



## Sarasota - Manatee Traffic Incident Management Team

*April 11, 2017*

*Meeting Minutes*

### Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Rory Howe	Parsons	Fabio Capillo	Manatee County
Brandy Boccuti	Metric Engineering	Don Martin	HNTB
Charles Stratton	Metric Engineering	Mark Dunlap	FDOT
Chris Williams	FDOT	Kevin Salsbery	FDOT
Ken Neiland	Professional Towing Svcs.	Justin Merritt	FDOT
Scott Robbins	FDOT/HNTB	Robert Ortiz	Road Ranger/Anchor Tow
Mike Ebersole	FDOT	Robert Thayer	S. Manatee Fire Rescue
Darrell Seckendorf	Sarasota Sheriff's Office	Russell Vega	Medical Examiner
Kevin Vassar	Professional Towing	Conner Cardwell	Florida Highway Patrol

**Call to Order:** The Sarasota-Manatee TIM Team meeting was held on Tuesday, April 11, 2017 at 1:30pm at the Manatee County Public Safety Center, 2101 47<sup>th</sup> Terrace East, Bradenton, FL 34203. Chris Williams, Charles Stratton, and Rory Howe facilitated the meeting.

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

### **Agency News:**

#### Road Rangers

The team was informed that the Road Rangers are currently in the process of hiring a couple new staff members. Additionally, they are also in the process of renewing their contract with the Road Ranger program.

Southern Manatee Fire Rescue informed the team that their agency has been busy working on the brush fires that have been affecting the areas. Additionally, they stated that their communication with the Florida Highway Patrol has been very positive in regards to closures of the highway due to the fires.

#### Towing and Wrecker News

The towing agency informed the team about the 2017 Tow Show which took place April 20-23, 2017. The 2017 Tow Show included both new and exciting experiences in the towing industry. The event is a great way to learn more about the industry and connect with other incident responders. To learn more, please visit the following website: <http://www.towequip.com/towshows>

### Other Agency News

The Florida Highway Patrol informed the team that their staff resources are currently down. Additionally, the recent increase in brush fires has further impacted their resources.

The Regional Traffic Management Center (RTMC) informed the team that they are currently in the process of creating a new website for the RTMC. The project is currently out to bid and will start once the final selection has been made. The new website will be a “centralized location” where all information can be directly accessed through the website. The team will be updated on the progress of the website.

### **Update on TIM Initiatives:**

#### National/State/Regional

Rory Howe presented to the team about “Fires and Responders, from a Cop and the National Forestry Perspective.”

Florida Governor Rick Scott has declared a state of emergency because of the number of wildfires burning in Florida. Officials say wildfires in the state have already burned 250 percent more terrain in the first three months of 2017 than during the same period last year. There are more than 100 active wildfires across more than 20,000 acres in Florida, according to Agriculture Commissioner Adam Putnam.

Since Florida is in a state of emergency in regards to the wildfires, Mr. Howe spoke to the team about the wildfires in Florida and the safety of first responders that are responding in the area. To help protect the safety of the first responders when responding to these types of incidents; all must be in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) standards.

The MUTCD is the national standard for signs and traffic control devices for roads. The regulations in Title 23 of the Code of Federal Regulations (CFR) Part 655, Subpart F require that the MUTCD be followed on all Federal, State, and local roads open to public travel. The "Sign and Poster Guidelines for the Forest Service" (EM 7100–15) contain additional requirements for signs and traffic control devices used on National Forest System roads.

- Temporary Traffic Control
  - Temporary traffic control (TTC) is needed when incidents, such as traffic accidents, wildland fires, floods, hazardous material spills, and other unplanned events, take place on or adjacent to a road, affecting or interrupting the normal flow of traffic.
- Temporary Traffic Control Zones
  - Temporary traffic control zones guide road users through incident areas while reasonably protecting incident responders, vehicles, equipment, and road users.
  - TTC zones also may be established when necessary to restrict use of road systems to incident management personnel. Variable message signs, warning lights, flags, barricades, and cones may be used as available to enhance the visibility of TTC zones.
- Incident Sign Standards
  - Design, locate, install, and maintain signs in accordance with the MUTCD and EM 7100–15 requirements.
  - Coordinate with other public road authorities as soon as possible when incidents affect roads under their jurisdiction.
  - Use professionally made signs made from fluorescent pink or orange retroreflective sheeting.
  - Monitor and maintain signs and devices for the duration of the incident.
  - Remove or cover signs promptly when they do not apply and when they are no longer needed.

- Use retroreflective pink signs when an incident occurs on or near a road that has orange construction signs.
- High-Visibility Safety Apparel
  - All workers, including emergency responders, who are exposed to traffic or work vehicles and construction equipment within the road right-of-way, shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the "American National Standard for High-Visibility Safety Apparel and Headwear" (ANSI/ ISEA 107–2004 or current edition).
- High-Visibility Safety Apparel
  - All workers, including emergency responders, who are exposed to traffic or work vehicles and construction equipment within the road right-of-way, shall wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of American National Standards Institute/International Safety Equipment Association (ANSI/ISEA) 107–2004 (or current edition).
    - ✓ Firefighters engaged in roadside firefighting activities.
    - ✓ Uniformed law enforcement personnel directing traffic, investigating crashes, or handling lane closures, obstructed roadways, and disasters
    - ✓ Personnel conducting flagging operations for temporary traffic control
    - ✓ Personnel maintaining road closures

#### Approaching and Ending Fire Activity Zones:

- Incident management activities may occur throughout an incident zone over a long section of road.
- Use the FIRE ACTIVITY AHEAD sign with a distance plaque indicating the length of the traffic control zone as the first sign in a series of incident management signs.
- Use the END FIRE ACTIVITY sign to let road users know that they may resume normal driving. Place the END FIRE ACTIVITY sign on the opposite side of the road from the FIRE ACTIVITY AHEAD sign warning road users coming from the other direction.
- If the incident activity occurs over more than 5 miles of road, install additional FIRE ACTIVITY AHEAD signs with the distance plaque at least every 5 miles.

#### Initial Attack Engine or Crew Operations Along a Roadway:

- The *FIRE ACTIVITY AHEAD* sign may be omitted if the incident vehicle or activity is behind a barrier, more than 24 inches behind a curb, or more than 15 feet from the edge of any roadway.
- For operations lasting less than 30 minutes, signs are not required if the incident vehicle uses activated high-intensity rotating, flashing, oscillating, or strobe lights.
- Hazard-warning signals on vehicles may be used to supplement—but not replace—high-intensity rotating, flashing, oscillating, or strobe lights.

To view the full MUTCD, please visit the following website: <https://mutcd.fhwa.dot.gov/>

To learn more and to view the full presentation, please visit our TIM team website at: <http://www.swfltim.org/CSM/CSM Docs.htm#Handouts & Presentations>

The team was informed about the 2017 National Distracted Driving Month Campaign which takes place the month of April. The following facts were provided to the team:

- Every year, about 421,000 people are injured in crashes that have involved a driver who was distracted in some way.
- Each year, over 330,000 accidents caused by texting while driving lead to severe injuries. This means that over 78% of all distracted drivers are distracted due to texting.

- Distracted drivers of emergency vehicles were to blame in collisions that killed three Southland residents and injured about 140 others in California over the last two years, according to a state database and local reporting.
- The use of electronic equipment used by first responders, such as in-car computers, was cited as a factor in 48 (or just over a quarter) of collisions.
- 1 out of 4 car accidents in the US are caused by texting while driving.
- Reading a text message while driving successfully distracts a driver for a minimum of five seconds each time. This means that the chances of an accident occurring while reading a text is extremely high.

To learn more, please visit the following website: <https://www.flhsmv.gov/safety-center/driving-safety/distracted-driving/>

The team was informed of the upcoming National Traffic Incident Management (SHRP-2) Responder Training Program. The class will include lectures as well as table top activities. The target audiences for the (4) hour course are those who have the responsibility as “First Responders” to a crash or incident on our Florida roadways.

The benefits of the National Traffic Incident Management (SHRP-2) Responder Training includes:

- A unified, multidisciplinary approach that promotes a more effective incident response.
- Lessons in new multiagency standards and best practices.
- An opportunity for responders from multiple disciplines to breakdown communication barriers and begin to work more effectively together.

Participants will also receive a certificate from the Federal Highway Administration (FHWA) after completing the training.

**Lee County (Option 1)**

Emergency Operations Center  
2675 Ortiz Avenue  
Fort Myers, Florida, 33905  
Monday, May 15, 2017  
1:00 p.m. - 5:00 p.m.

**Manatee County (Option 2)**

Emergency Operations Center  
2101 47th Terrace East  
Bradenton, Florida 34203  
Tuesday, May 16, 2017  
8:30 a.m. - 12:30 p.m

To register for the training, please visit the following site: <http://www.123contactform.com/form-2566911/D1-May-2017-SHRP2-Trainings>

For more information on the training, please contact Brandy Boccuti, TIM Coordinator, at (407) 949-4283 and/or [bboccuti@metriceng.com](mailto:bboccuti@metriceng.com)

Russell Vega, MD, Chief Medical Examiner for District Twelve, presented to the team “Medical Examiners Roles, Responsibilities and Standard Operation Procedures, During Traffic Incidents.”

When the Medical Examiner has Jurisdiction:

- Unattended deaths (not seen or treated for greater than 30 days)
- Sudden death while in apparent good health
- Deaths from criminal violence (homicides)
- Accidents or suicides
- Deaths in custody or in a penal institution
- Deaths due to disease, injury, or toxic agent resulting from employment
- Deaths due to disease constituting a threat to the public health

- Suspicious or unusual deaths
- Deaths due to criminal abortions
- Poisonings

Where the Medical Examiner's jurisdiction begins:

- Where the death occurs or where the body is found.
- Different from law enforcement - where the criminal act (or accident) occurs.

Goals/priorities of a Medical Examiner and TIM Responders

- Similarities:
  - Safety of those involved, including living victims and all responders.
  - Understanding the nature of the crash or incident.
  - Preserving/maintaining evidence pertaining to the events.
  - Correct identification of all parties (especially deceased victims.)
- Differences:
  - Medical Examiner focus is on identifying the deceased such as:
    - ✓ Was the individual dead before the crash?
    - ✓ How were injuries sustained and which injuries caused death?
    - ✓ Was natural disease or intoxication a risk factor?
    - ✓ Was the incident an accident or an intentional event?
    - ✓ Was equipment failure involved?
    - ✓ What are the cause and manner of death?

A Fatality affects Traffic Incident Management when:

- A violent death occurs, the medical examiner will always have jurisdiction over the death.
- By law, the body cannot be disturbed until the medical examiner has given clearance
  - ✓ However, if a body needs to be "disturbed" to immediately preserve life and limb of others, of course proceed.

Traffic Deaths that require a scene investigation:

- Suspected homicides (murder-type homicides not just "traffic homicides")
- Hit and run cases, especially hit and run pedestrians.
- Those involving industrial accidents; unusual equipment; or fire causing obscuration of injury or identifying features.
- Multiple fatalities where identities and relationships to vehicles are in question or simply unknown.
- Other instances when they are requested to come out.

When it is a Traffic Incident Management sensitive fatal crash:

- Your goal: to clear the roadway and re-establish normal traffic flow as quickly and safely, as soon as possible.
- The sooner the first responders gather the information that the Medical Examiner needs and contact them, the sooner they can move forward together.

To learn more and to view the full presentation, please visit our TIM team website at:  
[http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts & Presentations](http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_&Presentations)

Stephen Abel, Global-5 Communications presented to the team on the Florida 511. The Florida 511 is:

- A service of the Florida Department of Transportation (FDOT)
- Florida's official source for travel and traffic information

- One-stop shop for commuters, visitors and commercial vehicle operators
- Real-time traffic and travel information via:
  - ✓ Free Apps
  - ✓ FL511.com
  - ✓ Via Phone
  - ✓ Twitter #FL511

The Florida 511 provides information on:

- Crashes, congestion, construction and closures on all Florida interstates, plus toll roads and many major metro roadways
- Travel times on many more roads
- Weather forecasts and alerts
- Traffic camera views
- Point-to-point directions with alternate routes

FDOT launched a new system on Sept. 1, 2016:

- New website at <http://www.FL511.com>
- Download the new Florida 511 app (delete the old app)

The Florida 511 benefits Traffic Incident Management:

- Drivers “Know Before You Go” and plan their commute around incidents
  - ✓ 70 percent of the Florida 511 users changed their route
  - ✓ 22 percent left later to avoid traffic
  - ✓ 14 percent changed their mode of travel
- Drivers who know are prepared and calm
  - ✓ 24 percent said Florida 511 information reduced their stress

To learn more and to view the full presentation, please visit our TIM team website at: [http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts\\_ & Presentations](http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_&Presentations)

The team reviewed the following recent major incident(s) as a lessons learned:

- 03/05/2017 - I-75 Southbound at Exit 179: Toledo Boulevard

To view the incident SWIFT SunGuide Event Chronology report, please visit our TIM team website at: [http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts\\_ & Presentations](http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_&Presentations)

### **FDOT Construction Update**

Charles Stratton reminded the team that the District 1 Roadwatch construction report is available to all first responders. To view the weekly District 1 RoadWatch construction report, please visit the following website: <http://www.fdot.gov/info/D1/news/newsreleases/default.shtm>

### ***Active Construction:***

The team was provided an update on the I-75/University Parkway DDI Construction project. The start date of the project was August 2015, and the estimated completion date is Fall of 2017. Improvements being made as part of this project consist of constructing a diverging diamond interchange, adding an auxiliary lane on northbound and southbound I-75, constructing new bridges on I-75 over University Parkway, widening of University Parkway, widening of I-75 bridges over Errie Creek and Foley Creek, realignment of on-ramps and off-ramps at I-75/University Parkway, addition of ponds, drainage improvements, new lighting and signalization, construction of a noise wall on the west side of I-75, sidewalks, bike lanes, and pedestrian walkways. If you have any questions on the project, please contact Trudy Gerena, Senior Public Information Officer at 813-299-3579 and/or [trudy@valerin-group.com](mailto:trudy@valerin-group.com)

Please also visit <http://www.swflroads.com/i75/university/>, which provides up to date project information.

***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/D1/news/newsreleases/default.shtm>

**Future Meetings:**

The next Sarasota-Manatee County TIM Team will be held on June 13, 2017 at 1:30 PM 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.swfltim.org/>

If you have any questions or need additional information, please contact Charles Stratton, Metric Engineering, Inc. at (407) 644.1898 or via email at [cstratton@metriceng.com](mailto:cstratton@metriceng.com) or Chris Williams, FDOT District 1 ITS Operations/ TIM TEAM Coordinator/ Road Ranger Program Project Manager at (239) 225.1915 or via email at [Chris.Williams@dot.state.fl.us](mailto:Chris.Williams@dot.state.fl.us)