



**Polk County
Traffic Incident Management Team**

October 10, 2019

Meeting Minutes

Attendees:

<u>Name</u>	<u>Agency</u>	<u>Name</u>	<u>Agency</u>
Brandy Boccuti	Metric Engineering, Inc.	Chris Miller	FHP
Charles Stratton	Metric Engineering, Inc.	Phillip Wilhite	Polk Co. Traffic
Kevin Smith	Parsons	Tim Smith	FDOT
Michael Bissett	Polk Co. Sheriff's Office	Harley Wilson	Lakeland Fire Department
Raul Corbo	Anchor Towing/Road Ranger	Eddy Gaggett	FDOT Bartow Ops
Mark Cygan	Lakeland Wrecker	Willie Smith	FDOT Bartow Ops
Johnny Adkins	Stepp's Towing	TIM Francis	Hulls Environmental
Jamie Fitzgerald	Jorgensen	Charles Bryant	BOC DOT
Rick Grube	City of Lakeland	Joy Lawrence	Lakeland Wrecker
Jason McMillan	City of Lakeland	Tommy Brown	Lakeland Wrecker
Kristine Quenneville	FHP	Mike Swanson	Professional Towing
Todd Riley	Stepp's Towing	Jason Chase	Professional Towing
Larry Saxon	Florida Turnpike	Willie Smith	FDOT
Ben Skidmore	Hulls Environmental	Tyrone Moore	FDOT
Jeff Miller	Stepp's Towing	Jose Toledo	DBI Services
		Tom Arsenault	FDOT-LEL

Call to Order: The Polk TIM Team meeting was held on Thursday, October 10, 2019 at 10:00 AM at the Polk County Sheriff's Office Complex, 1891 Jim Keene Boulevard, Winter Haven, FL 33880. 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

Road Ranger Manager informed the team that of a Road Ranger traffic incident

Towing and Wrecker News

Professional Towing informed the team about the Hillsborough Extrication Symposium that will be taking place October 19-20, 2019. TO learn more about the event, please visit the following website: <https://www.facebook.com/watch/?v=561351894407140>

Other Agency News

The Florida Turnpike Enterprise spoke to the team about the SunTrax project and possible future opportunities for training with the first responders. To learn more about the SunTrax project, please visit the following website: <https://www.fdot.gov/traffic/its/projects-deploy/cv/maplocations/fte-suntrax.shtm>

The Polk County Sheriff's Office informed the team that there has been an increase in crashes.

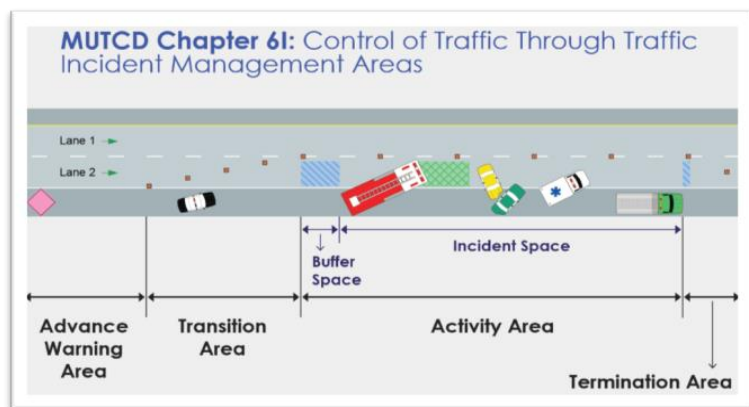
Update on TIM Initiatives:

National/State/Regional

Kevin Smith, Parsons Corporation, presented to the team on the importance of advanced warning and a traffic incident management area.

Traffic Incident Management Area Components:

- A Traffic Incident Management Area is a type of temporary traffic control zone
- While there are similarities, there are also significant differences between a work zone and a traffic incident
- The time to plan and availability of resources are the main differences between the two
- A Traffic Incident Management Area is a type of emergency event
- Review the four main components of a Traffic Incident Management Area, which will be discussed in detail in this lesson:
 - Advance Warning Area
 - Transition Area
 - Activity Area
 - Termination Area
- The Activity Area is further comprised of a Buffer Space and an Incident Space
- Reference:
 - MUTCD Chapter 6I – Control of Traffic Through Traffic Incident Management Areas



Advance Warning Area:

- Established upstream of the incident to alert drivers of the upcoming incident scene
 - Should also be upstream of any traffic queues so that warning is given to road users before encountering stopped traffic. Will likely have to be adjusted as queue lengths.

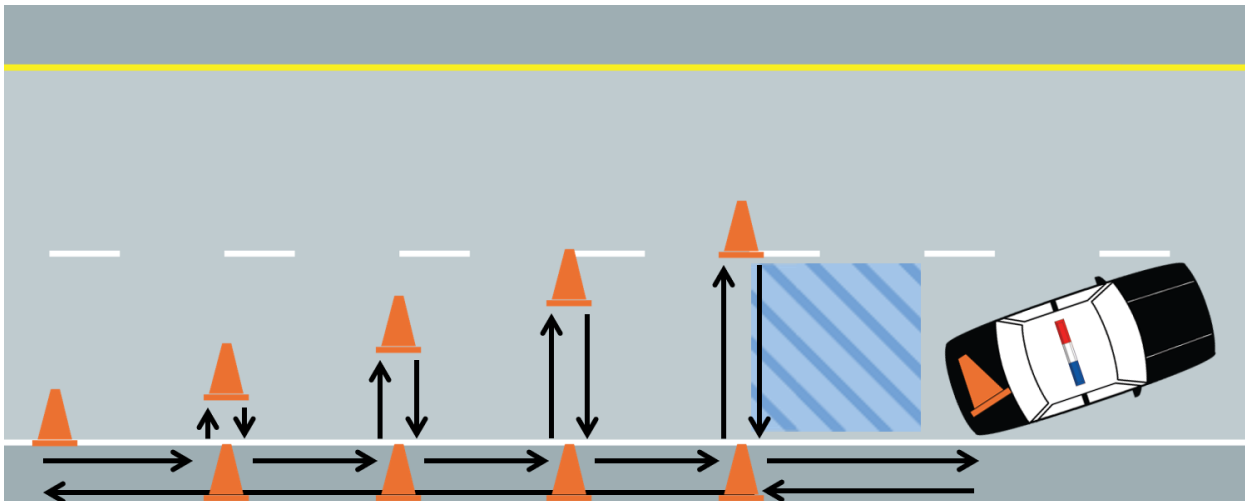
- Should be high priority for emergency responders
- A shoulder taper, set up using traffic cones, may also be established in the Advance Warning Area

Upstream Queue Management:

- A responder vehicle strategically placed on the shoulder upstream of an incident with its emergency lights activated can help slow motorists approaching an incident scene
 - This role is typically filled by law enforcement or a Safety Service Patrol

Cone Tapers:

- At incident scenes, cones or flares used to establish a taper are typically placed no further apart in feet than the speed limit
 - 35 mph = 35' apart
 - 45 mph = 45' apart
 - 55 mph = 55' apart
 - 65 mph = 65' apart
- Alternative methods:
 - Place a cone at every skip line
 - Place a cone every 10 paces



- Clear the lanes as quickly as possible
- Delineate your work zone with cones
- Deploy a cone taper as soon as possible
- Wear your vest!
- Train. Train. Train.
- Always expect the unexpected.

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

Updates will be provided at upcoming TIM team meetings.

Charles Stratton, Metric Engineering, informed the team about the District One Road Ranger that is being recognized for going above the call of duty. The Road Ranger was patrolling the Skyway Bridge when they came upon a man that was outside of his car on the bridge and was contemplating suicide. The Road Ranger got out of his truck and was able to calmly speak to the man and keep him calm until the Florida Highway Patrol was able to arrive on scene. The kindness and dedication of the Road Ranger was able to save the life of the man. The Road Ranger will be presented with an award for going above the call of duty at the Hillsborough TIM Team meeting on November 19th.

Charles Stratton, Metric Engineering, spoke to the team about receiving their feedback and/or suggestions for TIM presentation topics, improvements, and/or action items that they would like to see incorporated into future TIM team meetings.

The following items were recommended from the TIM team members:

- Schedule training session with Florida Turnpike Enterprise at SunTrax.

Charles Stratton, Metric Engineering, reviewed with the team the results of the 2019 Traffic Incident Management Self-Assessments. 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

Brandy Boccuti, Metric Engineering, informed the team about the 2019 National Traffic Incident Response Week which will take place November 10-16, 2019.

The Federal Highway Administration as National Traffic Incident Response Week to draw public awareness to the dangers emergency responders face when reacting to a traffic incident. At the same time, it is important that drivers understand they are also at risk of injury or death in and around

these scenes. Visit the TIM Network website to learn more: <http://timnetwork.org/traffic-incident-response-awareness-week/>

Brandy Boccuti, Metric Engineering, spoke to the team about the First Responder Public Opinion Poll that was conducted by the National Safety Council. The poll was to help understand the attitudes and behavior of the driving public as it relates to first responders that work on the highways.

Below are the top results that were discussed with the team:

- 71% Reported they take photos and text while driving by emergency workers
 - Which is triple the average of 24% that take photos and text under normal driving conditions
- 60% Reported they post to social media while driving by emergency workers
- 66% Reported they email about the event as they are passing by emergency workers
- In 2018 the first responder deaths working on the highways was up 60% compared to 2017.
- 2019 is already above the average of 2018!

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

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:

07/23/2019

Event Number 881945

I-4 Westbound at Exit 38

Overtaken Truck on Ramp

RISC Event

Polk County

Timeline:

1501	TMC	Event reported- ramp blocked
1504	TMC	FHP requesting RISC (placed on hold >5 min)
1511	TMC	Webb Towing accepts RISC- also notified of extra equipment request
1535	TMC	First heavy on scene
1542	TMC	2nd heavy on scene
1546	TMC	All equipment on scene per Selena, cannot see support truck on cameras
1549	TMC	FHP gave NTP
1554	TMC	Webb's canceled add'l equipment- fuel spill not large enough for it
1626	TMC	Webb's advises Roadway Clearance/end RISC
1638	TMC	Incident clearance?

*No supervisor on scene time, no 2nd heavy on scene time called in by Webb's

Lessons Learned:

FHP activated RISC very quickly, leading to clearing the road more quickly.

FHP informed RISC Vendor of extra equipment request early in the call. This allows the vendor to marshal the equipment more quickly and start it to the scene. In this case, the vendor decided it did not need the additional equipment, but better to err on the being prepared and not need it.

Better communication from the RISC vendor with the TMC on arrival of equipment and NTP notification would clear up some of the confusion on this call.

All parties on scene should check in with unified command prior to leaving. This allows the RISC vendor to discuss times with TMC and ensure all work has been completed and all responders can safely open lanes.

08/09/2019

Event Numbers 885890

I-4 Eastbound at SR 559

Person Struck by Truck- Possible Suicide

Polk County

Timeline:

2209	TMC	Crash reported at MM46 near CR-557
2221	TMC	FHP, County SO, Fire, EMS on scene
2223	TMC	DBI contacted for MOT
2305	TMC	PCSO states they will handle & have investigators en route
0011	TMC	PCSO advised they believe it to be a suicide and handling the case
0256	TMC	Roadway Clearance
0256	TMC	Incident Clearance

Lessons Learned:

The call logs showed some confusion between Polk County 911 and FHP dispatch; better information sharing between the two centers may be able to alleviate some of that confusion.

This particular case turned out not to be a traffic crash per se but a deliberate act by a mentally unstable motorist. The investigation to make this determination contributed to the long roadway closure.

08/10/2019

Event Numbers 886054

I-4 Eastbound at Polk Parkway East

Camper Crash

Polk County

Timeline:

1613	FHP	Crash Reported blocking roadway
1624	TMC	FHP on scene per RR 10-51
1633	FHP	Rotation tow (Steps) called
1907	FHP	Roadway clearance

Lessons Learned:

There was discussion during the debrief about what meets the criteria of a RISC and what doesn't. FHP felt this call did not meet the criteria and did not RISC the call. When we pointed out RISC

includes large campers that cannot go on a flatbed wrecker, FHP felt RISC would be an overkill on the call and could contact rotational tow companies until one was found with the required equipment available. We discussed RISC is not a mandatory activation but just a tool to more quickly get the roadway open; nothing replaces the on scene commander's discretion on how to handle the call to open the roadway the quickest.

The picture on the right has a time stamp of 1748 hours as being on scene. No one was in the meeting from the tow company to discuss any issues/complications on the recovery.

08/20/2019

Event Numbers 888631

I-4 Eastbound at Memorial Blvd.

Tractor Trailer

RISC Event

Polk County

Timeline:

1644	TMC	Crash reported, #1 lane impacted with debris from light pole and damaged fence
1713	FHP	Activates RISC
1714	TMC	Stepps notified
1732	TMC	1st heavy on scene, supervisor on scene
1745	TMC	2nd heavy on scene
1747	TMC	Per Todd at Stepps, NTP given
1810	TMC	Per Todd, all equipment on scene
1826	TMC	Roadway clearance
1836	TMC	Incident clearance

Lessons Learned:

RISC was not activated until 30 minutes into the call. Early activation of RISC or request for rotation tower speeds up the roadway opening process.

There was some complications with a light pole that was damaged by the truck, but once NTP was given, Stepp's was able to clear the road in 39 minutes.

09/12/2019

Event Numbers 893603

I-4 Westbound at US27

Fatality Crash

Polk County

Timeline:

0230	TMC	Crash reported
0233	TMC	#1 lane blocked
0738	TMC	Roadway clearance (shoulder still blocked)
0901	TMC	Incident clearance (all units left scene)

Lessons Learned:

Due to this being a fatal crash and still under investigation, no information available from FHP.

FDOT Construction Update

The team was reminded 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 Polk County TIM Team will be January 9, 2020 at 10:00 a.m. at the Polk County Sheriff's Office Complex, Procap Room, and 1891 Jim Keene Boulevard, Winter Haven, FL 33880.

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, Metric Engineering, Inc. at (407) 949-4283 or via email at brandy.boccuti@metriceng.com

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