



Collier – Lee - Charlotte Traffic Incident Management Team

April 13, 2011
Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Glen Fox	Alligator Towing	Terry Davis	FHP
Kevin Fox	Alligator Towing	Tim Culhane	FHP
Bud Gruber	Bald Eagle Towing	Darren Sapp	FHP
Gary Harrell	Charlotte/Punta Gorda	Ron Hoffer	Hoffer & Associates
Bob Herrington	Charlotte/Punta Gorda	Phil Smith	Hoffer & Associates
Les Williams	Collier County	Randy Hart	Lee County DOT/Traffic
Gary Millsaps	Delcan Corporation	Bill Ritz	Lee County DOT/Signage
Victory Hill	Department of Forrestry	Steve Jensen	Lee County DOT
Richard Fimbel	DBI Services	Ron Gogoi	Lee County MPO
Uriel Garcia	DBI Services	Tina Taviano	Lee County Public Safety
Mark Wahlig	Estero Fire Rescue	Dennis Petracca	Lee County SO
Chris Birasak	FDOT	Charles Stratton	Metric Engineering, Inc.
Thomas Curran	FDOT	Scott Agans	Metric Engineering, Inc.
Bill Fuller	FDOT	Joe Saladino	Prompt Towing Service
Kevin Salsbery	FDOT	Kevin Burress	SCPF
John Scarpellino	FDOT	Gene Rogers	South Trail Fire District
Debbie Tower	FDOT	Richard Intartaglio	South Trail Fire District
Jennifer Perry, P.E	FDOT	David Tarquino	S&T Towing of SW FLA
Michael Leis	FDOT	Jay Anderson	Stay Alive Just Drive

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday April 13, 2011 at 9:30am at SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers, Florida. Bill Fuller, Charles Stratton, and Gary Millsaps facilitated the meeting.

Introductions: Team members introduced themselves and the agencies they represent.

Agency News:

Road Rangers

Mr. Bill Fuller briefly reviewed the District 1 Road Ranger response statistics. Mr. Fuller also informed the attendees of a good deed that was performed by the Road Ranger Staff. He mentioned that the Road Rangers recently found a wallet which included personal checks and also a picture of a fallen military personnel. The Road Rangers contacted the family at which time the wallet was returned.

Towing and Wrecker News

No updated information was provided by the TIM Team

Other Agency News

No updated information was provided by the TIM Team

Update on TIM Initiatives:National

Mr. Gary Millsaps spoke about “Simple Traffic Incident Management Safety”. During Mr. Millsaps presentation he spoke about the amount of fatal crashes which occurred within a specific amount of time. Some of the statistics that were highlighted included the average number of responders which were struck and killed each year while working in or near moving traffic. The statistics that were provided are below:

- Fire/Rescue and EMS: 6 to 8/year
- Law Enforcement: 10 to 12/year
- Tow/Recovery: 50/year
- Highway: 100/year + 20,000 injured

Another startlingly statistic stated was that more South Florida Police Officers have been killed in car crashes then compared to gunfire fatality over the past 14 years.

Since 1997, at least 20 South Florida Officers were killed in vehicle wrecks and nine were shot which resulted in fatality. The following list is the top ranked incidents that have caused fatality in South Florida Officers:

- Responding to incidents
- Struck by motorist
- Struck by other responders

Mr. Millsaps also spoke about the types of people who are causing these types of vehicle incidents. They are known as the “D” Drivers which is listed below:

- ✓ Drunk,
- ✓ Drugged,
- ✓ Drowsy,
- ✓ Distracted, or
- ✓ Just plain... Dumb

Another point that was spoken about was the use of emergency lighting. Though essential for safety, use of too many lights at an incident scene can be more distracting which can create confusion for approaching road users. Once good traffic control is established the Manual on Uniform Control Devices (MUTCD), Chapter 6-1, recommends reducing the amount of emergency lighting.

As part of the National Unified Goad (NUG) Responder Safety, Mr. Millsaps discussed with the TIM Team about Personnel Visibility. As part of the Federal Rules and Regulations 23 CFR, Part 634.3 states “All workers within the right-of-way of a Federal-aid highway who are exposed to either traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area **shall** wear high-visibility safety apparel.” To reflect on what defines a worker the Federal Rules and Regulations defines a worker as, people on foot whose duties

place them within the right-of-way of a Federal-aid highway, such as highway construction and **maintenance forces**, survey crews, utility crews, **responders** to incidents within the highway right-of-way, and **law enforcement personnel** when directing traffic, investigating crashes, and handling lane closures, obstructed roadways, and disasters within the right-of-way of a Federal-aid highway.

This is not to be confused with the Manual on Uniform Control Devices (MUTCD). This requires all personnel in the public right of way and this applies to all roads, not just Federal-aided roadways. One option for law enforcement and first responders are to wear an ANSI “public safety vest”.

Part 634: Revised Final Rule is for Firefighters who are engaged in emergency operations that directly expose themselves to flame, fire, heat, and/or hazardous materials may wear retro-reflective turnout gear. All other Firefighters engaged in any other types of operations shall wear high-visibility safety apparel.

Finally Mr. Millsaps spoke about when to end the service life of a safety vest. According to the FHWA and ATSSA, high-visibility safety **apparel should be replaced** when it becomes Faded, Torn, Dirty, Soiled, Worn, Defaced, or Not visible at 1,000 feet day or night.

Charlotte Freeway Management System Launch

Ms. Alicia Torrez from Media Relations Group spoke about the Charlotte County Freeway Management Project deployment. The facts provided about the new system are below:

- 24 miles of I-75 from mile marker 148 to mile marker 172
- 10 dynamic message signs (DMS) – large electronic signs
- 30 closed circuit television (CCTV) cameras (nothing is recorded)
- 49 roadway sensors
- 1 roadway weather information system
- Design/build team (Metric Engineering/Infrasource, Inc.) started design in spring 2009
- Project team (including Allied Engineering who provided engineering/inspection services for FDOT) started construction in fall 2009
- Cost is \$9.8 million
- 24/7/365 operation – ITS in Charlotte County connects to the SWIFT SunGuide Center in Fort Myers, where traffic operators also manage ITS on I-75 in Collier and Lee Counties
- In total, ITS in Southwest Florida (Collier, Lee, and Charlotte Counties) now includes 123 miles of I-75, 36 DMS, 109 CCTV cameras, 160 roadway sensors, 3 roadway weather information systems

Ms. Torrez stated if an accident occurs on I-75, Intelligent Transportation System (ITS) brings the full incident management team into play. Housed together at the SWIFT SunGuide Center, FDOT’s traffic staff, Motor Carrier Compliance Office, Road Rangers supervisor, and finally the Florida Highway Patrol will coordinate to respond quickly and restore normal traffic flow. Operations staff will immediately program messages on the Dynamic Message Signs (DMS) to prepare drivers for what’s ahead. Florida Highway Patrol (FHP) will be able to direct its response based on firsthand information about the scene and determine who and how many first responders will be needed. Motor Carrier Compliance Officers will be dispatched when incidents involve trucks. Roadside sensors will continue to transmit data to the center communicating whether traffic is slowing or stopped, and live images from CCTV cameras will confirm how traffic is reacting. Florida Highway Patrol (FHP) often uses Road Rangers to assist troopers with traffic control at the scene. With Intelligent Transportation Systems (ITS) in place,

highway lanes will be able to open to traffic sooner and secondary incidents that often create extended delays in traffic are reduced.

Collier / Lee / Charlotte Crash Statistics

Mr. Bill Fuller discussed the types of incident crashes in Collier, Lee, and Charlotte Counties.

Hybrid Automobile Safety

The Hybrid Automobile Safety Presentation which was led by Mr. Bill Fuller discussed the importance of Hybrid Emergency Response Information. Some of the major points which were discussed are:

- Hybrid Identification
 - Hybrid Badging
 - Ready indicator
 - Orange cable designate as “High Voltage Cables”.
- High Voltage Safety
 - Insulated Ground
 - Manual and Automatic disconnects
- Extrication
 - Immobilize
 - Disable
 - Stabilize
- Fire
 - Water
- Spills
 - NiMH alkaline electrolyte
- For more information please visit the following websites
 - <http://techinfo.toyota.com> or <http://techinfo.lexus.com>

Highway Safety Video

Mr. Gary Millsaps presented the video “Your Vest Won’t Stop this Bullet”. The points discussed during the video were as follows: Traffic stops are vital to effective law enforcement and homeland security. These stops contribute to several organized efforts to reduce the daily average of 117 persons dying on U.S. roadways; 40 percent succumb in alcohol-related fatalities. Highways and streets are far safer when police officers consistently issue citations for traffic violations and when officers focus enforcement efforts on speeders and red-light violations, arrest those driving under the influence of alcohol and other drugs, interrupt street races, and detect fatigued drivers and those whose ability to drive safely has been affected by aging or illness.

Your Vest Won’t Stop This Bullet, a 14-minute video produced by the International Association of Chiefs of Police, shows the deadly threat that police officers, emergency workers and highway construction crews face on a daily basis: Unpredictable drivers.

The video is dedicated to the more than 700 law enforcement officers who have died during traffic incidents in the past ten years, including four Missouri State Highway Patrol Troopers who have been killed since 2001.

TIM Self Assessment for 2010

The top-three goals previously identified during the 2010 Self Assessment were:

1. Develop multi-agency agreements/memoranda of understanding detailing resource sharing (facilities, services, personnel and budget)

Team Members will provide Bill Fuller with current operating procedures and any multi-agency agreements or memoranda of understanding for the Team to review and analyze.

2. Utilizing traffic control procedures for the end of the incident traffic queue
3. Establish training goals (NTIMC and other areas of interest)
Central office will provide free MOT training if requested.

Revisions Requested to the TIM Team Resource Guide

Mr. Bill Fuller stated that all of the attendees should expect the TIM Team Resource Guide from Delcan Corporation within the next few months.

Review of Recent Major Incidents

No major incidents were discussed.

FDOT Construction Update

Active Construction:

- I-75 from North of River Road to North of SR 681

Completed Construction:

- No active construction projects were discussed.

Anticipated Future Construction:

- No active construction projects were discussed.

Additional construction information is available on the FDOT Road Watch website located at <http://www.dot.state.fl.us/publicinformationoffice/construct/constmap/d1.shtm>. This resource is updated on a weekly basis.

Open Forum

No open forum items were presented

Future Meetings

The next Collier – Lee - Charlotte TIM Team meeting will be June 8, 2010 at 9:30am at the SWIFT SunGuide Center located at 10041 Daniels Parkway, Ft. Myers, Florida 33913 (located behind the Daniels Parkway Rest Area).

As always, please continue to visit the TIM Team website for updates and also help support our TIM Team by providing the TIM Team website to others that maybe interested in joining our team! [The TIM Team Website](#)

If you have any questions or need additional information, please contact the District One TIM Team Manager, Mr. Bill Fuller at (239) 225-9815 or via email at William.fuller@dot.state.fl.us.