



Sarasota - Manatee Traffic Incident Management Team

December 12, 2017

Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Rory Howe	Parsons	Kevin Salsbery	FDOT
Kevin Smith	Parsons	Steve Litschauer	Manatee EM
Brandy Boccuti	Metric Engineering, Inc.	Darrell Seckendorf	Sarasota Co. Sheriff's Office
Charles Stratton	Metric Engineering, Inc.	Rohan Ward	DBI Services
Robert Ortiz	Road Ranger/Anchor Tow	Virgil Wooten	DBI Services
Sherilyn Burris	Manatee Co. EM	Luis Suarez	Manatee Co. EM
Ken Neiland	Professional Towing	Ryan Brown	Sarasota/Manatee MPO
Shannon Trammell	Riegl USA	Todd Riley	Stepp's Towing
		Adam Chisman	Cedar Hammock Fire

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, December 12, 2017 at 1:30pm at the Manatee County Public Safety Center, 2101 47th Terrace East, Bradenton, FL 34203. Charles Stratton, Rory Howe, Kevin Smith and Brandy Boccuti facilitated the meeting.

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

Agency News:

Road Rangers

No agency updates

Towing and Wrecker News

The towing agency discussed with the team their concern with the Rapid Incident Scene Clearance (RISC) program in regards to the required amount of time the towers are obligated to arrive at the scene, per the RISC contract. The agency stated that the required time put the towers at risk due to them rushing to the scene.

Additionally, there was a concern over the acceptable time frame if the vendor was only minutes/seconds away from reaching the required 90 minute contract goal. The details of their concerns were noted and the proper officials will review any suggestions.

Other Agency News

No agency updates

Update on TIM Initiatives:**National/State/Regional**

Kevin Smith, Parsons Corporation, presented to the team on the topic Work Zone Equipment, Making It Safer for All Workers. Road work is dangerous for both construction workers and responders. In 2015 there were an estimated 96,626 crashes in work zones, an increase of 7.8% over 2014. This continues a rise in work zone crashes since a low of 67,887 in 2013 (a 42% increase since 2013).

On average, in 2015:

- A work zone crash occurred once every 5.4 minutes.
- Every day, 70 work zone crashes occurred that resulted in at least one injury.
- Every week, 12 work zone crashes occurred that resulted in at least one fatality.
- Nearly half are rear-end type crashes, where a citizen driver enters the work zone and collides with road crews or vehicles.

Responders working incident scenes are at risk, too. In a typical year, the following number of responders are struck and killed:

- 10 Law Enforcement Officers
- 4 Fire and Rescue Personnel
- An estimated 40-60 Towing and Recovery Professionals
- Several transportation professionals from DOTs, Public Works, and Safety Service Patrol Programs

Technology is playing a part in helping improve safety for workers and responders such as the Autonomous Impact Protection Vehicle or “AIPV” also known as Autonomous Truck Mounted Attenuator or “ATMA” is the next generation of roadway construction work zone safety. The AIPV/ATMA is an automated version of a standard Impact Protection Vehicle (IPV) or Truck Mounted Attenuator (TMA) vehicle. AIPV/TMA vehicle is deployed as a human-driven mobile crash barrier intended to absorb the impact of a high (or low) speed crash, protecting roadside workers and equipment from an errant vehicle.

To view a video on the Autonomous Impact Protection Vehicle, please click on the following link:

<https://youtu.be/cB68KqgiQsY>

To view the full presentation, please visit our TIM team website at:

http://www.swfltim.org/CSM/CSM%20Docs.htm#Handouts_&_Presentations

Brandy Boccuti, Metric Engineering, informed the team about the 2017 National Drunk and Drugged Driving Prevention Campaign - The campaign will take place the month of December. Drugs, even those prescribed by a physician, can impair perception, judgment, motor skills, and memory. There can be a misconception that driving under the influence of marijuana or a prescription medication is somehow safer than driving while impaired by alcohol. The bottom line is: impaired is impaired. Recent surveys have shown how pervasive drugged and drunk driving has become in the United States.

- In an average year, 30 million Americans drive drunk, and 10 million Americans drive impaired by illicit drugs.
- Drugs, even those prescribed by a physician, can impair perception, judgment, motor skills, and memory.
- A survey by the Substance Abuse and Mental Health Services Administration (SAMHSA) revealed that 13.2 percent of all people aged 16 or older drove under the influence of alcohol and 4.3 percent drove under the influence of illicit drugs during the past year.

To learn more about the campaign, please visit the following website: <https://www.nhtsa.gov/risky-driving/drunk-driving>

Charles Stratton, Metric Engineering, discussed the following 2018 areas of focus, which were selected from the 2017 Traffic Incident Management Self-Assessment results:

1. Incident Clearance Time (ICT) Performance Data - Establish performance measures in regards to reviewing the ICT during traffic incidents.
2. Performance targets to reduce secondary crashes – Review historical crash data of secondary crashes and establish internal targets to reduce secondary crashes.
3. Outreach to public officials and local first responders about supporting and attending their local TIM team.

The purpose of the yearly Traffic Incident Management Self-Assessments are to provide a formal process for State and local transportation, public safety and private sector partners to collaboratively assess their traffic incident management programs and identify opportunities for improvement.

The 2018 areas of focus will be a continual discussion/action item during the upcoming TIM team meetings.

Additionally, the team discussed revisiting the Open Roads Policy as there has been an increase in new first responders and officials since the policy was signed. On January 2014 the Open Roads Policy agreement was revised and endorsed by the Executive Director of the Florida Department of Highway Safety and Motor Vehicles, Director of Florida Highway Patrol and the Secretary of the Department of Transportation with legal review by both FHP and FDOT. The original Open Road Policy agreement was put in place 12 years ago in November 2002.

The agreement establishes a policy to expedite the removal of vehicles, cargo, and debris from roadways on the State Highway System to restore, in an urgent manner, the safe and orderly flow of traffic following a motor vehicle crash or other incidents on Florida's roadways.

The agreement was created with the following in mind:

- Public safety is the highest priority.
- 25% of non-reoccurring congestion is caused by traffic incidents.
- Governmental entities have responsibility to do whatever is reasonable to reduce the risk to responders, such as struck-by incidents.
- Secondary Crashes pose safety risks to all responders and motorist, and are mitigated by expeditious clearance, Vehicle removal & Move over-Laws, along with Safe Quick clearance.
- Minimize exposure to secondary crashes.
- Cost and impact from traffic incident related congestion is significantly higher than the damage to vehicles and/or cargo, which may occur as a result of safe quick clearance with urgency.

Additionally, included in the agreement is the goal that all agencies responding to incidents maintain the goal that all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer. The goal is made with the understanding that more complex scenarios may require additional time for complete clearance. The quick clearance goal will help with the safety of incident responders by limiting their time at a scene, and reduce the risk of secondary crashes.

Faster incident clearance reduces the exposure of responders to hazardous roadside conditions, it is a good strategy for increasing responder safety. The opportunity to improve responder safety

can be a powerful motivator for emergency responders to support more coordinated and efficient incident clearance.

Further discussion on this topic will be reviewed at upcoming TIM team meetings.

To view the full Open Roads Policy agreement, please visit the TIM team website at: [Open Roads Policy](#)

Shannon Trammell, Riegl USA, presented to the team on LiDAR technology and how this 3D laser technology brings innovation and efficiency to help clear crash scenes faster. After serious road traffic collisions it is standard practice to accurately document forensic evidence in an objective and timely manner. This evidence recovery process can be stressful and time-consuming, especially in conditions where there is an extensive traffic queue resulting from the incident.

The software is designed to utilize all of the measurement inputs from the RIEGL VZ-400 to enable a fully automatic workflow. Utilizing technological know-how and real-world feedback from investigation officers and field experts, RIEGL has produced a one button solution for data processing. RiSOLVE accurately and automatically combines, adjusts, and colorizes the data collected in the field. The final results are a detailed point cloud and easy to use plot features which enable production of accurately scaled orthographic images exportable as measurable PDFs, TIFFs, JPGs and bitmaps. The output of RiSOLVE is a photorealistic 3D scan.

Laser scanning offers many benefits to the forensic world, including:

- More complete evidence gathering than ever before
- Reduced time in the field
- Significant road closure time reduction
- New, innovative, and engaging ways to present evidence
- Data can assist in crime scene and collision analysis

Please click on the following link to view the informational brochure on the Lidar technology: [Riegl USA Informational Booklet](#)

Please also visit the following website for additional information: <http://www.rieglusa.com/lidar-scanners-and-sensor-solutions.html>

Kevin Smith and Rory Howe, Parson Corporation, reviewed the following major incident with the team:

- 11/07/2017 – I-75 NB at Exit 207/Bee Ridge Rd (430430)
- 10/27/2017 – I-75 SB at Mile Marker 202 (418211)

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 with 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

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 February 13, 2018, 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 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