



Collier – Lee - Charlotte Traffic Incident Management Team

October 13, 2010

Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Glen Fox	Alligator Towing	Kevin Salsbery	FDOT
Bud Gruber	Bald Eagle Towing	John Scarpellino	FDOT
Glenn Bond	Charlotte County	Jim Scollen	FDOT
Richard Doll	Charlotte County	Bob Diezi	FDOT Road Rangers
Gary Harrell	Charlotte/Punta Gorda	Darren Sapp	FHP
HM Domond	Collier County	Tim Culhane	FHP
Sheila Convery	Collier County TMC	Gary Millsaps	GDOT
Tony Khawaja	Collier County Traffic Ops	Mark Perez	Hoffer & Associates
Mark Anderson	DBI Services	Lenny Diogo	Jaime's Towing
Richard Fimbel	DBI Services	Brian Raimondo	Lee County MPO
Jason Hughes	DBI Services	Dennis Petracca	Lee County SO
Ben Ybarra	DBI Services	James Drzymala	Lee County SO
Moises Sumoza	DBI Services	Charles Stratton	Metric Engineering, Inc.
Ted Smith	Delcan Corporation	Scott Agans	Metric Engineering, Inc.
Teresa Zilko-Miller	FDEP	Joe Saladino	Prompt Towing Service
Thomas Curran	FDOT	Patty Hill	Red's OK Auto Repair
Bill Fuller	FDOT	Gene Rogers	South Trail Fire District
Wayne Hartstein	FDOT	David Tarquino	S&T Towing of SW FLA
		Jay Anderson	Stay Alive Just Drive

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday, October 13, 2010 at 9:30am at SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers, Florida. Bill Fuller, Charles Stratton, Gary Millsaps, and Ted Smith facilitated the meeting.

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

Agency News:

Road Rangers

Bob Diezi briefly reviewed the District 1 Road Ranger response statistics from September 1, 2010 to October 11, 2010. Bill Fuller stated good opinion from the motoring public. Bob informed the attendees of various accidents to Road Ranger Vehicles due to distracted motorists. He also stressed drivers to pay attention while driving.

Newsletter

Bill Fuller 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.

Towing and Wrecker News

Ted Smith spoke about state assessment of closure times. Wrecker personnel were concerned about event number 26804. The issue was an eight hour shoulder closure and the event transitioned from an emergency event to a routine clean-up event.

SWIFT SunGuide Center

FDOT announced that Florida Highway Patrol (FHP) will be assembling their dispatch furniture in the SWIFT SunGuide Center next week. Kick-off is set for January. FHP dispatch met with FDOT to address communication issues between the different agencies. FDOT wants to ensure all parties involved are happy with the transition. Traffic events are currently being dispatched through SunGuide then to 511. FDOT has used this dispatching plan for the past few months. The FDOT will address issues with *FHP DMS amber alert messages. FDLE will be involved as they develop messages for the traveling public.

Training

The TIM Team watched the fifth and final 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.

Update on TIM Initiatives:

National

Ted Smith spoke about study for distracted drivers on the roadway. The study focused on the distraction of cell phone/handheld use and texting while driving. The study involved data from three states. As drivers were distracted, the laws governing cell phone use will stay the same, but law enforcement is to be more proactive about citing drivers for reckless driving while using a handheld device. The issue is getting worse, but cellular providers are lobbying congress to keep cell phone use legal.

State

Ted Smith spoke about the current wrecker rules. The current wrecker 15B rules are to be rewritten. The current rules are predominately based on FHP wrecker rotations. The change to the rule will ensure that all wrecker companies will have trained and certified personnel on Florida's roadways.

Ted Smith also spoke about local television stations causing additional traffic delays due to the TV crews reporting from the incident scene after crash is cleared. These incidents are increasing clearance times due to driver distraction. The TV stations have a right to report the crash, but once is crash is cleared, law enforcement will cite TV crews still reporting on site. This only affects the Orlando area. Bill Fuller stated that all TV crews should be certified in MOT like other roadway workers.

Regional

There is potential change of the policy and procedures of the use of Medivac Helicopters. This questions the use of the life saving helicopters. There were a total of 22 Medivac helicopter-

related fatalities last year. The medical community is run by doctors and they need to find a common sense rule for deploying this type of transportation to the scene. It was stated that dispatching these helicopters will start to include long bone injuries. The levels of helicopter-related fatalities are increasing, mostly due to pilots landing the aircraft in live traffic lanes.

The Toyota Motor Corporation is set to release vital black box data for fatal automobile crashes. Toyota will also assist law enforcement in data analysis. United Parcel Service (UPS) will be installing 22,000 devices in their delivery trucks. This is already standard practice in the long-haul trucking industry. Most of the trucking fleets on the road currently assist law enforcement to provide vital crash data for their investigations.

Georgia TIM Teams and On Going Programs

Mr. Gary Millsaps, (Director of Georgia Incident Management and Chairman of the Georgia TIME Taskforce) presented on GDOT TIM Teams in addition to ongoing incident management programs. Mr. Millsaps spoke about the currently Highway Emergency Response Operator (HERO) program currently deployed on Georgia Interstates. HERO is a program very similar to Florida's RISC program. To increase incident response time, GDOT will deploy response software using a computer aided dispatch. The TIME taskforce uses only TRIP-certified wrecker companies. Those wrecker companies are able to remove disabled vehicles and move them to the shoulder of the roadway without being held liable for any damages only if no injuries are reported onsite. GDOT wants more HERO coverage especially in bad economic times.

National Unified Goal (NUG) Summit Update

Mr. Ted Smith spoke on the importance of the National Unified Goal (NUG). The NUG focuses on how incidents are handled and cleared. Many of the TIM partners have to think "outside the box". They are taking a new look at traditional towing programs to improve clearance times. DOT is supporting law enforcement even though they sometimes blame them for wrecker issues. They have found that inadequate or dated equipment is part of the issue. The Federal government wants municipal agencies to improve trip reliability. They must achieve this reliability to ensure these agencies gain additional Federal funding for their roadway projects.

TIM Self Assessment for 2010

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

1. Update Incident Response and Clearance resource books so that a list of towing, recovery, and hazardous materials response operators (including operator capabilities and special equipment) are available for incident responders and clearance.
All attendees were asked to verify the phone numbers and titles for each of the entries listed on the Incident Response and Clearance resource books. The Team was also asked to bring information back to their agency or firm for further information and clarification.
2. Utilizing traffic control procedures for the end of the incident traffic queue.
Central office will provide free MOT training if requested.
3. Establish targets for roadway incident clearance times and routinely review whether progress is made in achieving the targets.
TIM team members are asked to understand the difference between roadway clearance and incident clearance. The Team was asked to quickly move any accidents to the shoulder to reopen the roadway and clear debris at a later time if possible.

Revisions Requested to the TIM Team Resource Guide

Mr. Ted Smith had requested all of the attendees to expect a call from the Delcan to update the current TIM Team Resource Guide with the proper contact information.

FDOT Construction Update*High Speed Rail*

The High Speed Rail project from Tampa to Orlando has been “fast-tracked” with an anticipated completion in 2015. The construction will be happening in two phases: median clearance and rail construction (at grade, with barrier wall separation). It is anticipated that the project limits are from the Orlando International Airport to downtown Tampa, with a stop in Lakeland. No crossovers will be designed due to the special use lanes. Additional information may be found at <http://www.floridahighspeedrail.org>.

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/construc/constmap/d1.shtm>. This resource is updated on a weekly basis.

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*)
3. Central Office to provide MOT Training for all TIM Team members. (*Ball in court: FDOT/BF*)

Future Meetings

The next Collier – Lee - Charlotte TIM Team meeting will be December 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).

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.