



## Sarasota - Manatee Traffic Incident Management Team

*December 13, 2016  
Meeting Minutes*

### Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Rory Howe	Parsons	Timothy Raines	Manatee Co. EMS
Brandy Boccuti	Metric Engineering	Michael Williamson	Parish Fire Dept.
Charles Stratton	Metric Engineering	Sherilyn Burriss	Manatee Co. EM
Chris Williams	FDOT	Virgil Wooten	DBI Services
Patricia Kirby	Sarasota Ops. Center	William Smith	Cedar Hammock
Ken Neiland	Professional Towing Svcs.	Fabio Capillo	Manatee County
Robert Ortiz	Road Rangers	Fil Rivera	Manatee County
Scott Robbins	FDOT/HNTB	Nikesh Patel	I-75 Construction
		Darrell Seckendorf	Sarasota Sheriff's Office

**Call to Order:** The Sarasota-Manatee TIM Team meeting was held on Tuesday, December 13, 2016 at 1:30pm at the Manatee County Public Safety Center, 2101 47<sup>th</sup> Terrace East, Bradenton, FL 34203. Chris Williams, Charles Stratton, and Rory Howe facilitated the meeting.

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

### Agency News:

#### Road Rangers

Robert Ortiz, Road Ranger Manager, reviewed the following reports with the team:

- 1<sup>st</sup> Quarter Road Ranger Comment Card Report
- 1<sup>st</sup> Quarter Road Ranger Performance Measures Report
- 1<sup>st</sup> Quarter Rapid Incident Scene Clearance (RISC) Report

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

#### Towing and Wrecker News

The towing agency informed the team that there has been an increase in activity over the holidays.

#### Other Agency News

No agency updates

## **Update on TIM Initiatives:**

### *National/State/Regional*

Rory Howe presented to the team about “Minding the Queue.” Two critical locations for traffic control exist with each incident. One is at the incident scene itself where clearly understood direction is needed to move traffic safely past the incident and protect responders working on the incident. The second is at the end of the queue of traffic that forms beginning at the incident and could extend back for many miles. While drivers approaching the end of a short queue may see the incident, drivers approaching the end of a long queue may be taken by surprise by a sudden slowing of traffic. Studies prove the likelihood of a secondary crash increases by 2.8 percent for each minute the primary incident continues to be a hazard. As much as 25% of all traffic incidents are secondary crashes, and up to 20% of those involve serious injuries or fatalities. It is important to monitor the end of the traffic queue and move the advanced warning devices to warn approaching motorists as the queue grows.

#### Possible Liability:

There has been a concern with possible liability to first responders that are not properly following the MUTCD 6I, in regards to advance warning at traffic queue sites. Fatalities and injuries that result in secondary incidents may be proved that is was avoidable, if proper set up was provided at the incident sites.

#### Protect the Queue Initiative:

In June of 2013, the Protect the Queue campaign was born in TDOT. This movement stresses to all employees and partnering agencies the importance of protecting drivers caught in a traffic queue. A training program on the most effective queue management techniques was launched. Since the start of TDOT's Protect the Queue campaign, data gathered from July 2013 through December 2013 shows a 19% reduction in secondary incidents over the same period in 2012. This equates to 20 fewer secondary incidents, and could represent four lives saved.

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

Charles Stratton informed the team about the 2016 National Impaired Driving Prevention Month which took place the entire month of December 2016. For many Americans, “holiday cheer” involves drinking alcohol at holiday parties and events. That means, unfortunately, there’s a spike in drunk-driving crashes each holiday season.

#### Myths and Facts About Drinking:

- Myth: Coffee can sober up someone who has had too much to drink.
- Fact: Only time sobers. It takes about one hour for your body to process each drink.
- Myth: Hard liquor is more intoxicating than beer or wine.
- Fact: A 12-ounce can of beer, a five-ounce glass of wine, a 12-ounce wine cooler contain the same amount of alcohol and the same intoxication potential as 1 1/2 oz. of liquor.
- Myth: Someone who has had too much to drink will look intoxicated.
- Fact: Someone’s physical appearance can be misleading. One drink can impair someone’s ability to drive. Judgment is the first thing affected when someone has been drinking and important motor skills are next.

The team discussed the following 2017 areas of focus, which were selected from the 2016 Traffic Incident Management Self-Assessment results:

1. Conduct multidiscipline, multi-agency after-action reviews (AARs)
2. Medical Examiners:

- For incidents involving a fatality, is there a procedure in place for early notification and timely response of the Medical Examiner?
  - For incidents involving a fatality, is there a procedure for the removal of the deceased prior to Medical Examiner arrival?
3. Procedures in place to help expedited crash investigations
  4. Outreach to increase both awareness and attendance for the TIM Team

The purpose of the yearly Traffic Incident Management Self-Assessments are 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 informed the team about the National Traffic Incident Management Training Certificate. Through a special agreement with the Federal Highway Administration, the Responder Safety Learning Network offers a National TIM Training Certificate for registered users who complete ten specific RSLN online self-paced programs.

To earn credit for each program, you must view the program in its entirety and pass the Skills Challenge test. Once you earn credit for all ten programs, you will be able to download a special certificate that is the equivalent of completing the National Traffic Incident Management Responder Training Program.

The ten RSLN programs required for the National TIM Training Certificate are:

1. Advanced Warning
2. Blocking Procedures at Roadway Incidents
3. High Visibility Innovations
4. Manual on Uniform Traffic Control Devices (MUTCD)
5. Move It or Work It
6. See and Be Seen: Emergency Lighting Awareness
7. Special Circumstances: Safe Operations for Vehicle Fires
8. Special Hazards
9. Termination Phase of an Incident
10. Traffic Incident Management: Incident Command and Management

To learn more about the National TIM Training Certificate, please visit the following website, which is a free learning website for first responders: <http://www.respondersafety.com>

Charles Stratton informed the team about the 2016 Florida Automated Vehicles Summit which took place November 29-30, 2016 in Tampa, Florida.

The overall focus of the Summit was:

- "Apply what you can do now", "near-term deployment opportunities", and "emerging technologies for transportation"
- It was widely discussed at the conference that Florida is one of the most proactive states in regard to Autonomous Vehicle Legislation.
- Florida has a law which allows the use and testing of Autonomous Vehicles on state roadways but also mandates that MPO/TPOs consider Autonomous Vehicles in their Long Range Transportation Plans. This in combination with the ongoing connected vehicles pilot at Tampa Hillsborough Expressway Authority (THEA) and the upcoming Suntrax facility is positioning Florida at the front of the Connected Vehicle/Autonomous Vehicle race.

To learn more about the connected vehicle projects, please visit the following sites:

[http://www.its.dot.gov/pilots/pilots\\_thea.htm](http://www.its.dot.gov/pilots/pilots_thea.htm)

<https://floridapolytechnic.org/news-item/fdot-and-partnership-florida-poly-develop-suntrax/>

The team discussed any updates on the “First Responder Appreciation” award and also finalized the board members. The award would recognize first responders that go “above and beyond” their duty while responding to incidents on the local highways. The responders would be nominated by their local agencies and a board of local TIM members would be created that would vote on the nominations. The topic will be further discussed at upcoming meetings, as a foundation for the reward will be an ongoing topic.

Below is the list of TIM members on the board to review the first responder nominations:

- Sherilyn Burris, Manatee County Emergency Management, Committee Leader
- Chris Williams, FDOT
- Timothy Raines, Manatee County EMS
- Virgil Wooten, DBI Services
- Darrell Seckendorf, Sarasota Sheriff’s Office
- Ken Neiland, Professional Towing Services
- Justin Merritt, Sarasota RTMC/FDOT

The team reviewed the following recent major incidents as a lessons learned:

- 09/02/2016 - I-75 Southbound Mile Marker 173 (329499)
- 10/25/2016 - I-75 Northbound at Exit: 200/SR 681 (338613)
- 10/26/2016 - I-75 Northbound at Exit 210/Fruitville Road (338745)
- 11/16/2016 - I-75 Northbound at Exit 210/Fruitville Road (342440)

To view the incident SWIFT SunGuide Event Chronology report, please visit our TIM team website at: <http://www.swfltim.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:***

The team was provided an update on the I-75/University Parkway DDI Construction project. The start date of the project was August 2015, and the estimated completion date is Fall of 2017. Improvements being made as part of this project consist of constructing a diverging diamond interchange, adding an auxiliary lane on northbound and southbound I-75, constructing new bridges on I-75 over University Parkway, widening of University Parkway, widening of I-75 bridges over Errie Creek and Foley Creek, realignment of on-ramps and off-ramps at I-75/University Parkway, addition of ponds, drainage improvements, new lighting and signalization, construction of a noise wall on the west side of I-75, sidewalks, bike lanes, and pedestrian walkways. If you have any questions on the project, please contact Trudy Gerena, Senior Public Information Officer at 813-299-3579 and/or [trudy@valerin-group.com](mailto:trudy@valerin-group.com)

Please also visit <http://www.swflroads.com/i75/university/>, which provides up to date project information.

### ***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 7, 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 Charles Stratton, Metric Engineering, Inc. at (407) 644.1898 or via email at [cstratton@metriceng.com](mailto:cstratton@metriceng.com) or Chris Williams, FDOT District 1 ITS Operations/ TIM TEAM Coordinator/ Road Ranger Program Project Manager at (239) 225.1915 or via email at [Chris.Williams@dot.state.fl.us](mailto:Chris.Williams@dot.state.fl.us)