



Sarasota - Manatee Traffic Incident Management Team

*February 10, 2009
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Bob Diezi	Road Rangers	Kevin Salsbery	FDOT
Keith Drake	Sarasota/Manatee MPO	Rick Schuld	DBi Services
Richard Fimbel	DBi Services	Ruth Terry	Venice Police Dept
Henry Hays	511 Tampa Bay	J. Whitehead	Venice Police Dept
Bruce Hutcheson	DBi Services	Ted Smith	Delcan Corp
Tenil Mullins	ICA	Don Olson	FDOT
Mark Perez	ACT	Christina Florez	VANUS
Thomas Przybylowicz	FHP		

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, February 10, 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 November 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.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.

Skyway Bridge Flashing Beacons

Based on the problem issue review raised by TIM Team agencies, FDOT requested VANUS to perform a technical analysis and to provide a proposed solution for the flashing beacons associated with 'Skyway Bridge Closed' signs located in close proximity to the I-275 roadway entrance points in Manatee County. The proposed solution will be a web-based system operating from the Tampa TMC and entails using wireless communications to activate/deactivate the signs; the system then sends a confirmation response to the Tampa TMC that each sign is activated or deactivated.

Southwest Florida 511 System

The next generation of 511 is close to completion and will be an integrated “Statewide” Florida 511. The public launch is anticipated to be in the spring of 2009. At this time, two FDOT contractors (DBi and Road Rangers) are actively notifying the Tampa Bay and Southwest Florida 511 operations center when an incident occurs on the interstate via the notification number. The 511 roadside sign will be displayed at the Sarasota-Manatee Public Safety Expo on February 14, 2009.

Rapid Incident Scene Clearance (RISC)

The RISC invitation to negotiate is now advertised on the MyFlorida website and is an open ITN that will be advertised for two years. Qualified RISC Vendors are encouraged to participate in this TIM Team initiative. The following is a link for the advertisement and bid document:

- http://vbs.dms.state.fl.us/vbs/ad.view_ad?advertisement_key_num=73259
- http://vbs.dms.state.fl.us/vbs/boiler_plate.pdf_list?advertisement_key_num=73259&pui_code_str=5500&dept_ad_num_str=ITNDOT08091006WC

At this time, there is one potential contractor engaged in the negotiation process.

A similar program is currently active in Atlanta, Georgia. Statistics show that incident duration was reduced from 250 minutes to 100 minutes (on average) between 2007 and 2008.

SWIFT SunGuide Center

The anticipated date for the SWIFT SunGuide Center to become operational is spring 2009. There will be an announcement and a Grand Opening once the center is operational. Some of the agencies that will be located in the SWIFT SunGuide Center include: FHP – Ft. Myers, FHP Southwest Florida Regional Communications Center, Motor Carrier Compliance – Ft. Myers, and FDOT District One RTMC.

Road Rangers

The new radios are in and the Road Rangers have 2 channels (channels 11 and 12) for talk group communication and access to the mutual aid channels (channel 15). The statewide mutual aid channel could be used to communicate with on-scene Troopers and Fire/Rescue. After an initial test period, it was noted that there are some areas without reception. In order to mitigate this problem, FDOT Central Office ordered 3 mobile units that are more powerful than the portable unit. These in-vehicle mobile units will be provided to the Road Rangers that usually patrol the areas without adequate reception on portable radios.

Incident Management

The following is the updated contact information for emergency response agencies' procedure:

- To notify FDOT of Emergency Response on I-75: **DBi** 239-567-2043
- To notify FDOT of Emergency Response on I-75 Bridges: **ICA** 1-866-335-9696
- To notify FDOT of Emergency Response on all State Roads: **FDOT Emergency Coordination Officer** 1-877-876-0628 – Kevin Salsbery

Table Top Exercise

The following table top exercise was completed in order to assist opening the lines of communication and interaction between agencies. The TIM Team members in attendance were divided into 2 teams. From this exercise, it was determined that the participants agreed on the process for notification and Incident Command. The differing perspectives allowed the

participants to view the incident and response from different aspect (i.e. some considered the importance of notifying the media, diversion routes, asset management, port traffic). The consensus was that a Unified Incident Command is a necessity and the constant communication is critical. Notification of incidents to TIM Team member agencies is paramount.

Incident

At 9am, a suspicious package is reported to have been spotted by a FDOT bridge inspection crew in the super structure of the Skyway Bridge. The initial call by cell phone goes into the FHP Regional Dispatch in Ft. Myers.

Hillsborough County 911 also receives a call at about 9:15am from a painting contractor working in the Skyway Bridge that one of his employees is missing and may have fallen into the water.

Questions

1. What would be the notification path of the call to FHP? What agencies would be responding?
2. What would be the notification protocol from Hillsborough 911 and what agencies would be responding?
3. How would these two separate reported incidents be handled concurrently? Who would be the Incident Commanders for each? How would these ICs communicate?
4. What actions would be taken to manage traffic on both the interstate highways and the arterial roadway system during these incidents?

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:

A Road Ranger on his way to work noticed a pair of headlights in the median between MM 198 and 199 and called it in to FHP. Once at work, the dispatch sent him out to the scene to describe what he had seen. The car in the median was a Sheriff's car. Around the same time, there were two accidents south of MM 198. These vehicles needed to be cleared from the top of the bridge (9 vehicles were involved including a semi and a pick-up truck). During this incident, the Fire Rescue were in the opposite direction and had to turn around and the emergency lanes were blocked.

Don reminded everyone that by FDOT authority, the Road Rangers can advise motorist to move their vehicles off the travel lanes in accordance to the 'move-it law' and can assist if necessary. It was discussed that if there are no injuries, fatalities, dui or other felony, the Road Rangers will advised motorists that the vehicles will be moved. Road Rangers can push or pull the vehicles; Asset Management contractor cannot due to liability. If FHP has responded, the Road Ranger will take direction from the Trooper, if a Trooper is not present on the scene, the Road Ranger can advise the motorist to move off the roadway.

It was also noted that Road Rangers and Asset Management are not always called if an incident occurs. The advanced warning provided by dynamic message sign, variable message board, and/or arrow board is the responsibility of the Road Rangers and Asset Management. This emergency scene temporary MOT is safety oriented and of great benefit to other TIM Team

response agencies. The federal guidelines emphasize the need for advanced warning of incident scenes to motorists. The updated guidelines will be available in the near future.

The following are the lessons learned:

- Road Rangers are authorized by FDOT to be more assertive in completing their mission.
- Asset Management Contractors (DBi and ICA) are authorized by the FDOT to be more assertive in completing their mission.
- Road Rangers are tasked with providing prompt temporary MOT at a crash scene unit relieved by DBi or ICA ... so they can continue their patrol mission and work the queue.
- Asset Management Contractors need to be notified of every incident on I-75, will respond with MOT and will report to the Unified Command Post or Official on-scene, and are responsible to assist in detour routing and signing per FDOT contract scope of services.
- Law Enforcement Officials should engage the FDOT Asset Maintenance Contractors and encourage DBi and ICA to set up temporary MOT and enhanced advance warning signs. Large incidents cause delay and non-recurring congestion in both directions of travel on the interstate; and advance warning signs may reduce the potential of secondary crashes on both NB and SB directions of travel.
- Motorists are still blocking the emergency lanes. Don will champion the project development of a public awareness campaign.

Scheduled 2009 Meeting Dates:

April 7
June 9
August 11
October 13
December 8

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