to eliminate distractions and slow down when they enter road construction zones. This year, the Wisconsin Department of Transportation has roughly 380 projects planned on the state highway system alone. It's important to remember that in Wisconsin the work zone definition extends to any time people are working on the road, whether that means major highway construction, emergency response, garbage pickup - they are all work zones and we're all in this together.

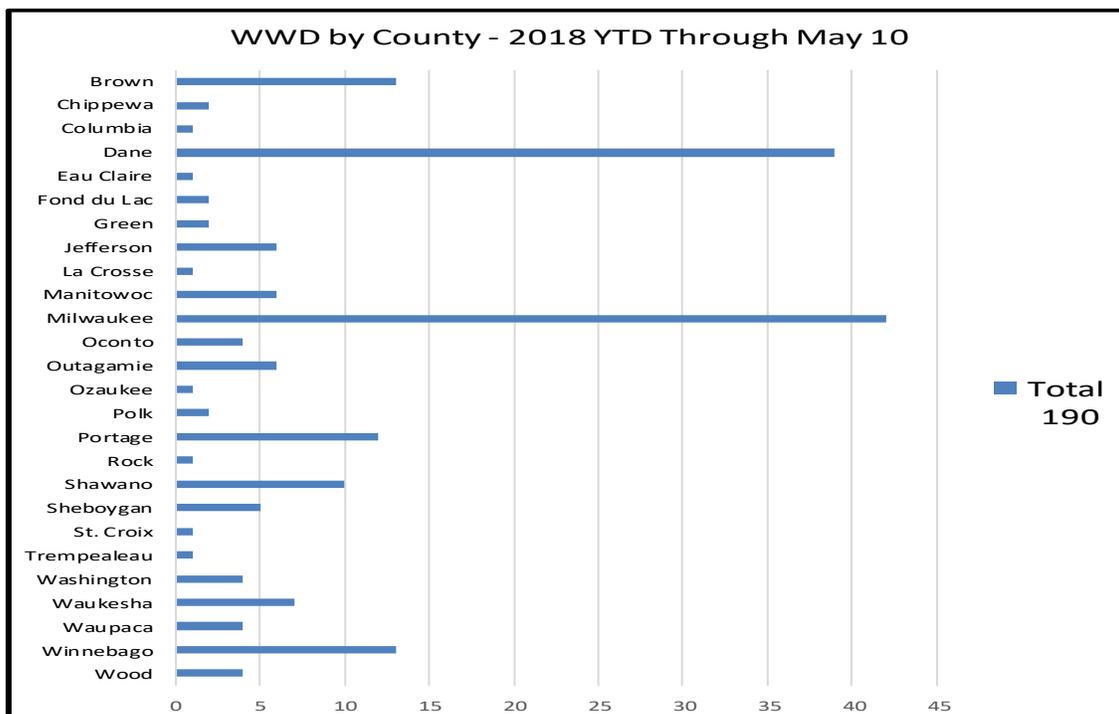


Last year, there were 2,763 crashes in work zones, which led to 1,067 injuries and six fatalities. The more conversations we can start about safe driving, the better chance we have to drive those numbers down. The new PSA can be viewed on YouTube (as well as a local TV station near you): <https://youtu.be/LKyAYn3aBL4>. It is also posted on Facebook <https://www.facebook.com/WisDOT/posts/1912670158757470> and Twitter: <https://twitter.com/WisconsinDOT/status/993596345834459142>.

Please feel free to start a conversation of your own on this important topic by sharing the video.

Wrong Way Driver Events Reporting

Law enforcement agencies continue to report instances of wrong way driving (WWD) throughout the state to the TMC. This WWD reporting started in January 2018 in an attempt to identify the volume of WWD events reported to law enforcement and to identify any specific regions or areas where WWD is more prevalent than others. As reflected in the graph below, no area of the state is immune from WWD events. Once evaluated and analyzed, WisDOT will use this information to identify and mitigate any problem areas through engineering or installation of certain countermeasures to prevent a WWD from entering a roadway. Please continue to report any instances of WWD events reported to your agency to the TMC.



New Procedure for the Dissemination of Traffic Camera Video Footage



Background

To reduce costs and provide improved turnaround time for WisDOT video requests, the WisDOT Traffic Management Center (TMC) transitioned to digital distribution for most video requests as of **March 1, 2018**.

How it Works:

The process for requesting traffic camera footage from the TMC changed very little. To request a copy of video, the requestor should contact the TMC by phone or email as soon as possible after an incident occurs. An operator at the TMC will gather basic incident information including location, date and time and will ask for a valid email address. The operator will archive the video and fill out a Video Request Form.

Within 24 hours, the video will be uploaded to a WisDOT File Transfer Protocol (FTP) server, and an email will be sent to the requestor. The email will contain a unique link and password that the requestor can use to access and download their requested video. If the request included more than one video, all video clips associated with the request would be available via the unique link and password.

To maintain available storage space on WisDOT FTP servers, the individual links are set to expire within ten days from the date the email is sent. Also, the link will only support one download before the video becomes unavailable on the server. If you are unable to download the video within ten days, please contact the TMC, and an operator will have a new link sent.

WisDOT Retention Policy:

The changes outlined in this document affect only how video is distributed and **will not** affect the retention policy outlined in WisDOT's Records Retention and Disposition Authorization Policy (RDA). **Video from WisDOT traffic cameras will continue to record on a 72-hour loop before being overwritten with new video.** In the event a request is made, or an incident meets pre-determined thresholds as outlined in the Control Room Standard Operating Procedures (SOP), a video clip will be archived and retained for 120 days. If a video needs to be retained past the 120 days, a formal request must be made to the Traffic Management Center.

Viewing the Video:

Each video request will also include a .zip file with the Teleste VMX Player application, as well as instructions for downloading. You may need to work with your agency's technology department to install this application and/or approve it for use. VLC Player, a free media player available via the internet can also play files. However, we recommend the Teleste VMX Player to preserve important date and time stamp data.

Exceptions:

Occasionally, we may receive requests that are too large to upload to our FTP servers. In these situations, we may ask that an external storage device (USB thumb drive, portable hard drive, etc.) be provided to the TMC for transfer.

Contact

Any questions related to this procedure can be directed to Scott Nauman, Control Room Liaison at (414) 227-2146 or scott.nauman@dot.wi.gov.



WisDOT's Emergency Traffic Control and Scene Management Guidelines Training Accepted in the State of Illinois? -Part 2-

The TIME program recently inquired if the state of Illinois would accept Wisconsin's TIM responder training to satisfy their state requirement that tow operators be TIM trained to conduct "police tows" in Illinois. The program received an email from the Illinois State Police (ISP) representative to Illinois' TIM group. The email is summarized below.



- They had met with their core TIM group and the idea of accepting border states TIM programs was discussed
- The group was in favor of the overall concept of IDOT accepting border states programs, but additional work needs to be completed. Some of the issues discussed were:
 - The need to meet with the Director of IDOT for final approval that they are willing to accept the other programs
 - Make sure the other state's program meets FHWA SHRP II and is accepted by FHWA
 - Provide other states some training (Powerpoint, online module, or similar) on Illinois specific laws such as the use of lighting, Scott's Law (Illinois' move over law) and SHIB's Law concerning shutting down of the roadway. As a follow up to the above bullet point: if Illinois does not provide the training module, each tower entering into Illinois will have to know their specific laws such as no red lights on tow vehicles which will be a concern
- They will work with their State of Illinois TIM Coordinator who came from FHWA to accomplish this interoperability

This was good news from our friends down south. We will wait and see if they need anything from us to assist them in accepting not only Wisconsin's, but other border states TIM programs.

Truck Parking Initiative Expands for 2018



In late 2016 WisDOT turned on four truck parking detection systems on I-94 eastbound from Menomonie to Portage. This corridor is 172 miles long and holds 157 public truck parking stalls. The reason for the project is to help drivers find safe, authorized parking while keeping them within their hours of service. The truck parking availability numbers are available on roadside signs and a public facing data feed. In a national survey, truck drivers report that they typically spend 30-60 minutes to find a place to park. When you consider that the average cost of operating a tractor-trailer semi is \$120/hour, the costs add up rapidly over the course of a month or year.

Awareness of the truck parking shortage was driven by the wife of a truck driver named Jason Rivenburg who was murdered at an abandoned gas station in South Carolina for \$7 in 2009. Jason's Law makes safe truck parking a national priority as of the 2012 Transportation Reauthorization Bill. With heightened awareness of the issue, Wisconsin, along with Michigan, Minnesota, Iowa, Kansas, Indiana, Ohio and Kentucky applied for and were competitively awarded a \$25 million federal Transportation Investment Generating Economic Recovery (TIGER) Grant to develop a Truck Parking Information Management System (TPIMS). Of the total award, Wisconsin received \$2 million and contributed matching funds of \$300,000. The TPIMS project will allow WisDOT to build truck parking detection systems in an additional eight rest areas on I-94 and I-39/90 during 2018.

The TPIMS system will be operational in all eight states by January 4, 2019. Each state will generate identically formatted real-time data streams for use by states, app developers and the public to communicate truck parking availability across the region.

Additional details about TPIMS are available on wisconsindot.gov and the project website at trucksparkhere.com.



Motorists and ATV/UTV Riders Urged to Share the Road Safely



New Wisconsin law allows local communities to authorize ATV/UTV use on local roads with posted speed limits of 35 mph or less.

Motorists could be sharing the road more frequently in some areas with all-terrain and utility-terrain vehicles (ATV/UTV) under a change in state law granting local authority to allow use on roads within territorial boundaries. The state Departments of Transportation and Natural Resources urge motorists and ATV/UTV operators to stay cautious and be aware of these changes in the law:

- [2017 Wisconsin Act 87](#) enacted November 30, 2017, allows a town, village, or city to authorize the operation of ATVs/UTVs on roads within their territorial boundaries that have posted speed limits of 35 mph or less regardless of which municipality has jurisdiction on that road.
- [2017 Wisconsin Act 193](#) enacted April 3, 2018, allows a town, village, city or county to place a sign on each road that crosses its boundary alerting motorists that all roads under the municipality's jurisdiction have been designated as ATV routes.

[WisDOT has published a website](#) with resources for riders and for local officials who are interested in learning more about requirements to establish ATV routes within their jurisdiction. The website also contains a downloadable flier for anyone who'd like to encourage motorists and riders to share the road.

Safety tips for motorists:

- When you approach ATV/UTVs on the road, slow down and be patient for a safe opportunity to pass. As ATV/UTVs are much wider than bicycles or motorcycles, motorists will need to ensure they can achieve a wide berth that many times can extend into an oncoming traffic lane.
- Keep an eye out for ATV/UTV Route postings, and remember that the new law allows postings at territorial boundaries so motorists might not see additional signage along individual roads.
- Watch for riders. Always eliminate distractions, be patient and stay focused.

Safety tips for ATV/UTV riders:

- If riding on a road, stick to authorized areas. Most highways and roads statewide remain off limits. Check for posted signs or with local authorities to see if certain highways and roads are legally open.
- Travel at an appropriate speed and stay aware of your surroundings.
- Stay as visible as possible, as some drivers might not expect to be sharing the road with ATVs.
- Riders are required to operate headlight(s) when on or around roadways.
- Always remember the basics by wearing your helmet and protective gear. Most importantly, never consume alcohol or drugs before or during ATV operation.

Share the Road



Nominations for TIME Program Awards

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

The TIME Program is looking for nominees to receive recognition for their dedication to improving responder safety, support of quick clearance and improved interoperable communications.

Every August at the Governor's Conference on Highway Safety, the TIME Program honors individuals and agencies that have shown 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 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.

If there is any individual or agency that you would like to recommend for a TIME Program Award, please submit your nomination(s) by **Friday, July 27, 2018**.

Please limit your nomination(s) to a one page 8 ½ X 11 sized document, single-spaced in 12-point Times New Roman font. Email your nomination(s) to timeprogram@dot.wi.gov or david.spakowicz@dot.wi.gov.

Thank you for helping recognize responders out there that are making a difference by their belief and utilization of TIM principles at incident scenes.

Wisconsin's 44th Annual Governor's Conference on Highway Safety



<https://wisdotgchs.eventbrite.com>