



Collier – Lee - Charlotte Traffic Incident Management Team

February 11, 2015

Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Bud Gruber	Bald Eagle Towing	Rich Lisenbee	Charlotte County
Steven Gruber	Bald Eagle Towing	Brandy Boccuti	Metric Engineering, Inc.
Rory Howe	Parsons	Charles Stratton	Metric Engineering, Inc.
Richard Fimbel	DBI	Bob Diezi	Road Ranger
Bill Fuller	FDOT	Dennis Petracca	Lee Co. Sheriff's Office
Dave Morgan	FDOT	Brian Raimondo	Lee County MPO
Robbie Brown	FDOT	Kevin Salsbery	FDOT
Mark Bush	N Naples Fire & Rescue	Joe Hamby	Parsons
Bill Rule	Collier Sheriff's Office	Lee Mayfield	Lee Co.
Jay Anderson	Stay Alive, Just Drive	Nick McFadden	FHP

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday, February 11, 2015 at 9:30 AM at SWIFT SunGuide Center, 10041 Daniels Parkway, Fort Myers, Florida 33913. Bill Fuller, Rory Howe, and Charles Stratton facilitated the meeting.

Bill Fuller reminded the Team of the TIM meeting(s) goal will be “practice what we preach”, by keeping the meetings to 90 minutes!

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

Agency News:

Road Rangers

Bob Diezi and Bill Fuller informed the team of a recent incident that occurred on January 29, 2015 that involved a local Road Ranger and another vehicle. The Road Ranger was making a left hand turn onto a ramp to head North on I-75, at which time a motorist ran a red light and crashed into the Road Ranger truck while traveling at least 60 mile per hour. Fortunately, both the Road Ranger and the motorist did not receive any major injuries.

Mr. Diezi informed the team that currently they are hiring additional Road Rangers to help cover the Alligator Alley area.

Mr. Diezi informed the team that there has been a large increase of incidents on I-75 during the months of January and February 2015. There were a total of 700 crashes just during the month of January.

Additionally, Mr. Diezi reviewed the Ranger Report for October 01, 2014 - December 31, 2014 with the team. To read the full report, please visit the TIM team website at: <http://www.swftim.org>.

Towing and Wrecker News

The 2015 Tow Show is coming April 9-12, 2015 at the Hilton Across from Disney Village in Orlando Florida. The 2015 Tow Show schedule will include new and exciting experiences to the towing industry. The event is a great way to learn more about the industry and connect with other incident responders. Additionally, the team was informed that the Strategic Highway Research Program (SHRP-2) training is also being provided at the event.

www.floridatowshow.com

Bill Fuller informed the team that Stepp's Towing will be providing Rapid Incident Scene Clearance (RISC) support for the Skyway Bridge and I-75 area. RISC is an initiative by FDOT to provide monetary incentives for private partners to clear major incidents more quickly in support of Florida's Open Roads Policy. This policy is most commonly implemented with incidents of complete roadway closures on limited access highways, where typical medium and heavy-duty wreckers are not capable of clearing the incident.

Other Agency News

Gene Rogers with the South Trail Fire and Rescue discussed with the team about a recent fatality involving a firefighter in Medora Illinois. Chief Kenneth Lehr, while attempting to close off Illinois Route 111 to allow for a helicopter to land safely for a medical emergency, was struck by a fire apparatus as it was backing up. Chief Lehr passed away at the scene from injuries sustained when he was struck.

Mr. Rogers further discussed with the team that this is a good example as to why the Strategic Highway Research Program (SHRP-2) training is so vital for first responders and that these incidents are often preventable!

Update on TIM Initiatives:

National/State/Regional

Rory Howe spoke to the team about current traffic management "Hot Topics" and the importance of the safety of our incident responders.

Mr. Howe reminded the team that traffic crashes claim the lives of more law enforcement personnel than any other cause of death in the line of duty. "Struck-bys" are the second leading cause of accidental law enforcement officer death and account for 20% of on-duty firefighter deaths per year. Effective TIM also reduces the occurrence of secondary crashes. The likelihood of a secondary crash increases by 2.8% for each minute the primary incident continues to be a hazard, increasing the risk to driver and responder lives, and making it even more difficult for responders to get to and from the scene.

The following laws and policies were discussed and was also along with the history of the adaptation of the policies through the states.

Move It Law - Disabled vehicles obstructing traffic—Whenever a vehicle is disabled on any street or highway within the state or for any reason obstructs the regular flow of traffic, the driver shall

move the vehicle so as not to obstruct the regular flow of traffic or, if he or she cannot move the vehicle alone, solicit help and move the vehicle so as not to obstruct the regular flow of traffic. Any person failing to comply with the provisions of this section shall be cited for a nonmoving violation, punishable as provided in Chapter 318.

Move Over Law - Upon the immediate approach of an authorized emergency vehicle, while in route to meet an existing emergency, the driver of every other vehicle shall, when such emergency vehicle is giving audible signals by siren, exhaust whistle, or other adequate device, or visible signals by the use of displayed blue or red lights, yield the right-of-way to the emergency vehicle and shall immediately proceed to a position parallel to, and as close as reasonable to the closest edge of the curb of the roadway, clear of any intersection and shall stop and remain in position until the authorized emergency vehicle has passed, unless otherwise directed by a law enforcement officer. Additionally, Governor Scott signed HB 7005 on 6/20/14 amending s. 316.126, F.S.; requiring a driver to change lanes when approaching a sanitation or utility service vehicle performing a service-related task on the roadside

The Traffic Incident Management National Unified Goal or NUG:

- Responder safety;
- Safe, quick clearance; and
- Prompt, reliable, interoperable communications.

The National Traffic Incident Management Coalition (NTIMC) is committed to working together to promote, develop, and sustain multidisciplinary, multijurisdictional Traffic Incident Management (TIM) programs to achieve enhanced responder safety; safe, quick traffic incident clearance; and more prompt, reliable, interoperable communications.

National Unified Goals Incident Commander - The incident commander is the person responsible for all aspects of an emergency response; including quickly developing incident objectives, managing all incident operations, application of resources as well as responsibility for all persons involved. The incident commander sets priorities and defines the organization of the incident response teams and the overall incident action plan. The role of incident commander may be assumed by senior or higher qualified officers upon their arrival or as the situation dictates. Even if subordinate positions are not assigned, the incident commander position will always be designated or assumed. The incident commander may, at their own discretion, assign individuals, who may be from the same agency or from assisting agencies, to subordinate or specific positions for the duration of the emergency.

In the United States, most agencies use an Incident Commander for the roles and responsibilities as defined under the National Incident Management System as a part of the Incident Command System.

National Fire Protection Association (NFPA) 1091 – The standard for traffic control incident management professional qualifications was issued January 2015. NFPA 1091 promotes safer operations with: Minimum job performance requirements (JPRs) for Traffic Control Incident Management Personnel (TCIMP), to help Authorities Having Jurisdiction (AHJs) ensure personnel are adequately prepared to carry out the duties of the job.

- Not only is the Traffic Control Incident Management Standard a new document, but the technical committee was newly formed, consisting of a cross section of 29 members made up of police, fire, transportation, towing and recovery, and the legal community, along with others who have an interest in safely controlling traffic.

- Using the JPR's, those writing curriculum can design course material that includes the state of the art information that a student needs to know to meet the minimum requirements of traffic incident management.

The standard can also be used to evaluate the performance of those already in the job. This standard identifies the minimum job performance requirements (JPRs) for Traffic Control Incident Management Personnel.

To view the full presentation, please visit the TIM team website at: <http://www.swfltim.org>

Mr. Howe spoke to the team about the importance of push bumper use to quickly remove vehicles out of the travel lanes. The push bumpers are designed to absorb impact and reduce the damage to patrol vehicles in the case of minor collisions. It covers grill guards, wrap-style guards, general push bumpers and mounting kits.

Additionally, the Push Bumper, Colorado Highway State Patrol Video was provided to the team. To view the video, please visit the TIM team website at: <http://www.swfltim.org>.

Mr. Howe spoke to the team about the Michigan State Police (MSP) trying to get authorization from the Federal Aviation Administration (FAA) to become one of the first police agencies to get statewide authorization to fly drones. A news station, Grand Rapids News 8 recently interviewed the Michigan State Police about the use of drones during incidents. They stated that aerial video would have been helpful in reconstructing a recent deadly 193 vehicle pileup on I-94 west of Battle Creek. The MSP chopper and news choppers weren't able to fly over the accident due to smoke and weather and with the drone could get a bird's eye view, quickly safely and efficiently.

There are additional benefits; drones could offer high resolution pictures quickly in a situation like the deadly I-94 wreck. MSP got approval last year for training flights from the FAA last winter, now the goal is FAA approval to use them in the field.

Additionally, the Michigan State Police Seeking FAA Approval to Use Drones Video was provided to the team. To view the video, please visit the TIM team website at: <http://www.swfltim.org>

Jennifer Dorning, Cella Molnar and Associates, updated the team on the I-75 Airport Direct Connect project. Ms. Dorning spoke to the team about the install of additional signage on the I-75 Airport Direct Connect Project that would allow for both the public and emergency responders to be able to designate where help may be needed. One area of discussion was how these roadways were going to be designated with Dynamic Messaging Signs (DMS) if there is a closure. Would it be the same as the way that emergency responders would refer to them?

Another idea that was discussed was adding additional mile markers to the parallel lanes and possibly adding "A" or "B" to them to differentiate these roadways from the mainline.

Additionally, the TIM team was presented a plan sheet of the area and were requested to send any comments/suggestions that they may have in regards this topic. To view the plan sheet, please click on the following link: <http://i75onthego.com/homeAirportDC.html>

I-75 Airport Direct Connect

- Construction start: October 2012
- Estimated completion: Spring 2015
- Cost \$54.1 million
- Design/build contractor: C3TS/Prince

- Engineering and Inspection: Metric Engineering, Inc.

To learn more about the I-75 Airport Direct Connect Project, please visit the following website:

[Project Information](#)

The I-75/University Parkway Diverging Diamond Interchange Design Video was provided to the team. Florida Department of Transportation (FDOT) District One is preparing design plans for future widening of approximately 3.5 miles of Interstate 75 from north of Fruitville Road to north of University Parkway and reconstruction of the I-75/University Parkway interchange in Sarasota and Manatee Counties, Florida. To view the full video, please visit the TIM team website:

<http://www.swfltim.org>

Bill Fuller spoke to the team about the Tort Liability and Risk Management Workshop. This workshop provides an overview of the legal duties and responsibilities of roadway personnel. Key legal concepts relating to the liability of roadway agencies are reviewed from a risk management standpoint. Common types of claims/lawsuits brought against street departments and highway agencies are identified through examples/case studies. Examples include traffic control devices, work zones, roadway and shoulder surface conditions, sight distance, and pedestrian incidents.

1. Risk management principles, aimed at:
2. Reducing/preventing crashes and claims
3. Helping agencies defend claims
4. Practical risk management activities

To learn more about the workshop and to sign up, please visit the following website: [Workshop](#)

Bill Fuller informed the team of the upcoming 2015 ITS America Annual Meeting and Expo that will bring together more than 2,000 of the nation's top transportation and technology business leaders and investors, policymakers, public agency representatives, researchers, members of the press and more. The event will take place in Pittsburgh, PA on May 31 – June 3, 2015. To learn more, please visit the following website: [Event](#)

Bill Fuller spoke to the team about the Strategic Highway Research Program (SHRP-2) training and the Train the Trainer program. The Federal Highway Administration (FHWA) of the U.S. Department of Transportation continues to train trainers in all U.S. States and two U.S. territories to launch classroom sessions of the newly released Traffic Incident Management (TIM) Responder Basic Training Course. To date, almost 5,200 fire, law enforcement and transportation TIM experts have received training on how to implement the course in a classroom setting. The FHWA highly encourages Safety Service Patrol professionals to attend a course offering in their area.

A Congressionally mandated effort managed by the Transportation Research Board (TRB), the American Association of State Highway Officials (AASHTO), and the FHWA through the Second Strategic Highway Research Program (SHRP 2) resulted in a Traffic Incident Responder training course to address on-scene operations and management. This multi-disciplinary training course promotes a shared understanding of the requirements for quick clearance and for safeguarding responders and motorists. FHWA produced a 2-day Train-the-Trainer course and is traveling around the Nation training TIM experts to conduct the classroom-based course. The training objectives are:

- Promoting more effective multi-agency, coordinated, and planned incident response.
- Improving responder safety.
- Improving travel-time reliability for person and freight trips on the Nation's highways by improving incident clearance time.

- Reducing congestion, collisions, and delays caused by secondary crashes.

Additionally, Mr. Fuller informed the team that the National Highway Institute (NHI) is offering a web based SHRP-2 training. Select the link below to view detailed information on the course via the NHI Web site: [Course Details- 133126.pdf](#). For further information on registering for NHI courses, please click here: [click here](#).

Mr. Fuller encouraged the TIM team to participate in the training. Mr. Fuller stated that he will keep the team informed of any SHRP-2 training opportunities in the future.

If you have any questions, 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.

Bill Fuller informed the team about the Department of transportation “Fast Lane Blog”. The website includes up to date information and feedback for first responders and the transportation industry. To view the website, please click on the following link: [Fast Lane Blog](#)

The Rapid Incident Scene Clearance (RISC) Report from October 1, 2014 - December 31, 2014 was provided to the team. To view the full report, please visit the TIM team website at: <http://www.swfltim.org/>

The FDOT SWIFT SunGuide Operations Report for January 2015 was provided to the team. To view the full report, please visit the TIM team website at: <http://www.swfltim.org/>

FDOT Construction Update

Mr. Charles Stratton requested that all TIM Team members make sure they are receiving the District One Weekly Road Watch Reports and to contact him if there were any concerns.

Active Construction:

No updated information was provided by the TIM Team.

Completed Construction:

No updated information was provided by the TIM Team.

Anticipated Future Construction:

No updated information was provided by the TIM Team.

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.

Future Meetings:

The next Collier-Lee-Charlotte County TIM Team will be held on April 8, 2015 at 9:30AM at the SWIFT SunGuide Center, 10041 Daniels Parkway, Fort Myers, Florida 33913.

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 may be interested in joining our team! <http://www.swfltim.org/>

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.