Sarasota - Manatee
Traffic Incident Management Team

February 12, 2019
Meeting Minutes

Attendees:

Name	Agency
Kevin Smith	Parsons
Brandy Boccuti	Metric Engineering, Inc.
Charles Stratton	Metric Engineering, Inc.
Raul Corbo	Road Ranger/Anchor Tow
Ray Mikol	HNTB/D1 TMC
Kevin Salsbery	FDOT
Wille Cirone	Manatee County Fire
Mike Seamon	Professional Wrecker Operations
Nick Herlihy	North Port Fire
Clint Roberts	Stepp's Towing
Darrell Seckendorf	Sarasota Sheriff's Office

Name	Agency
Steve Litschauer	Manatee EM
Tristan Morath	ML Emergency Management
Eric Tiefenthaler	North Port Rescue
Adam Chrisman	Cedar Hammock Fire Rescue
Rich Fimbel	DBI Services
Shari Hurst	HNTB
Rene Kelly	Manatee County Public Works
Patricia Kirby	Manatee Operations Center
Joseph McCord	North Port Fire Rescue District
Ray Mikol	SWIFT SunGuide Center
Adam Moncivaez	D1 TMC
Justin Merritt	FDOT

Call to Order: The Sarasota-Manatee TIM Team meeting was held on Tuesday, February 12, 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
No agency updates

Towing and Wrecker News
No agency updates

Other Agency News
Emergency Management informed the team about the website https://www.smarttrafficinfo.org/ which includes live stream cameras of the local roads where you can view up to date traffic along with crashes.

Update on TIM Initiatives:

National/State/Regional

Kevin Smith, Parsons Corporation, presented on Highway Work Zone Traffic Incident Management. Dealing with a crash or other traffic incidents occurring in a work zone requires the combined skills of many people/disciplines.

As defined by the Model Minimum Uniform Crash Criteria (MMUCC) standards, a work zone crash is any crash that occurs in or is related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. Also includes any crash involving motor vehicles slowed or stopped because of a work zone, even if the first harmful event occurred before the first warning sign.

Work Zone Traffic Incident Management differs from TIM on ordinary roadways in several ways:

- Difficult access to work zone incidents
- Limited space: lane restrictions
- Traffic congestion: back-ups / queues
- Many organizations to coordinate:
    - First responders (police, fire, EMS, towing)
    - Agency traffic operations center
    - Contractor personnel
    - Agency construction management personnel

All work zone partners have shared responsibility to prepare for potential work zone crashes by:

1. Arranging the work zone to minimize the chances of a crash
2. Making efforts to ensure that crash severity and crash consequences are minimized
3. Being ready to respond quickly and efficiently if a crash occurs

Three things first responders can do:

1. Participate in Transportation Management Plan (TMP) development and pre-construction incident management planning.
    - Identify threats to responder safety.
    - Develop a Plan of Action for work zone incident management.
2. Stay informed about lane/ramp closures and “back door” ways to access the work zone as the work progresses.
3. Notify the highway agency or contractor if you observe a problem.
    - Situations that encourage illegal/risky road user behavior.
    - Missing traffic control devices.
    - Improper work practices.
    - Set a positive example by complying with work zone traffic laws, on- and off-duty.

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.

Charles Stratton, Metric Engineering, reviewed the FDOT SWIFT SunGuide Performance Measures Report for the year of 2018 and for the month of January 2019.

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

Brandy Boccuti, Metric Engineering, discussed with the team the following technology/devices that could help support responder safety while responding to traffic incidents.

Move Over Camera: The camera is a technology that is closing the gap when it comes to issues enforcing the move over law. The camera mounts on a vehicle providing a 180-degree angle view, combining the camera with speed and distance tracking, as well as proof the emergency lights were flashing, making evidence gathering, a warning or a citation possible.

To learn more about the move over camera and watch a video, please click on the following link: https://fox8.com/2018/12/17/move-over-enforcement-cameras-capture-violations-during-test-in-northeast-ohio/

Portable Speedbumps:
The Lynchburg Fire Department in Virginia is stocking each of their fire engine and ladder trucks with portable speed bumps. The portable speed bump includes both reflective strips and LED lights that operate in a slow flash, quad flash, or steady on. These are designed for temporary placement on roads and parking lots.

Jennifer Collins, a fire captain with the Lynchburg Fire Department, stated the following about the equipment: "In a situation where we have a diminished lane where we can divert all the traffic to one lane and we're working in, say, another lane, we can deploy the speed bump across the lane and slow people down."

To learn more about the portable speedbump and watch a video, please click on the following link: https://www.wsls.com/news/virginia/lynchburg/lynchburg-first-responders-launch-new-device-to-get-people-to-slow-down-move-over

After Action Reviews (AAR) provides 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:
01/02/2019
Event Numbers 590311
I-75 Southbound at Mile Marker 177
Tractor Trailer car hauler fire on shoulder
Rapid Incident Scene Clearance Event

Timeline:
1050 TMC Roadway Closed
1050 TMC RISC Activated (R Brown)
1053 TMC Prompt Notified and Accepted RISC
1106 TMC Fire Department on Scene Blocking All Lanes
1121 TMC 1st Prompt Truck on Scene
1135 TMC Only Right Lane Blocked
1140 TMC NTP Given
1148 TMC All Prompt Equip on Scene
1157 TMC All Lanes Blocked
1204 TMC Right Shoulder Only Blocked
1209 TMC All Lanes Open (Roadway Clearance)
1253 TMC Landall/Lowboy on Scene
1431/1447 RISC Contractor Departed
1506 TMC Incident Clearance

Lessons Learned:
Early Rapid Incident Scene Clearance (RISC) Activation - By activating the RISC program early, the tower was able to respond quickly and had all equipment on scene within 62 minutes of the incident.

Early Roadway Clearance - Promptly used the shoulder to finish loading the vehicles, allowing FHP to open the roadway more quickly.

Even though Incident clearance took over 4 hours, it was due to the early roadway clearance and using the shoulder to work instead of using traffic lanes. There was also a good bit of cargo clean-up/loading that took place on the shoulder.

To view the presentation, 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/deafult.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/deafult.shtm

Future Meetings:
The next Sarasota-Manatee County TIM Team will be held on April 9, 2019, 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 Brandy Boccuti, TIM Team Coordinator, Metric Engineering, Inc. at (407) 644.1898 or via email at bboccuti@metriceng.com