



**Charlotte - Sarasota - Manatee
Traffic Incident Management Team**

December 11, 2007
Meeting Minutes

Attendees:

Keith Drake	Sarasota/Manatee MPO	Lourdes Daniel	Anchor Towing
Gil Fernandez	City of Sarasota	Raul Corbo	Anchor Towing
Gabriela Harrison	SC – Traffic Ops	Dave Reichel	DBI Services
Bruce Hutcheson	DBI Services	John O’Laughlin	Delcan Corp
Marc Jones	Manatee County EMS	Ted Smith	Delcan Corp
Mike Meehan	511 Tampa Bay/Traffic.com	Don Olson	FDOT
Thomas Przybylowicz	FHP	Christina Florez	VANUS
Thom Scrivner	FDOT		

Call to Order: The Charlotte-Sarasota-Manatee TIM Team meeting was held on Tuesday, December 11, 2007 at the Manatee County Public Safety Center, 2101 47th Terrace East, Bradenton. Ted Smith, John O’Laughlin and Don Olson facilitated the meeting.

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

Toolkit for Deploying T I M / QC Best Practices Presentation:

John O’Laughlin presented on T I M Best Practices. John presented an overview of the I-95 Coalition which is comprised of 16 member agencies. The Toolkit was developed based on various sources, including District 1 in Florida. The Toolkit uses symbols to represent the different agencies instead of individual agency logos in order to form a more cohesive document that many regions could use. As part of the presentation, the “Why We Stress Good TIM Practices” video was shown. The video demonstrated how often and severely the response vehicles are hit while at an incident. John stressed that although the original document and presentation was based around the I-95 coalition, they are available for everyone, and that the Best Practices Guidelines should be used to operate with more consensus and keeping safety in mind. The presentation will be available on the TIM website, www.swfltim.org. Please contact Don Olson for a copy of the document.

Update on T I M Initiatives:

RISC

The Rapid Incident Scene Clearance (RISC) program is scheduled to begin in July 2008 here in Florida. GDOT in Atlanta, Georgia will launch their program in January 2008. The RISC program in Atlanta is called T R I P and will cover the Atlanta beltway and interstates. The Georgia Towing and Recovery Incentive Program (TRIP) is a recovery incentive program to pay heavy-duty recovery companies a monetary bonus for clearing commercial vehicle wrecks

quickly. TRIP will help to reduce the impact of major traffic incidents in Metro Atlanta while meeting the state's aggressive clearance goal of 90 minutes or less. The preparations began in January 2007. The preparations included courting the tow industry, by explaining the minimum standards on competency, training, inspections and equipment. At the first training course, an intense two-day session, 34 people attended, but only 21 passed. The second course 20 out of 21 passed the course. The feedback was very positive and all the other response agencies are very pleased to see the formal certification program for tow operators.

The Georgia T R I P program does not allow for any waivers, unlike the Seattle program which allows waivers and 'grandfathered' many of the participating tow operators.. Georgia's T R I P program is based on the Florida Turnpike's R I S C program.

The FDOT is pleased to expand the R I S C program statewide this coming year.

Road Ranger Service Patrol Contract

Anchor Towing and Marine Transport will begin patrolling on January 1, 2008. Anchor Towing has 13 new Road Ranger vehicles ... these trucks will replace those currently on patrol through the previous Asset Maintenance contracts with ICA and Jorgensen CS for Road Rangers. Each county will have one Road Ranger Service Patrol vehicle / operator as before, with a second vehicle / truck added during peak traffic times in the morning and afternoon "rush-hours." Manatee County will see the first Road Ranger Service Patrol dedicated to the Sunshine Skyway Bridge on I-275 during the peak travel periods.

S W I F T SunGuide Center

The RTMC construction project in Fort Myers is on schedule. The RTMC will become the Transportation communications HUB and Traffic Incident Management coordination center when operational in 2008.

Additional Topics

The regional TIM website has been launched at www.swfltim.org. All previous meeting documents (i.e. agendas, meeting minutes, presentations, documents and newsletters) will be available to review and download. This website is not only a resource for current T I M Team members, but also a tool that can be included in agency staff meetings, newsletters and informational correspondence. Please share T I M Team information with your agency co-workers. Should anyone like to add information or have any comments, please contact Christina Florez, cflorez@vanusinc.com.

Don Olson discussed the Bi-Annual Newsletter Addendum that was distributed electronically with the agenda. The Addendum had articles on the Vision, Goals, and Objectives, Unified Traffic Incident Command, VII software update, National Traffic Incident Management Coalition, Statewide TIM Update, interoperable communications, TIM Team outreach and expansion, web links and TIM Team 2008 initiatives. Don stressed the 2008 initiatives which included Commercial Vehicle Operations (CVO) in conjunction with TIM and pursuing professional wrecker support including cross training.

Don also stated that he would like to increase membership and participation. A binder has been developed that includes information on nationwide TIM, statewide TIM, regional TIM, meeting minutes and newsletters. These binders are available to TIM Team members and potential members. Please contact Don Olson, don.olson@dot.state.fl.us, for copies of the binder.

Table Top Exercise:

The attendees were divided into three teams and asked to discuss the following incident and answer the questions.

It is 7:00AM. A truck driver is text messaging his girlfriend and his tractor-trailer loaded with packaged food products is cut off by a blue pick-up. To avoid the collision, the trucker swerves dramatically, then rolls over and slides to a stop on the northbound lanes of I-75. The aluminum trailer top splits open and spills boxes of food on the pavement. MM 216 just south of the SR 70 interchange in Manatee County.

All three of the lanes are blocked with traffic trickling by on the right shoulder. Two other vehicles are involved and all three motorists have severe trauma injuries.

Please consider the TIM Team initiatives of these past years:

- Vehicle Positioning and Scene Safety
- On-Site Communications
- Unified Command
- Reduces Vehicle Lighting

1. How will this incident first be detected? How quickly?
2. How will motorists using the roadway and other area commuters be notified?
3. Who will be the first responders? Who else will respond?
4. What will each of these responders do at the scene?
5. How will this incident be cleared? Be specific.

Your group of responders will have all the travel lanes open in _____.
The entire incident will be over in _____.

The following are the results of the three teams.

Team 1

Q1: 911 Manatee County within 30 seconds via cell phone calls and GPS phone signature.

Q2: Road Ranger DMS, radio (commercial and HAR), 511 ATIS

Q3: motorists, road rangers, f3 fire engines, troopers, helicopters, DBI/FDOT – Unified Command will be implemented

Q4: FHP, fire rescue, FDOT – MOT

Q5: Notification – FHP 911 comm center in Ft. Myers notifies Troopers, Sheriff and Road Ranger

EM MOT – Secure the scene, prepare for EMS agencies, upgrade MOT

DBI – Support FHP, loader and bobcat to push cargo to curb/shoulder, slide truck/drag to curb/shoulder, open roadways

One lane and shoulder open in 1 hour. All lanes open on 3 to 4 hours. Incident over in 6 hours.

Team 2

Q1: 911 call-ins immediately

Q2: 511 (call-in and online), traffic reports on radio, DMS

Q3/Q4: Road Rangers – initial MOT

Troopers – MOT, investigation

Local police – MOT, investigation

EMT – first aid

Fire rescue – extraction, first aid

Asset Management – upgrade MOT, clean up (additional responder)

Wrecker – recovery and clearance (additional responder)

Q5: Clear victims, wreckers remove vehicles, wreckers upright tractor trailer and remove from scene, secondary clean up (fuel, debris, product)

Travel lanes will be open within 90 minutes. The entire incident will be over in 3½ hours.

Team 3

Q1: 911

Q2: Radio, 511, advanced warning

Q3: Law enforcement, fire, EMS, helicopter transport

Road Ranger, asset management

Q4: Fire – patient care, hazards

EMS – patient care, transport

Law enforcement – traffic control, investigation, temporary detour

Road Ranger – initial traffic control

Asset management – Evaluate needs, call resources via phone, full detour setup, clear debris

Tow – remove vehicles

Q5: Bobcat for cargo – to slide off the roadway

Tow (RISC) – for vehicles, contact owners for permanent removal

Travel lanes will be open within 90 minutes. The entire incident will be over in 120 minutes.

TIM Team – Quality Management/Future Direction:

Newsletter

Don reminded all participants that if anyone was to submit an article that it would be published in the Newsletter. The TIM Team members are encouraged to submit ideas and topics for inclusion in future Newsletters.

Additional Topics

Don indicated that participants can provide agenda items. To please email or call to make sure that all items are included for discussion. Major incident review is not limited to just I-75, but any major incident can be suggested to Don. Incident reviews are a very valuable tool for TIM Teams to achieve their common goals.

Scheduled 2008 Meeting Dates:

Tuesday, February 12, 2008

Tuesday, April 8, 2008

Tuesday, June 10, 2008

Tuesday, August 12, 2008

Tuesday, October 14, 2008

Tuesday, December 9, 2008

Attachments: Toolkit for Deploying TIM/QC Best Practices Presentation

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