



Sarasota - Manatee Traffic Incident Management Team

*December 10, 2013
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Richard Fimbel	DBI Services	Sage Kamiya	Manatee Co. Public Works
Mac McKissack	Delcan	Larry Luh	Manatee Co. EMS
Gilbert Fernandez	City of Sarasota	Brandy Boccuti	Metric Engineering, Inc.
Gary Spraggins	Sarasota County	Charles Stratton	Metric Engineering, Inc.
Jim Quinn	Sarasota S.O	Robert Thayer	Southern Manatee Fire & Rescue
Bill Fuller	FDOT	Brian Gorski	Southern Manatee Fire & Rescue
Kevin Ingle	FDOT	Mark Crawford	Southern Manatee Fire & Rescue
Jeff Tobergte	FDEP	Tim McMullen	FDEP
Mark Roberts	FDOT	Ron Rich	Manatee County EMS
Herbert Head	FHP	Ben Clayton	FDOT
Jason Starr	HDR Engineering	Katherine Chinault	FDOT
Matt Wey	HDR Engineering	Greg Bacon	Manatee Co. EMS
Donnie Holcomb	HDR Engineering	Mukunda Gopalakrishna	Manatee Co. Public Works
Vishal Kakkad	FDOT		

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, December 10, 2013 at 1:30pm at the Manatee County Public Safety Center, 2101 47th Terrace East, Bradenton, FL 34203. Bill Fuller, Mac McKissack, and Charles Stratton facilitated the meeting.

Bill Fuller reminded the Team that the new goal for the TIM meetings will be “practicing what we preach”: the goal will be to keep meetings to 90 minutes!

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

Agency News:

Road Rangers

Mr. Bill Fuller provided the 2012-2013 Road Ranger Survey for Incident Responders results. The Department developed the Statewide Road Ranger Survey for Incident Responders as a result of a suggestion by District TIM personnel that reporting information on how other agencies’ incident responders gauged Road Rangers performance would be helpful, especially since direct program feedback from field level incident responders is limited. The survey was designed to gather data from those who work and communicate with the Road Rangers on a regular basis.

Since the inaugural survey was such a success, the Department decided to execute and publish the Road Ranger Incident Responder survey annually. This survey has a threefold purpose:

- Determine the incident responders' opinion of the program
- Compare results and customer satisfaction to last year's survey
- Solicit comments and suggestions to improve the program from the incident responder's perspective

Please visit the TIM team website to view the results of 2012-2013 Road Ranger Survey for Incident Responders.

Mr. Bill Fuller informed the team that starting January 2014 the Road Ranger service will be available 24/7 from Broward County to mile marker 105. Mr. Fuller also informed the team that they are looking at other areas/counties, including their area to incorporate Road Ranger going 24/7.

Towing and Wrecker News

No agency news.

Other Agency News

No agency news.

Update on TIM Initiatives:

National/State/Regional

Mr. Mac McKissack, Delcan Corporation presented to the team on the Rural Incidents Management Concepts and Best Practices. Below are some points that was presented to the team.

Urban Freeway Incident Management

- Ample law enforcement, fire, EMS, and towing resources
- Rapid response – 2 to 8 minutes
- Quick clearance – 30 to 60 minutes
- Multiple detour options
- High percentage of local motorists

Rural Freeway Incidents

- Few law enforcement personnel
- Typically volunteered fire departments
- Limited EMS coverage
- Heavy duty towing/recovery equipment often limited
- Poor detour opportunities
- High percentage of unfamiliar motorists

Rural Incident Problems

- Freeway often closes
- Motorists stuck in queue
- Motorists initiate haphazard u-turns or cut thru's
- Trucks detour down dead end roadways
- Freeways become small temporary communities of trapped

To view the full presentation please visit the TIM team website at: <http://www.swfltim.org/>

Mr. Bill Fuller updated the team on the Occupational Safety and Health Administration (OSHA) Regulations.

OSHA does not have jurisdiction or oversight over local or state government agencies, including FDOT

- FDOT personnel are not subject OSHA investigations or fines.
- FDOT safety is governed by the Department Loss Prevention Manual. In 2000 however, then Governor Jeb Bush issued an Executive Order (#2000-192) directing all state agencies to comply with OSHA 1910, which is the standards for general industry. What this means is that FDOT has been directed to voluntarily comply with OSHA standards.
- Non-FDOT personnel however, such as contractor and consulting companies, are subject to OSHA investigations and fines

Amounts that can be levied by OSHA are as follows:

- \$7,500 maximum for a single serious violation that can or has caused substantial harm or death to employee, but such fines would not apply to FDOT personnel. Multiple violations can add up to much higher total fines.
- \$75,000 fine is only levied for rare findings of willful violations, for example, where the employer knew of an unsafe condition that was likely to cause substantial harm to an employee but failed to correct the condition.

Kevin S. Ingle, P.E., FDOT District One and Donnie Holcomb, P.E, HDR Engineering, Inc. presented on the Diamond Divergence project, I-75 University Parkway Interchange in Sarasota and Manatee Counties.

A diverging diamond interchange (DDI), also called a double crossover diamond interchange (DCD), is a type of diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway. It is unusual in that it requires traffic on the freeway overpass (or underpass) to briefly drive on the opposite side of the road from what is customary for the jurisdiction. Like the continuous flow intersection, the diverging diamond interchange allows for two-phase operation at all signalized intersections within the interchange. This is a significant improvement in safety, since no left turns must clear opposing traffic and all movements are discrete, with most controlled by traffic signals. Additionally, the design can improve the efficiency of an interchange, as the lost time for various phases in the cycle can be redistributed as green time—there are only two clearance intervals (the time for traffic signals to change from green to yellow to red) instead of the six or more found in other interchange designs.

Some of the intersections in the design can be unsignalized. The left turn from the freeway off-ramp, for example, can form an auxiliary lane that then becomes an exit-only lane for the entrance ramp to the freeway in the opposite direction. Omitting the traffic signals for the left turn movements off the freeway only works well with single left turns and when short queues exist within the interchange on the arterial street.

HDR Engineering is providing project management and design services for the I-75 at University Parkway interchange in Sarasota and Manatee Counties. The improvements are necessary to sustain acceptable traffic flow within the corridor through the year 2035.

The scope of the project is to reconstruct the existing diamond interchange, which accommodates six 12-foot travel lanes on I-75, to a DDI that accommodates the I-75 ultimate 10-lane configuration with two express lanes and three general use lanes in each direction.

The team was informed that there will be another update on the project at the June 10, 2014 TIM team meeting.

Quarterly Performance Review:

Mr. Bill Fuller presented the quarterly performance measures for November 2013. We are providing the performance measures in a new format, as shown to the right. These handouts are available on the District One TIM website at: <http://www.swfltim.org>.

Mr. Charles Stratton presented the 2013 TIM Self-Assessment Fast Facts National TIM Statistics.

- In November 2011, AAA reported that the societal cost of traffic crashes was \$299.5 billion, more than three times the \$97.7 billion cost of congestion in that year
- The TIM Self-Assessment national score has increased from 48.0 in 2005 to 73.9 in 2013, indicating significant advancement of TIM programs nationwide
- According to the 2013 TIM Performance Measures database, the average roadway clearance time was 73 minutes
- Over 22,000 responders in 27 states have participated in the National TIM Responder Training.



The following results were provided for the Sarasota - Bradenton region:

The highest scoring sections indicate Sarasota - Bradenton's strengths are formalizing TIM agreements among stakeholders and establishing proper incident response and clearance procedures. Compared to 2012, Sarasota - Bradenton has made its greatest improvement in scores for providing motorists with incident information and calculating TIM performance measures.

The lowest scoring sections indicate Sarasota - Bradenton has the most room for improvement in encouraging multi-agency cooperation. Additionally, Sarasota - Bradenton has the potential to increase scores in the area of calculating TIM performance measures. The region can also work to raise scores by focusing on sharing/integrating data with other agencies.

To learn more about TIM Performance Measures, visit FHWA's Performance Measures Knowledgebase at http://ops.fhwa.dot.gov/eto_tim_pse/preparedness/tim/knowledgebase/

FDOT Construction Update

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

Active Construction:

No updated information was provided by the TIM Team.

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 Sarasota-Manatee County TIM Team will be February 11, 2014 at 1:30PM at the Manatee County Public Safety Center, 47th Terrace East 2101, Bradenton Florida, 34203.

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 may be interested in joining our team! <http://www.swftim.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.