



Sarasota - Manatee Traffic Incident Management Team

*June 11, 2019
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.	Shari Hurst	HNTB
Charles Stratton	Metric Engineering, Inc.	Rene Kelly	Manatee County Public Works
Raul Corbo	Road Ranger/Anchor Tow	Justin Merritt	FDOT
Darrell Seckendorf	Sarasota Sheriff's Office	Virgil Wooten	DBI Services
Fabio Capillo	FDOT	Joe Griffith	East Manatee Fire
Jason Chase	Professional Towing Services	Lyndsay Sutton	DBI Services
Robert Denisi	Stepp's Towing	David Howelllitchen	HNTB
Mike Ebersole	FDOT	Tom Kitchen	Manatee County EM
Rich Fimbel	DBI Services	DJ Nottingham	Talon Towing
William Hall	East Manatee Fire	Kevin Salsbery	FDOT
		Butch VanDyken	Stepp's Towing
		Francisco Walle	FDOT

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, June 11, 2019 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

Road Rangers informed the team that State Farm is now sponsoring the Road Ranger program and the trucks have been updated with the State Farm logos. Additionally, they are almost at full staff.

Towing and Wrecker News

The towing agency spoke to the team about their concern with a recent traffic incident that involved a RISC vendor and the local Sheriff's Department. It was stated that at a recent event a RISC vendor was called to the scene. However, the local Sheriff's Officer did not have knowledge of the

RISC program. It was discussed that in certain situations the local Sheriff's Department will help assist the Florida Highway Patrol with traffic incidents. However, most Sheriff's staff work incidents on the arterial roads which the RISC program is not in place. Outreach was recommended for the local Sheriff's Departments in regards to education on the RISC program.

Update on TIM Initiatives:

National/State/Regional

Richard Fimbel, DBI Services, presented to the team the 2019 Emergency Shoulder Use (ESU) Preparation and Plans.

ESU is Florida's innovative strategy to increase traffic capacity during hurricane evacuations on key corridors within the state.

- Uses existing paved shoulders
- Replaces former One-Way Plans, also known as contraflow and reverse laning
- First used during Hurricane Irma in 2017 and again in 2018 for Hurricane Michael

ESU LOCATIONS

- I-4 Corridor
- I-10 Corridor
- I-75 Corridor
- I-75 Alligator Alley Corridor
- I-95 Corridor
- Turnpike

Roadway	Direction	Beginning Mile Marker	Beginning Roadway - Location	Ending Mile Marker	Ending Roadway - Location	Counties	FDOT District(s)
I-75 / Alligator Alley	NB	MM 23	US-27	MM 101	SR-951	Broward & Collier Co	D-4 to D-1
I-75 / Alligator Alley	SB	MM 101	SR-951	MM-23	US-27	Collier & Broward Co	D-1 to D-4
I-75 North	NB	MM 101	SR-951	MM 467	SR-143	Collier, Lee, Charlotte, Sarasota, Manatee, Hillsborough, Pasco, Hernando, Sumter, Marion, Alachua, Columbia, & Hamilton Co	D-1, D-7, D-5, & D-2
I-4	EB	MM 3	US-41	MM 60	SR-417	Hillsborough, Polk, & Osceola Co	D-7, D-1, & D-5
I-10	WB	MM 335	SR-23	MM 303	I-75	Duval, Nassau, Baker, & Columbia Co	D-2
I-10	WB	MM 303	I-75	MM 203	US-319	Columbia, Suwannee, Madison, Jefferson, & Leon Co	D-2 & D-3
I-95	NB	MM 87	SR-706	MM 382	GA State Line	Palm Beach, Martin, St. Lucie, Indian River, Brevard, Volusia, Flagler, St. Johns, Duval, & Nassau Co	D-4, D-5, & D-2
FL Turnpike	NB	MM 267	SR-50	MM 305	US-301	Orange, Lake, & Sumter Co	D-5

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

Charles Stratton, Metric Engineering, discussed the following 2019 areas of focus, which were selected from the 2018 Traffic Incident Management Self-Assessment results.

1. Performance targets to reduce secondary crashes – Review historical crash data of secondary crashes and establish internal targets to reduce secondary crashes.
2. After Action Reviews (AARs) of major incidents - Transitioning TIM Team meetings to a more “working meeting.” Review lessons learned, best practices, and Incident Clearance Time (ICT) Performance Data.

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 is 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.

Brandy Boccuti, Metric Engineering, informed the team that texting while driving will become a primary offense starting July 1, 2019. Offenders can be fined up to \$165.00 and be given 3 points on their license. Additionally, drivers must be handsfree during construction zones or school zones.

Brandy Boccuti, Metric Engineering, informed the team about the 5-Alarm Task Force website which produces a weekly podcast on first responder topics. Recently on May 27, 2019 a podcast on Responding to Emergencies on the Active Roadways was released.

To learn more and listen to first responder podcast, please visit the following website: <https://www.dalmatianproductions.tv>

A video on the Hidden Dangers of Vehicle Safety Features for First Responders was provided to the team. While advanced technology is helping keep us safer in crashes, it can make rescues more difficult for first responders. To view the video, please visit our TIM team website at: <http://www.swfltim.org/>

As a reminder to first responders of the dangers of working crash scenes a video was provided to the team on a close-call for a Florida Highway Patrol trooper who was nearly hit by a hydroplaning car on Southbound I-95 in Boynton Beach on May 13, 2019. To view the video, please visit our TIM team website at: <http://www.swfltim.org/>

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

AARs were performed on the following recent major incidents:

04/28/2019 SM

Event Numbers 647772

I-75 Southbound at Mile Marker 224

RISC Event

Timeline:

1621	TMC	Disabled vehicle, #3 & 4 lanes blocked (of 4)
1624	TMC	Trailer disconnected from tractor
1631	TMC	Per FHP, Sgt Moore declared RISC
1645	TMC	Stepps en route, question as to whether RISC was accepted
1706	TMC	Clarification: Stepps notified at 1636, accepted at 1639
1736	TMC	Required Stepps equipment stuck in traffic
1749	TMC	Stepps support truck on scene
1753	TMC	Wrecker driving on shoulder from MM226
1754	TMC	1st Wrecker on scene
1755	TMC	NTP given by FHP (2nd wrecker not on scene)
1803	TMC	Roadway clearance (RISC complete)
1807	TMC	Incident clearance

Lessons Learned:

Early RISC activation reduces the amount of time it takes to get the proper equipment on scene to handle the recovery. FHP activated the program within 10 minutes of dispatch.

Depending on the type of incident, the RISC vendor many times will have difficulties attempting to access the scene (caught in the queue). RISC vendors are not emergency vehicles and cannot legally use the emergency lanes to access the scene. Cooperation/communication with law enforcement to ensure the quickest route is used and assistance if needed to bypass the queue are strongly advised.

04/14/2019 SM

Event Numbers 644149

I-75 Southbound at Mile Marker 205

Fatality Crash

Timeline:

0206	TMC	Disabled vehicle reported MM204- unable to locate on CCTV (644147)
0212	TMC	Serious crash reported MM205- all lanes blocked
0239	TMC	FHP requesting DBI assist with M.O.T. detour (Exit/Entrance ramps 205)
0241	TMC	Per FHP, one fatality involved
0347	TMC	Per Rodrick, DBI on scene at 0315
0611	TMC	Tow company arrived
0720	TMC	No lanes blocked (Roadway Clearance)
0725	TMC	Incident clearance

Lessons Learned:

Sometimes it is difficult to locate/verify incidents via CCTV; this was one such case. There was difficulty locating the initial disabled vehicle call until the crash was reported. The picture to right was taken from a news channel web story; it was not a TMC screen capture and may not be the actual vehicles involved in this crash

FHP requested DBI to assist with traffic control/detour set early in the call. This reduces the amount of time on-scene responders must deal with motorist in a queue and once set up, the queue can be bled off by contra-flow.



While every fatal crash investigation is different, they all take a good deal of time to properly document the evidence (short and long term) properly for prosecution/court. The crash occurred in the center lane with debris/evidence spread out over the entire roadway.

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 August 13, 2019, 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.swftim.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