



Collier – Lee - Charlotte Traffic Incident Management Team

*June 10, 2020
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Kevin Smith	Parsons	Kevin Salsbery	FDOT
Charles Stratton	Metric Engineering	Bill Floyd	Lee Co. Emergency Management
Brandy Boccuti	Metric Engineering	Rob Low	Greater Naples Fire Rescue
Tom Arsenault	Metric Engineering	Ray Mikol	TMC/HNTB
Shawna Slate	Metric Engineering	Mark Glaser	FDOT
Richard Fimbel	DBI Services	William Floyd	Lee Co. EOC
Justin Merritt	FDOT	Barbara Haas	Aircraft Rescue & Fire Fighting
Lina Cerquera	FDEP	Tony Clark	FDOT
Robbie Brown	FDOT	Richard Zyvoloski	Collier County EM
David Tarquino	S&T Towing	Reginald Faust	DBI Services
Dominic Konieczki	Lee Co. Sheriff's Office	Sai Edara	Charlotte MPO
Sammy Edara	Charlotte Co. MPO	Lina Cerquera	FDEP
Raul Corbo	Road Rangers	Brian Bird	FDOT
Ray DeGiovine	FDOT	Kyle Gratic	Lee City School District
Bud Gruber	Bald Eagle Towing	Uriel Garcia	DBI Services
Todd Dunn	Charlotte Co. Fire & EMS	Lyndsay Sutton	DBI Services
Jason Cuomo	DBI Services	Facundo Mutte	DBI Services
		Larry Lippel	Charlotte Co. Fire & EMS

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held virtually on Wednesday, February 12, 2020 at 9:30 AM via GoTo Meeting. Tom Arsenault and Brandy Boccuti facilitated the meeting.

Introductions: The team members provided their name and agency in the chat box for introductions and meeting attendance record.

Agency News:**Road Rangers**

The team was informed that the Road Rangers have taken extra precautions with Personal Protection Equipment (PPE) to help protect during the COVID-19 epidemic.

Towing and Wrecker News

No agency updates

Other Agency News

Robbie Brown, Florida Department of Transportation, and Ray Mikol, SWIFT SunGuide Traffic Management Center, informed the team that the operation of the operators and staff at the center have been able to successfully transition their operations remotely.

Update on TIM Initiatives:**National/State/Regional**

Kevin Smith, Parsons Corporation, presented to “How More Lanes Equal More Traffic”. In an expensive effort to curb congestion in urban regions, there has been an overwhelmingly prioritized one strategy: we have spent decades and hundreds of billions of dollars widening and building new highways. We added 30,511 new freeway lane-miles in the largest 100 urbanized areas between 1993 and 2017, an increase of 42 percent. That rate of expansion significantly outstripped the 32 percent growth in population in those regions over the same time period. Yet this strategy has utterly failed to “solve” congestion. Those new lane-miles haven’t come cheap. We know that states alone spent more than \$500 billion on highway capital investments in urbanized areas between 1993-2017, with a sizable portion going toward highway expansion. And the initial construction costs are just the tip of the iceberg. For roads that are already in good condition, it still costs approximately \$24,000 per year on average to maintain each lane-mile in a state of good repair, creating significant financial liabilities now and for years into the future.

We are spending billions to widen roads and seeing unimpressive, unpredictable results in return. In those 100 urbanized areas, congestion has grown by a staggering 144 percent, far outpacing population growth. (For this report, congestion is measured as annual hours of delay using data from the Texas Transportation Institute’s Urban Mobility Report). Further, the urbanized areas expanding their roads more rapidly aren’t necessarily having more success curbing congestion—in fact, in many cases the opposite is true.

Why aren’t we reducing congestion? First, the average person drives significantly more each year in these 100 urbanized areas. Vehicle-miles traveled (VMT) per person increased by 20 percent between 1993-2017. This increase in driving is partially due to how we have allowed these urbanized areas to grow: letting development sprawl, creating greater distances between housing and other destinations, and forcing people to take longer and longer trips on a handful of regional highways to fulfill daily needs. We should be addressing those sources of congestion, but instead, we accept more driving and more traffic as unavoidable outcomes that we must address through costly highway expansion. This is a significantly more expensive and less effective approach than reducing the need to drive or length of trips. And unfortunately, spending billions to expand highways can actually make congestion worse by encouraging people to drive more than they otherwise would, a counterintuitive but well-documented phenomenon known as induced demand.

Eliminating congestion is also simply the wrong goal. While severe congestion can have real negative impacts, congestion is also generally a symptom of a successful, vibrant economy—a sign of a place people want to be. Instead, we should be focused on providing and improving access.

What does that mean? The core purpose of transportation infrastructure is to provide access to work, education, healthcare, groceries, recreation, and all other daily needs. Congestion can become a problem when it seriously obstructs access, but may not be a major problem if it doesn't. Car speeds don't necessarily tell us anything about whether or not the transportation network is succeeding at connecting as many people as possible to the things they need, as efficiently as possible. Yet a narrow emphasis on vehicle speed and delay underlies all of the regulations, procedures, and cultural norms behind transportation decisions, from the standards engineers use to design roads to the criteria states use to prioritize projects for funding. This leads us to widen freeways reflexively, almost on autopilot, perpetuating the cycle that produces yet more traffic.

What Needs to Happen: Five Policy Recommendations

We need to face the music: we are doubling and tripling down on a failed strategy. We cannot keep relying on the same expensive and ineffective approach. With discussions underway about the next federal transportation legislation—a process that only happens every five years—now is the critical time to make changes before we pour billions more into a solution that doesn't work. This report recommends five key policy changes, many of which could be incorporated into the upcoming transportation reauthorization:

1. *Reorient our national program around access—connect people to jobs and services.* The only viable way to reduce traffic is to tackle the issue at the source: bring jobs, housing, and other destinations closer together to shorten and reduce the number and length of car trips people need to take. We need to reorient our national transportation program around advancing that goal instead of focusing narrowly on vehicle speed and delay.
2. *Require that transportation agencies stop favoring new roads over maintenance.* Existing federal law gives states substantial flexibility in how they spend highway dollars. As a result, states continue to spend a significant portion of funding to build new roads at the expense of repair needs. These highway expansions ultimately induce yet more traffic, while simultaneously increasing the cumulative annual price tag to keep the nation's highways in good repair. Congress should require that states focus available funding on our substantial repair backlog.
3. *Make short trips walkable by making them safe.* Wide, high-speed roads force people to drive for even very short local trips. When local streets—not just highways—are designed to move vehicles at the highest speed possible, it denies people the healthy and affordable option to bike or walk. The 2020 transportation reauthorization should include a policy that roads surrounded by development be designed for speeds of 35 mph or under to create safer conditions for walking and biking.
4. *Remove restrictions on pricing and allow DOTs to manage congestion.* Instead of treating congestion as a foregone conclusion and spending billions of dollars trying to mitigate it—focusing solely on increasing supply—we should be putting policies in place to help manage demand for driving.
5. *Reward infill development and make it easier for localities.* Developing on the fringes of urban areas results in a preventable “need” to expand roads to accommodate additional traffic. Yet we are essentially rewarding sprawl when we use limited transportation dollars to try to fix the congestion that results over the longer term. We should instead be orienting transportation funding to reward localities that seek more efficient ways of moving people—by bringing destinations closer together through land use decisions, managing driving demand, and making it easier to travel by other modes.

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

Tom Arsenault, Metric Engineering, informed the team that he Florida Highway Patrol, Troop F recently recognized Road Ranger Dan Rice for his lifesaving actions.

On May 15, Mr. Rice discovered a distressed female inside a vehicle at the 63 mile rest area on I75, with a hose duct taped to the exhaust, extending through the rear side window. Road Ranger Rice immediately notified FHP and safely talked the female out of the vehicle. On May 21, FHP presented Road Ranger Rice with a certificate of appreciation for a job well done!

After Action Reviews (AAR) provide agencies with actionable intel on an incident or event that can be used for improved strategies for future occurrences, demonstrating the benefit of quick clearance practices and improve cross-agency coordination and communication.

AARs were performed on the following recent major incidents:

02/21/2020

Event Numbers 796400

I-75 northbound at Mile Marker 76

Trailer Fire

RISC Event

Collier County

Timeline:

0440	TMC	Received event
0458	TMC	Unable to locate on camera due to fog
0500	TMC	FHP requests DBI, fire and ems en route
0509	FHP	Roadway closed per CCSO
0514	TMC	Fire on scene
0517	TMC	F Troop on scene
0515	TMC	Sgt Rodriguez (FHP) requests RISC
0525	TMC	Prompt notified, will call back
0531	TMC	Prompt (Daniel) accepted RISC
0542	TMC	Per FHP, trailer burned, requesting additional equipment (lowboy). Prompt advised
0542	TMC	#1 lane opened (#2 and right shoulder blocked)
0559	TMC	Per John (DBI) trailer on shoulder
0639	TMC	Prompt ETA about 90 minutes for 1 st truck
0715	TMC	30-ton on scene
0726	TMC	50-ton on scene
0747	TMC	Prompt advises trailer must be cut 2 landalls and dumpster needed. May be able to drag trailer to next exit will advise
0750	TMC	MOT truck on scene (initial response completed)
0754	TMC	Additional equipment on scene (2 nd landall en route)
0808	FHP	NTP given per Trooper Moralis #850)
0840	FHP	Road closed for about 20 minutes
0840	TMC	NTP given to Prompt
0851	TMC	All lanes closed for recovery efforts
0856	TMC	#1 lane reopened
0905	TMC	2 nd landall on scene
0958	TMC	DBI will block lanes for recovery
1025	FHP	#1 lane re-opened
1109	TMC	Prompt has lanes cleared, waiting on DBI to remove cones
1111	TMC	Roadway clearance
1141	TMC	Incident clearance (DBI last to depart)

Lessons Learned:

The southern end of District 1 has no RISC vendors and all vendors have a very long response time to 'Alligator Alley.' Early activation of RISC can help expedite roadway clearance.

Good communication between FHP and TMC on exactly what the RISC vendor will be facing to ensure proper equipment is en route.

After NTP was given, responders had to unload each crate of food from the trailer and check to ensure the fire was out. Unified command or the RISC vendor can request a pause on the NTP to ensure the scene is safe before recovery efforts continue. If this had been requested, I believe the RISC clearance time would have been met.

02/20/2020

Event Numbers 79625

I-75 Northbound at Mile Marker 170

Boat Separated from Vehicle

RISC Event

Charlotte County

Timeline:

1059	TMC	Call received, #3 (of 3) lane/right shoulder blocked
1102	TMC	CCSO on scene
1109	FHP	Per 162 (Lt Rodriguez), request RISC
1115	TMC	RISC accepted by Stepp's
1118	TMC	#2 & 3 lanes blocked (emergency vehicles taking #2 lane)
1122	TMC	Per CCTV, #2 lane open
1134	FHP	Notified TMC length of boat for RISC vendor
1155	FHP	Boat separate from trailer, boat blocking both lanes
1156	TMC	Roadway damage reported by RR
1157	FHP	Advised lowboy needed (additional equipment)
1205	TMC	Lowboy (Additional equipment) on scene
1209	FHP	NTP given
1224	TMC	Lowboy pulled the boat out of the lane onto the shoulder
1258	TMC	2 nd rotator & MOT truck on scene per FHP (all required equipment on scene)
1334	TMC	Roadway clearance
1400	TMC	Stepp's departed
1413	TMC	Incident clearance

Lessons Learned:

The initial Stepp's responder communicated with Unified Command and drug the boat out of the middle of the roadway to the shoulder. This allowed Command to return travel lanes to the motoring public much more quickly while waiting on the lowboy to arrive.

This was an excellent case of good communication, early activation, and giving an NTP before all required equipment arrived on scene. The first towing/recovery personnel did a windshield size-up and informed Unified Command they could start with what they had on scene. This cleared the lanes more quickly.

FDOT Construction Update

Brandy Boccuti 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/D1/news/newsreleases/default.shtm>.

Future Meetings:

The next Collier-Lee-Charlotte County TIM Team will be held on August 12, 2020 at 9:30 AM 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 Brandy Boccuti, Metric Engineering, Inc. at (407) 644.1898 or via email at bboccuti@metriceng.com