



Collier – Lee - Charlotte Traffic Incident Management Team

*August 11, 2010
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Robert McCrumb	Allied Eng./FDOT	Wayne Hartstein	FDOT
Frank Gentilquore	Alligator Towing	Kevin Salsbery	FDOT
Glen Fox	Alligator Towing	John Scarpellino	FDOT
Bud Gruber	Bald Eagle Towing	Jim Scollen	FDOT
Glenn Bond	Charlotte County	Bob Diezi	FDOT Road Rangers
Mario Ghjdic	City of Fort Myers	James McPherson	FHP
HM Domond	Collier County	Benjamin Abes	Lee County EM
Les Williams	Collier County EMS	Gerald Campbell	Lee County EM
Sandra Betts	Collier County SO	Rich Lisenbee	Lee County DOT
Sheila Convery	Collier County TMC	Robbie Brown	Lee County DOT
Richard Fimbel	DBI Services	Brian Raimondo	Lee County MPO
Jason Hughes	DBI Services	Dennis Petracca	Lee County SO
Bruce Hutcheson	DBI Services	James Drzymala	Lee County SO
Ben Ybarra	DBI Services	Brandy Bocutti	Metric Engineering, Inc.
Ted Smith	Delcan Corporation	Charles Stratton	Metric Engineering, Inc.
Teresa Zilko-Miller	FDEP	Shawna Slate	Metric Engineering, Inc.
Richard Beveridge	FDOT	Joe Saladino	Prompt Towing Service
Chris Birosak	FDOT	Patty Hill	Red's OK Auto Repair
Carlos Bonilla	FDOT	Richard Intartaglio	South Trail Fire District
Thomas Curran	FDOT	David Tarquino	S&T Towing of SW FLA
Bill Fuller	FDOT	Jay Anderson	Stay Alive Just Drive

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday, August 11, 2010 at 9:30am at SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers, Florida. Bill Fuller, Charles Stratton and Ted Smith facilitated the meeting.

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

Update on TIM Initiatives:

Newsletter

Charles encouraged all attendees to verify and update, if necessary, all of the contact information on the sign-in sheet in order to ensure that all attendees will receive the newsletters or any TIM related email news.

SWIFT SunGuide Center

The SWIFT SunGuide Center has been operational 24-hours per day since January 19, 2010. The Center is able to provide incident management through cameras and detectors located throughout Collier and Lee Counties. Sarasota and Manatee Counties are not fully instrumented with ITS equipment yet, but the Center is able to provide response in those areas through a variety of contacts and shareholders in those areas. Charlotte County ITS equipment is currently being installed, and the contractor anticipates an operational system by the end of the year.

Road Rangers

Bob Diezi briefly reviewed the District 1 Road Ranger response statistics for the month of July through August 10, 2010. Those statistics include a total of 2,637 assists including a total of 1,589 collective responses in Collier and Charlotte Counties, as well as Alligator Alley. They included 125 maintenance of traffic assists to other agency responders, 556 flat tires, 233 for gas, 473 for the removal of roadway debris, and 250 abandoned vehicles. Sarasota and Manatee Counties saw 1,048 collective responses. Also during this timeframe, a total of four fatalities occurred.

The Road Ranger schedule through the upcoming holiday season is being developed. Christmas falls on Saturday, and New Year's Eve fall on Friday this year. Bill Fuller has communicated with FHP in the southern area of the District to determine their needs. Expanded coverage may be provided, but it isn't felt that the level of Road Ranger service that was provided in 2009 will be necessary for 2010.

Towing and Wrecker News

No towing and wrecker items were presented.

Rapid Incident Scene Clearance (RISC)

Ted Smith with Delcan has been invited to the National Traffic Incident Management Coalition (NTIMC) Summit in Baltimore to give a presentation on successful towing initiatives including Florida's RISC program details and performance measure information to the National Unified Goals leadership. Additionally, a program similar to RISC has seen tremendous results in the Atlanta, Georgia area. The program (named TRIP) has been expanded from the immediate metropolitan Atlanta area, and they have expanded it to include an additional 13 counties.

Training

The TIM Team watched the fourth module of the video *TIMe4 Safety*, and the team will continue to view one module per TIM meeting. Additionally, copies of the video are being made available to any agency interested. To obtain a copy, interested parties can contact Bill Fuller via email at William.Fuller@dot.state.fl.us.

Other National, State, and Regional Items to Note:

The Federal Highway Administration (FHWA) has contracted two consultant firms to develop lobbying and marketing strategies for state legislators leadership positions around the United States regarding the three laws determined to be conducive to safe, quick clearance. The three laws include the "Move-It" law, "Move-Over" law (only 31 states currently have a similar law), and an authoritative statute that gives law enforcement, transportation, or traffic incident responders legal authority to expeditiously remove vehicles and debris out of roadways while being exempted from liability. Additionally, lobbying efforts for full-service service patrol program (similar to Florida's Road Rangers) funding. State legislatures, unfortunately, are viewing service patrol programs as strictly minor motorist assistance, and not crucial for the

spending of public funds. The developed lobbying activities will highlight the incident management responsibilities of the patrols, and ensure all legislative representatives have an understanding of the value of initiatives.

The National Unified Goals (NUG) Summit will convene in Baltimore in September. Traffic Incident Management responders from all over the national will be in attendance. Further information can be found on the National Traffic Incident Management Coalition website located at <http://timcoalition.org>.

Many programs nationally and locally are developing guidelines and handbooks for traffic incident management. The Federal Highway Administration has developed a field guide, and the State of Georgia is in the process of developing theirs. FDOT District Four has just recently developed an incident management handbook that's got some good items in it.

In Florida, an article states that Clearwater public works is working with the police department to install remote traffic signal controls in squad cars to modify and preempt traffic signals from the squad cars.

A Birmingham, Alabama Traffic Management Center recently had vandals cut the cable duct and penetrate their fiber optic cable for their system. This particular vandal is believed to be a copycat stemming from other incidents of hacking at TMCs around the country. It is believed that there is a communication channel out there that is telling people how to do this.

The National Highway Traffic Safety Administration (NHTSA) is continuing to work with Toyota on the investigation of the crashes related to the recent recalls for brake system problems. Toyota is contending that some of their data validates their claim that 23 of the investigated crashes involved operator error by the operator mistakenly applying the accelerator rather than the brakes. This information is contrary to what has been promoted by NHTSA regarding the interlock system and the "fly-by-wire" system, and that this is an electronic problem. To complicate the situation, there is evidence surfacing that the electronic vehicle controls are vulnerable to manipulation wirelessly by hackers.

The Governor of Pennsylvania is looking to promote camera use to detect uninsured motorists. The insurance and registration databases in Pennsylvania are sophisticated enough that they can match a tag number to a name and thereby determine people driving without insurance.

Using ACN, Automatic Crash Notification, similar to OnStar data can be received from a vehicle that has been involved in a crash. This data can be captured by a 911 operator or a dispatch operator from fire rescue, law enforcement, and EMS. The data can be given immediately to responders, such as the speed of the vehicle at the time of the crash, how many people were in the vehicle, whether seat belts were being worn, and the G forces involved in the crash. By providing the available data to responders, they are able to "pre-triage" response. They are able to determine which vehicles are likely to have the worst injuries, and emergency practitioners will be able to have a more rapid response in getting trauma surgeons to the operating theater.

Review of Recent Major Incidents

No new major incidents were discussed.

TIM Self Assessment for 2010

Participation in the 2010 Self Assessment was greatly appreciated. The Team received a score of 81.5 in 2010; and improvement over the 2009 score of 60.1. The areas identified for improvement are: Incident response and clearance resources containing all responder's information to improve communication in the field; utilizing traffic control procedures for the end of incident traffic queue; and establish roadway and incident clearance time targets for routine review.

These top-three goals will be addressed in further detail in all future Team meetings. Bill Fuller has asked that Team members bring forth any documentation that may help improve these items to the next meeting. Additionally, Bill Fuller will be reviewing incident roadway clearance Memorandums of Understanding currently in place between Collier and Lee Counties. The Team participants will provide contact information and suggested procedures that can be included in the resource book. *These items have been noted under the Action Items list.*

Sub-committees, if desired, may be formed in an effort to further improve the Team.

Presentation

Mr. Bill Fuller of the Florida Department of Transportation provided a short presentation regarding the *SWIFT SunGuide Facility Hurricane and Severe Weather Plan*. Presentation materials will be made available on the TIM Team website located at <http://www.swftim.org>.

Mr. Ted Smith of Delcan Corporation provided a short presentation regarding *Specialty Towing and Roadside Repair*. This presentation was shown for the purposes of proposing an alternative to the current wrecker rotation system. Presentation materials will be available on the TIM Team website located at <http://www.swftim.org>.

Feedback was requested after the *Specialty Towing and Roadside Repair* presentation. Some of the items presented for discussion included:

- A review was previously performed regarding the current rotation wrecker selection process. A review was discussed at a previous TIM Team meeting, though no formal proceedings were provided to the agencies. It is felt that a new set of standards need to be developed. The presented *STARR* program is an alternative to the current rotation system and can address some of the rotation concerns, including response time and establishment of standard equipment.
- Administrative code 15b can be improved upon through the joint efforts of the TIM Teams, Law Enforcement agencies and the two towing associations. Bill Fuller reinforced that the best avenue to have the standards upgraded is to use the TIM Teams and Districts to approach the FHP regarding changing the regulations in 15b.
- The TIM Team members discussed the need for better insurance requirements for wrecker companies and additional measures to enforce those requirements. The RFP of the *STARR* program, if adopted, can be used to address these concerns.
- Although this program is designed to be similar to RISC, the permit fee portion of the financial requirement in the RFP is something they can investigate omitting it, and the program is up to the vendor to design.
- Additionally, Bill Fuller is aware that there has been some discussion regarding the length of time it takes for RISC contractors to get paid.

- Bill Fuller addressed that this program is simply a suggestion and that some of the program details may or may not work in this specific area. Additionally, Bill would like to attend some of the meetings that are held by wrecker associations.

Strategic Direction for TIM Teams 2010

No new information was discussed.

FDOT Construction Update

Active Construction:

- No active construction projects were discussed.

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

Emergency operations in Lee County is in a budgetary situation requiring changes to the current overtime and on-call policies. Under current policy, on-call personnel take the vehicle home and they carry a cell-phone. Their activities are restricted in order to facilitate proper response. In an effort to reduce the on-call pay and reduce the number of emergency calls, traffic signal personnel will be responding to incidents including, but not limited to pot holes, downed trees in the roadway, roadway washouts, and roadways under water beginning September 30, 2010. Traffic signal and signage emergencies will continue to be very high priority where other instances similar to patching pot holes will be a tertiary priority. On-call personnel will have access to available supervisors in times that further direction is required or if additional assistance is required. Memorandum will be forthcoming.

Bill Fuller stated that funding shouldn't dictate quick and safe roadway clearance. Having solid statistics and inviting representative to the TIM Team meeting will help to them to understand the importance of the budgetary decisions and their affect on safe, quick clearance.

Jay Anderson added he will be attending the Distracted Drivers Summit in Washington, D.C. next month on September 21, 2010. He asked for donations and contributions to Stay Alive Just Drive to be made to www.sajd.org.

It has been suggested that the agencies within the TIM Team area readdress the local-agency Open Roads Policy. Many of the local agencies signed off on this modified version of the State Open Roads Policy, but that was some time ago. In an effort to keep the Open Roads Policy in the forefront of everyone's mind, it was suggested that this be a topic in an upcoming newsletter and incorporating the topic into the training for police dispatchers. Additionally, publishing a brochure to the website may help remind all municipalities of the agreement. Bill Fuller will be

reviewing the incident roadway clearance Memorandums between Collier and Lee County. *This item has been noted on the Action Item list.*

Action Items for Future Meetings

1. The Team participants are requested to provide contact information and any suggested procedures that can be included in the TIM Team resource book. *(Ball in court: TIM Team Members)*
2. Review current local incident roadway clearance Memorandums of Understanding between Lee and Collier Counties. *(Ball in court: FDOT/BF)*

Future Meetings

The next Collier – Lee - Charlotte TIM Team meeting will be October 13, 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).

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.

Action Items Schedule - ITS GEC - District 1
COLLIER-LEE-CHARLOTTE
(FDOT)-Florida Department of Transportation (MEI)-Metric

ITEM No.	ELEMENT	DESCRIPTION	TO	Date	Status	Ball in Court	Date Completed
			Reviewer(s)	Assigned	Pending/Complete	(BIC)	
1	Administrative	Bring contact information and any other special contact names and/or procedures that can be included in the TIM Team resource book.	TIM Team Members	08/11/10	Pending	TIM Team Members	
2	MOU	Review incident roadway/ clearance MOU's (Local Open Roads Policy) between Collier and Lee County - Strategic Parking	FDOT (BF)	08/11/10	Pending	FDOT (BF)	

D-1 ROAD RANGER COVERAGE SCHEDULE fy 09-10

Truck # Mile Marker	Polk	Collier	Lee	Charlotte	Sarasota	Manatee	LEGEND		
	101 & 102 25 - 58	103 & 104 49 - 105	106 & 107 105 - 136	108 & 109 136 - 171	110 & 111 171 - 214	112 & 113 214 - 234			
Monday	12	16	12	12	12	12	16 hours	5 A.M.	9 P.M.
	12	16	12	12	12	12	16 hours	6 A.M.	10 P.M.
Tuesday	12	16	12	12	12	12	12 hours	6 A.M.	6 P.M.
	12	16	12	12	12	12	12 hours	7 A.M.	7 P.M.
Wed	12	16	12	12	12	12	Weekend Hours		
	12	16	12	12	12	12	12 Hours	9 A.M.	9 P.M.
Thurs	12	16	12	12	12	12	8 Hours	12 P.M.	8 P.M.
	12	16	12	12	12	12			
Friday	12	16	12	12	12	12			
	12	16	12	12	12	12			
Saturday	12	8				8			
	12	12	12	12	12	12			
Sunday	12	8				8			
	12	12	12	12	12	12			

Second truck