



Sarasota - Manatee Traffic Incident Management Team

*June 9, 2020
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Kevin Smith	Parsons	Shari Hurst	HNTB
Brandy Boccuti	Metric Engineering	Rene Kelly	Manatee County Public Works
Charles Stratton	Metric Engineering	Justin Merritt	FDOT
Shawna Slate	Metric Engineering	Adam Chrisman	Cedar Hammock Fire Rescue
Tom Arsenault	Metric Engineering	Kevin Salsbery	FDOT
Rich Fimbel	DBI Services	Ray Mikol	TMC/HNTB
Conner Cardwell	FHP	Tristan Morath	Emergency Management
William Hall	East Manatee Fire	Michael Swanson	Professional Towing Services
Lindsay Brantley	FDEP	Francisco Walle	FDOT
Steve Litschauer	Manatee Co. EM	Steve Corbin	Auto Base, Inc.
John Donovan	FHP	Lyndsay Sutton	FDOT
Mark Kara	Professional Towing	Raul Corbo	Road Ranger
Romona Burke	D7 FDOT/RTMC	Shawn Kinney	FDOT
Cathie McKenzie	FDOT D7/ Gannett Fleming	Uriel Garcia	DBI Services
Uriel Garcia	DBI Services	David Burnside	TransCore
Adam Chrisman	Cedar Hammock Fire	Patricia Kirby	FDOT
Justin Merritt	FDOT		
Robbie Brown	FDOT		

Call to Order: The Sarasota-Manatee TIM Team meeting was held virtually on Tuesday, June 9, 2020 at 1:30 PM via GoTo Meeting. Tom Arsenault, Brandy Boccuti, and Kevin Smith facilitated the meeting.

Introductions: The team members provided their name and agency in the chat box for introductions and meeting attendance record.

Agency News:**Road Rangers**

The team was informed that the Road Rangers have taken extra precautions with Personal Protection Equipment (PPE) to help protect during the COVID-19 epidemic.

Towing and Wrecker News

No agency updates

Other Agency News

Robbie Brown, Florida Department of Transportation, and Ray Mikol, SWIFT SunGuide Traffic Management Center, informed the team that the operation of the operators and staff at the center have been able to successfully transition their operations remotely.

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

Kevin Smith, Parsons Corporation, presented to “How More Lanes Equal More Traffic”. In an expensive effort to curb congestion in urban regions, there has been an overwhelmingly prioritized one strategy: we have spent decades and hundreds of billions of dollars widening and building new highways. We added 30,511 new freeway lane-miles in the largest 100 urbanized areas between 1993 and 2017, an increase of 42 percent. That rate of expansion significantly outstripped the 32 percent growth in population in those regions over the same time period. Yet this strategy has utterly failed to “solve” congestion. Those new lane-miles haven’t come cheap. We know that states alone spent more than \$500 billion on highway capital investments in urbanized areas between 1993-2017, with a sizable portion going toward highway expansion. And the initial construction costs are just the tip of the iceberg. For roads that are already in good condition, it still costs approximately \$24,000 per year on average to maintain each lane-mile in a state of good repair, creating significant financial liabilities now and for years into the future.

We are spending billions to widen roads and seeing unimpressive, unpredictable results in return. In those 100 urbanized areas, congestion has grown by a staggering 144 percent, far outpacing population growth. (For this report, congestion is measured as annual hours of delay using data from the Texas Transportation Institute’s Urban Mobility Report). Further, the urbanized areas expanding their roads more rapidly aren’t necessarily having more success curbing congestion—in fact, in many cases the opposite is true.

Why aren’t we reducing congestion? First, the average person drives significantly more each year in these 100 urbanized areas. Vehicle-miles traveled (VMT) per person increased by 20 percent between 1993-2017. This increase in driving is partially due to how we have allowed these urbanized areas to grow: letting development sprawl, creating greater distances between housing and other destinations, and forcing people to take longer and longer trips on a handful of regional highways to fulfill daily needs. We should be addressing those sources of congestion, but instead, we accept more driving and more traffic as unavoidable outcomes that we must address through costly highway expansion. This is a significantly more expensive and less effective approach than reducing the need to drive or length of trips. And unfortunately, spending billions to expand highways can actually make congestion worse by encouraging people to drive more than they otherwise would, a counterintuitive but well-documented phenomenon known as induced demand.

Eliminating congestion is also simply the wrong goal. While severe congestion can have real negative impacts, congestion is also generally a symptom of a successful, vibrant economy—a sign of a place people want to be. Instead, we should be focused on providing and improving access.

What does that mean? The core purpose of transportation infrastructure is to provide access to work, education, healthcare, groceries, recreation, and all other daily needs. Congestion can become a problem when it seriously obstructs access, but may not be a major problem if it doesn't. Car speeds don't necessarily tell us anything about whether or not the transportation network is succeeding at connecting as many people as possible to the things they need, as efficiently as possible. Yet a narrow emphasis on vehicle speed and delay underlies all of the regulations, procedures, and cultural norms behind transportation decisions, from the standards engineers use to design roads to the criteria states use to prioritize projects for funding. This leads us to widen freeways reflexively, almost on autopilot, perpetuating the cycle that produces yet more traffic.

What Needs to Happen: Five Policy Recommendations

We need to face the music: we are doubling and tripling down on a failed strategy. We cannot keep relying on the same expensive and ineffective approach. With discussions underway about the next federal transportation legislation—a process that only happens every five years—now is the critical time to make changes before we pour billions more into a solution that doesn't work. This report recommends five key policy changes, many of which could be incorporated into the upcoming transportation reauthorization:

1. *Reorient our national program around access—connect people to jobs and services.* The only viable way to reduce traffic is to tackle the issue at the source: bring jobs, housing, and other destinations closer together to shorten and reduce the number and length of car trips people need to take. We need to reorient our national transportation program around advancing that goal instead of focusing narrowly on vehicle speed and delay.
2. *Require that transportation agencies stop favoring new roads over maintenance.* Existing federal law gives states substantial flexibility in how they spend highway dollars. As a result, states continue to spend a significant portion of funding to build new roads at the expense of repair needs. These highway expansions ultimately induce yet more traffic, while simultaneously increasing the cumulative annual price tag to keep the nation's highways in good repair. Congress should require that states focus available funding on our substantial repair backlog.
3. *Make short trips walkable by making them safe.* Wide, high-speed roads force people to drive for even very short local trips. When local streets—not just highways—are designed to move vehicles at the highest speed possible, it denies people the healthy and affordable option to bike or walk. The 2020 transportation reauthorization should include a policy that roads surrounded by development be designed for speeds of 35 mph or under to create safer conditions for walking and biking.
4. *Remove restrictions on pricing and allow DOTs to manage congestion.* Instead of treating congestion as a foregone conclusion and spending billions of dollars trying to mitigate it—focusing solely on increasing supply—we should be putting policies in place to help manage demand for driving.
5. *Reward infill development and make it easier for localities.* Developing on the fringes of urban areas results in a preventable “need” to expand roads to accommodate additional traffic. Yet we are essentially rewarding sprawl when we use limited transportation dollars to try to fix the congestion that results over the longer term. We should instead be orienting transportation funding to reward localities that seek more efficient ways of moving people—by bringing destinations closer together through land use decisions, managing driving demand, and making it easier to travel by other modes.

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

Tom Arsenault, Metric Engineering, informed the team of the recent recognition of Road Rangers James Marlin and Scott Pierce who continue to serve their communities during this time. On April 7,

2020 they quickly assisted a motorist whose car was disabled in a construction zone on SB I-75 near the SR 70 Exit by pushing the vehicle to safety and changing the car's tire.

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:

03/05/2020

Event Numbers 799339

I-75 Southbound at Exit 210

Overtaken Cement Truck

Sarasota County

Timeline:

1143	TMC	Northbound vehicle crossed over to Southbound lanes, overturned, all lanes blocked
1150	TMC	Per FHP, possible fatality involved
1152	TMC	Ray Mikol, TMC, activated RISC
1155	TMC	Professional accepts RISC
1200	TMC	Per CCTV, Interstate closed and redirected off I-75 at Exit 210
1203	TMC	Per FHP, about 20,000 pounds of wet cement spilled on roadway
1204	FHP	Only one Northbound lane open due to emergency vehicles
1216	TMC	FHP on scene
1218	TMC	DBI setting up MOT for detour
1238	TMC	Professional calls for vehicle information
1242	TMC	FHP allows Professional to use shoulder to access scene
1249	TMC	1 st rotator on scene
1304	TMC	NTP given
1305	FHP	All Northbound lanes open
1313	TMC	MOT truck on scene
1321	TMC	All equipment on scene, FHP advises not fatality
1334	TMC	Additional equipment on scene
1400	TMC	Professional starting clearing cement from the roadway
1408	TMC	All vehicles involved hooked up and ready to remove
1422	TMC	Still clearing debris from roadway
1509	TMC	DBI clearing MOT from roadway
1524	TMC	Roadway clearance

Lessons Learned:

Early activation of RISC helps the vendor respond in a timely manner. Even with the early activation, there was a long queue. The TMC, Professional Towing, and FHP had great communication. FHP allowed Professional Towing to use the shoulder in order to access the scene.

The overturned truck was full of gunite, a fast-setting form of concrete. The vendor worked quickly to remove as much of the gunite as possible with skid-steers and other equipment. However, they had to resort to individuals with shovels to finish clearing the cargo from the roadway. Due to the lengthy and tedious clean-up process, the clearance times were not met.

03/06/2020

Event Numbers 799657

I-75 Northbound near Mile Marker 220

Jack-Knifed Trailer with Boat

RISC Event

Manatee County

Timeline:

1620	TMC	Incident reported, #1 and 2 lanes blocked
1640	TMC	TMC discussed activating RISC for the incident while waiting on FHP to arrive
1645	TMC	FHP activated RISC
1650	TMC	Stepp's notified and accepts RISC (Stepp's informed the incident involved a 48 foot trailer with compromised hitch.
1707	TMC	Stepp's told to bring Lowboy
1708	TMC	DBI notified
1716	TMC	FHP running traffic on left shoulder and #3 lane
1734	TMC	All Stepp's units on scene
1735	TMC	Per CCTV, queue backed up to Mile Marker 208
1743	TMC	Stepp's stated lowboy stuck in traffic at Exit 217.
1754	TMC	NTP
1801	TMC	Stepp's heavy on scene
1818	TMC	DBI on scene
1832	TMC	Roadway Clearance
1931	TMC	Incident Clearance

Lessons Learned:

The trailer Stepp's needed to load to boat was stuck in the queue. A possibility may have been to tow the boat and trailer to the shoulder to open the roadway while waiting on the lowboy to arrive. FHP used excellent communication to TMC on the type and size of the roadway blockage.

03/09/2020

Event Number 800032

I-75 Northbound before Exit 210 (Fruitville Rd)

Multi-Vehicle Fatality Crash

RISC Event

Sarasota County

Timeline:

0721	TMC	Reported by FHP
0730	TMC	Number 2 and 3 lanes blocked, both shoulders blocked
0732	TMC	Per TMC, RISC activated
0735	TMC	Professional Towing accepts RISC
0737	TMC	Per FHP, double fatality, three entrapped
0739	TMC	FHP canceled RISC due to fatalities, Professional advised
0747	TMC	FHP confirmed three fatalities
0803	TMC	FHP requested Road Ranger 110 stage at Exit 207 for possible detour
0831	TMC	DBI on scene
0849	TMC	FHP activated FLAIR (reconstruction team). Estimated 10-hour closure.
0853	TMC	Professional Towing standing by to remove concrete truck when needed (even if not a RISC)
1043	TMC	Requests FHP move media from the Southbound left shoulder
1119	TMC	DMS updated 50 miles from scene
1125	TMC	Professional Towing being escorted by motor cop to the scene from Exit 207

1128	TMC	Professional and rotation towers on scene
1141	TMC	FHP Sgt. Pascoe has re-activated RISC
1144	TMC	All Professional Towing equipment on scene
1210	TMC	Professional assisting FHP with body removal
1235	TMC	Medical Examiner on scene
1318	TMC	Per CCTV, number 2 and 3 lanes still blocked
1420	TMC	NTP given by FHP Lt. Cuevas
1530	TMC	Per FHP, RISC has stopped
1544	TMC	RISC Complete, lanes still blocked per FHP investigation
1606	TMC	Only right shoulder blocked, Roadway clearance
1730	TMC	Incident clearance

Lessons Learned:

Early activation of RISC is preferred, but it can require the vendor to stage ahead of time on the scene during fatality crashes. Professional Towing did follow this protocol and staged on scene ahead of time. They were available to assist the Medical Examiner with body removal from vehicles.

Local law enforcement assisted with escorting a recovery vehicle to the scene instead of being stuck in the queue. This helped facilitate opening lanes more quickly.

Once NTP was given, the recovery went smoothly and was completed before FHP was done with their investigation.

03/09/2020

Event Number 800118

I-75 Northbound on Exit 213

Overturned Semi-Trailer on Ramp

RISC Event

Manatee County

Timeline:

1252	TMC	Incident reported, entire ramp blocked
1253	TMC	Per R Mikol, RISC activated
1257	TMC	RISC accepted by Stepp's
1259	TMC	Per FHP, semi and motorcycle involved
1329	TMC	1 st Stepp's rotator on scene
1356	TMC	All RISC equipment on scene
1359	TMC	NTP given by Trooper on scene
1409	TMC	Additional equipment on scene
1507	TMC	Semi towed away, debris still being collected
1526	TMC	Roadway clearance per Todd of Stepp's, left and right shoulder blocked
1550	TMC	Incident clearance

Lessons Learned:

TMC was able to verify not only the location but the vehicles involved in the crash. TMC quickly activated RISC which helped shorten the response time. FHP and Stepp's Towing quickly assessed the scene and NTP was given quickly.

04/18/2020

Event Number 817526

I-75 Southbound North of Exit 195

Dump truck rolled over

RISC Event

Sarasota County

Timeline:

1213	TMC	Incident reported, number 2 and 3 lanes blocked
1237	TMC	Per TMC, RISC was activated
1239	TMC	Professional Towing accepts RISC
1330	TMC	RISC canceled by TMC, County vehicle with Upman's Towing en route
1347	TMC	All Professional equipment on scene and departing
1407	TMC	RISC re-activated (Professional Towing still on scene)
1410	TMC	NTP given
1432	TMC	Sweeper on scene
1533	TMC	RISC paused
1539	TMC	RISC resumed
1600	TMC	Professional Towing advised number 2 lane open
1624	TMC	Per CCTV, roadway clearance
1650	TMC	Incident Clearance

Lessons Learned:

Early activation of RISC was done, but it was later decided to allow the owner of the vehicle (County government) to respond with their recovery company and canceled RISC. As the call continued, it was determined that the county contract company could not handle the call and RISC was re-activated.

The loaded dump truck cargo was spilled on the roadway and it took a large clean-up effort before the roadway could be cleared. The short pause on RISC was requested by the vendor who was ready to clear the roadway, but was blocked in by other responder vehicles.

FDOT Construction Update

Brandy Boccuti 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 11, 2020 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