



Collier – Lee - Charlotte Traffic Incident Management Team

*April 12, 2017
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Robbie Brown	FDOT	Lourdes Daniel	Anchor Towing & Marine Towing
Uriel Garcia	DBI Services	Scott Robbins	HNTB/FDOT
Bud Gruber	Bald Eagle Towing	David Tarquino	S&T Towing of SW FLA, Inc.
Stephen Gruber	Bald Eagle Towing	Chris Oncken	Wanted Dead or Alive Towing
Chris Williams	FDOT	Robert Ortiz	Road Rangers/Anchor Towing
Rory Howe	Parsons	Dennis Petracca	Lee Co. Sheriff's Office
Charles Stratton	Metric Engineering, Inc.	Roman Serrano	Lee Co. Sheriff's Office
Brian Raimondo	Lee County MPO	Carissa Rodriguez	Lee Co. Port Authority Police
Bill Floyd	Lee Co. Emergency Mgt.	Brandy Otero	Collier MPO
Frank Gentilquore	Bald Eagle Towing	Cindy Anderson	HNTB
Vincent Lee	FDOT RTMC/STMC	Michael Simcaez	North Collier Fire Department
Ben Loeser	FDOT		

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday, April 12, 2017 at 9:30 AM at SWIFT SunGuide Center, 10041 Daniels Parkway, Fort Myers, Florida 33913. Chris Williams, Charles Stratton and Rory Howe facilitated the meeting.

Introductions:

Team members introduced themselves and the agencies they represent.

Agency News:

Road Rangers

The team was informed that the Road Rangers are currently in the process of hiring a couple new staff members. Additionally, they are also in the process of renewing their contract with the Road Ranger program.

Towing and Wrecker News

The team was informed that they recently lost a member in their towing community, Richard Jason Randolph, Emerald Towing, passed away on Wednesday, April 12, 2017. Mr. Randolph was responding to an incident that involved a semi teetering off the Congress Avenue overpass at the I-95 interchange in Boca Raton which prompted a precautionary closure of multiple lanes of I-95 southbound. Mr. Randolph, who responded to the scene, stepped over the overpass wall onto a

concrete deck and then accidentally stepped over the edge while working the incident and fell onto I-95.

We are saddened to lose a member of our towing community. To view Mr. Randolph's memorial page, please click on the following link: <http://www.legacy.com/guestbooks/sunsentinel/richard-jason-randolph-condolences/185062184>

The towing agency informed the team about the 2017 Tow Show which took place April 20-23, 2017. The 2017 Tow Show included both new and exciting experiences in the towing industry. The event is a great way to learn more about the industry and connect with other incident responders. To learn more, please visit the following website: <http://www.towequip.com/towshows>

Other Agency News

The Port Authority informed the team that they are currently low on staff resources.

The Florida Department of Transportation informed the team that the bright orange stickers that are used during incidents are being reestablished in the agencies. The orange stickers will include the Florida Highway Patrol (FHP) case number, date etc., of the incident which can be attached to the guardrails, cars, or any damaged property which will help the asset management companies and FDOT track down the liable parties.

The Traffic Management Center (TMC) informed the team that they at full staff.

The FHP informed the team that their staffing resources are up on the commercial vehicle side. However, the resources are down on the patrol side which has 16 vacancy positions and also a sergeant position open. To learn more about joining the FHP agency, please visit <http://beatrooper.com/>

DBI Services informed the team that in the afternoon on April 24th there will be pacing operations on both North and South of I-75 in regards to work being performed on the Powerlines.

The team was informed that the Miami/Dade Fire Rescue will be adding a rotator wrecker truck to their fleet to help during incidents. Additionally, the staff will be receiving training on the new equipment.

The Lee County Metropolitan Planning Organization (MPO) informed the team that the Traffic Management Operation Committee is holding a meeting on April 12, 2017, at which time they will be discussing congestion and safety.

Additionally, the team was also informed that they are currently starting to work on the 2045 Long Range Transportation Plan (LRTP). The LRTP establishes the vision of multi-modal transportation system. The LRTP identifies current and future needs based on population projections and travel demand. The plan is updated every five years to reflect the changing dynamics of the region. Projects must be included in the long range plan to receive federal funding.

Update on TIM Initiatives:

National/State/Regional

Rory Howe presented to the team about "Fires and Responders, from a Cop and the National Forestry Perspective."

Florida Governor Rick Scott has declared a state of emergency because of the number of wildfires burning in Florida. Officials say wildfires in the state have already burned 250 percent more terrain

in the first three months of 2017 than during the same period last year. There are more than 100 active wildfires across more than 20,000 acres in Florida, according to Agriculture Commissioner Adam Putnam.

Since Florida is in a state of emergency in regards to the wildfires, Mr. Howe spoke to the team about the wildfires in Florida and the safety of first responders that are responding in the area. To help protect the safety of the first responders when responding to these types of incidents; all must be in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) standards.

The MUTCD is the national standard for signs and traffic control devices for roads. The regulations in Title 23 of the Code of Federal Regulations (CFR) Part 655, Subpart F require that the MUTCD be followed on all Federal, State, and local roads open to public travel. The "Sign and Poster Guidelines for the Forest Service" (EM 7100–15) contain additional requirements for signs and traffic control devices used on National Forest System roads.

- Temporary Traffic Control
 - Temporary traffic control (TTC) is needed when incidents, such as traffic accidents, wildland fires, floods, hazardous material spills, and other unplanned events, take place on or adjacent to a road, affecting or interrupting the normal flow of traffic.
- Temporary Traffic Control Zones
 - Temporary traffic control zones guide road users through incident areas while reasonably protecting incident responders, vehicles, equipment, and road users.
 - TTC zones also may be established when necessary to restrict use of road systems to incident management personnel. Variable message signs, warning lights, flags, barricades, and cones may be used as available to enhance the visibility of TTC zones.
- Incident Sign Standards
 - Design, locate, install, and maintain signs in accordance with the MUTCD and EM 7100–15 requirements.
 - Coordinate with other public road authorities as soon as possible when incidents affect roads under their jurisdiction.
 - Use professionally made signs made from fluorescent pink or orange retroreflective sheeting.
 - Monitor and maintain signs and devices for the duration of the incident.
 - Remove or cover signs promptly when they do not apply and when they are no longer needed.
 - Use retroreflective pink signs when an incident occurs on or near a road that has orange construction signs.
- High-Visibility Safety Apparel
 - All workers, including emergency responders, who are exposed to traffic or work vehicles and construction equipment within the road right-of-way, shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the "American National Standard for High-Visibility Safety Apparel and Headwear" (ANSI/ ISEA 107–2004 or current edition).
- High-Visibility Safety Apparel
 - All workers, including emergency responders, who are exposed to traffic or work vehicles and construction equipment within the road right-of-way, shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of American National Standards Institute/International Safety Equipment Association (ANSI/ISEA) 107–2004 (or current edition).
 - ✓ Firefighters engaged in roadside firefighting activities.
 - ✓ Uniformed law enforcement personnel directing traffic, investigating crashes, or handling lane closures, obstructed roadways, and disasters
 - ✓ Personnel conducting flagging operations for temporary traffic control
 - ✓ Personnel maintaining road closures

Approaching and Ending Fire Activity Zones:

- Incident management activities may occur throughout an incident zone over a long section of road.
- Use the FIRE ACTIVITY AHEAD sign with a distance plaque indicating the length of the traffic control zone as the first sign in a series of incident management signs.
- Use the END FIRE ACTIVITY sign to let road users know that they may resume normal driving. Place the END FIRE ACTIVITY sign on the opposite side of the road from the FIRE ACTIVITY AHEAD sign warning road users coming from the other direction.
- If the incident activity occurs over more than 5 miles of road, install additional FIRE ACTIVITY AHEAD signs with the distance plaque at least every 5 miles.

Initial Attack Engine or Crew Operations Along a Roadway:

- The *FIRE ACTIVITY AHEAD* sign may be omitted if the incident vehicle or activity is behind a barrier, more than 24 inches behind a curb, or more than 15 feet from the edge of any roadway.
- For operations lasting less than 30 minutes, signs are not required if the incident vehicle uses activated high-intensity rotating, flashing, oscillating, or strobe lights.
- Hazard-warning signals on vehicles may be used to supplement—but not replace—high-intensity rotating, flashing, oscillating, or strobe lights.

To view the full MUTCD, please visit the following website: <https://mutcd.fhwa.dot.gov/>

To learn more and to view the full presentation, please visit our TIM team website at: http://www.swfltim.org/CL/CL%20Docs.htm#Handouts_&_Presentations

The team was informed about the 2017 National Distracted Driving Month Campaign which takes place the month of April. The following facts were provided to the team:

- Every year, about 421,000 people are injured in crashes that have involved a driver who was distracted in some way.
- Each year, over 330,000 accidents caused by texting while driving lead to severe injuries. This means that over 78% of all distracted drivers are distracted due to texting.
- Distracted drivers of emergency vehicles were to blame in collisions that killed three Southland residents and injured about 140 others in California over the last two years, according to a state database and local reporting.
- The use of electronic equipment used by first responders, such as in-car computers, was cited as a factor in 48 (or just over a quarter) of collisions.
- 1 out of 4 car accidents in the US are caused by texting while driving.
- Reading a text message while driving successfully distracts a driver for a minimum of five seconds each time. This means that the chances of an accident occurring while reading a text is extremely high.

To learn more, please visit the following website: <https://www.flhsmv.gov/safety-center/driving-safety/distracted-driving/>

The team was informed of the upcoming National Traffic Incident Management (SHRP-2) Responder Training Program. The class will include lectures as well as table top activities. The target audiences for the (4) hour course are those who have the responsibility as “First Responders” to a crash or incident on our Florida roadways.

The benefits of the National Traffic Incident Management (SHRP-2) Responder Training includes:

- A unified, multidisciplinary approach that promotes a more effective incident response.

- Lessons in new multiagency standards and best practices.
- An opportunity for responders from multiple disciplines to breakdown communication barriers and begin to work more effectively together.

Participants will also receive a certificate from the Federal Highway Administration (FHWA) after completing the training.

Lee County (Option 1)

Emergency Operations Center
2675 Ortiz Avenue
Fort Myers, Florida, 33905
Monday, May 15, 2017
1:00 p.m. - 5:00 p.m.

Manatee County (Option 2)

Emergency Operations Center
2101 47th Terrace East
Bradenton, Florida 34203
Tuesday, May 16, 2017
8:30 a.m. - 12:30 p.m.

To register for the training, please visit the following site: <http://www.123contactform.com/form-2566911/D1-May-2017-SHRP2-Trainings>

For more information on the training, please contact Brandy Boccuti, TIM Coordinator, at (407) 949-4283 and/or bboccuti@metriceng.com

Russell Vega, MD, Chief Medical Examiner for District Twelve, presented to the team “Medical Examiners Roles, Responsibilities and Standard Operation Procedures, During Traffic Incidents.”

When the Medical Examiner has Jurisdiction:

- Unattended deaths (not seen or treated for greater than 30 days)
- Sudden death while in apparent good health
- Deaths from criminal violence (homicides)
- Accidents or suicides
- Deaths in custody or in a penal institution
- Deaths due to disease, injury, or toxic agent resulting from employment
- Deaths due to disease constituting a threat to the public health
- Suspicious or unusual deaths
- Deaths due to criminal abortions
- Poisonings

Where the Medical Examiner’s jurisdiction begins:

- Where the death occurs or where the body is found.
- Different from law enforcement - where the criminal act (or accident) occurs.

Goals/priorities of a Medical Examiner and TIM Responders

- Similarities:
 - Safety of those involved, including living victims and all responders.
 - Understanding the nature of the crash or incident.
 - Preserving/maintaining evidence pertaining to the events.
 - Correct identification of all parties (especially deceased victims.)
- Differences:
 - Medical Examiner focus is on identifying the deceased such as:
 - ✓ Was the individual dead before the crash?
 - ✓ How were injuries sustained and which injuries caused death?
 - ✓ Was natural disease or intoxication a risk factor?

- ✓ Was the incident an accident or an intentional event?
- ✓ Was equipment failure involved?
- ✓ What are the cause and manner of death?

A Fatality affects Traffic Incident Management when:

- A violent death occurs, the medical examiner will always have jurisdiction over the death.
- By law, the body cannot be disturbed until the medical examiner has given clearance
 - ✓ However, if a body needs to be “disturbed” to immediately preserve life and limb of others, of course proceed.

Traffic Deaths that require a scene investigation:

- Suspected homicides (murder-type homicides not just “traffic homicides”)
- Hit and run cases, especially hit and run pedestrians.
- Those involving industrial accidents; unusual equipment; or fire causing obscuration of injury or identifying features.
- Multiple fatalities where identities and relationships to vehicles are in question or simply unknown.
- Other instances when they are requested to come out.

When it is a Traffic Incident Management sensitive fatal crash:

- Your goal: to clear the roadway and re-establish normal traffic flow as quickly and safely, as soon as possible.
- The sooner the first responders gather the information that the Medical Examiner needs and contact them, the sooner they can move forward together.

To learn more and to view the full presentation, please visit our TIM team website at: [http://www.swfltim.org/CL/CL%20Docs.htm#Handouts & Presentations](http://www.swfltim.org/CL/CL%20Docs.htm#Handouts%20&%20Presentations)

The team reviewed the following recent major incidents as a lessons learned:

- 02/17/2017 - I-75 Southbound at Mile Marker 74
- 02/23/2017 - I-75 Northbound at Mile Marker 64
- 02/23/2017 - I-75 Northbound at Mile Marker 62
- 03/13/2017 - I-75 Southbound at Exit 157

To view the incident SWIFT SunGuide Event Chronology report, please visit our TIM team website at: [http://www.swfltim.org/CL/CL%20Docs.htm#Handouts & Presentations](http://www.swfltim.org/CL/CL%20Docs.htm#Handouts%20&%20Presentations)

FDOT Construction Update

Charles Stratton reminded the team that the District 1 Roadwatch construction report is available to all first responders. To view the weekly District 1 RoadWatch construction report, please visit the following website: <http://www.fdot.gov/info/D1/news/newsreleases/default.shtm>

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 June 14, 2017 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 Charles Stratton, Metric Engineering, Inc. at (407) 644.1898 or via email at cstratton@metriceng.com or Chris Williams, FDOT District 1 ITS Operations/ TIM TEAM Coordinator/ Road Ranger Program Project Manager at (239) 225.1915 or via email at Chris.Williams@dot.state.fl.us