



Sarasota - Manatee Traffic Incident Management Team

*October 8, 2013
Meeting Minutes*

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Pete Yauch	Albeck Gerken	Greg Bacon	Manatee County Emergency
Kenneth Siu	Albeck Gerken	Scott Tyler	Palmetto Police
Tim Geer	Bradenton Fire	Keith Drake	Sarasota/Manatee MPO
Richard Fimbel	DBI Services	Brandy Boccuti	Metric Engineering, Inc.
Rory Howe	Delcan	Charles Stratton	Metric Engineering, Inc.
John Morrison	FDOT	Ken Cluley	North River Fire District
Bill Fuller	FDOT	Mark Crawford	Southern Manatee Fire & Rescue
Kevin Salsbery	FDOT	Tim McMullen	FDEP
Jeff Tobergte	FDOT		
Mark Roberts	FDOT		
Chris Miller	FHP		

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, October 8th @ 1:30pm at the Manatee County Public Safety Center, 2101 47th Terrace East, Bradenton, FL 34203. Bill Fuller, Rory Howe, and Charles Stratton facilitated the meeting.

Bill Fuller reminded the Team that the new goal for the TIM meetings will be “practicing what we preach”: the goal will be to keep meetings to 90 minutes!

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

Agency News:

Road Rangers

Mr. Bill Fuller informed the team that the 2013 Road Ranger Service Patrol Comment Card Report has been released. For the fiscal year 2012/2013 (July 2012 to June 2013), the Department received 7164 comment cards from motorist who received assistance from Road Rangers. The department received 7029 returned cards stating that the Road Rangers were courteous and helpful. To read more about the Road Ranger report please visit the TIM team website: <http://www.swfltim.org>

Mr. Bill Fuller also informed the team that the 2013 Road Ranger Holiday Schedule has been released. The Road Rangers will increase their presence around the holidays to help ensure

proper coverage for holiday traffic. The 2013 Road Ranger Holiday schedule is available on the TIM team website: <http://www.swfltim.org>

Towing and Wrecker News

No Agency news.

Other Agency News

No Agency news.

Update on TIM Initiatives:

National/State/Regional

Mr. Rory Howe spoke to the team about the National Unified Goal (NUG). Mr. Howe explained the importance of NUG and explained that it encourages State and local transportation and public safety agencies to adopt unified, multi-disciplinary policies, procedures, and practices that will dramatically improve the way traffic incidents are managed on U.S. roadways. One of the important topics under NUG is the upstream warning or warning to traffic coming up to incidents. Mr. Howe explained that last year 52 towing, 14 fire fighters, and 12 law enforcements were struck and killed at traffic incidents. By having unified procedures for first responders responding to incidents is imperative to their safety.

Additionally, the Strategic Highway Research Program (SHRP-2) equips responders with a common set of core competencies and assists them in achieving the TIM National Unified Goal of strengthening TIM programs in the areas of:

- **Safety** - The role of human behavior in highway safety
- **Renewal** - More efficient highway project delivery
- **Reliability** - Congestion reduction through improved travel time
- **Capacity** - Improved integration of community, economic, and environmental considerations for new highway capacity

Mr. Rory Howe and Mr. Bill Fuller informed the team of the upcoming four hour SHRP-2 training that will take place in Sarasota and Fort Myers. Please see the details below:

Dates: November 5-6-7th 2013

Time: 08:00am-12:00pm -OR- 1:00pm-5:00pm

Location: South Manatee Fire and Rescue Department, 2451 Trailmate Dr. Sarasota FL 34243

Dates: November 12-13-14th 2013

Time: 08:00am-12:00pm -OR- 1:00pm-5:00pm

Location: SWIFT SunGuide Center, 10041 Daniels Parkway, Ft. Myers FL 33913

Please note that registration will be required to attend the class. To register for the class please visit the TIM team website at: <http://www.swfltim.org>

For more information please contact Bill Fuller at William.fuller@dot.state.fl.us or call (239) 225.9815.

Also, the video "Why Do We Need The National Unified Goal For Traffic Incident Management?" that was released by the Responder Safety.com was provided to the team. To view the video please visit the following website: <https://learning.respondersafety.com>

Mr. Bill Fuller spoke to the team about clearing sidewalk and crash debris. Mr. Fuller explained that it is a team effort by all responders that are out on scenes to clean up debris from the sidewalk and the road to help ensure the safety of pedestrians and the public.

Mr. Richard Fimbel from DBI Services spoke to the team about the high tension cable barriers. Mr. Fimbel explained and demonstrated the ways that the tension from a high tension cable barrier can be released in case of an emergency. Mr. Fimbel also informed the team that he is available to come into any agency and provide a thirty minute training on the procedures of high tension cable barriers.

Mr. Pete Yauch, PE, PTOE, Albeck Gerken and Vishal S. Kakkad, P.E., PTOE, Manatee County Traffic Engineer spoke to the team about The Manatee County Diversion and Evacuation Routes Definition and Signal Timing Development Project. The project was developed to plan, develop, and implement traffic management measures to minimize the surface street impacts of traffic being diverted from closures of Interstate 75 due to a major incident, closures of either of the two Manatee River bridges between Palmetto and Bradenton, and to facilitate hurricane evacuation from the County's barrier islands.

Mr. Vishal explained that the initial concept for a diversion system grew out of a number of major incidents along Interstate 75 within Manatee County and a major incident on Interstate 75, on October 5, 2012, prompted renewed interest in the concept. A crash in wet weather, involving about fifty vehicles, closed the southbound lanes near the Manatee / Sarasota County Line for about six hours, backing up traffic for miles. As a result, Manatee County requested the opportunity to utilize state funding to develop diversion route timing plans for their Advanced Management Traffic Management Systems (ATMS).

The project assignment, which is part of Phase II of the Manatee County ATMS Traffic Signal Retiming Project, has multiple tasks in order to define and implement strategies. The first task is to establish the diversion routes to be used based on a qualitative traffic engineering review and with input from the agencies responsible for implementing past diversions. Some routes were identified in the draft Concept of Operations for the diversion system. These, and potential alternatives, have been reviewed and evaluated and the findings and recommendations are the basis for this first technical memorandum

An over view of the identified of available alternate routes are below:

Scenario 1 – Closure of Interstate 75 between Moccasin Wallow Road and Interstate 275

- Diversion Route 1A - the westerly of the two identified routes, from North to South, the diversion route segments include Moccasin Wallow Road between Interstate 75 and US 41; US 41 between Moccasin Wallow Road and Interstate 275; and Interstate 275 between US 41 and Interstate 75.
- Diversion Route 1B –the easterly of the two routes, from north to south, the diversion route segments include Moccasin Wallow Road running east from Interstate 75 to US 301, and US 301 from Moccasin Wallow Road to Interstate 75.

Scenario 2 – Closure of Interstate 75 between Interstate 275 and US 301

- Diversion Route 2A – the westerly of the two identified routes, from North to South, the diversion route segments include Interstate 275, between Interstate 75 and US 41; US 41 between Interstate 275 and US 301 in Palmetto; and US 301
- Diversion Route 2B –the easterly of the two routes, from north to south, the diversion route segments include Moccasin Wallow Road running east from Interstate 75 to US 301; and US 301 from Moccasin Wallow Road to Interstate 75.

Scenario 3 – Closure of Interstate 75 between US 301 and State Road 64

- Diversion Route 3A – one of two westerly diversion routes identified, from North to South, the diversion route segments include US 301 between Interstate 75 and US 41 in Palmetto; US 301/US 41 across the DeSoto Bridge into downtown Bradenton; then State Road 64 from US 41 to Interstate 75.
- Diversion Route 3B – the second of two westerly diversion routes identified, from North to South, the diversion routes include US 301, between Interstate 75 and US 41 in Palmetto; US 41/US 301 across the DeSoto Bridge and through downtown Bradenton; US 301 from its split with US 41 to State Road 70; then State Road 70 to Interstate 75.
- Diversion Route 3C – the easterly route of the three alternatives, from North to South, this route includes US 301 between Moccasin Wallow Road and County Road 675 (Rutland Road); County Road 675 between US 301 and Rye Road; Rye Road between County Road 675 and State Road 64; and State Road 64 between Rye Road and Interstate 75.

Scenario 4 – Closure of Interstate 75 between State Road 64 and State Road 70

- Diversion Route 4A – the westerly of the three identified routes, from North to South, the diversion route segments include State Road 64 between Interstate 75 and US 301/US 41; US 301 between State Road 64 and State Road 70; and State Road 70 between US 301 and Interstate 75. All three segments of this corridor are multilane facilities and all turning locations would be at signalized intersections. The route does go through the normally congested intersection of US 301/US 41 and State Road 64 in downtown Bradenton.
- Diversion Route 4B – the shortest of the three alternate routes, this uses Lakewood Ranch Road as the diversion route, From North to South, the diversion route segments would include State Road 64 from Interstate 75 to Lakewood Ranch Road; Lakewood Ranch Road from State Road 64 to State Road 70; and State Road 70 from Lakewood Ranch Road to Interstate 75. This is the route proposed in the Draft Concept of Operations.
- Diversion Route 4C – the more easterly of the three routes, this utilizes a less densely populated route than Lakewood Ranch Road, from North to South, the diversion route segments would include State Road 64 from Interstate 75 to Lorraine Road; Lorraine Road from State Road 64 to State Road 70; and State Road 70 from Lorraine Road to Interstate 75.

Scenario 5 – Closure of Interstate 75 between State Road 70 and University Parkway

- Diversion Route 5A – the westerly of the three identified routes, from North to South, the diversion route segments include State Road 70 between Interstate 75 and US 301; US 301 between State Road 70 and University Parkway; and University Parkway between US 301 and Interstate 75.
- Diversion Route 5B – the shortest of the three alternate routes, using Lakewood Ranch Road as the diversion route, from North to South, the diversion route segments would include State Road 70 from Interstate 75 to Lakewood Ranch Road; Lakewood Ranch Road from State Road 70 to University Parkway; and University Parkway from Lakewood Ranch Road to Interstate 75.
- Diversion Route 5C – the most easterly of the three routes, this route is intended to utilize a less densely populated route than Lakewood Ranch Road, from North to South, the diversion route segments would include State Road 70 from Interstate 75 to Lorraine Road; Lorraine Road from State Road 70 to University Parkway; and University Parkway from Lorraine Road to Interstate 75.

Scenario 6 – Closure of the Hernando DeSoto Bridge (US 301/US 41) over the Manatee River

- Diversion Route 6A – the westerly of the two possible diversion routes, from North to South, the diversion route segments include 10th Street West, from US 301/US 41 to

Business US 41; Business US 41 across the Green Bridge to State Road 64 eastbound; and State Road 64 eastbound to return to US 301/US 41.

- Diversion Route 6B – the easterly of the two possible diversion routes, from North to South, the diversion route segments include US 301 to the east, from US 41 to Interstate 75; Interstate 75 from US 301 to State Road 64; and State Road 64 from Interstate 75 to return to US 41/US 301.

Scenario 7 – Closure of the Green Bridge (Business US 41) over the Manatee River

- Diversion Route 7A –the westerly of the two identified routes, from North to South, the diversion route segments would include 10th Street east from Business US 41 to US 301; US 301/US 41 South across the Hernando DeSoto Bridge to State Road 64; then State Road 64 westbound to Business US 41.
- Diversion Route 7B – the easterly of the two identified routes, from North to South, the diversion route segments would include 10th Street/US 301 to the east from Business US 41 to Interstate 75; Interstate 75 from US 301 to State Road 64; and State Road 64 from Interstate 75 to return to Business US 41.

Hurricane Evacuation Route Timing

Unlike the incident management diversion routes to be developed for this project, the routes for the evacuation of barrier island residents in the event of an approaching tropical storm or hurricane are predefined by Manatee County Emergency Management and Public Works / Transportation.

To view the entire Manatee County Diversion and Evacuation Routes Definition and Signal Timing Development Project report, please click on the following link: <http://www.swfilitim.org>

2013 Traffic Incident Management (TIM) Program Self-Assessment

Traffic Incident Management (TIM) programs continue to play a vital role in the safe and quick clearance of traffic incidents while providing a framework for reducing congestion and maximizing use of existing transportation infrastructure. A critical component of capitalizing on the success of existing programs and aiding the development of new TIM programs is periodic evaluation of the components of successful multi-agency TIM programs. The TIM Self-Assessment (TIM SA) was designed to provide an easy-to-use tool for measuring TIM program performance.

Mr. Charles Stratton informed the team of the 2013 Traffic Incident Management (TIM) Program Self-Assessment Federal Highway Administration (FHWA) results summary. The TIM Team participated in the 2013 Traffic Incident Management Self-Assessment which consisted of a series of 54 questions and included the following categories; tactical, support, and strategic. The team utilized an automated audience response system to gather data about the status of the TIM Team progress. Mr. Stratton compared the results of the 2012 and 2013 results to show areas that may need improving and the positive direction that the TIM Teams are achieving. Below are the results:

SECTION	2012	2013
OVER ALL SCORE	83.8	84.0
STRATEGIC	23.1	23.7
TACTICAL	39.4	35.9
SUPPORT	21.3	24.4

Quarterly Performance Review:

Mr. Bill Fuller presented the 2013 Third Quarter (July, August, and September). We are providing the performance measures in a new format, as shown to the right. The reports can now be found on the TIM website at www.swfltim.org.

FDOT Construction Update

Mr. Bill Fuller requested that all TIM Team members make sure they are receiving the District One Weekly Road Watch Reports and to contact him if there were any concerns.

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/construct/constmap/d1.shtm>. This resource is updated on a weekly basis.

Future Meetings:

The next Sarasota-Manatee County TIM Team will be December 10, 2013 at 1:30PM 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 the District One TIM Team Manager, Mr. Bill Fuller at (239) 225-9815 or via email at william.fuller@dot.state.fl.us.

