Collier – Lee - Charlotte
Traffic Incident Management Team

February 15, 2012
Meeting Minutes

Attendees:

Name	Agency
Lourdes Daniel	Anchor Towing
Glen Fox	Alligator Towing
Bud Gruber	Bald Eagle Towing
Frank Gentilquore	Bald Eagle Towing
Teresa Ziko-Miller	Environmental Protection
Richard Doll	Charlotte Government
Lakshmi Gurram	Collier -Punta Gorda- MPO
David Brown	Collier County
Les Williams	Collier County
Jim Melton	City of Bonita Springs
Swara Faroheen	City of Fort Myers
Gary Millsaps	Delcan Corporation
Richard Fimbel	DBI Services
Uriel Garcia	DBI Services
Chris Birosak	FDOT
Carlos Bonilla	FDOT
Bill Fuller	FDOT
Ray DeGiovine	FDOT
Kevin Salsbery	FDOT
Thomas Curran	FDOT

Name	Agency
Tim Culhane	Florida Highway Patrol
James McPherson	Florida Highway Patrol
Nolan Sapp	Golden Gate Fire & Rescue
Steve Bahler	HNTB Corp.
Phil Smith	Hoffer & Associates
Ralph Ketron	Lehigh Acres Fire & Rescue
Donnie Fewell	Lee Co. Sheriff
Dennis Petracca	Lee Co. Sheriff
Randy Hart	Lee County DOT/Traffic
Bill Ritz	Lee County DOT/Sign
Benjamin Abes	Lee County EMS
Ron Gogoi	Lee County MPO
Brandy Boccuti	Metric Engineering, Inc.
Charles Stratton	Metric Engineering, Inc.
Bob Diezi	Road Rangers - Dist. 1
Gene Rogers	South Trail Fire District
Mari Bacon	SWIFT SunGuide Center
David Tarquino	S&T Towing of SW FLA

Call to Order: The Collier-Lee-Charlotte TIM Team meeting was held on Wednesday, February 15, 2012 at 9:30 PM at SWIFT SunGuide Center, 10041 Daniels Parkway, Fort Myers, Florida 33913. Bill Fuller, Gary Millsaps, and Charles Stratton facilitated the meeting.

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

Agency News:

Mr. Bill Fuller informed the group about the February 14th Sarasota/Manatee TIM meeting which FDOT, Road Rangers, FHP's troop commander and fellow troopers, and TIM team members all thanked and recognized Trooper John McGrede for his recent heroic actions. On Monday, January 23, 2012, Mr. Loren Cooley, FDOT District 1 Road Ranger suffered a heart attack while assisting a stranded pedestrian. Fortunately Trooper John McGrede was on site and performed CPR until emergency services arrived. Trooper John McGrede was presented an award at the meeting for heroic actions. Please see the upcoming March 2012 TIM Team Times newsletter for the full story.

Road Rangers
Mr. Bill Fuller informed the team of two new Road Rangers, Mr. Steve White and Brett Ewing. Mr. Steve White is temporarily filling in for the Road Rangers and will soon join the Florida Highway Patrol upon completion of his classes.

Mr. Bob Diezi, Road Ranger in District One, briefly reviewed the District One Road Ranger response statistics. The total incidents for the fourth quarter that were reported were 21,154. Please see below the breakdown of the statistics per service.

TYPE OF SERVICE	OCT/NOV/DEC 20111	JANUARY 2012	FEBRUARY 2012
TIRE	1149	296	110
MOT	1627	612	264
FUEL	705	239	86
WATER	262	82	25
PUSH	176	33	7
MECHANICAL	374	131	40
AGENCY ASSIST.	266	98	26
ORANGE TAG	470	133	60
CRASHES	1724	541	220
DISABLED	5447	1781	638
ABANDONED	596	185	78
DEBRIS	1794	561	229
VEHICLE FIRE	66	18	5
TOTAL	14,656	4,710	1,788

Towing and Wrecker News
No wrecker news.

Other Agency News
No agency news.

Update on TIM Initiatives:

National/State/Regional
Mr. Gary Millsaps spoke about responder safety and also showed a short video “Your Vest Won't Stop This Bullet: A Guide to Safer Traffic Stops.

Traffic law enforcement remains dangerous work. Police officers are 1,000 times more likely than other drivers to be parked alongside roadways and are four times more likely than other drivers to be involved in crashes. In fact, more police officers in the United States have died accidentally than have been killed feloniously each year beginning in 1998, and being struck by vehicles has ranked as the number two cause of accidental police officer deaths (behind vehicle crashes) for at least the last decade.

Below are some points that the video discussed to help improve responder safety on the road.

Officer Visibility
The need for officers to be alert and readily visible to others when investigating collisions, directing traffic, or attending to disabled vehicles is indispensable to their safety and security. Officers must not focus so intently upon completing these duties that they unconsciously overlook the importance of being clearly recognizable to approaching motorists.

Selecting the Location
When making traffic stops you should select safe locations for those stops. They should seek driveways, off-ramps, parking lots, pull-offs,10 rest stops, service drives, well-lit areas, and wide shoulders. They should not accept blindly the places where violators choose to stop. Officers should especially avoid having the violator stop their vehicle on blind curves, hillcrests, medians, narrow or nonexistent shoulders, reduced berms, and similar spots where visibility is impaired; and officers should take into account adverse weather conditions that reduce visibility in the stop location.

Vehicle and Officer Positioning
It was recommend that on right-shoulder stops where the officer intends to make a driver's side approach, the cruiser should be parked parallel to the roadway at least 15 feet (or one car length) behind the stopped vehicle with a 50 percent overlap (offset left) between the vehicles and with the cruiser's front wheels turned fully to the right; and that the parking brake is set.

For more information on the video “Your Vest Won't Stop This Bullet: A Guide to Safer Traffic Stops”, please visit: http://www.patrolvehiclesafety.org

Mr. Bill Fuller spoke about getting results from Regional TIM Teams (TIM) and Outreach programs. The Regional TIM Team performs a variety of functions that are helping to improve response efforts and procedures within the incident management community. The TIM Teams coordinate outreach programs to help further the TIM Team goals.

Law enforcement, fire and rescue, emergency medical services, and transportation agencies involved in traffic incident management (TIM) share a common goal: restoring the roadways as safely and quickly as possible. They know that every minute of incident delay multiplies traffic queues by a factor of four and increases the risk to responders' and drivers' lives. The TIM Team identifies issues and develops improved incident management operations through Coordination, Communication, and Cooperation.

Why a local TIM Team?
- Raise Awareness of TIM / NUG
- Improve Interagency Coordination
- Improve Responder Safety
- Improve Motorist Safety
- Improve Agency Image
- Reduce Liability

Objectives and Outcomes
- Enhance Scene Safety
  - Reduce Secondary Crashes
- Enhance Quick Clearance
  - FDOT-FHP “Open Roads Policy”
- Enhance Mobility
  - ATIS 511 to Inform Motorists
- Enhance Quality of Life
  - Reduce Congestion & Pollution

The District 1 TIM Team continually works toward their goals by providing training and outreach programs. In 2011 this was accomplished by providing Maintenance of Traffic (MOT) table top exercises to the TIM Teams as well as the Northport Fire and Rescue. In addition, The I-95 Corridor Coalition provided a Quick Clearance Workshop. As for 2012, the TIM Team is already getting a head start by developing a “Local” TIM Memorandum of Understanding (MOU).

Mr. Gary Millsaps spoke about the purpose of TIM Teams. Mr. Millsaps explained that over 50% of the congestion is caused by non-recurring incidents and for every additional minute taken to clear a traffic incident, it will extend the duration an additional 4 to 7 minutes. This is why teamwork among emergency service agencies is imperative, if we are to enhance traffic incident management.

The benefits of an effective TIM Team are both quantitative and qualitative. The quantitative benefits are: Increased survival rate of crash victims, reduced traffic delay, Improved response time, Improved air quality, reduced occurrence of secondary incidents, Improved safety of responders, crash victims and traveling motorists, and reduced clearance ,and recovery time. The qualitative benefits are enhanced traveler information, increased driver warning capabilities, improved coordination among response agencies, improved public perception of agency operations, and reduced driver frustrations.

TIM Teams can be an excellent tool for enhancing Coordination, Communications and Cooperation between various agencies within a local jurisdiction. The TIM Teams can help create a dialogue for better inter-agency cooperation, create an opportunity for multi-agency training which promotes teamwork, create a tool for developing common operational strategies, create a better understanding of other agencies and their responsibilities, and create practices that may, not only help their local jurisdiction but also the regional area.

Mr. Bill Fuller spoke briefly about the guidelines and concerns for Public Information Officers (PIO) and the media when they are present on Incident scenes. Mr. Fuller asked the team for any input on the correct procedure of where the PIO and the media should be positioned out on a scene and if there were any guidelines. It was stated that in most cases the PIO and the media have established a good relationship with the onsite responders and follow their direction.

Mr. Gary Millsaps spoke about the parking fire apparatus. The Manual on Uniform Traffic Control Devices (MUTCD) requires emergency responders to establish a MUTCD-compliant “Traffic Incident Management Area”.

A "Traffic Incident Management Area" (TIMA) is defined as an area of a highway where temporary traffic control (TTC) is imposed by authorized officials responding to a road user incident, natural disaster, hazardous material spill, or other unplanned incident. The TIMA extends from the first warning device (such as a sign, light, or cone) to the last TTC device, or to a point where vehicles return to the original lane alignment and are clear of the incident. MUTCD, chapter 6I contains detailed guidance on the recommended size of a TIMA, depending upon road configuration, vehicle speed, and weather conditions.

Mr. Millsaps reviewed slides which showed different traffic incidents and reviewed linear and block tactical positioning.

Linear Positioning: This means that incident responder vehicles are positioned in a straight line at the incident scene.

Block Positioning: This means that incident responder vehicles are positioned at angles that create a protected work area for responders and vehicle occupants.

Lane +1 Blocking: which includes blocking at least one additional lane next to the lane where the incident occurred. To increase safety, use the Lane + 1 Blocking Protocol initially to create an adequate “buffer” for responders.

Mr. Millsaps also spoke about the fire apparatus safe positioning. Blocking is the action of positioning a vehicle at an angle to halt the flow of moving traffic in one or more lanes. Large

apparatus, like fire trucks, provide the best blocks. The intent is to physically block the incident lane or shoulder plus one additional lane. Additionally, the truck must be parked with their front wheels turned to their "Critical Wheel Angle", which is when the steering wheel is turned all the way to the left or right; whatever is required to turn the wheels away from the protected area. In the event that this blocking vehicle is struck in the rear, having the wheels turned away will hopefully move the colliding vehicle away from the rescuers at the scene.

Strategic Direction for TIM Teams 2011-2012

Mr. Charles Stratton spoke to the team about the Traffic Incident Management (TIM) Program Self-Assessment TIM Team Goals for 2011-2012.

Mr. Stratton spoke about the Local Traffic Incident Management (TIM) Memorandum of Understanding (MOU). The multi-agency Traffic Incident Management (TIM) Team has taken the initiative to establish a series of Agency Memorandums of Agreements or MOUs. The incident response agencies have the responsibility to do whatever is reasonable to enhance the safety of our transportation system. This is a team effort to reduce the risk to all incident responders, secondary crashes, and delays associated with incidents, crashes, roadway maintenance, construction, and law enforcement activities.

The TIM Team will work together to develop a "Local" TIM MOU signed by top officials from participating agencies that will address the following:

A. Identify local Agencies that will support the TIM program and sign the agreement
B. A local Open Roads Policy that will establish time goals for roadway and incident scene clearance times
    - Identify how the data will be collected, analyzed and reported to the TIM Team
    - Identify how often the reports will be reviewed to determine whether progress is made in achieving the established time goals
C. Define Incident scene roles and responsibilities for each participating agency
D. Establish a local incident scene Lighting Policy
E. Establish a local incident Communication Policy or a commitment from each participating agency to notify FDOT's SWIFT SunGuide Center
F. Define how often this document will be updated

The following representatives will be the lead in the efforts of their agency:
Ben Abes – Lee County Emergency Management
Bob Diezi – Road Rangers
Bill Fuller – Florida Department of Transportation
Richard Fimbel – DBI Services
Bud Gruber – Bald Eagle Towing
Lieutenant Gene Rogers – South Trail Fire Protection and Rescue Service
Anthony Khawaja, PE – Collier County
Dave Loveland – Lee County Department of Transportation
Jose Orama – San Carlos Park Fire and Rescue
Brian Raimondo – Lee County MPO
John Tower – Florida Highway Patrol

Communicating the Proper Location of an Incident

Mr. Gary Millsaps presented on communicating the proper location of an incident. Mr. Millsaps went over the common response terminology i.e., Northbound Highway X, median, inside shoulder, outside shoulder, and right lane. He also defined the correct position of upstream and downstream which is approaching traffic is considered upstream and departing traffic is downstream. Also included was the common response terminology which included on-ramp/off ramp, service road/access road, distributor/collector road, and overpass/underpass.

Lastly, example slides where shown which included different incident scenarios and the team was asked to give the proper location of the example incidents.

FDOT Construction Update

Mr. Bill Fuller requested that all TIM Team members make sure they are receiving the D1 Weekly Road Watch Reports and to contact him if there were any concerns.

Active Construction:

Mr. Bill Fuller informed the team about the I-75 from the Tuckers Grade interchange to South of the North Jones Loop interchange Project in Charlotte County. Work continues to six-lane the interstate. Crews will add a 12-foot travel lane and 10-foot shoulder to the inside of existing northbound and southbound I-75. This project also includes widening the bridges at Tuckers Grade and at Alligator Creek. Crews will resurface the existing ramps at the Tuckers Grade interchange and the ramps at the weigh station. The estimated completion is early 2013.

Mr. Fuller also spoke about the I-75 at recreational area on Alligator Alley Project in Collier County. The project includes improvements to the recreational access facility. Work also includes a boat ramp, parking lot with fencing and lighting, roadway widening, milling and resurfacing, drainage improvements, signing and pavement marking, intelligent transportation system components, install management of traffic signs, erosion control and a high-tension cable barrier system on I-75. The project is estimated for completion by spring 2012.

Mr. Fuller also gave an update on the Intelligent Transportation System (ITS) project in Lee County. Crews have installed ITS components (dynamic message signs, trailblazer signs, advance warning signs and fiber optic cable) along roadways around the US 41 Caloosahatchee River and Edison Bridges. Crews have also mounted conduit and installed cabinets, fiber optic cable and signs. Testing of all ITS components should continue until the end of February. Project completion is expected early 2012. For more information on the project, please visit the project website at http://www.ITSLee.org.

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

Future Meetings

The next Collier-Lee-Charlotte County TIM Team will be February 15, 2012 at 9:30 PM at 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 maybe 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.