

The Wisconsin Responder



WisDOT's TIME Program Quarterly Newsletter

Spring 2022

wisconsindot.gov/time



Mike's Minute



MICHAEL JUNGBLUTH
ETO/TIME Program Manager

I don't know about you, but I need summer to arrive in the next couple weeks! Naydene and I have been very busy so far in 2022. We are happy to report that we have matched the total number of TIM classes from 2020 & 2021 in the first quarter of 2022. We could not have accomplished that without your assistance and support of the TIME program.

Currently, the TIME program has sponsored classes in 66 of the 72 counties in Wisconsin. We would like our outreach to include every county, so if you can help sponsoring a class in the following counties it is greatly appreciated: Rusk, Burnett, Pepin, Buffalo, Crawford and Richland.

One last item...in 2022 we will be reviewing and updating our TIM training PPT modules. Please let me know if you have any recommendations.

Thank you for continuing to serve...stay safe, *Mike*

Wisconsin TIME Progress

Total to be Trained
39,698

April 2020
40.1%

April 2021
43.2%

April 2022
47.3%

National Goal is 55%

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Train-the-Trainer Course



The Wisconsin Department of Transportation's (WisDOT) Traffic Incident Management Enhancement (TIME) program is once again looking for new Traffic Incident Management (TIM) instructors.

Do you believe the proper application of TIM principles at an incident scene makes all responders safer? Do you believe that TIM principles result in the quicker clearance of an incident? Do you want to teach your fellow responders these valuable tools? Then the TIME program would like you to join their ranks of instructors. The program currently has 176 TIME trained instructors from every region of the state, but we can always use more – the more diverse the instructor pool, the better the training for the responders.

The requirements for becoming and remaining a TIME program Instructor are 1.) You must attend the eight-hour FHWA "Train-the-Trainer" instructor program, and 2.) You are asked to teach at least one four-hour responder class per year (to remain current with the material).

All TIM instructors are 100 percent volunteer. The program does not have any funds available to compensate instructors for their time or travel. That is why we value their dedication to the program. They are volunteering their time for one reason, to teach fellow responders how to make an incident scene the safest possible. We always try and have two instructors from different disciplines at each four-hour class, with one of the instructors being from the discipline of the requesting agency. That's why we need a large pool of instructors from all corners of the state.

The TIME program will be hosting a "Train-the-Trainer" course on **Saturday, May 21, 2022 from 8:30 a.m. to 5:00 p.m.** at the **Traffic Management Center (TMC) located at 433 W. St. Paul Avenue, Suite 300, Milwaukee, WI 53203.** **There is no cost to attend the training.** The TIME program will provide lunch and all teaching materials. Please consider becoming a TIM instructor. It can be very rewarding!



Please submit an [application](#) to attend the training by Monday, May 9, 2022.

We will also be hosting a "Train-the-Trainer" course this fall in the northwestern part of the state. Details are to come.

Traffic Management Center (TMC) - 2021 Annual Report

The WisDOT Traffic Management Center issued its [2021 Annual Report](#) on 4/6/2022. It is a visual and comprehensive report packed into five pages. It is loaded with GREAT information! The TMC is staffed 24 hours a day, 7 days a week and communicates regularly with first responders, as well as media outlets and construction project managers.



165
Dynamic
Message
Signs

520
Traffic
Cameras

138
Ramp
Meters

181
Portable
Changeable
Message Signs

390
Vehicle
Detector
Stations

127
Bluetooth
Detectors

20
Wrong
Way Driver
Detectors

11,745
Miles of
State Highway
with ITS

Connected and Automated Vehicles

In Summer 2021, the Wisconsin Department of Transportation (WisDOT) asked TIME members to complete a Connected and Automated Vehicle (CAV) survey. The purpose of the survey was to better understand the CAV knowledge base within the first responder community and determine the best way to share information with the group. The survey also gave WisDOT a sense of potential topics to cover during a first responder training.

Within that survey, respondents were asked if they believed CAVs to be on the road currently and 46 percent of respondents did not believe that to be the case. While fully autonomous vehicles are not currently on the roadways, there are some autonomous features on the roads today in Wisconsin. Another question asked respondents to provide topics that would be helpful to learn more about moving forward. Fifty-six percent of respondents indicated that it would be helpful to learn more about automated vehicle features such as adaptive cruise control, lane-keeping assistance, full self-driving technology, other emerging on-vehicle technology, or connected freight vehicle technology.

This article will explore the automated features, such as adaptive cruise control and lane-keeping assistance, that are on the roadways today.

There are six levels of vehicle automation according to SAE International, formerly the Society of Automotive Engineers. These levels are widely accepted by many organizations, including the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). To the right is a chart detailing each level of automation, as well as the responsibilities of the driver at each level.

		SAE J3016™ LEVELS OF DRIVING AUTOMATION™					
		Learn more here: sae.org/standards/content/j3016_202104					
		Copyright © 2021 SAE International. The summary table may be freely copied and distributed AS-IS provided that SAE International is acknowledged as the source of the content.					
		SAE LEVEL 0™	SAE LEVEL 1™	SAE LEVEL 2™	SAE LEVEL 3™	SAE LEVEL 4™	SAE LEVEL 5™
What does the human in the driver's seat have to do?		You are driving whenever these driver support features are engaged - even if your feet are off the pedals and you are not steering			You are not driving when these automated driving features are engaged - even if you are seated in "the driver's seat"		
		You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety			When the feature requests, you must drive	These automated driving features will not require you to take over driving	
		Copyright © 2021 SAE International.					
		These are driver support features			These are automated driving features		
What do these features do?		These features are limited to providing warnings and momentary assistance	These features provide steering OR brake/acceleration support to the driver	These features provide steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met		This feature can drive the vehicle under all conditions
	Example Features	<ul style="list-style-type: none"> • automatic emergency braking • blind spot warning • lane departure warning 	<ul style="list-style-type: none"> • lane centering OR • adaptive cruise control 	<ul style="list-style-type: none"> • lane centering AND • adaptive cruise control at the same time 	<ul style="list-style-type: none"> • traffic jam chauffeur 	<ul style="list-style-type: none"> • local driverless taxi • pedals/steering wheel may or may not be installed 	<ul style="list-style-type: none"> • same as level 4, but feature can drive everywhere in all conditions

Though vehicles still require a driver, many automated technologies currently exist in vehicles being driven on roadways today. Technologies such as automatic emergency braking, blind spot detection, lane departure warning, lane centering, and adaptive cruise control are all examples of what the traveling public may be utilizing in their vehicles today.

Levels 1 and 2 include a wide range of these features, such as adaptive cruise control and lane-keeping assist. These technologies are also referred to as Advanced Driver Assistant Systems (ADAS). ADAS are automotive technology features that use sensors, cameras, radar, and/or lidar.

Level 3 vehicles can drive the car for the driver under limited conditions. The driver would not be required to monitor the road when Level 3 is driving, but they would need to be ready to take control of the vehicle if needed. This level of automation is not legal in Wisconsin, as current state law requires a driver to be in control of the vehicle at all times. Level 4 and level 5 autonomous vehicles decrease the reliance on a human driver with each increasing step. For more information on the SAE Levels of Driving Automation, visit their website, [sae.org/standards/content/j3016_202104](https://www.sae.org/standards/content/j3016_202104).

(continued on page 4)

Connected and Automated Vehicles *(continued from page 3)*

ADAS is becoming more common as newer cars come onto the road. Some common ADAS that are already on the roads in Wisconsin include:

Adaptive Cruise Control

Adaptive cruise control can automatically accelerate, slow down, and even stop the vehicle depending on the actions of other vehicles or objects in the immediate area of the vehicle.

Automatic Parking

Automatic parking helps inform drivers of blind spots to assist in knowing when to turn the steering wheel and when to stop. Some systems may even be able to complete parking automatically without the driver's help by combining input from multiple sensors on the vehicle.

Navigation System

Car navigation systems can provide on-screen instructions and voice prompts to direct drivers while allowing drivers to focus on the road. Some navigation systems are also able to display traffic data and plan an alternative route to avoid traffic jams.

Blind Spot Monitoring

Blind spot monitoring uses sensors and lights to notify drivers of items located in the vehicle's blind spots. Some systems may even include an alarm that will sound if a driver tries to move into a space where an object, such as another vehicle, may be in their blind spot.

Automatic Emergency Braking

Automatic emergency braking uses sensors to detect if the vehicle is in imminent danger of hitting an object. The sensors can measure the distance between the vehicle and other objects on the road and will alert the driver of any danger. Some systems may also be able to tighten seat belts, reduce speed, and provide adaptive steering to avoid a collision.

Driver Monitoring System

The driver monitoring system measures the driver's attention and uses sensors to analyze driver attentiveness. These systems can alert drivers with noises, vibrations of the wheel, flashing lights, or in some cases, even stopping the vehicle completely.

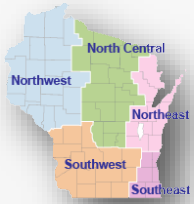
Lane Monitoring Assistance

There are three levels of lane assistance. These levels may be called different things by different vehicle manufacturers; however, the process remains the same across manufacturers.

- **Lane-Departure Warning:** Using a camera at the front of the vehicle, lane-departure warning alerts the driver when the vehicle is drifting out of its lane without using a turn signal. This is the most basic lane monitoring technology. This is a passive system and does not actively intervene to prevent lane departure, but rather alerts with noise, lights, and/or vibrations.
- **Lane-Keeping Assist:** Lane-keeping assistance utilizes similar functions to lane-departure warning, except it is an active system and will prevent a vehicle from drifting into another lane by gently employing automatic steering and/or braking in order to bring the vehicle back toward the center of the lane. The driver is ultimately still in control of the vehicle during this correction but will feel the wheel adjust.
- **Lane-Centering Assist:** This is currently the highest level of lane monitoring technology and utilizes a front-mounted camera to "see" road marking information. Lane-centering assistance proactively keeps the vehicle centered within the lane it is traveling in utilizing automatic steering functionality to make constant adjustments.

ADAS features are meant to increase safety on the roadways; however, misuse of the technology or overreliance on the technology could cause concern. For example, an overreliance on lane keeping assist could allow drivers to feel more comfortable driving distracted.

2022 Spring Regional TIME Meetings



April 27, 2022
9:00 a.m. – 11:30 a.m.
Northwest Region
Microsoft Teams Meeting



April 28, 2022
9:00 a.m. – 11:30 a.m.
Northeast Region
Microsoft Teams Meeting

May 5, 2022
9:30 a.m. – 11:30 a.m.
Southeast Region
Microsoft Teams Meeting

May 11, 2022
9:00 a.m. – 11:30 a.m.
Southwest Region
Microsoft Teams Meeting

May 12, 2022
9:00 a.m. – 11:30 a.m.
North Central Region
Microsoft Teams Meeting

The meeting agendas will be sent out a week before the meeting. If you are unable to attend the meeting in your region, please feel free to join another region's TIME meeting. We look forward to your participation!

Special Events and Conferences



May 2022

WIPSCOM Conference (5/8-5/11)
Emergency Medical Services Week (5/15-5/21)

June 2022

National Safety Month
Wisconsin County Highway Association Conference (6/6-6/8)
WI Towing Association Conference (6/17-6/19)
Wisconsin State Fire Chief's Association Conference (6/22-6/26)

July 2022

No events or conferences

August 2022

Wisconsin Chiefs of Police Conference (8/7-8/10)
Drive Sober or Get Pulled Over National Mobilization (8/17-9/5)
Wisconsin Governor's Conference on Highway Safety (8/29-8/31)

September 2022

National Preparedness Month
Drive Sober or Get Pulled Over National Mobilization (8/17-9/5)
Towing Industry Awareness Week (9/5-9/9)
Child Passenger Safety Week (9/18-9/24)
Rail Safety Week (9/19-9/25)
Mutual Aid Box Alarm System Conference (9/23-9/24)

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