



## Sarasota - Manatee Traffic Incident Management Team

*August 13, 2019*

*Meeting Minutes*

### Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Rory Howe	Parsons	Steve Litschauer	Manatee EM
Brandy Boccuti	Metric Engineering, Inc.	Shari Hurst	HNTB
Raul Corbo	Road Ranger/Anchor Tow	Rene Kelly	Manatee County Public Works
Darrell Seckendorf	Sarasota Sheriff's Office	Joe Griffith	East Manatee Fire
Jason Chase	Professional Towing Services	Butch VanDyken	Stepp's Towing
Robert Denisi	Stepp's Towing	Michael Swanson	Professional Towing Services
David Hutchinson	Sarasota/Manatee MPO	Steve Stickley	Crocketts Towing
Ray Mikol	HNTB/D1 TMC	Amber Bichel	Crocketts Towing
Kevin Salsbery	FDOT	Michael DeLong	Road Ranger

**Call to Order:** The Sarasota-Manatee TIM Team meeting was held on Tuesday, August 13, 2019 at 1:30pm at the Manatee County Public Safety Center, 2101 47<sup>th</sup> Terrace East, Bradenton, FL 34203. Brandy Boccuti and Rory Howe facilitated the meeting.

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

### **Agency News:**

#### Road Rangers

Road Rangers informed the team that they have two totaled Road Ranger trucks and one damage truck so far this year due to Road Ranger incidents.

Additionally, the Road Rangers discussed the recent incident that occurred in Polk County that involved a Road Ranger truck being struck while helping a disabled vehicle. Please reference the After Action Review section at the end of the meeting minutes for the full details of the incident.

#### Towing and Wrecker News

No agency updates

#### Other Agency News

The D1 SWIFT SunGuide Traffic Management Center informed the team that they are currently understaffed and looking to fill position(s).

It was discussed with the Sheriff's Office the need to bring training outreach for the National First Responder (SHRP2) training and Rapid Incident Scene Clearance (RISC) program. Additionally, there was interest from the Fire Agency for the SHRP2 training for their agency members.

### **Update on TIM Initiatives:**

#### **National/State/Regional**

Rory Howe, Parsons Corporation, presented to the team on the impact of media on traffic incidents.

#### Media Relations:

- Always expect for the media to arrive on scene
- Plan a media staging area
- Use of Social Media (Twitter, Nixle)
- Regular follow up posts with up to date information
- Consider a unit or shift level employee authorized to act as a PIO
- Control the flow of information and the tone of the story as well as the incident scene

Using Twitter and/or Nixle to post updates to the citizens can push out information very quickly. Also, by posting the links on Facebook you can reach not only the citizens but also media outlets which may help reduce the number of media trucks that respond to the traffic scene.

Additionally, direct the media where to park/stage and where they can meet with PIO personnel instead of disturbing Incident Command or line officers while they are performing their duties.

Shift level PIO can handle smaller incidents on weekends or after hours when the regular PIO may not be available. This can be an excellent resource for the department to get their message out without calling in additional manpower.

An incident that occurred on I-75 at Mile Marker 115 was used as an example to the team on how the media can impact a traffic scene. In figure 1 it shows a proper work zone set up, including arrow boards and an outstanding cone taper. But notice the media truck that is set up in the median across from the incident location which has caused a large queue upstream in the opposite direction.



**Fig. 1 Opposite direction traffic queue caused by media**



**Fig. 2 Opposite direction traffic queue from incident**



**Fig. 3 Queue disappears with media truck**

Figure 2 is the opposite view, showing the traffic queue backing up until it reaches the media truck. Within minutes of the media truck being removed figure 3 shows the queue on the opposite side of the Interstate has cleared. The work zone hasn't changed and the incident is still there. However, by removing the media truck from the median it has eliminated the opposite direction queue.

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

The TIM Team participated in the 2019 Traffic Incident Management Self-Assessments (TIM SA). The 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 SA was designed to provide an easy-to-use tool for measuring TIM program performance.

The TIM SA consisted of a series of 55 questions which were organized into the following sections and subsections:

Strategic:

- Formal TIM Programs (11 questions)
- TIM Training and After Action Reports (5 questions)
- TIM Performance Measures (12 questions)

Tactical:

- TIM Laws (3 questions)
- Policies and Procedures for Incident Response and Clearance (14 questions)
- Responder and Motorist Safety (5 questions)

Support:

- Data Collection/Integration/Sharing (5 questions)

The results will help in identifying areas of improvement in the three categories as shown above.

To learn more about the TIM SA, please visit the following website:

[https://ops.fhwa.dot.gov/eto\\_tim\\_pse/preparedness/tim/self.htm](https://ops.fhwa.dot.gov/eto_tim_pse/preparedness/tim/self.htm)

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:

07/08/2019

Event Numbers 878296/878308

I-4 Westbound at Mile Marker 26, near Polk Parkway West

Polk County

Fatality Crash Involving Road Ranger

Timeline:

1636 TMC Disabled vehicle on left shoulder reported

1653 TMC Road Ranger 102 on scene

1706 TMC Crash reported involving Road Ranger blocking #1 lane

1711 TMC FHP, Local Police Department, EMS (1713) on scene  
1715 TMC #1 and #2 lane blocked  
1717 TMC Possible fatality  
1719 TMC Requested three MOT trucks from DBI  
1827 TMC Wrecker on scene per CCTV  
1904 TMC Only Left shoulder and #1 lane blocked  
2022 TMC No lanes blocked (Roadway & Incident clearance)  
2024 TMC Congestion cleared

#### Lessons Learned:

The Road Ranger involved in the incident was present at the meeting to discuss the incident as a “best practice” responder safety incident. The Road Ranger was inside his vehicle with his arrow board activated when his vehicle was struck by an oncoming vehicle. By the Road Ranger being inside his vehicle verses standing outside his vehicle on the scene it help to avoid serious injuries.

06/27/2019

Event Numbers 682246  
I-75 Northbound at Exit 193  
Overturned Camper  
RISC Event  
Sarasota County

#### Timeline:

1534 TMC Crash Reported (2 right lanes of 3 blocked)  
1541 TMC Sheriff's Office and DBI on scene  
1549 TMC Ray Mikol activates RISC  
1550 TMC SCSO cancels FHP (no injuries)  
1552 TMC Stepps accepts RISC  
1558 TMC FHP advised SCSO RISC heavies en route  
1700 TMC 2 Stepps heavy wreckers on scene  
1702 TMC All Stepps equipment on scene  
1717 TMC SO not allowing Stepps to hook up, unsure of NTP  
1717 TMC NTP given by Mikol  
1749 TMC All wreckers and overturned camper on shoulder (SO holding lane)  
1814 TMC Roadway Clearance  
1817 TMC Additional equipment (Landall) requested  
1905 TMC Landall on scene  
1955 TMC Incident Clearance

#### Lessons Learned:

Early activation of RISC will help reduce roadway clearance times.  
After local sheriff's office canceled FHP, better communication with sheriff's office and TMC would have eliminated confusion on scene and shortened NTP time.

No units at the meeting who worked the scene and did not get any clarification on why the lane was kept closed by SO from 1749 to 1814  
No clarification on why additional equipment was not requested until 1817 hours

#### **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 October 8, 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.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](mailto:bboccuti@metriceng.com)