



Collier – Lee - Charlotte Traffic Incident Management Team

*February 13, 2019
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Kevin Smith	Parsons	Ray Mikol	SWIFT SunGuide Center
Brandy Boccuti	Metric Engineering, Inc.	Adam Moncivaez	D1 TMC
Charles Stratton	Metric Engineering, Inc.	Bill Floyd	Lee Co. Emergency Mgt.
Robbie Brown	FDOT	Mike Smith	DBI Services
Brian Raimondo	Lee Co. MPO	Cathy Bartley	FDOT
Raul Corbo	Anchor Towing	Lina Cerquera	FDEP
Reginald Faust	DBI Services	Mark Cunningham	Lee County Transit
Chris Oncken	Wanted Dead or Alive Towing	Dave Rodriguez	FHP
Chris Spears	G&C Auto & Towing	Albert Dunton	Superior Towing
Tyler Gossor	Xtreme Recovering & Transport	Frank Gentilquore	Bald Eagle Towing
Roman Serrano	Lee Co. Sheriff's Office	Travis Gossard	Collier County
		Joe Saladino	Prompt Towing

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday, February 13, 2019 at 9:30 AM at SWIFT SunGuide Center, 10041 Daniels Parkway, Fort Myers, Florida 33913. Charles Stratton, Brandy Boccuti, and Kevin Smith facilitated the meeting.

Introductions:

Team members introduced themselves and the agencies they represent.

Agency News:

Road Rangers

Road Ranger Manger informed the team that they are currently fully staffed and currently have 18 trucks in rotation.

Towing and Wrecker News

The towing agency informed the team of the upcoming 2019 Tow Show taking place April 11-14, 2019 at the Hilton in Lake Buena Vista, Florida. The show will include 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: <https://10times.com/florida-tow-show>

Other Agency News

Bria Raimondo, Lee County MPO, updated the team on the funding for the LiDAR radar technology to help Law Enforcement with crash investigations. Laser scanning offers many benefits to the forensic world, including: More complete evidence gathering than ever before, Reduced time in the field, Significant road closure time reduction, New innovative and engaging ways to present evidence, and Data can assist in crime scene and collision analysis. This will be an ongoing topic as this technology is continually reviewed among the corresponding agencies.

FDEP informed the team that their agency has new staffing.

Lee County EOC informed the team that phase I of the EOC Facility expansion will be completed June 2019.

The SWIFT SunGuide Traffic Management Center informed the team that they are now fully staffed. Additionally, about 95% of the staff is now certified in the National First Responder (SHRP2) Training.

Update on TIM Initiatives:

National/State/Regional

Kevin Smith, Parsons Corporation, presented on Highway Work Zone Traffic Incident Management. Dealing with a crash or other traffic incidents occurring in a work zone requires the combined skills of many people/disciplines.

As defined by the Model Minimum Uniform Crash Criteria (MMUCC) standards, a work zone crash is any crash that occurs in or is related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. Also includes any crash involving motor vehicles slowed or stopped because of a work zone, even if the first harmful event occurred before the first warning sign.

Work Zone Traffic Incident Management differs from TIM on ordinary roadways in several ways:

- Difficult access to work zone incidents
- Limited space: lane restrictions
- Traffic congestion: back-ups / queues
- Many organizations to coordinate:
 - First responders (police, fire, EMS, towing)
 - Agency traffic operations center
 - Contractor personnel
 - Agency construction management personnel

All work zone partners have shared responsibility to prepare for potential work zone crashes by:

1. Arranging the work zone to minimize the chances of a crash
2. Making efforts to ensure that crash severity and crash consequences are minimized
3. Being ready to respond quickly and efficiently if a crash occurs

Three things first responders can do:

1. Participate in Transportation Management Plan (TMP) development and pre-construction incident management planning.
 - Identify threats to responder safety.

- Develop a Plan of Action for work zone incident management.
2. Stay informed about lane/ramp closures and “back door” ways to access the work zone as the work progresses.
 3. Notify the highway agency or contractor if you observe a problem.
 - Situations that encourage illegal/risky road user behavior.
 - Missing traffic control devices.
 - Improper work practices.
 - Set a positive example by complying with work zone traffic laws, on- and off-duty.

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

Charles Stratton, Metric Engineering, discussed the following 2019 areas of focus, which were selected from the 2018 Traffic Incident Management Self-Assessment results.

1. Performance targets to reduce secondary crashes – Review historical crash data of secondary crashes and establish internal targets to reduce secondary crashes.
2. After Action Reviews (AARs) of major incidents - Transitioning TIM Team meetings to a more “working meeting.” Review lessons learned, best practices, and Incident Clearance Time (ICT) Performance Data.
3. Outreach to public officials and local first responders about supporting and attending their local TIM team.

The purpose of the yearly Traffic Incident Management Self-Assessments is to provide a formal process for State and local transportation, public safety and private sector partners to collaboratively assess their traffic incident management programs and identify opportunities for improvement.

Charles Stratton, Metric Engineering, reviewed the FDOT SWIFT SunGuide Performance Measures Report for the year of 2018 and for the month of January 2019.

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

Brandy Boccuti, Metric Engineering, discussed with the team the following technology/devices that could help support responder safety while responding to traffic incidents.

Move Over Camera: The camera is a technology that is closing the gap when it comes to issues enforcing the move over law. The camera mounts on a vehicle providing a 180-degree angle view, combining the camera, with speed and distance tracking, as well as proof the emergency lights were flashing, making evidence gathering, a warning or a citation possible.

To learn more about the move over camera and watch a video, please click on the following link: <https://fox8.com/2018/12/17/move-over-enforcement-cameras-capture-violations-during-test-in-northeast-ohio/>

Portable Speedbumps:

The Lynchburg Fire Department in Virginia is stocking each of their fire engine and ladder trucks with portable speed bumps. The portable speed bump includes both reflective strips and LED lights that operate in a slow flash, quad flash, or steady on. These are designed for temporary placement on roads and parking lots.

Jennifer Collins, a fire captain with the Lynchburg Fire Department, stated the following about the equipment: "In a situation where we have a diminished lane where we can divert all the traffic to

one lane and we're working in, say, another lane, we can deploy the speed bump across the lane and slow people down."

To learn more about the portable speedbump and watch a video, please click on the following link: <https://www.wsls.com/news/virginia/lynchburg/lynchburg-first-responders-launch-new-device-to-get-people-to-slow-down-move-over>

After Action Reviews (AAR) provides 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:

01/10/2019

Event Number 592128

I-75 Northbound at Exit 139 Lockett Road/CR 810

Dump Truck into Guardrail On Left Shoulder

1536 TMC Dump truck on guardrail reported

1552 TMC Ray Mikol feels should be a RISC, but left to on-scene Trooper to call

1559 TMC Trooper called rotational (Jaime's) tower

1606 TMC RISC activated due to Jaime's Towing refusing call

1608 TMC Prompt Towing accepts

1612 TMC Prompt informed of type/size/status of load in dump truck

1624 TMC First wrecker on scene

1700 TMC All Prompt equipment on scene but no call from Prompt to confirm

1716 TMC Trooper on scene confirms NTP given at 1716

1850 TMC Roadway Clearance (on shoulder)

1858 TMC Incident Clearance

Lessons Learned:

Early Activation - Even though a tower was called within 20 minutes of incident reported, the rotational tower declined the call due to not having correct equipment. RISC towers are more equipped for commercial vehicle crashes as they are required per contract to have necessary heavy equipment.

Good Communication - Prompt was advised of problems on scene from the TMC prior to their arrival so they could have extra equipment en route, if needed.

Early Roadway Clearance - Prompt worked from the shoulder to quickly achieve "roadway clearance."

01/03/2019

Event Number 590476

I-75 Northbound at Mile Marker 66

Tractor Trailer Fire on Shoulder

Rapid Incident Scene Clearance Event

Timeline:

0111 TMC Vehicle Fire on Shoulder, #2 Lane Blocked

0120 TMC All Lanes Blocked Northbound by Fire Department

0200 TMC Traffic Management Center Informed FHP Supervisor RISC is an Option

0201 TMC Rotation Tower Dispatched, Unknown If They Have Correct Equipment
0250 TMC FHP Cannot Find A Tower to Take the Call Due to Equipment Issues (13 Towers)
0303 TMC #2 Lane and Right Shoulder Blocked, #1 Lane Open
0324 TMC Congestion Cleared
0327 TMC RISC Activated By FHP
0331 TMC Prompt Notified, Will Call Back
0349 TMC Prompt Accepts RISC
0354 TMC Prompt Informed of Extra Equipment Needed
0533 TMC 1st Wrecker on Scene
0601 TMC All RISC Equipment on Scene
0603 TMC Prompt Informs TMC Roadway Unable to Open in 90 Minutes Due to Unloading Trailer
0610 TMC Truck on Fire Again (Pause RISC)
0711 TMC Dumpster on Scene, Unloading Trailer
1121 TMC Per Prompt, Trailer Empty and Cleaning Roadway
1307 TMC 2nd Dumpster on Scene
1625 TMC All Lanes Clear, Roadway and Incident Clearance

Lessons Learned:

Early Activation - RISC was not activated until 2.25 hours into the call. While no RISC vendors have offices in this area, early activation would have ensured properly equipped towers were en route to handle the incident.

Good Communication - Prompt was notified by first responders what they had on scene and was able to start extra equipment/more resources prior to arriving on scene.

Roadway/Shoulder Conditions – The incident was located on Alligator Alley, which is very narrow and has guard rails very close to the lanes of traffic. The guard rail prevents emergency vehicles and towers from using the shoulder/emergency lane to respond to incidents blocking the roadway. Due to the guard rail, Prompt Towing was not able to access the incident from the shoulder and had to block traffic lanes while conducting operations.

Complicated Scene - The tractor-trailer not only caught fire a second time, but due to the damage to the trailer, the entire cargo had to be off-loaded. Prompt had to use travel lanes to off-load the cargo instead of the shoulder.

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

FDOT Construction Update

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

Future Meetings:

The next Collier-Lee-Charlotte County TIM Team will be held on April 10, 2019 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