



Sarasota - Manatee Traffic Incident Management Team

*December 11, 2018
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Kevin Smith	Parsons	Steve Litschauer	Manatee EM
Brandy Boccuti	Metric Engineering, Inc.	Adam Chrisman	Cedar Hammock Fire Rescue
Charles Stratton	Metric Engineering, Inc.	Gary Combee	Manatee Sheriff's Office
Raul Corbo	Road Ranger/Anchor Tow	Adam Moncivaez	HNTB/D1 TMC
Ray Mikol	HNTB/D1 TMC	Francisco Walle	FDOT
David Burnside	Transcore	Virgil Wooten	DBI Services
Robert Denisi	Stepp's Towing	Tom Kitchen	Manatee County EM
Mike Ebersole	FDOT	John Boos	FHP
David Howell	HNTB	Chris Slowick	FHP
Rene Kelly	Manatee Co. Public Works	Tristan Morath	ML Emergency Management
Todd Riley	Stepp's Towing	Romona Burke	FDOT D7
Roberts Clint	Stepp's Towing	Cathie McKenzie	FDOT D7/Gannett Fleming
Butch VonDyken	Stepp's Towing	Denzell Williams	HNTB
Kevin Salsbery	FDOT	Eric Tiefenthaler	North Port Rescue

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, December 11, 2018 at 1:30pm at the Manatee County Public Safety Center, 2101 47th Terrace East, Bradenton, FL 34203. Charles Stratton, Brandy Boccuti, and Kevin Smith facilitated the meeting.

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

Agency News:

Road Rangers

No agency updates

Towing and Wrecker News

No agency updates

Other Agency News

No agency updates

Update on TIM Initiatives:

National/State/Regional

Kevin Smith, Parsons Corporation, presented responder distracted driving to the team. Ambulances, police cars and other vehicles used by first responders are generally filled with various devices, including cell phones, two-way radios, laptops and GPS units -- all of which can lead to distracted or dangerous driving. While it is true that use of such technology can possibly save lives, the devices might also lead to serious accidents and injuries.

There are a number of devices that can distract first responders. Analysts have found that about 75 percent of police vehicles and 30 percent of ambulances are equipped with computers that are typically used to assist first responders with the emergency at hand. GPS units are also used to help responders reach the emergency quicker.

As important as computers and GPS units are to responders, they generally are not easy to operate, particularly when traveling at high rates of speed in an effort to reach the emergency in a timely fashion.

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

Brandy Boccuti, Metric Engineering, informed the team about the 2018 National Drive Sober or Get Pulled Over Campaign. The campaign will take place over the month of December. Every day, almost 29 people in the United States die in alcohol-impaired vehicle crashes—that's one person every 50 minutes in 2016. Drunk-driving fatalities have fallen by a third in the last three decades; however, drunk-driving crashes claim more than 10,000 lives per year.

To learn more about the campaign, please visit the following website: [2018 Campaign](#)

After Action Reviews (AAR) provides agencies with actionable intel on an incident or event that can be used for improved strategies for future occurrences, demonstrate the benefit of quick clearance practices and improve cross-agency coordination and communication.

AARs were performed on the following recent major incidents:

09/27/2018

Event Number 529746

I-75 Northbound at Exit 217/SR 70 East Exit Ramp

Rapid Incident Scene Clearance (RISC)

Lessons Learned:

RISC was activated quickly (<20 minutes). Stepp's Towing moved the vehicle to the grassy gore and opened the roadway while continuing the drawn-out task of unloading the cargo to upright the truck/trailer and remove all from the scene. The quick activation and quick lane opening reduced congestion.

Tie Lessons to Future Performance:

Quick activation of RISC exponentially reduces roadway closure times. Moving the vehicle off the roadway prior to uprighting/unloading cargo exponentially reduces roadway closure times.

11/16/2018

Event Number 560543

I-75 Northbound at Exit 205 Clark Road

Fatality Crash

Lessons Learned:

This crash involved four vehicles and two fatalities. The crash scene covered all I-75NB, including the shoulders. The debris field was quite large, and the overall scene was very large. Any fatal investigation will take additional time for the law enforcement personnel to properly document the scene and all the evidence before the roadway can be reopened.

FHP called Advanced Towing to remove vehicles prior to needing them on scene allowing the towers time to respond.

The medical examiner left with bodies around 2000; the vehicles were not removed until 2138. FHP had no information on what the delay was in opening the roadway.

Tie Lessons to Future Performance:

Coordinate with all agencies on scene so any issues/problems with opening the roadway is documented in the call logs/chronology reports.

The medical examiner's investigator shows to be on scene about 1746. Bodies were not removed until about 2000 hours. Agencies may be able to coordinate more closely to remove the bodies more quickly if possible.

09/30/2018

Event Numbers 530413 & 530426

I-75 Southbound at Mile Marker 176

The secondary occurred in the queue by a vehicle turning around to drive the wrong way to escape the queue due to helicopter evacuation shutting down the roadway.

Lessons Learned:

Once the medical emergency was handled, it took under an hour to clear the roadway and congestion was cleared within 15 minutes from roadway clearance. Units worked together to get to the roadway open.

The secondary crash was cleared from the roadway within 30 minutes of occurring due to excellent cooperation between responders to move it to the shoulder.

Tie Lessons to Future Performance:

This secondary crash appears to be caused by a motorist attempting an illegal maneuver, which cannot be prevented by first responders. Once the medical emergency was handled, the first responders worked quickly to clear the roadway. The secondary crash was moved to the shoulder very quickly to reopen the roadway.

Romona Burke, Tampa Bay SunGuide RTMC, presented to the team on the following traffic incidents as a lesson's learned and also discussed their procedures for the Rapid Incident Scene Clearance (RISC):

09/19/2018 - I-75 Southbound at Exit Ramp to I-275 Northbound, Manatee County. Tractor Trailer crashed into Bridge Structure. Event duration: 7 hours, 20 minutes.

08/14/2018 -I275 Northbound before Bayshore Road, Manatee County. Overturned Tractor Trailer Fully Loaded. Total closure: 10 hours, 32 minutes

To view the presentation, please visit our TIM team website at: <http://www.swftim.org/>

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:

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/D1/news/newsreleases/default.shtm>

Future Meetings:

The next Sarasota-Manatee County TIM Team will be held on February 12, 2019, 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 Brandy Boccuti, TIM Team Coordinator, Metric Engineering, Inc. at (407) 644.1898 or via email at bboccuti@metriceng.com