



Charlotte - Sarasota - Manatee Traffic Incident Management Team

*August 12, 2008, 2008
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
John Baumann	FHP	Terry Hensley	FDOT
Chris Birosak	FDOT	Bruce Hutcheson	DBi Services
Carlos Bonilla	FDOT	Scott Meabon	NRFD
Robert Day	SC Emer. Management	Mike MeeHan	511 Tampa Bay
Ray DeGiovine	FDOT	Mark Perez	ACT
Douglas Dodson	FHP	Joe Saladino	Prompt Towing
Keith Drake	Sarasota/Manatee MPO	Thom Scrivner	FDOT
Harold Frear	FHP	Dale Stephenson	Holmes Beach Police Dept
Urana Harris	FHP	Ted Smith	Delcan Corp
Gabriela Harrison	SC Traffic Ops	Don Olson	FDOT
Henry Hays	511 Tampa Bay	Christina Florez	VANUS
		Catalina Echeverri	VANUS

Call to Order: The Charlotte-Sarasota-Manatee TIM Team meeting was held on Tuesday, August 12, 2008 at 1:30 PM at the Sarasota County Public Works Office, 1001 Sarasota Center Boulevard, Sarasota, Florida. Ted Smith and Don Olson facilitated the meeting.

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

Update on T I M Initiatives:

Newsletter

Don Olson mentioned the TIM newsletter and second annual addendum, inquired if all the members received the newsletter, and identified the topics included in the July Newsletter. Don asked if anyone had questions or wanted to be added to the mailing list. The newsletters and addendums can be found by clicking on 'Document Archives' at <http://www.swfltim.org>. Newsletters are an opportunity for TIM Team member agencies to provide information about themselves, their respective discipline mission and role at an incident scene.

Southwest Florida 511 System

The sensors located on I-75 are now activated and provide traffic times in Charlotte, Lee, and Collier Counties. When calling Southwest Florida 511 ask for travel time options. The hope is to someday provide alternative routing as part of the service, based on pre-planned detour routes, identified in cooperation with County Traffic Operations divisions.

Road Rangers

Since the statewide budget for the Road Ranger program was cut in half, the hours of operation and the number of Road Rangers have been reduced. In order to meet or exceed the budget difference, the FDOT has authorized the Vendor's to enter into private commercial sponsorships and using advertising dollars to support the program. The current hours of operation are from 7:00am to 7:00pm in Charlotte, Sarasota and Manatee Counties; Road Rangers busiest times are between 6AM and 7PM. There is now one truck per county instead of two. Additionally, all weekend hours have been eliminated. Previously, I-275 had one Road Ranger dedicated to the Sunshine Skyway Bridge. Now, the Manatee I-75 Road Ranger will cover this segment when dispatched to I-275. If requested by FHP, the Road Ranger will stay an extra hour after the 7pm shift ends at a crash to provide needed incident scene support. DBi Asset Maintenance Contractor typically will provide needed MOT and relieve the Road Ranger if the incident management duration is over 1 hour. The Road Ranger is authorized to stay one hour overtime only to respond to a crash and support TIM Team member agencies.

Due to the limited funding, discretion must be used, limiting this overtime service only to crash incidents. District 7 Road Ranger can assist District 1 only if a serious incident occurs and assistance is requested. Road Rangers respond to traffic incidents, including motorist assistance, however ... crash scene response is their priority role. The reduction of Road Ranger support affects scene safety, and other TIM Team resources will have to be tapped to supplement the Road Ranger's MOT. Other responding agencies may be able to carry more traffic management devices (cones, signs, etc) to fortify the traffic incident scene for responder safety and channeling of traffic around the work area.

Road Ranger Service Patrol Vehicles will be assigned SLERS radios by the end of September. In October it is anticipated that the Road Ranger Operators will need cross-training with FHP Troopers in the use and protocols of the radios. Each Road Ranger will carry a mobile radio unit so the Troopers can provide directives without having to walk to the Road Ranger Vehicle or relay messages through the FHP Communications Center via Nextel. The strategy for 800 MHz SLERS radios is to facilitate on-site communications at incident scenes and enable increased support for the Troopers. Additionally, this is the next step in the transition for Road Ranger Service Patrols to Traffic Incident Management professionals.

Scene Positioning Guidelines

Ted mentioned that the Document by the US Fire Administration published in April 2008 is available on the TIM Team Website. The Traffic Incident Management Systems book has detailed drawings and recommendations for adequate traffic control for scene safety. This TIM Team resource is a national guide written in cooperation with FEMA and the USDOT. The USF College of Engineering Center for Urban Transportation Research (CUTR), under contract with FDOT, created an MOT training course for first responders. Currently the MUTCD requires a 1500' taper with cones as a long-term MOT design; however, during the initial response the number of cones may be limited, it is okay to set up shorter tapers using the traffic control resources available. At this time, FHP carries 6 to 7 cones in the vehicles and will utilize the additional MOT resources of the Road Rangers when available to provide recommended traffic control. The CUTR MOT training was informally given at the beginning of August; Don Olson participated along with FDOT Safety & Training expert Ken Boehle. It is anticipated that this MOT training will be adopted into the MUTCD as a federal guideline for temporary traffic incident management.

RISC

At this time, the RISC program in District 1 has only been approved for funding response on the interstate. District 7 allows other strategic roads to activate RISC in addition to interstate response. The invitation to negotiate is open and will remain open; contractors may bid on the project throughout the year. The contracts will initially end in two years (test period) and be reviewed for long-term continuation and possible expansion to other strategic roads. Because the invitation to negotiate is open, FDOT cannot answer specific questions; instead, Don Olson provided an Executive Summary. I-75 was broken down into 10 mile segments and the contractor can select which areas they are able to service within the contract scope of services. RISC is an incentive bonus program and the contract does not actually specify towing rates but requires following local statutes for charging insurance companies. In addition, if RISC is activated, it will supersede the FHP wrecker rotation list in favor of a pre-planned and robust response to ensure safe, quick clearance. At this time, there is no definitive date to start activating the RISC program; as the districts are working closely with FHP and implementing program awareness training provided by FDOT Central Office/FHP Deputy Director's Office.

RTMC Update

The design/build contract end date is November 5th, 2008. At this time, it has not been announced when the RTMC will be fully operational.

AAA Report

The paper prepared for AAA by Cambridge Systematics, Inc. was distributed in the TIM Team meeting. "Crashes vs. Congestion – What's the cost to society?" evaluates the costs of crashes to society. The study was designed to raise awareness of the importance of transportation investments.

High Visibility Vest

Federal Regulation 23 CFR 634 goes into effect November 24, 2008. The purpose is to decrease the likelihood of first responder fatalities or injuries while responding to incidents along the highways. The rule states that all responders within the right-of-way of a Federal-aid highway who are exposed to traffic or construction equipment shall wear high-visibility safety apparel. For additional information, please visit www.respondersafety.com.

Construction/Maintenance Update:

Weekly project information can be found on the FDOT website:

<http://www.dot.state.fl.us/publicinformationoffice/construc/constmap/d1roadwatch.htm>

Incident Review:

During past closures of the Sunshine Skyway Bridge, some TIM Team members were not notified, and not able to provide the prescribed support in a timely manner. DBi, VMS and ICA need to be notified every time. The procedure to receive notification about bridge closure is not clear to everyone. FHP Captain Harris of the Tampa Bay Regional Communications Center stated that the bridge is rarely closed and when it happens they must notify the D7 TMC and Ft. Myers Regional Communication Center. From Ft. Myers, FHP and D1 TMC will notify the C-S-M TIM Team member agencies. District 7 TMC will be glad to notify anyone in the event of a closure; Chris Birozak will provide Terry Hensley will a list of people who need to be contacted from District 1. The procedures for closing the bridge in the event of high winds depends on the direction and speed of the winds. When the winds reach 35 mph the bridge goes under supervision. Usually, if the winds are over 55 mph there is a complete closure but there is no official protocol in place. Don will continue to pursue communications with D7 TMC, EM and FHP Captain Michelle Carter.

FHP stated that the flashing beacons on the signs are experiencing issues. They are controlled by a paging system but FHP does not know who is in responsible for the beacons. The lights were on for no apparent reason and FHP had to flip the breakers off to turn off the lights. It is unclear as to what is causing the malfunctions; Chris Birosak and Don Olson will look into whose is responsible for making the signs work properly. DBi is responsible for maintenance and will get with Manatee County to resolve the sign/beacon activation issues.

Scheduled 2008 Meeting Dates:

Tuesday, October 14, 2008
Tuesday, December 9, 2008

Attachments:

RISC – Executive Summary

Meeting Notes by Catalina Echeverri and Christina Florez, VANUS, Inc. (305) 823-5662