



Sarasota - Manatee Traffic Incident Management Team

*April 7, 2009
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Bob Diezi	Road Rangers	Thom Scrivner	FDOT
Gilbert Fernandez	City of Sarasota	Kevin Salsbery	FDOT
Richard Fimbel	DBi Services	Ted Smith	Delcan Corp
Henry Hays	511 Tampa Bay	Don Olson	FDOT
Scott Meabon	NRFD	Christina Florez	VANUS
Thomas Przybylowicz	FHP		

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, April 7, 2009 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, inquired if all the members received the newsletter, and identified the topics included in the March 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 www.swftim.org. Newsletters are an opportunity for TIM Team member agencies to provide information about themselves, their respective discipline mission and their role at a traffic incident scene.

Newsletter Addendum

Don Olson provided an overview of the contents of the Semi-Annual Newsletter Addendum. In the latest edition, a summary of the National Unified Goals (NUGs) of the TIM Team are included. The addendums can be found by clicking on 'Document Archives' at www.swftim.org.

SLER

The Road Rangers find the 800 MHz SLERs useful during incidents, although there are some areas without coverage (including Manatee County between MM 229 and 240, and Alligator Alley). This may be due to a programming issue. Don is to look into this problem. There is a

planned phase implementation; Phase 1 includes the use of 3 channels (2 for Road Rangers and 1 mutual aide). Phase 2 will make additional channels available.

Stimulus Package

There may be some funding available for ITS projects/deployment. ITS benefits the workforce; ITS projects tend to provide more money to the workforce than to materials. The Florida Legislative Budget Commission has approved the budget request from FDOT for transportation projects to be funded by the American Recovery and Reinvestment Act. Manatee County Advanced Traffic Management System (ATMS) and the Sarasota County US 301 widening projects are included. Additionally, several local projects are also included in the package.

Public Awareness

Don stressed the need for public awareness and that it must be a group effort to disseminate information (i.e. print publications, radio, TV studios, etc.). Sarasota County and the City of Sarasota have a joint partnership with Comcast (Access 19); this may be an avenue to disseminate information to the public. Ideas and opportunities are always welcomed.

Diversion Routes

The FDOT is working in concert with TIM Team stakeholders to standardize across TIM agencies all of the diversion routes in the District that would be included with an Interstate closure. The diversion routes will need to take into account oversize vehicles, overweight vehicles, and alternate routes (at least 2). John Scarpellino from Telvent is assisting FDOT is gathering all of the existing information. The base format and mapping plans have been developed and are currently under review by the Department. Once initial comments have been addressed, the diversion routes will be provided to the TIM Team members for their review and comment. Future projects may include US 41 and other highways.

Move Over Law

Approximately 40 states have 'Move Over Laws', but they are not standardized among the states. Additionally, the judicial support of the 'Move Over Law' appears to be regional. Florida's Road Ranger Service Patrols have experienced motorists who do not move over when the Road Ranger operator is assisting a disabled motorist and have activated the vehicle's amber lights. Law Enforcement personnel continue to work toward raising awareness. Continuous public awareness campaigns are needed to create motorist awareness of the Move Over Law.

Median Crossovers

The Fire Rescue drivers cannot see the crossovers until they have already passed them. Is it possible to mark the crossovers? If the crossovers are passed, the fire rescue trucks must go to the closest overpass and turn around under the overpass. Motorists do not seem to take into account the turning radius needed for the emergency vehicles to enter the highway; a 40' fire truck typically needs to swing out into the travel lanes in order to enter the highway. Some median crossovers seem very narrow; these may be unofficial crossovers between the cable barrier poles.

It was noted that the addition of the cable guardrail has reduced the number of fatalities, but it is adding difficulty to the first responders who are trying to get to the crash scene quickly.

Don Olson will look into crossover design standards, locations, and markings. Additionally, Don will work with the Department to determine which crossovers are marked and which ones need to be.

Critical Traffic Incident Management Review

In order for there to be Critical Traffic Incident Reviews, Don requests that stakeholders indicate which incident(s) they would like to review. Don stated that once an incident is determined, he would need to time to collect all reports pertinent to the incident. Additionally, any TIM Team member is encouraged to bring up an incident to discuss in the meetings, and it is usually most helpful to give TIM Team members a chance to prepare for the discussion.

Interoperable Communications

In the future, Don would like to have a communications workshop/table top exercise on how to use the 800 MHz radios on Mutual Aid and FIN. Practicing utilizing the 800 MHz radios before a major incident is a best practice in the Emergency Management profession.

Work Zone Awareness Presentation

Ted Smith presented on Work Zone Awareness. By managing the initial incidents properly, secondary incidents can be minimized and/or avoided. On the Turnpike, the Insta-Tow program is beginning implementation. The Insta-Tow program will allow a tow truck to be dispatched at the same time as a Trooper in order to help clear the incident in a timely manner; thereby reducing the duration of the incident. Ted also emphasized how public perception has an effect on funding in the long term; public perception is typically based on the images seen in the media.

There is a four hour course available at www.atssa.com titled, 'Safe and Effective Use of Law Enforcement Personnel in Work Zones – Grant Train – the Trainer'.

The presentation is available under 'Document Archives' on the TIM Team website, www.swftim.org.

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:

There were no incidents to review. Don requested the TIM Team member call or email him regarding any incidents they are interested in discussing at the next TIM Team meeting.

Scheduled 2009 Meeting Dates:

June 9
August 11
October 13
December 8

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